

USH 12/14: OLD SAUK RD TO GAMMON RD (DANE COUNTY) NIGHTTIME 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	472	0.0	1500	472	0	0.39	0	60.2	51.2	43.6	
1-2 AM	309	0.0	1500	309	0	0.37	0	60.2	51.6	44.3	
2-3 AM	189	0.0	1500	189	0	0.35	0	60.2	51.9	44.7	
3-4 AM	154	0.0	1500	154	0	0.35	0	60.2	52.0	44.8	
4-5 AM	111	0.0	1500	111	0	0.34	0	60.2	52.1	45.0	
5-6 AM	118	0.0	1500	118	0	0.34	0	60.2	52.1	45.0	
6-7 AM	206	0.0	1500	206	0	0.35	0	60.2	51.9	44.6	
7-8 AM	420	0.0	1500	420	0	0.38	0	60.2	51.3	43.8	
8-9 AM	783	0.0	OFF	783	0	0.00	0	60.2	60.2	60.2	
9-10 AM	1198	0.0	OFF	1198	0	0.00	0	60.2	60.2	60.2	
10-11 AM	1505	0.0	OFF	1505	0	0.00	0	60.2	60.2	60.2	
11AM-NOON	1851	0.0	OFF	1851	0	0.00	0	60.2	60.2	60.2	
NOON-1PM	1980	0.0	OFF	1980	0	0.00	0	60.2	60.2	60.2	
1-2 PM	2044	0.0	OFF	2044	0	0.00	0	60.2	60.2	60.2	
2-3 PM	1958	0.0	OFF	1958	0	0.00	0	60.2	60.2	60.2	
3-4 PM	1966	0.0	OFF	1966	0	0.00	0	60.2	60.2	60.2	
4-5 PM	2029	0.0	OFF	2029	0	0.00	0	60.2	60.2	60.2	
5-6 PM	1945	0.0	OFF	1945	0	0.00	0	60.2	60.2	60.2	
6-7 PM	1710	0.0	1499	1710	0	4.90	120	60.2	18.6	30.8	
7-8 PM	1459	0.0	1499	1459	0	8.54	205	60.2	12.5	30.8	
8-9 PM	1178	0.0	1499	1178	0	1.76	54	60.2	33.3	37.1	
9-10 PM	897	0.0	1500	897	0	0.44	0	60.2	50.2	42.0	
10-11 PM	768	0.0	1500	768	0	0.42	0	60.2	50.5	42.5	
11PM-MID	643	0.0	1500	643	0	0.41	0	60.2	50.8	43.0	

"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	0.0091
MAIN ROUTE WITH WORKS	0.0085
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$6,969
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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NIGHTTIME CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

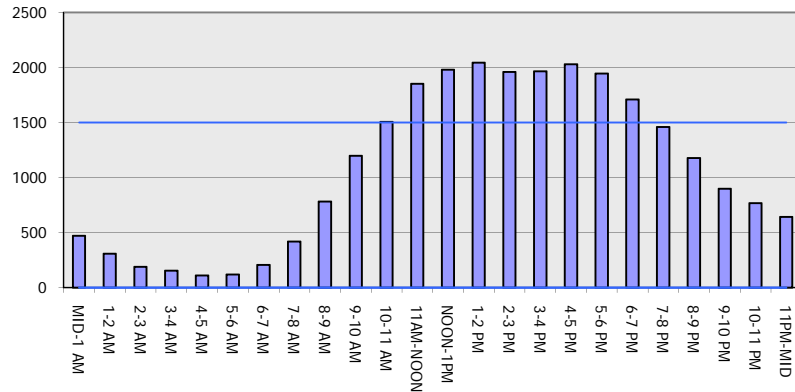
OCTOBER

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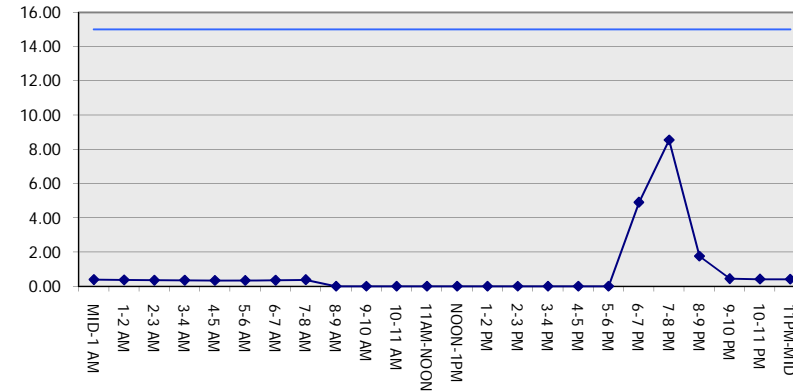
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

