

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

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	166	0.0	OFF	166	0	0.00	0	60.2	60.2	60.2	
1-2 AM	99	0.0	OFF	99	0	0.00	0	60.2	60.2	60.2	
2-3 AM	76	0.0	OFF	76	0	0.00	0	60.2	60.2	60.2	
3-4 AM	67	0.0	OFF	67	0	0.00	0	60.2	60.2	60.2	
4-5 AM	146	0.0	OFF	146	0	0.00	0	60.2	60.2	60.2	
5-6 AM	421	0.0	OFF	421	0	0.00	0	60.2	60.2	60.2	
6-7 AM	1087	0.0	OFF	1087	0	0.00	0	60.2	60.2	60.2	
7-8 AM	1699	0.0	OFF	1699	0	0.00	0	60.2	60.2	60.2	
8-9 AM	1510	0.0	OFF	1510	0	0.00	0	60.2	60.2	60.2	
9-10 AM	1358	0.0	OFF	1358	0	0.00	0	60.2	60.2	60.2	
10-11 AM	1508	0.0	1499	1508	0	1.20	8	60.2	34.3	31.3	
11AM-NOON	1821	0.0	1500	1821	0	6.67	176	60.2	13.1	30.8	
NOON-1PM	2062	0.0	1499	1547	514	16.93+	432	60.2	8.1	30.8	
1-2 PM	2059	0.0	1500	1507	551	17.10+	436	60.2	8.1	30.8	
2-3 PM	2354	0.0	1500	1507	847	17.14+	438	60.2	8.1	30.8	
3-4 PM	2635	0.0	OFF	2635	0	1.08	63	59.5	35.6	35.6	
4-5 PM	3034	0.0	OFF	3034	0	0.00	0	55.4	55.4	55.4	
5-6 PM	2865	0.0	OFF	2865	0	0.00	0	57.1	57.1	57.1	
6-7 PM	1938	0.0	OFF	1938	0	0.00	0	60.2	60.2	60.2	
7-8 PM	1404	0.0	OFF	1404	0	0.00	0	60.2	60.2	60.2	
8-9 PM	1087	0.0	OFF	1087	0	0.00	0	60.2	60.2	60.2	
9-10 PM	934	0.0	OFF	934	0	0.00	0	60.2	60.2	60.2	
10-11 PM	611	0.0	OFF	611	0	0.00	0	60.2	60.2	60.2	
11PM-MID	431	0.0	OFF	431	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	0.0080
MAIN ROUTE WITH WORKS	0.0070
'DIVERSION'	0.0011
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$27,746
CONGESTED HOURS PER DAY*	3

