

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

OCTOBER

Analyzed for 2009
Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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 | 41 | 0.0 | 6 | 0.0 | 1500 | 41 | 0 | 6 | 0.50 | 0 | 63.8 | 60.7 | 41.9 | 24.8 | 24.8 |
| 1-2 AM | 29 | 0.0 | 5 | 0.0 | 1500 | 29 | 0 | 5 | 0.50 | 0 | 63.8 | 60.8 | 41.9 | 24.8 | 24.8 |
| 2-3 AM | 22 | 0.0 | 3 | 0.0 | 1500 | 22 | 0 | 3 | 0.50 | 0 | 63.8 | 60.8 | 41.9 | 24.8 | 24.8 |
| 3-4 AM | 37 | 0.0 | 6 | 0.0 | 1500 | 37 | 0 | 6 | 0.50 | 0 | 63.8 | 60.8 | 41.9 | 24.8 | 24.8 |
| 4-5 AM | 47 | 0.0 | 7 | 0.0 | 1500 | 47 | 0 | 7 | 0.50 | 0 | 63.8 | 60.7 | 41.9 | 24.8 | 24.8 |
| 5-6 AM | 91 | 0.0 | 14 | 0.0 | 1500 | 91 | 0 | 14 | 0.51 | 0 | 63.7 | 60.7 | 41.7 | 24.7 | 24.7 |
| 6-7 AM | 143 | 0.0 | 23 | 0.0 | 1500 | 143 | 0 | 23 | 0.51 | 0 | 63.7 | 60.5 | 41.5 | 24.7 | 24.7 |
| 7-8 AM | 234 | 0.0 | 37 | 0.0 | 1500 | 234 | 0 | 37 | 0.52 | 0 | 63.5 | 60.3 | 41.2 | 24.5 | 24.5 |
| 8-9 AM | 280 | 0.0 | 44 | 0.0 | 1500 | 280 | 0 | 44 | 0.53 | 0 | 63.4 | 60.2 | 41.0 | 24.5 | 24.5 |
| 9-10 AM | 292 | 0.0 | 46 | 0.0 | 1500 | 292 | 0 | 46 | 0.53 | 0 | 63.3 | 60.2 | 41.0 | 24.5 | 24.5 |
| 10-11 AM | 321 | 0.0 | 50 | 0.0 | 1500 | 321 | 0 | 50 | 0.53 | 0 | 63.3 | 60.1 | 40.9 | 24.5 | 24.5 |
| 11A-NOON | 332 | 0.0 | 53 | 0.0 | 1500 | 332 | 0 | 53 | 0.53 | 0 | 63.3 | 60.1 | 40.9 | 24.5 | 24.5 |
| NOON-1PM | 352 | 0.0 | 56 | 0.0 | 1500 | 352 | 0 | 56 | 0.53 | 0 | 63.2 | 60.1 | 40.8 | 24.4 | 24.4 |
| 1-2 PM | 412 | 0.0 | 65 | 0.0 | 1500 | 412 | 0 | 65 | 0.54 | 0 | 63.2 | 59.9 | 40.6 | 24.3 | 24.3 |
| 2-3 PM | 469 | 0.0 | 74 | 0.0 | 1500 | 469 | 0 | 74 | 0.54 | 0 | 63.0 | 59.8 | 40.4 | 24.3 | 24.3 |
| 3-4 PM | 570 | 0.0 | 90 | 0.0 | 1500 | 570 | 0 | 90 | 0.55 | 0 | 62.8 | 59.6 | 40.1 | 24.2 | 24.2 |
| 4-5 PM | 575 | 0.0 | 91 | 0.0 | 1500 | 575 | 0 | 91 | 0.55 | 0 | 62.8 | 59.6 | 40.1 | 24.2 | 24.2 |
| 5-6 PM | 544 | 0.0 | 85 | 0.0 | 1500 | 544 | 0 | 85 | 0.55 | 0 | 62.9 | 59.6 | 40.2 | 24.2 | 24.2 |
| 6-7 PM | 496 | 0.0 | 78 | 0.0 | 1500 | 496 | 0 | 78 | 0.55 | 0 | 63.0 | 59.7 | 40.3 | 24.2 | 24.2 |
| 7-8 PM | 342 | 0.0 | 54 | 0.0 | 1500 | 342 | 0 | 54 | 0.53 | 0 | 63.3 | 60.1 | 40.8 | 24.4 | 24.4 |
| 8-9 PM | 247 | 0.0 | 39 | 0.0 | 1500 | 247 | 0 | 39 | 0.52 | 0 | 63.5 | 60.3 | 41.1 | 24.5 | 24.5 |
| 9-10 PM | 172 | 0.0 | 27 | 0.0 | 1500 | 172 | 0 | 27 | 0.52 | 0 | 63.6 | 60.5 | 41.4 | 24.7 | 24.7 |
| 10-11 PM | 115 | 0.0 | 19 | 0.0 | 1500 | 115 | 0 | 19 | 0.51 | 0 | 63.7 | 60.6 | 41.6 | 24.7 | 24.7 |
| 11PM-MID | 111 | 0.0 | 18 | 0.0 | 1500 | 111 | 0 | 18 | 0.51 | 0 | 63.7 | 60.6 | 41.6 | 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 | 0.0110 |
| MAIN ROUTE WITH WORKS | 0.0116 |
| DIVERSION | 0.0195 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$701 |
| CONGESTED HOURS PER DAY* | 0 |

