

**IH 43: STH 42 TO STH 28 (SHEBOYGAN COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: STH 28 - CTH TA - STH 23**

MAY
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 | | 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 | 119 | 0.0 | 58 | 0.0 | 1500 | 119 | 0 | 58 | 0.43 | 0 | 66.1 | 55.9 | 45.0 | 24.4 | 24.4 |
| 1-2 AM | 87 | 0.0 | 42 | 0.0 | 1500 | 87 | 0 | 42 | 0.43 | 0 | 66.2 | 56.0 | 45.1 | 24.5 | 24.5 |
| 2-3 AM | 66 | 0.0 | 31 | 0.0 | 1500 | 66 | 0 | 31 | 0.43 | 0 | 66.3 | 56.0 | 45.2 | 24.6 | 24.6 |
| 3-4 AM | 95 | 0.0 | 47 | 0.0 | 1500 | 95 | 0 | 47 | 0.43 | 0 | 66.2 | 56.0 | 45.1 | 24.5 | 24.5 |
| 4-5 AM | 154 | 0.0 | 75 | 0.0 | 1500 | 154 | 0 | 75 | 0.44 | 0 | 66.1 | 55.8 | 44.9 | 24.3 | 24.3 |
| 5-6 AM | 224 | 0.0 | 109 | 0.0 | 1500 | 224 | 0 | 109 | 0.44 | 0 | 66.0 | 55.5 | 44.6 | 24.0 | 24.0 |
| 6-7 AM | 364 | 0.0 | 177 | 0.0 | 1500 | 364 | 0 | 177 | 0.46 | 0 | 65.7 | 55.1 | 44.0 | 23.5 | 23.5 |
| 7-8 AM | 553 | 0.0 | 268 | 0.0 | 1500 | 553 | 0 | 268 | 0.48 | 0 | 65.3 | 54.5 | 43.3 | 22.8 | 22.8 |
| 8-9 AM | 791 | 0.0 | 384 | 0.0 | 1500 | 791 | 0 | 384 | 0.50 | 0 | 64.9 | 53.7 | 42.4 | 21.9 | 21.9 |
| 9-10 AM | 910 | 0.0 | 441 | 0.0 | 1500 | 910 | 0 | 441 | 0.51 | 0 | 64.7 | 53.3 | 42.0 | 21.4 | 21.4 |
| 10-11 AM | 968 | 0.0 | 469 | 0.0 | 1500 | 968 | 0 | 469 | 0.52 | 0 | 64.6 | 53.2 | 41.8 | 21.2 | 21.2 |
| 11A-NOON | 1051 | 0.0 | 509 | 0.0 | 1500 | 1051 | 0 | 509 | 0.52 | 0 | 64.4 | 53.0 | 41.5 | 20.9 | 20.9 |
| NOON-1PM | 1057 | 0.0 | 512 | 0.0 | 1500 | 1057 | 0 | 512 | 0.52 | 0 | 64.4 | 52.9 | 41.5 | 20.9 | 20.9 |
| 1-2 PM | 1020 | 0.0 | 494 | 0.0 | 1500 | 1020 | 0 | 494 | 0.52 | 0 | 64.5 | 53.0 | 41.6 | 21.1 | 21.1 |
| 2-3 PM | 984 | 0.0 | 477 | 0.0 | 1500 | 984 | 0 | 477 | 0.52 | 0 | 64.5 | 53.2 | 41.7 | 21.2 | 21.2 |
| 3-4 PM | 1043 | 0.0 | 505 | 0.0 | 1500 | 1043 | 0 | 505 | 0.52 | 0 | 64.5 | 53.0 | 41.5 | 21.0 | 21.0 |
| 4-5 PM | 984 | 0.0 | 477 | 0.0 | 1500 | 984 | 0 | 477 | 0.52 | 0 | 64.5 | 53.2 | 41.7 | 21.2 | 21.2 |
| 5-6 PM | 850 | 0.0 | 412 | 0.0 | 1500 | 850 | 0 | 412 | 0.50 | 0 | 64.8 | 53.5 | 42.2 | 21.7 | 21.7 |
| 6-7 PM | 679 | 0.0 | 329 | 0.0 | 1500 | 679 | 0 | 329 | 0.49 | 0 | 65.1 | 54.1 | 42.8 | 22.3 | 22.3 |
| 7-8 PM | 569 | 0.0 | 276 | 0.0 | 1500 | 569 | 0 | 276 | 0.48 | 0 | 65.3 | 54.4 | 43.2 | 22.7 | 22.7 |
| 8-9 PM | 481 | 0.0 | 233 | 0.0 | 1500 | 481 | 0 | 233 | 0.47 | 0 | 65.5 | 54.7 | 43.6 | 23.0 | 23.0 |
| 9-10 PM | 410 | 0.0 | 199 | 0.0 | 1500 | 410 | 0 | 199 | 0.46 | 0 | 65.6 | 54.9 | 43.8 | 23.3 | 23.3 |
| 10-11 PM | 303 | 0.0 | 147 | 0.0 | 1500 | 303 | 0 | 147 | 0.45 | 0 | 65.8 | 55.3 | 44.3 | 23.7 | 23.7 |
| 11PM-MID | 194 | 0.0 | 93 | 0.0 | 1500 | 194 | 0 | 93 | 0.44 | 0 | 66.0 | 55.6 | 44.7 | 24.1 | 24.1 |

