

| | |
|--|--|
| IH 39/90/94: IH 39 & IH 90/94 TO STH 60 (COLUMBIA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE DIVERSION ROUTE: STH 60 - USH 51 - STH 16 - IH 39 | AUGUST |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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 | 671 | 0.0 | 50 | 0.0 | 1500 | 671 | 0 | 50 | 0.55 | 0 | 69.9 | 66.1 | 42.8 | 39.1 | 39.1 |
| 1-2 AM | 385 | 0.0 | 28 | 0.0 | 1500 | 385 | 0 | 28 | 0.52 | 0 | 70.2 | 66.5 | 44.0 | 39.4 | 39.4 |
| 2-3 AM | 325 | 0.0 | 24 | 0.0 | 1500 | 325 | 0 | 24 | 0.51 | 0 | 70.2 | 66.6 | 44.2 | 39.4 | 39.4 |
| 3-4 AM | 261 | 0.0 | 19 | 0.0 | 1500 | 261 | 0 | 19 | 0.50 | 0 | 70.2 | 66.6 | 44.5 | 39.5 | 39.5 |
| 4-5 AM | 313 | 0.0 | 23 | 0.0 | 1500 | 313 | 0 | 23 | 0.51 | 0 | 70.2 | 66.6 | 44.2 | 39.4 | 39.4 |
| 5-6 AM | 487 | 0.0 | 36 | 0.0 | 1500 | 487 | 0 | 36 | 0.53 | 0 | 70.1 | 66.4 | 43.5 | 39.3 | 39.3 |
| 6-7 AM | 905 | 0.0 | 67 | 0.0 | 1499 | 905 | 0 | 67 | 0.58 | 0 | 69.6 | 65.6 | 42.0 | 38.9 | 38.9 |
| 7-8 AM | 1518 | 0.0 | 112 | 0.0 | 1499 | 1518 | 0 | 112 | 1.87 | 26 | 68.9 | 57.7 | 32.8 | 38.4 | 38.4 |
| 8-9 AM | 2448 | 0.0 | 181 | 0.0 | 1500 | 2425 | 23 | 204 | 17.86 | 522 | 67.7 | 24.0 | 30.8 | 37.5 | 37.2 |
| 9-10 AM | 3290 | 0.0 | 242 | 0.0 | 1500 | 2354 | 936 | 1178 | 56.16 | 1475 | 66.6 | 10.1 | 30.8 | 36.8 | 25.1 |
| 10-11 AM | 3753 | 0.0 | 277 | 0.0 | 1500 | 1501 | 2252 | 2529+ | 78.96 | 2052 | 65.2 | 7.5 | 30.8 | 36.3 | 18.6 |
| 11A-NOON | 3646 | 0.0 | 269 | 0.0 | 1500 | 1501 | 2145 | 2414+ | 79.07 | 2052 | 66.0 | 7.5 | 30.8 | 36.4 | 18.6 |
| NOON-1PM | 3061 | 0.0 | 226 | 0.0 | 1500 | 1632 | 1429 | 1656+ | 76.65 | 1985 | 66.9 | 7.7 | 30.8 | 36.9 | 19.2 |
| 1-2 PM | 2824 | 0.0 | 208 | 0.0 | 1500 | 1384 | 1439 | 1647+ | 76.24 | 1973 | 67.3 | 7.7 | 30.8 | 37.1 | 19.3 |
| 2-3 PM | 2524 | 0.0 | 187 | 0.0 | 1500 | 1221 | 1303 | 1489+ | 68.34 | 1767 | 67.6 | 8.5 | 30.8 | 37.4 | 21.2 |
| 3-4 PM | 2271 | 0.0 | 167 | 0.0 | 1500 | 1223 | 1048 | 1216+ | 57.60 | 1485 | 67.9 | 9.9 | 30.8 | 37.7 | 24.7 |
| 4-5 PM | 1945 | 0.0 | 143 | 0.0 | 1500 | 1238 | 707 | 850 | 47.17 | 1211 | 68.3 | 11.7 | 30.8 | 37.9 | 29.2 |
| 5-6 PM | 1635 | 0.0 | 121 | 0.0 | 1500 | 1318 | 317 | 437 | 38.73 | 987 | 68.7 | 13.7 | 30.8 | 38.3 | 34.3 |
| 6-7 PM | 1390 | 0.0 | 102 | 0.0 | 1500 | 1357 | 33 | 135 | 33.12 | 839 | 69.0 | 15.6 | 30.8 | 38.5 | 38.1 |
| 7-8 PM | 1115 | 0.0 | 82 | 0.0 | 1500 | 1115 | 0 | 82 | 22.85 | 581 | 69.4 | 20.5 | 30.8 | 38.8 | 38.8 |
| 8-9 PM | 944 | 0.0 | 70 | 0.0 | 1499 | 944 | 0 | 70 | 4.44 | 135 | 69.6 | 47.5 | 38.8 | 38.9 | 38.9 |
| 9-10 PM | 742 | 0.0 | 55 | 0.0 | 1500 | 742 | 0 | 55 | 0.56 | 0 | 69.8 | 66.0 | 42.6 | 39.1 | 39.1 |
| 10-11 PM | 574 | 0.0 | 43 | 0.0 | 1500 | 574 | 0 | 43 | 0.54 | 0 | 70.0 | 66.3 | 43.2 | 39.2 | 39.2 |
| 11PM-MID | 397 | 0.0 | 29 | 0.0 | 1500 | 397 | 0 | 29 | 0.52 | 0 | 70.2 | 66.5 | 43.9 | 39.4 | 39.4 |

