

| | |
|---|--|
| IH 90: USH 14/61 TO USH 53 CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: USH 53 TO USH 14/61 | AUGUST |
| | 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 | 256 | 0.0 | 234 | 7.0 | 1500 | 256 | 0 | 234 | 0.45 | 0 | 65.9 | 57.8 | 44.5 | 14.7 | 14.7 |
| 1-2 AM | 194 | 0.0 | 177 | 7.0 | 1500 | 194 | 0 | 177 | 0.44 | 0 | 66.0 | 58.0 | 44.7 | 16.6 | 16.6 |
| 2-3 AM | 192 | 0.0 | 176 | 7.0 | 1500 | 192 | 0 | 176 | 0.44 | 0 | 66.0 | 58.0 | 44.7 | 16.6 | 16.6 |
| 3-4 AM | 184 | 0.0 | 169 | 7.0 | 1500 | 184 | 0 | 169 | 0.44 | 0 | 66.0 | 58.0 | 44.8 | 16.8 | 16.8 |
| 4-5 AM | 239 | 0.0 | 219 | 7.0 | 1500 | 239 | 0 | 219 | 0.45 | 0 | 66.0 | 57.8 | 44.5 | 15.2 | 15.2 |
| 5-6 AM | 355 | 0.0 | 324 | 7.0 | 1500 | 355 | 0 | 324 | 0.46 | 0 | 65.7 | 57.5 | 44.1 | 11.8 | 11.8 |
| 6-7 AM | 499 | 0.0 | 456 | 7.0 | 1500 | 499 | 0 | 456 | 0.47 | 0 | 65.5 | 57.1 | 43.5 | 8.9 | 8.9 |
| 7-8 AM | 725 | 0.0 | 664 | 7.0 | 1500 | 725 | 0 | 664 | 0.49 | 0 | 65.0 | 56.4 | 42.7 | 7.3 | 7.3 |
| 8-9 AM | 896 | 0.0 | 820 | 7.0 | 1500 | 896 | 0 | 820+ | 0.51 | 0 | 64.7 | 56.0 | 42.0 | 6.1 | 6.1 |
| 9-10 AM | 1141 | 0.0 | 1044 | 7.0 | 1500 | 1141 | 0 | 1044+ | 0.56 | 0 | 64.3 | 54.8 | 40.4 | 5.6 | 5.6 |
| 10-11 AM | 1296 | 0.0 | 1185 | 7.0 | 1500 | 1296 | 0 | 1185+ | 0.76 | 0 | 64.0 | 51.9 | 35.6 | 5.6 | 5.6 |
| 11A-NOON | 1391 | 0.0 | 1273 | 7.0 | 1500 | 1391 | 0 | 1273+ | 0.88 | 0 | 63.8 | 50.3 | 33.2 | 5.6 | 5.6 |
| NOON-1PM | 1454 | 0.0 | 1330 | 7.0 | 1499 | 1454 | 0 | 1330+ | 0.96 | 0 | 63.7 | 49.2 | 31.7 | 5.6 | 5.6 |
| 1-2 PM | 1529 | 0.0 | 1398 | 7.0 | 1499 | 1529 | 0 | 1398+ | 1.30 | 7 | 63.5 | 45.6 | 30.8 | 5.6 | 5.6 |
| 2-3 PM | 1664 | 0.0 | 1522 | 7.0 | 1500 | 1664 | 0 | 1522+ | 4.57 | 104 | 63.3 | 26.6 | 30.8 | 5.6 | 5.6 |
| 3-4 PM | 1750 | 0.0 | 1601 | 7.0 | 1500 | 1750 | 0 | 1601+ | 12.24 | 314 | 63.1 | 13.5 | 30.8 | 5.6 | 5.6 |
| 4-5 PM | 1782 | 0.0 | 1630 | 7.0 | 1500 | 1782 | 0 | 1630+ | 22.71 | 590 | 63.1 | 9.3 | 30.8 | 5.6 | 5.9 |
| 5-6 PM | 1523 | 0.0 | 1394 | 7.0 | 1499 | 1523 | 0 | 1394+ | 28.85 | 750 | 63.5 | 8.3 | 30.8 | 5.6 | 6.1 |
| 6-7 PM | 1305 | 0.0 | 1194 | 7.0 | 1499 | 1305 | 0 | 1194+ | 25.41 | 658 | 64.0 | 8.8 | 30.8 | 5.6 | 6.0 |
| 7-8 PM | 1234 | 0.0 | 1129 | 7.0 | 1500 | 1234 | 0 | 1129+ | 16.63 | 428 | 64.1 | 10.9 | 30.8 | 5.6 | 5.7 |
| 8-9 PM | 996 | 0.0 | 911 | 7.0 | 1499 | 996 | 0 | 911+ | 2.46 | 91 | 64.5 | 36.8 | 38.8 | 5.6 | 5.7 |
| 9-10 PM | 748 | 0.0 | 684 | 7.0 | 1500 | 748 | 0 | 684 | 0.49 | 0 | 65.0 | 56.3 | 42.6 | 7.1 | 7.1 |
| 10-11 PM | 537 | 0.0 | 491 | 7.0 | 1500 | 537 | 0 | 491 | 0.47 | 0 | 65.4 | 56.9 | 43.3 | 8.6 | 8.6 |
| 11PM-MID | 404 | 0.0 | 369 | 7.0 | 1500 | 404 | 0 | 369 | 0.46 | 0 | 65.6 | 57.4 | 43.9 | 10.3 | 10.3 |

