

<b>IH 94: MN 96 TO STH 35 N</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	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	OFF	713	0	0.00	0	69.9	69.9	69.9	
1-2 AM	620	0.0	OFF	620	0	0.00	0	70.0	70.0	70.0	
2-3 AM	625	0.0	OFF	625	0	0.00	0	70.0	70.0	70.0	
3-4 AM	873	0.0	OFF	873	0	0.00	0	69.7	69.7	69.7	
4-5 AM	1599	0.0	OFF	1599	0	0.00	0	68.7	68.7	68.7	
5-6 AM	2498	0.0	OFF	2498	0	0.00	0	67.6	67.6	67.6	
6-7 AM	2789	0.0	OFF	2789	0	0.00	0	67.3	67.3	67.3	
7-8 AM	2712	0.0	OFF	2712	0	0.00	0	67.4	67.4	67.4	
8-9 AM	2618	0.0	OFF	2618	0	0.00	0	67.5	67.5	67.5	
9-10 AM	2696	0.0	1499	2696	0	20.68+	591	67.4	5.3	30.8	
10-11 AM	2836	0.0	1500	1527	1309	47.18+	1222	67.2	3.9	30.8	
11AM-NOON	2944	0.0	1500	1512	1432	47.56+	1232	67.1	3.9	30.8	
NOON-1PM	3025	0.0	1500	1512	1513	47.81+	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	OFF	3538	0	3.29	315	66.3	14.3	14.3	
5-6 PM	3223	0.0	OFF	3223	0	0.00	0	66.8	66.8	66.8	
6-7 PM	2752	0.0	OFF	2752	0	0.00	0	67.3	67.3	67.3	
7-8 PM	2337	0.0	OFF	2337	0	0.00	0	67.8	67.8	67.8	
8-9 PM	2029	0.0	OFF	2029	0	0.00	0	68.2	68.2	68.2	
9-10 PM	1672	0.0	OFF	1672	0	0.00	0	68.7	68.7	68.7	
10-11 PM	1253	0.0	OFF	1253	0	0.00	0	69.2	69.2	69.2	
11PM-MID	848	0.0	OFF	848	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

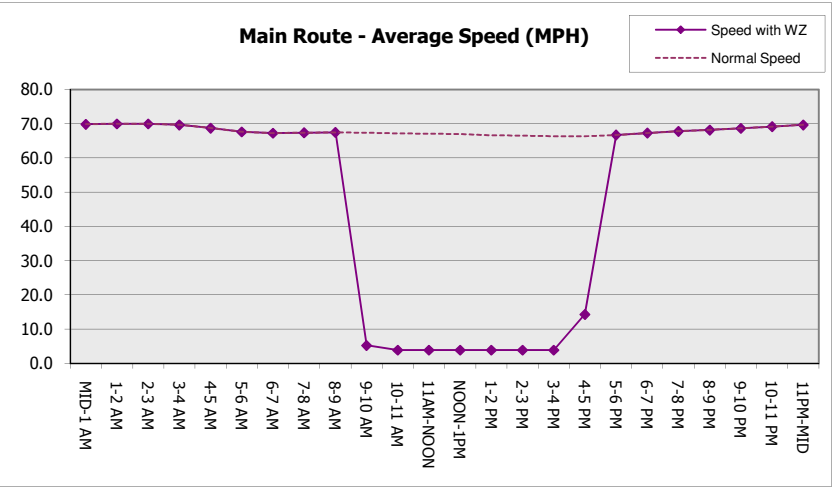
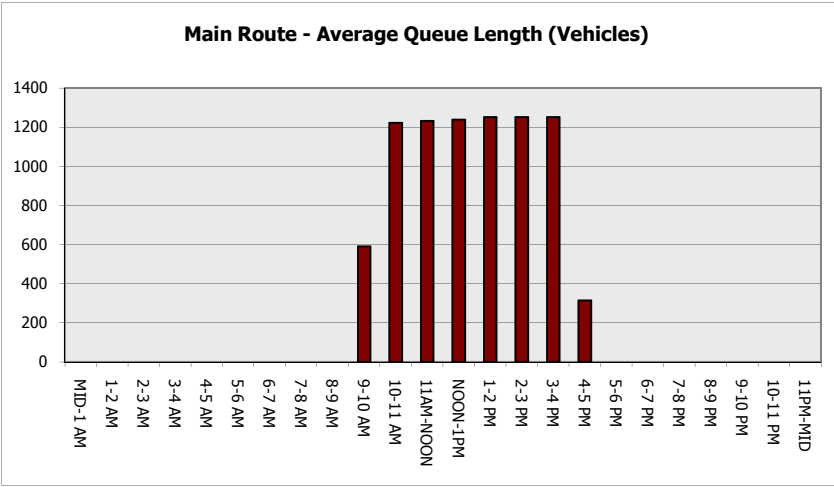
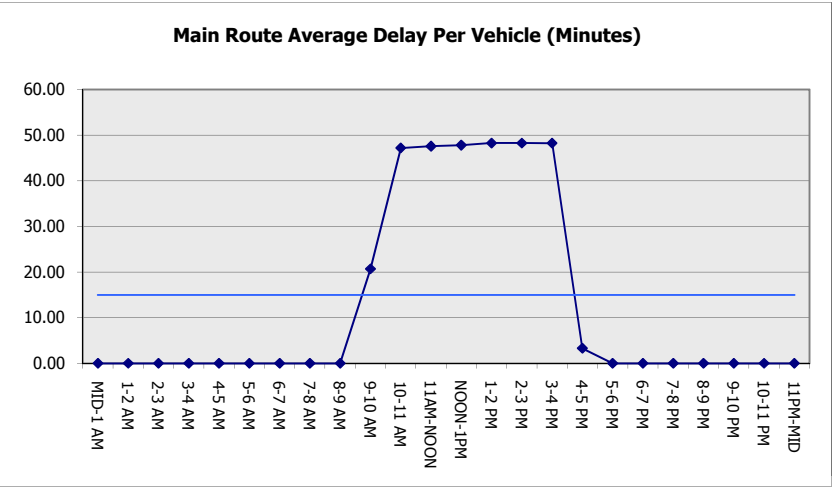
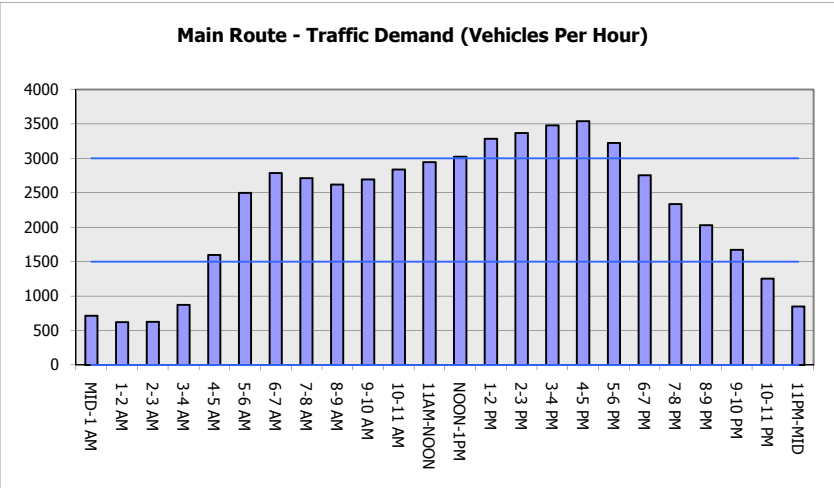
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0086
MAIN ROUTE WITH WORKS	0.0058
'DIVERSION'	0.0036
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$211,185
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
Analyzed for 2009  
Construction Season

