

USH 12/14: USH 14 TO OLD SAUK 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	235	0.0	OFF	235	0	0.00	0	60.2	60.2	60.2	
1-2 AM	141	0.0	OFF	141	0	0.00	0	60.2	60.2	60.2	
2-3 AM	103	0.0	OFF	103	0	0.00	0	60.2	60.2	60.2	
3-4 AM	103	0.0	OFF	103	0	0.00	0	60.2	60.2	60.2	
4-5 AM	97	0.0	OFF	97	0	0.00	0	60.2	60.2	60.2	
5-6 AM	162	0.0	OFF	162	0	0.00	0	60.2	60.2	60.2	
6-7 AM	313	0.0	OFF	313	0	0.00	0	60.2	60.2	60.2	
7-8 AM	681	0.0	OFF	681	0	0.00	0	60.2	60.2	60.2	
8-9 AM	1069	0.0	1500	1069	0	0.46	0	60.2	46.7	41.4	
9-10 AM	1324	0.0	1499	1324	0	0.73	0	60.2	41.2	35.0	
10-11 AM	1620	0.0	1499	1620	0	2.46	48	60.2	23.7	30.8	
11AM-NOON	1707	0.0	1500	1707	0	8.74	217	60.2	11.1	30.8	
NOON-1PM	1810	0.0	1500	1629	181	16.34+	417	60.2	8.3	30.8	
1-2 PM	1786	0.0	1499	1496	290	17.06+	436	60.2	8.1	30.8	
2-3 PM	1777	0.0	1499	1497	280	17.06+	436	60.2	8.1	30.8	
3-4 PM	1823	0.0	1499	1497	325	17.07+	436	60.2	8.1	30.8	
4-5 PM	1756	0.0	1499	1498	258	17.06+	435	60.2	8.1	30.8	
5-6 PM	1613	0.0	1499	1497	116	17.04+	435	60.2	8.1	30.8	
6-7 PM	1353	0.0	OFF	1353	0	0.55	36	60.2	44.7	44.7	
7-8 PM	1048	0.0	OFF	1048	0	0.00	0	60.2	60.2	60.2	
8-9 PM	835	0.0	OFF	835	0	0.00	0	60.2	60.2	60.2	
9-10 PM	762	0.0	OFF	762	0	0.00	0	60.2	60.2	60.2	
10-11 PM	522	0.0	OFF	522	0	0.00	0	60.2	60.2	60.2	
11PM-MID	420	0.0	OFF	420	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	0.0059
MAIN ROUTE WITH WORKS	0.0045
'DIVERSION'	0.0009
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$54,224
CONGESTED HOURS PER DAY*	6

*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)**

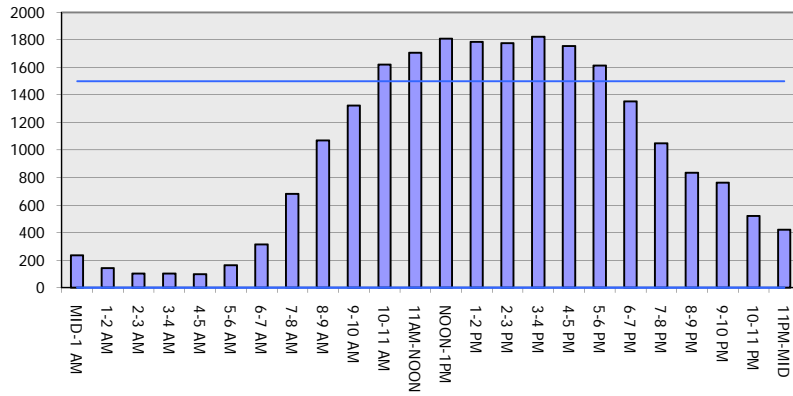
OCTOBER

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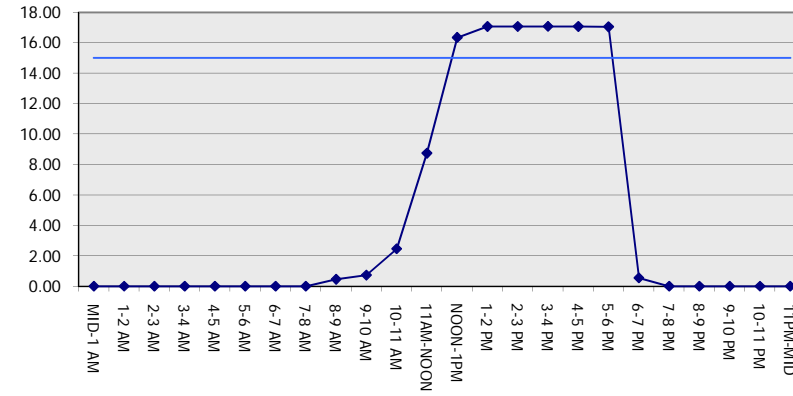
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

