

IH 94: MN 96 TO STH 35 N OFF-PEAK DAY 2 LANE 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	OFF	467	0	0.00	0	70.2	70.2	70.2
1-2 AM	386	0.0	OFF	386	0	0.00	0	70.2	70.2	70.2
2-3 AM	279	0.0	OFF	279	0	0.00	0	70.2	70.2	70.2
3-4 AM	281	0.0	OFF	281	0	0.00	0	70.2	70.2	70.2
4-5 AM	309	0.0	OFF	309	0	0.00	0	70.2	70.2	70.2
5-6 AM	407	0.0	OFF	407	0	0.00	0	70.2	70.2	70.2
6-7 AM	580	0.0	OFF	580	0	0.00	0	70.0	70.0	70.0
7-8 AM	899	0.0	OFF	899	0	0.00	0	69.6	69.6	69.6
8-9 AM	1394	0.0	OFF	1394	0	0.00	0	69.0	69.0	69.0
9-10 AM	1952	0.0	1499	1952	0	5.92	187	68.3	10.2	30.8
10-11 AM	2638	0.0	1500	2510	128	35.85+	948	67.4	4.3	30.8
11AM-NOON	3266	0.0	1499	1423	1843	47.51+	1231	66.7	3.9	30.8
NOON-1PM	3531	0.0	1499	1490	2041	48.14+	1248	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	OFF	3957	0	4.79	463	63.8	10.5	10.5
8-9 PM	3444	0.0	OFF	3444	0	0.00	0	66.4	66.4	66.4
9-10 PM	2660	0.0	OFF	2660	0	0.00	0	67.4	67.4	67.4
10-11 PM	1980	0.0	OFF	1980	0	0.00	0	68.2	68.2	68.2
11PM-MID	1129	0.0	OFF	1129	0	0.00	0	69.3	69.3	69.3

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0037
'DIVERSION'	0.0085
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$490,207
CONGESTED HOURS PER DAY*	9

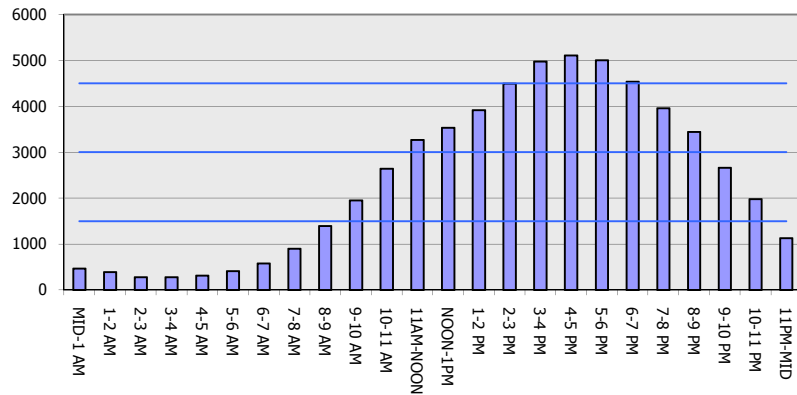
*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

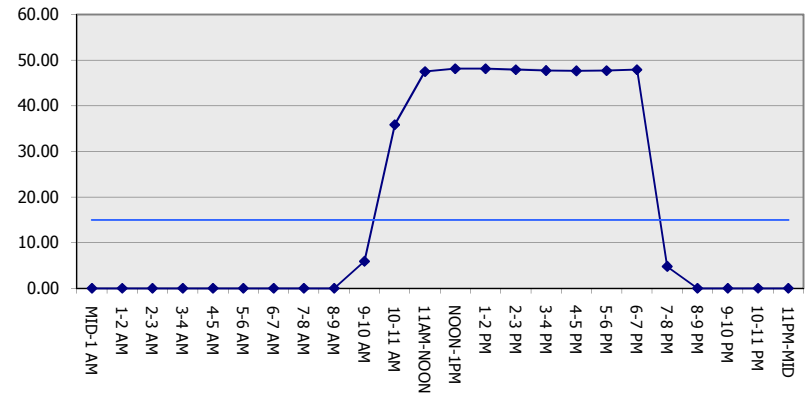
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Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY WESTBOUND DIRECTION

