

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

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	1500	259	0	0.36	0	60.2	49.1	44.5	
1-2 AM	156	0.0	1500	156	0	0.35	0	60.2	49.4	44.8	
2-3 AM	121	0.0	1500	121	0	0.34	0	60.2	49.6	45.0	
3-4 AM	86	0.0	1500	86	0	0.34	0	60.2	49.6	45.1	
4-5 AM	67	0.0	1500	67	0	0.34	0	60.2	49.7	45.2	
5-6 AM	100	0.0	1500	100	0	0.34	0	60.2	49.6	45.1	
6-7 AM	149	0.0	1500	149	0	0.35	0	60.2	49.4	44.9	
7-8 AM	322	0.0	1500	322	0	0.37	0	60.2	48.9	44.2	
8-9 AM	577	0.0	1500	577	0	0.40	0	60.2	48.1	43.2	
9-10 AM	760	0.0	OFF	760	0	0.00	0	60.2	60.2	60.2	
10-11 AM	1135	0.0	OFF	1135	0	0.00	0	60.2	60.2	60.2	
11AM-NOON	1352	0.0	OFF	1352	0	0.00	0	60.2	60.2	60.2	
NOON-1PM	1522	0.0	OFF	1522	0	0.00	0	60.2	60.2	60.2	
1-2 PM	1531	0.0	OFF	1531	0	0.00	0	60.2	60.2	60.2	
2-3 PM	1423	0.0	OFF	1423	0	0.00	0	60.2	60.2	60.2	
3-4 PM	1477	0.0	OFF	1477	0	0.00	0	60.2	60.2	60.2	
4-5 PM	1405	0.0	OFF	1405	0	0.00	0	60.2	60.2	60.2	
5-6 PM	1261	0.0	OFF	1261	0	0.00	0	60.2	60.2	60.2	
6-7 PM	1063	0.0	OFF	1063	0	0.00	0	60.2	60.2	60.2	
7-8 PM	713	0.0	1500	713	0	0.42	0	60.2	47.8	42.7	
8-9 PM	479	0.0	1500	479	0	0.39	0	60.2	48.4	43.6	
9-10 PM	374	0.0	1500	374	0	0.37	0	60.2	48.7	44.0	
10-11 PM	250	0.0	1500	250	0	0.36	0	60.2	49.1	44.5	
11PM-MID	160	0.0	1500	160	0	0.35	0	60.2	49.4	44.8	

"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	0.0043
MAIN ROUTE WITH WORKS	0.0040
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$343
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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NIGHTTIME CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

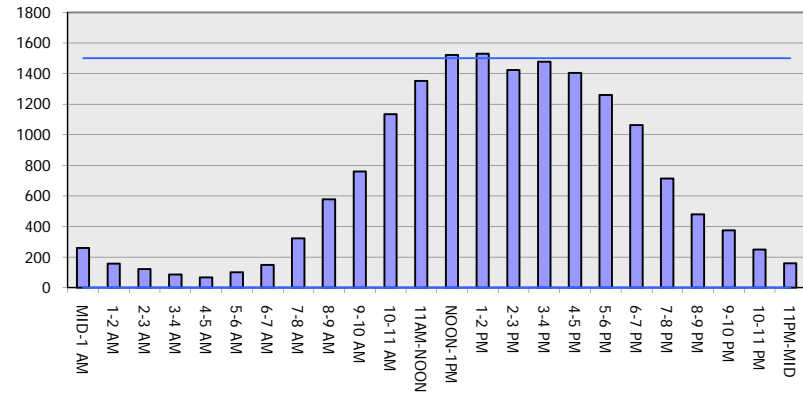
OCTOBER

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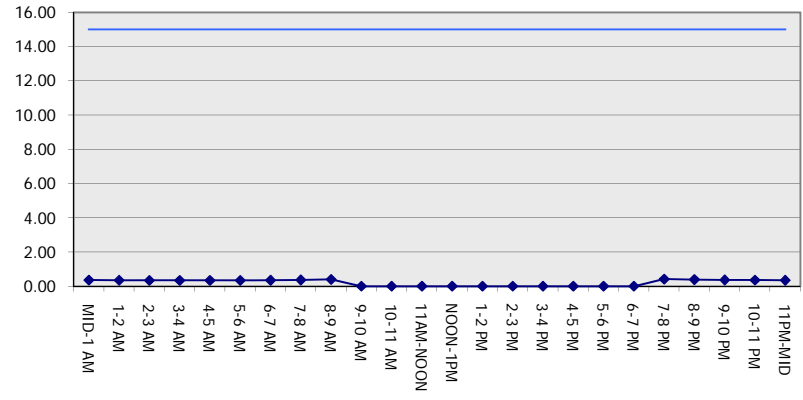
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

