

**USH 151: BUS 151 TO STH 126 (IOWA AND LAFAYETTE COUNTIES)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: STH 126 - CTH G - CTH O**

MAY
Analyzed for 2009
Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT
SUNDAY SOUTHBOUND DIRECTION

| TIME OF DAY | FLOWS AND CAPACITY IN VEH/HR | | | | | | AVERAGE SPEEDS IN MPH | | | | | | | | |
|-------------|------------------------------|-----------|-----------------|-----------|----------------|-----------------|-----------------------|-----------------|-----------------------|---------------------|-----------------|--------------|-----------------|-----------------|--------------|
| | MAIN ROUTE | | ALTERNATE ROUTE | | SITE CAPA CITY | FLOW MAIN ROUTE | FLOW DIVER -TING | TOTAL DIVN FLOW | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | MAIN ROUTE | | ALTERNATE ROUTE | | |
| | DEMAND FLOW | PCT HEAVY | NORMAL FLOW | PCT HEAVY | | | | | | | WITHOUT WORK ZN | WITH WORK ZN | SITE | WITHOUT WORK ZN | WITH WORK ZN |
| MID-1 AM | 34 | 0.0 | 5 | 0.0 | 1500 | 34 | 0 | 5 | 0.50 | 0 | 63.8 | 60.8 | 41.9 | 24.8 | 24.8 |
| 1-2 AM | 29 | 0.0 | 4 | 0.0 | 1500 | 29 | 0 | 4 | 0.50 | 0 | 63.8 | 60.8 | 41.9 | 24.8 | 24.8 |
| 2-3 AM | 18 | 0.0 | 3 | 0.0 | 1500 | 18 | 0 | 3 | 0.50 | 0 | 63.8 | 60.8 | 41.9 | 24.8 | 24.8 |
| 3-4 AM | 15 | 0.0 | 2 | 0.0 | 1500 | 15 | 0 | 2 | 0.50 | 0 | 63.9 | 60.8 | 41.9 | 24.8 | 24.8 |
| 4-5 AM | 11 | 0.0 | 2 | 0.0 | 1500 | 11 | 0 | 2 | 0.50 | 0 | 63.9 | 60.8 | 42.0 | 24.8 | 24.8 |
| 5-6 AM | 38 | 0.0 | 6 | 0.0 | 1500 | 38 | 0 | 6 | 0.50 | 0 | 63.8 | 60.8 | 41.9 | 24.8 | 24.8 |
| 6-7 AM | 44 | 0.0 | 7 | 0.0 | 1500 | 44 | 0 | 7 | 0.50 | 0 | 63.8 | 60.7 | 41.9 | 24.8 | 24.8 |
| 7-8 AM | 71 | 0.0 | 11 | 0.0 | 1500 | 71 | 0 | 11 | 0.51 | 0 | 63.8 | 60.7 | 41.7 | 24.8 | 24.8 |
| 8-9 AM | 159 | 0.0 | 25 | 0.0 | 1500 | 159 | 0 | 25 | 0.51 | 0 | 63.6 | 60.5 | 41.4 | 24.7 | 24.7 |
| 9-10 AM | 256 | 0.0 | 40 | 0.0 | 1500 | 256 | 0 | 40 | 0.52 | 0 | 63.4 | 60.3 | 41.1 | 24.5 | 24.5 |
| 10-11 AM | 320 | 0.0 | 50 | 0.0 | 1500 | 320 | 0 | 50 | 0.53 | 0 | 63.3 | 60.1 | 40.9 | 24.5 | 24.5 |
| 11A-NOON | 406 | 0.0 | 64 | 0.0 | 1500 | 406 | 0 | 64 | 0.54 | 0 | 63.2 | 59.9 | 40.6 | 24.3 | 24.3 |
| NOON-1PM | 381 | 0.0 | 60 | 0.0 | 1500 | 381 | 0 | 60 | 0.53 | 0 | 63.2 | 60.0 | 40.7 | 24.4 | 24.4 |
| 1-2 PM | 366 | 0.0 | 58 | 0.0 | 1500 | 366 | 0 | 58 | 0.53 | 0 | 63.2 | 60.1 | 40.7 | 24.4 | 24.4 |
| 2-3 PM | 368 | 0.0 | 58 | 0.0 | 1500 | 368 | 0 | 58 | 0.53 | 0 | 63.2 | 60.1 | 40.7 | 24.4 | 24.4 |
| 3-4 PM | 378 | 0.0 | 60 | 0.0 | 1500 | 378 | 0 | 60 | 0.53 | 0 | 63.2 | 60.0 | 40.7 | 24.4 | 24.4 |
| 4-5 PM | 416 | 0.0 | 66 | 0.0 | 1500 | 416 | 0 | 66 | 0.54 | 0 | 63.2 | 59.9 | 40.6 | 24.3 | 24.3 |
| 5-6 PM | 393 | 0.0 | 62 | 0.0 | 1500 | 393 | 0 | 62 | 0.54 | 0 | 63.2 | 60.0 | 40.7 | 24.3 | 24.3 |
| 6-7 PM | 314 | 0.0 | 49 | 0.0 | 1500 | 314 | 0 | 49 | 0.53 | 0 | 63.3 | 60.2 | 40.9 | 24.5 | 24.5 |
| 7-8 PM | 265 | 0.0 | 42 | 0.0 | 1500 | 265 | 0 | 42 | 0.52 | 0 | 63.4 | 60.2 | 41.0 | 24.5 | 24.5 |
| 8-9 PM | 196 | 0.0 | 31 | 0.0 | 1500 | 196 | 0 | 31 | 0.52 | 0 | 63.5 | 60.4 | 41.3 | 24.6 | 24.6 |
| 9-10 PM | 129 | 0.0 | 21 | 0.0 | 1500 | 129 | 0 | 21 | 0.51 | 0 | 63.7 | 60.5 | 41.5 | 24.7 | 24.7 |
| 10-11 PM | 85 | 0.0 | 13 | 0.0 | 1500 | 85 | 0 | 13 | 0.51 | 0 | 63.7 | 60.7 | 41.7 | 24.7 | 24.7 |
| 11PM-MID | 51 | 0.0 | 8 | 0.0 | 1500 | 51 | 0 | 8 | 0.50 | 0 | 63.8 | 60.7 | 41.8 | 24.8 | 24.8 |

