

| | |
|--|--|
| IH 43: STH 32 TO STH 57/167 (OZAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: CTH C - CTH W - STH 60 | 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 | 180 | 0.0 | 22 | 0.0 | 1500 | 180 | 0 | 22 | 0.44 | 0 | 66.1 | 56.3 | 44.8 | 19.7 | 19.7 |
| 1-2 AM | 105 | 0.0 | 12 | 0.0 | 1500 | 105 | 0 | 12 | 0.43 | 0 | 66.2 | 56.6 | 45.1 | 19.8 | 19.8 |
| 2-3 AM | 89 | 0.0 | 10 | 0.0 | 1500 | 89 | 0 | 10 | 0.43 | 0 | 66.2 | 56.6 | 45.1 | 19.8 | 19.8 |
| 3-4 AM | 115 | 0.0 | 13 | 0.0 | 1500 | 115 | 0 | 13 | 0.43 | 0 | 66.2 | 56.5 | 45.0 | 19.8 | 19.8 |
| 4-5 AM | 186 | 0.0 | 23 | 0.0 | 1500 | 186 | 0 | 23 | 0.44 | 0 | 66.0 | 56.3 | 44.7 | 19.7 | 19.7 |
| 5-6 AM | 335 | 0.0 | 40 | 0.0 | 1500 | 335 | 0 | 40 | 0.45 | 0 | 65.8 | 55.8 | 44.2 | 19.6 | 19.6 |
| 6-7 AM | 554 | 0.0 | 66 | 0.0 | 1500 | 554 | 0 | 66 | 0.48 | 0 | 65.3 | 55.1 | 43.3 | 19.4 | 19.4 |
| 7-8 AM | 863 | 0.0 | 103 | 0.0 | 1500 | 863 | 0 | 103 | 0.51 | 0 | 64.8 | 54.2 | 42.2 | 19.3 | 19.3 |
| 8-9 AM | 1102 | 0.0 | 131 | 0.0 | 1500 | 1102 | 0 | 131 | 0.53 | 0 | 64.3 | 53.5 | 41.3 | 19.1 | 19.1 |
| 9-10 AM | 889 | 0.0 | 106 | 0.0 | 1500 | 889 | 0 | 106 | 0.51 | 0 | 64.7 | 54.2 | 42.0 | 19.2 | 19.2 |
| 10-11 AM | 969 | 0.0 | 115 | 0.0 | 1500 | 969 | 0 | 115 | 0.52 | 0 | 64.6 | 53.9 | 41.8 | 19.1 | 19.1 |
| 11A-NOON | 1138 | 0.0 | 136 | 0.0 | 1499 | 1138 | 0 | 136 | 0.59 | 0 | 64.3 | 52.5 | 39.7 | 19.0 | 19.0 |
| NOON-1PM | 1578 | 0.0 | 187 | 0.0 | 1499 | 1578 | 0 | 187 | 1.92 | 27 | 63.5 | 36.8 | 30.8 | 18.7 | 18.7 |
| 1-2 PM | 1515 | 0.0 | 180 | 0.0 | 1499 | 1515 | 0 | 180 | 4.28 | 87 | 63.6 | 24.3 | 30.8 | 18.8 | 18.8 |
| 2-3 PM | 1509 | 0.0 | 179 | 0.0 | 1500 | 1509 | 0 | 179 | 4.60 | 96 | 63.6 | 23.2 | 30.8 | 18.8 | 18.8 |
| 3-4 PM | 1558 | 0.0 | 185 | 0.0 | 1500 | 1558 | 0 | 185 | 5.84 | 131 | 63.5 | 19.8 | 30.8 | 18.7 | 18.7 |
| 4-5 PM | 1521 | 0.0 | 181 | 0.0 | 1499 | 1516 | 5 | 186 | 7.48 | 174 | 63.5 | 16.6 | 30.8 | 18.8 | 18.7 |
| 5-6 PM | 1413 | 0.0 | 168 | 0.0 | 1499 | 1413 | 0 | 168 | 6.30 | 144 | 63.8 | 18.8 | 30.8 | 18.8 | 18.8 |
| 6-7 PM | 1174 | 0.0 | 140 | 0.0 | 1500 | 1174 | 0 | 140 | 1.08 | 17 | 64.2 | 45.5 | 38.2 | 19.0 | 19.0 |
| 7-8 PM | 712 | 0.0 | 84 | 0.0 | 1500 | 712 | 0 | 84 | 0.49 | 0 | 65.1 | 54.6 | 42.7 | 19.4 | 19.4 |
| 8-9 PM | 609 | 0.0 | 72 | 0.0 | 1500 | 609 | 0 | 72 | 0.48 | 0 | 65.3 | 55.0 | 43.1 | 19.4 | 19.4 |
| 9-10 PM | 653 | 0.0 | 77 | 0.0 | 1500 | 653 | 0 | 77 | 0.49 | 0 | 65.1 | 54.8 | 42.9 | 19.4 | 19.4 |
| 10-11 PM | 539 | 0.0 | 64 | 0.0 | 1500 | 539 | 0 | 64 | 0.47 | 0 | 65.4 | 55.2 | 43.3 | 19.5 | 19.5 |
| 11PM-MID | 334 | 0.0 | 40 | 0.0 | 1500 | 334 | 0 | 40 | 0.45 | 0 | 65.8 | 55.8 | 44.2 | 19.6 | 19.6 |

