

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

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	622	0.0	OFF	622	0	0.00	0	60.2	60.2	60.2	
1-2 AM	407	0.0	OFF	407	0	0.00	0	60.2	60.2	60.2	
2-3 AM	250	0.0	OFF	250	0	0.00	0	60.2	60.2	60.2	
3-4 AM	203	0.0	OFF	203	0	0.00	0	60.2	60.2	60.2	
4-5 AM	145	0.0	OFF	145	0	0.00	0	60.2	60.2	60.2	
5-6 AM	156	0.0	OFF	156	0	0.00	0	60.2	60.2	60.2	
6-7 AM	271	0.0	OFF	271	0	0.00	0	60.2	60.2	60.2	
7-8 AM	554	0.0	OFF	554	0	0.00	0	60.2	60.2	60.2	
8-9 AM	1032	0.0	1499	1032	0	0.48	0	60.2	51.4	40.9	
9-10 AM	1579	0.0	1499	1579	0	1.67	24	60.2	37.7	31.2	
10-11 AM	1983	0.0	1500	1829	154	10.75+	289	60.2	13.0	30.8	
11AM-NOON	2439	0.0	1500	1499	940	16.26+	414	60.2	9.9	30.8	
NOON-1PM	2610	0.0	1499	1496	1114	16.26+	414	59.7	9.9	30.8	
1-2 PM	2694	0.0	1499	1496	1199	16.24+	415	58.9	9.9	30.8	
2-3 PM	2579	0.0	1500	1500	1080	16.25+	414	60.1	9.9	30.8	
3-4 PM	2590	0.0	1499	1500	1090	16.25+	414	60.0	9.9	30.8	
4-5 PM	2673	0.0	1499	1499	1175	16.23+	415	59.1	9.9	30.8	
5-6 PM	2564	0.0	1500	1500	1064	16.26+	414	60.2	9.9	30.8	
6-7 PM	2252	0.0	OFF	2252	0	0.79	49	60.2	46.9	46.9	
7-8 PM	1921	0.0	OFF	1921	0	0.00	0	60.2	60.2	60.2	
8-9 PM	1552	0.0	OFF	1552	0	0.00	0	60.2	60.2	60.2	
9-10 PM	1181	0.0	OFF	1181	0	0.00	0	60.2	60.2	60.2	
10-11 PM	1012	0.0	OFF	1012	0	0.00	0	60.2	60.2	60.2	
11PM-MID	848	0.0	OFF	848	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	0.0152
MAIN ROUTE WITH WORKS	0.0107
'DIVERSION'	0.0081
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$88,131
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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OCTOBER

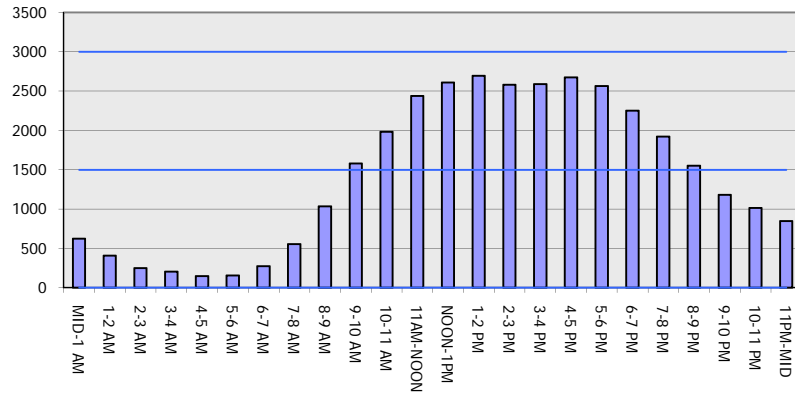
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