----- SITE BREAKDOWN DELAYS -----

| | |
|--|------|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN (VEH-H) MAX | 0.0 |
| AV BREAKDOWNS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

----- SITE ACCIDENT DELAYS -----

| | |
|--|------|
| ACCIDENT DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN (VEH-H) MAX | 0.0 |
| AV ACCIDENTS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

AVERAGE ACCIDENT NUMBERS (PIA/DAY)

| | |
|--------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0083 |
| MAIN ROUTE WITH WORKS | 0.0088 |
| DIVERSION | 0.0148 |

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS

| | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$649 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

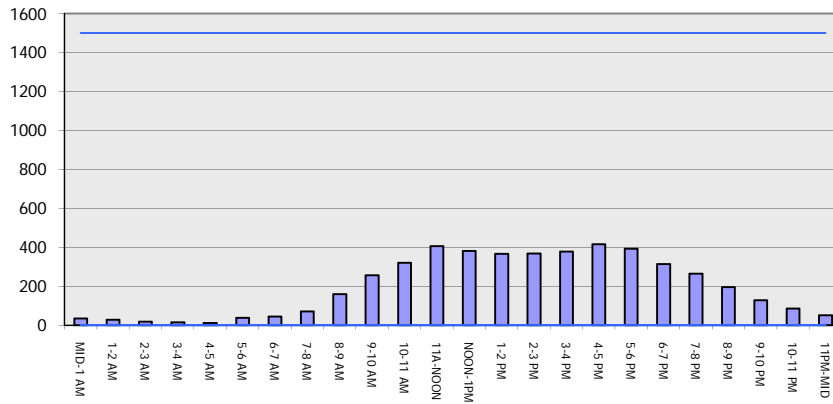
USH 151: BUS 151 TO STH 126 (IOWA AND LAFAYETTE COUNTIES)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: STH 126 - CTH G - CTH O

MAY
 Analyzed for 2009
 Construction Season

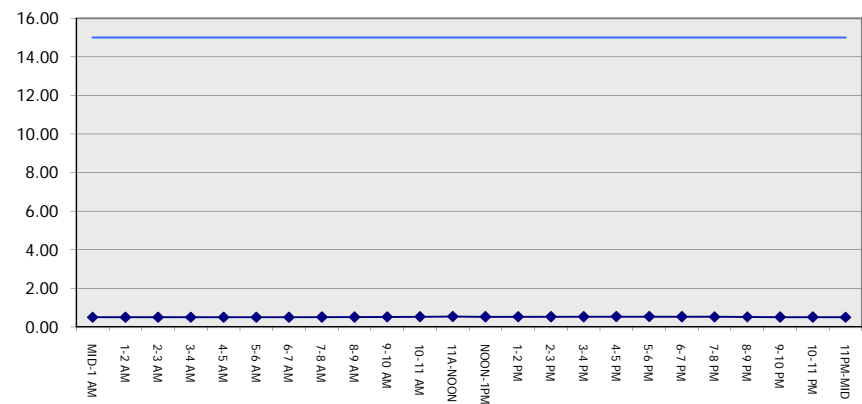
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY SOUTHBOUND DIRECTION

