

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

SATURDAY 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	249	0.0	1500	249	0	0.50	0	70.2	62.3	44.5
1-2 AM	209	0.0	1500	209	0	0.50	0	70.2	62.4	44.6
2-3 AM	234	0.0	1500	234	0	0.50	0	70.2	62.4	44.5
3-4 AM	194	0.0	1500	194	0	0.50	0	70.2	62.5	44.7
4-5 AM	234	0.0	1500	234	0	0.50	0	70.2	62.4	44.5
5-6 AM	275	0.0	1500	275	0	0.51	0	70.2	62.3	44.4
6-7 AM	358	0.0	1500	358	0	0.52	0	70.2	62.2	44.0
7-8 AM	615	0.0	1500	615	0	0.55	0	70.0	61.6	43.1
8-9 AM	798	0.0	1500	798	0	0.57	0	69.7	61.2	42.4
9-10 AM	1181	0.0	1500	1181	0	0.68	0	69.2	59.3	39.1
10-11 AM	1466	0.0	1500	1466	0	1.05	0	68.9	54.8	31.5
11AM-NOON	1443	0.0	1500	1443	0	1.02	0	68.9	55.1	32.0
NOON-1PM	1280	0.0	1500	1280	0	0.81	0	69.1	57.7	36.1
1-2 PM	1164	0.0	1500	1164	0	0.66	0	69.3	59.6	39.6
2-3 PM	1002	0.0	1500	1002	0	0.59	0	69.5	60.7	41.7
3-4 PM	945	0.0	1500	945	0	0.58	0	69.6	60.9	41.9
4-5 PM	929	0.0	1500	929	0	0.58	0	69.6	60.9	41.9
5-6 PM	877	0.0	1500	877	0	0.57	0	69.6	61.0	42.1
6-7 PM	947	0.0	1500	947	0	0.58	0	69.6	60.9	41.9
7-8 PM	705	0.0	1500	705	0	0.56	0	69.9	61.4	42.7
8-9 PM	594	0.0	1500	594	0	0.54	0	70.0	61.7	43.2
9-10 PM	554	0.0	1500	554	0	0.54	0	70.0	61.8	43.3
10-11 PM	467	0.0	1500	467	0	0.53	0	70.2	62.0	43.7
11PM-MID	311	0.0	1500	311	0	0.51	0	70.2	62.3	44.2

----- 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	0.0127
MAIN ROUTE WITH WORKS	0.0116
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$3,166
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)**

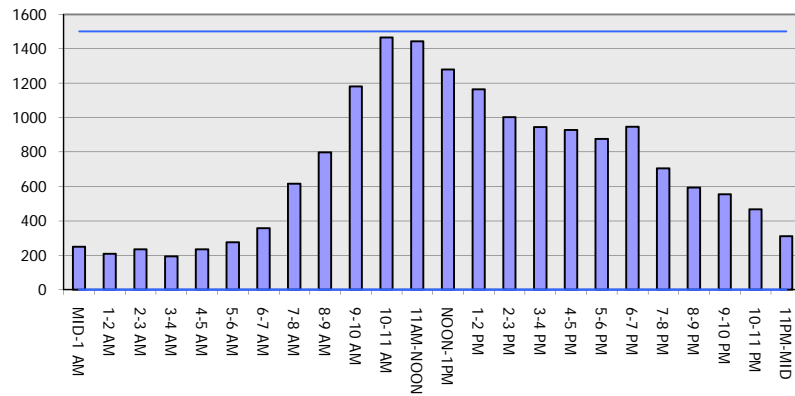
OCTOBER

Analyzed for 2009
Construction Season

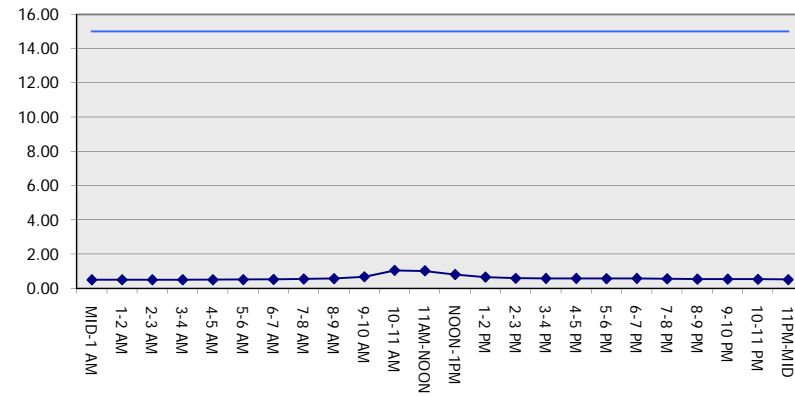
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