| *----- 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 | 0.0088 |
| MAIN ROUTE WITH WORKS | 0.0075 |
| DIVERSION | 0.0088 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$14,373 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

IH 43: STH 32 TO STH 57/167 (OZAUKEE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: CTH C - CTH W - STH 60

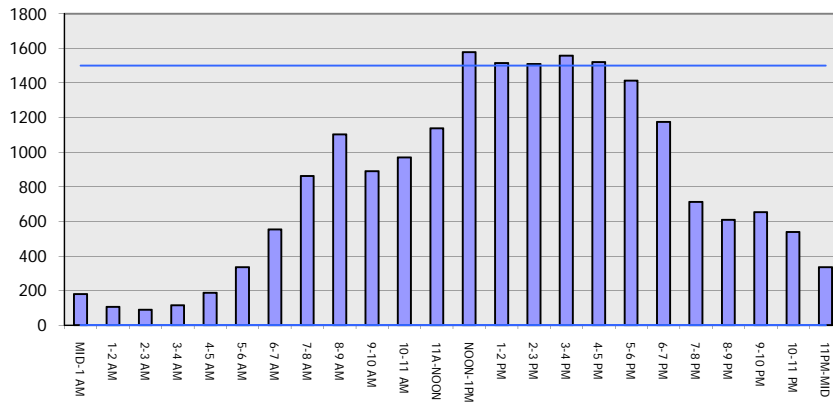
MAY

Analyzed for 2009
 Construction Season

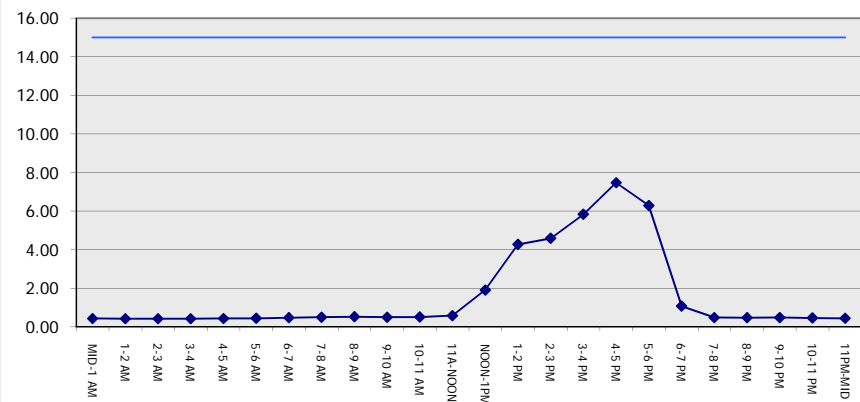
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY SOUTHBOUND DIRECTION

