

USH 151: IH 39 TO STH 19 (DANE COUNTY) CONTINUOUS (24 HOUR) 2 LANE 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	1500	162	0	0.49	0	70.2	62.5	44.8
1-2 AM	226	0.0	1500	226	0	0.50	0	70.2	62.4	44.6
2-3 AM	200	0.0	1500	200	0	0.50	0	70.2	62.5	44.7
3-4 AM	217	0.0	1500	217	0	0.50	0	70.2	62.4	44.6
4-5 AM	297	0.0	1500	297	0	0.51	0	70.2	62.3	44.3
5-6 AM	564	0.0	1500	564	0	0.54	0	70.0	61.7	43.3
6-7 AM	1242	0.0	1499	1242	0	0.76	0	69.2	58.2	37.4
7-8 AM	1678	0.0	1499	1678	0	4.17	89	68.6	34.0	30.8
8-9 AM	1218	0.0	1499	1218	0	2.86	74	69.2	40.7	35.6
9-10 AM	937	0.0	1500	937	0	0.58	0	69.6	60.9	41.9
10-11 AM	908	0.0	1500	908	0	0.58	0	69.6	60.9	42.0
11AM-NOON	901	0.0	1500	901	0	0.58	0	69.6	60.9	42.0
NOON-1PM	914	0.0	1500	914	0	0.58	0	69.6	60.9	42.0
1-2 PM	763	0.0	1500	763	0	0.56	0	69.8	61.3	42.5
2-3 PM	823	0.0	1500	823	0	0.57	0	69.7	61.1	42.3
3-4 PM	976	0.0	1500	976	0	0.58	0	69.5	60.7	41.7
4-5 PM	987	0.0	1500	987	0	0.59	0	69.5	60.7	41.7
5-6 PM	952	0.0	1500	952	0	0.58	0	69.6	60.8	41.9
6-7 PM	783	0.0	1500	783	0	0.56	0	69.7	61.2	42.5
7-8 PM	578	0.0	1500	578	0	0.54	0	70.0	61.7	43.2
8-9 PM	424	0.0	1500	424	0	0.52	0	70.2	62.0	43.8
9-10 PM	392	0.0	1500	392	0	0.52	0	70.2	62.1	43.9
10-11 PM	262	0.0	1500	262	0	0.50	0	70.2	62.3	44.5
11PM-MID	200	0.0	1500	200	0	0.50	0	70.2	62.5	44.7

----- 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	\$4,056
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

**USH 151: IH 39 TO STH 19 (DANE COUNTY)
CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE SEGMENT)**

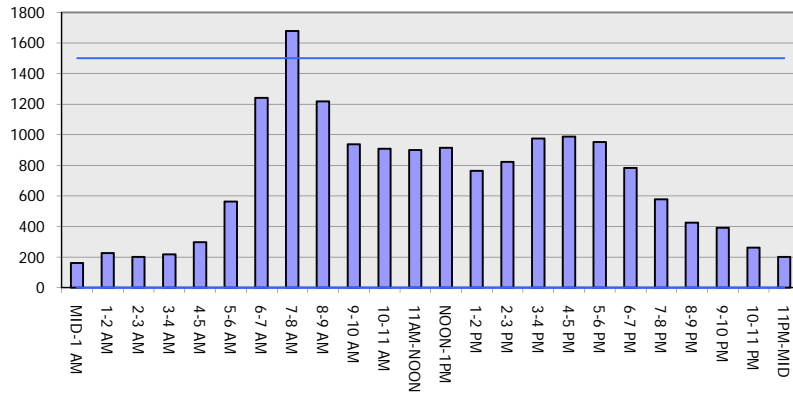
OCTOBER

Analyzed for 2009
Construction Season

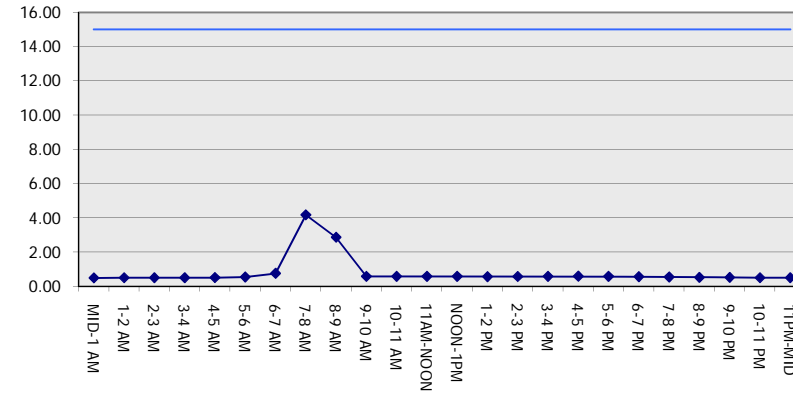
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

