

IH 94: MN 96 TO STH 35 N CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	592	0.0	1500	592	0	0.27	0	70.0	53.0	43.2	
1-2 AM	548	0.0	1500	548	0	0.27	0	70.0	53.2	43.3	
2-3 AM	588	0.0	1500	588	0	0.27	0	70.0	53.0	43.2	
3-4 AM	783	0.0	1500	783	0	0.29	0	69.7	52.4	42.5	
4-5 AM	1416	0.0	1499	1416	0	0.81	15	69.0	35.8	34.5	
5-6 AM	2467	0.0	1500	2467	0	17.15	504	67.7	5.8	30.8	
6-7 AM	2795	0.0	1500	1596	1199	47.36+	1227	67.3	3.9	30.8	
7-8 AM	2673	0.0	1500	1542	1131	46.95+	1216	67.4	4.0	30.8	
8-9 AM	2450	0.0	1500	1503	947	46.57+	1205	67.7	4.0	30.8	
9-10 AM	2311	0.0	1500	1503	808	46.53+	1204	67.9	4.0	30.8	
10-11 AM	2382	0.0	1500	1504	878	46.55+	1205	67.8	4.0	30.8	
11AM-NOON	2471	0.0	1500	1504	967	46.57+	1206	67.7	4.0	30.8	
NOON-1PM	2520	0.0	1500	1506	1014	46.61+	1207	67.6	4.0	30.8	
1-2 PM	2770	0.0	1500	1529	1241	46.97+	1217	67.3	4.0	30.8	
2-3 PM	2815	0.0	1500	1509	1307	47.17+	1222	67.3	3.9	30.8	
3-4 PM	2987	0.0	1500	1512	1475	47.69+	1236	67.0	3.9	30.8	
4-5 PM	3005	0.0	1500	1495	1510	47.81+	1239	67.0	3.9	30.8	
5-6 PM	2780	0.0	1500	1474	1306	47.18+	1222	67.3	3.9	30.8	
6-7 PM	2315	0.0	1500	1497	819	46.54+	1204	67.9	4.0	30.8	
7-8 PM	1903	0.0	1500	1497	406	46.44+	1201	68.4	4.0	30.8	
8-9 PM	1585	0.0	1500	1498	87	46.37+	1199	68.7	4.0	30.8	
9-10 PM	1347	0.0	1500	1347	0	44.14+	1141	69.1	4.0	30.8	
10-11 PM	1004	0.0	1500	1004	0	31.65	819	69.5	4.3	30.8	
11PM-MID	705	0.0	1499	705	0	2.44	201	69.9	21.5	39.8	

+ 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	0.0075
MAIN ROUTE WITH WORKS	0.0016
'DIVERSION'	0.0056
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$423,570
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

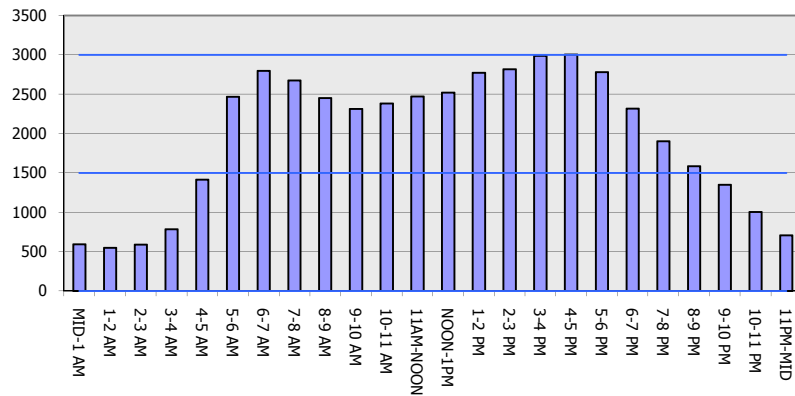
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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

OCTOBER

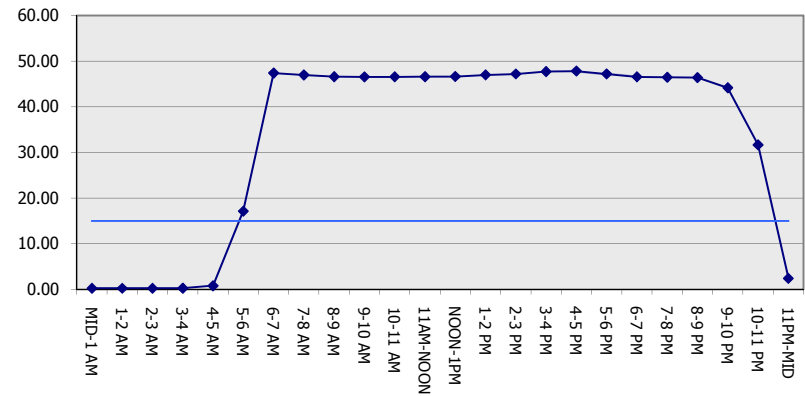
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Construction Season