+ INDICATES DIVERSION FLOW EXCEEDS USER-SPECIFIED WARNING LIMIT

| *----- 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 | 0.0661 |
| MAIN ROUTE WITH WORKS | 0.0439 |
| DIVERSION | 0.4684 |

PIA: Personal Injury Accidents

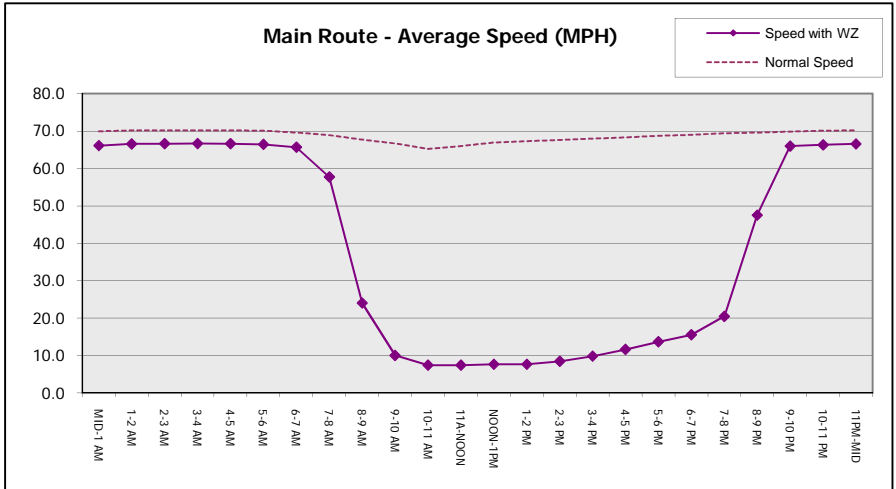
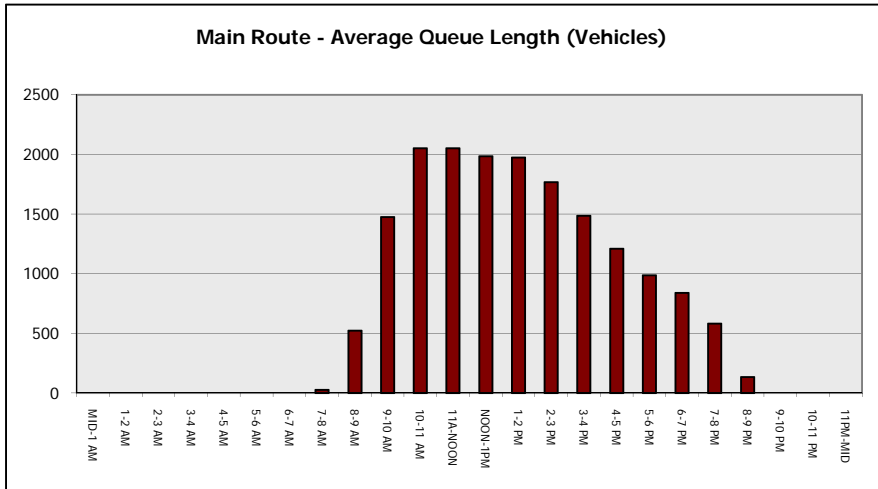
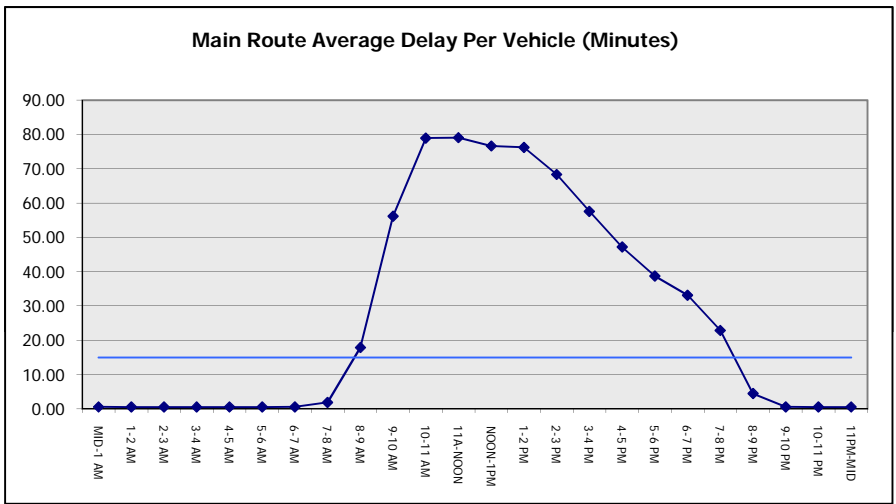
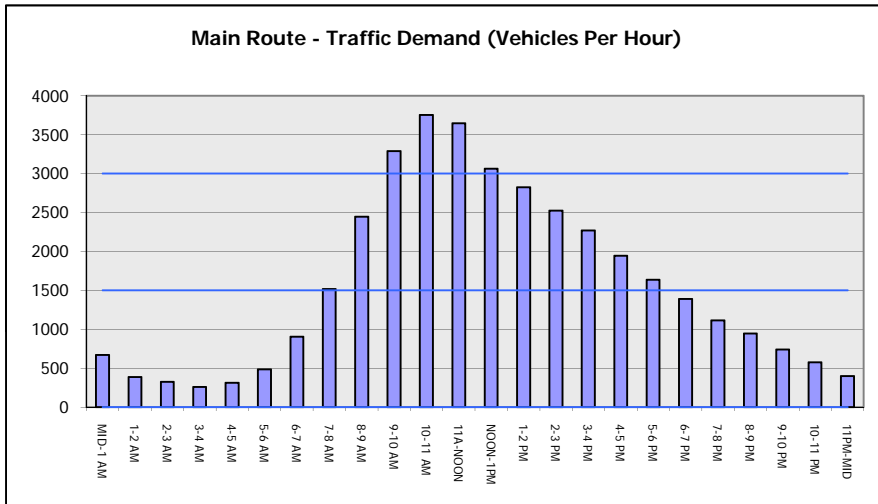
| IMPACTS ON ROAD USERS | |
|------------------------------------|-----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$575,889 |
| CONGESTED HOURS PER DAY* | 12 |

