

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

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	259	0.0	OFF	259	0	0.00	0	60.2	60.2	60.2	
1-2 AM	156	0.0	OFF	156	0	0.00	0	60.2	60.2	60.2	
2-3 AM	121	0.0	OFF	121	0	0.00	0	60.2	60.2	60.2	
3-4 AM	86	0.0	OFF	86	0	0.00	0	60.2	60.2	60.2	
4-5 AM	67	0.0	OFF	67	0	0.00	0	60.2	60.2	60.2	
5-6 AM	100	0.0	OFF	100	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	322	0.0	OFF	322	0	0.00	0	60.2	60.2	60.2	
8-9 AM	577	0.0	OFF	577	0	0.00	0	60.2	60.2	60.2	
9-10 AM	760	0.0	1500	760	0	0.42	0	60.2	47.6	42.5	
10-11 AM	1135	0.0	1500	1135	0	0.49	0	60.2	46.1	40.6	
11AM-NOON	1352	0.0	1499	1352	0	0.77	0	60.2	40.6	34.2	
NOON-1PM	1522	0.0	1499	1522	0	1.16	5	60.2	34.8	30.8	
1-2 PM	1531	0.0	1500	1531	0	2.45	40	60.2	23.7	30.8	
2-3 PM	1423	0.0	1499	1423	0	1.49	19	60.2	31.1	31.8	
3-4 PM	1477	0.0	1500	1477	0	0.94	0	60.2	37.8	31.2	
4-5 PM	1405	0.0	1500	1405	0	0.85	0	60.2	39.3	32.9	
5-6 PM	1261	0.0	1500	1261	0	0.66	0	60.2	42.7	36.6	
6-7 PM	1063	0.0	1500	1063	0	0.46	0	60.2	46.7	41.5	
7-8 PM	713	0.0	OFF	713	0	0.00	0	60.2	60.2	60.2	
8-9 PM	479	0.0	OFF	479	0	0.00	0	60.2	60.2	60.2	
9-10 PM	374	0.0	OFF	374	0	0.00	0	60.2	60.2	60.2	
10-11 PM	250	0.0	OFF	250	0	0.00	0	60.2	60.2	60.2	
11PM-MID	160	0.0	OFF	160	0	0.00	0	60.2	60.2	60.2	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

----- 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	0.0043
MAIN ROUTE WITH WORKS	0.0034
'DIVERSION'	0.0000
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$3,806
CONGESTED HOURS PER DAY*	0