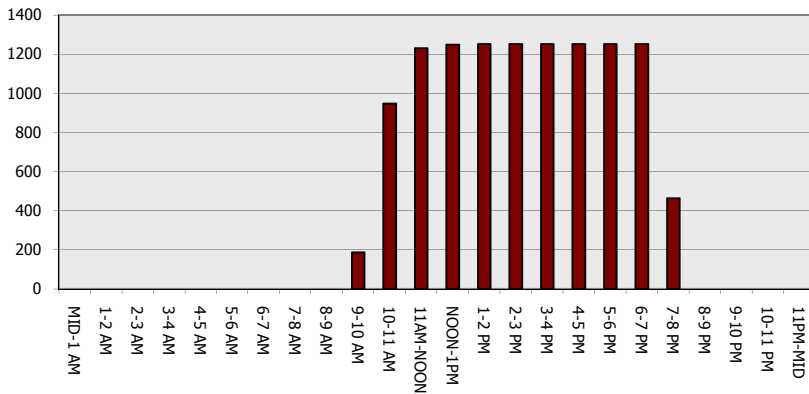
Main Route - Traffic Demand (Vehicles Per Hour)



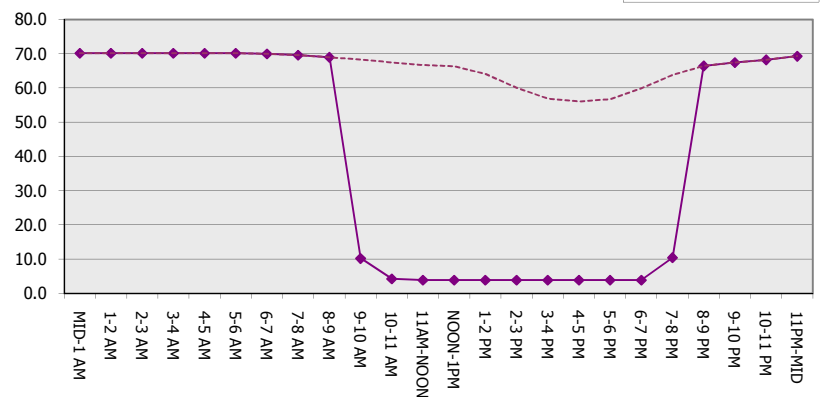
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



IH 94: MN 96 TO STH 35 N OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
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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	OFF	455	0	0.00	0	70.2	70.2	70.2
1-2 AM	294	0.0	OFF	294	0	0.00	0	70.2	70.2	70.2
2-3 AM	240	0.0	OFF	240	0	0.00	0	70.2	70.2	70.2
3-4 AM	220	0.0	OFF	220	0	0.00	0	70.2	70.2	70.2
4-5 AM	273	0.0	OFF	273	0	0.00	0	70.2	70.2	70.2
5-6 AM	420	0.0	OFF	420	0	0.00	0	70.2	70.2	70.2
6-7 AM	768	0.0	OFF	768	0	0.00	0	69.8	69.8	69.8
7-8 AM	1225	0.0	OFF	1225	0	0.00	0	69.2	69.2	69.2
8-9 AM	1836	0.0	OFF	1836	0	0.00	0	68.4	68.4	68.4
9-10 AM	2657	0.0	1499	2657	0	17.92	528	67.4	5.7	30.8
10-11 AM	3447	0.0	1500	1526	1920	47.99+	1244	66.4	3.9	30.8
11AM-NOON	3670	0.0	1500	1500	2170	48.21+	1251	65.8	3.9	30.8
NOON-1PM	3790	0.0	1500	1500	2289	48.17+	1251	65.0	3.9	30.8
1-2 PM	3816	0.0	1500	1500	2316	48.16+	1251	64.8	3.9	30.8
2-3 PM	3745	0.0	1500	1500	2245	48.19+	1251	65.3	3.9	30.8
3-4 PM	3679	0.0	1500	1500	2179	48.21+	1251	65.7	3.9	30.8
4-5 PM	3631	0.0	1500	1500	2131	48.22+	1251	66.1	3.9	30.8
5-6 PM	3291	0.0	1500	1504	1788	48.22+	1250	66.6	3.9	30.8
6-7 PM	2797	0.0	1500	1504	1294	47.13+	1221	67.3	3.9	30.8
7-8 PM	2345	0.0	OFF	2345	0	1.96	193	67.8	21.1	21.1
8-9 PM	1811	0.0	OFF	1811	0	0.00	0	68.5	68.5	68.5
9-10 PM	1359	0.0	OFF	1359	0	0.00	0	69.1	69.1	69.1
10-11 PM	960	0.0	OFF	960	0	0.00	0	69.6	69.6	69.6
11PM-MID	775	0.0	OFF	775	0	0.00	0	69.7	69.7	69.7

