

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

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	96	0.0	1500	96	0	0.34	0	60.2	49.6	45.1	
1-2 AM	62	0.0	1500	62	0	0.34	0	60.2	49.7	45.3	
2-3 AM	49	0.0	1500	49	0	0.33	0	60.2	49.7	45.3	
3-4 AM	64	0.0	1500	64	0	0.34	0	60.2	49.7	45.2	
4-5 AM	153	0.0	1500	153	0	0.35	0	60.2	49.4	44.9	
5-6 AM	426	0.0	OFF	426	0	0.00	0	60.2	60.2	60.2	
6-7 AM	1190	0.0	OFF	1190	0	0.00	0	60.2	60.2	60.2	
7-8 AM	2060	0.0	OFF	2060	0	0.00	0	60.2	60.2	60.2	
8-9 AM	1560	0.0	OFF	1560	0	0.00	0	60.2	60.2	60.2	
9-10 AM	1186	0.0	OFF	1186	0	0.00	0	60.2	60.2	60.2	
10-11 AM	1226	0.0	OFF	1226	0	0.00	0	60.2	60.2	60.2	
11AM-NOON	1482	0.0	OFF	1482	0	0.00	0	60.2	60.2	60.2	
NOON-1PM	1583	0.0	OFF	1583	0	0.00	0	60.2	60.2	60.2	
1-2 PM	1574	0.0	OFF	1574	0	0.00	0	60.2	60.2	60.2	
2-3 PM	1836	0.0	OFF	1836	0	0.00	0	60.2	60.2	60.2	
3-4 PM	2285	0.0	OFF	2285	0	0.00	0	60.2	60.2	60.2	
4-5 PM	3051	0.0	OFF	3051	0	0.00	0	55.3	55.3	55.3	
5-6 PM	2954	0.0	OFF	2954	0	0.00	0	56.3	56.3	56.3	
6-7 PM	1799	0.0	OFF	1799	0	0.00	0	60.2	60.2	60.2	
7-8 PM	1183	0.0	1500	1183	0	0.55	0	60.2	44.7	39.0	
8-9 PM	893	0.0	1500	893	0	0.44	0	60.2	47.2	42.0	
9-10 PM	691	0.0	1500	691	0	0.41	0	60.2	47.8	42.8	
10-11 PM	376	0.0	1500	376	0	0.37	0	60.2	48.7	44.0	
11PM-MID	208	0.0	1500	208	0	0.35	0	60.2	49.2	44.6	

"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	0.0071
MAIN ROUTE WITH WORKS	0.0069
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$360
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

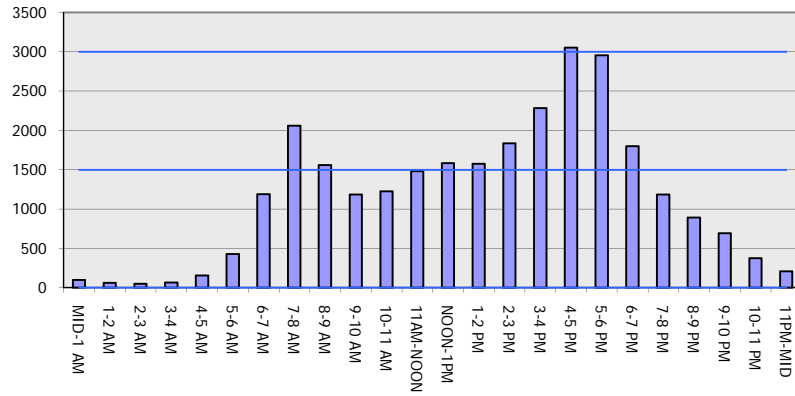
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