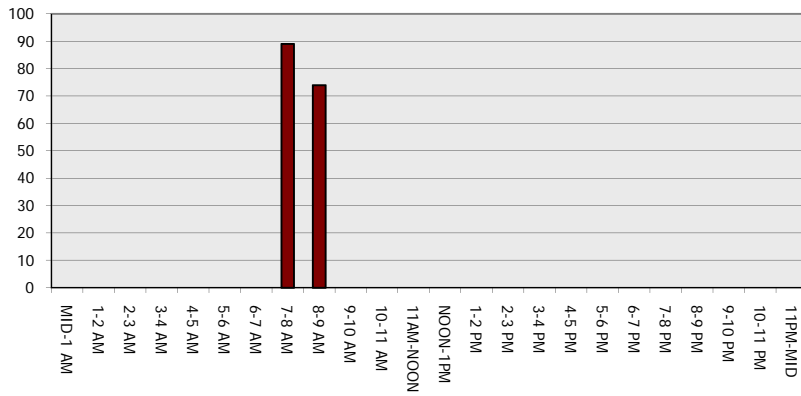
Main Route - Traffic Demand (Vehicles Per Hour)



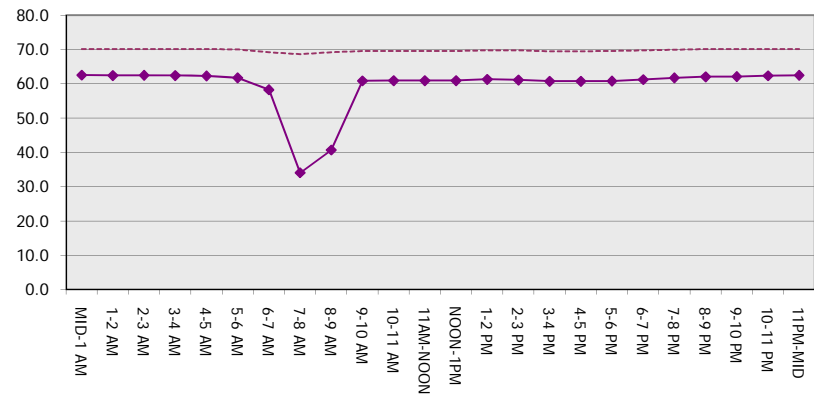
Main Route Average Delay Per Vehicle (Minutes)



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	1500	202	0	0.50	0	70.2	62.4	44.6
1-2 AM	125	0.0	1500	125	0	0.49	0	70.2	62.6	45.0
2-3 AM	98	0.0	1500	98	0	0.48	0	70.2	62.6	45.1
3-4 AM	90	0.0	1500	90	0	0.48	0	70.2	62.7	45.1
4-5 AM	126	0.0	1500	126	0	0.49	0	70.2	62.6	45.0
5-6 AM	333	0.0	1500	333	0	0.51	0	70.2	62.2	44.2
6-7 AM	776	0.0	1500	776	0	0.56	0	69.7	61.2	42.5
7-8 AM	1200	0.0	1500	1200	0	0.71	0	69.2	59.0	38.4
8-9 AM	985	0.0	1500	985	0	0.59	0	69.5	60.7	41.7
9-10 AM	952	0.0	1500	952	0	0.58	0	69.6	60.8	41.9
10-11 AM	1080	0.0	1500	1080	0	0.60	0	69.4	60.5	41.4
11AM-NOON	1350	0.0	1499	1350	0	0.90	0	69.1	56.6	34.3
NOON-1PM	1594	0.0	1499	1594	0	2.45	38	68.7	43.0	30.8
1-2 PM	1606	0.0	1499	1606	0	6.20	136	68.7	27.3	30.8
2-3 PM	1915	0.0	1500	1653	262	13.61+	338	68.4	15.9	30.8
3-4 PM	2479	0.0	1500	1500	979	16.30+	400	67.6	13.8	30.8
4-5 PM	3159	0.0	1500	1500	1659	16.25+	400	66.8	13.8	30.8
5-6 PM	2999	0.0	1500	1500	1499	16.26+	399	67.0	13.8	30.8
6-7 PM	1884	0.0	1500	1551	333	16.11+	393	68.4	13.9	30.8
7-8 PM	1382	0.0	1499	1381	0	15.02+	366	69.0	14.7	30.8
8-9 PM	1178	0.0	1499	1178	0	4.85	138	69.2	31.5	34.5
9-10 PM	1010	0.0	1500	1010	0	0.59	0	69.5	60.7	41.7
10-11 PM	596	0.0	1500	596	0	0.54	0	70.0	61.7	43.2
11PM-MID	379	0.0	1500	379	0	0.52	0	70.2	62.2	44.0