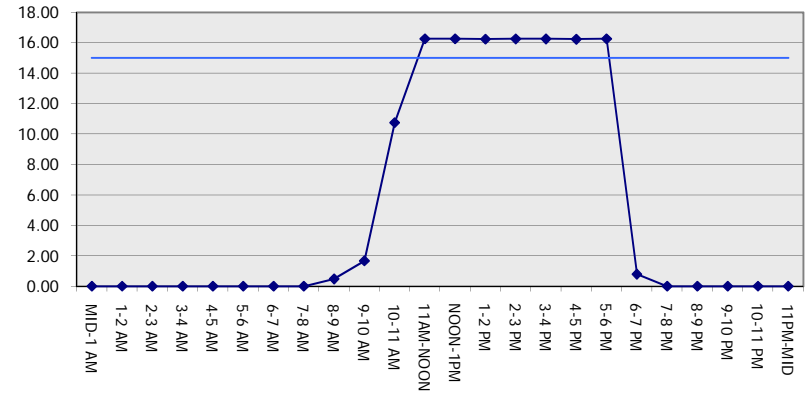
SATURDAY

WESTBOUND DIRECTION

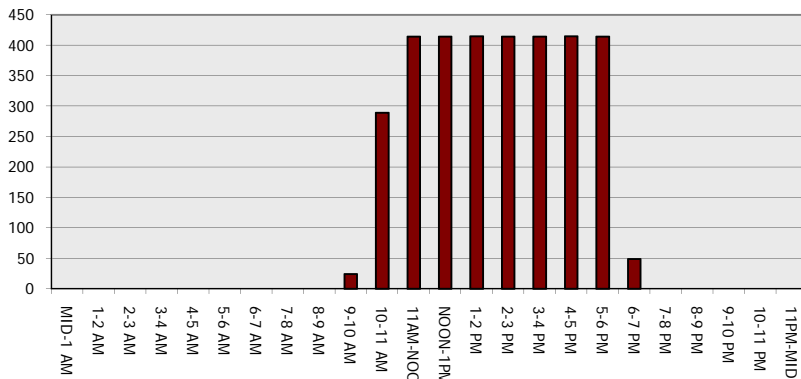
Main Route - Traffic Demand (Vehicles Per Hour)



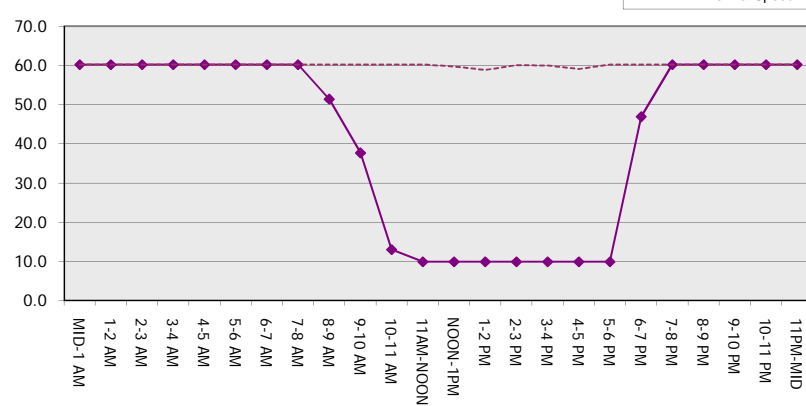
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	807	0.0	OFF	807	0	0.00	0	60.2	60.2	60.2
1-2 AM	404	0.0	OFF	404	0	0.00	0	60.2	60.2	60.2
2-3 AM	226	0.0	OFF	226	0	0.00	0	60.2	60.2	60.2
3-4 AM	229	0.0	OFF	229	0	0.00	0	60.2	60.2	60.2
4-5 AM	150	0.0	OFF	150	0	0.00	0	60.2	60.2	60.2
5-6 AM	143	0.0	OFF	143	0	0.00	0	60.2	60.2	60.2
6-7 AM	236	0.0	OFF	236	0	0.00	0	60.2	60.2	60.2
7-8 AM	504	0.0	OFF	504	0	0.00	0	60.2	60.2	60.2
8-9 AM	971	0.0	1499	971	0	0.45	0	60.2	51.9	41.8
9-10 AM	1512	0.0	1499	1512	0	1.40	16	60.2	40.1	32.0
10-11 AM	1939	0.0	1500	1931	8	9.45+	263	60.2	14.2	30.8
11AM-NOON	2187	0.0	1500	1441	746	16.07+	409	60.2	9.9	30.8
NOON-1PM	2350	0.0	1499	1498	852	16.25+	414	60.2	9.9	30.8
1-2 PM	2390	0.0	1499	1498	892	16.25+	414	60.2	9.9	30.8
2-3 PM	2389	0.0	1499	1498	891	16.25+	414	60.2	9.9	30.8
3-4 PM	2489	0.0	1499	1498	991	16.26+	414	60.2	9.9	30.8
4-5 PM	2660	0.0	1499	1492	1168	16.25+	415	59.2	9.9	30.8
5-6 PM	2485	0.0	1500	1499	986	16.26+	414	60.2	9.9	30.8
6-7 PM	2364	0.0	OFF	2364	0	0.93	54	60.2	45.2	45.2
7-8 PM	2036	0.0	OFF	2036	0	0.00	0	60.2	60.2	60.2
8-9 PM	1691	0.0	OFF	1691	0	0.00	0	60.2	60.2	60.2
9-10 PM	1361	0.0	OFF	1361	0	0.00	0	60.2	60.2	60.2
10-11 PM	1202	0.0	OFF	1202	0	0.00	0	60.2	60.2	60.2
11PM-MID	955	0.0	OFF	955	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	0.0150
MAIN ROUTE WITH WORKS	0.0111
'DIVERSION'	0.0067

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$81,825
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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SATURDAY EASTBOUND DIRECTION

