

<b>USH 12/14: USH 14 TO OLD SAUK RD (DANE COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	212	0.0	OFF	212	0	0.00	0	60.2	60.2	60.2	
1-2 AM	127	0.0	OFF	127	0	0.00	0	60.2	60.2	60.2	
2-3 AM	98	0.0	OFF	98	0	0.00	0	60.2	60.2	60.2	
3-4 AM	94	0.0	OFF	94	0	0.00	0	60.2	60.2	60.2	
4-5 AM	87	0.0	OFF	87	0	0.00	0	60.2	60.2	60.2	
5-6 AM	148	0.0	OFF	148	0	0.00	0	60.2	60.2	60.2	
6-7 AM	299	0.0	OFF	299	0	0.00	0	60.2	60.2	60.2	
7-8 AM	650	0.0	OFF	650	0	0.00	0	60.2	60.2	60.2	
8-9 AM	957	0.0	1500	957	0	0.45	0	60.2	47.0	41.9	
9-10 AM	1249	0.0	1499	1249	0	0.64	0	60.2	43.0	37.1	
10-11 AM	1489	0.0	1499	1489	0	1.09	4	60.2	35.7	31.4	
11AM-NOON	1639	0.0	1500	1639	0	3.77	83	60.2	18.2	30.8	
NOON-1PM	1640	0.0	1499	1640	0	9.30	228	60.2	10.7	30.8	
1-2 PM	1602	0.0	1499	1602	0	13.86+	350	60.2	8.8	30.8	
2-3 PM	1579	0.0	1499	1536	43	16.70+	426	60.2	8.2	30.8	
3-4 PM	1649	0.0	1500	1500	149	17.05+	435	60.2	8.1	30.8	
4-5 PM	1593	0.0	1500	1500	93	17.04+	435	60.2	8.1	30.8	
5-6 PM	1440	0.0	1499	1440	0	16.32+	416	60.2	8.3	30.8	
6-7 PM	1255	0.0	OFF	1255	0	0.39	25	60.2	48.5	48.5	
7-8 PM	1016	0.0	OFF	1016	0	0.00	0	60.2	60.2	60.2	
8-9 PM	890	0.0	OFF	890	0	0.00	0	60.2	60.2	60.2	
9-10 PM	780	0.0	OFF	780	0	0.00	0	60.2	60.2	60.2	
10-11 PM	510	0.0	OFF	510	0	0.00	0	60.2	60.2	60.2	
11PM-MID	363	0.0	OFF	363	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	0.0054
MAIN ROUTE WITH WORKS	0.0044
'DIVERSION'	0.0002
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$41,639
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

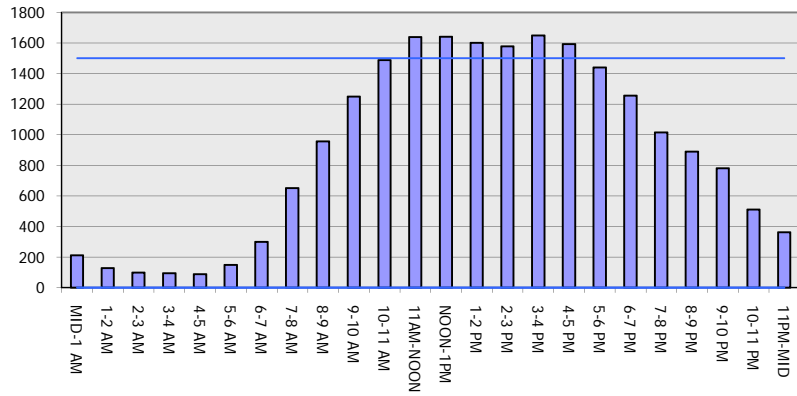
**USH 12/14: USH 14 TO OLD SAUK RD (DANE COUNTY)  
OFF-PEAK DAY CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
Analyzed for 2009  
Construction Season

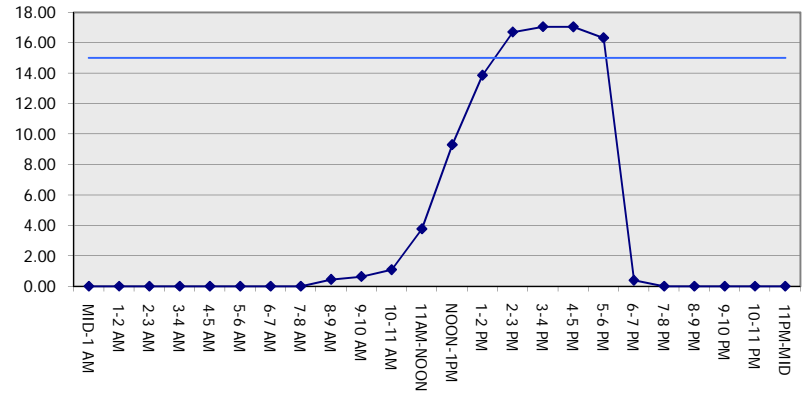
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY WESTBOUND DIRECTION**