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- 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	0.0155
'DIVERSION'	0.0082

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$53,568
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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OCTOBER

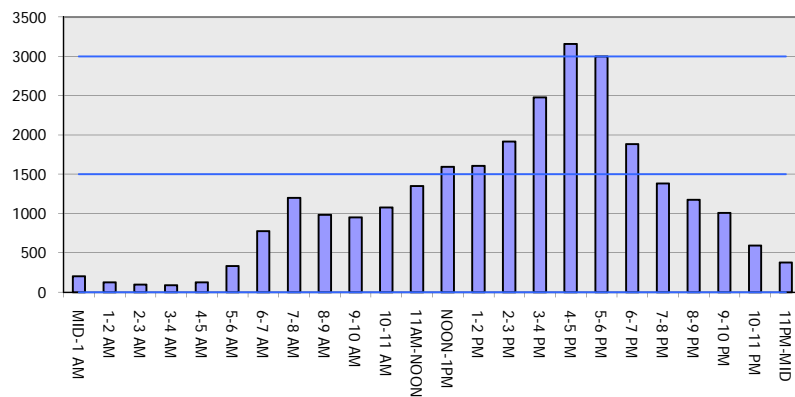
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

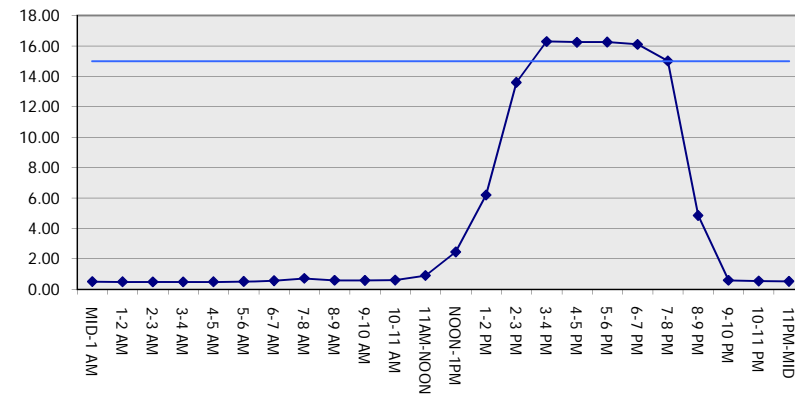
MON-THUR

NORTHBOUND DIRECTION

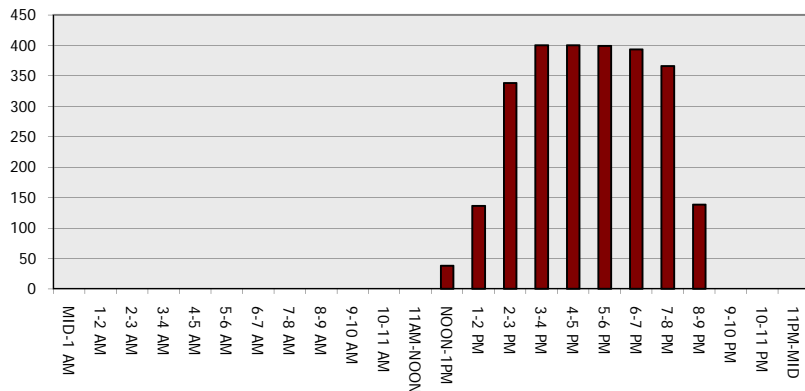
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