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



<b>IH 94: MN 96 TO STH 35 N OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
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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	OFF	661	0	0.00	0	69.9	69.9	69.9
1-2 AM	442	0.0	OFF	442	0	0.00	0	70.2	70.2	70.2
2-3 AM	389	0.0	OFF	389	0	0.00	0	70.2	70.2	70.2
3-4 AM	447	0.0	OFF	447	0	0.00	0	70.2	70.2	70.2
4-5 AM	646	0.0	OFF	646	0	0.00	0	69.9	69.9	69.9
5-6 AM	1096	0.0	OFF	1096	0	0.00	0	69.4	69.4	69.4
6-7 AM	1920	0.0	OFF	1920	0	0.00	0	68.4	68.4	68.4
7-8 AM	2406	0.0	OFF	2406	0	0.00	0	67.8	67.8	67.8
8-9 AM	2656	0.0	OFF	2656	0	0.00	0	67.4	67.4	67.4
9-10 AM	3225	0.0	1499	3091	135	28.56+	803	66.7	4.7	30.8
10-11 AM	3486	0.0	1499	1408	2079	47.35+	1228	66.4	3.9	30.8
11AM-NOON	3405	0.0	1499	1411	1994	47.39+	1228	66.5	3.9	30.8
NOON-1PM	3337	0.0	1499	1444	1893	47.72+	1237	66.6	3.9	30.8
1-2 PM	3469	0.0	1499	1494	1975	48.18+	1249	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	OFF	3836	0	4.35	419	64.6	11.4	11.4
5-6 PM	3292	0.0	OFF	3292	0	0.00	0	66.6	66.6	66.6
6-7 PM	2865	0.0	OFF	2865	0	0.00	0	67.2	67.2	67.2
7-8 PM	2301	0.0	OFF	2301	0	0.00	0	67.9	67.9	67.9
8-9 PM	1950	0.0	OFF	1950	0	0.00	0	68.3	68.3	68.3
9-10 PM	1622	0.0	OFF	1622	0	0.00	0	68.7	68.7	68.7
10-11 PM	1367	0.0	OFF	1367	0	0.00	0	69.1	69.1	69.1
11PM-MID	900	0.0	OFF	900	0	0.00	0	69.6	69.6	69.6

"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	0.0
(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	0
(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	0.0052
'DIVERSION'	0.0047

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$244,532
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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**AUGUST**  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR EASTBOUND DIRECTION**