| *----- 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 | 0.0058 |
| MAIN ROUTE WITH WORKS | 0.0048 |
| DIVERSION | 0.0302 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$1,775 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

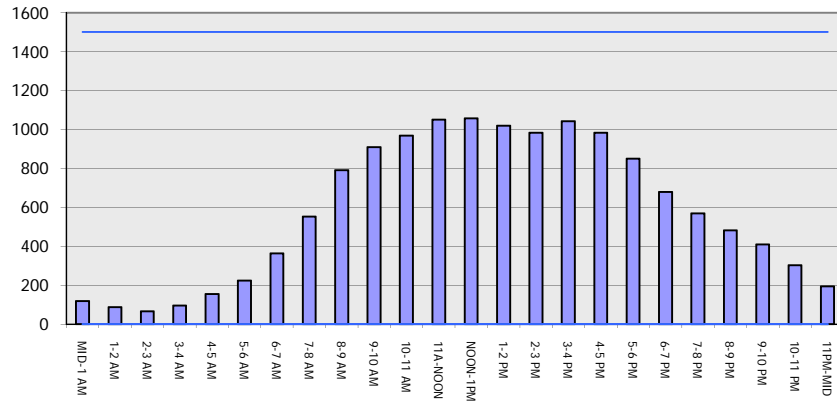
IH 43: STH 42 TO STH 28 (SHEBOYGAN COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: STH 28 - CTH TA - STH 23

MAY
 Analyzed for 2009
 Construction Season

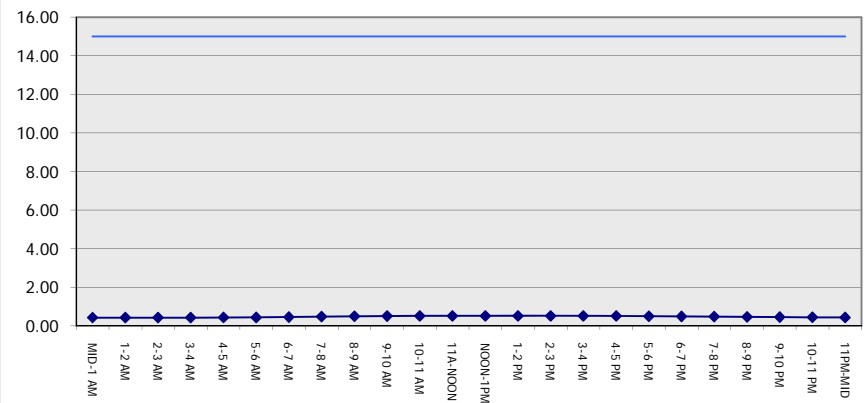
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

