

| | |
|---|--|
| IH 39/90/94: IH 39 & IH 90/94 TO STH 60 (COLUMBIA COUNTY) OFF-PEAK DAY CLOSURE DIVERSION ROUTE: STH 60 - USH 51 - STH 16 - IH 39 | 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 | 537 | 0.0 | 40 | 0.0 | OFF | 537 | 0 | 40 | 0.00 | 0 | 70.0 | 70.0 | 70.0 | 39.2 | 39.2 |
| 1-2 AM | 422 | 0.0 | 31 | 0.0 | OFF | 422 | 0 | 31 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | 39.4 | 39.4 |
| 2-3 AM | 353 | 0.0 | 26 | 0.0 | OFF | 353 | 0 | 26 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | 39.4 | 39.4 |
| 3-4 AM | 326 | 0.0 | 24 | 0.0 | OFF | 326 | 0 | 24 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | 39.4 | 39.4 |
| 4-5 AM | 375 | 0.0 | 27 | 0.0 | OFF | 375 | 0 | 27 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | 39.4 | 39.4 |
| 5-6 AM | 565 | 0.0 | 42 | 0.0 | OFF | 565 | 0 | 42 | 0.00 | 0 | 70.0 | 70.0 | 70.0 | 39.2 | 39.2 |
| 6-7 AM | 985 | 0.0 | 73 | 0.0 | OFF | 985 | 0 | 73 | 0.00 | 0 | 69.5 | 69.5 | 69.5 | 38.8 | 38.8 |
| 7-8 AM | 1498 | 0.0 | 111 | 0.0 | OFF | 1498 | 0 | 111 | 0.00 | 0 | 68.9 | 68.9 | 68.9 | 38.4 | 38.4 |
| 8-9 AM | 1987 | 0.0 | 147 | 0.0 | OFF | 1987 | 0 | 147 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | 37.9 | 37.9 |
| 9-10 AM | 2553 | 0.0 | 189 | 0.0 | 2999 | 2553 | 0 | 189 | 0.44 | 0 | 67.6 | 64.7 | 45.7 | 37.4 | 37.4 |
| 10-11 AM | 2958 | 0.0 | 218 | 0.0 | 2999 | 2958 | 0 | 218 | 0.76 | 4 | 67.1 | 62.3 | 38.2 | 37.0 | 37.0 |
| 11A-NOON | 3166 | 0.0 | 233 | 0.0 | 3000 | 3166 | 0 | 233 | 2.28 | 89 | 66.8 | 54.3 | 37.3 | 36.8 | 36.8 |
| NOON-1PM | 3318 | 0.0 | 245 | 0.0 | 3000 | 3318 | 0 | 245 | 6.67 | 337 | 66.6 | 39.9 | 37.3 | 36.7 | 36.7 |
| 1-2 PM | 3333 | 0.0 | 246 | 0.0 | 2999 | 3333 | 0 | 246 | 12.45 | 655 | 66.6 | 29.7 | 37.3 | 36.7 | 36.7 |
| 2-3 PM | 3732 | 0.0 | 276 | 0.0 | 3000 | 3732 | 0 | 276 | 21.45 | 1175 | 65.4 | 21.1 | 37.3 | 36.3 | 36.3 |
| 3-4 PM | 4130 | 0.0 | 304 | 0.0 | 3000 | 3953 | 177 | 481 | 37.39 | 2077 | 62.7 | 13.8 | 37.3 | 36.0 | 33.8 |
| 4-5 PM | 4046 | 0.0 | 298 | 0.0 | OFF | 4046 | 0 | 298 | 18.24 | 1541 | 63.2 | 23.2 | 23.2 | 36.0 | 36.0 |
| 5-6 PM | 3978 | 0.0 | 293 | 0.0 | OFF | 3978 | 0 | 293 | 1.46 | 78 | 63.7 | 55.9 | 55.9 | 36.1 | 36.1 |
| 6-7 PM | 4083 | 0.0 | 301 | 0.0 | OFF | 4083 | 0 | 301 | 0.00 | 0 | 63.0 | 63.0 | 63.0 | 36.0 | 36.0 |
| 7-8 PM | 3238 | 0.0 | 238 | 0.0 | OFF | 3238 | 0 | 238 | 0.00 | 0 | 66.7 | 66.7 | 66.7 | 36.8 | 36.8 |
| 8-9 PM | 2514 | 0.0 | 186 | 0.0 | OFF | 2514 | 0 | 186 | 0.00 | 0 | 67.6 | 67.6 | 67.6 | 37.4 | 37.4 |
| 9-10 PM | 2018 | 0.0 | 149 | 0.0 | OFF | 2018 | 0 | 149 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | 37.9 | 37.9 |
| 10-11 PM | 1450 | 0.0 | 108 | 0.0 | OFF | 1450 | 0 | 108 | 0.00 | 0 | 68.9 | 68.9 | 68.9 | 38.4 | 38.4 |
| 11PM-MID | 1014 | 0.0 | 75 | 0.0 | OFF | 1014 | 0 | 75 | 0.00 | 0 | 69.5 | 69.5 | 69.5 | 38.8 | 38.8 |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

