

| | |
|---|--|
| IH 90/94: IH 90 & IH 94 TO USH 12/STH 16 (JUNEAU AND MONROE COUNTIES) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: STH 82 - USH12/STH 16 - STH 80 | MAY |
| | 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 | 319 | 0.0 | 41 | 0.0 | 1500 | 319 | 0 | 41 | 0.45 | 0 | 65.8 | 61.7 | 44.2 | 44.2 | 44.2 |
| 1-2 AM | 239 | 0.0 | 30 | 0.0 | 1500 | 239 | 0 | 30 | 0.45 | 0 | 66.0 | 62.0 | 44.5 | 44.3 | 44.3 |
| 2-3 AM | 223 | 0.0 | 28 | 0.0 | 1500 | 223 | 0 | 28 | 0.44 | 0 | 66.0 | 62.0 | 44.6 | 44.3 | 44.3 |
| 3-4 AM | 203 | 0.0 | 26 | 0.0 | 1500 | 203 | 0 | 26 | 0.44 | 0 | 66.0 | 62.0 | 44.6 | 44.3 | 44.3 |
| 4-5 AM | 215 | 0.0 | 27 | 0.0 | 1500 | 215 | 0 | 27 | 0.44 | 0 | 66.0 | 62.0 | 44.6 | 44.3 | 44.3 |
| 5-6 AM | 284 | 0.0 | 36 | 0.0 | 1500 | 284 | 0 | 36 | 0.45 | 0 | 65.8 | 61.9 | 44.3 | 44.2 | 44.2 |
| 6-7 AM | 452 | 0.0 | 57 | 0.0 | 1500 | 452 | 0 | 57 | 0.47 | 0 | 65.5 | 61.4 | 43.7 | 43.9 | 43.9 |
| 7-8 AM | 709 | 0.0 | 90 | 0.0 | 1500 | 709 | 0 | 90 | 0.49 | 0 | 65.1 | 60.8 | 42.7 | 43.4 | 43.4 |
| 8-9 AM | 1033 | 0.0 | 132 | 0.0 | 1500 | 1033 | 0 | 132 | 0.52 | 0 | 64.5 | 60.1 | 41.5 | 42.8 | 42.8 |
| 9-10 AM | 1291 | 0.0 | 164 | 0.0 | 1500 | 1291 | 0 | 164 | 0.75 | 0 | 64.0 | 57.9 | 35.8 | 42.4 | 42.4 |
| 10-11 AM | 1373 | 0.0 | 175 | 0.0 | 1500 | 1373 | 0 | 175 | 0.86 | 0 | 63.8 | 56.9 | 33.6 | 42.2 | 42.2 |
| 11A-NOON | 1289 | 0.0 | 164 | 0.0 | 1500 | 1289 | 0 | 164 | 0.75 | 0 | 64.0 | 57.9 | 35.8 | 42.4 | 42.4 |
| NOON-1PM | 1162 | 0.0 | 148 | 0.0 | 1500 | 1162 | 0 | 148 | 0.59 | 0 | 64.2 | 59.3 | 39.7 | 42.6 | 42.6 |
| 1-2 PM | 1086 | 0.0 | 138 | 0.0 | 1500 | 1086 | 0 | 138 | 0.53 | 0 | 64.3 | 59.9 | 41.4 | 42.7 | 42.7 |
| 2-3 PM | 1089 | 0.0 | 138 | 0.0 | 1500 | 1089 | 0 | 138 | 0.53 | 0 | 64.3 | 59.9 | 41.4 | 42.7 | 42.7 |
| 3-4 PM | 953 | 0.0 | 121 | 0.0 | 1500 | 953 | 0 | 121 | 0.51 | 0 | 64.6 | 60.2 | 41.9 | 43.0 | 43.0 |
| 4-5 PM | 844 | 0.0 | 107 | 0.0 | 1500 | 844 | 0 | 107 | 0.50 | 0 | 64.8 | 60.5 | 42.2 | 43.2 | 43.2 |
| 5-6 PM | 762 | 0.0 | 97 | 0.0 | 1500 | 762 | 0 | 97 | 0.50 | 0 | 65.0 | 60.7 | 42.5 | 43.3 | 43.3 |
| 6-7 PM | 667 | 0.0 | 85 | 0.0 | 1500 | 667 | 0 | 85 | 0.49 | 0 | 65.1 | 60.9 | 42.8 | 43.5 | 43.5 |
| 7-8 PM | 557 | 0.0 | 70 | 0.0 | 1500 | 557 | 0 | 70 | 0.48 | 0 | 65.3 | 61.2 | 43.3 | 43.7 | 43.7 |
| 8-9 PM | 473 | 0.0 | 61 | 0.0 | 1500 | 473 | 0 | 61 | 0.47 | 0 | 65.5 | 61.4 | 43.6 | 43.8 | 43.8 |
| 9-10 PM | 388 | 0.0 | 50 | 0.0 | 1500 | 388 | 0 | 50 | 0.46 | 0 | 65.6 | 61.6 | 44.0 | 44.0 | 44.0 |
| 10-11 PM | 306 | 0.0 | 39 | 0.0 | 1500 | 306 | 0 | 39 | 0.45 | 0 | 65.8 | 61.8 | 44.3 | 44.2 | 44.2 |
| 11PM-MID | 231 | 0.0 | 29 | 0.0 | 1500 | 231 | 0 | 29 | 0.44 | 0 | 66.0 | 62.0 | 44.6 | 44.3 | 44.3 |

