

USH 151: IH 39 TO STH 19 (DANE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE SEGMENT)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR SOUTHBOUND 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	162	0.0	3000	162	0	0.36	0	70.2	64.4	49.7
1-2 AM	226	0.0	3000	226	0	0.36	0	70.2	64.4	49.7
2-3 AM	200	0.0	3000	200	0	0.36	0	70.2	64.4	49.7
3-4 AM	217	0.0	3000	217	0	0.36	0	70.2	64.4	49.7
4-5 AM	297	0.0	3000	297	0	0.36	0	70.2	64.4	49.7
5-6 AM	564	0.0	3000	564	0	0.36	0	70.0	64.3	49.7
6-7 AM	1242	0.0	3000	1242	0	0.35	0	69.2	63.8	49.7
7-8 AM	1678	0.0	3000	1678	0	0.34	0	68.6	63.4	49.7
8-9 AM	1218	0.0	3000	1218	0	0.35	0	69.2	63.8	49.7
9-10 AM	937	0.0	3000	937	0	0.35	0	69.6	64.0	49.7
10-11 AM	908	0.0	3000	908	0	0.35	0	69.6	64.0	49.7
11AM-NOON	901	0.0	3000	901	0	0.35	0	69.6	64.0	49.7
NOON-1PM	914	0.0	3000	914	0	0.35	0	69.6	64.0	49.7
1-2 PM	763	0.0	3000	763	0	0.35	0	69.8	64.1	49.7
2-3 PM	823	0.0	3000	823	0	0.35	0	69.7	64.1	49.7
3-4 PM	976	0.0	3000	976	0	0.35	0	69.5	64.0	49.7
4-5 PM	987	0.0	3000	987	0	0.35	0	69.5	64.0	49.7
5-6 PM	952	0.0	3000	952	0	0.35	0	69.6	64.0	49.7
6-7 PM	783	0.0	3000	783	0	0.35	0	69.7	64.1	49.7
7-8 PM	578	0.0	3000	578	0	0.36	0	70.0	64.3	49.7
8-9 PM	424	0.0	3000	424	0	0.36	0	70.2	64.4	49.7
9-10 PM	392	0.0	3000	392	0	0.36	0	70.2	64.4	49.7
10-11 PM	262	0.0	3000	262	0	0.36	0	70.2	64.4	49.7
11PM-MID	200	0.0	3000	200	0	0.36	0	70.2	64.4	49.7

----- 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	0.0124
MAIN ROUTE WITH WORKS	0.0113
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS

ROAD USER COSTS PER DAY	\$1,171
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE SEGMENT)**

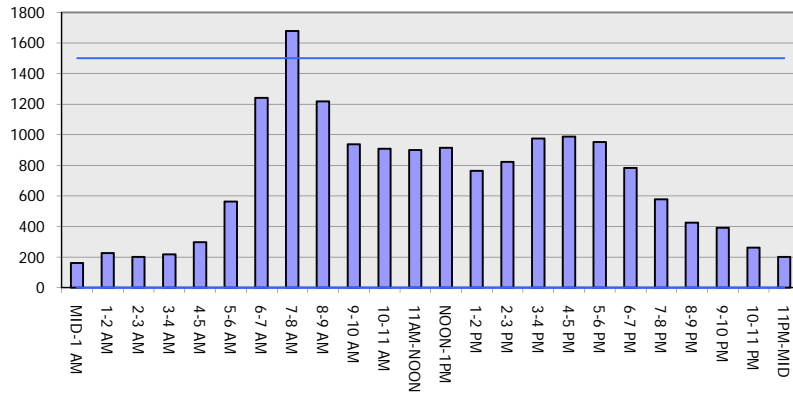
OCTOBER

Analyzed for 2009
Construction Season

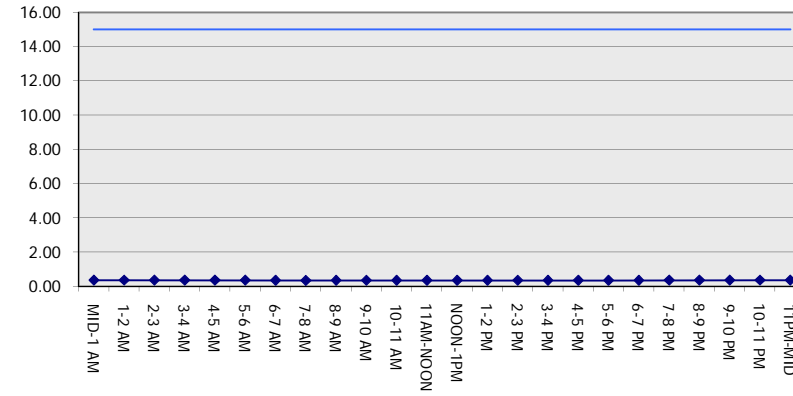
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

