

USH 12/14: OLD SAUK RD TO GAMMON RD (DANE COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY WESTBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR						AVERAGE SPEEDS IN MPH				
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE	
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE		
MID-1 AM	477	0.0	OFF	477	0	0.00	0	60.2	60.2	60.2	
1-2 AM	331	0.0	OFF	331	0	0.00	0	60.2	60.2	60.2	
2-3 AM	214	0.0	OFF	214	0	0.00	0	60.2	60.2	60.2	
3-4 AM	187	0.0	OFF	187	0	0.00	0	60.2	60.2	60.2	
4-5 AM	116	0.0	OFF	116	0	0.00	0	60.2	60.2	60.2	
5-6 AM	81	0.0	OFF	81	0	0.00	0	60.2	60.2	60.2	
6-7 AM	112	0.0	OFF	112	0	0.00	0	60.2	60.2	60.2	
7-8 AM	201	0.0	OFF	201	0	0.00	0	60.2	60.2	60.2	
8-9 AM	394	0.0	OFF	394	0	0.00	0	60.2	60.2	60.2	
9-10 AM	652	0.0	1500	652	0	0.41	0	60.2	50.7	42.9	
10-11 AM	871	0.0	1500	871	0	0.44	0	60.2	50.2	42.2	
11AM-NOON	1260	0.0	1499	1260	0	0.65	0	60.2	46.5	36.8	
NOON-1PM	1486	0.0	1499	1486	0	1.10	5	60.2	40.1	31.5	
1-2 PM	1700	0.0	1500	1700	0	4.74	115	60.2	19.1	30.8	
2-3 PM	1658	0.0	1499	1658	0	12.06	303	60.2	10.5	30.8	
3-4 PM	1585	0.0	1499	1544	41	16.19+	412	60.2	9.1	30.8	
4-5 PM	1638	0.0	1500	1500	137	16.63+	424	60.2	9.0	30.8	
5-6 PM	1564	0.0	1500	1500	63	16.62+	423	60.2	9.0	30.8	
6-7 PM	1340	0.0	1499	1340	0	14.05+	357	60.2	9.7	30.8	
7-8 PM	1119	0.0	OFF	1119	0	0.18	12	60.2	55.6	55.6	
8-9 PM	757	0.0	OFF	757	0	0.00	0	60.2	60.2	60.2	
9-10 PM	598	0.0	OFF	598	0	0.00	0	60.2	60.2	60.2	
10-11 PM	461	0.0	OFF	461	0	0.00	0	60.2	60.2	60.2	
11PM-MID	316	0.0	OFF	316	0	0.00	0	60.2	60.2	60.2	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

----- SITE ACCIDENT DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0067
MAIN ROUTE WITH WORKS	0.0057
'DIVERSION'	0.0002
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$35,467
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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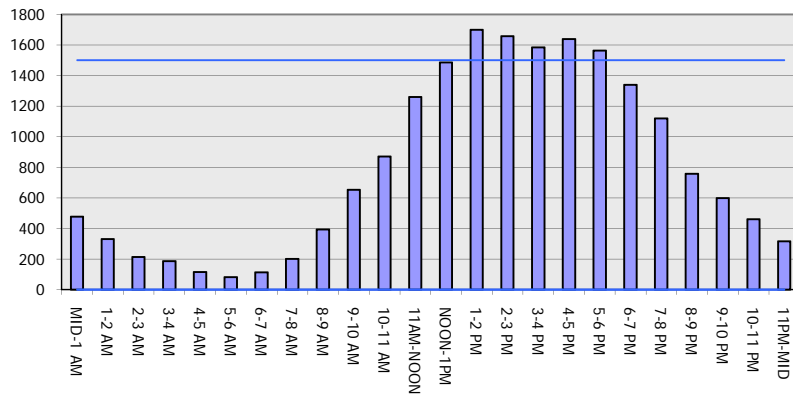
OCTOBER

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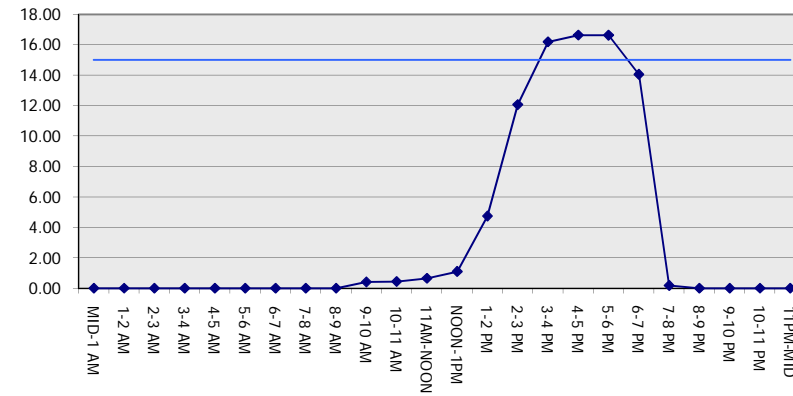
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