| *----- 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 | 0.0195 |
| MAIN ROUTE WITH WORKS | 0.0185 |
| DIVERSION | 0.0076 |

PIA: Personal Injury Accidents

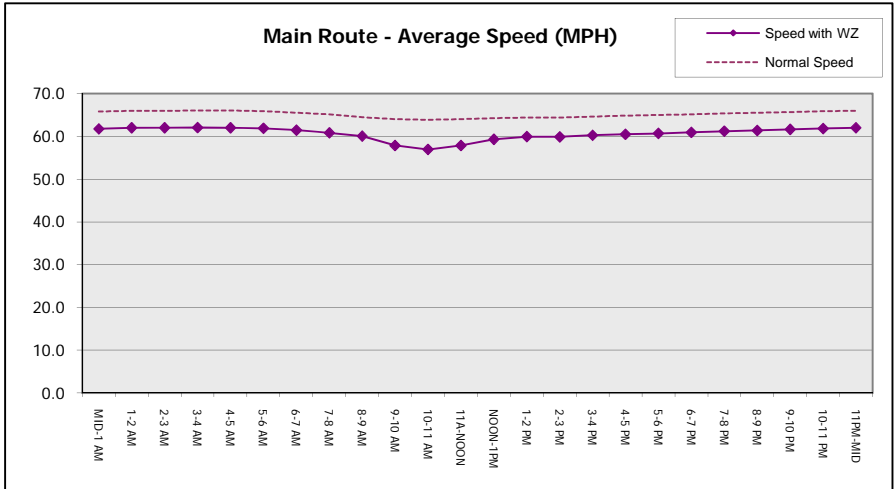
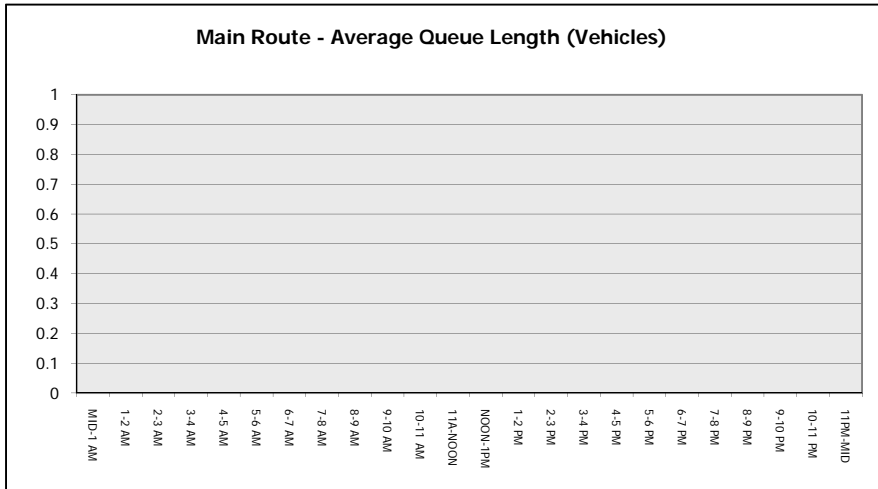
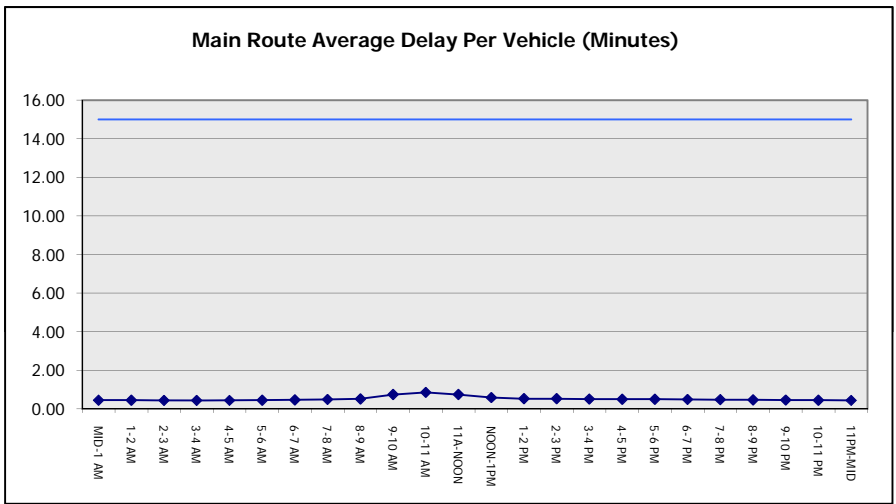
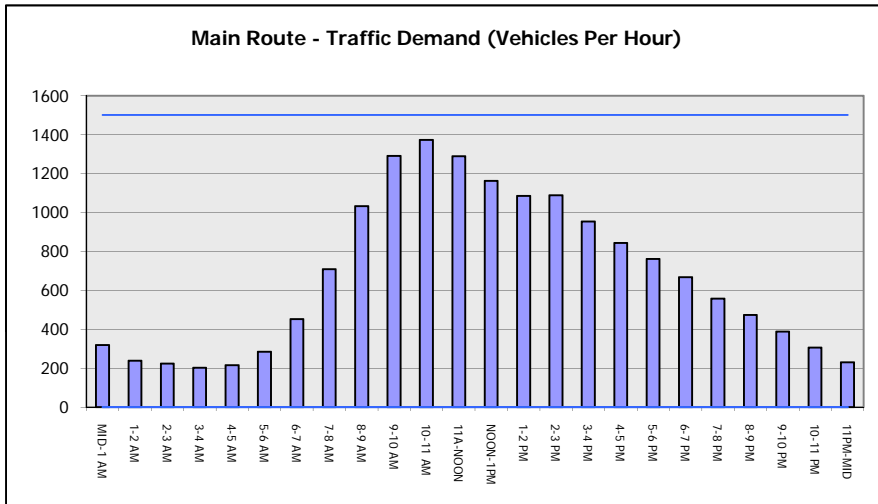
| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$2,346 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