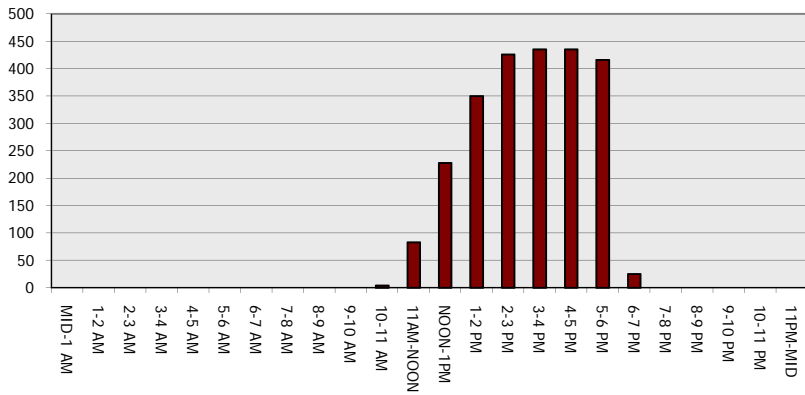
**Main Route - Traffic Demand (Vehicles Per Hour)**



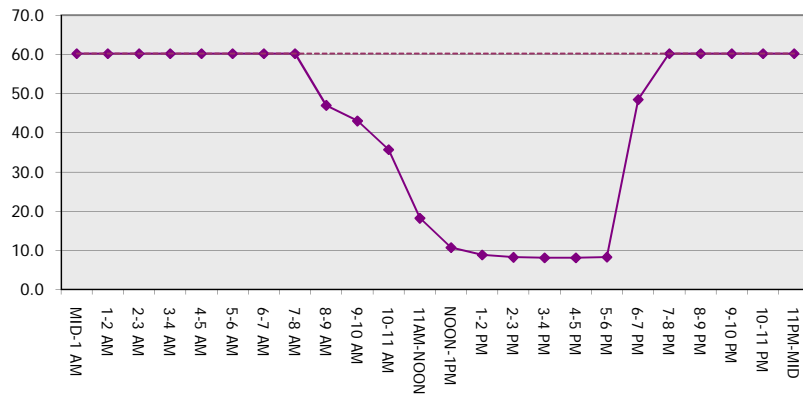
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



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

**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	255	0.0	OFF	255	0	0.00	0	60.2	60.2	60.2
1-2 AM	163	0.0	OFF	163	0	0.00	0	60.2	60.2	60.2
2-3 AM	110	0.0	OFF	110	0	0.00	0	60.2	60.2	60.2
3-4 AM	73	0.0	OFF	73	0	0.00	0	60.2	60.2	60.2
4-5 AM	100	0.0	OFF	100	0	0.00	0	60.2	60.2	60.2
5-6 AM	152	0.0	OFF	152	0	0.00	0	60.2	60.2	60.2
6-7 AM	360	0.0	OFF	360	0	0.00	0	60.2	60.2	60.2
7-8 AM	621	0.0	OFF	621	0	0.00	0	60.2	60.2	60.2
8-9 AM	1043	0.0	1500	1043	0	0.46	0	60.2	46.8	41.5
9-10 AM	1302	0.0	1499	1302	0	0.71	0	60.2	41.7	35.5
10-11 AM	1564	0.0	1499	1564	0	1.67	21	60.2	29.4	30.8
11AM-NOON	1625	0.0	1500	1625	0	5.32	122	60.2	14.5	30.8
NOON-1PM	1690	0.0	1500	1690	0	11.27	283	60.2	9.7	30.8
1-2 PM	1633	0.0	1499	1562	70	16.64+	424	60.2	8.2	30.8
2-3 PM	1560	0.0	1499	1498	62	17.03+	435	60.2	8.1	30.8
3-4 PM	1509	0.0	1499	1493	16	17.00+	434	60.2	8.1	30.8
4-5 PM	1438	0.0	1499	1438	0	15.97+	406	60.2	8.3	30.8
5-6 PM	1339	0.0	1499	1339	0	11.85	298	60.2	9.5	30.8
6-7 PM	1181	0.0	OFF	1181	0	0.12	7	60.2	56.1	56.1
7-8 PM	986	0.0	OFF	986	0	0.00	0	60.2	60.2	60.2
8-9 PM	829	0.0	OFF	829	0	0.00	0	60.2	60.2	60.2
9-10 PM	694	0.0	OFF	694	0	0.00	0	60.2	60.2	60.2
10-11 PM	527	0.0	OFF	527	0	0.00	0	60.2	60.2	60.2
11PM-MID	357	0.0	OFF	357	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	0.0054
MAIN ROUTE WITH WORKS	0.0044
'DIVERSION'	0.0001

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$41,082
CONGESTED HOURS PER DAY*	4

\*Delays Exceeding User-Specified Maximum

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**MAY**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY EASTBOUND DIRECTION**