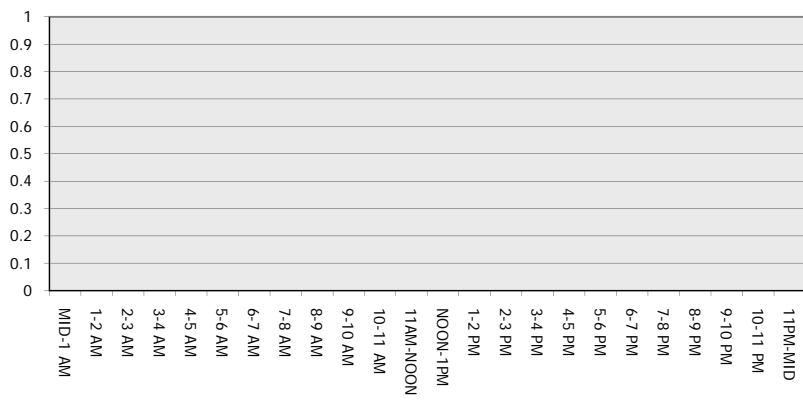
Main Route - Traffic Demand (Vehicles Per Hour)



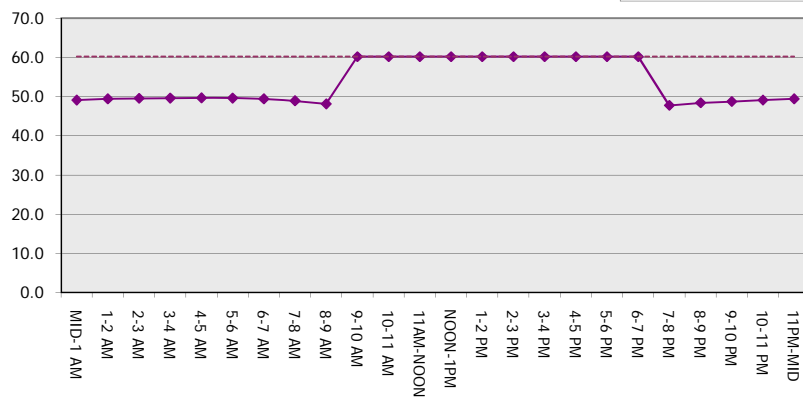
Main Route Average Delay Per Vehicle (Minutes)



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	268	0.0	1500	268	0	0.36	0	60.2	49.1	44.4
1-2 AM	179	0.0	1500	179	0	0.35	0	60.2	49.4	44.8
2-3 AM	250	0.0	1500	250	0	0.36	0	60.2	49.1	44.5
3-4 AM	100	0.0	1500	100	0	0.34	0	60.2	49.6	45.1
4-5 AM	65	0.0	1500	65	0	0.34	0	60.2	49.7	45.2
5-6 AM	92	0.0	1500	92	0	0.34	0	60.2	49.6	45.1
6-7 AM	203	0.0	1500	203	0	0.35	0	60.2	49.3	44.6
7-8 AM	338	0.0	1500	338	0	0.37	0	60.2	48.9	44.2
8-9 AM	602	0.0	1500	602	0	0.40	0	60.2	48.1	43.1
9-10 AM	937	0.0	OFF	937	0	0.00	0	60.2	60.2	60.2
10-11 AM	1293	0.0	OFF	1293	0	0.00	0	60.2	60.2	60.2
11AM-NOON	1623	0.0	OFF	1623	0	0.00	0	60.2	60.2	60.2
NOON-1PM	1653	0.0	OFF	1653	0	0.00	0	60.2	60.2	60.2
1-2 PM	1680	0.0	OFF	1680	0	0.00	0	60.2	60.2	60.2
2-3 PM	1618	0.0	OFF	1618	0	0.00	0	60.2	60.2	60.2
3-4 PM	1719	0.0	OFF	1719	0	0.00	0	60.2	60.2	60.2
4-5 PM	1669	0.0	OFF	1669	0	0.00	0	60.2	60.2	60.2
5-6 PM	1490	0.0	OFF	1490	0	0.00	0	60.2	60.2	60.2
6-7 PM	1173	0.0	OFF	1173	0	0.00	0	60.2	60.2	60.2
7-8 PM	847	0.0	1500	847	0	0.43	0	60.2	47.3	42.2
8-9 PM	541	0.0	1500	541	0	0.40	0	60.2	48.3	43.3
9-10 PM	396	0.0	1500	396	0	0.38	0	60.2	48.7	43.9
10-11 PM	255	0.0	1500	255	0	0.36	0	60.2	49.1	44.5
11PM-MID	155	0.0	1500	155	0	0.35	0	60.2	49.4	44.8

