

| | |
|---|--|
| IH 39/90/94: IH 39 & IH 90/94 TO STH 60 (COLUMBIA COUNTY) NIGHTTIME 2 LANE 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 | 1500 | 537 | 0 | 40 | 2.09 | 61 | 70.0 | 57.4 | 43.0 | 39.2 | 39.2 |
| 1-2 AM | 422 | 0.0 | 31 | 0.0 | 1500 | 422 | 0 | 31 | 0.52 | 0 | 70.2 | 66.5 | 43.8 | 39.4 | 39.4 |
| 2-3 AM | 353 | 0.0 | 26 | 0.0 | 1500 | 353 | 0 | 26 | 0.52 | 0 | 70.2 | 66.6 | 44.1 | 39.4 | 39.4 |
| 3-4 AM | 326 | 0.0 | 24 | 0.0 | 1500 | 326 | 0 | 24 | 0.51 | 0 | 70.2 | 66.6 | 44.2 | 39.4 | 39.4 |
| 4-5 AM | 375 | 0.0 | 27 | 0.0 | 1500 | 375 | 0 | 27 | 0.52 | 0 | 70.2 | 66.5 | 44.0 | 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 | OFF | 2553 | 0 | 189 | 0.00 | 0 | 67.6 | 67.6 | 67.6 | 37.4 | 37.4 |
| 10-11 AM | 2958 | 0.0 | 218 | 0.0 | OFF | 2958 | 0 | 218 | 0.00 | 0 | 67.1 | 67.1 | 67.1 | 37.0 | 37.0 |
| 11A-NOON | 3166 | 0.0 | 233 | 0.0 | OFF | 3166 | 0 | 233 | 0.00 | 0 | 66.8 | 66.8 | 66.8 | 36.8 | 36.8 |
| NOON-1PM | 3318 | 0.0 | 245 | 0.0 | OFF | 3318 | 0 | 245 | 0.00 | 0 | 66.6 | 66.6 | 66.6 | 36.7 | 36.7 |
| 1-2 PM | 3333 | 0.0 | 246 | 0.0 | OFF | 3333 | 0 | 246 | 0.00 | 0 | 66.6 | 66.6 | 66.6 | 36.7 | 36.7 |
| 2-3 PM | 3732 | 0.0 | 276 | 0.0 | OFF | 3732 | 0 | 276 | 0.00 | 0 | 65.4 | 65.4 | 65.4 | 36.3 | 36.3 |
| 3-4 PM | 4130 | 0.0 | 304 | 0.0 | OFF | 4130 | 0 | 304 | 0.00 | 0 | 62.7 | 62.7 | 62.7 | 36.0 | 36.0 |
| 4-5 PM | 4046 | 0.0 | 298 | 0.0 | OFF | 4046 | 0 | 298 | 0.00 | 0 | 63.2 | 63.2 | 63.2 | 36.0 | 36.0 |
| 5-6 PM | 3978 | 0.0 | 293 | 0.0 | OFF | 3978 | 0 | 293 | 0.00 | 0 | 63.7 | 63.7 | 63.7 | 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 | 1499 | 2931 | 306 | 545 | 28.68 | 841 | 66.7 | 17.2 | 30.8 | 36.8 | 33.0 |
| 8-9 PM | 2514 | 0.0 | 186 | 0.0 | 1499 | 1498 | 1016 | 1202+ | 57.09 | 1470 | 67.6 | 9.9 | 30.8 | 37.4 | 24.8 |
| 9-10 PM | 2018 | 0.0 | 149 | 0.0 | 1499 | 1202 | 816 | 965 | 50.09 | 1288 | 68.2 | 11.1 | 30.8 | 37.9 | 27.8 |
| 10-11 PM | 1450 | 0.0 | 108 | 0.0 | 1499 | 1185 | 265 | 373 | 37.65 | 962 | 68.9 | 14.1 | 30.8 | 38.4 | 35.1 |
| 11PM-MID | 1014 | 0.0 | 75 | 0.0 | 1499 | 1014 | 0 | 75 | 23.32 | 601 | 69.5 | 20.2 | 31.2 | 38.8 | 38.8 |

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

+ 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 | 0.0929 |
| MAIN ROUTE WITH WORKS | 0.0880 |
| DIVERSION | 0.2045 |