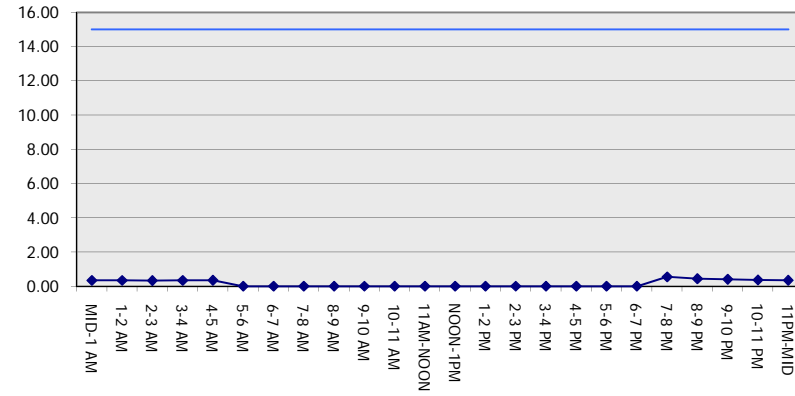
MON-THUR

WESTBOUND DIRECTION

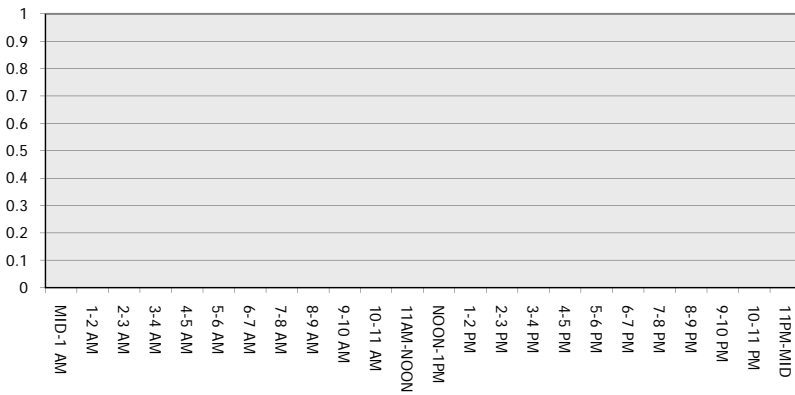
Main Route - Traffic Demand (Vehicles Per Hour)



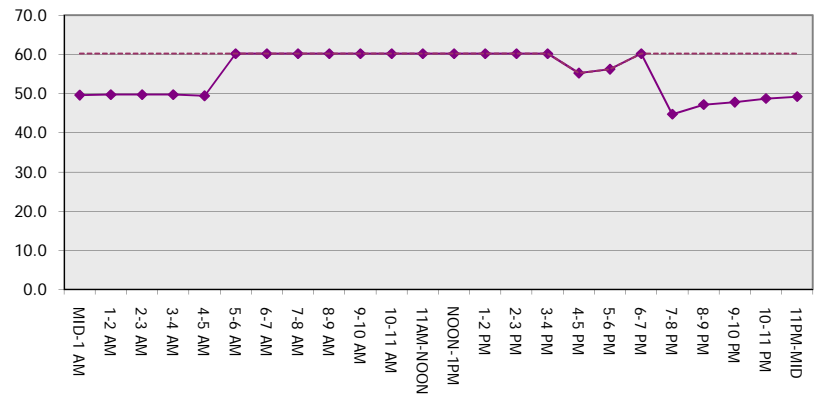
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	113	0.0	1500	113	0	0.34	0	60.2	49.6	45.0
1-2 AM	77	0.0	1500	77	0	0.34	0	60.2	49.7	45.2
2-3 AM	63	0.0	1500	63	0	0.34	0	60.2	49.7	45.3
3-4 AM	82	0.0	1500	82	0	0.34	0	60.2	49.7	45.1
4-5 AM	165	0.0	1500	165	0	0.35	0	60.2	49.4	44.8
5-6 AM	558	0.0	OFF	558	0	0.00	0	60.2	60.2	60.2
6-7 AM	1687	0.0	OFF	1687	0	0.00	0	60.2	60.2	60.2
7-8 AM	3040	0.0	OFF	3040	0	0.00	0	55.3	55.3	55.3
8-9 AM	2450	0.0	OFF	2450	0	0.00	0	60.2	60.2	60.2
9-10 AM	1479	0.0	OFF	1479	0	0.00	0	60.2	60.2	60.2
10-11 AM	1402	0.0	OFF	1402	0	0.00	0	60.2	60.2	60.2
11AM-NOON	1533	0.0	OFF	1533	0	0.00	0	60.2	60.2	60.2
NOON-1PM	1602	0.0	OFF	1602	0	0.00	0	60.2	60.2	60.2
1-2 PM	1513	0.0	OFF	1513	0	0.00	0	60.2	60.2	60.2
2-3 PM	1610	0.0	OFF	1610	0	0.00	0	60.2	60.2	60.2
3-4 PM	2064	0.0	OFF	2064	0	0.00	0	60.2	60.2	60.2
4-5 PM	2208	0.0	OFF	2208	0	0.00	0	60.2	60.2	60.2
5-6 PM	2042	0.0	OFF	2042	0	0.00	0	60.2	60.2	60.2
6-7 PM	1488	0.0	OFF	1488	0	0.00	0	60.2	60.2	60.2
7-8 PM	1038	0.0	1500	1038	0	0.46	0	60.2	46.8	41.5
8-9 PM	786	0.0	1500	786	0	0.43	0	60.2	47.5	42.4
9-10 PM	635	0.0	1500	635	0	0.41	0	60.2	47.9	43.0
10-11 PM	400	0.0	1500	400	0	0.38	0	60.2	48.7	43.9
11PM-MID	258	0.0	1500	258	0	0.36	0	60.2	49.1	44.5

