

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

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	628	0.0	OFF	628	0	0.00	0	60.2	60.2	60.2	
1-2 AM	437	0.0	OFF	437	0	0.00	0	60.2	60.2	60.2	
2-3 AM	281	0.0	OFF	281	0	0.00	0	60.2	60.2	60.2	
3-4 AM	247	0.0	OFF	247	0	0.00	0	60.2	60.2	60.2	
4-5 AM	153	0.0	OFF	153	0	0.00	0	60.2	60.2	60.2	
5-6 AM	107	0.0	OFF	107	0	0.00	0	60.2	60.2	60.2	
6-7 AM	149	0.0	OFF	149	0	0.00	0	60.2	60.2	60.2	
7-8 AM	264	0.0	OFF	264	0	0.00	0	60.2	60.2	60.2	
8-9 AM	520	0.0	OFF	520	0	0.00	0	60.2	60.2	60.2	
9-10 AM	858	0.0	1500	858	0	0.43	0	60.2	52.1	42.2	
10-11 AM	1148	0.0	1499	1148	0	0.55	0	60.2	50.4	39.2	
11AM-NOON	1660	0.0	1499	1660	0	2.59	54	60.2	31.2	30.8	
NOON-1PM	1959	0.0	1500	1696	263	12.81+	334	60.2	11.4	30.8	
1-2 PM	2240	0.0	1500	1507	733	16.26+	414	60.2	9.9	30.8	
2-3 PM	2185	0.0	1500	1504	681	16.24+	413	60.2	9.9	30.8	
3-4 PM	2089	0.0	1500	1504	585	16.24+	413	60.2	9.9	30.8	
4-5 PM	2158	0.0	1500	1504	654	16.24+	413	60.2	9.9	30.8	
5-6 PM	2060	0.0	1500	1503	557	16.24+	413	60.2	9.9	30.8	
6-7 PM	1766	0.0	1500	1522	244	16.13+	410	60.2	9.9	30.8	
7-8 PM	1474	0.0	OFF	1474	0	0.47	31	60.2	51.5	51.5	
8-9 PM	996	0.0	OFF	996	0	0.00	0	60.2	60.2	60.2	
9-10 PM	788	0.0	OFF	788	0	0.00	0	60.2	60.2	60.2	
10-11 PM	608	0.0	OFF	608	0	0.00	0	60.2	60.2	60.2	
11PM-MID	416	0.0	OFF	416	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	0.0112
MAIN ROUTE WITH WORKS	0.0086
'DIVERSION'	0.0038
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$64,260
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

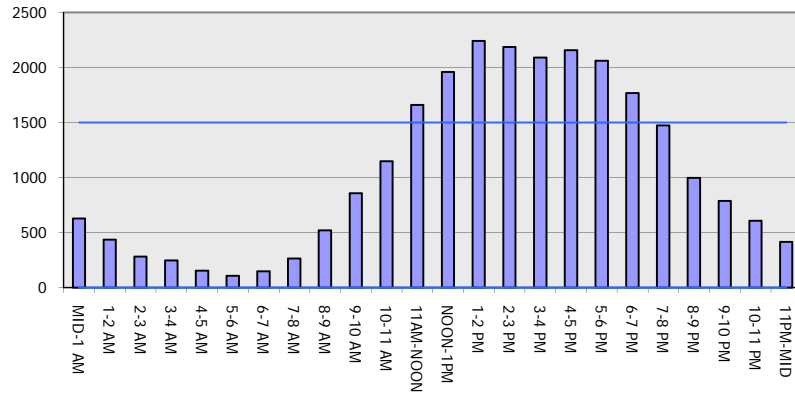
OCTOBER

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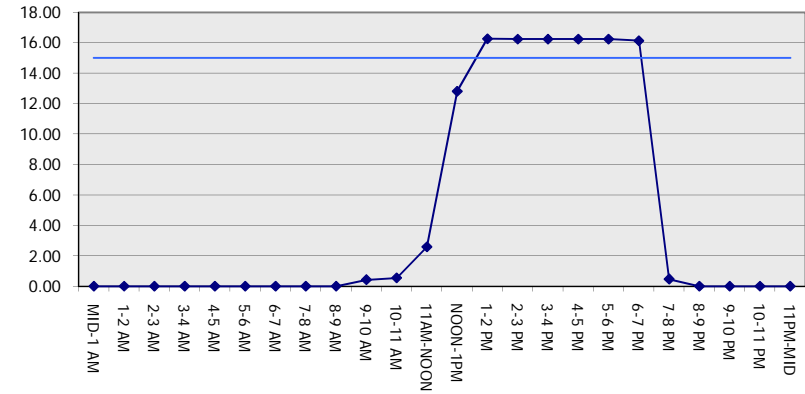
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

