

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

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	477	0.0	1500	477	0	0.39	0	60.2	51.2	43.6	
1-2 AM	331	0.0	1500	331	0	0.37	0	60.2	51.5	44.2	
2-3 AM	214	0.0	1500	214	0	0.35	0	60.2	51.9	44.6	
3-4 AM	187	0.0	1500	187	0	0.35	0	60.2	51.9	44.7	
4-5 AM	116	0.0	1500	116	0	0.34	0	60.2	52.1	45.0	
5-6 AM	81	0.0	1500	81	0	0.34	0	60.2	52.2	45.1	
6-7 AM	112	0.0	1500	112	0	0.34	0	60.2	52.1	45.0	
7-8 AM	201	0.0	1500	201	0	0.35	0	60.2	51.9	44.6	
8-9 AM	394	0.0	1500	394	0	0.38	0	60.2	51.4	43.9	
9-10 AM	652	0.0	OFF	652	0	0.00	0	60.2	60.2	60.2	
10-11 AM	871	0.0	OFF	871	0	0.00	0	60.2	60.2	60.2	
11AM-NOON	1260	0.0	OFF	1260	0	0.00	0	60.2	60.2	60.2	
NOON-1PM	1486	0.0	OFF	1486	0	0.00	0	60.2	60.2	60.2	
1-2 PM	1700	0.0	OFF	1700	0	0.00	0	60.2	60.2	60.2	
2-3 PM	1658	0.0	OFF	1658	0	0.00	0	60.2	60.2	60.2	
3-4 PM	1585	0.0	OFF	1585	0	0.00	0	60.2	60.2	60.2	
4-5 PM	1638	0.0	OFF	1638	0	0.00	0	60.2	60.2	60.2	
5-6 PM	1564	0.0	OFF	1564	0	0.00	0	60.2	60.2	60.2	
6-7 PM	1340	0.0	OFF	1340	0	0.00	0	60.2	60.2	60.2	
7-8 PM	1119	0.0	1500	1119	0	0.47	0	60.2	49.6	41.2	
8-9 PM	757	0.0	1500	757	0	0.42	0	60.2	50.5	42.5	
9-10 PM	598	0.0	1500	598	0	0.40	0	60.2	50.9	43.2	
10-11 PM	461	0.0	1500	461	0	0.39	0	60.2	51.2	43.7	
11PM-MID	316	0.0	1500	316	0	0.37	0	60.2	51.6	44.2	

"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	0.0067
MAIN ROUTE WITH WORKS	0.0063
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$523
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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NIGHTTIME CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

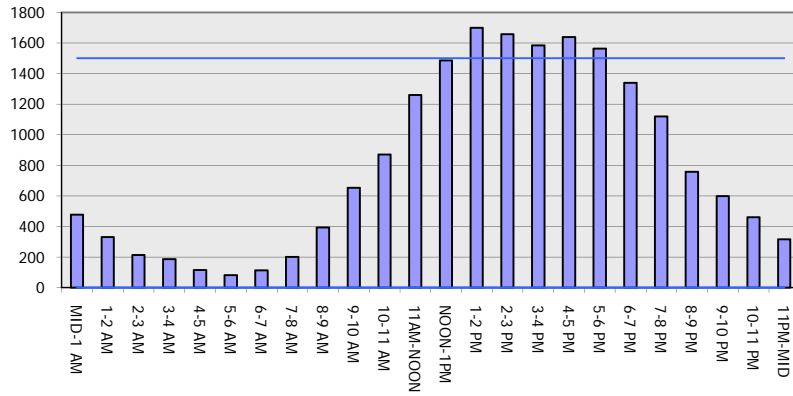
OCTOBER

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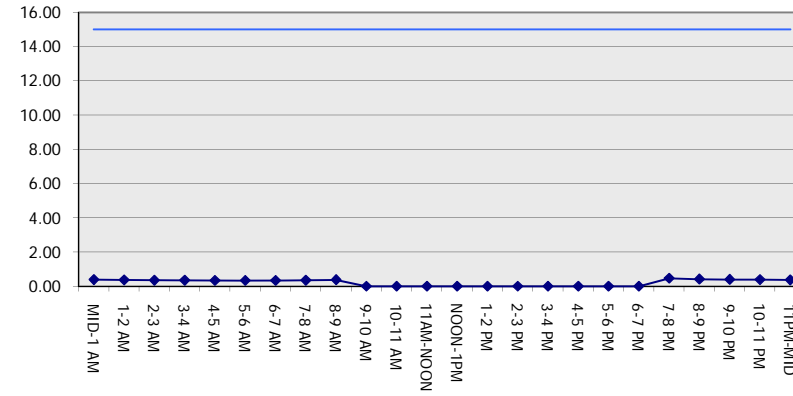
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