PIA: Personal Injury Accidents

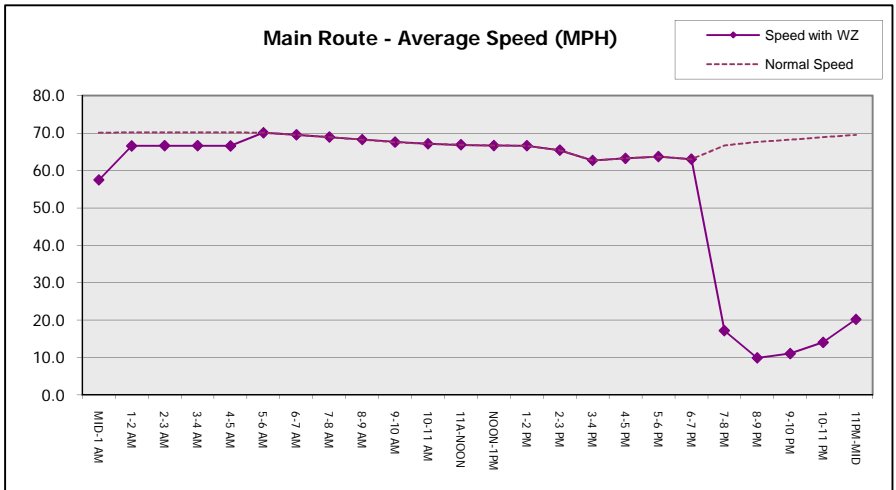
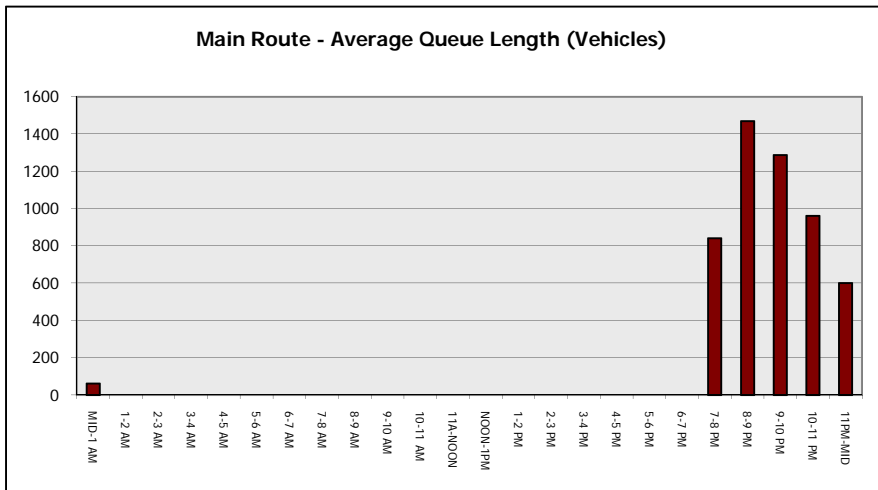
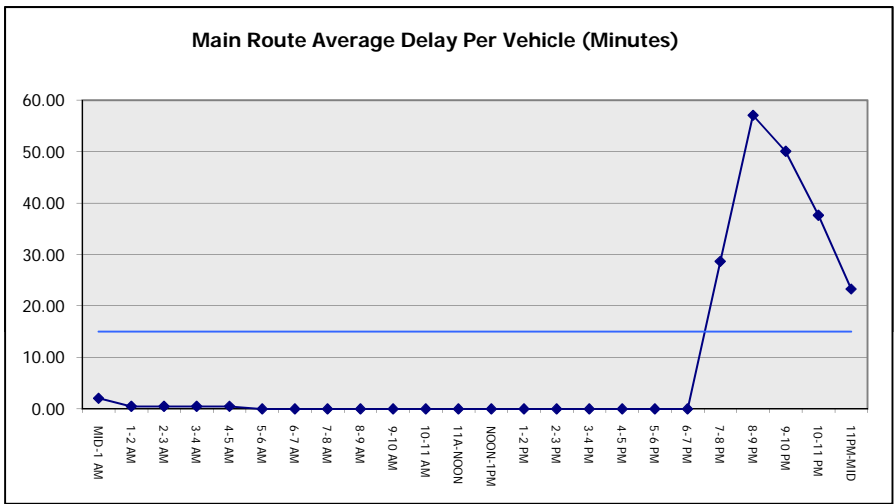
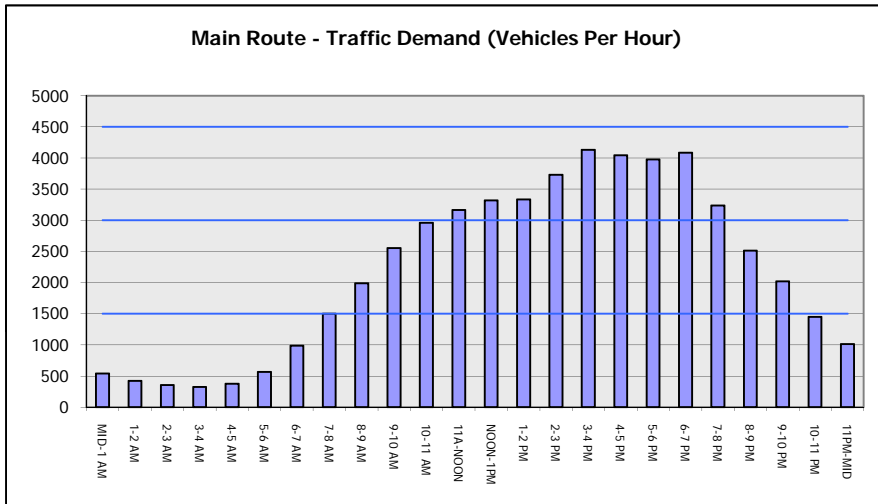
| IMPACTS ON ROAD USERS | |
|------------------------------------|----------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$65,814 |
| CONGESTED HOURS PER DAY* | 5 |