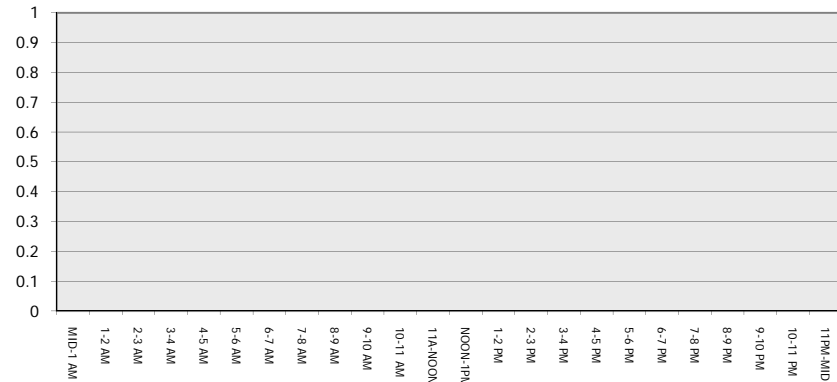
Main Route - Traffic Demand (Vehicles Per Hour)



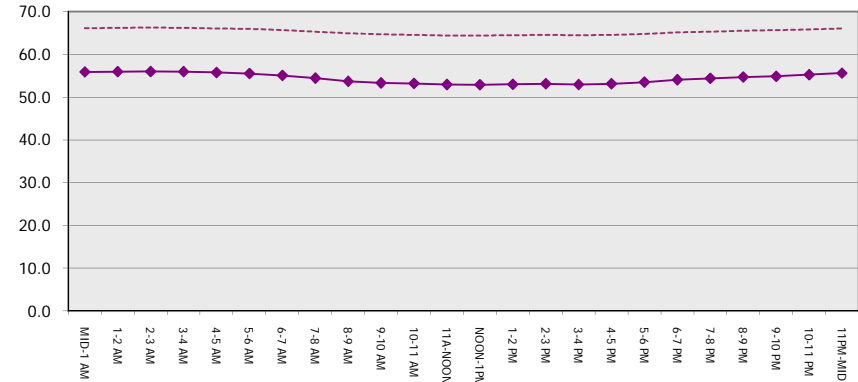
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



