

| | |
|---|--|
| 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

MON-THUR 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 | 411 | 0.0 | 30 | 0.0 | 1500 | 411 | 0 | 30 | 0.52 | 0 | 70.2 | 66.5 | 43.8 | 39.4 | 39.4 |
| 1-2 AM | 330 | 0.0 | 24 | 0.0 | 1500 | 330 | 0 | 24 | 0.51 | 0 | 70.2 | 66.6 | 44.2 | 39.4 | 39.4 |
| 2-3 AM | 268 | 0.0 | 20 | 0.0 | 1500 | 268 | 0 | 20 | 0.51 | 0 | 70.2 | 66.6 | 44.4 | 39.5 | 39.5 |
| 3-4 AM | 268 | 0.0 | 20 | 0.0 | 1500 | 268 | 0 | 20 | 0.51 | 0 | 70.2 | 66.6 | 44.4 | 39.5 | 39.5 |
| 4-5 AM | 308 | 0.0 | 22 | 0.0 | 1500 | 308 | 0 | 22 | 0.51 | 0 | 70.2 | 66.6 | 44.3 | 39.5 | 39.5 |
| 5-6 AM | 479 | 0.0 | 36 | 0.0 | OFF | 479 | 0 | 36 | 0.00 | 0 | 70.1 | 70.1 | 70.1 | 39.3 | 39.3 |
| 6-7 AM | 843 | 0.0 | 62 | 0.0 | OFF | 843 | 0 | 62 | 0.00 | 0 | 69.7 | 69.7 | 69.7 | 39.0 | 39.0 |
| 7-8 AM | 1289 | 0.0 | 95 | 0.0 | OFF | 1289 | 0 | 95 | 0.00 | 0 | 69.1 | 69.1 | 69.1 | 38.6 | 38.6 |
| 8-9 AM | 1523 | 0.0 | 113 | 0.0 | OFF | 1523 | 0 | 113 | 0.00 | 0 | 68.9 | 68.9 | 68.9 | 38.3 | 38.3 |
| 9-10 AM | 1758 | 0.0 | 130 | 0.0 | OFF | 1758 | 0 | 130 | 0.00 | 0 | 68.6 | 68.6 | 68.6 | 38.1 | 38.1 |
| 10-11 AM | 1884 | 0.0 | 139 | 0.0 | OFF | 1884 | 0 | 139 | 0.00 | 0 | 68.4 | 68.4 | 68.4 | 38.0 | 38.0 |
| 11A-NOON | 1996 | 0.0 | 147 | 0.0 | OFF | 1996 | 0 | 147 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | 37.9 | 37.9 |
| NOON-1PM | 2002 | 0.0 | 148 | 0.0 | OFF | 2002 | 0 | 148 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | 37.9 | 37.9 |
| 1-2 PM | 2141 | 0.0 | 158 | 0.0 | OFF | 2141 | 0 | 158 | 0.00 | 0 | 68.1 | 68.1 | 68.1 | 37.8 | 37.8 |
| 2-3 PM | 2160 | 0.0 | 159 | 0.0 | OFF | 2160 | 0 | 159 | 0.00 | 0 | 68.1 | 68.1 | 68.1 | 37.8 | 37.8 |
| 3-4 PM | 2372 | 0.0 | 175 | 0.0 | OFF | 2372 | 0 | 175 | 0.00 | 0 | 67.8 | 67.8 | 67.8 | 37.6 | 37.6 |
| 4-5 PM | 2335 | 0.0 | 172 | 0.0 | OFF | 2335 | 0 | 172 | 0.00 | 0 | 67.8 | 67.8 | 67.8 | 37.6 | 37.6 |
| 5-6 PM | 2138 | 0.0 | 157 | 0.0 | OFF | 2138 | 0 | 157 | 0.00 | 0 | 68.1 | 68.1 | 68.1 | 37.8 | 37.8 |
| 6-7 PM | 1608 | 0.0 | 119 | 0.0 | OFF | 1608 | 0 | 119 | 0.00 | 0 | 68.7 | 68.7 | 68.7 | 38.3 | 38.3 |
| 7-8 PM | 1300 | 0.0 | 95 | 0.0 | 1500 | 1300 | 0 | 95 | 0.84 | 0 | 69.1 | 63.6 | 35.5 | 38.6 | 38.6 |
| 8-9 PM | 1075 | 0.0 | 79 | 0.0 | 1500 | 1075 | 0 | 79 | 0.59 | 0 | 69.4 | 65.3 | 41.4 | 38.8 | 38.8 |
| 9-10 PM | 872 | 0.0 | 64 | 0.0 | 1500 | 872 | 0 | 64 | 0.57 | 0 | 69.7 | 65.7 | 42.1 | 38.9 | 38.9 |
| 10-11 PM | 675 | 0.0 | 50 | 0.0 | 1500 | 675 | 0 | 50 | 0.55 | 0 | 69.9 | 66.1 | 42.8 | 39.1 | 39.1 |
| 11PM-MID | 548 | 0.0 | 41 | 0.0 | 1500 | 548 | 0 | 41 | 0.54 | 0 | 70.0 | 66.3 | 43.3 | 39.2 | 39.2 |