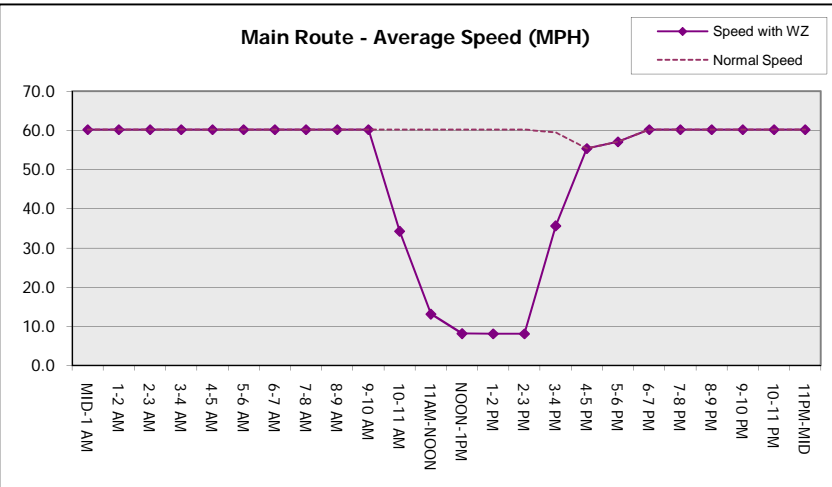
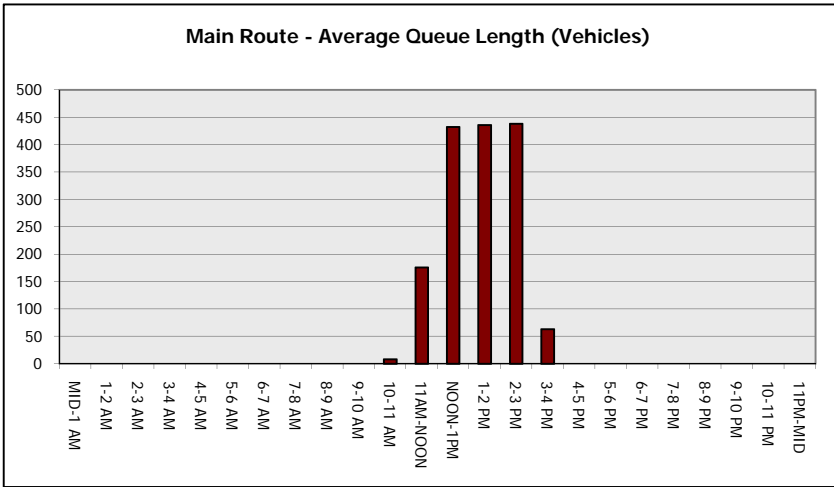
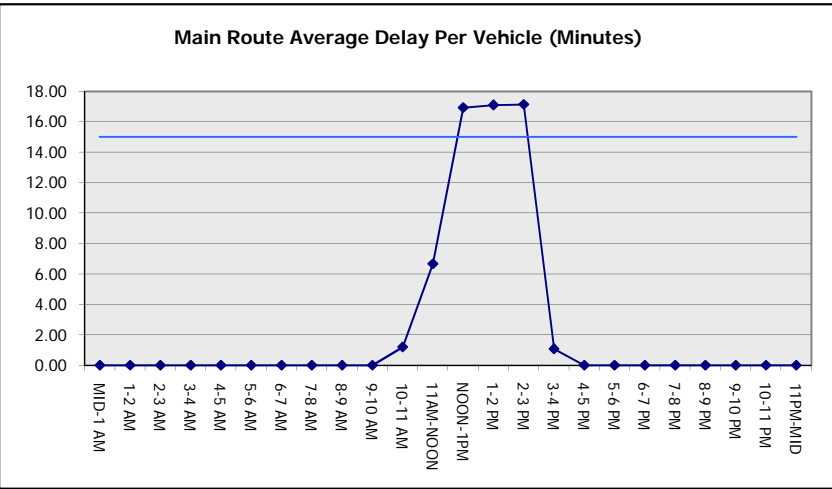
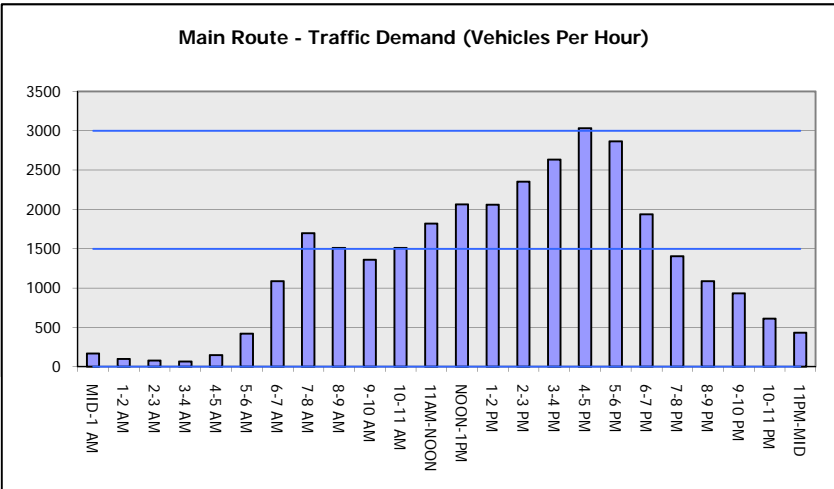
*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION