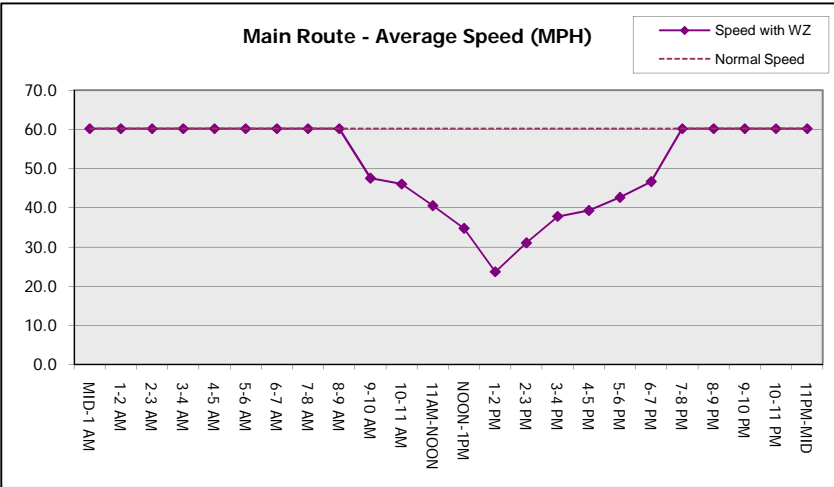
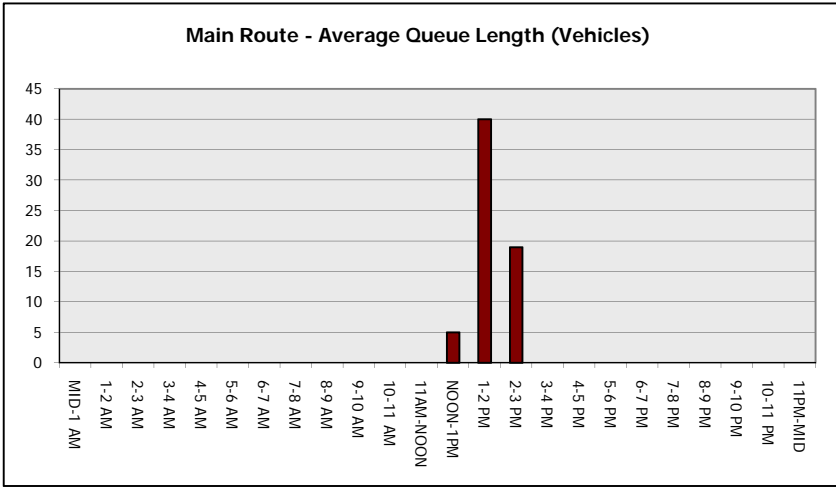
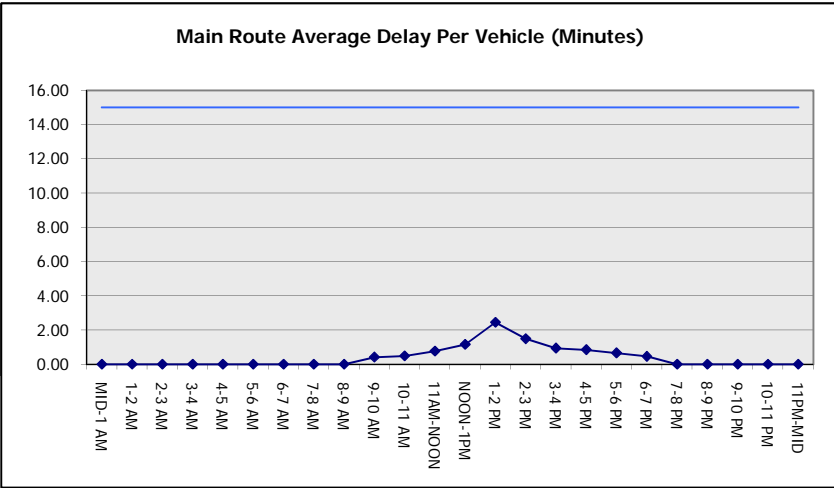
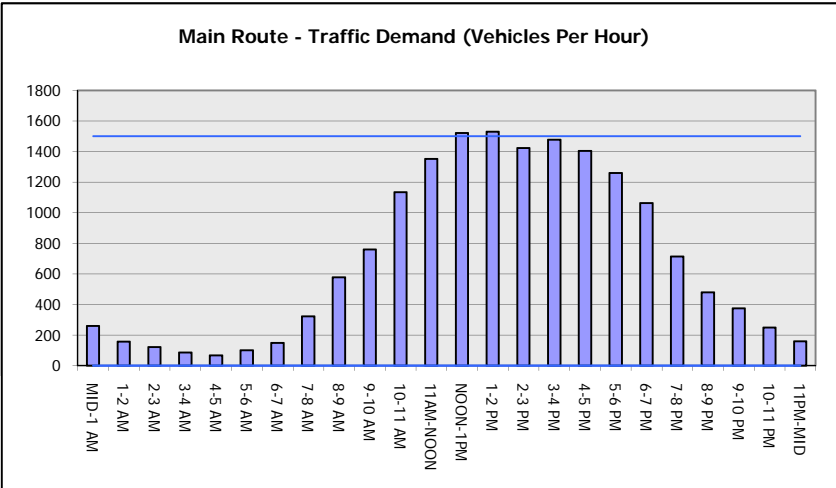
*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION



