

|   |  |
|---|--|
| <b>IH 94: MN 96 TO STH 35 N<br/>                 CONTINUOUS (24 HOUR) 2 LANE CLOSURE<br/>                 NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>MAY</b>                               |
|   | Analyzed for 2009<br>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       | 1499           | 467        | 0           | 5.28                  | 376                   | 70.2              | 14.3           | 37.9 |  |
| 1-2 AM      | 386                          | 0.0       | 1500           | 386        | 0           | 0.26                  | 0                     | 70.2              | 53.7           | 44.0 |  |
| 2-3 AM      | 279                          | 0.0       | 1500           | 279        | 0           | 0.26                  | 0                     | 70.2              | 54.0           | 44.3 |  |
| 3-4 AM      | 281                          | 0.0       | 1500           | 281        | 0           | 0.26                  | 0                     | 70.2              | 54.0           | 44.3 |  |
| 4-5 AM      | 309                          | 0.0       | 1500           | 309        | 0           | 0.26                  | 0                     | 70.2              | 53.9           | 44.3 |  |
| 5-6 AM      | 407                          | 0.0       | 1500           | 407        | 0           | 0.26                  | 0                     | 70.2              | 53.6           | 43.8 |  |
| 6-7 AM      | 580                          | 0.0       | 1500           | 580        | 0           | 0.27                  | 0                     | 70.0              | 53.0           | 43.2 |  |
| 7-8 AM      | 899                          | 0.0       | 1500           | 899        | 0           | 0.29                  | 0                     | 69.6              | 52.0           | 42.0 |  |
| 8-9 AM      | 1394                         | 0.0       | 1499           | 1394       | 0           | 0.57                  | 3                     | 69.0              | 41.6           | 33.7 |  |
| 9-10 AM     | 1952                         | 0.0       | 1500           | 1952       | 0           | 6.50                  | 199                   | 68.3              | 9.6            | 30.8 |  |
| 10-11 AM    | 2638                         | 0.0       | 1500           | 2486       | 152         | 36.16+                | 954                   | 67.4              | 4.3            | 30.8 |  |
| 11AM-NOON   | 3266                         | 0.0       | 1499           | 1429       | 1837        | 47.57+                | 1233                  | 66.7              | 3.9            | 30.8 |  |
| NOON-1PM    | 3531                         | 0.0       | 1499           | 1493       | 2038        | 48.17+                | 1249                  | 66.3              | 3.9            | 30.8 |  |
| 1-2 PM      | 3916                         | 0.0       | 1499           | 1500       | 2416        | 48.13+                | 1251                  | 64.1              | 3.9            | 30.8 |  |
| 2-3 PM      | 4497                         | 0.0       | 1499           | 1500       | 2997        | 47.92+                | 1251                  | 60.1              | 3.9            | 30.8 |  |
| 3-4 PM      | 4972                         | 0.0       | 1499           | 1500       | 3472        | 47.73+                | 1251                  | 56.9              | 3.9            | 30.8 |  |
| 4-5 PM      | 5104                         | 0.0       | 1499           | 1500       | 3605        | 47.67+                | 1251                  | 56.0              | 3.9            | 30.8 |  |
| 5-6 PM      | 5004                         | 0.0       | 1499           | 1500       | 3504        | 47.72+                | 1251                  | 56.7              | 3.9            | 30.8 |  |
| 6-7 PM      | 4537                         | 0.0       | 1499           | 1500       | 3037        | 47.91+                | 1251                  | 59.9              | 3.9            | 30.8 |  |
| 7-8 PM      | 3957                         | 0.0       | 1499           | 1500       | 2457        | 48.12+                | 1251                  | 63.8              | 3.9            | 30.8 |  |
| 8-9 PM      | 3444                         | 0.0       | 1499           | 1455       | 1988        | 47.81+                | 1239                  | 66.4              | 3.9            | 30.8 |  |
| 9-10 PM     | 2660                         | 0.0       | 1499           | 1408       | 1252        | 47.40+                | 1228                  | 67.4              | 3.9            | 30.8 |  |
| 10-11 PM    | 1980                         | 0.0       | 1499           | 1491       | 490         | 46.46+                | 1202                  | 68.2              | 4.0            | 30.8 |  |
| 11PM-MID    | 1129                         | 0.0       | 1499           | 1129       | 0           | 42.10+                | 1089                  | 69.3              | 4.0            | 30.8 |  |

+ 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              | 0.0014    |
| 'DIVERSION'                        | 0.0108    |
| PIA: Personal Injury Accidents     |           |
| IMPACTS ON ROAD USERS              |           |
| ROAD USER COSTS PER DAY            | \$667,908 |
| CONGESTED HOURS PER DAY*           | 14        |