**IH 90/94: IH 90 & IH 94 TO USH 12/STH 16 (JUNEAU AND MONROE COUNTIES)
 CONTINUOUS (24 HOUR) CLOSURE
 DIVERSION ROUTE: STH 82 - USH12/STH 16 - STH 80**

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION



| | |
|---|--|
| IH 90/94: IH 90 & IH 94 TO USH 12/STH 16 (JUNEAU AND MONROE COUNTIES) CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: STH 82 - USH12/STH 16 - STH 80 | MAY |
| | 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 | | | | | | |
|-------------|------------------------------|-----------|-------------|-----------|----------------|-----------------|------------------|-----------------|-----------------------|---------------------|-----------------|--------------|------|-----------------|--------------|
| | 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 | 251 | 0.0 | 32 | 0.0 | 1500 | 251 | 0 | 32 | 0.45 | 0 | 65.9 | 61.9 | 44.5 | 44.3 | 44.3 |
| 1-2 AM | 187 | 0.0 | 24 | 0.0 | 1500 | 187 | 0 | 24 | 0.44 | 0 | 66.0 | 62.1 | 44.7 | 44.4 | 44.4 |
| 2-3 AM | 174 | 0.0 | 22 | 0.0 | 1500 | 174 | 0 | 22 | 0.44 | 0 | 66.1 | 62.1 | 44.8 | 44.4 | 44.4 |
| 3-4 AM | 121 | 0.0 | 15 | 0.0 | 1500 | 121 | 0 | 15 | 0.43 | 0 | 66.1 | 62.2 | 45.0 | 44.5 | 44.5 |
| 4-5 AM | 142 | 0.0 | 18 | 0.0 | 1500 | 142 | 0 | 18 | 0.44 | 0 | 66.1 | 62.2 | 44.9 | 44.5 | 44.5 |
| 5-6 AM | 196 | 0.0 | 25 | 0.0 | 1500 | 196 | 0 | 25 | 0.44 | 0 | 66.0 | 62.0 | 44.7 | 44.3 | 44.3 |
| 6-7 AM | 300 | 0.0 | 38 | 0.0 | 1500 | 300 | 0 | 38 | 0.45 | 0 | 65.8 | 61.8 | 44.3 | 44.2 | 44.2 |
| 7-8 AM | 466 | 0.0 | 59 | 0.0 | 1500 | 466 | 0 | 59 | 0.47 | 0 | 65.5 | 61.4 | 43.7 | 43.8 | 43.8 |
| 8-9 AM | 704 | 0.0 | 90 | 0.0 | 1500 | 704 | 0 | 90 | 0.49 | 0 | 65.1 | 60.8 | 42.7 | 43.4 | 43.4 |
| 9-10 AM | 976 | 0.0 | 124 | 0.0 | 1500 | 976 | 0 | 124 | 0.52 | 0 | 64.6 | 60.2 | 41.8 | 42.9 | 42.9 |
| 10-11 AM | 1003 | 0.0 | 128 | 0.0 | 1500 | 1003 | 0 | 128 | 0.52 | 0 | 64.5 | 60.1 | 41.7 | 42.9 | 42.9 |
