

| | |
|---|--|
| IH 43: STH 57 TO STH 32 (OZAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: STH 32 - CTH W - STH 33 | MAY |
| | 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 | 130 | 0.0 | 4 | 0.0 | 1500 | 130 | 0 | 4 | 0.44 | 0 | 66.1 | 57.3 | 45.0 | 24.8 | 24.8 |
| 1-2 AM | 101 | 0.0 | 3 | 0.0 | 1500 | 101 | 0 | 3 | 0.43 | 0 | 66.2 | 57.4 | 45.1 | 24.8 | 24.8 |
| 2-3 AM | 98 | 0.0 | 3 | 0.0 | 1500 | 98 | 0 | 3 | 0.43 | 0 | 66.2 | 57.4 | 45.1 | 24.8 | 24.8 |
| 3-4 AM | 146 | 0.0 | 4 | 0.0 | 1500 | 146 | 0 | 4 | 0.44 | 0 | 66.1 | 57.3 | 44.9 | 24.8 | 24.8 |
| 4-5 AM | 338 | 0.0 | 11 | 0.0 | 1500 | 338 | 0 | 11 | 0.46 | 0 | 65.8 | 56.6 | 44.2 | 24.8 | 24.8 |
| 5-6 AM | 977 | 0.0 | 30 | 0.0 | 1499 | 977 | 0 | 30 | 0.56 | 0 | 64.6 | 54.0 | 40.6 | 24.6 | 24.6 |
| 6-7 AM | 2095 | 0.0 | 66 | 0.0 | 1499 | 1768 | 327 | 392 | 6.68 | 173 | 62.5 | 19.3 | 30.8 | 24.3 | 21.9 |
| 7-8 AM | 2538 | 0.0 | 80 | 0.0 | 1499 | 1538 | 1000 | 1080 | 12.14 | 304 | 60.5 | 12.2 | 30.8 | 24.2 | 16.6 |
| 8-9 AM | 1880 | 0.0 | 59 | 0.0 | 1499 | 1386 | 493 | 553 | 9.27 | 225 | 62.9 | 15.2 | 30.8 | 24.4 | 20.6 |
| 9-10 AM | 1391 | 0.0 | 44 | 0.0 | 1499 | 1374 | 16 | 61 | 6.14 | 143 | 63.8 | 20.6 | 31.2 | 24.5 | 24.4 |
| 10-11 AM | 1224 | 0.0 | 39 | 0.0 | 1500 | 1224 | 0 | 39 | 0.92 | 8 | 64.1 | 48.7 | 37.3 | 24.5 | 24.5 |
| 11A-NOON | 1331 | 0.0 | 42 | 0.0 | 1500 | 1331 | 0 | 42 | 0.81 | 0 | 63.9 | 50.1 | 34.7 | 24.5 | 24.5 |
| NOON-1PM | 1332 | 0.0 | 42 | 0.0 | 1500 | 1332 | 0 | 42 | 0.81 | 0 | 63.9 | 50.1 | 34.7 | 24.5 | 24.5 |
| 1-2 PM | 1389 | 0.0 | 43 | 0.0 | 1500 | 1389 | 0 | 43 | 0.88 | 0 | 63.8 | 49.0 | 33.2 | 24.5 | 24.5 |
| 2-3 PM | 1269 | 0.0 | 40 | 0.0 | 1499 | 1269 | 0 | 40 | 0.73 | 0 | 64.0 | 51.2 | 36.4 | 24.5 | 24.5 |
| 3-4 PM | 1605 | 0.0 | 51 | 0.0 | 1499 | 1605 | 0 | 51 | 2.40 | 42 | 63.4 | 34.8 | 30.8 | 24.5 | 24.5 |
| 4-5 PM | 1601 | 0.0 | 51 | 0.0 | 1499 | 1584 | 17 | 67 | 6.47 | 149 | 63.4 | 19.7 | 30.8 | 24.5 | 24.3 |
| 5-6 PM | 1693 | 0.0 | 53 | 0.0 | 1499 | 1496 | 198 | 251 | 8.05 | 190 | 63.2 | 16.9 | 30.8 | 24.4 | 22.9 |
| 6-7 PM | 1258 | 0.0 | 40 | 0.0 | 1499 | 1254 | 4 | 44 | 3.19 | 89 | 64.0 | 30.5 | 34.3 | 24.5 | 24.5 |
| 7-8 PM | 921 | 0.0 | 29 | 0.0 | 1500 | 921 | 0 | 29 | 0.51 | 0 | 64.6 | 54.9 | 42.0 | 24.6 | 24.6 |
| 8-9 PM | 662 | 0.0 | 21 | 0.0 | 1500 | 662 | 0 | 21 | 0.49 | 0 | 65.1 | 55.6 | 42.9 | 24.7 | 24.7 |
| 9-10 PM | 553 | 0.0 | 17 | 0.0 | 1500 | 553 | 0 | 17 | 0.48 | 0 | 65.3 | 56.0 | 43.3 | 24.7 | 24.7 |
| 10-11 PM | 462 | 0.0 | 14 | 0.0 | 1500 | 462 | 0 | 14 | 0.47 | 0 | 65.5 | 56.3 | 43.7 | 24.7 | 24.7 |
| 11PM-MID | 319 | 0.0 | 10 | 0.0 | 1500 | 319 | 0 | 10 | 0.45 | 0 | 65.8 | 56.7 | 44.2 | 24.8 | 24.8 |