+ 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 | 0.0124 |
| MAIN ROUTE WITH WORKS | 0.0109 |
| DIVERSION | 0.2255 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$41,001 |
| CONGESTED HOURS PER DAY* | 4 |

*Delays Exceeding 15 Minutes

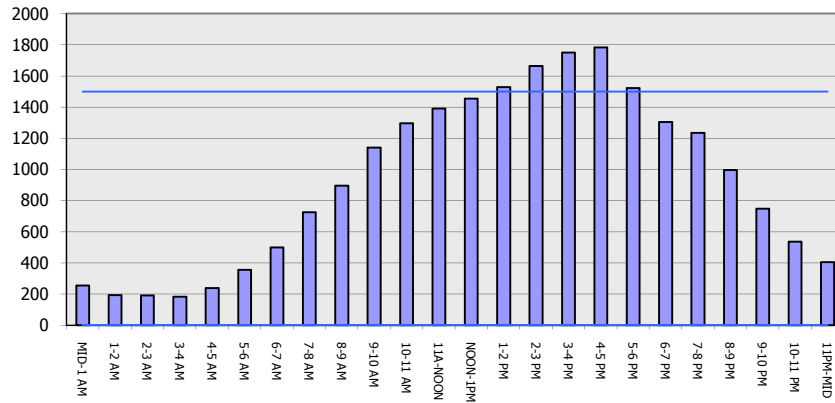
**IH 90: USH 14/61 TO USH 53
CONTINUOUS (24 HOUR) CLOSURE
DIVERSION ROUTE: USH 53 TO USH 14/61**

AUGUST
Analyzed for 2009
Construction Season

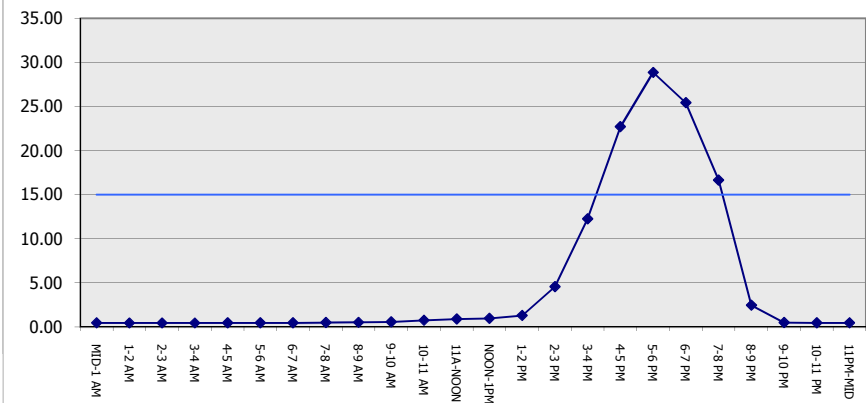
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

