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| IH 43: BOWERS RD TO STH 11 (WALWORTH COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: STH 11 - BOWERS RD | OCTOBER |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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 | 121 | 0.0 | 32 | 0.0 | 1500 | 121 | 0 | 32 | 0.43 | 0 | 66.1 | 60.3 | 45.0 | 39.0 | 39.0 |
| 1-2 AM | 104 | 0.0 | 26 | 0.0 | 1500 | 104 | 0 | 26 | 0.43 | 0 | 66.2 | 60.3 | 45.1 | 39.0 | 39.0 |
| 2-3 AM | 62 | 0.0 | 16 | 0.0 | 1500 | 62 | 0 | 16 | 0.43 | 0 | 66.3 | 60.4 | 45.3 | 39.1 | 39.1 |
| 3-4 AM | 76 | 0.0 | 19 | 0.0 | 1500 | 76 | 0 | 19 | 0.43 | 0 | 66.3 | 60.4 | 45.2 | 39.1 | 39.1 |
| 4-5 AM | 69 | 0.0 | 17 | 0.0 | 1500 | 69 | 0 | 17 | 0.43 | 0 | 66.3 | 60.4 | 45.2 | 39.1 | 39.1 |
| 5-6 AM | 103 | 0.0 | 25 | 0.0 | 1500 | 103 | 0 | 25 | 0.43 | 0 | 66.2 | 60.3 | 45.1 | 39.0 | 39.0 |
| 6-7 AM | 227 | 0.0 | 57 | 0.0 | 1500 | 227 | 0 | 57 | 0.44 | 0 | 66.0 | 60.0 | 44.6 | 38.9 | 38.9 |
| 7-8 AM | 525 | 0.0 | 130 | 0.0 | 1500 | 525 | 0 | 130 | 0.47 | 0 | 65.4 | 59.2 | 43.4 | 38.6 | 38.6 |
| 8-9 AM | 743 | 0.0 | 184 | 0.0 | 1500 | 743 | 0 | 184 | 0.49 | 0 | 65.0 | 58.6 | 42.6 | 38.4 | 38.4 |
| 9-10 AM | 659 | 0.0 | 165 | 0.0 | 1500 | 659 | 0 | 165 | 0.49 | 0 | 65.1 | 58.8 | 42.9 | 38.4 | 38.4 |
| 10-11 AM | 593 | 0.0 | 148 | 0.0 | 1500 | 593 | 0 | 148 | 0.48 | 0 | 65.3 | 59.0 | 43.2 | 38.5 | 38.5 |
| 11A-NOON | 571 | 0.0 | 141 | 0.0 | 1500 | 571 | 0 | 141 | 0.48 | 0 | 65.3 | 59.1 | 43.2 | 38.5 | 38.5 |
| NOON-1PM | 581 | 0.0 | 144 | 0.0 | 1500 | 581 | 0 | 144 | 0.48 | 0 | 65.3 | 59.1 | 43.2 | 38.5 | 38.5 |
| 1-2 PM | 574 | 0.0 | 142 | 0.0 | 1500 | 574 | 0 | 142 | 0.48 | 0 | 65.3 | 59.1 | 43.2 | 38.5 | 38.5 |
| 2-3 PM | 632 | 0.0 | 157 | 0.0 | 1500 | 632 | 0 | 157 | 0.48 | 0 | 65.2 | 58.9 | 43.0 | 38.4 | 38.4 |
| 3-4 PM | 692 | 0.0 | 172 | 0.0 | 1500 | 692 | 0 | 172 | 0.49 | 0 | 65.1 | 58.7 | 42.8 | 38.4 | 38.4 |
| 4-5 PM | 780 | 0.0 | 194 | 0.0 | 1500 | 780 | 0 | 194 | 0.50 | 0 | 65.0 | 58.5 | 42.5 | 38.3 | 38.3 |
| 5-6 PM | 847 | 0.0 | 210 | 0.0 | 1500 | 847 | 0 | 210 | 0.50 | 0 | 64.8 | 58.3 | 42.2 | 38.3 | 38.3 |
| 6-7 PM | 840 | 0.0 | 208 | 0.0 | 1500 | 840 | 0 | 208 | 0.50 | 0 | 64.8 | 58.3 | 42.2 | 38.3 | 38.3 |
| 7-8 PM | 594 | 0.0 | 148 | 0.0 | 1500 | 594 | 0 | 148 | 0.48 | 0 | 65.3 | 59.0 | 43.2 | 38.5 | 38.5 |
| 8-9 PM | 381 | 0.0 | 94 | 0.0 | 1500 | 381 | 0 | 94 | 0.46 | 0 | 65.7 | 59.6 | 44.0 | 38.8 | 38.8 |
| 9-10 PM | 281 | 0.0 | 70 | 0.0 | 1500 | 281 | 0 | 70 | 0.45 | 0 | 65.9 | 59.8 | 44.3 | 38.8 | 38.8 |
| 10-11 PM | 251 | 0.0 | 63 | 0.0 | 1500 | 251 | 0 | 63 | 0.45 | 0 | 65.9 | 59.9 | 44.5 | 38.9 | 38.9 |
| 11PM-MID | 181 | 0.0 | 45 | 0.0 | 1500 | 181 | 0 | 45 | 0.44 | 0 | 66.1 | 60.1 | 44.8 | 38.9 | 38.9 |