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

| *----- 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 | 0.0540 |
| MAIN ROUTE WITH WORKS | 0.0536 |
| DIVERSION | 0.0734 |

PIA: Personal Injury Accidents

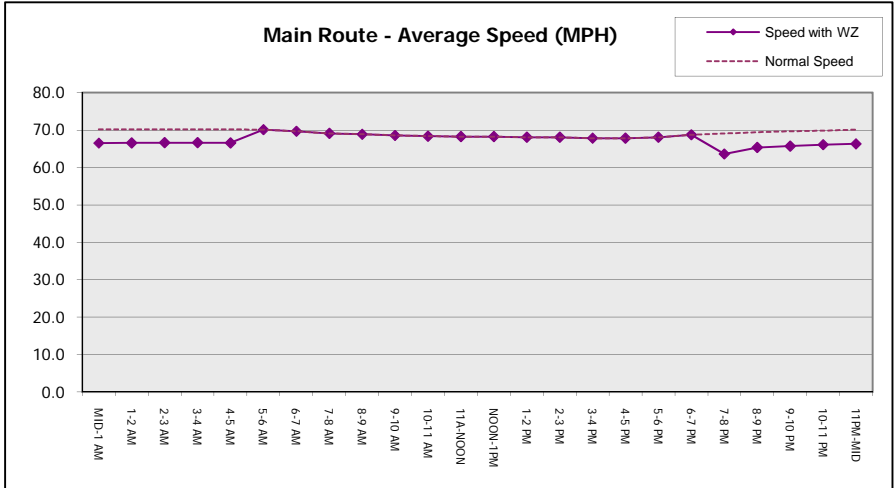
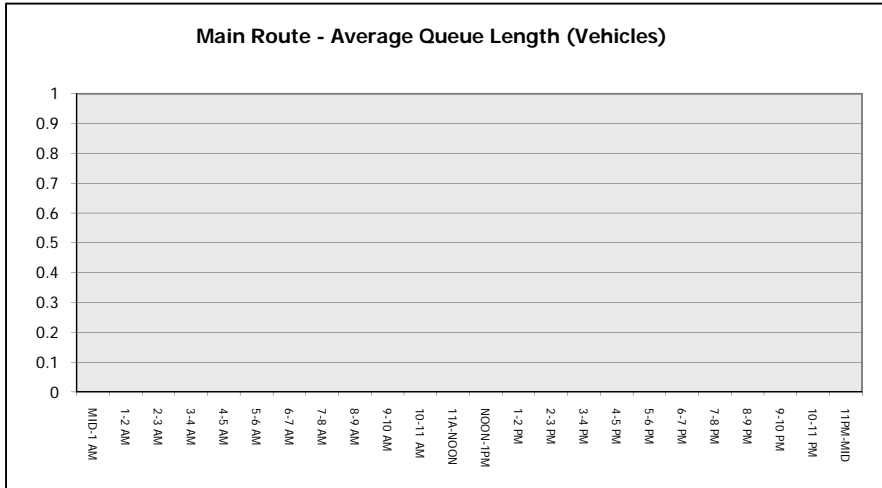
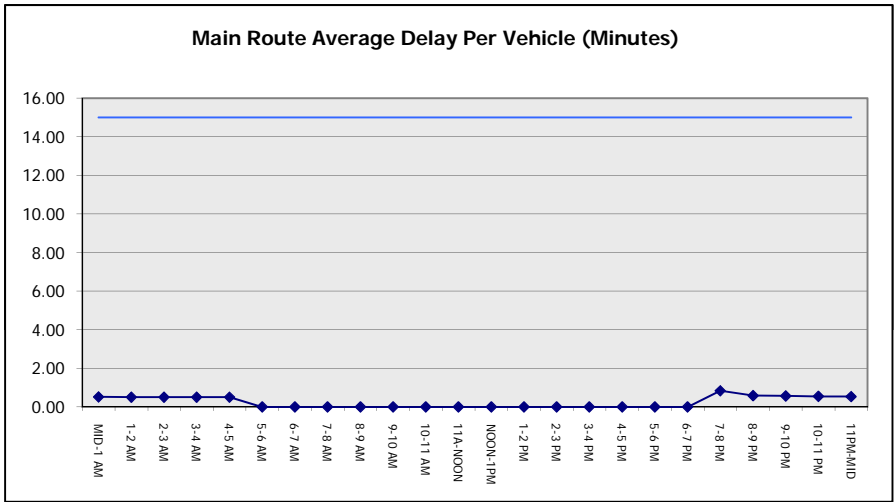
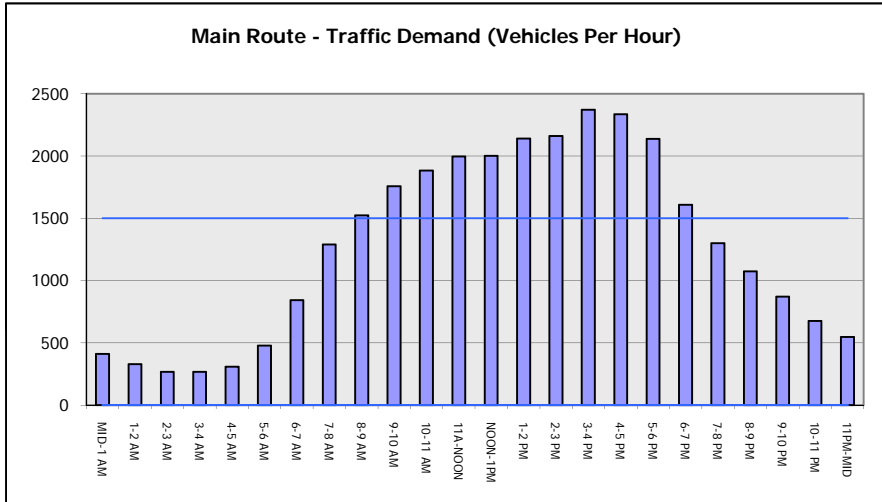
| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$766 |
| CONGESTED HOURS PER DAY* | 0 |