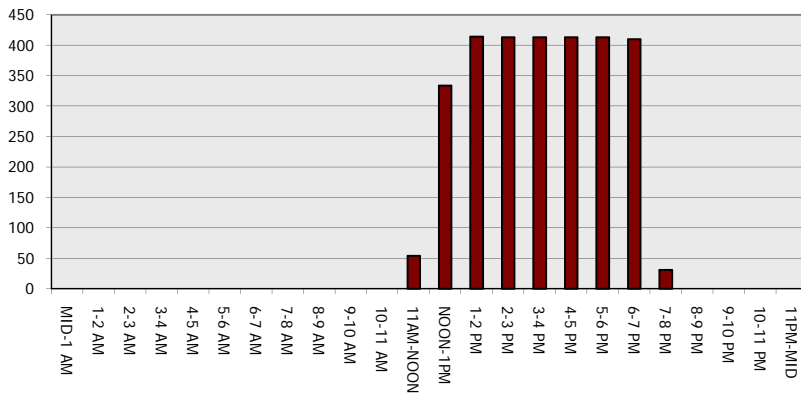
Main Route - Traffic Demand (Vehicles Per Hour)



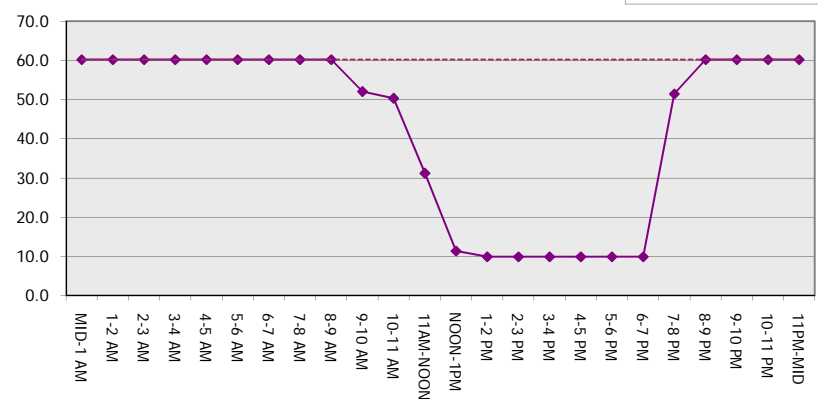
Main Route Average Delay Per Vehicle (Minutes)



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	689	0.0	OFF	689	0	0.00	0	60.2	60.2	60.2
1-2 AM	413	0.0	OFF	413	0	0.00	0	60.2	60.2	60.2
2-3 AM	265	0.0	OFF	265	0	0.00	0	60.2	60.2	60.2
3-4 AM	323	0.0	OFF	323	0	0.00	0	60.2	60.2	60.2
4-5 AM	159	0.0	OFF	159	0	0.00	0	60.2	60.2	60.2
5-6 AM	98	0.0	OFF	98	0	0.00	0	60.2	60.2	60.2
6-7 AM	125	0.0	OFF	125	0	0.00	0	60.2	60.2	60.2
7-8 AM	273	0.0	OFF	273	0	0.00	0	60.2	60.2	60.2
8-9 AM	494	0.0	OFF	494	0	0.00	0	60.2	60.2	60.2
9-10 AM	809	0.0	1500	809	0	0.43	0	60.2	52.2	42.4
10-11 AM	1294	0.0	1499	1294	0	0.69	0	60.2	48.3	36.0
11AM-NOON	1718	0.0	1499	1718	0	3.44	83	60.2	27.0	30.8
NOON-1PM	2108	0.0	1500	1744	365	14.85+	381	60.2	10.4	30.8
1-2 PM	2295	0.0	1499	1496	799	16.25+	413	60.2	9.9	30.8
2-3 PM	2345	0.0	1499	1496	849	16.25+	414	60.2	9.9	30.8
3-4 PM	2369	0.0	1499	1496	873	16.25+	414	60.2	9.9	30.8
4-5 PM	2470	0.0	1499	1493	977	16.28+	414	60.2	9.9	30.8
5-6 PM	2475	0.0	1499	1495	979	16.27+	414	60.2	9.9	30.8
6-7 PM	2085	0.0	1499	1498	588	16.24+	413	60.2	9.9	30.8
7-8 PM	1589	0.0	OFF	1589	0	0.59	39	60.2	49.7	49.7
8-9 PM	1241	0.0	OFF	1241	0	0.00	0	60.2	60.2	60.2
9-10 PM	811	0.0	OFF	811	0	0.00	0	60.2	60.2	60.2
10-11 PM	649	0.0	OFF	649	0	0.00	0	60.2	60.2	60.2
11PM-MID	418	0.0	OFF	418	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	0.0123
MAIN ROUTE WITH WORKS	0.0089
'DIVERSION'	0.0056