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

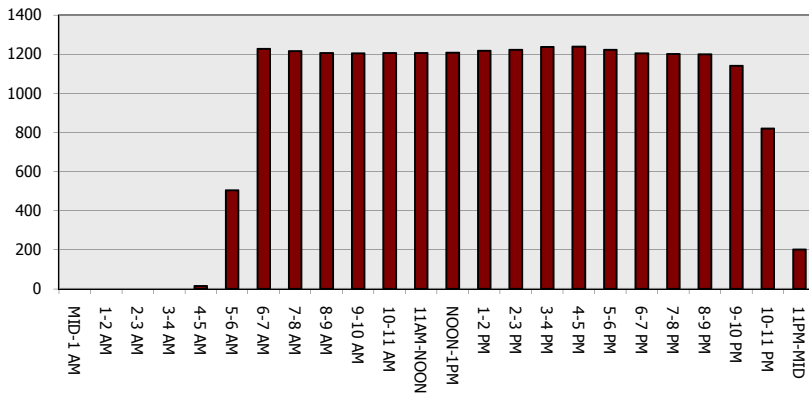
Main Route - Traffic Demand (Vehicles Per Hour)



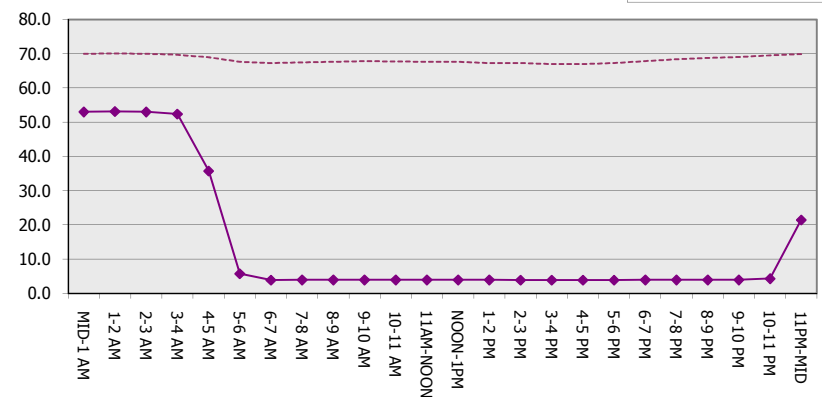
Main Route Average Delay Per Vehicle (Minutes)



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	604	0.0	1500	604	0	0.31	2	70.0	51.2	43.1	
1-2 AM	408	0.0	1500	408	0	0.26	0	70.2	53.6	43.8	
2-3 AM	365	0.0	1500	365	0	0.26	0	70.2	53.7	44.0	
3-4 AM	416	0.0	1500	416	0	0.26	0	70.2	53.6	43.8	
4-5 AM	588	0.0	1500	588	0	0.27	0	70.0	53.0	43.2	
5-6 AM	1010	0.0	1499	1010	0	0.31	0	69.5	51.2	41.1	
6-7 AM	1717	0.0	1499	1717	0	2.15	69	68.6	20.0	30.8	
7-8 AM	2251	0.0	1500	2251	0	21.22	572	67.9	5.1	30.8	
8-9 AM	2359	0.0	1500	1632	727	46.40+	1201	67.8	4.0	30.8	
9-10 AM	2706	0.0	1500	1575	1131	47.20+	1222	67.4	3.9	30.8	
10-11 AM	2883	0.0	1500	1543	1340	47.28+	1225	67.1	3.9	30.8	
11AM-NOON	2828	0.0	1500	1503	1325	47.23+	1223	67.2	3.9	30.8	
NOON-1PM	2798	0.0	1500	1505	1293	47.13+	1221	67.3	3.9	30.8	
1-2 PM	2991	0.0	1500	1521	1470	47.68+	1235	67.0	3.9	30.8	
2-3 PM	3281	0.0	1500	1500	1781	48.25+	1251	66.6	3.9	30.8	
3-4 PM	3638	0.0	1500	1500	2138	48.22+	1251	66.0	3.9	30.8	
4-5 PM	3579	0.0	1500	1500	2079	48.23+	1251	66.3	3.9	30.8	
5-6 PM	2934	0.0	1500	1466	1469	47.68+	1235	67.1	3.9	30.8	
6-7 PM	2523	0.0	1500	1491	1032	46.64+	1207	67.6	4.0	30.8	
7-8 PM	1931	0.0	1500	1497	434	46.45+	1202	68.3	4.0	30.8	
8-9 PM	1603	0.0	1500	1498	105	46.37+	1199	68.7	4.0	30.8	
9-10 PM	1416	0.0	1500	1416	0	45.22+	1169	69.0	4.0	30.8	
10-11 PM	1171	0.0	1500	1171	0	37.52	969	69.3	4.2	30.8	
11PM-MID	776	0.0	1500	776	0	15.04	440	69.7	6.1	35.6	