*Delays Exceeding 15 Minutes

IH 39/90/94: IH 39 & IH 90/94 TO STH 60 (COLUMBIA COUNTY)
CONTINUOUS (24 HOUR) 2 LANE CLOSURE
DIVERSION ROUTE: STH 60 - USH 51 - STH 16 - IH 39

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION



| | |
|--|--|
| IH 39/90/94: IH 39 & IH 90/94 TO STH 60 (COLUMBIA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE DIVERSION ROUTE: STH 60 - USH 51 - STH 16 - IH 39 | AUGUST |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY EASTBOUND 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 | 474 | 0.0 | 34 | 0.0 | 1500 | 474 | 0 | 34 | 0.53 | 0 | 70.2 | 66.4 | 43.6 | 39.3 | 39.3 |
| 1-2 AM | 357 | 0.0 | 26 | 0.0 | 1500 | 357 | 0 | 26 | 0.52 | 0 | 70.2 | 66.6 | 44.0 | 39.4 | 39.4 |
| 2-3 AM | 342 | 0.0 | 25 | 0.0 | 1500 | 342 | 0 | 25 | 0.51 | 0 | 70.2 | 66.6 | 44.1 | 39.4 | 39.4 |
| 3-4 AM | 324 | 0.0 | 24 | 0.0 | 1500 | 324 | 0 | 24 | 0.51 | 0 | 70.2 | 66.6 | 44.2 | 39.4 | 39.4 |
| 4-5 AM | 316 | 0.0 | 23 | 0.0 | 1500 | 316 | 0 | 23 | 0.51 | 0 | 70.2 | 66.6 | 44.2 | 39.4 | 39.4 |
| 5-6 AM | 385 | 0.0 | 28 | 0.0 | 1500 | 385 | 0 | 28 | 0.52 | 0 | 70.2 | 66.5 | 44.0 | 39.4 | 39.4 |
| 6-7 AM | 548 | 0.0 | 41 | 0.0 | 1500 | 548 | 0 | 41 | 0.54 | 0 | 70.0 | 66.3 | 43.3 | 39.2 | 39.2 |
| 7-8 AM | 837 | 0.0 | 62 | 0.0 | 1500 | 837 | 0 | 62 | 0.57 | 0 | 69.7 | 65.8 | 42.2 | 39.0 | 39.0 |
| 8-9 AM | 1206 | 0.0 | 89 | 0.0 | 1499 | 1206 | 0 | 89 | 0.73 | 0 | 69.2 | 64.3 | 38.1 | 38.6 | 38.6 |
| 9-10 AM | 1765 | 0.0 | 130 | 0.0 | 1499 | 1765 | 0 | 130 | 4.11 | 92 | 68.6 | 48.2 | 30.8 | 38.1 | 38.1 |
| 10-11 AM | 2510 | 0.0 | 186 | 0.0 | 1500 | 2428 | 82 | 268 | 25.75 | 716 | 67.6 | 18.7 | 30.8 | 37.4 | 36.4 |
| 11A-NOON | 2952 | 0.0 | 218 | 0.0 | 1500 | 1994 | 959 | 1177 | 56.19 | 1457 | 67.1 | 10.1 | 30.8 | 37.0 | 25.2 |