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0029
'DIVERSION'	0.0068

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$433,647
CONGESTED HOURS PER DAY*	9

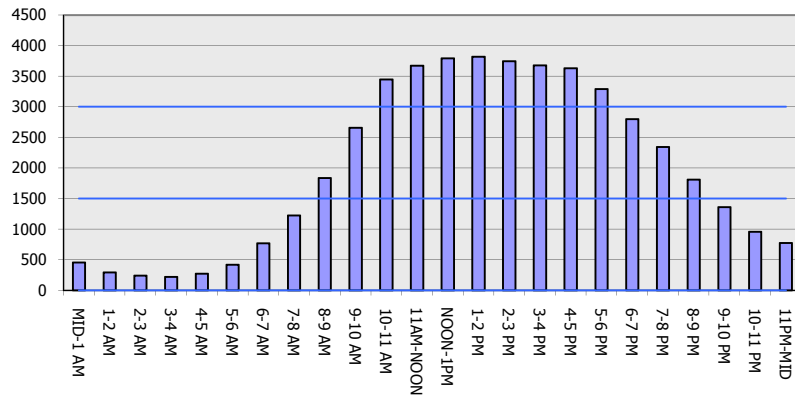
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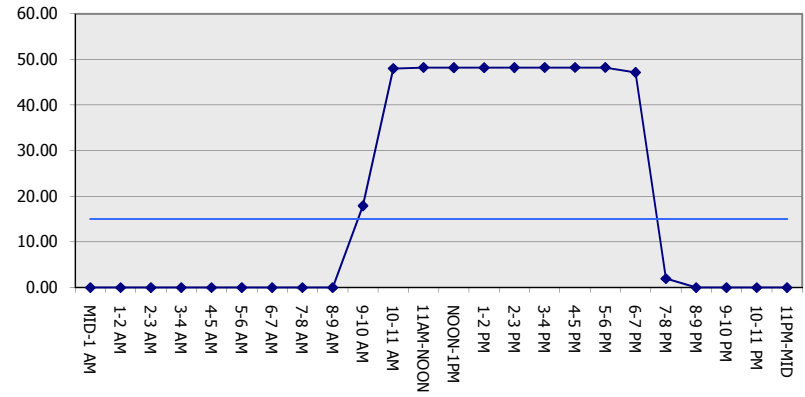
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY EASTBOUND DIRECTION

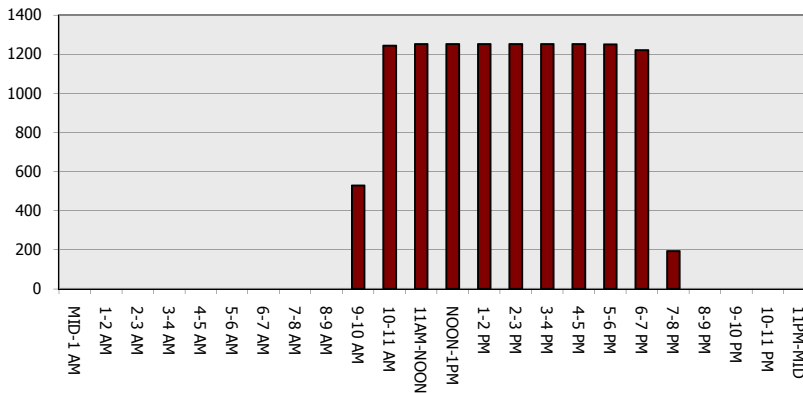
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

