

| | |
|---|--|
| IH 39/90/94: IH 39 & IH 90/94 TO STH 60 (COLUMBIA COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: STH 60 - USH 51 - STH 16 - IH 39 | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY WESTBOUND 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 | 430 | 0.0 | 31 | 0.0 | 3000 | 430 | 0 | 31 | 0.36 | 0 | 70.2 | 67.6 | 49.7 | 39.4 | 39.4 |
| 1-2 AM | 327 | 0.0 | 24 | 0.0 | 3000 | 327 | 0 | 24 | 0.36 | 0 | 70.2 | 67.6 | 49.7 | 39.4 | 39.4 |
| 2-3 AM | 308 | 0.0 | 22 | 0.0 | 3000 | 308 | 0 | 22 | 0.36 | 0 | 70.2 | 67.6 | 49.7 | 39.5 | 39.5 |
| 3-4 AM | 284 | 0.0 | 21 | 0.0 | 3000 | 284 | 0 | 21 | 0.36 | 0 | 70.2 | 67.6 | 49.7 | 39.5 | 39.5 |
| 4-5 AM | 366 | 0.0 | 27 | 0.0 | 3000 | 366 | 0 | 27 | 0.36 | 0 | 70.2 | 67.6 | 49.7 | 39.4 | 39.4 |
| 5-6 AM | 592 | 0.0 | 44 | 0.0 | 3000 | 592 | 0 | 44 | 0.36 | 0 | 70.0 | 67.4 | 49.7 | 39.2 | 39.2 |
| 6-7 AM | 1001 | 0.0 | 74 | 0.0 | 3000 | 1001 | 0 | 74 | 0.35 | 0 | 69.5 | 67.0 | 49.7 | 38.8 | 38.8 |
| 7-8 AM | 1550 | 0.0 | 115 | 0.0 | 3000 | 1550 | 0 | 115 | 0.34 | 0 | 68.8 | 66.4 | 49.7 | 38.3 | 38.3 |
| 8-9 AM | 1780 | 0.0 | 131 | 0.0 | 3000 | 1780 | 0 | 131 | 0.34 | 0 | 68.5 | 66.2 | 49.7 | 38.1 | 38.1 |
| 9-10 AM | 2042 | 0.0 | 151 | 0.0 | 3000 | 2042 | 0 | 151 | 0.33 | 0 | 68.2 | 66.0 | 49.7 | 37.9 | 37.9 |
| 10-11 AM | 2249 | 0.0 | 166 | 0.0 | 3000 | 2249 | 0 | 166 | 0.33 | 0 | 67.9 | 65.7 | 49.7 | 37.7 | 37.7 |
| 11A-NOON | 2430 | 0.0 | 180 | 0.0 | 3000 | 2430 | 0 | 180 | 0.36 | 0 | 67.7 | 65.3 | 48.6 | 37.5 | 37.5 |
| NOON-1PM | 2501 | 0.0 | 185 | 0.0 | 3000 | 2501 | 0 | 185 | 0.40 | 0 | 67.6 | 65.0 | 46.8 | 37.4 | 37.4 |
| 1-2 PM | 2843 | 0.0 | 210 | 0.0 | 2999 | 2843 | 0 | 210 | 0.63 | 0 | 67.2 | 63.2 | 39.9 | 37.1 | 37.1 |
| 2-3 PM | 3222 | 0.0 | 237 | 0.0 | 2999 | 3222 | 0 | 237 | 2.28 | 91 | 66.8 | 54.3 | 37.3 | 36.8 | 36.8 |
| 3-4 PM | 3474 | 0.0 | 257 | 0.0 | 3000 | 3474 | 0 | 257 | 8.42 | 442 | 66.4 | 36.1 | 37.3 | 36.6 | 36.6 |
| 4-5 PM | 3739 | 0.0 | 276 | 0.0 | 3000 | 3739 | 0 | 276 | 19.22 | 1055 | 65.3 | 22.6 | 37.3 | 36.3 | 36.3 |
| 5-6 PM | 3794 | 0.0 | 280 | 0.0 | 3000 | 3749 | 45 | 325 | 33.33 | 1827 | 65.0 | 15.3 | 37.3 | 36.3 | 35.7 |
| 6-7 PM | 3530 | 0.0 | 261 | 0.0 | 2999 | 3149 | 380 | 641 | 42.25 | 2293 | 66.3 | 12.7 | 37.3 | 36.5 | 31.8 |
| 7-8 PM | 3003 | 0.0 | 221 | 0.0 | 2999 | 2676 | 327 | 548 | 40.51 | 2194 | 67.0 | 13.2 | 37.3 | 37.0 | 32.9 |
| 8-9 PM | 2260 | 0.0 | 166 | 0.0 | 2999 | 2255 | 5 | 172 | 30.95 | 1674 | 67.9 | 16.3 | 37.3 | 37.7 | 37.6 |
| 9-10 PM | 1747 | 0.0 | 129 | 0.0 | 2999 | 1747 | 0 | 129 | 10.69 | 669 | 68.6 | 32.6 | 43.9 | 38.1 | 38.1 |
| 10-11 PM | 1248 | 0.0 | 92 | 0.0 | 3000 | 1247 | 0 | 92 | 0.35 | 0 | 69.2 | 66.8 | 49.7 | 38.6 | 38.6 |
| 11PM-MID | 856 | 0.0 | 63 | 0.0 | 3000 | 856 | 0 | 63 | 0.35 | 0 | 69.7 | 67.2 | 49.7 | 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 | 0.0805 |
| MAIN ROUTE WITH WORKS | 0.0762 |
| DIVERSION | 0.1342 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$143,705 |
| CONGESTED HOURS PER DAY* | 5 |