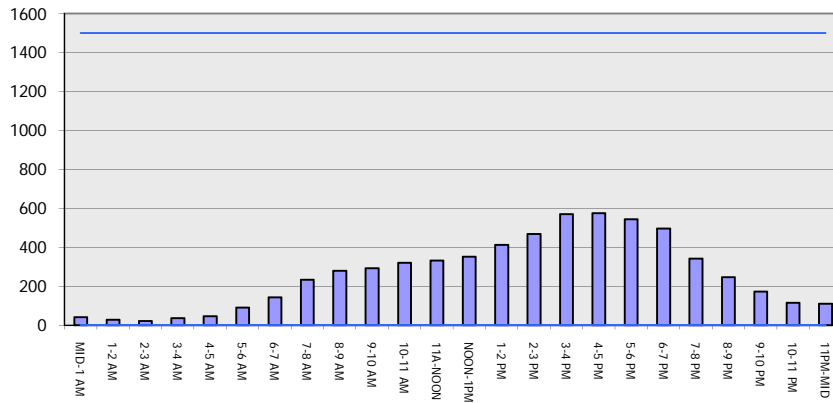
*Delays Exceeding 15 Minutes

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

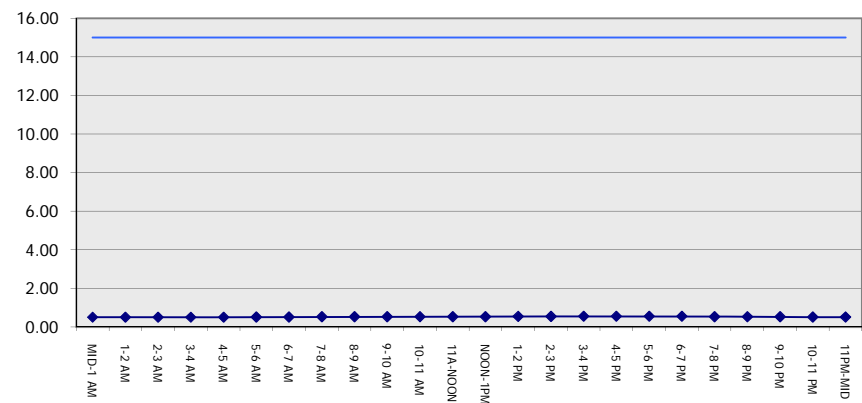
OCTOBER
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY SOUTHBOUND DIRECTION

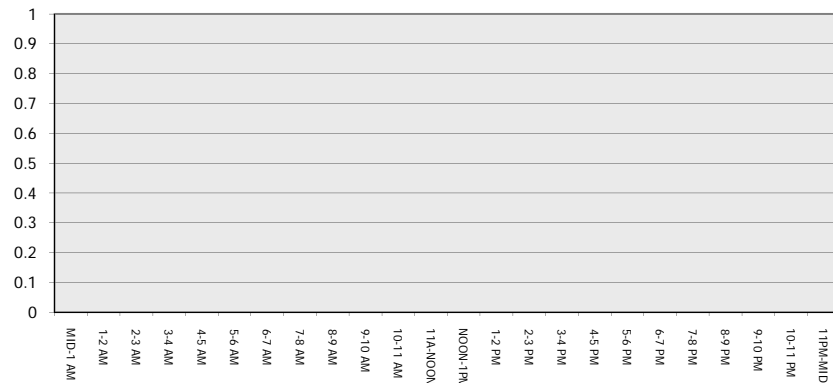
Main Route - Traffic Demand (Vehicles Per Hour)



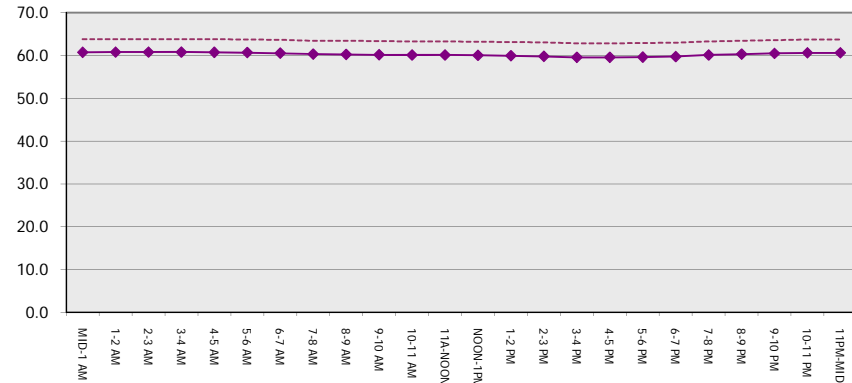
Main Route Average Delay Per Vehicle (Minutes)