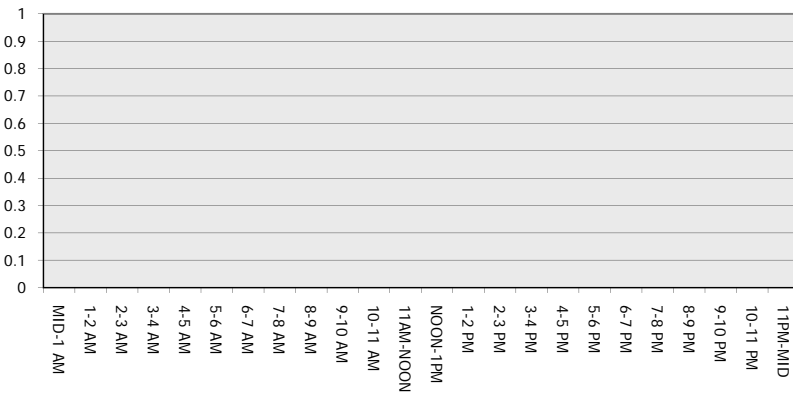
Main Route - Traffic Demand (Vehicles Per Hour)



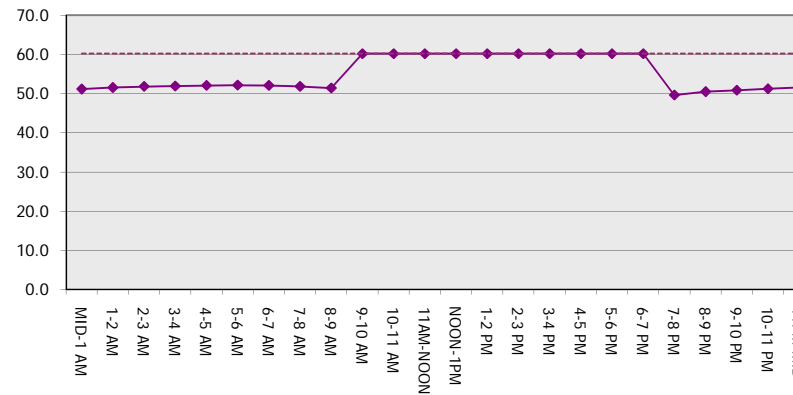
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	523	0.0	1500	523	0	0.39	0	60.2	51.0	43.4
1-2 AM	314	0.0	1500	314	0	0.37	0	60.2	51.6	44.2
2-3 AM	202	0.0	1500	202	0	0.35	0	60.2	51.9	44.6
3-4 AM	245	0.0	1500	245	0	0.36	0	60.2	51.7	44.5
4-5 AM	120	0.0	1500	120	0	0.34	0	60.2	52.1	45.0
5-6 AM	75	0.0	1500	75	0	0.34	0	60.2	52.2	45.2
6-7 AM	95	0.0	1500	95	0	0.34	0	60.2	52.2	45.1
7-8 AM	207	0.0	1500	207	0	0.35	0	60.2	51.9	44.6
8-9 AM	375	0.0	1500	375	0	0.37	0	60.2	51.4	44.0
9-10 AM	614	0.0	OFF	614	0	0.00	0	60.2	60.2	60.2
10-11 AM	983	0.0	OFF	983	0	0.00	0	60.2	60.2	60.2
11AM-NOON	1304	0.0	OFF	1304	0	0.00	0	60.2	60.2	60.2
NOON-1PM	1601	0.0	OFF	1601	0	0.00	0	60.2	60.2	60.2
1-2 PM	1742	0.0	OFF	1742	0	0.00	0	60.2	60.2	60.2
2-3 PM	1780	0.0	OFF	1780	0	0.00	0	60.2	60.2	60.2
3-4 PM	1798	0.0	OFF	1798	0	0.00	0	60.2	60.2	60.2
4-5 PM	1874	0.0	OFF	1874	0	0.00	0	60.2	60.2	60.2
5-6 PM	1878	0.0	OFF	1878	0	0.00	0	60.2	60.2	60.2
6-7 PM	1583	0.0	OFF	1583	0	0.00	0	60.2	60.2	60.2
7-8 PM	1206	0.0	1500	1206	0	0.58	0	60.2	47.6	38.3
8-9 PM	942	0.0	1500	942	0	0.44	0	60.2	50.1	41.9
9-10 PM	616	0.0	1500	616	0	0.40	0	60.2	50.9	43.1
10-11 PM	492	0.0	1500	492	0	0.39	0	60.2	51.2	43.5
11PM-MID	317	0.0	1500	317	0	0.37	0	60.2	51.6	44.2