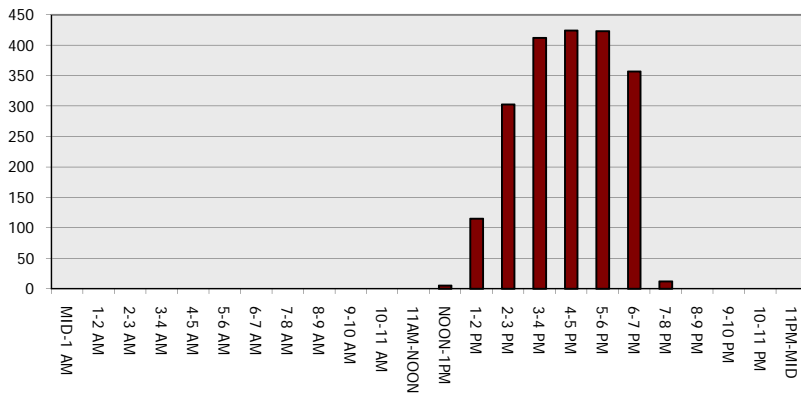
Main Route - Traffic Demand (Vehicles Per Hour)



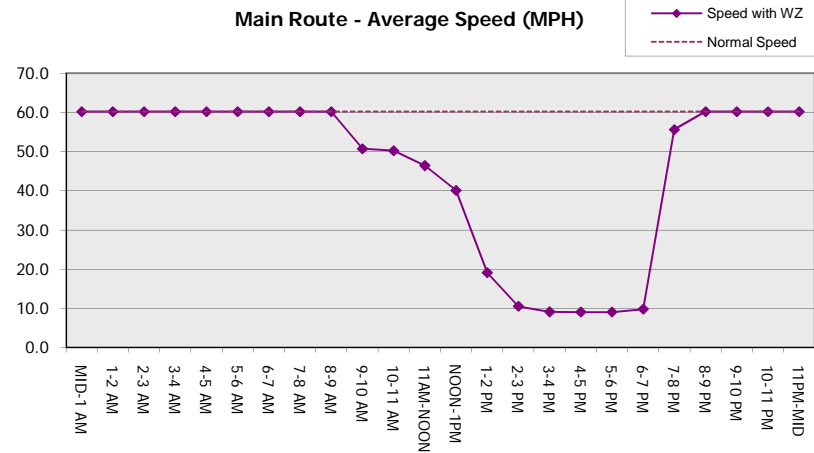
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY EASTBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR							AVERAGE SPEEDS IN MPH			
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE	
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE		
MID-1 AM	523	0.0	OFF	523	0	0.00	0	60.2	60.2	60.2	
1-2 AM	314	0.0	OFF	314	0	0.00	0	60.2	60.2	60.2	
2-3 AM	202	0.0	OFF	202	0	0.00	0	60.2	60.2	60.2	
3-4 AM	245	0.0	OFF	245	0	0.00	0	60.2	60.2	60.2	
4-5 AM	120	0.0	OFF	120	0	0.00	0	60.2	60.2	60.2	
5-6 AM	75	0.0	OFF	75	0	0.00	0	60.2	60.2	60.2	
6-7 AM	95	0.0	OFF	95	0	0.00	0	60.2	60.2	60.2	
7-8 AM	207	0.0	OFF	207	0	0.00	0	60.2	60.2	60.2	
8-9 AM	375	0.0	OFF	375	0	0.00	0	60.2	60.2	60.2	
9-10 AM	614	0.0	1500	614	0	0.40	0	60.2	50.9	43.1	
10-11 AM	983	0.0	1500	983	0	0.45	0	60.2	50.0	41.7	
11AM-NOON	1304	0.0	1499	1304	0	0.71	0	60.2	45.5	35.5	
NOON-1PM	1601	0.0	1499	1601	0	2.13	36	60.2	30.6	30.8	
1-2 PM	1742	0.0	1500	1742	0	8.50	215	60.2	12.9	30.8	
2-3 PM	1780	0.0	1499	1600	180	16.18+	412	60.2	9.1	30.8	
3-4 PM	1798	0.0	1499	1497	301	16.64+	424	60.2	8.9	30.8	
4-5 PM	1874	0.0	1499	1498	377	16.65+	424	60.2	8.9	30.8	
5-6 PM	1878	0.0	1499	1498	380	16.65+	424	60.2	8.9	30.8	
6-7 PM	1583	0.0	1499	1477	106	16.54+	421	60.2	9.0	30.8	
7-8 PM	1206	0.0	OFF	1206	0	0.46	30	60.2	49.8	49.8	
8-9 PM	942	0.0	OFF	942	0	0.00	0	60.2	60.2	60.2	
9-10 PM	616	0.0	OFF	616	0	0.00	0	60.2	60.2	60.2	
10-11 PM	492	0.0	OFF	492	0	0.00	0	60.2	60.2	60.2	
11PM-MID	317	0.0	OFF	317	0	0.00	0	60.2	60.2	60.2	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

