

<b>USH 12/14: USH 14 TO OLD SAUK RD (DANE COUNTY)</b> <b>NIGHTTIME CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	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	125	0.0	1500	125	0	0.34	0	60.2	49.6	45.0	
1-2 AM	94	0.0	1500	94	0	0.34	0	60.2	49.6	45.1	
2-3 AM	68	0.0	1500	68	0	0.34	0	60.2	49.7	45.2	
3-4 AM	79	0.0	1500	79	0	0.34	0	60.2	49.7	45.1	
4-5 AM	148	0.0	1500	148	0	0.35	0	60.2	49.4	44.9	
5-6 AM	410	0.0	OFF	410	0	0.00	0	60.2	60.2	60.2	
6-7 AM	1144	0.0	OFF	1144	0	0.00	0	60.2	60.2	60.2	
7-8 AM	1955	0.0	OFF	1955	0	0.00	0	60.2	60.2	60.2	
8-9 AM	1535	0.0	OFF	1535	0	0.00	0	60.2	60.2	60.2	
9-10 AM	1308	0.0	OFF	1308	0	0.00	0	60.2	60.2	60.2	
10-11 AM	1450	0.0	OFF	1450	0	0.00	0	60.2	60.2	60.2	
11AM-NOON	1763	0.0	OFF	1763	0	0.00	0	60.2	60.2	60.2	
NOON-1PM	1918	0.0	OFF	1918	0	0.00	0	60.2	60.2	60.2	
1-2 PM	1927	0.0	OFF	1927	0	0.00	0	60.2	60.2	60.2	
2-3 PM	2184	0.0	OFF	2184	0	0.00	0	60.2	60.2	60.2	
3-4 PM	2584	0.0	OFF	2584	0	0.00	0	60.1	60.1	60.1	
4-5 PM	3131	0.0	OFF	3131	0	0.00	0	54.4	54.4	54.4	
5-6 PM	2938	0.0	OFF	2938	0	0.00	0	56.4	56.4	56.4	
6-7 PM	1903	0.0	OFF	1903	0	0.00	0	60.2	60.2	60.2	
7-8 PM	1332	0.0	1500	1332	0	0.75	0	60.2	40.9	34.7	
8-9 PM	1052	0.0	1500	1052	0	0.46	0	60.2	46.8	41.5	
9-10 PM	908	0.0	1500	908	0	0.44	0	60.2	47.2	42.0	
10-11 PM	640	0.0	1500	640	0	0.41	0	60.2	47.9	43.0	
11PM-MID	423	0.0	1500	423	0	0.38	0	60.2	48.6	43.8	

"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	0.0079
MAIN ROUTE WITH WORKS	0.0076
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$555
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

**USH 12/14: USH 14 TO OLD SAUK RD (DANE COUNTY)  
NIGHTTIME CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

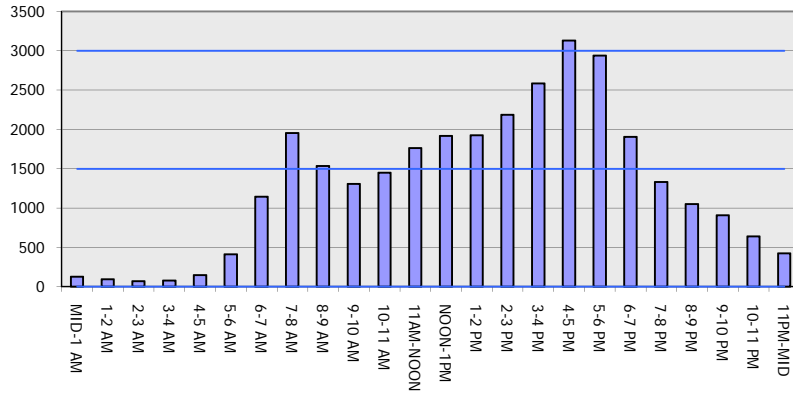
**OCTOBER**

Analyzed for 2009  
Construction Season

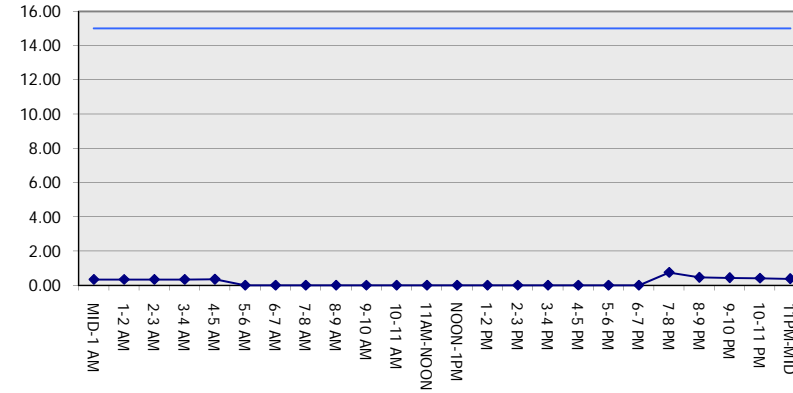
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY WESTBOUND DIRECTION**