*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
MON-THUR 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

MON-THUR 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 | 364 | 0.0 | 27 | 0.0 | 1500 | 364 | 0 | 27 | 0.52 | 0 | 70.2 | 66.6 | 44.0 | 39.4 | 39.4 |
| 1-2 AM | 291 | 0.0 | 21 | 0.0 | 1500 | 291 | 0 | 21 | 0.51 | 0 | 70.2 | 66.6 | 44.3 | 39.5 | 39.5 |
| 2-3 AM | 278 | 0.0 | 20 | 0.0 | 1500 | 278 | 0 | 20 | 0.51 | 0 | 70.2 | 66.6 | 44.4 | 39.5 | 39.5 |
| 3-4 AM | 307 | 0.0 | 22 | 0.0 | 1500 | 307 | 0 | 22 | 0.51 | 0 | 70.2 | 66.6 | 44.3 | 39.5 | 39.5 |
| 4-5 AM | 421 | 0.0 | 31 | 0.0 | 1500 | 421 | 0 | 31 | 0.52 | 0 | 70.2 | 66.5 | 43.8 | 39.4 | 39.4 |
| 5-6 AM | 785 | 0.0 | 58 | 0.0 | OFF | 785 | 0 | 58 | 0.00 | 0 | 69.7 | 69.7 | 69.7 | 39.0 | 39.0 |
| 6-7 AM | 1173 | 0.0 | 86 | 0.0 | OFF | 1173 | 0 | 86 | 0.00 | 0 | 69.3 | 69.3 | 69.3 | 38.7 | 38.7 |
| 7-8 AM | 1319 | 0.0 | 97 | 0.0 | OFF | 1319 | 0 | 97 | 0.00 | 0 | 69.1 | 69.1 | 69.1 | 38.6 | 38.6 |
| 8-9 AM | 1295 | 0.0 | 95 | 0.0 | OFF | 1295 | 0 | 95 | 0.00 | 0 | 69.1 | 69.1 | 69.1 | 38.6 | 38.6 |
| 9-10 AM | 1528 | 0.0 | 113 | 0.0 | OFF | 1528 | 0 | 113 | 0.00 | 0 | 68.8 | 68.8 | 68.8 | 38.3 | 38.3 |
| 10-11 AM | 1804 | 0.0 | 133 | 0.0 | OFF | 1804 | 0 | 133 | 0.00 | 0 | 68.5 | 68.5 | 68.5 | 38.1 | 38.1 |
| 11A-NOON | 2002 | 0.0 | 148 | 0.0 | OFF | 2002 | 0 | 148 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | 37.9 | 37.9 |
| NOON-1PM | 2010 | 0.0 | 149 | 0.0 | OFF | 2010 | 0 | 149 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | 37.9 | 37.9 |
| 1-2 PM | 2137 | 0.0 | 157 | 0.0 | OFF | 2137 | 0 | 157 | 0.00 | 0 | 68.1 | 68.1 | 68.1 | 37.8 | 37.8 |
| 2-3 PM | 2218 | 0.0 | 163 | 0.0 | OFF | 2218 | 0 | 163 | 0.00 | 0 | 68.0 | 68.0 | 68.0 | 37.7 | 37.7 |
| 3-4 PM | 2243 | 0.0 | 165 | 0.0 | OFF | 2243 | 0 | 165 | 0.00 | 0 | 67.9 | 67.9 | 67.9 | 37.7 | 37.7 |
| 4-5 PM | 2256 | 0.0 | 166 | 0.0 | OFF | 2256 | 0 | 166 | 0.00 | 0 | 67.9 | 67.9 | 67.9 | 37.7 | 37.7 |
| 5-6 PM | 2052 | 0.0 | 151 | 0.0 | OFF | 2052 | 0 | 151 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | 37.9 | 37.9 |
| 6-7 PM | 1688 | 0.0 | 125 | 0.0 | OFF | 1688 | 0 | 125 | 0.00 | 0 | 68.6 | 68.6 | 68.6 | 38.2 | 38.2 |
| 7-8 PM | 1414 | 0.0 | 105 | 0.0 | 1500 | 1414 | 0 | 105 | 0.99 | 0 | 69.0 | 62.6 | 32.7 | 38.4 | 38.4 |
| 8-9 PM | 1167 | 0.0 | 86 | 0.0 | 1500 | 1167 | 0 | 86 | 0.66 | 0 | 69.3 | 64.8 | 39.5 | 38.7 | 38.7 |
| 9-10 PM | 964 | 0.0 | 71 | 0.0 | 1500 | 964 | 0 | 71 | 0.58 | 0 | 69.6 | 65.5 | 41.8 | 38.9 | 38.9 |
| 10-11 PM | 735 | 0.0 | 54 | 0.0 | 1500 | 735 | 0 | 54 | 0.56 | 0 | 69.8 | 66.0 | 42.6 | 39.1 | 39.1 |
| 11PM-MID | 515 | 0.0 | 38 | 0.0 | 1500 | 515 | 0 | 38 | 0.53 | 0 | 70.1 | 66.4 | 43.5 | 39.2 | 39.2 |

"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 | 0.0547 |
| MAIN ROUTE WITH WORKS | 0.0543 |
| DIVERSION | 0.0743 |

PIA: Personal Injury Accidents

| IMPACTS ON ROAD USERS | |
|------------------------------------|-------|
| ROAD USER COSTS PER DAY (DOLLARS) | \$883 |
| CONGESTED HOURS PER DAY* | 0 |

*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
MON-THUR EASTBOUND DIRECTION