----- SITE ACCIDENT DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0073
MAIN ROUTE WITH WORKS	0.0059
'DIVERSION'	0.0011

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$46,095
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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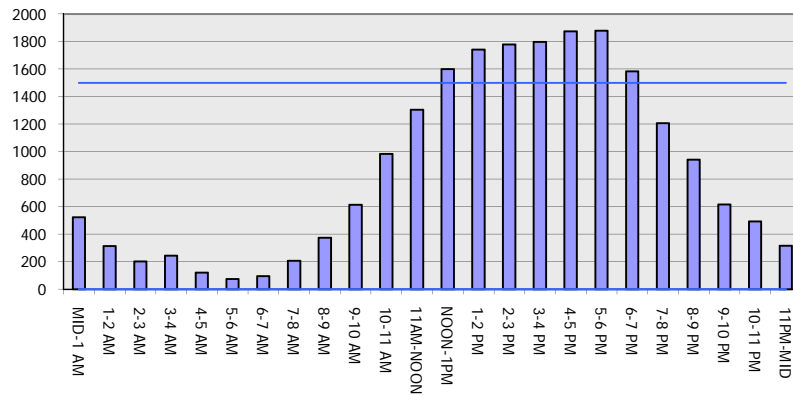
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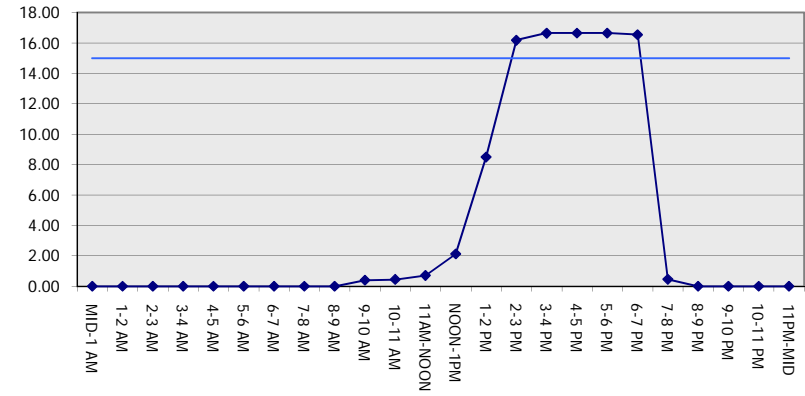
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

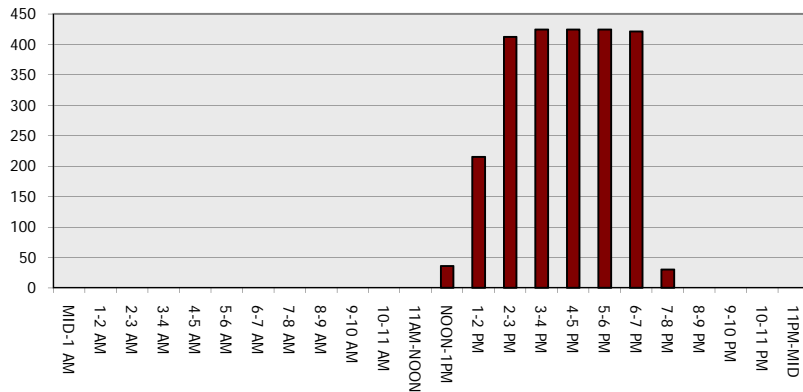
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