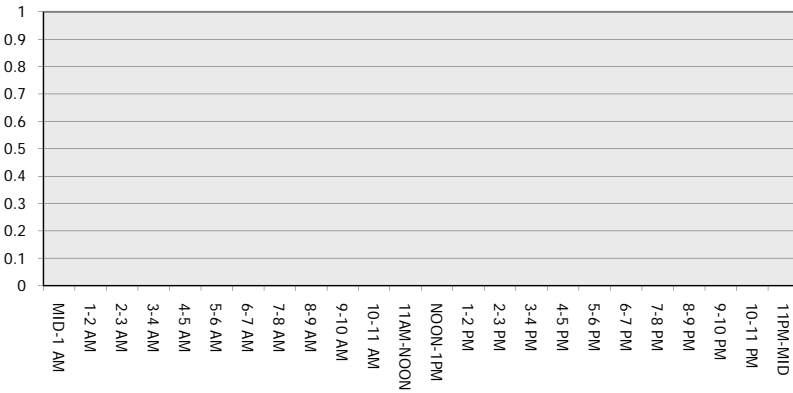
**Main Route - Traffic Demand (Vehicles Per Hour)**



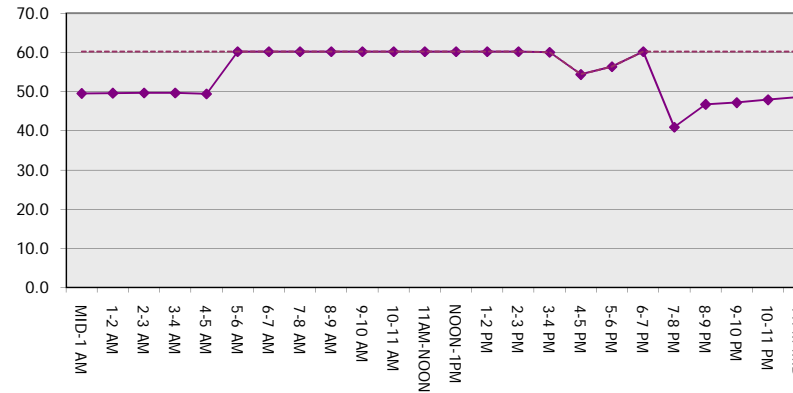
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



<b>USH 12/14: USH 14 TO OLD SAUK RD (DANE COUNTY)</b> <b>NIGHTTIME CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	Analyzed for 2009 Construction Season

**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	165	0.0	1500	165	0	0.35	0	60.2	49.4	44.8
1-2 AM	104	0.0	1500	104	0	0.34	0	60.2	49.6	45.1
2-3 AM	78	0.0	1500	78	0	0.34	0	60.2	49.7	45.2
3-4 AM	81	0.0	1500	81	0	0.34	0	60.2	49.7	45.1
4-5 AM	167	0.0	1500	167	0	0.35	0	60.2	49.4	44.8
5-6 AM	524	0.0	OFF	524	0	0.00	0	60.2	60.2	60.2
6-7 AM	1592	0.0	OFF	1592	0	0.00	0	60.2	60.2	60.2
7-8 AM	2755	0.0	OFF	2755	0	0.00	0	58.3	58.3	58.3
8-9 AM	2281	0.0	OFF	2281	0	0.00	0	60.2	60.2	60.2
9-10 AM	1582	0.0	OFF	1582	0	0.00	0	60.2	60.2	60.2
10-11 AM	1604	0.0	OFF	1604	0	0.00	0	60.2	60.2	60.2
11AM-NOON	1759	0.0	OFF	1759	0	0.00	0	60.2	60.2	60.2
NOON-1PM	1854	0.0	OFF	1854	0	0.00	0	60.2	60.2	60.2
1-2 PM	1864	0.0	OFF	1864	0	0.00	0	60.2	60.2	60.2
2-3 PM	1801	0.0	OFF	1801	0	0.00	0	60.2	60.2	60.2
3-4 PM	2174	0.0	OFF	2174	0	0.00	0	60.2	60.2	60.2
4-5 PM	2179	0.0	OFF	2179	0	0.00	0	60.2	60.2	60.2
5-6 PM	2059	0.0	OFF	2059	0	0.00	0	60.2	60.2	60.2
6-7 PM	1666	0.0	OFF	1666	0	0.00	0	60.2	60.2	60.2
7-8 PM	1192	0.0	1500	1192	0	0.56	0	60.2	44.5	38.7
8-9 PM	857	0.0	1500	857	0	0.43	0	60.2	47.3	42.2
9-10 PM	772	0.0	1500	772	0	0.42	0	60.2	47.6	42.5
10-11 PM	581	0.0	1500	581	0	0.40	0	60.2	48.1	43.2
11PM-MID	423	0.0	1500	423	0	0.38	0	60.2	48.6	43.8