*Delays Exceeding 15 Minutes

IH 39/90/94: IH 39 & IH 90/94 TO STH 60 (COLUMBIA COUNTY)
NIGHTTIME 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
FRIDAY WESTBOUND DIRECTION



| | |
|---|---|
| IH 39/90/94: IH 39 & IH 90/94 TO STH 60 (COLUMBIA COUNTY) NIGHTTIME 2 LANE 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 | | 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 | 537 | 0.0 | 40 | 0.0 | 1500 | 537 | 0 | 40 | 2.09 | 61 | 70.0 | 57.4 | 43.0 | 39.2 | 39.2 |
| 1-2 AM | 422 | 0.0 | 31 | 0.0 | 1500 | 422 | 0 | 31 | 0.52 | 0 | 70.2 | 66.5 | 43.8 | 39.4 | 39.4 |
| 2-3 AM | 353 | 0.0 | 26 | 0.0 | 1500 | 353 | 0 | 26 | 0.52 | 0 | 70.2 | 66.6 | 44.1 | 39.4 | 39.4 |
| 3-4 AM | 326 | 0.0 | 24 | 0.0 | 1500 | 326 | 0 | 24 | 0.51 | 0 | 70.2 | 66.6 | 44.2 | 39.4 | 39.4 |
| 4-5 AM | 375 | 0.0 | 27 | 0.0 | 1500 | 375 | 0 | 27 | 0.52 | 0 | 70.2 | 66.5 | 44.0 | 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 | OFF | 2553 | 0 | 189 | 0.00 | 0 | 67.6 | 67.6 | 67.6 | 37.4 | 37.4 |
| 10-11 AM | 2958 | 0.0 | 218 | 0.0 | OFF | 2958 | 0 | 218 | 0.00 | 0 | 67.1 | 67.1 | 67.1 | 37.0 | 37.0 |
| 11A-NOON | 3166 | 0.0 | 233 | 0.0 | OFF | 3166 | 0 | 233 | 0.00 | 0 | 66.8 | 66.8 | 66.8 | 36.8 | 36.8 |
| NOON-1PM | 3318 | 0.0 | 245 | 0.0 | OFF | 3318 | 0 | 245 | 0.00 | 0 | 66.6 | 66.6 | 66.6 | 36.7 | 36.7 |
| 1-2 PM | 3333 | 0.0 | 246 | 0.0 | OFF | 3333 | 0 | 246 | 0.00 | 0 | 66.6 | 66.6 | 66.6 | 36.7 | 36.7 |
| 2-3 PM | 3732 | 0.0 | 276 | 0.0 | OFF | 3732 | 0 | 276 | 0.00 | 0 | 65.4 | 65.4 | 65.4 | 36.3 | 36.3 |
| 3-4 PM | 4130 | 0.0 | 304 | 0.0 | OFF | 4130 | 0 | 304 | 0.00 | 0 | 62.7 | 62.7 | 62.7 | 36.0 | 36.0 |
| 4-5 PM | 4046 | 0.0 | 298 | 0.0 | OFF | 4046 | 0 | 298 | 0.00 | 0 | 63.2 | 63.2 | 63.2 | 36.0 | 36.0 |
| 5-6 PM | 3978 | 0.0 | 293 | 0.0 | OFF | 3978 | 0 | 293 | 0.00 | 0 | 63.7 | 63.7 | 63.7 | 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 | 1499 | 2931 | 306 | 545 | 28.68 | 841 | 66.7 | 17.2 | 30.8 | 36.8 | 33.0 |
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+ 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 |
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| (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 |

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FRIDAY WESTBOUND DIRECTION