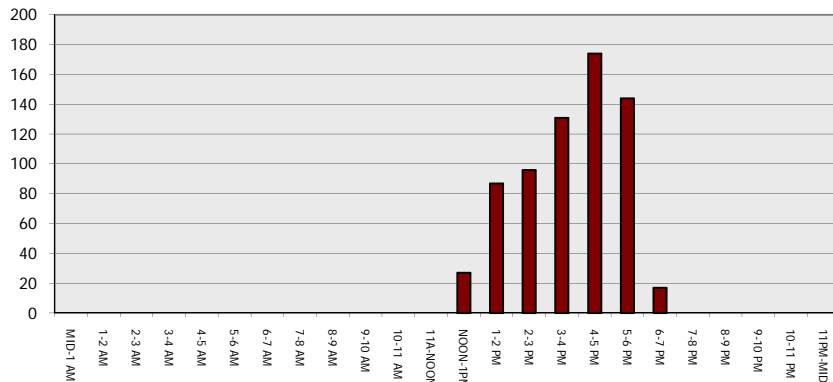
Main Route - Traffic Demand (Vehicles Per Hour)



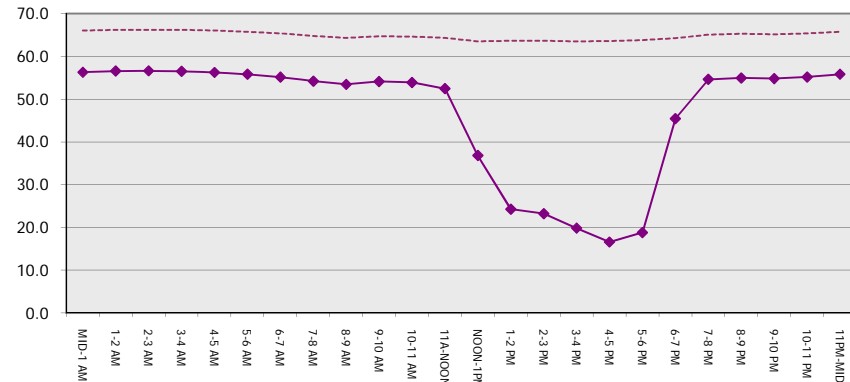
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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|--|--|
| IH 43: STH 32 TO STH 57/167 (OZAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: CTH C - CTH W - STH 60 | 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 | | | | | | |
|-------------|------------------------------|-----------|-------------|-----------|----------------|-----------------|------------------|-----------------|-----------------------|---------------------|-----------------|--------------|------|-----------------|--------------|
| | 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 | 317 | 0.0 | 38 | 0.0 | 1500 | 317 | 0 | 38 | 0.45 | 0 | 65.8 | 55.9 | 44.2 | 19.6 | 19.6 |
| 1-2 AM | 187 | 0.0 | 23 | 0.0 | 1500 | 187 | 0 | 23 | 0.44 | 0 | 66.0 | 56.3 | 44.7 | 19.7 | 19.7 |
| 2-3 AM | 140 | 0.0 | 16 | 0.0 | 1500 | 140 | 0 | 16 | 0.44 | 0 | 66.1 | 56.4 | 44.9 | 19.7 | 19.7 |
| 3-4 AM | 115 | 0.0 | 13 | 0.0 | 1500 | 115 | 0 | 13 | 0.43 | 0 | 66.2 | 56.5 | 45.0 | 19.8 | 19.8 |
| 4-5 AM | 137 | 0.0 | 16 | 0.0 | 1500 | 137 | 0 | 16 | 0.44 | 0 | 66.1 | 56.4 | 45.0 | 19.7 | 19.7 |
| 5-6 AM | 240 | 0.0 | 29 | 0.0 | 1500 | 240 | 0 | 29 | 0.45 | 0 | 66.0 | 56.1 | 44.5 | 19.7 | 19.7 |
| 6-7 AM | 506 | 0.0 | 61 | 0.0 | 1500 | 506 | 0 | 61 | 0.47 | 0 | 65.5 | 55.3 | 43.5 | 19.5 | 19.5 |
| 7-8 AM | 777 | 0.0 | 93 | 0.0 | 1500 | 777 | 0 | 93 | 0.50 | 0 | 65.0 | 54.5 | 42.5 | 19.3 | 19.3 |
| 8-9 AM | 1075 | 0.0 | 128 | 0.0 | 1500 | 1075 | 0 | 128 | 0.53 | 0 | 64.4 | 53.6 | 41.4 | 19.1 | 19.1 |
| 9-10 AM | 901 | 0.0 | 107 | 0.0 | 1500 | 901 | 0 | 107 | 0.51 | 0 | 64.7 | 54.1 | 42.0 | 19.2 | 19.2 |
| 10-11 AM | 1002 | 0.0 | 119 | 0.0 | 1500 | 1002 | 0 | 119 | 0.52 | 0 | 64.5 | 53.8 | 41.7 | 19.1 | 19.1 |