| *----- 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 | 0.0929 |
| MAIN ROUTE WITH WORKS | 0.0910 |
| DIVERSION | 0.1321 |

PIA: Personal Injury Accidents

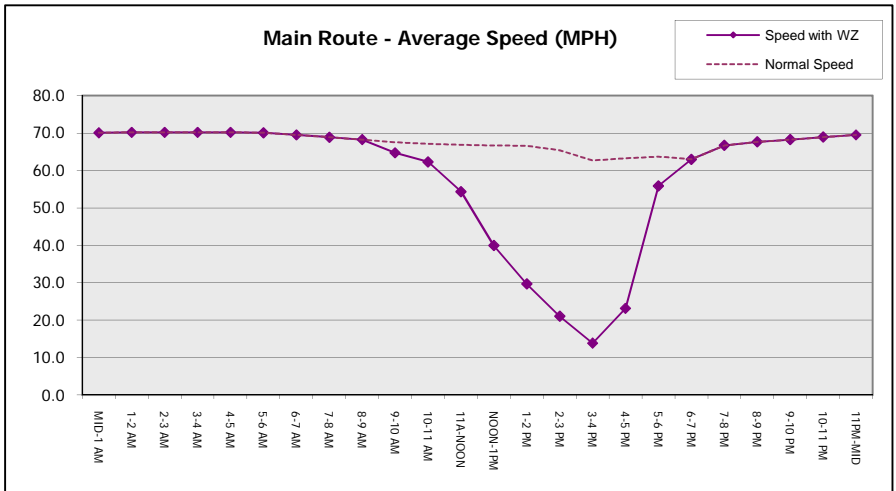
