

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

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	639	0.0	OFF	639	0	0.00	0	69.9	69.9	69.9
1-2 AM	450	0.0	OFF	450	0	0.00	0	70.2	70.2	70.2
2-3 AM	346	0.0	OFF	346	0	0.00	0	70.2	70.2	70.2
3-4 AM	343	0.0	OFF	343	0	0.00	0	70.2	70.2	70.2
4-5 AM	353	0.0	OFF	353	0	0.00	0	70.2	70.2	70.2
5-6 AM	411	0.0	OFF	411	0	0.00	0	70.2	70.2	70.2
6-7 AM	548	0.0	OFF	548	0	0.00	0	70.0	70.0	70.0
7-8 AM	879	0.0	OFF	879	0	0.00	0	69.6	69.6	69.6
8-9 AM	1385	0.0	OFF	1385	0	0.00	0	69.0	69.0	69.0
9-10 AM	2060	0.0	1499	2060	0	7.02	226	68.2	9.3	30.8
10-11 AM	3099	0.0	1500	2204	894	41.14+	1075	66.9	4.1	30.8
11AM-NOON	3993	0.0	1499	1500	2493	48.10+	1251	63.6	3.9	30.8
NOON-1PM	4549	0.0	1499	1500	3049	47.90+	1251	59.8	3.9	30.8
1-2 PM	5416	0.0	1499	1500	3916	47.53+	1251	53.8	3.9	30.8
2-3 PM	6280	0.0	1499	1500	4781	47.07+	1251	47.9	3.9	30.8
3-4 PM	6693	0.0	1499	1500	5193	46.81+	1251	45.1	3.9	30.8
4-5 PM	7027	0.0	1499	1500	5527	46.57+	1251	42.8	3.9	30.8
5-6 PM	6587	0.0	1499	1500	5087	46.88+	1251	45.8	3.9	30.8
6-7 PM	5787	0.0	1499	1500	4287	47.35+	1251	51.3	3.9	30.8
7-8 PM	4927	0.0	OFF	4927	0	7.43	727	57.2	7.1	7.1
8-9 PM	4054	0.0	OFF	4054	0	0.11	9	63.2	56.4	56.4
9-10 PM	2941	0.0	OFF	2941	0	0.00	0	67.1	67.1	67.1
10-11 PM	1965	0.0	OFF	1965	0	0.00	0	68.3	68.3	68.3
11PM-MID	1377	0.0	OFF	1377	0	0.00	0	69.0	69.0	69.0

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC) **+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT**
WARNING: THE DEMAND FLOW IN ONE OR MORE HOURS EXCEEDS THE THEORETICAL CAPACITY OF THE MAIN ROUTE *WITHOUT* CONSTRUCTION

----- 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	0.0115
MAIN ROUTE WITH WORKS	0.0041
'DIVERSION'	0.0130
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$646,629
CONGESTED HOURS PER DAY*	9

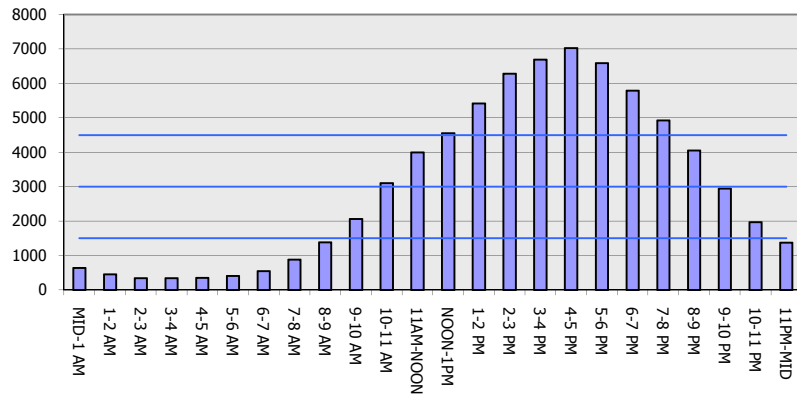
*Delays Exceeding User-Specified Maximum