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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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	268	0.0	OFF	268	0	0.00	0	60.2	60.2	60.2
1-2 AM	179	0.0	OFF	179	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	100	0.0	OFF	100	0	0.00	0	60.2	60.2	60.2
4-5 AM	65	0.0	OFF	65	0	0.00	0	60.2	60.2	60.2
5-6 AM	92	0.0	OFF	92	0	0.00	0	60.2	60.2	60.2
6-7 AM	203	0.0	OFF	203	0	0.00	0	60.2	60.2	60.2
7-8 AM	338	0.0	OFF	338	0	0.00	0	60.2	60.2	60.2
8-9 AM	602	0.0	OFF	602	0	0.00	0	60.2	60.2	60.2
9-10 AM	937	0.0	1500	937	0	0.44	0	60.2	47.1	41.9
10-11 AM	1293	0.0	1499	1293	0	0.69	0	60.2	42.0	35.8
11AM-NOON	1623	0.0	1499	1623	0	2.53	50	60.2	23.2	30.8
NOON-1PM	1653	0.0	1499	1653	0	8.12	198	60.2	11.5	30.8
1-2 PM	1680	0.0	1500	1680	0	14.42+	367	60.2	8.7	30.8
2-3 PM	1618	0.0	1499	1481	137	16.98+	433	60.2	8.1	30.8
3-4 PM	1719	0.0	1499	1500	219	17.05+	435	60.2	8.1	30.8
4-5 PM	1669	0.0	1499	1500	169	17.05+	435	60.2	8.1	30.8
5-6 PM	1490	0.0	1500	1464	26	16.73+	426	60.2	8.1	30.8
6-7 PM	1173	0.0	1499	1173	0	9.63	257	60.2	10.8	32.9
7-8 PM	847	0.0	OFF	847	0	0.01	0	60.2	59.7	59.7
8-9 PM	541	0.0	OFF	541	0	0.00	0	60.2	60.2	60.2
9-10 PM	396	0.0	OFF	396	0	0.00	0	60.2	60.2	60.2
10-11 PM	255	0.0	OFF	255	0	0.00	0	60.2	60.2	60.2
11PM-MID	155	0.0	OFF	155	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	0.0049
MAIN ROUTE WITH WORKS	0.0038
'DIVERSION'	0.0003

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$46,538
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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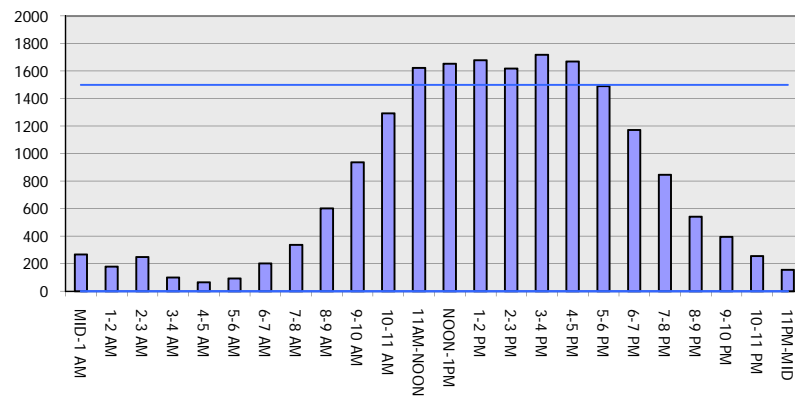
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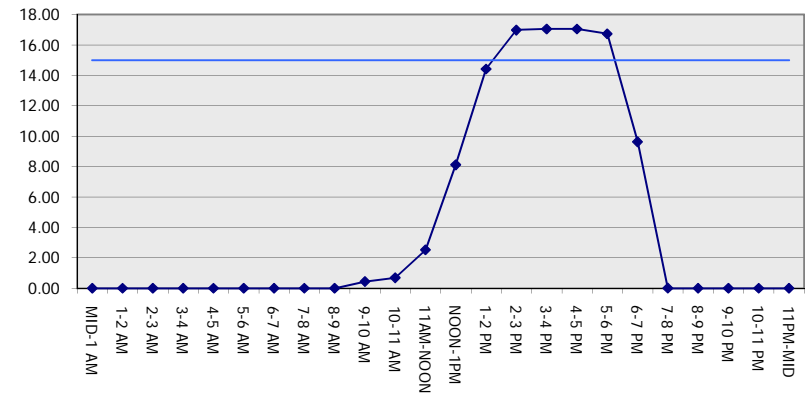
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

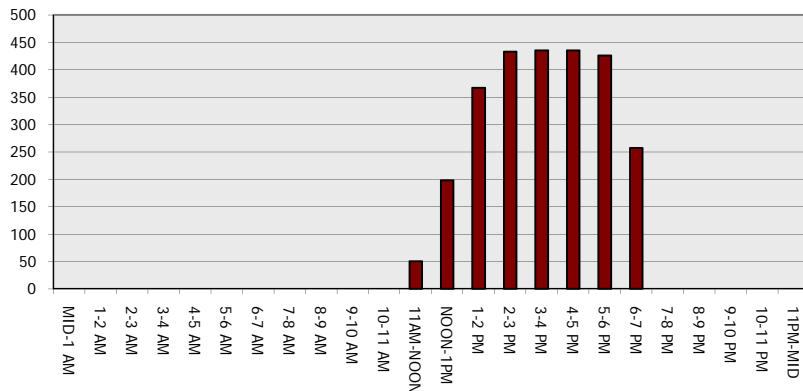
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