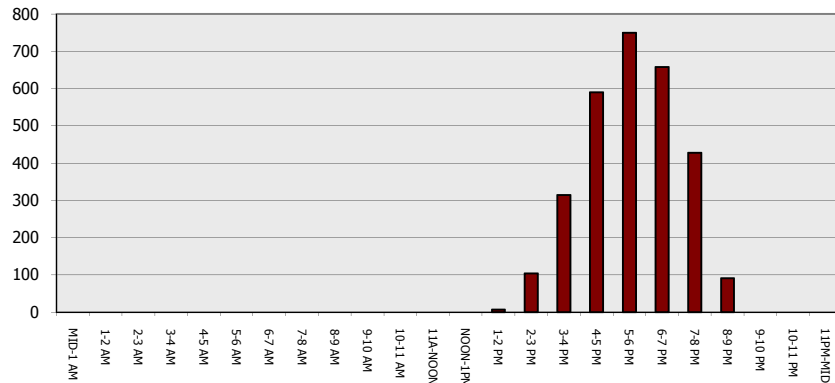
Main Route - Traffic Demand (Vehicles Per Hour)



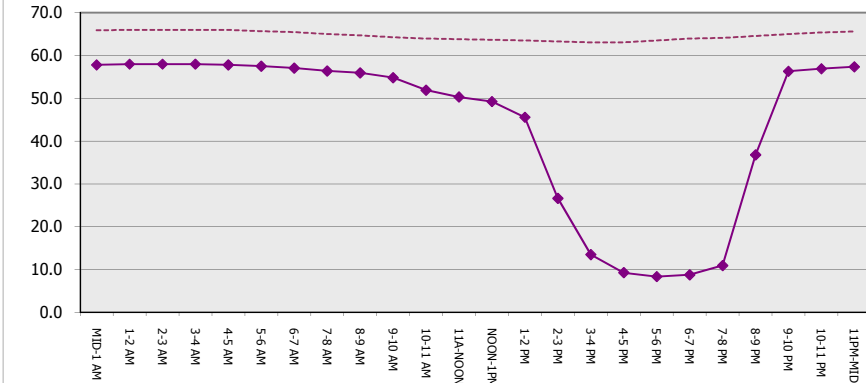
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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|---|--|
| IH 90: USH 14/61 TO USH 53 CONTINUOUS (24 HOUR) CLOSURE DIVERSION ROUTE: USH 53 TO USH 14/61 | AUGUST |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY EASTBOUND DIRECTION