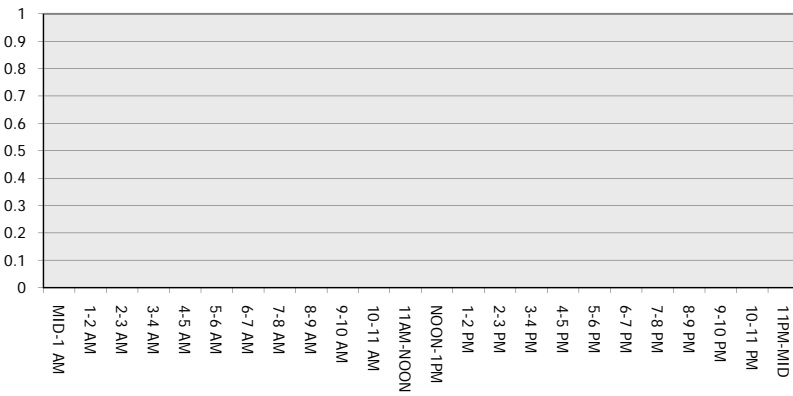
Main Route - Traffic Demand (Vehicles Per Hour)



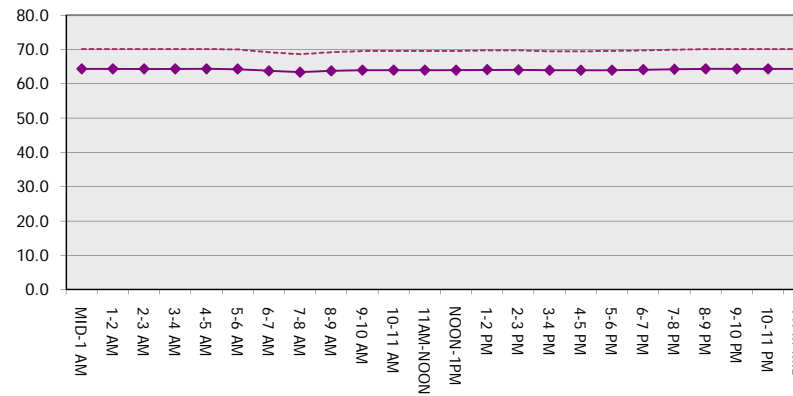
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR NORTHBOUND 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	202	0.0	3000	202	0	0.36	0	70.2	64.4	49.7
1-2 AM	125	0.0	3000	125	0	0.36	0	70.2	64.4	49.7
2-3 AM	98	0.0	3000	98	0	0.36	0	70.2	64.4	49.7
3-4 AM	90	0.0	3000	90	0	0.36	0	70.2	64.4	49.7
4-5 AM	126	0.0	3000	126	0	0.36	0	70.2	64.4	49.7
5-6 AM	333	0.0	3000	333	0	0.36	0	70.2	64.4	49.7
6-7 AM	776	0.0	3000	776	0	0.35	0	69.7	64.1	49.7
7-8 AM	1200	0.0	3000	1200	0	0.35	0	69.2	63.8	49.7
8-9 AM	985	0.0	3000	985	0	0.35	0	69.5	64.0	49.7
9-10 AM	952	0.0	3000	952	0	0.35	0	69.6	64.0	49.7
10-11 AM	1080	0.0	3000	1080	0	0.35	0	69.4	63.9	49.7
11AM-NOON	1350	0.0	3000	1350	0	0.35	0	69.1	63.7	49.7
NOON-1PM	1594	0.0	3000	1594	0	0.34	0	68.7	63.5	49.7
1-2 PM	1606	0.0	3000	1606	0	0.34	0	68.7	63.5	49.7
2-3 PM	1915	0.0	3000	1915	0	0.34	0	68.4	63.2	49.7
3-4 PM	2479	0.0	2999	2479	0	0.41	0	67.6	61.6	46.8
4-5 PM	3159	0.0	2999	3159	0	1.78	63	66.8	46.9	37.3
5-6 PM	2999	0.0	2999	2999	0	4.32	198	67.0	33.0	37.3
6-7 PM	1884	0.0	3000	1884	0	0.52	13	68.4	60.7	49.7
7-8 PM	1382	0.0	3000	1382	0	0.34	0	69.0	63.7	49.7
8-9 PM	1178	0.0	3000	1178	0	0.35	0	69.2	63.8	49.7
9-10 PM	1010	0.0	3000	1010	0	0.35	0	69.5	64.0	49.7
10-11 PM	596	0.0	3000	596	0	0.36	0	70.0	64.3	49.7
11PM-MID	379	0.0	3000	379	0	0.36	0	70.2	64.4	49.7