| *----- 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 | 0.0082 |
| MAIN ROUTE WITH WORKS | 0.0075 |
| DIVERSION | 0.0255 |

PIA: Personal Injury Accidents

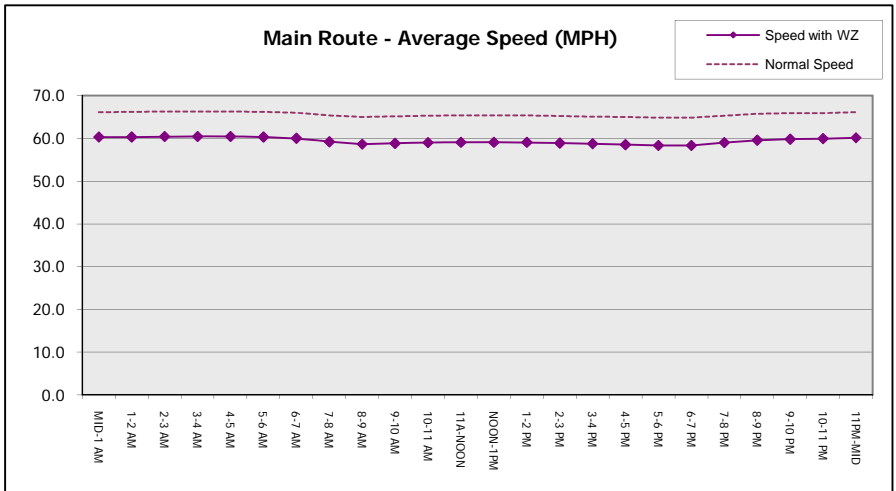
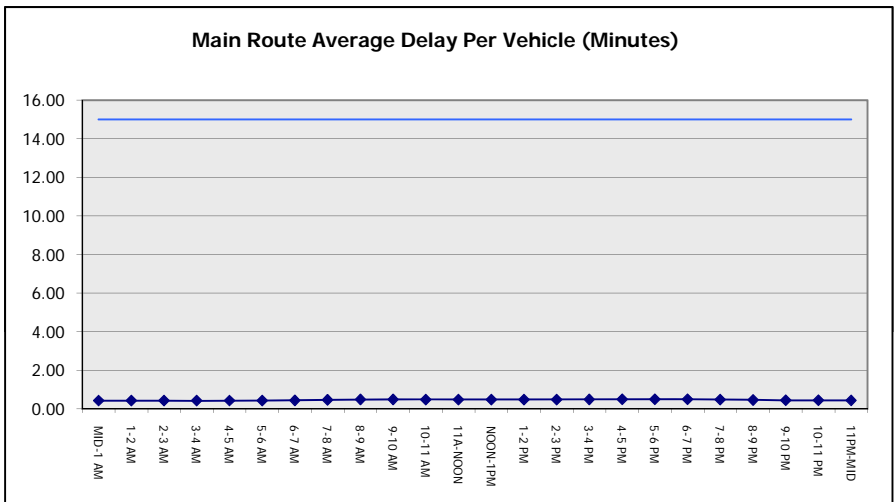
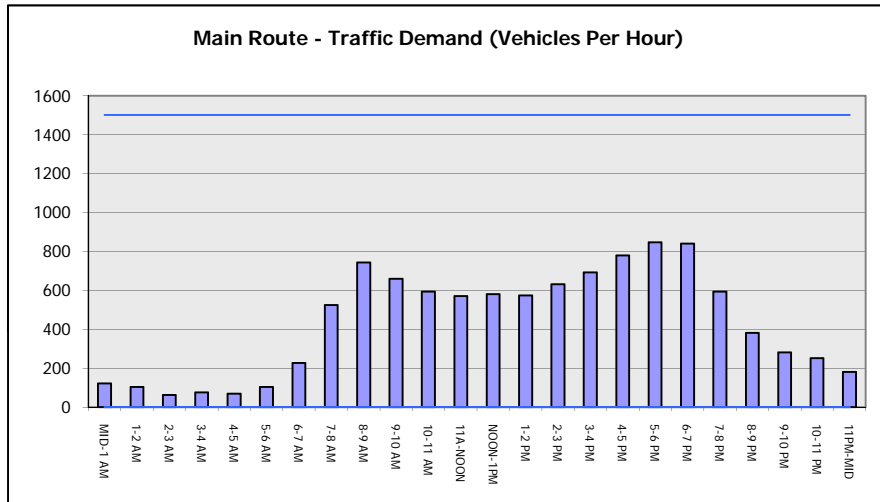
| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$1,006 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