| *----- 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 | 0.0125 |
| MAIN ROUTE WITH WORKS | 0.0099 |
| DIVERSION | 0.0141 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$25,496 |
| CONGESTED HOURS PER DAY* | 0 |

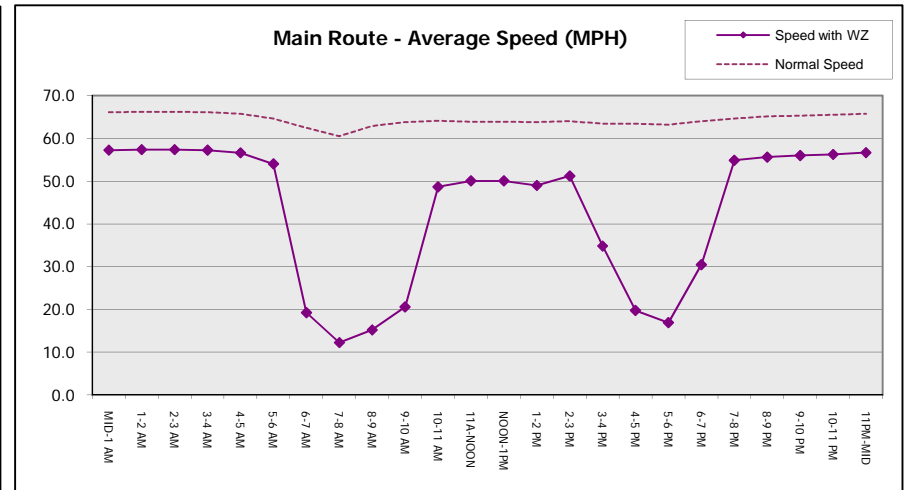
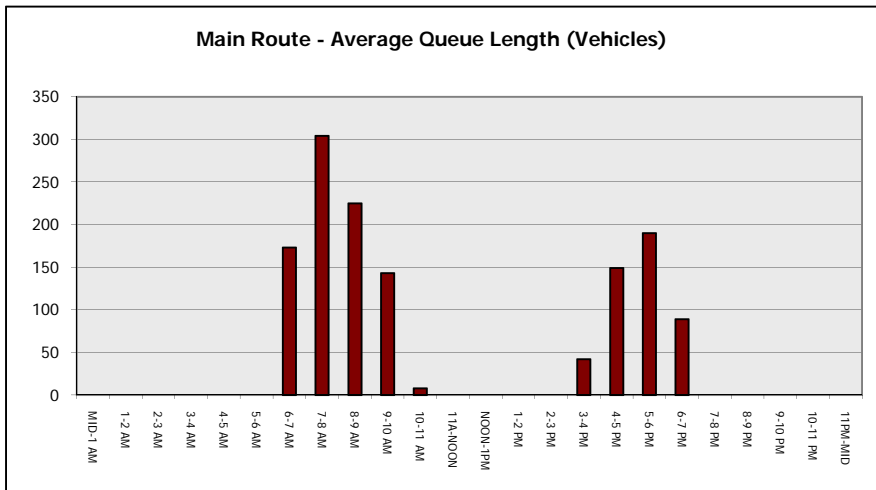
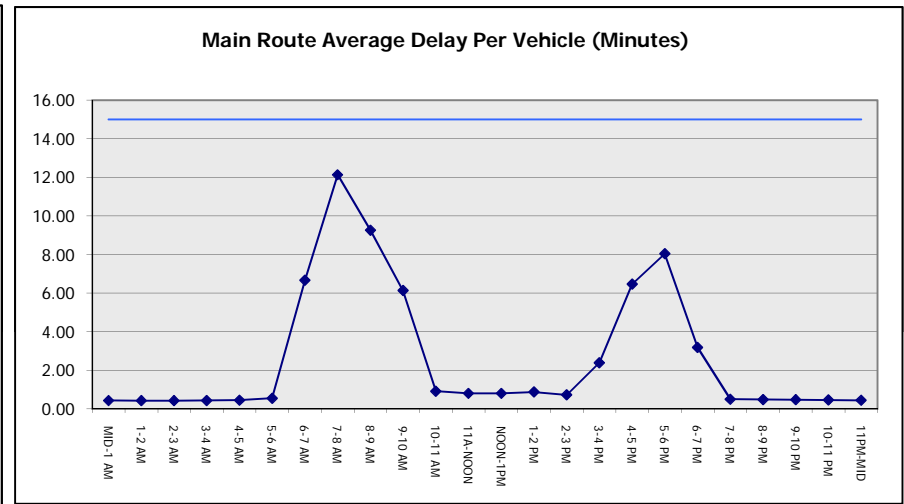
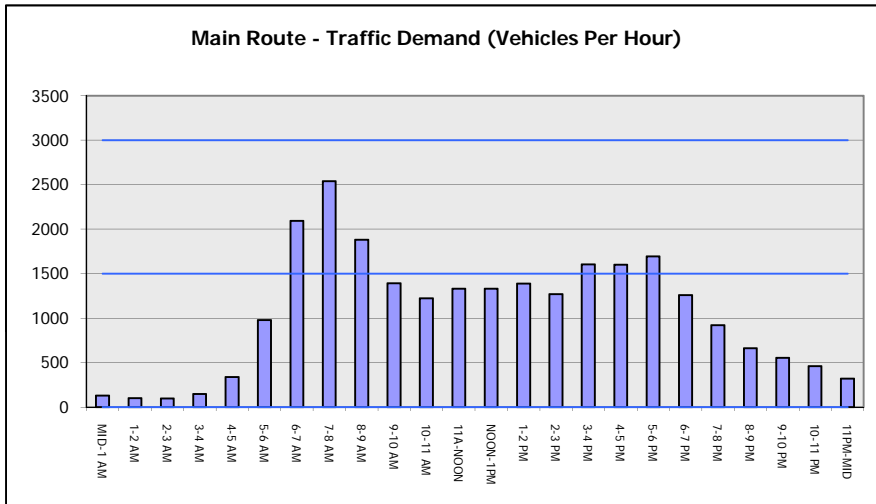
*Delays Exceeding 15 Minutes