"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	0.0072
MAIN ROUTE WITH WORKS	0.0070
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$319
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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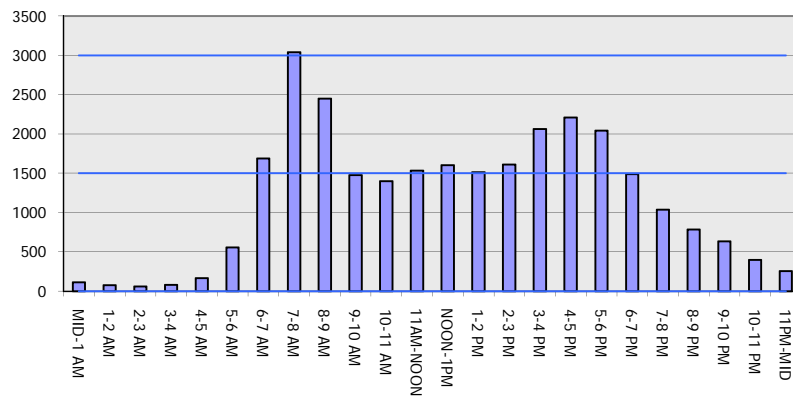
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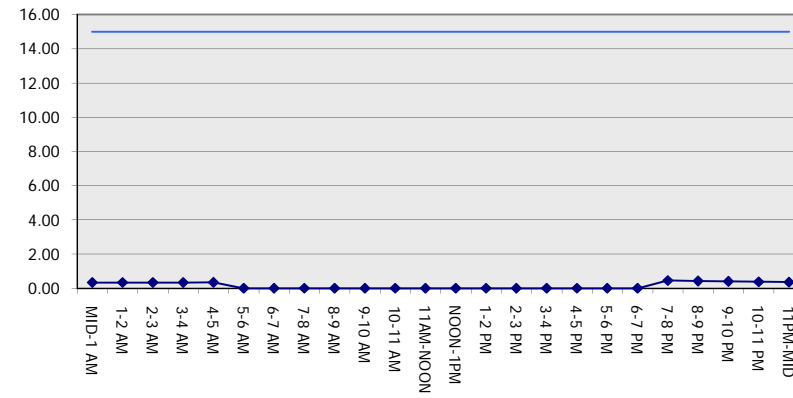
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR EASTBOUND DIRECTION

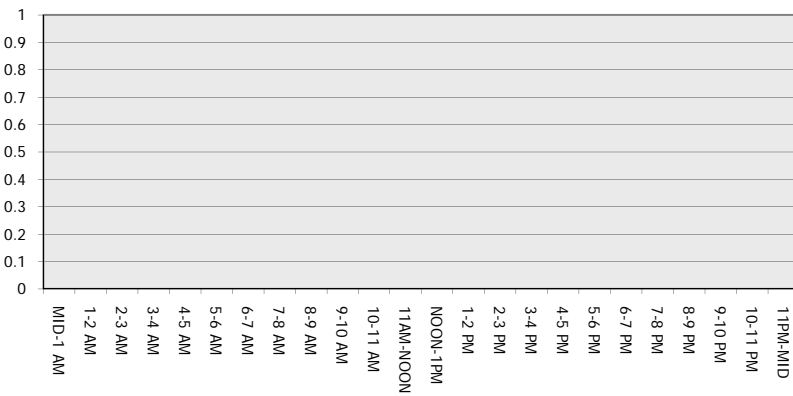
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