IH 43: BOWERS RD TO STH 11 (WALWORTH COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: STH 11 - BOWERS RD

OCTOBER
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR SOUTHBOUND DIRECTION



| | |
|--|--|
| IH 43: BOWERS RD TO STH 11 (WALWORTH COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: STH 11 - BOWERS RD | OCTOBER |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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 | 160 | 0.0 | 40 | 0.0 | 1500 | 160 | 0 | 40 | 0.44 | 0 | 66.1 | 60.2 | 44.8 | 38.9 | 38.9 |
| 1-2 AM | 104 | 0.0 | 26 | 0.0 | 1500 | 104 | 0 | 26 | 0.43 | 0 | 66.2 | 60.3 | 45.1 | 39.0 | 39.0 |
| 2-3 AM | 74 | 0.0 | 18 | 0.0 | 1500 | 74 | 0 | 18 | 0.43 | 0 | 66.3 | 60.4 | 45.2 | 39.1 | 39.1 |
| 3-4 AM | 82 | 0.0 | 21 | 0.0 | 1500 | 82 | 0 | 21 | 0.43 | 0 | 66.3 | 60.4 | 45.1 | 39.1 | 39.1 |
| 4-5 AM | 112 | 0.0 | 27 | 0.0 | 1500 | 112 | 0 | 27 | 0.43 | 0 | 66.2 | 60.3 | 45.0 | 39.0 | 39.0 |
| 5-6 AM | 200 | 0.0 | 49 | 0.0 | 1500 | 200 | 0 | 49 | 0.44 | 0 | 66.0 | 60.1 | 44.7 | 38.9 | 38.9 |
| 6-7 AM | 506 | 0.0 | 126 | 0.0 | 1500 | 506 | 0 | 126 | 0.47 | 0 | 65.5 | 59.2 | 43.5 | 38.6 | 38.6 |
| 7-8 AM | 765 | 0.0 | 189 | 0.0 | 1500 | 765 | 0 | 189 | 0.50 | 0 | 65.0 | 58.6 | 42.5 | 38.3 | 38.3 |
| 8-9 AM | 881 | 0.0 | 219 | 0.0 | 1500 | 881 | 0 | 219 | 0.51 | 0 | 64.8 | 58.2 | 42.1 | 38.2 | 38.2 |
| 9-10 AM | 742 | 0.0 | 185 | 0.0 | 1500 | 742 | 0 | 185 | 0.49 | 0 | 65.0 | 58.6 | 42.6 | 38.4 | 38.4 |
| 10-11 AM | 675 | 0.0 | 169 | 0.0 | 1500 | 675 | 0 | 169 | 0.49 | 0 | 65.1 | 58.7 | 42.8 | 38.4 | 38.4 |
| 11A-NOON | 667 | 0.0 | 166 | 0.0 | 1500 | 667 | 0 | 166 | 0.49 | 0 | 65.1 | 58.8 | 42.8 | 38.4 | 38.4 |
