

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

MON-THUR 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	713	0.0	1500	713	0	0.83	58	69.9	36.3	42.4	
1-2 AM	620	0.0	1500	620	0	0.28	0	70.0	52.9	43.0	
2-3 AM	625	0.0	1500	625	0	0.28	0	70.0	52.9	43.0	
3-4 AM	873	0.0	1500	873	0	0.29	0	69.7	52.1	42.1	
4-5 AM	1599	0.0	1499	1599	0	1.19	37	68.7	29.1	31.9	
5-6 AM	2498	0.0	1500	2498	0	21.95+	612	67.6	5.2	30.8	
6-7 AM	2789	0.0	1500	1553	1236	47.08+	1219	67.3	3.9	30.8	
7-8 AM	2712	0.0	1500	1505	1207	46.87+	1214	67.4	4.0	30.8	
8-9 AM	2618	0.0	1500	1500	1118	46.61+	1207	67.5	4.0	30.8	
9-10 AM	2696	0.0	1500	1510	1186	46.81+	1212	67.4	4.0	30.8	
10-11 AM	2836	0.0	1500	1512	1324	47.23+	1223	67.2	3.9	30.8	
11AM-NOON	2944	0.0	1500	1508	1436	47.57+	1232	67.1	3.9	30.8	
NOON-1PM	3025	0.0	1500	1511	1514	47.82+	1239	67.0	3.9	30.8	
1-2 PM	3284	0.0	1500	1500	1784	48.25+	1251	66.6	3.9	30.8	
2-3 PM	3366	0.0	1500	1500	1866	48.25+	1251	66.6	3.9	30.8	
3-4 PM	3481	0.0	1500	1500	1981	48.24+	1251	66.4	3.9	30.8	
4-5 PM	3538	0.0	1500	1500	2038	48.24+	1251	66.3	3.9	30.8	
5-6 PM	3223	0.0	1500	1498	1725	48.24+	1250	66.8	3.9	30.8	
6-7 PM	2752	0.0	1500	1459	1293	47.14+	1221	67.3	3.9	30.8	
7-8 PM	2337	0.0	1500	1498	839	46.54+	1205	67.8	4.0	30.8	
8-9 PM	2029	0.0	1500	1498	531	46.47+	1202	68.2	4.0	30.8	
9-10 PM	1672	0.0	1500	1497	175	46.39+	1200	68.7	4.0	30.8	
10-11 PM	1253	0.0	1500	1253	0	42.53+	1099	69.2	4.0	30.8	
11PM-MID	848	0.0	1500	848	0	24.35	641	69.7	4.8	32.0	

+ 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	0.0086
MAIN ROUTE WITH WORKS	0.0017
'DIVERSION'	0.0078
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$506,940
CONGESTED HOURS PER DAY*	18

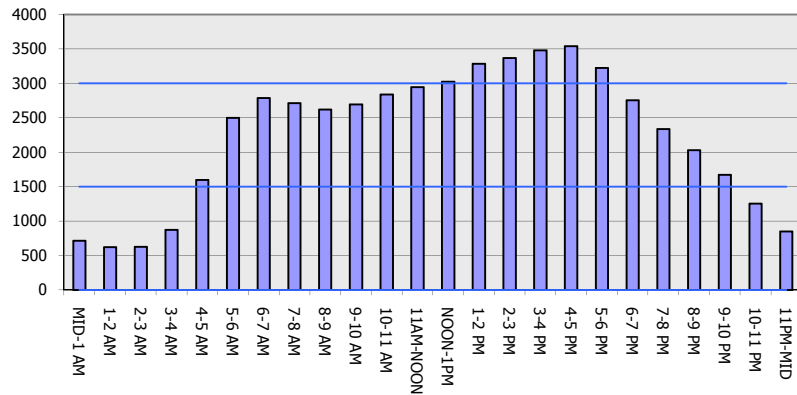
*Delays Exceeding User-Specified Maximum

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

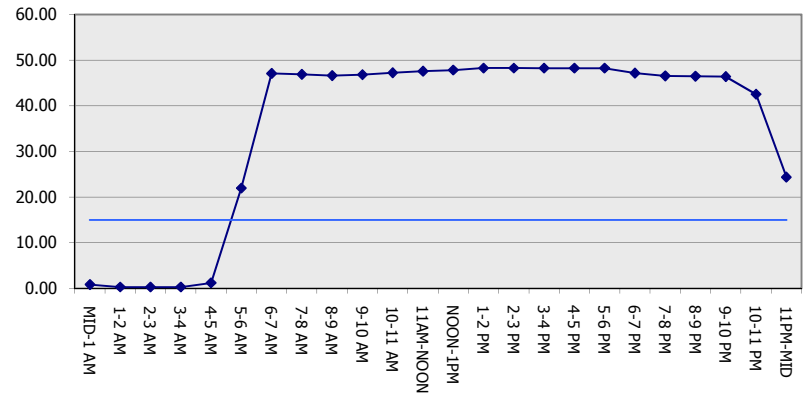
AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR WESTBOUND DIRECTION