| 11A-NOON | 1052 | 0.0 | 134 | 0.0 | 1500 | 1052 | 0 | 134 | 0.52 | 0 | 64.4 | 60.0 | 41.5 | 42.8 | 42.8 |
| NOON-1PM | 1044 | 0.0 | 133 | 0.0 | 1500 | 1044 | 0 | 133 | 0.52 | 0 | 64.5 | 60.0 | 41.5 | 42.8 | 42.8 |
| 1-2 PM | 963 | 0.0 | 122 | 0.0 | 1500 | 963 | 0 | 122 | 0.52 | 0 | 64.6 | 60.2 | 41.8 | 43.0 | 43.0 |
| 2-3 PM | 949 | 0.0 | 121 | 0.0 | 1500 | 949 | 0 | 121 | 0.51 | 0 | 64.6 | 60.2 | 41.9 | 43.0 | 43.0 |
| 3-4 PM | 857 | 0.0 | 109 | 0.0 | 1500 | 857 | 0 | 109 | 0.51 | 0 | 64.8 | 60.4 | 42.2 | 43.2 | 43.2 |
| 4-5 PM | 804 | 0.0 | 103 | 0.0 | 1500 | 804 | 0 | 103 | 0.50 | 0 | 64.9 | 60.5 | 42.4 | 43.2 | 43.2 |
| 5-6 PM | 723 | 0.0 | 92 | 0.0 | 1500 | 723 | 0 | 92 | 0.49 | 0 | 65.0 | 60.8 | 42.7 | 43.4 | 43.4 |
| 6-7 PM | 643 | 0.0 | 82 | 0.0 | 1500 | 643 | 0 | 82 | 0.48 | 0 | 65.2 | 61.0 | 43.0 | 43.5 | 43.5 |
| 7-8 PM | 579 | 0.0 | 74 | 0.0 | 1500 | 579 | 0 | 74 | 0.48 | 0 | 65.3 | 61.1 | 43.2 | 43.7 | 43.7 |
| 8-9 PM | 414 | 0.0 | 53 | 0.0 | 1500 | 414 | 0 | 53 | 0.46 | 0 | 65.6 | 61.5 | 43.8 | 44.0 | 44.0 |
| 9-10 PM | 337 | 0.0 | 43 | 0.0 | 1500 | 337 | 0 | 43 | 0.46 | 0 | 65.8 | 61.7 | 44.2 | 44.1 | 44.1 |
| 10-11 PM | 270 | 0.0 | 35 | 0.0 | 1500 | 270 | 0 | 35 | 0.45 | 0 | 65.9 | 61.9 | 44.4 | 44.2 | 44.2 |
| 11PM-MID | 162 | 0.0 | 21 | 0.0 | 1500 | 162 | 0 | 21 | 0.44 | 0 | 66.1 | 62.2 | 44.8 | 44.4 | 44.4 |

| *----- 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 | 0.0161 |
| MAIN ROUTE WITH WORKS | 0.0152 |
| DIVERSION | 0.0063 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|---------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$1,675 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

IH 90/94: IH 90 & IH 94 TO USH 12/STH 16 (JUNEAU AND MONROE COUNTIES)
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: STH 82 - USH12/STH 16 - STH 80

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