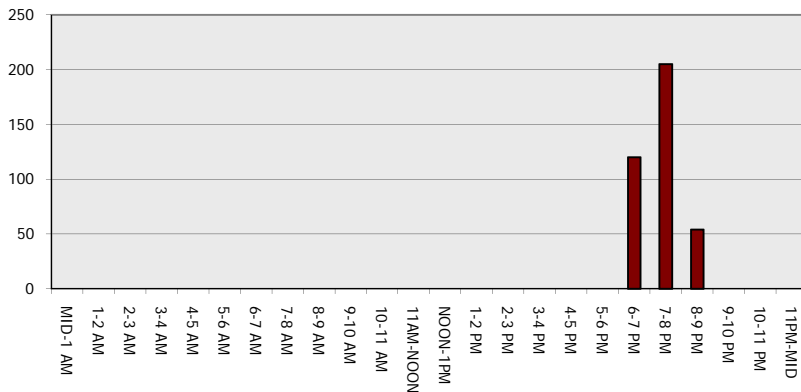
Main Route - Traffic Demand (Vehicles Per Hour)



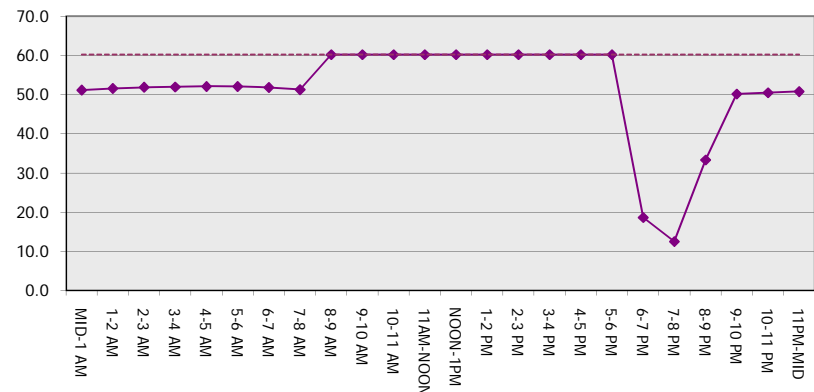
Main Route Average Delay Per Vehicle (Minutes)



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	612	0.0	1500	612	0	0.40	0	60.2	50.9	43.1
1-2 AM	307	0.0	1500	307	0	0.37	0	60.2	51.6	44.3
2-3 AM	172	0.0	1500	172	0	0.35	0	60.2	51.9	44.8
3-4 AM	174	0.0	1500	174	0	0.35	0	60.2	51.9	44.8
4-5 AM	113	0.0	1500	113	0	0.34	0	60.2	52.1	45.0
5-6 AM	109	0.0	1500	109	0	0.34	0	60.2	52.1	45.0
6-7 AM	179	0.0	1500	179	0	0.35	0	60.2	51.9	44.8
7-8 AM	383	0.0	1500	383	0	0.38	0	60.2	51.4	44.0
8-9 AM	737	0.0	OFF	737	0	0.00	0	60.2	60.2	60.2
9-10 AM	1148	0.0	OFF	1148	0	0.00	0	60.2	60.2	60.2
10-11 AM	1471	0.0	OFF	1471	0	0.00	0	60.2	60.2	60.2
11AM-NOON	1660	0.0	OFF	1660	0	0.00	0	60.2	60.2	60.2
NOON-1PM	1784	0.0	OFF	1784	0	0.00	0	60.2	60.2	60.2
1-2 PM	1814	0.0	OFF	1814	0	0.00	0	60.2	60.2	60.2
2-3 PM	1813	0.0	OFF	1813	0	0.00	0	60.2	60.2	60.2
3-4 PM	1889	0.0	OFF	1889	0	0.00	0	60.2	60.2	60.2
4-5 PM	2018	0.0	OFF	2018	0	0.00	0	60.2	60.2	60.2
5-6 PM	1886	0.0	OFF	1886	0	0.00	0	60.2	60.2	60.2
6-7 PM	1794	0.0	1499	1794	0	5.99	157	60.2	16.5	30.8
7-8 PM	1546	0.0	1499	1546	0	13.25	333	60.2	10.0	30.8
8-9 PM	1284	0.0	1499	1284	0	9.75	247	60.2	11.9	31.3
9-10 PM	1033	0.0	1500	1033	0	0.86	18	60.2	43.2	40.9
10-11 PM	912	0.0	1500	912	0	0.44	0	60.2	50.1	42.0
11PM-MID	725	0.0	1500	725	0	0.42	0	60.2	50.6	42.7

