

<b>USH 151: IH 39 TO STH 19 (DANE COUNTY)</b> <b>NIGHTTIME 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE SEGMENT)</b>	<b>OCTOBER</b>
	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	OFF	798	0	0.00	0	69.7	69.7	69.7
9-10 AM	1181	0.0	OFF	1181	0	0.00	0	69.2	69.2	69.2
10-11 AM	1466	0.0	OFF	1466	0	0.00	0	68.9	68.9	68.9
11AM-NOON	1443	0.0	OFF	1443	0	0.00	0	68.9	68.9	68.9
NOON-1PM	1280	0.0	OFF	1280	0	0.00	0	69.1	69.1	69.1
1-2 PM	1164	0.0	OFF	1164	0	0.00	0	69.3	69.3	69.3
2-3 PM	1002	0.0	OFF	1002	0	0.00	0	69.5	69.5	69.5
3-4 PM	945	0.0	OFF	945	0	0.00	0	69.6	69.6	69.6
4-5 PM	929	0.0	OFF	929	0	0.00	0	69.6	69.6	69.6
5-6 PM	877	0.0	OFF	877	0	0.00	0	69.6	69.6	69.6
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

"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	0.0127
MAIN ROUTE WITH WORKS	0.0123
'DIVERSION'	0.0000
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$841
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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

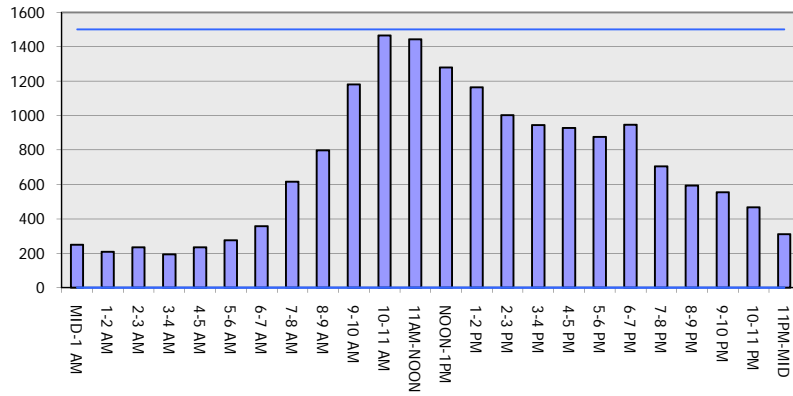
**OCTOBER**

Analyzed for 2009  
Construction Season

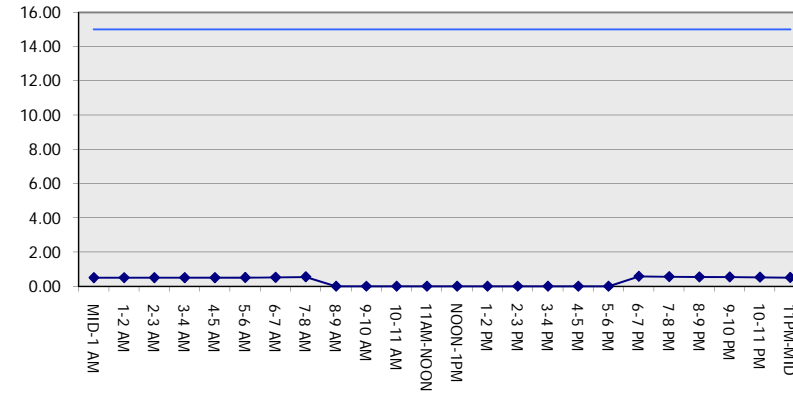
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY SOUTHBOUND DIRECTION**

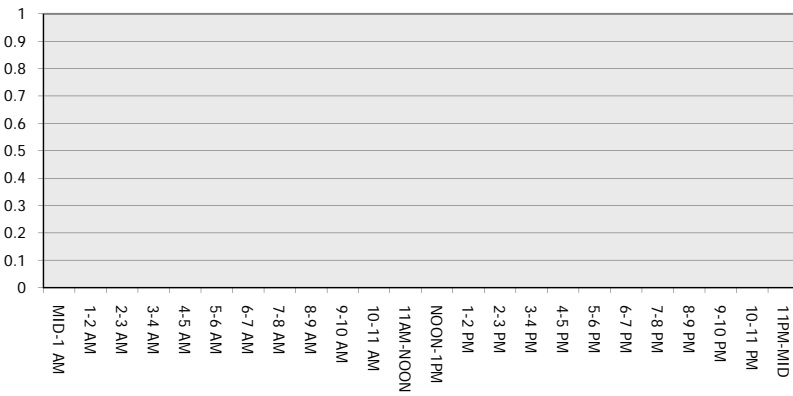
**Main Route - Traffic Demand (Vehicles Per Hour)**



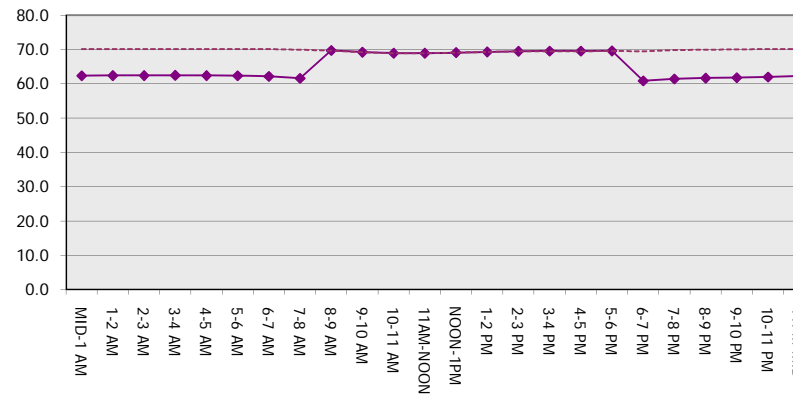
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



<b>USH 151: IH 39 TO STH 19 (DANE COUNTY)                  NIGHTTIME 2 LANE CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE SEGMENT)</b>	<b>OCTOBER</b>
	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	OFF	720	0	0.00	0	69.9	69.9	69.9
9-10 AM	1003	0.0	OFF	1003	0	0.00	0	69.5	69.5	69.5
10-11 AM	1343	0.0	OFF	1343	0	0.00	0	69.1	69.1	69.1
11AM-NOON	1628	0.0	OFF	1628	0	0.00	0	68.7	68.7	68.7
NOON-1PM	1742	0.0	OFF	1742	0	0.00	0	68.6	68.6	68.6
1-2 PM	1715	0.0	OFF	1715	0	0.00	0	68.6	68.6	68.6
2-3 PM	1870	0.0	OFF	1870	0	0.00	0	68.4	68.4	68.4
3-4 PM	2070	0.0	OFF	2070	0	0.00	0	68.2	68.2	68.2
4-5 PM	2157	0.0	OFF	2157	0	0.00	0	68.1	68.1	68.1
5-6 PM	1973	0.0	OFF	1973	0	0.00	0	68.3	68.3	68.3
6-7 PM	1640	0.0	1499	1640	0	4.29	89	68.7	33.6	30.8
7-8 PM	1361	0.0	1499	1361	0	3.94	83	69.1	35.1	31.9
8-9 PM	1238	0.0	1500	1238	0	0.76	0	69.2	58.4	37.3
9-10 PM	1086	0.0	1500	1086	0	0.60	0	69.4	60.5	41.4
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

"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	0.0186
MAIN ROUTE WITH WORKS	0.0181
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$4,153
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**  
 Analyzed for 2009  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY NORTHBOUND DIRECTION**

