

IH 94: MN 96 TO STH 35 N CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY WESTBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR						AVERAGE SPEEDS IN MPH				
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE	
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE		
MID-1 AM	467	0.0	3000	467	0	0.18	0	70.2	57.9	49.7	
1-2 AM	386	0.0	3000	386	0	0.18	0	70.2	57.9	49.7	
2-3 AM	279	0.0	3000	279	0	0.18	0	70.2	57.9	49.7	
3-4 AM	281	0.0	3000	281	0	0.18	0	70.2	57.9	49.7	
4-5 AM	309	0.0	3000	309	0	0.18	0	70.2	57.9	49.7	
5-6 AM	407	0.0	3000	407	0	0.18	0	70.2	57.9	49.7	
6-7 AM	580	0.0	3000	580	0	0.18	0	70.0	57.8	49.7	
7-8 AM	899	0.0	3000	899	0	0.18	0	69.6	57.7	49.7	
8-9 AM	1394	0.0	3000	1394	0	0.17	0	69.0	57.5	49.7	
9-10 AM	1952	0.0	3000	1952	0	0.17	0	68.3	57.3	49.7	
10-11 AM	2638	0.0	2999	2638	0	0.25	0	67.4	52.8	44.0	
11AM-NOON	3266	0.0	2999	3266	0	1.83	105	66.7	22.8	37.3	
NOON-1PM	3531	0.0	3000	3531	0	9.35	511	66.3	9.9	37.3	
1-2 PM	3916	0.0	3000	3916	0	22.26	1224	64.1	7.8	37.3	
2-3 PM	4497	0.0	3000	4121	375	42.09+	2334	60.1	7.0	37.3	
3-4 PM	4972	0.0	3000	3000	1971	51.20+	2859	56.9	6.9	37.3	
4-5 PM	5104	0.0	3000	3000	2104	51.09+	2859	56.0	6.9	37.3	
5-6 PM	5004	0.0	3000	3000	2004	51.17+	2859	56.7	6.9	37.3	
6-7 PM	4537	0.0	3000	2954	1583	51.16+	2838	59.9	6.9	37.3	
7-8 PM	3957	0.0	3000	2793	1164	48.64+	2675	63.8	7.0	37.3	
8-9 PM	3444	0.0	3000	2992	452	47.57+	2603	66.4	7.0	37.3	
9-10 PM	2660	0.0	3000	2660	0	44.84+	2449	67.4	7.0	37.3	
10-11 PM	1980	0.0	3000	1980	0	32.49	1771	68.2	7.3	37.3	
11PM-MID	1129	0.0	2999	1129	0	2.50	430	69.3	26.0	48.2	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

----- SITE ACCIDENT DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0092
MAIN ROUTE WITH WORKS	0.0024
'DIVERSION'	0.0036
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$521,625
CONGESTED HOURS PER DAY*	8

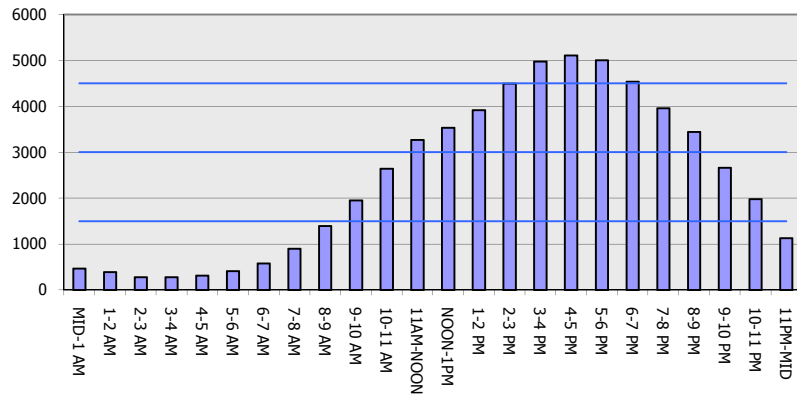
*Delays Exceeding User-Specified Maximum

**IH 94: MN 96 TO STH 35 N
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

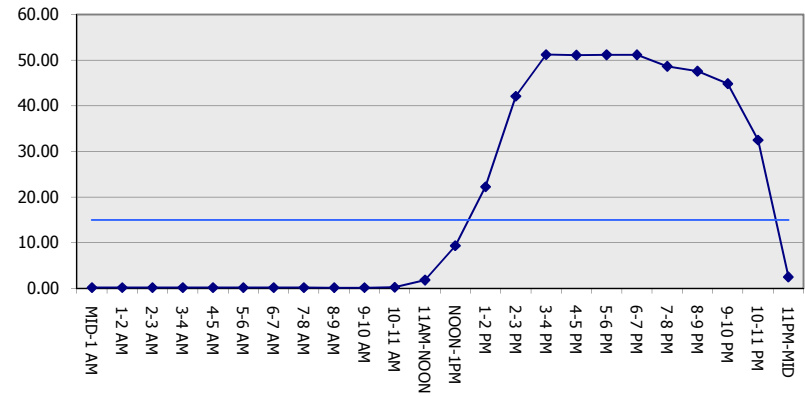
MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY WESTBOUND DIRECTION