"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	0.0077
MAIN ROUTE WITH WORKS	0.0074
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$438
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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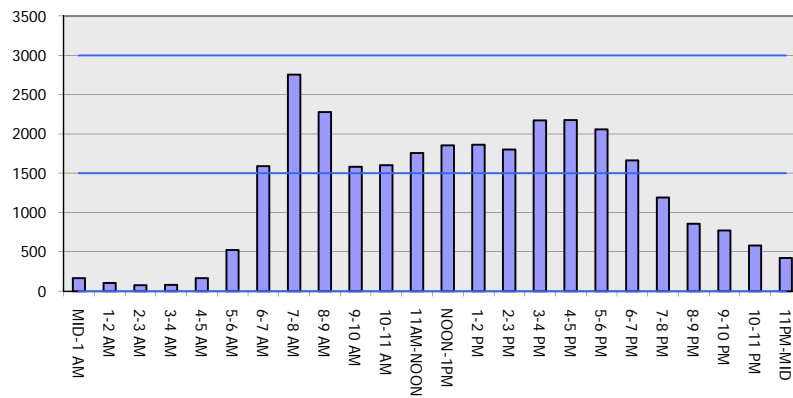
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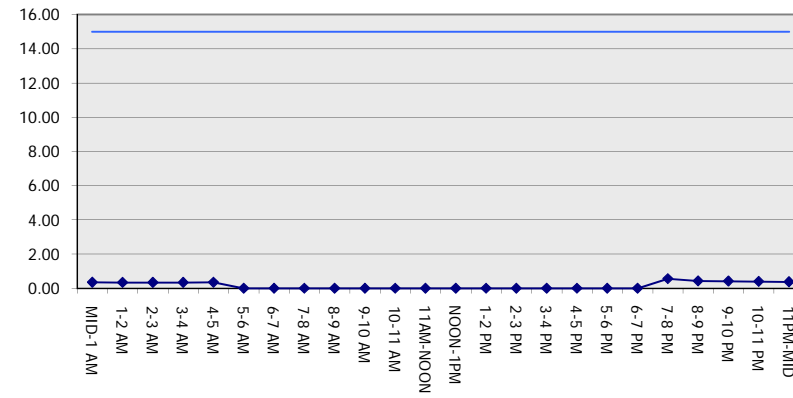
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY EASTBOUND DIRECTION**

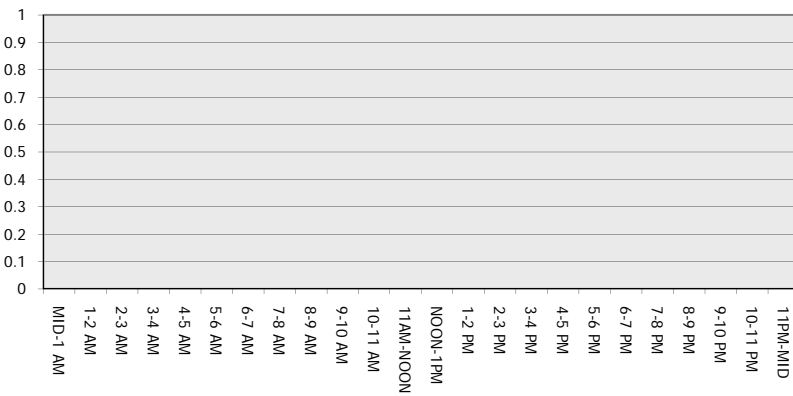
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