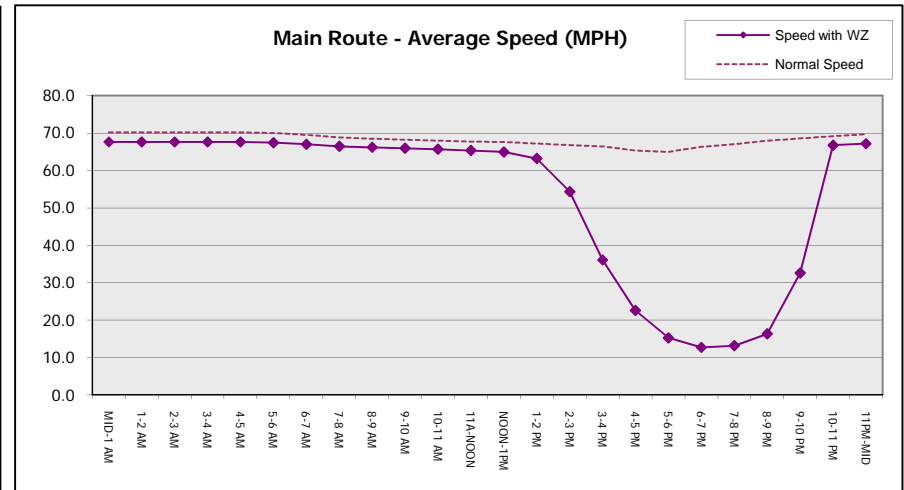
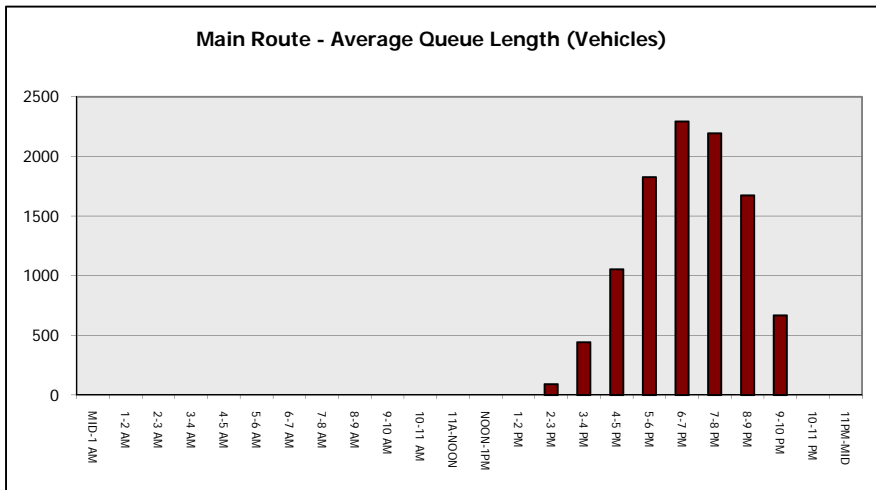
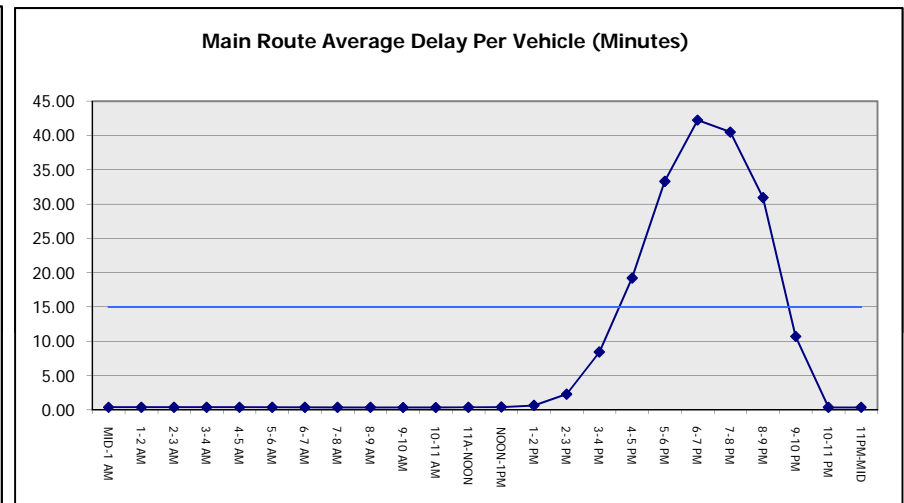
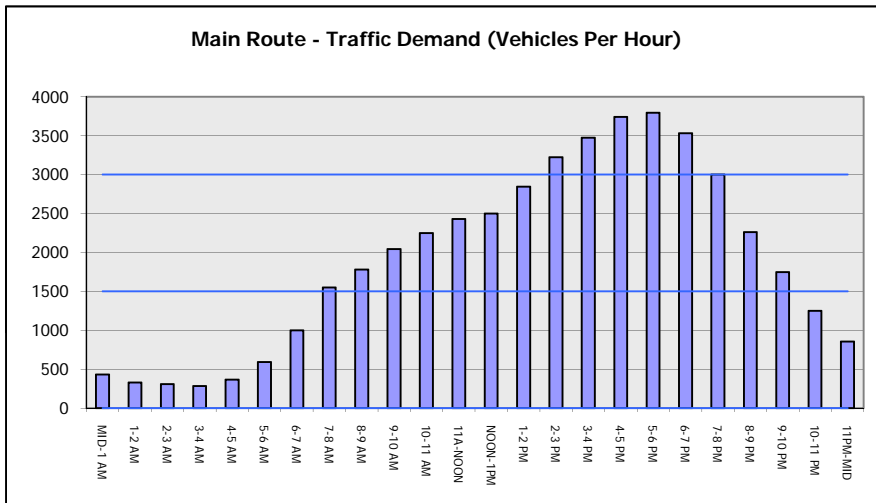
*Delays Exceeding 15 Minutes