"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	0.0049
MAIN ROUTE WITH WORKS	0.0046
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$391
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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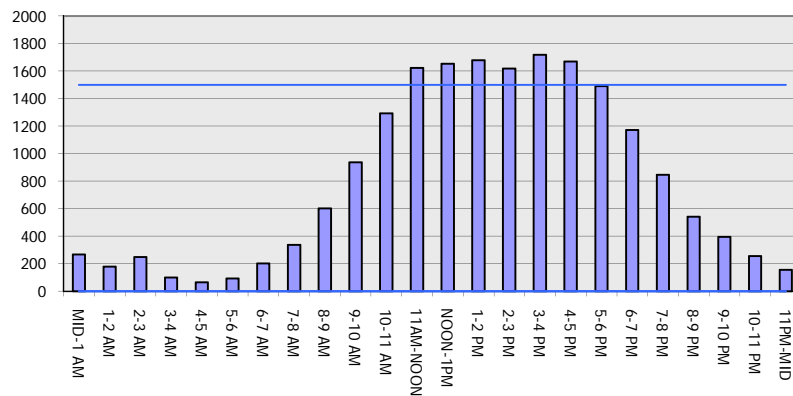
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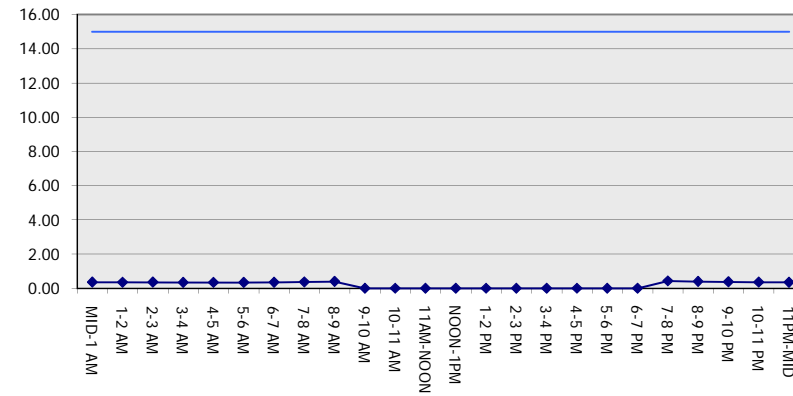
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

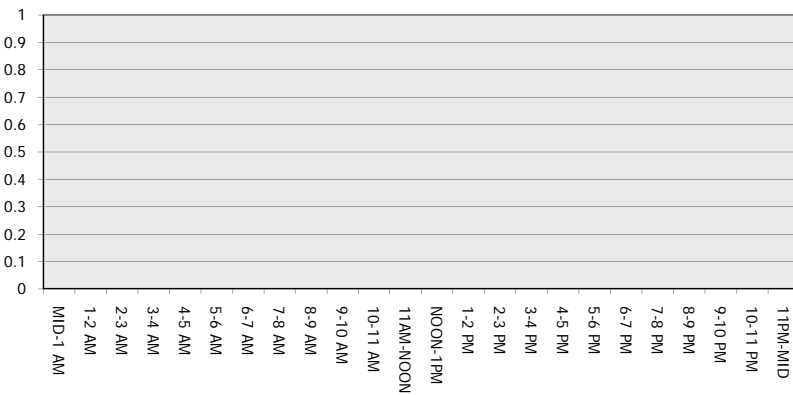
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