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 | OCTOBER |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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 | 52 | 0.0 | 8 | 0.0 | 1500 | 52 | 0 | 8 | 0.50 | 0 | 63.8 | 60.7 | 41.8 | 24.8 | 24.8 |
| 1-2 AM | 40 | 0.0 | 6 | 0.0 | 1500 | 40 | 0 | 6 | 0.50 | 0 | 63.8 | 60.7 | 41.9 | 24.8 | 24.8 |
| 2-3 AM | 41 | 0.0 | 6 | 0.0 | 1500 | 41 | 0 | 6 | 0.50 | 0 | 63.8 | 60.7 | 41.9 | 24.8 | 24.8 |
| 3-4 AM | 61 | 0.0 | 9 | 0.0 | 1500 | 61 | 0 | 9 | 0.50 | 0 | 63.8 | 60.7 | 41.8 | 24.8 | 24.8 |
| 4-5 AM | 95 | 0.0 | 15 | 0.0 | 1500 | 95 | 0 | 15 | 0.51 | 0 | 63.7 | 60.6 | 41.7 | 24.7 | 24.7 |
| 5-6 AM | 147 | 0.0 | 23 | 0.0 | 1500 | 147 | 0 | 23 | 0.51 | 0 | 63.7 | 60.5 | 41.5 | 24.7 | 24.7 |
| 6-7 AM | 249 | 0.0 | 39 | 0.0 | 1500 | 249 | 0 | 39 | 0.52 | 0 | 63.5 | 60.3 | 41.1 | 24.5 | 24.5 |
| 7-8 AM | 304 | 0.0 | 48 | 0.0 | 1500 | 304 | 0 | 48 | 0.53 | 0 | 63.3 | 60.2 | 40.9 | 24.5 | 24.5 |
| 8-9 AM | 271 | 0.0 | 42 | 0.0 | 1500 | 271 | 0 | 42 | 0.52 | 0 | 63.4 | 60.2 | 41.0 | 24.5 | 24.5 |
| 9-10 AM | 278 | 0.0 | 44 | 0.0 | 1500 | 278 | 0 | 44 | 0.53 | 0 | 63.4 | 60.2 | 41.0 | 24.5 | 24.5 |
| 10-11 AM | 333 | 0.0 | 53 | 0.0 | 1500 | 333 | 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 | 402 | 0.0 | 63 | 0.0 | 1500 | 402 | 0 | 63 | 0.54 | 0 | 63.2 | 59.9 | 40.6 | 24.3 | 24.3 |
| 1-2 PM | 450 | 0.0 | 71 | 0.0 | 1500 | 450 | 0 | 71 | 0.54 | 0 | 63.0 | 59.9 | 40.4 | 24.3 | 24.3 |
| 2-3 PM | 558 | 0.0 | 88 | 0.0 | 1500 | 558 | 0 | 88 | 0.55 | 0 | 62.8 | 59.6 | 40.1 | 24.2 | 24.2 |
| 3-4 PM | 563 | 0.0 | 89 | 0.0 | 1500 | 563 | 0 | 89 | 0.55 | 0 | 62.8 | 59.6 | 40.1 | 24.2 | 24.2 |
| 4-5 PM | 550 | 0.0 | 86 | 0.0 | 1500 | 550 | 0 | 86 | 0.55 | 0 | 62.9 | 59.6 | 40.1 | 24.2 | 24.2 |
| 5-6 PM | 477 | 0.0 | 75 | 0.0 | 1500 | 477 | 0 | 75 | 0.54 | 0 | 63.0 | 59.8 | 40.4 | 24.3 | 24.3 |
| 6-7 PM | 388 | 0.0 | 61 | 0.0 | 1500 | 388 | 0 | 61 | 0.54 | 0 | 63.2 | 60.0 | 40.7 | 24.3 | 24.3 |
| 7-8 PM | 311 | 0.0 | 49 | 0.0 | 1500 | 311 | 0 | 49 | 0.53 | 0 | 63.3 | 60.2 | 40.9 | 24.5 | 24.5 |
| 8-9 PM | 234 | 0.0 | 37 | 0.0 | 1500 | 234 | 0 | 37 | 0.52 | 0 | 63.5 | 60.3 | 41.2 | 24.5 | 24.5 |
| 9-10 PM | 204 | 0.0 | 32 | 0.0 | 1500 | 204 | 0 | 32 | 0.52 | 0 | 63.5 | 60.4 | 41.3 | 24.6 | 24.6 |
| 10-11 PM | 132 | 0.0 | 21 | 0.0 | 1500 | 132 | 0 | 21 | 0.51 | 0 | 63.7 | 60.5 | 41.5 | 24.7 | 24.7 |
| 11PM-MID | 78 | 0.0 | 12 | 0.0 | 1500 | 78 | 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 | 0.0115 |
| MAIN ROUTE WITH WORKS | 0.0122 |
| DIVERSION | 0.0205 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$735 |
| 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

OCTOBER
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY NORTHBOUND DIRECTION