----- 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	0.0206
MAIN ROUTE WITH WORKS	0.0187
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$5,316
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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OCTOBER

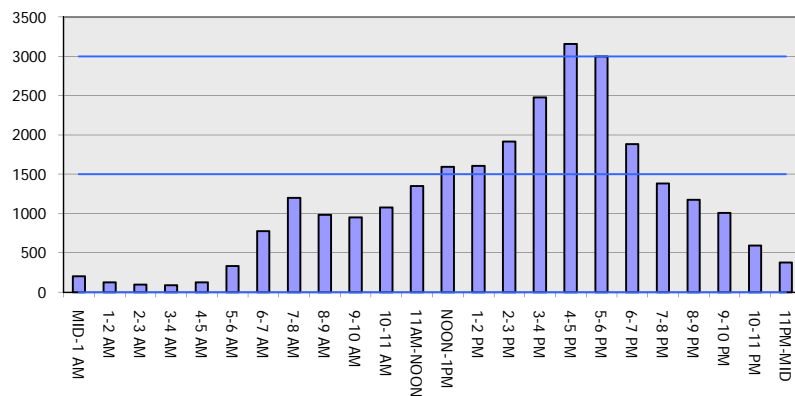
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

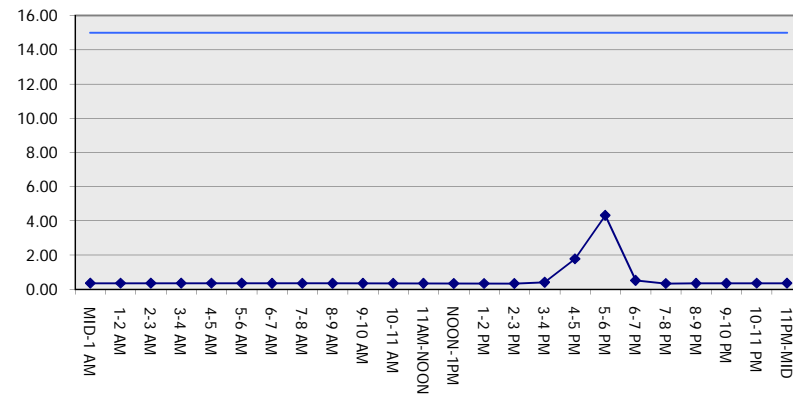
MON-THUR

NORTHBOUND DIRECTION

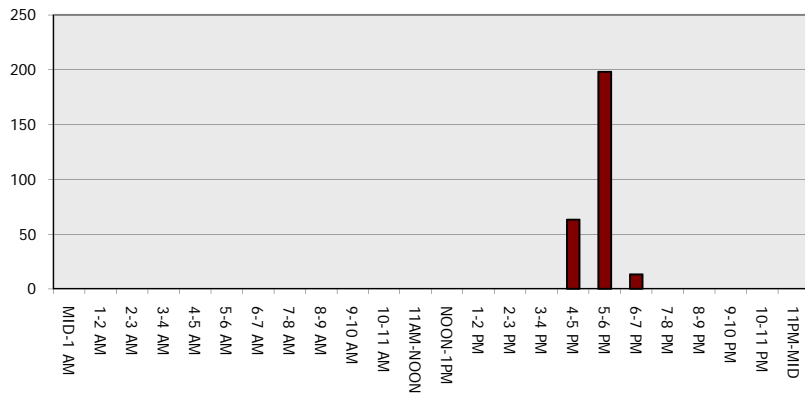
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