| TIME OF DAY | FLOWS AND CAPACITY IN VEH/HR | | | | | | | | TOTAL DIVN FLOW | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | AVERAGE SPEEDS IN MPH | | | | |
|-------------|------------------------------|-----------|-------------|-----------|----------------|-----------------|------------------|-----------------|-----------------|-----------------------|---------------------|-----------------------|-----------------|-----------------|--------------|--|
| | MAIN | | DIVERSION | | SITE CAPA CITY | FLOW MAIN ROUTE | FLOW DIVER -TING | 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 | 198 | 0.0 | 181 | 7.0 | 1500 | 198 | 0 | 181 | 0.44 | 0 | 66.0 | 57.9 | 44.7 | 16.5 | 16.5 | |
| 1-2 AM | 150 | 0.0 | 137 | 7.0 | 1500 | 150 | 0 | 137 | 0.44 | 0 | 66.1 | 58.1 | 44.9 | 17.9 | 17.9 | |
| 2-3 AM | 178 | 0.0 | 162 | 7.0 | 1500 | 178 | 0 | 162 | 0.44 | 0 | 66.1 | 58.0 | 44.8 | 17.1 | 17.1 | |
| 3-4 AM | 215 | 0.0 | 197 | 7.0 | 1500 | 215 | 0 | 197 | 0.44 | 0 | 66.0 | 57.9 | 44.6 | 16.0 | 16.0 | |
| 4-5 AM | 241 | 0.0 | 221 | 7.0 | 1500 | 241 | 0 | 221 | 0.45 | 0 | 66.0 | 57.8 | 44.5 | 15.2 | 15.2 | |
| 5-6 AM | 389 | 0.0 | 356 | 7.0 | 1500 | 389 | 0 | 356 | 0.46 | 0 | 65.6 | 57.4 | 44.0 | 10.7 | 10.7 | |
| 6-7 AM | 612 | 0.0 | 560 | 7.0 | 1500 | 612 | 0 | 560 | 0.48 | 0 | 65.3 | 56.8 | 43.1 | 8.1 | 8.1 | |
| 7-8 AM | 821 | 0.0 | 750 | 7.0 | 1500 | 821 | 0 | 750+ | 0.50 | 0 | 64.8 | 56.1 | 42.3 | 6.6 | 6.6 | |
| 8-9 AM | 917 | 0.0 | 839 | 7.0 | 1500 | 917 | 0 | 839+ | 0.51 | 0 | 64.6 | 55.9 | 42.0 | 5.9 | 5.9 | |
| 9-10 AM | 1132 | 0.0 | 1036 | 7.0 | 1500 | 1132 | 0 | 1036+ | 0.55 | 0 | 64.3 | 55.0 | 40.7 | 5.6 | 5.6 | |
| 10-11 AM | 1313 | 0.0 | 1201 | 7.0 | 1500 | 1313 | 0 | 1201+ | 0.78 | 0 | 64.0 | 51.6 | 35.1 | 5.6 | 5.6 | |
| 11A-NOON | 1419 | 0.0 | 1298 | 7.0 | 1499 | 1419 | 0 | 1298+ | 0.92 | 0 | 63.7 | 49.8 | 32.5 | 5.6 | 5.6 | |
| NOON-1PM | 1473 | 0.0 | 1347 | 7.0 | 1499 | 1473 | 0 | 1347+ | 1.00 | 0 | 63.7 | 48.9 | 31.4 | 5.6 | 5.6 | |
| 1-2 PM | 1650 | 0.0 | 1509 | 7.0 | 1500 | 1650 | 0 | 1509+ | 3.20 | 66 | 63.3 | 32.2 | 30.8 | 5.6 | 5.6 | |
| 2-3 PM | 1753 | 0.0 | 1603 | 7.0 | 1500 | 1753 | 0 | 1603+ | 10.67 | 273 | 63.1 | 15.0 | 30.8 | 5.6 | 5.6 | |
| 3-4 PM | 1777 | 0.0 | 1626 | 7.0 | 1500 | 1777 | 0 | 1626+ | 20.92 | 542 | 63.1 | 9.6 | 30.8 | 5.6 | 5.8 | |
| 4-5 PM | 1739 | 0.0 | 1590 | 7.0 | 1499 | 1739 | 0 | 1590+ | 30.74 | 804 | 63.2 | 8.1 | 30.8 | 5.6 | 6.2 | |
| 5-6 PM | 1654 | 0.0 | 1514 | 7.0 | 1499 | 1654 | 0 | 1514+ | 38.31 | 1006 | 63.3 | 7.5 | 30.8 | 5.6 | 6.5 | |
| 6-7 PM | 1425 | 0.0 | 1304 | 7.0 | 1499 | 1425 | 0 | 1304+ | 40.12 | 1054 | 63.7 | 7.3 | 30.8 | 5.6 | 6.6 | |
| 7-8 PM | 1091 | 0.0 | 998 | 7.0 | 1499 | 1091 | 0 | 998+ | 31.02 | 812 | 64.3 | 8.1 | 30.8 | 5.6 | 6.3 | |
| 8-9 PM | 845 | 0.0 | 773 | 7.0 | 1499 | 845 | 0 | 773+ | 7.07 | 280 | 64.8 | 20.7 | 36.9 | 6.4 | 6.5 | |
| 9-10 PM | 631 | 0.0 | 577 | 7.0 | 1500 | 631 | 0 | 577 | 0.48 | 0 | 65.2 | 56.7 | 43.0 | 7.9 | 7.9 | |
| 10-11 PM | 489 | 0.0 | 448 | 7.0 | 1500 | 489 | 0 | 448 | 0.47 | 0 | 65.5 | 57.1 | 43.5 | 8.9 | 8.9 | |
| 11PM-MID | 328 | 0.0 | 299 | 7.0 | 1500 | 328 | 0 | 299 | 0.45 | 0 | 65.8 | 57.6 | 44.2 | 12.6 | 12.6 | |

+ 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 | 0.0125 |
| MAIN ROUTE WITH WORKS | 0.0110 |
| DIVERSION | 0.2270 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$64,820 |
| CONGESTED HOURS PER DAY* | 5 |

*Delays Exceeding 15 Minutes

**IH 90: USH 14/61 TO USH 53
 CONTINUOUS (24 HOUR) CLOSURE
 DIVERSION ROUTE: USH 53 TO USH 14/61**

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