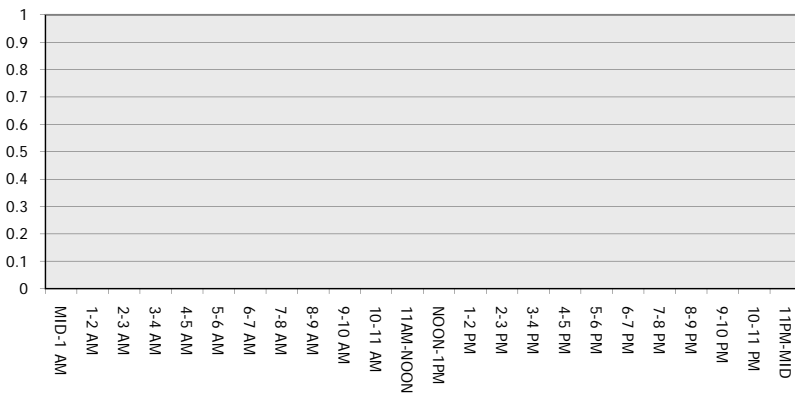
Main Route - Traffic Demand (Vehicles Per Hour)



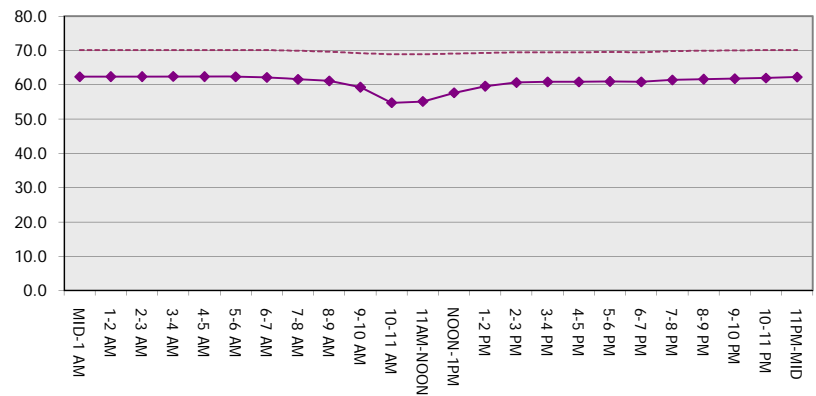
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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

SATURDAY 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	359	0.0	1500	359	0	0.52	0	70.2	62.2	44.0
1-2 AM	238	0.0	1500	238	0	0.50	0	70.2	62.4	44.5
2-3 AM	224	0.0	1500	224	0	0.50	0	70.2	62.4	44.6
3-4 AM	137	0.0	1500	137	0	0.49	0	70.2	62.5	45.0
4-5 AM	107	0.0	1500	107	0	0.49	0	70.2	62.6	45.1
5-6 AM	157	0.0	1500	157	0	0.49	0	70.2	62.5	44.8
6-7 AM	268	0.0	1500	268	0	0.51	0	70.2	62.3	44.4
7-8 AM	501	0.0	1500	501	0	0.53	0	70.1	61.9	43.5
8-9 AM	720	0.0	1500	720	0	0.56	0	69.9	61.4	42.7
9-10 AM	1003	0.0	1500	1003	0	0.59	0	69.5	60.7	41.7
10-11 AM	1343	0.0	1499	1343	0	0.89	0	69.1	56.7	34.5
11AM-NOON	1628	0.0	1499	1628	0	2.85	51	68.7	40.6	30.8
NOON-1PM	1742	0.0	1500	1742	0	10.06	246	68.6	19.9	30.8
1-2 PM	1715	0.0	1499	1512	203	16.31+	398	68.6	13.8	30.8
2-3 PM	1870	0.0	1500	1500	370	16.35+	400	68.4	13.8	30.8
3-4 PM	2070	0.0	1500	1500	570	16.33+	400	68.2	13.8	30.8
4-5 PM	2157	0.0	1500	1500	657	16.33+	400	68.1	13.8	30.8
5-6 PM	1973	0.0	1500	1500	473	16.34+	400	68.3	13.8	30.8
6-7 PM	1640	0.0	1500	1521	119	16.26+	397	68.7	13.8	30.8
7-8 PM	1361	0.0	1499	1361	0	14.18+	345	69.1	15.4	30.8
8-9 PM	1238	0.0	1499	1238	0	5.59	140	69.2	29.1	32.8
9-10 PM	1086	0.0	1500	1086	0	0.61	0	69.4	60.3	41.0
10-11 PM	781	0.0	1500	781	0	0.56	0	69.7	61.2	42.5
11PM-MID	600	0.0	1500	600	0	0.54	0	70.0	61.7	43.1

+ 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	0.0186
MAIN ROUTE WITH WORKS	0.0154
'DIVERSION'	0.0041

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$66,234
CONGESTED HOURS PER DAY*	7

*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
SATURDAY NORTHBOUND DIRECTION