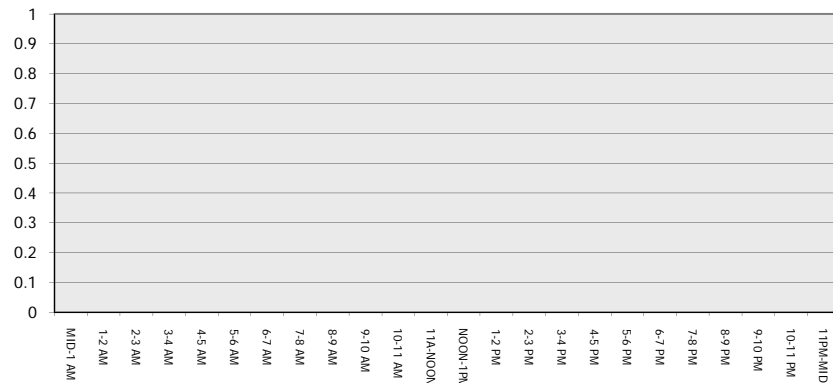
Main Route - Traffic Demand (Vehicles Per Hour)



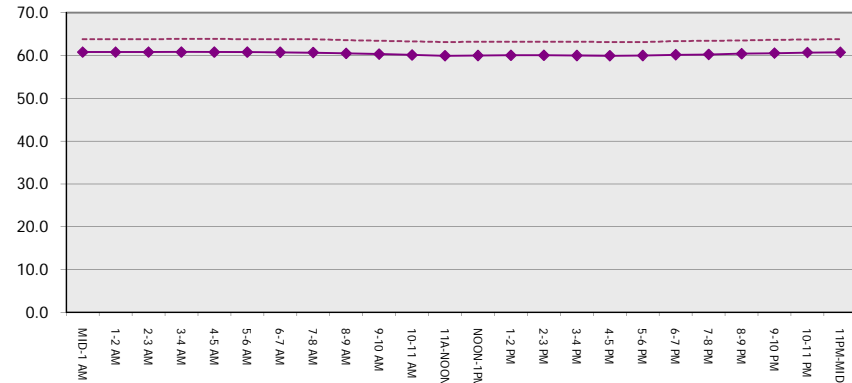
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



| | |
|--|--|
| USH 151: BUS 151 TO STH 126 (IOWA AND LAFAYETTE COUNTIES) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: STH 126 - CTH G - CTH O | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY NORTHBOUND DIRECTION