| NOON-1PM | 3061 | 0.0 | 226 | 0.0 | 1500 | 1754 | 1308 | 1534+ | 70.33 | 1821 | 66.9 | 8.3 | 30.8 | 36.9 | 20.7 |
| 1-2 PM | 3090 | 0.0 | 228 | 0.0 | 1500 | 1638 | 1452 | 1680+ | 77.87 | 2018 | 66.9 | 7.6 | 30.8 | 36.9 | 18.9 |
| 2-3 PM | 3012 | 0.0 | 222 | 0.0 | 1500 | 1448 | 1564 | 1786+ | 78.73 | 2039 | 67.0 | 7.5 | 30.8 | 37.0 | 18.8 |
| 3-4 PM | 2722 | 0.0 | 201 | 0.0 | 1500 | 1305 | 1417 | 1617+ | 74.63 | 1932 | 67.4 | 7.9 | 30.8 | 37.3 | 19.7 |
| 4-5 PM | 2681 | 0.0 | 198 | 0.0 | 1500 | 1378 | 1303 | 1500+ | 68.81 | 1778 | 67.4 | 8.4 | 30.8 | 37.3 | 21.1 |
| 5-6 PM | 2303 | 0.0 | 170 | 0.0 | 1500 | 1184 | 1119 | 1289+ | 60.18 | 1554 | 67.9 | 9.5 | 30.8 | 37.6 | 23.7 |
| 6-7 PM | 2003 | 0.0 | 148 | 0.0 | 1500 | 1235 | 768 | 917 | 48.82 | 1254 | 68.2 | 11.4 | 30.8 | 37.9 | 28.4 |
| 7-8 PM | 1762 | 0.0 | 130 | 0.0 | 1500 | 1336 | 426 | 556 | 40.87 | 1043 | 68.6 | 13.2 | 30.8 | 38.1 | 32.9 |
| 8-9 PM | 1488 | 0.0 | 110 | 0.0 | 1500 | 1371 | 117 | 226 | 35.32 | 896 | 68.9 | 14.8 | 30.8 | 38.4 | 36.9 |
| 9-10 PM | 1260 | 0.0 | 93 | 0.0 | 1500 | 1260 | 0 | 93 | 28.90 | 730 | 69.2 | 17.3 | 30.8 | 38.6 | 38.6 |
| 10-11 PM | 1008 | 0.0 | 74 | 0.0 | 1499 | 1008 | 0 | 74 | 13.74 | 368 | 69.5 | 28.6 | 33.9 | 38.8 | 38.8 |
| 11PM-MID | 669 | 0.0 | 50 | 0.0 | 1500 | 669 | 0 | 50 | 0.77 | 7 | 69.9 | 64.6 | 42.8 | 39.1 | 39.1 |

+ 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 | 0.0655 |
| MAIN ROUTE WITH WORKS | 0.0452 |
| DIVERSION | 0.4312 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$553,604 |
| CONGESTED HOURS PER DAY* | 12 |

*Delays Exceeding 15 Minutes

IH 39/90/94: IH 39 & IH 90/94 TO STH 60 (COLUMBIA COUNTY)
CONTINUOUS (24 HOUR) 2 LANE CLOSURE
DIVERSION ROUTE: STH 60 - USH 51 - STH 16 - IH 39

AUGUST
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