| NOON-1PM | 682 | 0.0 | 170 | 0.0 | 1500 | 682 | 0 | 170 | 0.49 | 0 | 65.1 | 58.7 | 42.8 | 38.4 | 38.4 |
| 1-2 PM | 668 | 0.0 | 165 | 0.0 | 1500 | 668 | 0 | 165 | 0.49 | 0 | 65.1 | 58.8 | 42.8 | 38.4 | 38.4 |
| 2-3 PM | 660 | 0.0 | 164 | 0.0 | 1500 | 660 | 0 | 164 | 0.49 | 0 | 65.1 | 58.8 | 42.9 | 38.4 | 38.4 |
| 3-4 PM | 734 | 0.0 | 182 | 0.0 | 1500 | 734 | 0 | 182 | 0.49 | 0 | 65.0 | 58.6 | 42.7 | 38.4 | 38.4 |
| 4-5 PM | 821 | 0.0 | 204 | 0.0 | 1500 | 821 | 0 | 204 | 0.50 | 0 | 64.8 | 58.4 | 42.3 | 38.3 | 38.3 |
| 5-6 PM | 903 | 0.0 | 224 | 0.0 | 1500 | 903 | 0 | 224 | 0.51 | 0 | 64.7 | 58.2 | 42.0 | 38.2 | 38.2 |
| 6-7 PM | 801 | 0.0 | 199 | 0.0 | 1500 | 801 | 0 | 199 | 0.50 | 0 | 64.9 | 58.4 | 42.4 | 38.3 | 38.3 |
| 7-8 PM | 560 | 0.0 | 139 | 0.0 | 1500 | 560 | 0 | 139 | 0.48 | 0 | 65.3 | 59.1 | 43.3 | 38.6 | 38.6 |
| 8-9 PM | 379 | 0.0 | 93 | 0.0 | 1500 | 379 | 0 | 93 | 0.46 | 0 | 65.7 | 59.6 | 44.0 | 38.8 | 38.8 |
| 9-10 PM | 324 | 0.0 | 81 | 0.0 | 1500 | 324 | 0 | 81 | 0.45 | 0 | 65.8 | 59.7 | 44.2 | 38.8 | 38.8 |
| 10-11 PM | 296 | 0.0 | 73 | 0.0 | 1500 | 296 | 0 | 73 | 0.45 | 0 | 65.8 | 59.8 | 44.3 | 38.8 | 38.8 |
| 11PM-MID | 199 | 0.0 | 49 | 0.0 | 1500 | 199 | 0 | 49 | 0.44 | 0 | 66.0 | 60.1 | 44.7 | 38.9 | 38.9 |

| *----- 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 | 0.0094 |
| MAIN ROUTE WITH WORKS | 0.0086 |
| DIVERSION | 0.0291 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$1,167 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**IH 43: BOWERS RD TO STH 11 (WALWORTH COUNTY)
 CONTINUOUS (24 HOUR) CLOSURE
 DIVERSION ROUTE: STH 11 - BOWERS RD**

OCTOBER
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR NORTHBOUND DIRECTION

