

IH 94: MN 96 TO STH 35 N OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	888	0.0	OFF	888	0	0.00	0	69.6	69.6	69.6	
1-2 AM	636	0.0	OFF	636	0	0.00	0	69.9	69.9	69.9	
2-3 AM	526	0.0	OFF	526	0	0.00	0	70.0	70.0	70.0	
3-4 AM	563	0.0	OFF	563	0	0.00	0	70.0	70.0	70.0	
4-5 AM	699	0.0	OFF	699	0	0.00	0	69.9	69.9	69.9	
5-6 AM	836	0.0	OFF	836	0	0.00	0	69.7	69.7	69.7	
6-7 AM	954	0.0	OFF	954	0	0.00	0	69.6	69.6	69.6	
7-8 AM	1485	0.0	OFF	1485	0	0.00	0	68.9	68.9	68.9	
8-9 AM	2028	0.0	1499	2028	0	7.18	223	68.2	9.1	30.8	
9-10 AM	2773	0.0	1500	2315	458	38.23+	1001	67.3	4.2	30.8	
10-11 AM	3580	0.0	1499	1500	2080	48.23+	1251	66.3	3.9	30.8	
11AM-NOON	3749	0.0	1499	1500	2249	48.18+	1251	65.3	3.9	30.8	
NOON-1PM	3633	0.0	1499	1500	2133	48.22+	1251	66.0	3.9	30.8	
1-2 PM	3883	0.0	1499	1500	2383	48.14+	1251	64.3	3.9	30.8	
2-3 PM	3765	0.0	1499	1500	2265	48.18+	1251	65.1	3.9	30.8	
3-4 PM	3762	0.0	1499	1500	2262	48.18+	1251	65.1	3.9	30.8	
4-5 PM	3560	0.0	1499	1496	2065	48.19+	1250	66.3	3.9	30.8	
5-6 PM	3182	0.0	1499	1448	1734	47.75+	1238	66.8	3.9	30.8	
6-7 PM	2799	0.0	OFF	2799	0	2.65	258	67.3	17.0	17.0	
7-8 PM	2365	0.0	OFF	2365	0	0.00	0	67.8	67.8	67.8	
8-9 PM	2071	0.0	OFF	2071	0	0.00	0	68.2	68.2	68.2	
9-10 PM	1859	0.0	OFF	1859	0	0.00	0	68.4	68.4	68.4	
10-11 PM	1391	0.0	OFF	1391	0	0.00	0	69.0	69.0	69.0	
11PM-MID	906	0.0	OFF	906	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 (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	0.0083
MAIN ROUTE WITH WORKS	0.0037
'DIVERSION'	0.0065
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$417,150
CONGESTED HOURS PER DAY*	9

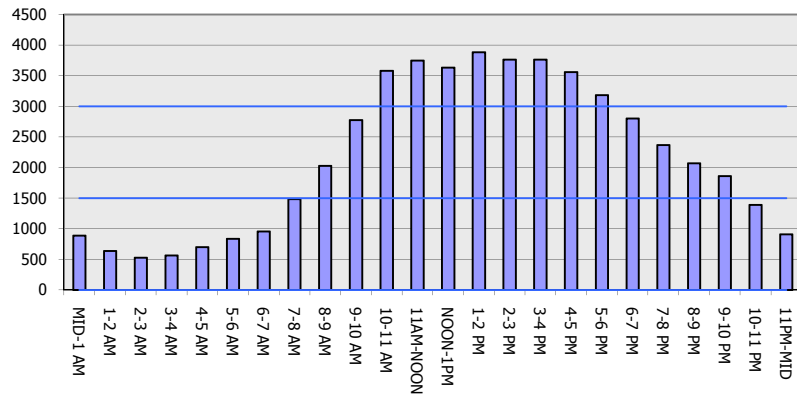
*Delays Exceeding User-Specified Maximum

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

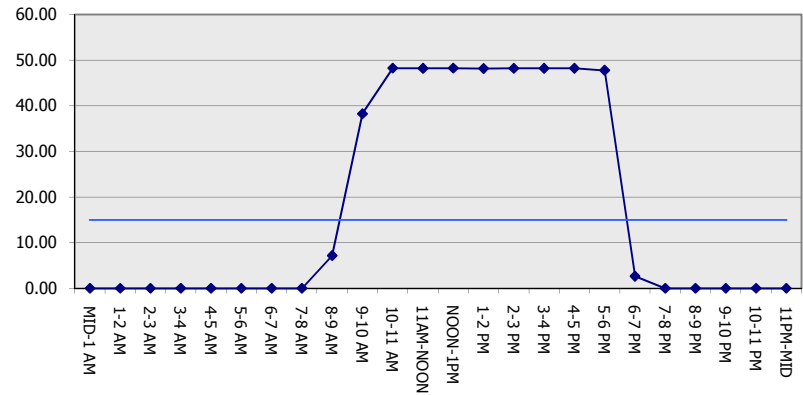
AUGUST
Analyzed for 2009
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION

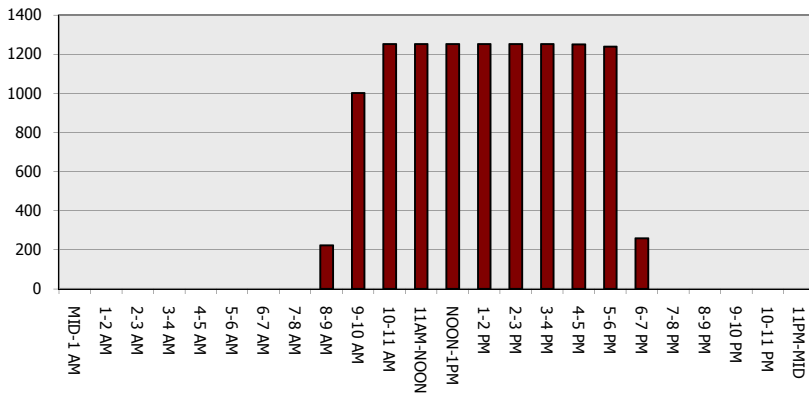
Main Route - Traffic Demand (Vehicles Per Hour)



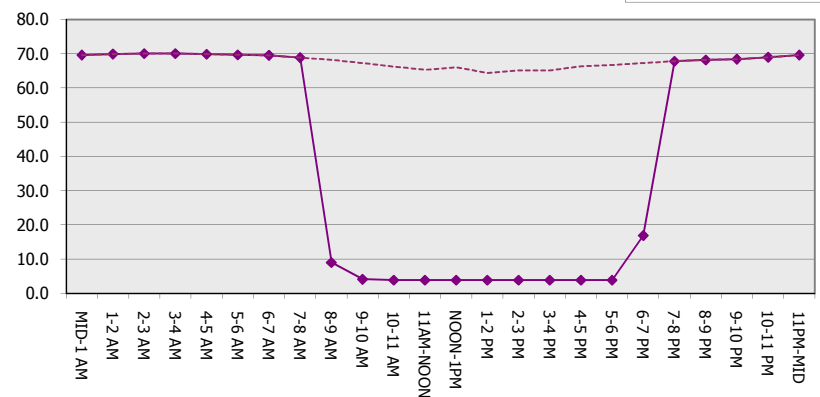
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	914	0.0	OFF	914	0	0.00	0	69.6	69.6	69.6
1-2 AM	542	0.0	OFF	542	0	0.00	0	70.0	70.0	70.0
2-3 AM	447	0.0	OFF	447	0	0.00	0	70.2	70.2	70.2
3-4 AM	406	0.0	OFF	406	0	0.00	0	70.2	70.2	70.2
4-5 AM	506	0.0	OFF	506	0	0.00	0	70.1	70.1	70.1
5-6 AM	757	0.0	OFF	757	0	0.00	0	69.8	69.8	69.8
6-7 AM	1393	0.0	OFF	1393	0	0.00	0	69.0	69.0	69.0
7-8 AM	2358	0.0	OFF	2358	0	0.00	0	67.8	67.8	67.8
8-9 AM	3364	0.0	1499	3085	279	28.73+	806	66.6	4.7	30.8
9-10 AM	4145	0.0	1499	1477	2668	47.83+	1245	62.5	3.9	30.8
10-11 AM	4682	0.0	1499	1500	3183	47.85+	1251	58.9	3.9	30.8
11AM-NOON	4449	0.0	1499	1497	2952	47.91+	1250	60.5	3.9	30.8
NOON-1PM	4091	0.0	1499	1451	2640	47.60+	1238	62.9	3.9	30.8
1-2 PM	3662	0.0	1499	1424	2237	47.49+	1232	65.8	3.9	30.8
2-3 PM	3446	0.0	1499	1440	2006	47.66+	1236	66.4	3.9	30.8
3-4 PM	3328	0.0	1499	1452	1876	47.79+	1239	66.6	3.9	30.8
4-5 PM	2925	0.0	1499	1426	1499	47.56+	1232	67.1	3.9	30.8
5-6 PM	2791	0.0	1499	1464	1327	47.24+	1223	67.3	3.9	30.8
6-7 PM	2389	0.0	OFF	2389	0	2.07	204	67.8	20.3	20.3
7-8 PM	2079	0.0	OFF	2079	0	0.00	0	68.1	68.1	68.1
8-9 PM	1832	0.0	OFF	1832	0	0.00	0	68.4	68.4	68.4
9-10 PM	1545	0.0	OFF	1545	0	0.00	0	68.8	68.8	68.8
10-11 PM	1225	0.0	OFF	1225	0	0.00	0	69.2	69.2	69.2
11PM-MID	915	0.0	OFF	915	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	0.0086
MAIN ROUTE WITH WORKS	0.0036
'DIVERSION'	0.0076

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$463,617
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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SATURDAY EASTBOUND DIRECTION