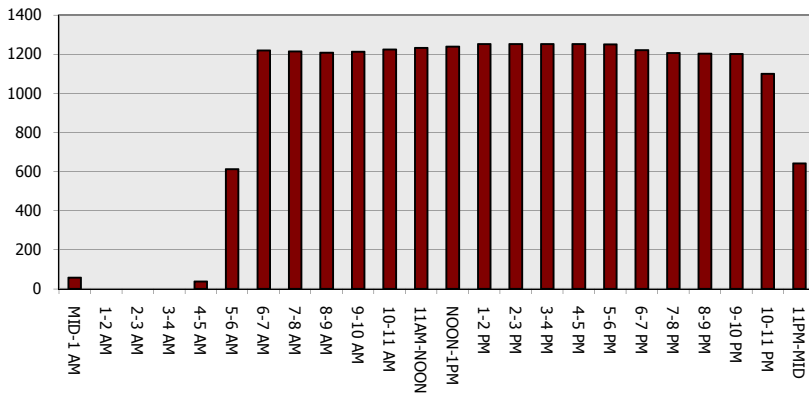
Main Route - Traffic Demand (Vehicles Per Hour)



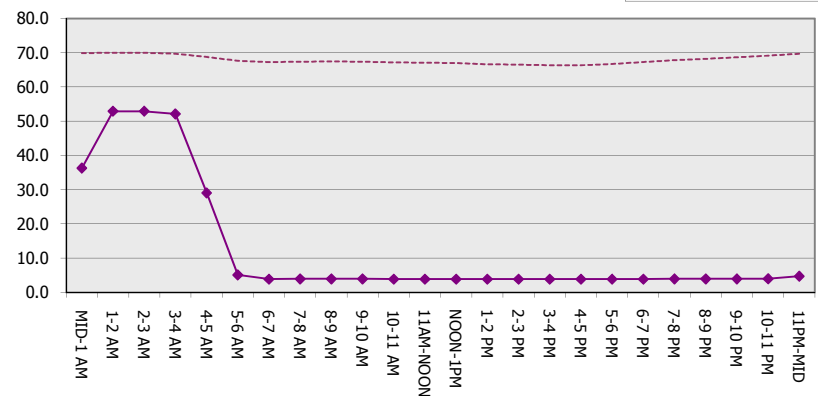
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	661	0.0	1499	661	0	1.53	140	69.9	27.6	41.5
1-2 AM	442	0.0	1500	442	0	0.27	0	70.2	53.5	43.7
2-3 AM	389	0.0	1500	389	0	0.26	0	70.2	53.7	44.0
3-4 AM	447	0.0	1500	447	0	0.27	0	70.2	53.5	43.7
4-5 AM	646	0.0	1500	646	0	0.28	0	69.9	52.8	43.0
5-6 AM	1096	0.0	1499	1096	0	0.34	0	69.4	49.7	39.3
6-7 AM	1920	0.0	1499	1920	0	5.27	168	68.4	11.1	30.8
7-8 AM	2406	0.0	1500	2406	0	32.14+	849	67.8	4.4	30.8
8-9 AM	2656	0.0	1499	1448	1208	47.06+	1219	67.4	3.9	30.8
9-10 AM	3225	0.0	1499	1500	1725	48.25+	1251	66.7	3.9	30.8
10-11 AM	3486	0.0	1499	1500	1986	48.24+	1251	66.4	3.9	30.8
11AM-NOON	3405	0.0	1499	1500	1905	48.24+	1251	66.5	3.9	30.8
NOON-1PM	3337	0.0	1499	1500	1837	48.25+	1251	66.6	3.9	30.8
1-2 PM	3469	0.0	1499	1500	1969	48.24+	1251	66.4	3.9	30.8
2-3 PM	3717	0.0	1499	1500	2217	48.19+	1251	65.5	3.9	30.8
3-4 PM	3902	0.0	1499	1500	2402	48.13+	1251	64.2	3.9	30.8
4-5 PM	3836	0.0	1499	1500	2336	48.16+	1251	64.6	3.9	30.8
5-6 PM	3292	0.0	1499	1491	1802	48.16+	1248	66.6	3.9	30.8
6-7 PM	2865	0.0	1499	1449	1416	47.52+	1231	67.2	3.9	30.8
7-8 PM	2301	0.0	1499	1496	805	46.53+	1204	67.9	4.0	30.8
8-9 PM	1950	0.0	1499	1497	453	46.45+	1202	68.3	4.0	30.8
9-10 PM	1622	0.0	1499	1497	125	46.38+	1199	68.7	4.0	30.8
10-11 PM	1367	0.0	1499	1367	0	44.84+	1159	69.1	4.0	30.8
11PM-MID	900	0.0	1499	900	0	30.51	792	69.6	4.4	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	0.0085
MAIN ROUTE WITH WORKS	0.0016
'DIVERSION'	0.0082
<small>PIA: Personal Injury Accidents</small>	
ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$497,228
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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MON-THUR EASTBOUND DIRECTION