| | |
|--|--|
| IH 43: STH 42 TO STH 28 (SHEBOYGAN COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: STH 28 - CTH TA - STH 23 | MAY |
| | 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 | | | 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 | | 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 | 223 | 0.0 | 108 | 0.0 | 1500 | 223 | 0 | 108 | 0.44 | 0 | 66.0 | 55.5 | 44.6 | 24.0 | 24.0 |
| 1-2 AM | 130 | 0.0 | 63 | 0.0 | 1500 | 130 | 0 | 63 | 0.44 | 0 | 66.1 | 55.8 | 45.0 | 24.3 | 24.3 |
| 2-3 AM | 99 | 0.0 | 48 | 0.0 | 1500 | 99 | 0 | 48 | 0.43 | 0 | 66.2 | 56.0 | 45.1 | 24.5 | 24.5 |
| 3-4 AM | 85 | 0.0 | 42 | 0.0 | 1500 | 85 | 0 | 42 | 0.43 | 0 | 66.2 | 56.0 | 45.1 | 24.5 | 24.5 |
| 4-5 AM | 121 | 0.0 | 58 | 0.0 | 1500 | 121 | 0 | 58 | 0.43 | 0 | 66.1 | 55.8 | 45.0 | 24.4 | 24.4 |
| 5-6 AM | 226 | 0.0 | 110 | 0.0 | 1500 | 226 | 0 | 110 | 0.44 | 0 | 66.0 | 55.5 | 44.6 | 24.0 | 24.0 |
| 6-7 AM | 467 | 0.0 | 226 | 0.0 | 1500 | 467 | 0 | 226 | 0.47 | 0 | 65.5 | 54.8 | 43.7 | 23.1 | 23.1 |
| 7-8 AM | 748 | 0.0 | 362 | 0.0 | 1500 | 748 | 0 | 362 | 0.49 | 0 | 65.0 | 53.8 | 42.6 | 22.0 | 22.0 |
| 8-9 AM | 975 | 0.0 | 472 | 0.0 | 1500 | 975 | 0 | 472 | 0.52 | 0 | 64.6 | 53.2 | 41.8 | 21.2 | 21.2 |
| 9-10 AM | 1171 | 0.0 | 567 | 0.0 | 1500 | 1171 | 0 | 567 | 0.60 | 0 | 64.2 | 51.5 | 39.4 | 20.5 | 20.5 |
| 10-11 AM | 1304 | 0.0 | 631 | 0.0 | 1500 | 1304 | 0 | 631 | 0.77 | 0 | 64.0 | 48.6 | 35.4 | 20.0 | 20.0 |
| 11A-NOON | 1279 | 0.0 | 620 | 0.0 | 1500 | 1279 | 0 | 620 | 0.74 | 0 | 64.0 | 49.1 | 36.1 | 20.1 | 20.1 |
| NOON-1PM | 1244 | 0.0 | 603 | 0.0 | 1500 | 1244 | 0 | 603 | 0.69 | 0 | 64.1 | 49.9 | 37.1 | 20.2 | 20.2 |
| 1-2 PM | 1169 | 0.0 | 566 | 0.0 | 1500 | 1169 | 0 | 566 | 0.60 | 0 | 64.2 | 51.5 | 39.5 | 20.5 | 20.5 |
| 2-3 PM | 1079 | 0.0 | 523 | 0.0 | 1500 | 1079 | 0 | 523 | 0.53 | 0 | 64.4 | 52.8 | 41.4 | 20.8 | 20.8 |
| 3-4 PM | 1089 | 0.0 | 528 | 0.0 | 1500 | 1089 | 0 | 528 | 0.53 | 0 | 64.3 | 52.8 | 41.4 | 20.8 | 20.8 |
| 4-5 PM | 972 | 0.0 | 471 | 0.0 | 1500 | 972 | 0 | 471 | 0.52 | 0 | 64.6 | 53.2 | 41.8 | 21.2 | 21.2 |
| 5-6 PM | 896 | 0.0 | 434 | 0.0 | 1500 | 896 | 0 | 434 | 0.51 | 0 | 64.7 | 53.4 | 42.0 | 21.5 | 21.5 |
| 6-7 PM | 750 | 0.0 | 363 | 0.0 | 1500 | 750 | 0 | 363 | 0.50 | 0 | 65.0 | 53.8 | 42.6 | 22.0 | 22.0 |
| 7-8 PM | 623 | 0.0 | 301 | 0.0 | 1500 | 623 | 0 | 301 | 0.48 | 0 | 65.2 | 54.3 | 43.0 | 22.5 | 22.5 |
| 8-9 PM | 580 | 0.0 | 281 | 0.0 | 1500 | 580 | 0 | 281 | 0.48 | 0 | 65.3 | 54.4 | 43.2 | 22.7 | 22.7 |
| 9-10 PM | 560 | 0.0 | 271 | 0.0 | 1500 | 560 | 0 | 271 | 0.48 | 0 | 65.3 | 54.5 | 43.3 | 22.8 | 22.8 |
| 10-11 PM | 392 | 0.0 | 190 | 0.0 | 1500 | 392 | 0 | 190 | 0.46 | 0 | 65.6 | 55.0 | 43.9 | 23.4 | 23.4 |
| 11PM-MID | 230 | 0.0 | 112 | 0.0 | 1500 | 230 | 0 | 112 | 0.44 | 0 | 66.0 | 55.5 | 44.6 | 24.0 | 24.0 |

| *----- 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 | 0.0068 |
| MAIN ROUTE WITH WORKS | 0.0057 |
| DIVERSION | 0.0355 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$2,367 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

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