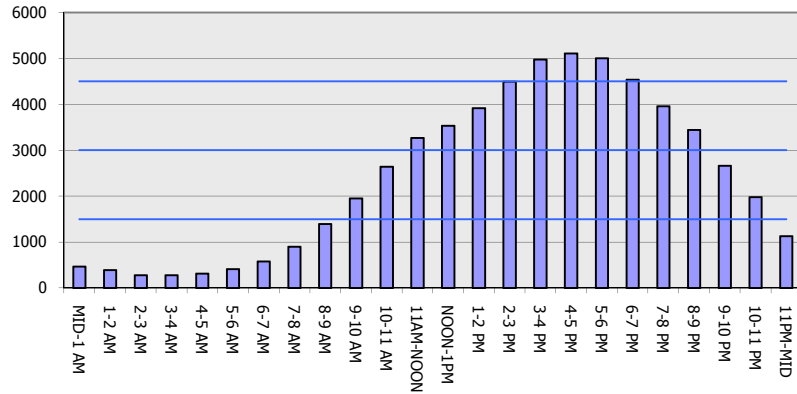
\*Delays Exceeding User-Specified Maximum

**IH 94: MN 96 TO STH 35 N  
CONTINUOUS (24 HOUR) 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

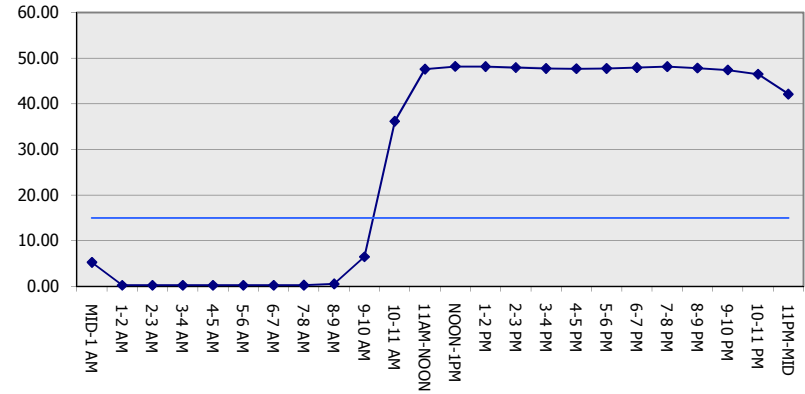
**MAY**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY WESTBOUND DIRECTION**

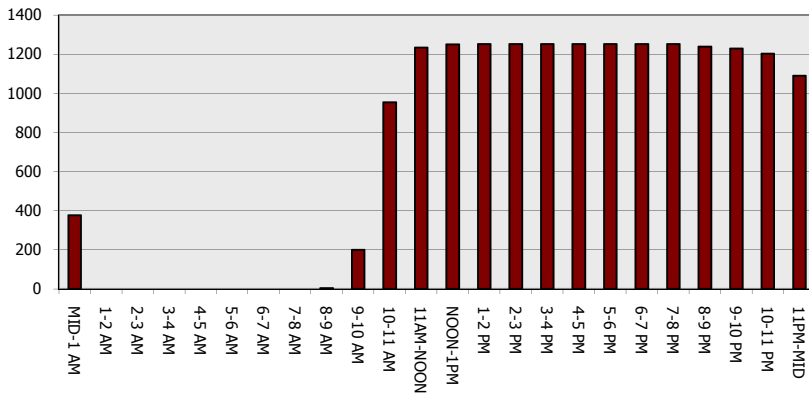
**Main Route - Traffic Demand (Vehicles Per Hour)**



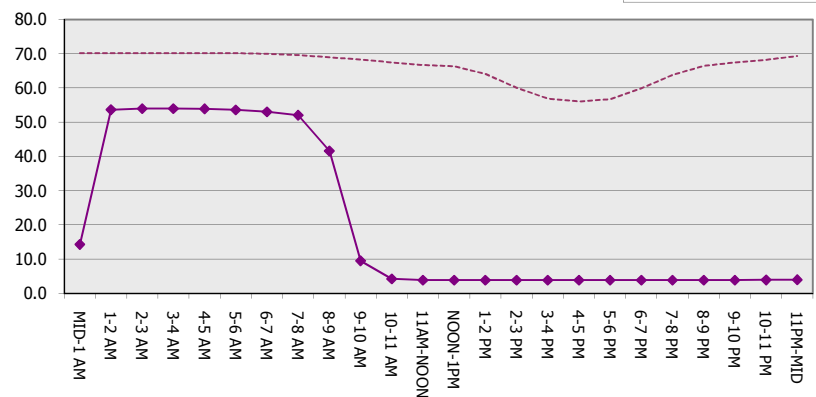
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