| TIME OF DAY | FLOWS AND CAPACITY IN VEH/HR | | | | | | | | | AVERAGE SPEEDS IN MPH | | | | | |
|-------------|------------------------------|-----------|-------------|-----------|----------------|-----------------|------------------|-----------------|-----------------------|-----------------------|-----------------|--------------|------|-----------------|--------------|
| | MAIN | | DIVERSION | | SITE CAPA CITY | FLOW MAIN ROUTE | FLOW DIVER -TING | TOTAL DIVN FLOW | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | MAIN ROUTE | | SITE | ALTERNATE ROUTE | |
| | DEMAND FLOW | PCT HEAVY | NORMAL FLOW | PCT HEAVY | | | | | | | WITHOUT WORK ZN | WITH WORK ZN | | WITHOUT WORK ZN | WITH WORK ZN |
| MID-1 AM | 59 | 0.0 | 9 | 0.0 | 1500 | 59 | 0 | 9 | 0.50 | 0 | 63.8 | 60.7 | 41.8 | 24.8 | 24.8 |
| 1-2 AM | 33 | 0.0 | 5 | 0.0 | 1500 | 33 | 0 | 5 | 0.50 | 0 | 63.8 | 60.8 | 41.9 | 24.8 | 24.8 |
| 2-3 AM | 24 | 0.0 | 4 | 0.0 | 1500 | 24 | 0 | 4 | 0.50 | 0 | 63.8 | 60.8 | 41.9 | 24.8 | 24.8 |
| 3-4 AM | 23 | 0.0 | 4 | 0.0 | 1500 | 23 | 0 | 4 | 0.50 | 0 | 63.8 | 60.8 | 41.9 | 24.8 | 24.8 |
| 4-5 AM | 32 | 0.0 | 5 | 0.0 | 1500 | 32 | 0 | 5 | 0.50 | 0 | 63.8 | 60.8 | 41.9 | 24.8 | 24.8 |
| 5-6 AM | 40 | 0.0 | 6 | 0.0 | 1500 | 40 | 0 | 6 | 0.50 | 0 | 63.8 | 60.7 | 41.9 | 24.8 | 24.8 |
| 6-7 AM | 54 | 0.0 | 8 | 0.0 | 1500 | 54 | 0 | 8 | 0.50 | 0 | 63.8 | 60.7 | 41.8 | 24.8 | 24.8 |
| 7-8 AM | 88 | 0.0 | 13 | 0.0 | 1500 | 88 | 0 | 13 | 0.51 | 0 | 63.7 | 60.7 | 41.7 | 24.7 | 24.7 |
| 8-9 AM | 165 | 0.0 | 26 | 0.0 | 1500 | 165 | 0 | 26 | 0.51 | 0 | 63.6 | 60.5 | 41.4 | 24.7 | 24.7 |
| 9-10 AM | 240 | 0.0 | 38 | 0.0 | 1500 | 240 | 0 | 38 | 0.52 | 0 | 63.5 | 60.3 | 41.2 | 24.5 | 24.5 |
| 10-11 AM | 336 | 0.0 | 53 | 0.0 | 1500 | 336 | 0 | 53 | 0.53 | 0 | 63.3 | 60.1 | 40.9 | 24.5 | 24.5 |
| 11A-NOON | 372 | 0.0 | 59 | 0.0 | 1500 | 372 | 0 | 59 | 0.53 | 0 | 63.2 | 60.1 | 40.7 | 24.4 | 24.4 |
| NOON-1PM | 390 | 0.0 | 62 | 0.0 | 1500 | 390 | 0 | 62 | 0.54 | 0 | 63.2 | 60.0 | 40.7 | 24.3 | 24.3 |
| 1-2 PM | 388 | 0.0 | 61 | 0.0 | 1500 | 388 | 0 | 61 | 0.54 | 0 | 63.2 | 60.0 | 40.7 | 24.3 | 24.3 |
| 2-3 PM | 436 | 0.0 | 69 | 0.0 | 1500 | 436 | 0 | 69 | 0.54 | 0 | 63.1 | 59.9 | 40.5 | 24.3 | 24.3 |
| 3-4 PM | 469 | 0.0 | 74 | 0.0 | 1500 | 469 | 0 | 74 | 0.54 | 0 | 63.0 | 59.8 | 40.4 | 24.3 | 24.3 |
| 4-5 PM | 444 | 0.0 | 70 | 0.0 | 1500 | 444 | 0 | 70 | 0.54 | 0 | 63.1 | 59.9 | 40.5 | 24.3 | 24.3 |
| 5-6 PM | 407 | 0.0 | 64 | 0.0 | 1500 | 407 | 0 | 64 | 0.54 | 0 | 63.2 | 59.9 | 40.6 | 24.3 | 24.3 |
| 6-7 PM | 368 | 0.0 | 58 | 0.0 | 1500 | 368 | 0 | 58 | 0.53 | 0 | 63.2 | 60.1 | 40.7 | 24.4 | 24.4 |
| 7-8 PM | 299 | 0.0 | 47 | 0.0 | 1500 | 299 | 0 | 47 | 0.53 | 0 | 63.3 | 60.2 | 41.0 | 24.5 | 24.5 |
| 8-9 PM | 243 | 0.0 | 38 | 0.0 | 1500 | 243 | 0 | 38 | 0.52 | 0 | 63.5 | 60.3 | 41.2 | 24.5 | 24.5 |
| 9-10 PM | 182 | 0.0 | 29 | 0.0 | 1500 | 182 | 0 | 29 | 0.52 | 0 | 63.6 | 60.4 | 41.4 | 24.6 | 24.6 |
| 10-11 PM | 131 | 0.0 | 21 | 0.0 | 1500 | 131 | 0 | 21 | 0.51 | 0 | 63.7 | 60.5 | 41.5 | 24.7 | 24.7 |
| 11PM-MID | 77 | 0.0 | 12 | 0.0 | 1500 | 77 | 0 | 12 | 0.51 | 0 | 63.8 | 60.7 | 41.7 | 24.7 | 24.7 |

| *----- SITE BREAKDOWN DELAYS -----* | |
|-------------------------------------|------|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV BREAKDOWNS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| *----- SITE ACCIDENT DELAYS -----* | |
|------------------------------------|------|
| ACCIDENT DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| RANGE OF DIVN DELAY - MIN | 0.0 |
| (VEH-H) MAX | 0.0 |
| AV ACCIDENTS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV DIVN DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0093 |
| MAIN ROUTE WITH WORKS | 0.0098 |
| DIVERSION | 0.0165 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$729 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**USH 151: BUS 151 TO STH 126 (IOWA AND LAFAYETTE COUNTIES)
 CONTINUOUS (24 HOUR) CLOSURE
 DIVERSION ROUTE: STH 126 - CTH G - CTH O**

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY NORTHBOUND DIRECTION