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$73,524
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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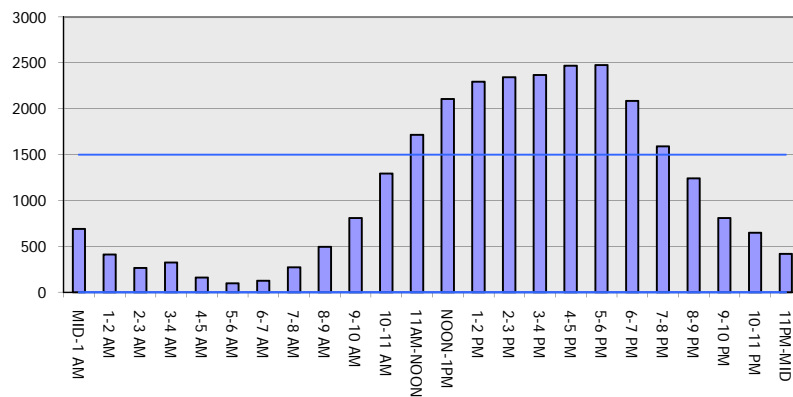
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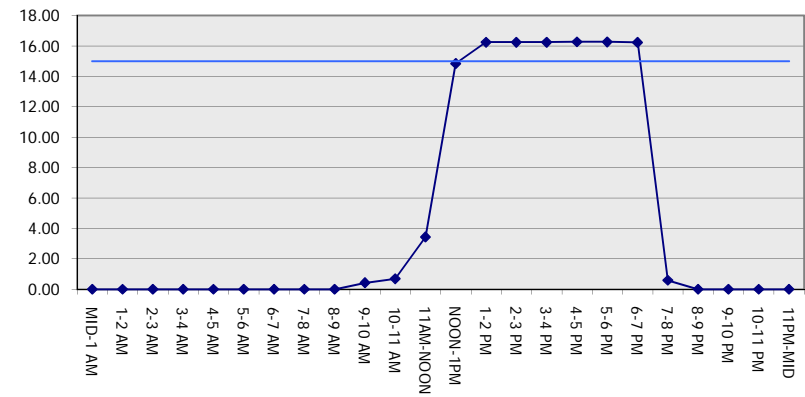
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

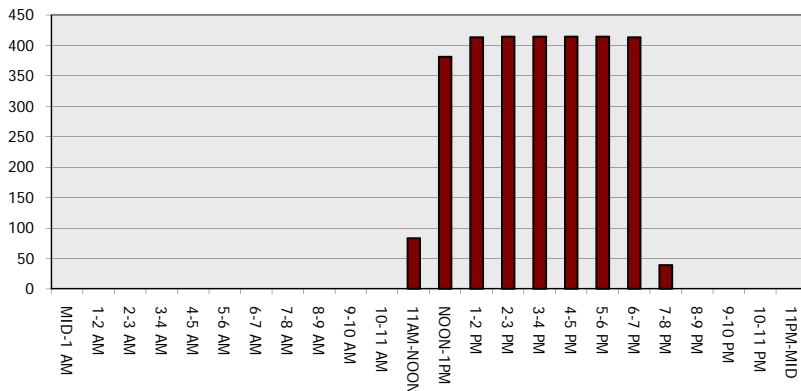
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

