

IH 94: MN 96 TO STH 35 N CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	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		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	800	0.0	1499	800	0	24.21	641	69.7	4.8	32.5	
1-2 AM	665	0.0	1500	665	0	0.69	44	69.9	39.3	42.7	
2-3 AM	692	0.0	1500	692	0	0.28	0	69.9	52.7	42.8	
3-4 AM	805	0.0	1500	805	0	0.29	0	69.7	52.3	42.4	
4-5 AM	1339	0.0	1499	1339	0	0.46	0	69.1	45.2	35.0	
5-6 AM	2132	0.0	1500	2132	0	9.32	282	68.1	7.7	30.8	
6-7 AM	2488	0.0	1500	2177	310	39.70+	1034	67.6	4.1	30.8	
7-8 AM	2658	0.0	1499	1443	1215	47.10+	1220	67.4	3.9	30.8	
8-9 AM	2590	0.0	1499	1481	1110	46.76+	1211	67.5	4.0	30.8	
9-10 AM	2810	0.0	1499	1506	1304	47.17+	1222	67.3	3.9	30.8	
10-11 AM	3272	0.0	1499	1502	1770	48.23+	1250	66.7	3.9	30.8	
11AM-NOON	3603	0.0	1499	1500	2103	48.23+	1251	66.3	3.9	30.8	
NOON-1PM	3744	0.0	1499	1500	2244	48.19+	1251	65.3	3.9	30.8	
1-2 PM	4336	0.0	1499	1500	2837	47.98+	1251	61.2	3.9	30.8	
2-3 PM	4613	0.0	1499	1500	3114	47.88+	1251	59.4	3.9	30.8	
3-4 PM	4621	0.0	1499	1500	3121	47.87+	1251	59.3	3.9	30.8	
4-5 PM	4427	0.0	1499	1500	2927	47.95+	1251	60.6	3.9	30.8	
5-6 PM	4246	0.0	1499	1500	2746	48.02+	1251	61.9	3.9	30.8	
6-7 PM	3913	0.0	1499	1500	2413	48.13+	1251	64.1	3.9	30.8	
7-8 PM	3274	0.0	1499	1500	1774	48.25+	1251	66.7	3.9	30.8	
8-9 PM	2744	0.0	1499	1464	1279	47.10+	1220	67.3	3.9	30.8	
9-10 PM	2573	0.0	1499	1491	1082	46.66+	1208	67.6	4.0	30.8	
10-11 PM	1931	0.0	1499	1496	435	46.45+	1202	68.3	4.0	30.8	
11PM-MID	1277	0.0	1499	1277	0	43.28+	1118	69.1	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	0.0104
MAIN ROUTE WITH WORKS	0.0017
'DIVERSION'	0.0117
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$645,901
CONGESTED HOURS PER DAY*	18

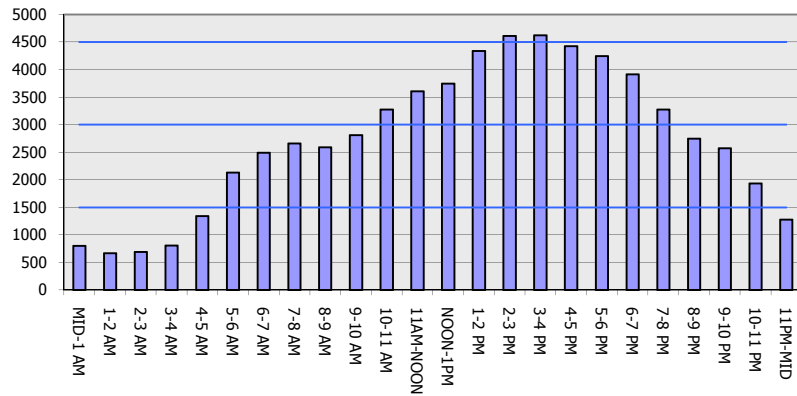
*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

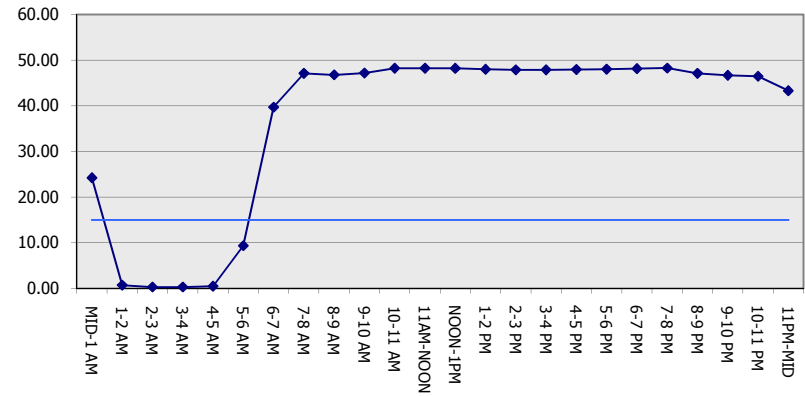
AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION

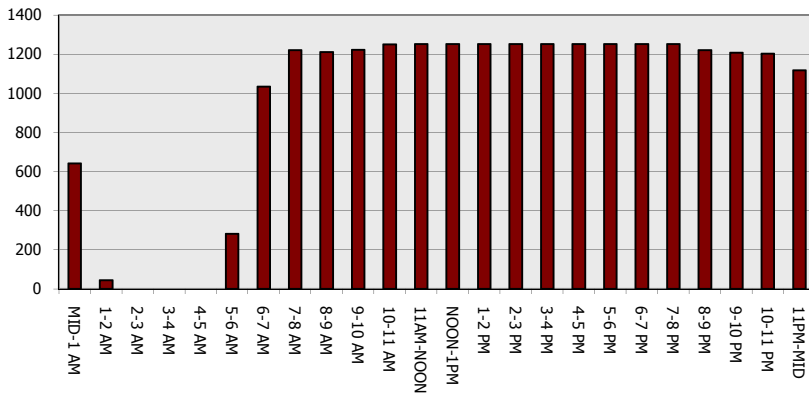
Main Route - Traffic Demand (Vehicles Per Hour)



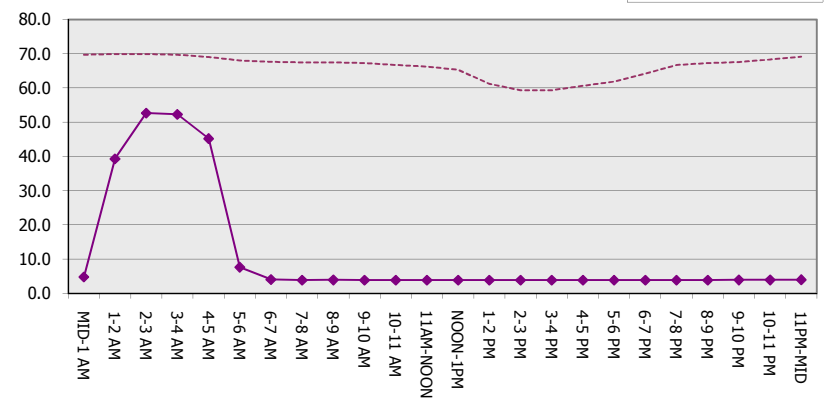
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	899	0.0	1499	899	0	28.89	750	69.6	4.5	30.8
1-2 AM	584	0.0	1500	584	0	1.16	105	70.0	31.5	42.6
2-3 AM	512	0.0	1500	512	0	0.27	0	70.1	53.3	43.5
3-4 AM	511	0.0	1500	511	0	0.27	0	70.1	53.3	43.5
4-5 AM	644	0.0	1500	644	0	0.28	0	69.9	52.8	43.0
5-6 AM	1086	0.0	1499	1086	0	0.33	0	69.4	50.1	39.7
6-7 AM	1812	0.0	1499	1812	0	3.09	106	68.5	16.0	30.8
7-8 AM	2659	0.0	1500	2659	0	31.48+	849	67.4	4.5	30.8
8-9 AM	3171	0.0	1499	1414	1756	47.44+	1229	66.8	3.9	30.8
9-10 AM	4051	0.0	1499	1500	2551	48.08+	1251	63.2	3.9	30.8
10-11 AM	4982	0.0	1499	1500	3482	47.73+	1251	56.8	3.9	30.8
11AM-NOON	5053	0.0	1499	1500	3553	47.70+	1251	56.3	3.9	30.8
NOON-1PM	5048	0.0	1499	1500	3548	47.70+	1251	56.4	3.9	30.8
1-2 PM	5837	0.0	1499	1500	4337	47.32+	1251	51.0	3.9	30.8
2-3 PM	6056	0.0	1499	1500	4556	47.20+	1251	49.5	3.9	30.8
3-4 PM	5869	0.0	1499	1500	4369	47.31+	1251	50.7	3.9	30.8
4-5 PM	5948	0.0	1499	1500	4448	47.26+	1251	50.2	3.9	30.8
5-6 PM	5707	0.0	1499	1500	4207	47.39+	1251	51.9	3.9	30.8
6-7 PM	5447	0.0	1499	1500	3948	47.52+	1251	53.7	3.9	30.8
7-8 PM	3914	0.0	1499	1486	2429	47.99+	1247	64.1	3.9	30.8
8-9 PM	2759	0.0	1499	1406	1353	47.38+	1227	67.3	3.9	30.8
9-10 PM	2041	0.0	1499	1488	553	46.48+	1202	68.2	4.0	30.8
10-11 PM	1741	0.0	1499	1449	292	46.02+	1190	68.6	4.0	30.8
11PM-MID	1313	0.0	1499	1313	0	44.41+	1148	69.1	4.0	30.8

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0124
MAIN ROUTE WITH WORKS	0.0016
'DIVERSION'	0.0167

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$770,274
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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FRIDAY EASTBOUND DIRECTION