"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	0.0089
MAIN ROUTE WITH WORKS	0.0083
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$13,051
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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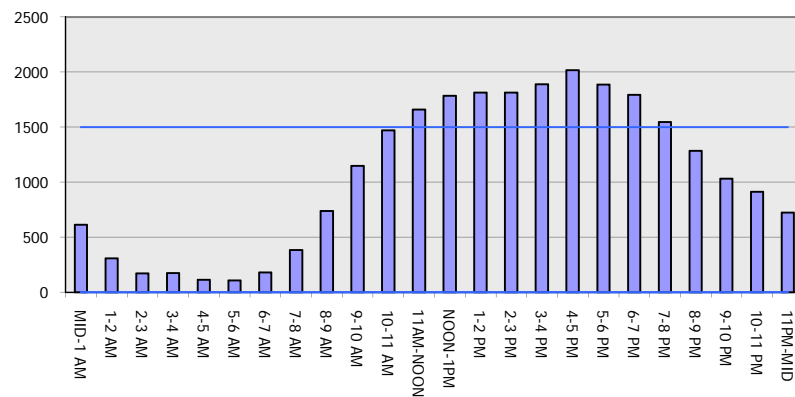
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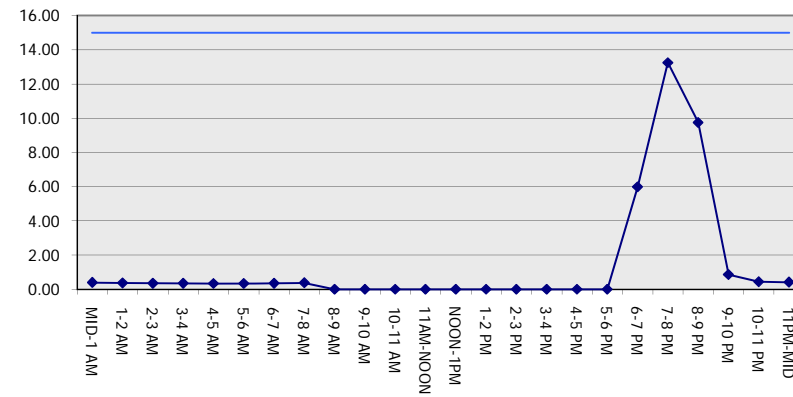
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

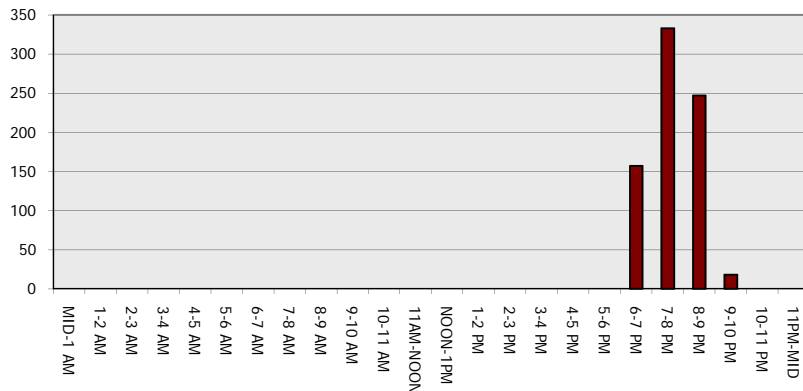
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

