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| IH 94: MN 96 TO STH 35 N OFF-PEAK DAY 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 | OFF | 800 | 0 | 0.00 | 0 | 69.7 | 69.7 | 69.7 | |
| 1-2 AM | 665 | 0.0 | OFF | 665 | 0 | 0.00 | 0 | 69.9 | 69.9 | 69.9 | |
| 2-3 AM | 692 | 0.0 | OFF | 692 | 0 | 0.00 | 0 | 69.9 | 69.9 | 69.9 | |
| 3-4 AM | 805 | 0.0 | OFF | 805 | 0 | 0.00 | 0 | 69.7 | 69.7 | 69.7 | |
| 4-5 AM | 1339 | 0.0 | OFF | 1339 | 0 | 0.00 | 0 | 69.1 | 69.1 | 69.1 | |
| 5-6 AM | 2132 | 0.0 | OFF | 2132 | 0 | 0.00 | 0 | 68.1 | 68.1 | 68.1 | |
| 6-7 AM | 2488 | 0.0 | OFF | 2488 | 0 | 0.00 | 0 | 67.6 | 67.6 | 67.6 | |
| 7-8 AM | 2658 | 0.0 | OFF | 2658 | 0 | 0.00 | 0 | 67.4 | 67.4 | 67.4 | |
| 8-9 AM | 2590 | 0.0 | OFF | 2590 | 0 | 0.00 | 0 | 67.5 | 67.5 | 67.5 | |
| 9-10 AM | 2810 | 0.0 | 2999 | 2810 | 0 | 0.31 | 0 | 67.3 | 50.1 | 40.4 | |
| 10-11 AM | 3272 | 0.0 | 2999 | 3272 | 0 | 1.95 | 111 | 66.7 | 22.0 | 37.3 | |
| 11AM-NOON | 3603 | 0.0 | 3000 | 3603 | 0 | 10.17 | 558 | 66.3 | 9.7 | 37.3 | |
| NOON-1PM | 3744 | 0.0 | 3000 | 3744 | 0 | 22.37 | 1224 | 65.3 | 7.8 | 37.3 | |
| 1-2 PM | 4336 | 0.0 | 3000 | 4325 | 12 | 40.75+ | 2257 | 61.2 | 7.1 | 37.3 | |
| 2-3 PM | 4613 | 0.0 | 3000 | 2897 | 1716 | 51.03+ | 2834 | 59.4 | 6.9 | 37.3 | |
| 3-4 PM | 4621 | 0.0 | 3000 | 3009 | 1612 | 51.35+ | 2852 | 59.3 | 6.9 | 37.3 | |
| 4-5 PM | 4427 | 0.0 | OFF | 4427 | 0 | 20.84 | 2062 | 60.6 | 2.7 | 2.7 | |
| 5-6 PM | 4246 | 0.0 | OFF | 4246 | 0 | 4.80 | 464 | 61.9 | 10.4 | 10.4 | |
| 6-7 PM | 3913 | 0.0 | OFF | 3913 | 0 | 0.00 | 0 | 64.1 | 64.1 | 64.1 | |
| 7-8 PM | 3274 | 0.0 | OFF | 3274 | 0 | 0.00 | 0 | 66.7 | 66.7 | 66.7 | |
| 8-9 PM | 2744 | 0.0 | OFF | 2744 | 0 | 0.00 | 0 | 67.3 | 67.3 | 67.3 | |
| 9-10 PM | 2573 | 0.0 | OFF | 2573 | 0 | 0.00 | 0 | 67.6 | 67.6 | 67.6 | |
| 10-11 PM | 1931 | 0.0 | OFF | 1931 | 0 | 0.00 | 0 | 68.3 | 68.3 | 68.3 | |
| 11PM-MID | 1277 | 0.0 | OFF | 1277 | 0 | 0.00 | 0 | 69.1 | 69.1 | 69.1 | |

"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 | 0.0104 |
| MAIN ROUTE WITH WORKS | 0.0073 |
| 'DIVERSION' | 0.0012 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$150,754 |
| CONGESTED HOURS PER DAY* | 3 |