**IH 43: STH 57 TO STH 32 (OZAUKEE COUNTY)
 CONTINUOUS (24 HOUR) CLOSURE
 DIVERSION ROUTE: STH 32 - CTH W - STH 33**

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY SOUTHBOUND DIRECTION



| | |
|---|--|
| IH 43: STH 57 TO STH 32 (OZAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: STH 32 - CTH W - STH 33 | MAY |
| | 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 | 275 | 0.0 | 9 | 0.0 | 1500 | 275 | 0 | 9 | 0.45 | 0 | 65.9 | 56.8 | 44.4 | 24.8 | 24.8 |
| 1-2 AM | 175 | 0.0 | 5 | 0.0 | 1500 | 175 | 0 | 5 | 0.44 | 0 | 66.1 | 57.1 | 44.8 | 24.8 | 24.8 |
| 2-3 AM | 130 | 0.0 | 4 | 0.0 | 1500 | 130 | 0 | 4 | 0.44 | 0 | 66.1 | 57.3 | 45.0 | 24.8 | 24.8 |
| 3-4 AM | 127 | 0.0 | 4 | 0.0 | 1500 | 127 | 0 | 4 | 0.43 | 0 | 66.1 | 57.3 | 45.0 | 24.8 | 24.8 |
| 4-5 AM | 181 | 0.0 | 5 | 0.0 | 1500 | 181 | 0 | 5 | 0.44 | 0 | 66.1 | 57.1 | 44.8 | 24.8 | 24.8 |
| 5-6 AM | 439 | 0.0 | 14 | 0.0 | 1500 | 439 | 0 | 14 | 0.47 | 0 | 65.6 | 56.3 | 43.7 | 24.7 | 24.7 |
| 6-7 AM | 949 | 0.0 | 30 | 0.0 | 1500 | 949 | 0 | 30 | 0.51 | 0 | 64.6 | 54.8 | 41.9 | 24.6 | 24.6 |
| 7-8 AM | 1200 | 0.0 | 38 | 0.0 | 1500 | 1200 | 0 | 38 | 0.64 | 0 | 64.1 | 52.6 | 38.4 | 24.5 | 24.5 |
| 8-9 AM | 1223 | 0.0 | 39 | 0.0 | 1500 | 1223 | 0 | 39 | 0.67 | 0 | 64.1 | 52.1 | 37.8 | 24.5 | 24.5 |
| 9-10 AM | 1191 | 0.0 | 38 | 0.0 | 1500 | 1191 | 0 | 38 | 0.63 | 0 | 64.1 | 52.8 | 38.8 | 24.5 | 24.5 |
| 10-11 AM | 1269 | 0.0 | 40 | 0.0 | 1499 | 1269 | 0 | 40 | 0.73 | 0 | 64.0 | 51.2 | 36.4 | 24.5 | 24.5 |
| 11A-NOON | 1575 | 0.0 | 50 | 0.0 | 1499 | 1575 | 0 | 50 | 1.82 | 24 | 63.5 | 39.2 | 30.8 | 24.5 | 24.5 |
| NOON-1PM | 1697 | 0.0 | 53 | 0.0 | 1500 | 1620 | 76 | 129 | 6.44 | 151 | 63.2 | 19.8 | 30.8 | 24.4 | 23.8 |
| 1-2 PM | 1787 | 0.0 | 56 | 0.0 | 1499 | 1507 | 280 | 336 | 8.37 | 198 | 63.0 | 16.5 | 30.8 | 24.4 | 22.2 |
| 2-3 PM | 1911 | 0.0 | 60 | 0.0 | 1499 | 1524 | 386 | 447 | 8.80 | 211 | 62.8 | 15.8 | 30.8 | 24.4 | 21.4 |
| 3-4 PM | 2574 | 0.0 | 81 | 0.0 | 1500 | 1613 | 960 | 1041 | 11.85 | 298 | 60.1 | 12.4 | 30.8 | 24.2 | 16.8 |
| 4-5 PM | 2813 | 0.0 | 88 | 0.0 | 1499 | 1540 | 1273 | 1362+ | 14.34 | 367 | 57.7 | 10.9 | 30.8 | 24.2 | 14.6 |
| 5-6 PM | 2677 | 0.0 | 84 | 0.0 | 1499 | 1445 | 1232 | 1316+ | 13.99 | 356 | 59.1 | 11.1 | 30.8 | 24.2 | 14.9 |
| 6-7 PM | 2118 | 0.0 | 67 | 0.0 | 1499 | 1394 | 724 | 791 | 10.44 | 257 | 62.4 | 13.8 | 30.8 | 24.3 | 18.8 |
| 7-8 PM | 1467 | 0.0 | 46 | 0.0 | 1500 | 1379 | 88 | 134 | 6.95 | 162 | 63.7 | 18.8 | 30.8 | 24.5 | 23.8 |
| 8-9 PM | 1107 | 0.0 | 35 | 0.0 | 1500 | 1107 | 0 | 35 | 0.94 | 14 | 64.3 | 48.5 | 39.8 | 24.6 | 24.6 |
| 9-10 PM | 989 | 0.0 | 31 | 0.0 | 1500 | 989 | 0 | 31 | 0.52 | 0 | 64.5 | 54.7 | 41.7 | 24.6 | 24.6 |
| 10-11 PM | 839 | 0.0 | 26 | 0.0 | 1500 | 839 | 0 | 26 | 0.50 | 0 | 64.8 | 55.1 | 42.2 | 24.7 | 24.7 |
| 11PM-MID | 626 | 0.0 | 19 | 0.0 | 1500 | 626 | 0 | 19 | 0.48 | 0 | 65.2 | 55.8 | 43.0 | 24.7 | 24.7 |

+ INDICATES DIVERSION FLOW EXCEEDS USER-SPECIFIED WARNING LIMIT

| *----- 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 | 0.0145 |
| MAIN ROUTE WITH WORKS | 0.0104 |
| DIVERSION | 0.0293 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$44,527 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**IH 43: STH 57 TO STH 32 (OZAUKEE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: STH 32 - CTH W - STH 33**

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY NORTHBOUND DIRECTION