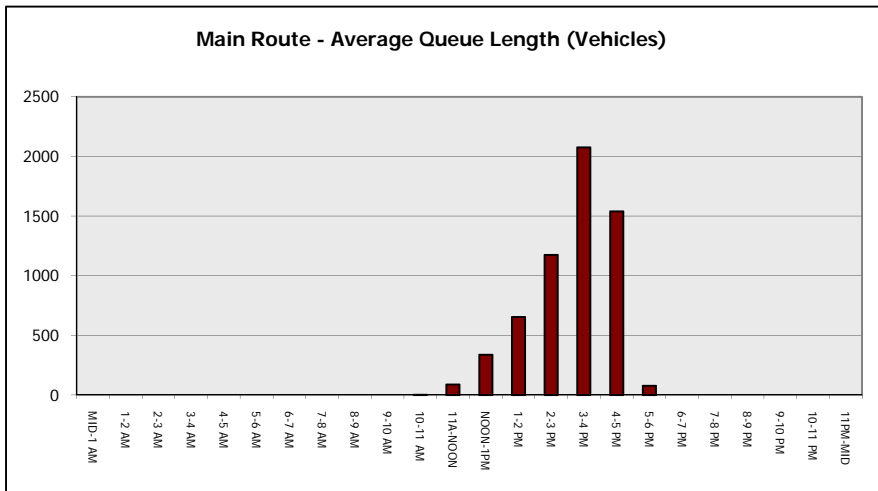
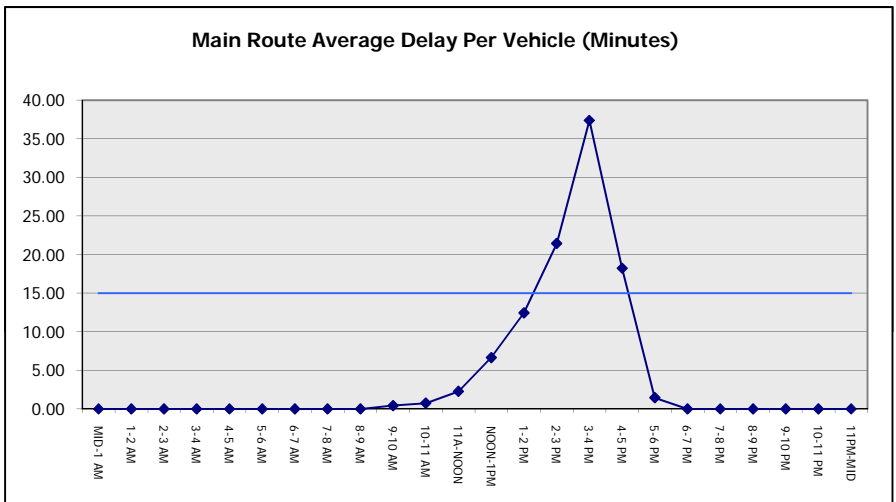
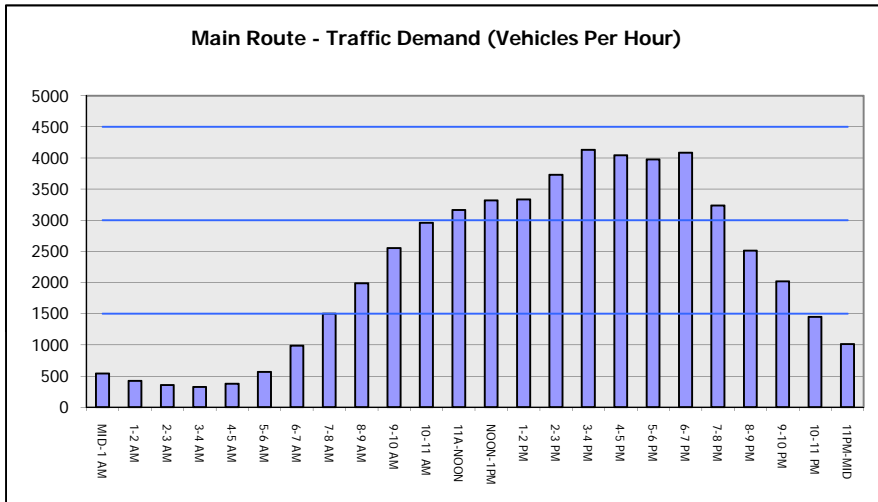
| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$51,391 |
| CONGESTED HOURS PER DAY* | 3 |