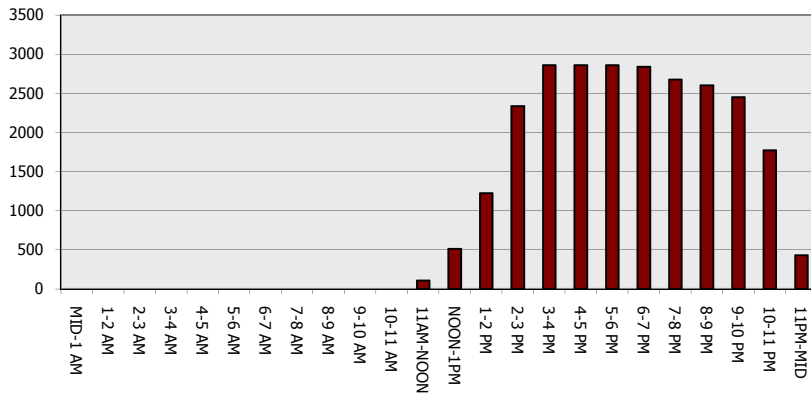
Main Route - Traffic Demand (Vehicles Per Hour)



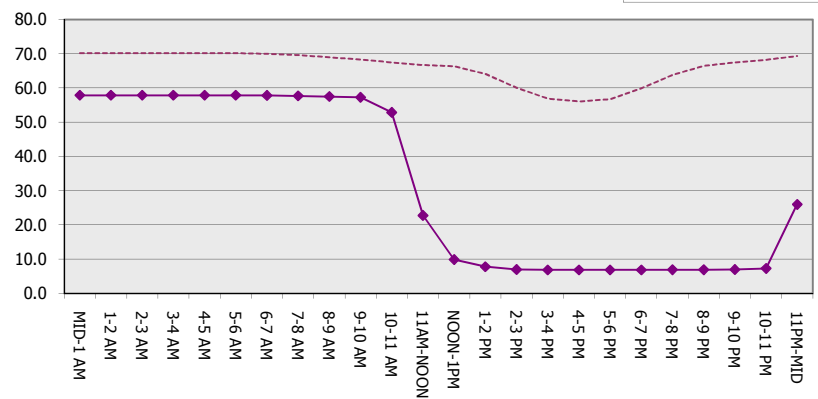
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



IH 94: MN 96 TO STH 35 N CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY EASTBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR						AVERAGE SPEEDS IN MPH			
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE	
MID-1 AM	455	0.0	3000	455	0	0.18	0	70.2	57.9	49.7
1-2 AM	294	0.0	3000	294	0	0.18	0	70.2	57.9	49.7
2-3 AM	240	0.0	3000	240	0	0.18	0	70.2	57.9	49.7
3-4 AM	220	0.0	3000	220	0	0.18	0	70.2	57.9	49.7
4-5 AM	273	0.0	3000	273	0	0.18	0	70.2	57.9	49.7
5-6 AM	420	0.0	3000	420	0	0.18	0	70.2	57.9	49.7
6-7 AM	768	0.0	3000	768	0	0.18	0	69.8	57.8	49.7
7-8 AM	1225	0.0	3000	1225	0	0.18	0	69.2	57.6	49.7
8-9 AM	1836	0.0	3000	1836	0	0.17	0	68.4	57.3	49.7
9-10 AM	2657	0.0	2999	2657	0	0.25	0	67.4	52.6	43.7
10-11 AM	3447	0.0	2999	3447	0	3.15	191	66.4	17.0	37.3
11AM-NOON	3670	0.0	3000	3670	0	14.07	770	65.8	8.7	37.3
NOON-1PM	3790	0.0	3000	3790	0	27.50	1506	65.0	7.5	37.3
1-2 PM	3816	0.0	2999	3816	0	42.17+	2315	64.8	7.0	37.3
2-3 PM	3745	0.0	2999	2943	802	47.76+	2619	65.3	7.0	37.3
3-4 PM	3679	0.0	2999	2975	704	47.68+	2613	65.7	7.0	37.3
4-5 PM	3631	0.0	2999	2981	650	47.67+	2611	66.1	7.0	37.3
5-6 PM	3291	0.0	2999	2978	313	47.50+	2598	66.6	7.0	37.3
6-7 PM	2797	0.0	2999	2797	0	46.25+	2527	67.3	7.0	37.3
7-8 PM	2345	0.0	2999	2345	0	38.49+	2099	67.8	7.1	37.3
8-9 PM	1811	0.0	2999	1811	0	21.35	1177	68.5	7.9	39.1
9-10 PM	1359	0.0	3000	1359	0	0.63	99	69.1	41.9	49.7
10-11 PM	960	0.0	3000	960	0	0.18	0	69.6	57.6	49.7
11PM-MID	775	0.0	3000	775	0	0.18	0	69.7	57.8	49.7

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

----- SITE ACCIDENT DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0076
MAIN ROUTE WITH WORKS	0.0023
'DIVERSION'	0.0009

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$356,175
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

**IH 94: MN 96 TO STH 35 N
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY EASTBOUND DIRECTION