USH 12/14: USH 14 TO OLD SAUK RD (DANE COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	206	0.0	OFF	206	0	0.00	0	60.2	60.2	60.2
1-2 AM	115	0.0	OFF	115	0	0.00	0	60.2	60.2	60.2
2-3 AM	93	0.0	OFF	93	0	0.00	0	60.2	60.2	60.2
3-4 AM	92	0.0	OFF	92	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	569	0.0	OFF	569	0	0.00	0	60.2	60.2	60.2
6-7 AM	1575	0.0	OFF	1575	0	0.00	0	60.2	60.2	60.2
7-8 AM	2647	0.0	OFF	2647	0	0.00	0	59.4	59.4	59.4
8-9 AM	2069	0.0	OFF	2069	0	0.00	0	60.2	60.2	60.2
9-10 AM	1579	0.0	OFF	1579	0	0.00	0	60.2	60.2	60.2
10-11 AM	1619	0.0	1499	1619	0	2.66	53	60.2	22.5	30.8
11AM-NOON	1789	0.0	1500	1789	0	9.90	253	60.2	10.5	30.8
NOON-1PM	1933	0.0	1499	1506	427	17.08+	436	60.2	8.1	30.8
1-2 PM	1888	0.0	1500	1505	383	17.08+	436	60.2	8.1	30.8
2-3 PM	1908	0.0	1500	1504	405	17.08+	436	60.2	8.1	30.8
3-4 PM	2004	0.0	OFF	2004	0	0.67	44	60.2	42.4	42.4
4-5 PM	2045	0.0	OFF	2045	0	0.00	0	60.2	60.2	60.2
5-6 PM	1881	0.0	OFF	1881	0	0.00	0	60.2	60.2	60.2
6-7 PM	1575	0.0	OFF	1575	0	0.00	0	60.2	60.2	60.2
7-8 PM	1234	0.0	OFF	1234	0	0.00	0	60.2	60.2	60.2
8-9 PM	981	0.0	OFF	981	0	0.00	0	60.2	60.2	60.2
9-10 PM	834	0.0	OFF	834	0	0.00	0	60.2	60.2	60.2
10-11 PM	631	0.0	OFF	631	0	0.00	0	60.2	60.2	60.2
11PM-MID	486	0.0	OFF	486	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	0.0
(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	0
(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	0.0076
MAIN ROUTE WITH WORKS	0.0068
'DIVERSION'	0.0007

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$26,426
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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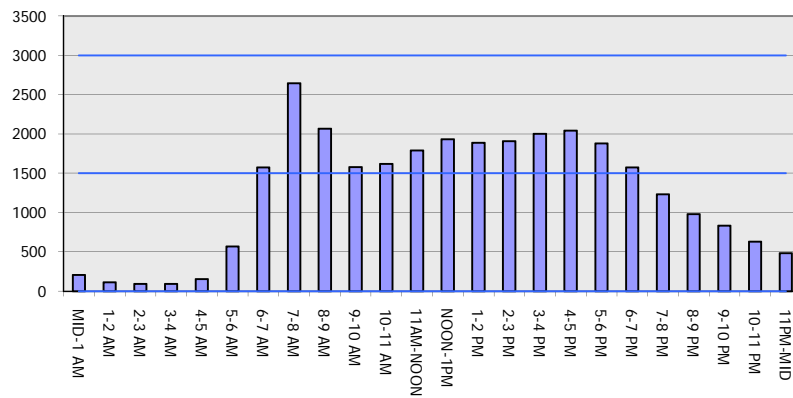
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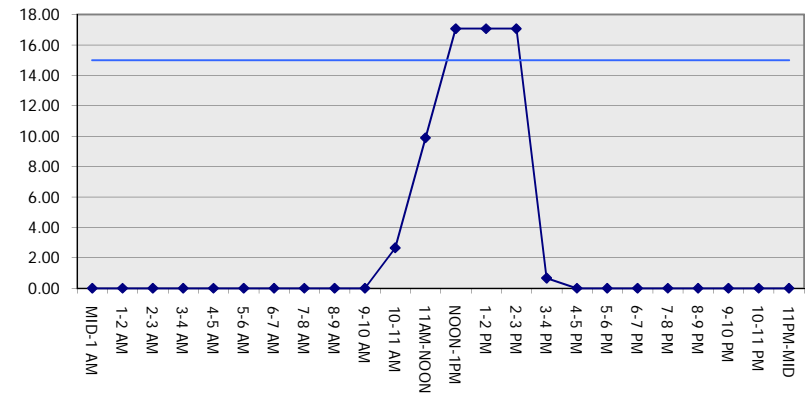
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

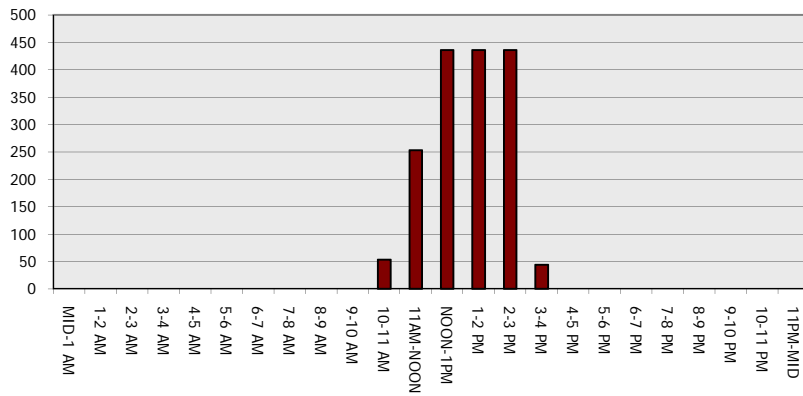
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