*Delays Exceeding 15 Minutes

IH 39/90/94: IH 39 & IH 90/94 TO STH 60 (COLUMBIA COUNTY)
OFF-PEAK DAY 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
FRIDAY WESTBOUND DIRECTION



| | |
|---|--|
| IH 39/90/94: IH 39 & IH 90/94 TO STH 60 (COLUMBIA COUNTY) OFF-PEAK DAY CLOSURE DIVERSION ROUTE: STH 60 - USH 51 - STH 16 - IH 39 | AUGUST |
| | 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 | 393 | 0.0 | 29 | 0.0 | OFF | 393 | 0 | 29 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | 39.4 | 39.4 |
| 1-2 AM | 347 | 0.0 | 25 | 0.0 | OFF | 347 | 0 | 25 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | 39.4 | 39.4 |
| 2-3 AM | 305 | 0.0 | 22 | 0.0 | OFF | 305 | 0 | 22 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | 39.5 | 39.5 |
| 3-4 AM | 331 | 0.0 | 24 | 0.0 | OFF | 331 | 0 | 24 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | 39.4 | 39.4 |
| 4-5 AM | 417 | 0.0 | 30 | 0.0 | OFF | 417 | 0 | 30 | 0.00 | 0 | 70.2 | 70.2 | 70.2 | 39.4 | 39.4 |
| 5-6 AM | 726 | 0.0 | 54 | 0.0 | OFF | 726 | 0 | 54 | 0.00 | 0 | 69.8 | 69.8 | 69.8 | 39.1 | 39.1 |
| 6-7 AM | 1093 | 0.0 | 81 | 0.0 | OFF | 1093 | 0 | 81 | 0.00 | 0 | 69.4 | 69.4 | 69.4 | 38.8 | 38.8 |
| 7-8 AM | 1237 | 0.0 | 91 | 0.0 | OFF | 1237 | 0 | 91 | 0.00 | 0 | 69.2 | 69.2 | 69.2 | 38.6 | 38.6 |
| 8-9 AM | 1292 | 0.0 | 95 | 0.0 | OFF | 1292 | 0 | 95 | 0.00 | 0 | 69.1 | 69.1 | 69.1 | 38.6 | 38.6 |
| 9-10 AM | 1573 | 0.0 | 116 | 0.0 | 3000 | 1573 | 0 | 116 | 0.34 | 0 | 68.8 | 66.4 | 49.7 | 38.3 | 38.3 |
| 10-11 AM | 2007 | 0.0 | 148 | 0.0 | 3000 | 2007 | 0 | 148 | 0.33 | 0 | 68.2 | 66.0 | 49.7 | 37.9 | 37.9 |
| 11A-NOON | 2228 | 0.0 | 164 | 0.0 | 3000 | 2228 | 0 | 164 | 0.33 | 0 | 67.9 | 65.8 | 49.7 | 37.7 | 37.7 |
| NOON-1PM | 2249 | 0.0 | 166 | 0.0 | 3000 | 2249 | 0 | 166 | 0.33 | 0 | 67.9 | 65.7 | 49.7 | 37.7 | 37.7 |
| 1-2 PM | 2548 | 0.0 | 188 | 0.0 | 3000 | 2548 | 0 | 188 | 0.43 | 0 | 67.6 | 64.7 | 45.7 | 37.4 | 37.4 |
| 2-3 PM | 2853 | 0.0 | 211 | 0.0 | 3000 | 2853 | 0 | 211 | 0.63 | 0 | 67.2 | 63.2 | 39.6 | 37.1 | 37.1 |
| 3-4 PM | 2783 | 0.0 | 205 | 0.0 | 3000 | 2783 | 0 | 205 | 0.59 | 0 | 67.3 | 63.5 | 40.9 | 37.2 | 37.2 |
| 4-5 PM | 2725 | 0.0 | 201 | 0.0 | OFF | 2725 | 0 | 201 | 0.00 | 0 | 67.4 | 67.4 | 67.4 | 37.3 | 37.3 |
| 5-6 PM | 2480 | 0.0 | 183 | 0.0 | OFF | 2480 | 0 | 183 | 0.00 | 0 | 67.6 | 67.6 | 67.6 | 37.4 | 37.4 |
| 6-7 PM | 2125 | 0.0 | 157 | 0.0 | OFF | 2125 | 0 | 157 | 0.00 | 0 | 68.1 | 68.1 | 68.1 | 37.8 | 37.8 |
| 7-8 PM | 1836 | 0.0 | 136 | 0.0 | OFF | 1836 | 0 | 136 | 0.00 | 0 | 68.4 | 68.4 | 68.4 | 38.1 | 38.1 |
| 8-9 PM | 1618 | 0.0 | 120 | 0.0 | OFF | 1618 | 0 | 120 | 0.00 | 0 | 68.7 | 68.7 | 68.7 | 38.3 | 38.3 |
| 9-10 PM | 1338 | 0.0 | 98 | 0.0 | OFF | 1338 | 0 | 98 | 0.00 | 0 | 69.1 | 69.1 | 69.1 | 38.5 | 38.5 |
| 10-11 PM | 1017 | 0.0 | 75 | 0.0 | OFF | 1017 | 0 | 75 | 0.00 | 0 | 69.5 | 69.5 | 69.5 | 38.8 | 38.8 |
| 11PM-MID | 690 | 0.0 | 51 | 0.0 | OFF | 690 | 0 | 51 | 0.00 | 0 | 69.9 | 69.9 | 69.9 | 39.1 | 39.1 |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

| *----- 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 | 0.0640 |
| MAIN ROUTE WITH WORKS | 0.0629 |
| DIVERSION | 0.0870 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$954 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding 15 Minutes

IH 39/90/94: IH 39 & IH 90/94 TO STH 60 (COLUMBIA COUNTY)
OFF-PEAK DAY 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
FRIDAY EASTBOUND DIRECTION