+ 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	0.0074
MAIN ROUTE WITH WORKS	0.0015
'DIVERSION'	0.0060

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$417,304
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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OCTOBER

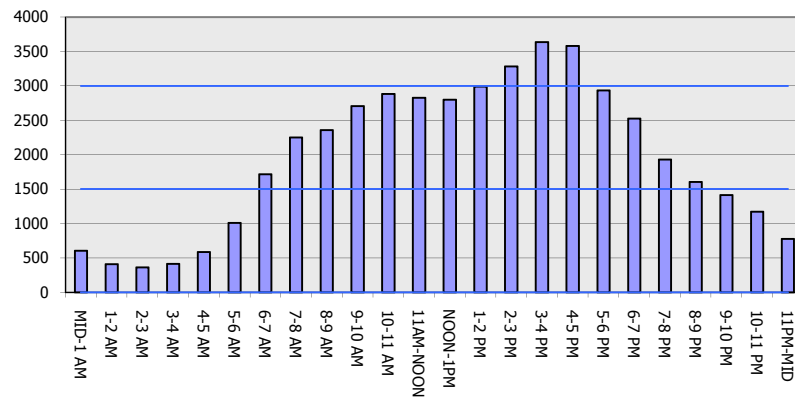
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

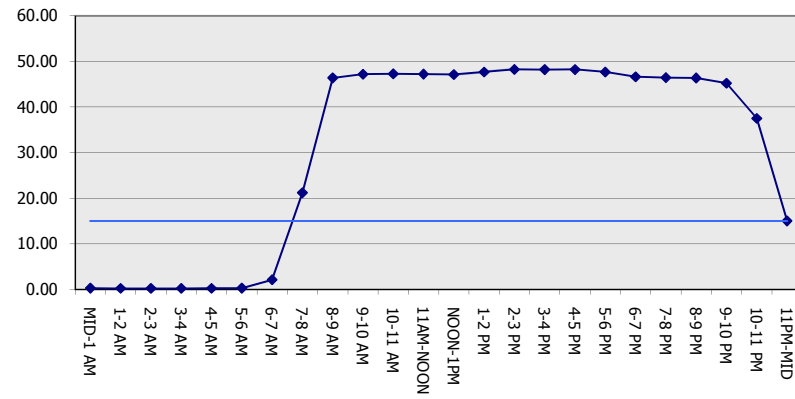
MON-THUR

EASTBOUND DIRECTION

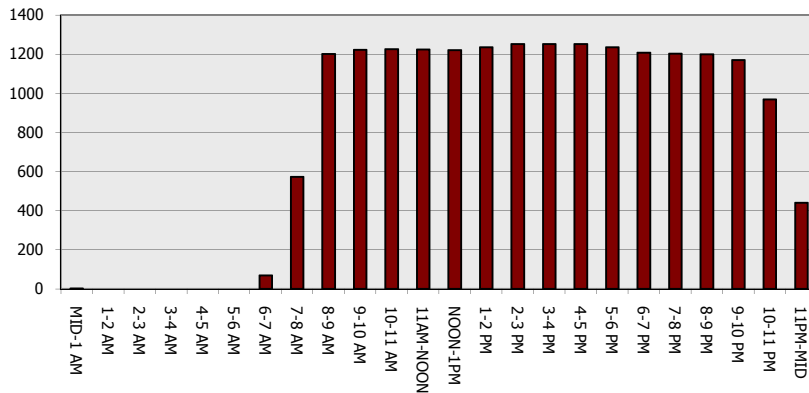
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