IH 39/90/94: IH 39 & IH 90/94 TO STH 60 (COLUMBIA COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: STH 60 - USH 51 - STH 16 - IH 39

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION



| | |
|---|--|
| IH 39/90/94: IH 39 & IH 90/94 TO STH 60 (COLUMBIA COUNTY) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: STH 60 - USH 51 - STH 16 - IH 39 | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY EASTBOUND 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 | 336 | 0.0 | 24 | 0.0 | 3000 | 336 | 0 | 24 | 0.36 | 0 | 70.2 | 67.6 | 49.7 | 39.4 | 39.4 |
| 1-2 AM | 281 | 0.0 | 20 | 0.0 | 3000 | 281 | 0 | 20 | 0.36 | 0 | 70.2 | 67.6 | 49.7 | 39.5 | 39.5 |
| 2-3 AM | 280 | 0.0 | 20 | 0.0 | 3000 | 280 | 0 | 20 | 0.36 | 0 | 70.2 | 67.6 | 49.7 | 39.5 | 39.5 |
| 3-4 AM | 306 | 0.0 | 22 | 0.0 | 3000 | 306 | 0 | 22 | 0.36 | 0 | 70.2 | 67.6 | 49.7 | 39.5 | 39.5 |
| 4-5 AM | 391 | 0.0 | 28 | 0.0 | 3000 | 391 | 0 | 28 | 0.36 | 0 | 70.2 | 67.6 | 49.7 | 39.4 | 39.4 |
| 5-6 AM | 705 | 0.0 | 52 | 0.0 | 3000 | 705 | 0 | 52 | 0.36 | 0 | 69.9 | 67.3 | 49.7 | 39.1 | 39.1 |
| 6-7 AM | 1091 | 0.0 | 80 | 0.0 | 3000 | 1091 | 0 | 80 | 0.35 | 0 | 69.4 | 66.9 | 49.7 | 38.8 | 38.8 |
| 7-8 AM | 1209 | 0.0 | 89 | 0.0 | 3000 | 1209 | 0 | 89 | 0.35 | 0 | 69.2 | 66.8 | 49.7 | 38.6 | 38.6 |
| 8-9 AM | 1202 | 0.0 | 88 | 0.0 | 3000 | 1202 | 0 | 88 | 0.35 | 0 | 69.2 | 66.8 | 49.7 | 38.6 | 38.6 |
| 9-10 AM | 1365 | 0.0 | 100 | 0.0 | 3000 | 1365 | 0 | 100 | 0.34 | 0 | 69.1 | 66.6 | 49.7 | 38.5 | 38.5 |
| 10-11 AM | 1601 | 0.0 | 118 | 0.0 | 3000 | 1601 | 0 | 118 | 0.34 | 0 | 68.7 | 66.4 | 49.7 | 38.3 | 38.3 |
| 11A-NOON | 1705 | 0.0 | 126 | 0.0 | 3000 | 1705 | 0 | 126 | 0.34 | 0 | 68.6 | 66.3 | 49.7 | 38.2 | 38.2 |