|   |  |
|---|--|
| <b>IH 94: MN 96 TO STH 35 N<br/>                 CONTINUOUS (24 HOUR) 2 LANE CLOSURE<br/>                 NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>MAY</b>                               |
|   | Analyzed for 2009<br>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       | 1500           | 455        | 0           | 0.27                  | 0                   | 70.2                  | 53.5           | 43.7 |  |
| 1-2 AM      | 294                          | 0.0       | 1500           | 294        | 0           | 0.26                  | 0                   | 70.2                  | 54.0           | 44.3 |  |
| 2-3 AM      | 240                          | 0.0       | 1500           | 240        | 0           | 0.25                  | 0                   | 70.2                  | 54.1           | 44.5 |  |
| 3-4 AM      | 220                          | 0.0       | 1500           | 220        | 0           | 0.25                  | 0                   | 70.2                  | 54.2           | 44.6 |  |
| 4-5 AM      | 273                          | 0.0       | 1500           | 273        | 0           | 0.26                  | 0                   | 70.2                  | 54.0           | 44.4 |  |
| 5-6 AM      | 420                          | 0.0       | 1500           | 420        | 0           | 0.27                  | 0                   | 70.2                  | 53.5           | 43.8 |  |
| 6-7 AM      | 768                          | 0.0       | 1500           | 768        | 0           | 0.28                  | 0                   | 69.8                  | 52.4           | 42.5 |  |
| 7-8 AM      | 1225                         | 0.0       | 1499           | 1225       | 0           | 0.38                  | 0                   | 69.2                  | 48.3           | 37.7 |  |
| 8-9 AM      | 1836                         | 0.0       | 1499           | 1836       | 0           | 3.70                  | 123                 | 68.4                  | 14.1           | 30.8 |  |
| 9-10 AM     | 2657                         | 0.0       | 1500           | 2657       | 0           | 32.15+                | 864                 | 67.4                  | 4.5            | 30.8 |  |
| 10-11 AM    | 3447                         | 0.0       | 1499           | 1431       | 2015        | 47.58+                | 1233                | 66.4                  | 3.9            | 30.8 |  |
| 11AM-NOON   | 3670                         | 0.0       | 1499           | 1483       | 2187        | 48.05+                | 1246                | 65.8                  | 3.9            | 30.8 |  |
| NOON-1PM    | 3790                         | 0.0       | 1499           | 1500       | 2290        | 48.17+                | 1251                | 65.0                  | 3.9            | 30.8 |  |
| 1-2 PM      | 3816                         | 0.0       | 1499           | 1500       | 2316        | 48.16+                | 1251                | 64.8                  | 3.9            | 30.8 |  |
| 2-3 PM      | 3745                         | 0.0       | 1499           | 1493       | 2251        | 48.12+                | 1249                | 65.3                  | 3.9            | 30.8 |  |
| 3-4 PM      | 3679                         | 0.0       | 1499           | 1489       | 2190        | 48.10+                | 1248                | 65.7                  | 3.9            | 30.8 |  |
| 4-5 PM      | 3631                         | 0.0       | 1499           | 1484       | 2147        | 48.07+                | 1247                | 66.1                  | 3.9            | 30.8 |  |
| 5-6 PM      | 3291                         | 0.0       | 1499           | 1443       | 1849        | 47.70+                | 1236                | 66.6                  | 3.9            | 30.8 |  |
| 6-7 PM      | 2797                         | 0.0       | 1499           | 1412       | 1385        | 47.43+                | 1228                | 67.3                  | 3.9            | 30.8 |  |
| 7-8 PM      | 2345                         | 0.0       | 1499           | 1494       | 851         | 46.55+                | 1205                | 67.8                  | 4.0            | 30.8 |  |
| 8-9 PM      | 1811                         | 0.0       | 1499           | 1494       | 317         | 46.42+                | 1201                | 68.5                  | 4.0            | 30.8 |  |
| 9-10 PM     | 1359                         | 0.0       | 1499           | 1341       | 18          | 44.83+                | 1159                | 69.1                  | 4.0            | 30.8 |  |
| 10-11 PM    | 960                          | 0.0       | 1499           | 960        | 0           | 31.10                 | 805                 | 69.6                  | 4.4            | 30.8 |  |
| 11PM-MID    | 775                          | 0.0       | 1499           | 775        | 0           | 2.59                  | 198                 | 69.7                  | 20.4           | 39.3 |  |

+ 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              | 0.0014 |
| 'DIVERSION'                        | 0.0073 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS |           |
|-------------------------------|-----------|
| ROAD USER COSTS PER DAY       | \$531,043 |
| CONGESTED HOURS PER DAY*      | 13        |

\*Delays Exceeding User-Specified Maximum

**IH 94: MN 96 TO STH 35 N  
CONTINUOUS (24 HOUR) 2 LANE CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY EASTBOUND DIRECTION**