| 11A-NOON | 1195 | 0.0 | 142 | 0.0 | 1499 | 1195 | 0 | 142 | 0.63 | 0 | 64.1 | 51.8 | 38.8 | 19.0 | 19.0 |
| NOON-1PM | 1618 | 0.0 | 193 | 0.0 | 1499 | 1618 | 0 | 193 | 2.58 | 48 | 63.3 | 32.1 | 30.8 | 18.7 | 18.7 |
| 1-2 PM | 1544 | 0.0 | 184 | 0.0 | 1499 | 1544 | 0 | 184 | 6.26 | 141 | 63.5 | 18.9 | 30.8 | 18.8 | 18.8 |
| 2-3 PM | 1566 | 0.0 | 186 | 0.0 | 1500 | 1522 | 43 | 229 | 7.70 | 180 | 63.5 | 16.2 | 30.8 | 18.7 | 18.4 |
| 3-4 PM | 1626 | 0.0 | 194 | 0.0 | 1500 | 1505 | 121 | 315 | 8.06 | 190 | 63.3 | 15.7 | 30.8 | 18.7 | 17.9 |
| 4-5 PM | 1519 | 0.0 | 181 | 0.0 | 1499 | 1480 | 39 | 220 | 7.68 | 179 | 63.5 | 16.3 | 30.8 | 18.8 | 18.5 |
| 5-6 PM | 1333 | 0.0 | 159 | 0.0 | 1499 | 1333 | 0 | 159 | 4.15 | 97 | 63.9 | 24.8 | 32.0 | 18.9 | 18.9 |
| 6-7 PM | 1168 | 0.0 | 139 | 0.0 | 1500 | 1168 | 0 | 139 | 0.61 | 0 | 64.2 | 52.1 | 39.2 | 19.0 | 19.0 |
| 7-8 PM | 716 | 0.0 | 85 | 0.0 | 1500 | 716 | 0 | 85 | 0.49 | 0 | 65.1 | 54.6 | 42.7 | 19.3 | 19.3 |
| 8-9 PM | 696 | 0.0 | 82 | 0.0 | 1500 | 696 | 0 | 82 | 0.49 | 0 | 65.1 | 54.7 | 42.8 | 19.4 | 19.4 |
| 9-10 PM | 937 | 0.0 | 111 | 0.0 | 1500 | 937 | 0 | 111 | 0.51 | 0 | 64.6 | 54.0 | 41.9 | 19.2 | 19.2 |
| 10-11 PM | 705 | 0.0 | 83 | 0.0 | 1500 | 705 | 0 | 83 | 0.49 | 0 | 65.1 | 54.7 | 42.7 | 19.4 | 19.4 |
| 11PM-MID | 449 | 0.0 | 54 | 0.0 | 1500 | 449 | 0 | 54 | 0.47 | 0 | 65.6 | 55.5 | 43.7 | 19.6 | 19.6 |

| *----- 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 | 0.0091 |
| MAIN ROUTE WITH WORKS | 0.0077 |
| DIVERSION | 0.0099 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$17,214 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**IH 43: STH 32 TO STH 57/167 (OZAUKEE COUNTY)
 CONTINUOUS (24 HOUR) CLOSURE
 DIVERSION ROUTE: CTH C - CTH W - STH 60**

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY NORTHBOUND DIRECTION