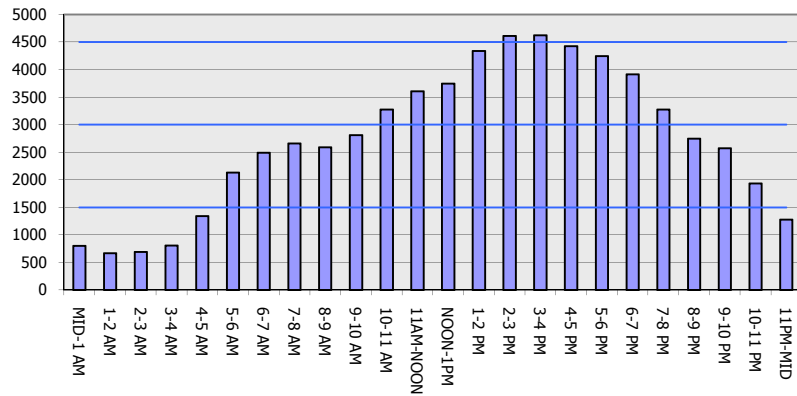
*Delays Exceeding User-Specified Maximum

**IH 94: MN 96 TO STH 35 N
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

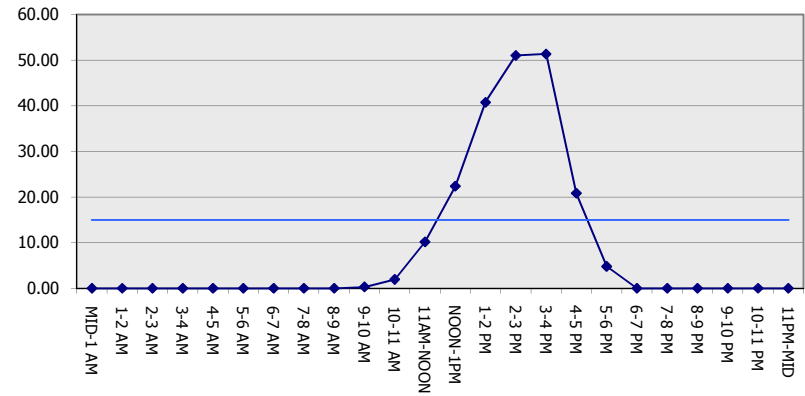
AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION

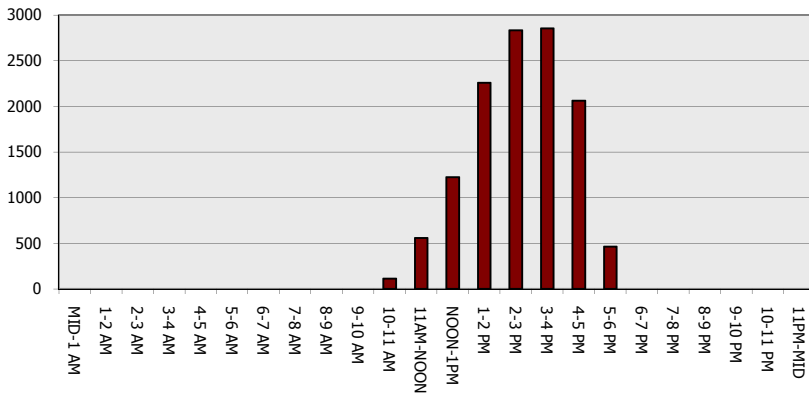
Main Route - Traffic Demand (Vehicles Per Hour)