| NOON-1PM | 1842 | 0.0 | 136 | 0.0 | 3000 | 1842 | 0 | 136 | 0.34 | 0 | 68.4 | 66.1 | 49.7 | 38.1 | 38.1 |
| 1-2 PM | 1988 | 0.0 | 147 | 0.0 | 3000 | 1988 | 0 | 147 | 0.33 | 0 | 68.2 | 66.0 | 49.7 | 37.9 | 37.9 |
| 2-3 PM | 2273 | 0.0 | 167 | 0.0 | 3000 | 2273 | 0 | 167 | 0.33 | 0 | 67.9 | 65.7 | 49.7 | 37.7 | 37.7 |
| 3-4 PM | 2261 | 0.0 | 167 | 0.0 | 3000 | 2261 | 0 | 167 | 0.33 | 0 | 67.9 | 65.7 | 49.7 | 37.7 | 37.7 |
| 4-5 PM | 2308 | 0.0 | 170 | 0.0 | 3000 | 2308 | 0 | 170 | 0.33 | 0 | 67.9 | 65.6 | 49.7 | 37.6 | 37.6 |
| 5-6 PM | 2174 | 0.0 | 160 | 0.0 | 3000 | 2174 | 0 | 160 | 0.33 | 0 | 68.1 | 65.8 | 49.7 | 37.8 | 37.8 |
| 6-7 PM | 1822 | 0.0 | 135 | 0.0 | 3000 | 1822 | 0 | 135 | 0.34 | 0 | 68.5 | 66.2 | 49.7 | 38.1 | 38.1 |
| 7-8 PM | 1603 | 0.0 | 119 | 0.0 | 3000 | 1603 | 0 | 119 | 0.34 | 0 | 68.7 | 66.4 | 49.7 | 38.3 | 38.3 |
| 8-9 PM | 1364 | 0.0 | 100 | 0.0 | 3000 | 1364 | 0 | 100 | 0.34 | 0 | 69.1 | 66.6 | 49.7 | 38.5 | 38.5 |
| 9-10 PM | 1198 | 0.0 | 88 | 0.0 | 3000 | 1198 | 0 | 88 | 0.35 | 0 | 69.2 | 66.8 | 49.7 | 38.6 | 38.6 |
| 10-11 PM | 887 | 0.0 | 66 | 0.0 | 3000 | 887 | 0 | 66 | 0.35 | 0 | 69.6 | 67.1 | 49.7 | 38.9 | 38.9 |
| 11PM-MID | 541 | 0.0 | 40 | 0.0 | 3000 | 541 | 0 | 40 | 0.36 | 0 | 70.0 | 67.5 | 49.7 | 39.2 | 39.2 |

| *----- 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 | 0.0543 |
| MAIN ROUTE WITH WORKS | 0.0522 |
| DIVERSION | 0.0737 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$2,493 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

IH 39/90/94: IH 39 & IH 90/94 TO STH 60 (COLUMBIA COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: STH 60 - USH 51 - STH 16 - IH 39

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