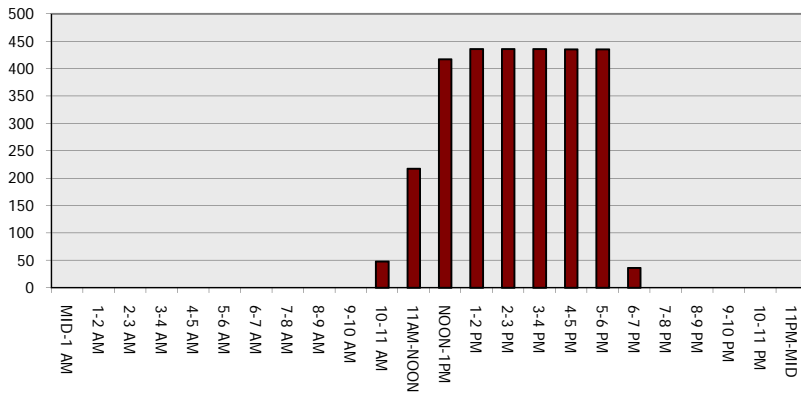
Main Route - Traffic Demand (Vehicles Per Hour)



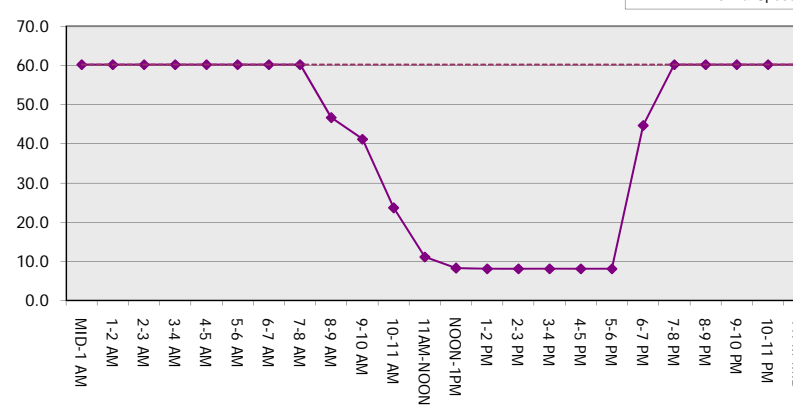
Main Route Average Delay Per Vehicle (Minutes)



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	240	0.0	OFF	240	0	0.00	0	60.2	60.2	60.2
1-2 AM	155	0.0	OFF	155	0	0.00	0	60.2	60.2	60.2
2-3 AM	186	0.0	OFF	186	0	0.00	0	60.2	60.2	60.2
3-4 AM	103	0.0	OFF	103	0	0.00	0	60.2	60.2	60.2
4-5 AM	108	0.0	OFF	108	0	0.00	0	60.2	60.2	60.2
5-6 AM	175	0.0	OFF	175	0	0.00	0	60.2	60.2	60.2
6-7 AM	409	0.0	OFF	409	0	0.00	0	60.2	60.2	60.2
7-8 AM	679	0.0	OFF	679	0	0.00	0	60.2	60.2	60.2
8-9 AM	1108	0.0	1500	1108	0	0.46	0	60.2	46.6	41.3
9-10 AM	1428	0.0	1499	1428	0	0.87	0	60.2	38.9	32.4
10-11 AM	1660	0.0	1499	1660	0	3.16	70	60.2	20.4	30.8
11AM-NOON	1727	0.0	1500	1727	0	10.77	272	60.2	10.0	30.8
NOON-1PM	1707	0.0	1499	1541	166	16.87+	430	60.2	8.1	30.8
1-2 PM	1611	0.0	1500	1501	109	17.04+	435	60.2	8.1	30.8
2-3 PM	1658	0.0	1500	1501	157	17.05+	435	60.2	8.1	30.8
3-4 PM	1706	0.0	1500	1501	205	17.05+	435	60.2	8.1	30.8
4-5 PM	1671	0.0	1500	1501	170	17.05+	435	60.2	8.1	30.8
5-6 PM	1567	0.0	1500	1501	66	17.03+	435	60.2	8.1	30.8
6-7 PM	1394	0.0	OFF	1394	0	0.54	36	60.2	45.0	45.0
7-8 PM	1137	0.0	OFF	1137	0	0.00	0	60.2	60.2	60.2
8-9 PM	867	0.0	OFF	867	0	0.00	0	60.2	60.2	60.2
9-10 PM	704	0.0	OFF	704	0	0.00	0	60.2	60.2	60.2
10-11 PM	566	0.0	OFF	566	0	0.00	0	60.2	60.2	60.2
11PM-MID	381	0.0	OFF	381	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	0.0058
MAIN ROUTE WITH WORKS	0.0046
'DIVERSION'	0.0005