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

----- 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	0.0073
MAIN ROUTE WITH WORKS	0.0069
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$596
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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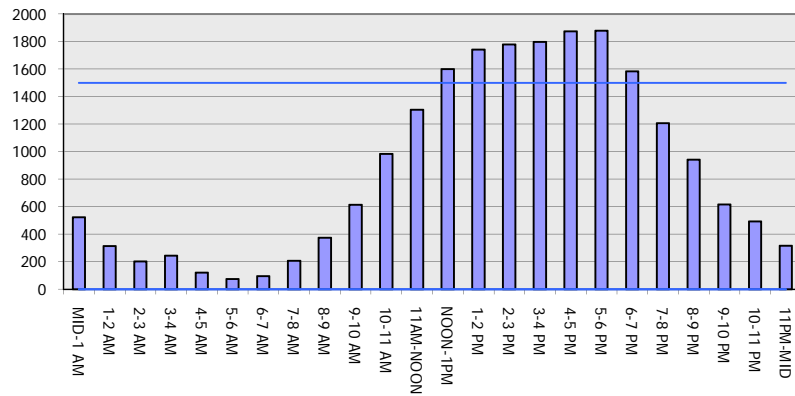
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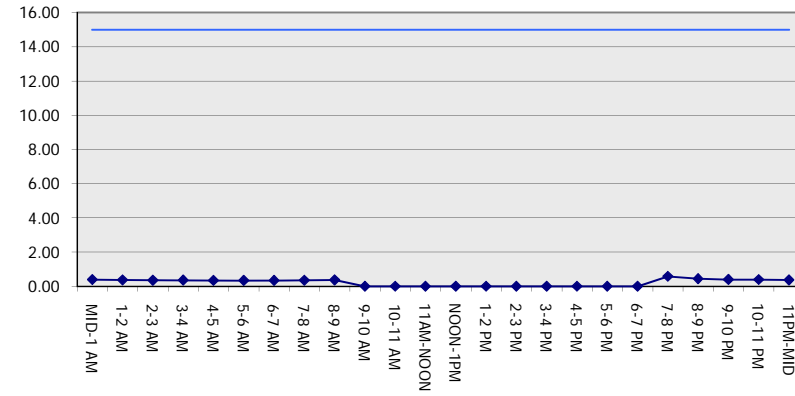
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

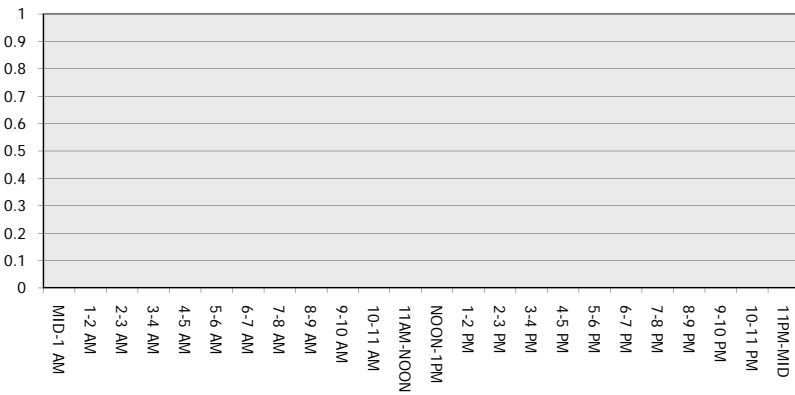
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