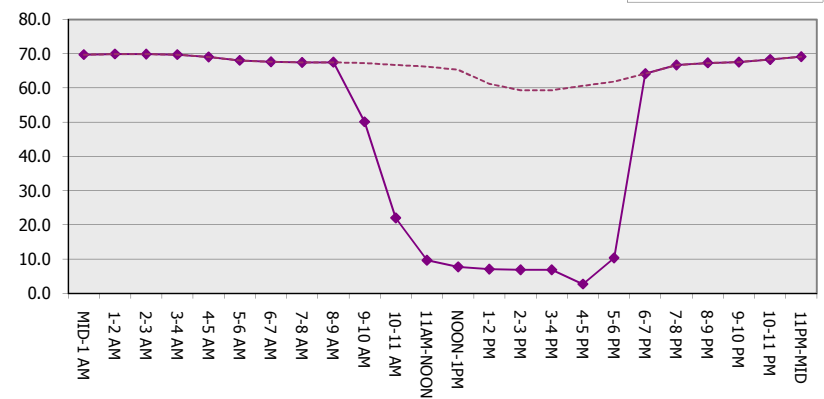
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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|--|---|
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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 | OFF | 899 | 0 | 0.00 | 0 | 69.6 | 69.6 | 69.6 |
| 1-2 AM | 584 | 0.0 | OFF | 584 | 0 | 0.00 | 0 | 70.0 | 70.0 | 70.0 |
| 2-3 AM | 512 | 0.0 | OFF | 512 | 0 | 0.00 | 0 | 70.1 | 70.1 | 70.1 |
| 3-4 AM | 511 | 0.0 | OFF | 511 | 0 | 0.00 | 0 | 70.1 | 70.1 | 70.1 |
| 4-5 AM | 644 | 0.0 | OFF | 644 | 0 | 0.00 | 0 | 69.9 | 69.9 | 69.9 |
| 5-6 AM | 1086 | 0.0 | OFF | 1086 | 0 | 0.00 | 0 | 69.4 | 69.4 | 69.4 |
| 6-7 AM | 1812 | 0.0 | OFF | 1812 | 0 | 0.00 | 0 | 68.5 | 68.5 | 68.5 |
| 7-8 AM | 2659 | 0.0 | OFF | 2659 | 0 | 0.00 | 0 | 67.4 | 67.4 | 67.4 |
| 8-9 AM | 3171 | 0.0 | OFF | 3171 | 0 | 0.00 | 0 | 66.8 | 66.8 | 66.8 |
| 9-10 AM | 4051 | 0.0 | 2999 | 4051 | 0 | 7.56 | 469 | 63.2 | 11.3 | 37.3 |
| 10-11 AM | 4982 | 0.0 | 3000 | 4982 | 0 | 35.68+ | 2010 | 56.8 | 7.2 | 37.3 |
| 11AM-NOON | 5053 | 0.0 | 2999 | 2915 | 2138 | 50.75+ | 2838 | 56.3 | 6.9 | 37.3 |
| NOON-1PM | 5048 | 0.0 | 2999 | 3000 | 2048 | 51.14+ | 2859 | 56.4 | 6.9 | 37.3 |
| 1-2 PM | 5837 | 0.0 | 2999 | 3000 | 2837 | 50.38+ | 2859 | 51.0 | 6.9 | 37.3 |
| 2-3 PM | 6056 | 0.0 | 2999 | 3000 | 3056 | 50.15+ | 2859 | 49.5 | 6.9 | 37.3 |
| 3-4 PM | 5869 | 0.0 | 2999 | 3000 | 2869 | 50.35+ | 2859 | 50.7 | 6.9 | 37.3 |
| 4-5 PM | 5948 | 0.0 | OFF | 5948 | 0 | 29.22 | 2921 | 50.2 | 2.0 | 2.0 |
| 5-6 PM | 5707 | 0.0 | OFF | 5707 | 0 | 27.53 | 2748 | 51.9 | 2.1 | 2.1 |
| 6-7 PM | 5447 | 0.0 | OFF | 5447 | 0 | 23.34 | 2325 | 53.7 | 2.4 | 2.4 |
| 7-8 PM | 3914 | 0.0 | OFF | 3914 | 0 | 10.33 | 1007 | 64.1 | 5.3 | 5.3 |
| 8-9 PM | 2759 | 0.0 | OFF | 2759 | 0 | 0.00 | 0 | 67.3 | 67.3 | 67.3 |
| 9-10 PM | 2041 | 0.0 | OFF | 2041 | 0 | 0.00 | 0 | 68.2 | 68.2 | 68.2 |
| 10-11 PM | 1741 | 0.0 | OFF | 1741 | 0 | 0.00 | 0 | 68.6 | 68.6 | 68.6 |
| 11PM-MID | 1313 | 0.0 | OFF | 1313 | 0 | 0.00 | 0 | 69.1 | 69.1 | 69.1 |

"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 | 0.0124 |
| MAIN ROUTE WITH WORKS | 0.0077 |
| 'DIVERSION' | 0.0048 |
| PIA: Personal Injury Accidents | |
| ECONOMIC IMPACT ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$358,341 |
| CONGESTED HOURS PER DAY* | 6 |

*Delays Exceeding User-Specified Maximum

**IH 94: MN 96 TO STH 35 N
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