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$52,897
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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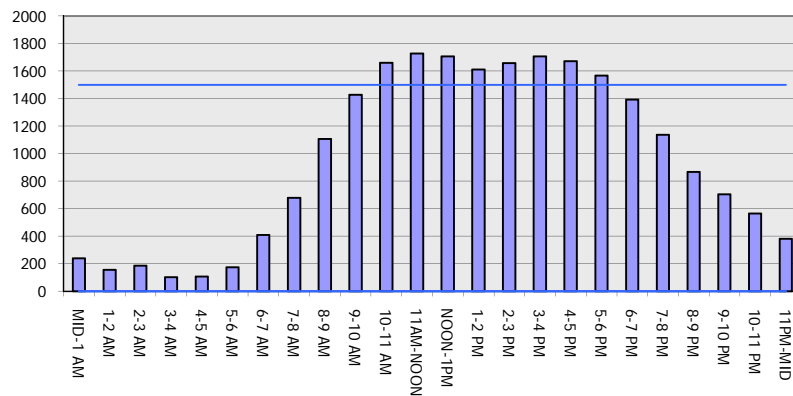
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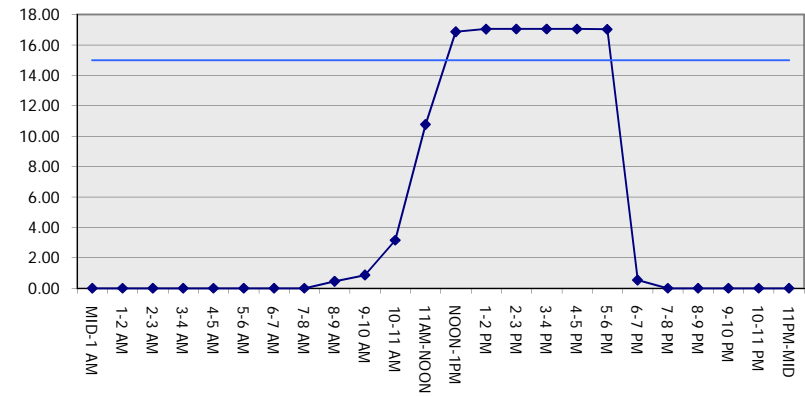
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

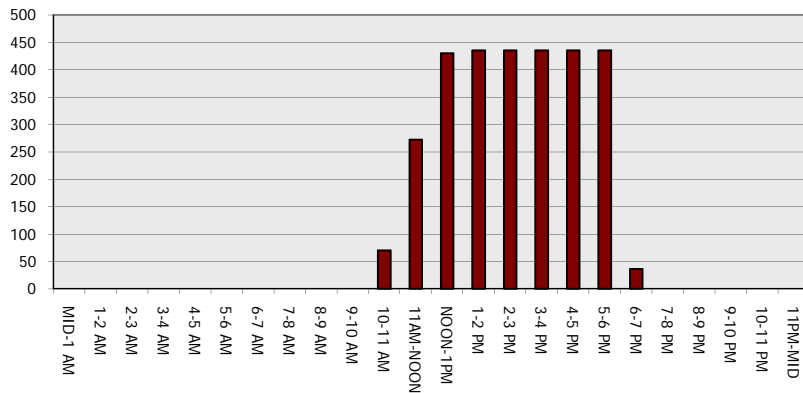
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