**IH 94: MN 96 TO STH 35 N
OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

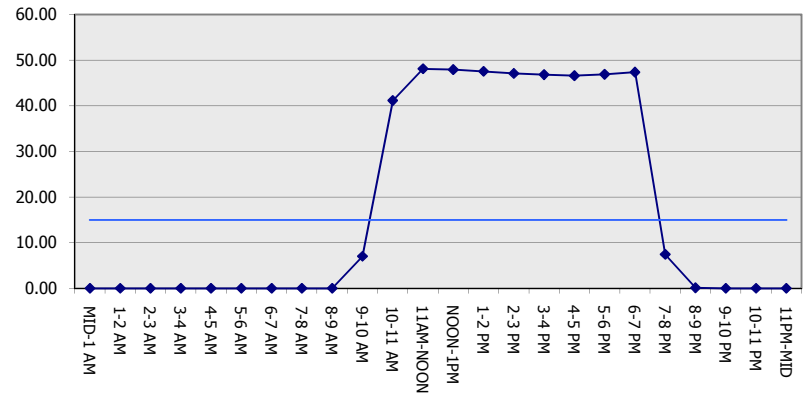
AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY WESTBOUND DIRECTION

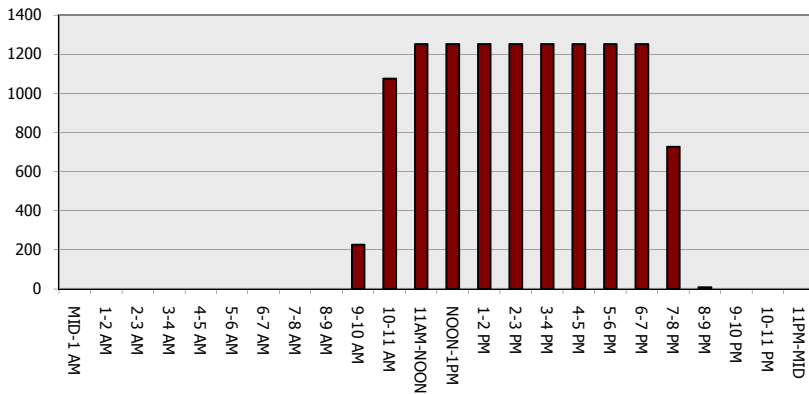
Main Route - Traffic Demand (Vehicles Per Hour)



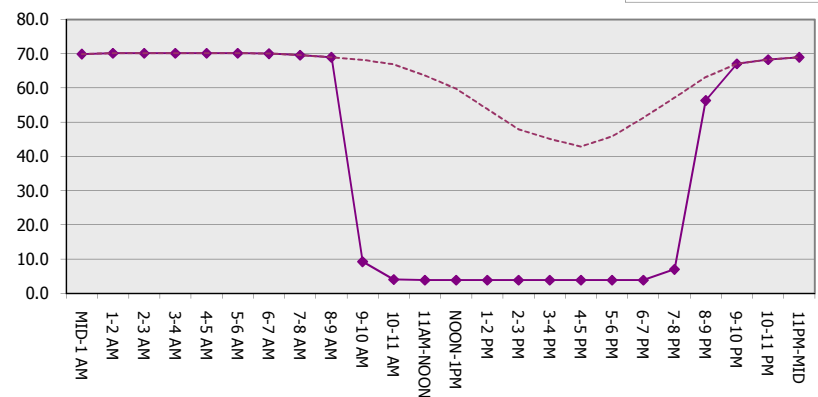
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	622	0.0	OFF	622	0	0.00	0	70.0	70.0	70.0
1-2 AM	409	0.0	OFF	409	0	0.00	0	70.2	70.2	70.2
2-3 AM	309	0.0	OFF	309	0	0.00	0	70.2	70.2	70.2
3-4 AM	263	0.0	OFF	263	0	0.00	0	70.2	70.2	70.2
4-5 AM	279	0.0	OFF	279	0	0.00	0	70.2	70.2	70.2
5-6 AM	437	0.0	OFF	437	0	0.00	0	70.2	70.2	70.2
6-7 AM	920	0.0	OFF	920	0	0.00	0	69.6	69.6	69.6
7-8 AM	1557	0.0	OFF	1557	0	0.00	0	68.8	68.8	68.8
8-9 AM	2300	0.0	OFF	2300	0	0.00	0	67.9	67.9	67.9
9-10 AM	3391	0.0	1499	3090	301	28.68+	805	66.5	4.7	30.8
10-11 AM	4358	0.0	1499	1500	2858	47.97+	1251	61.1	3.9	30.8
11AM-NOON	4561	0.0	1499	1500	3061	47.90+	1251	59.7	3.9	30.8
NOON-1PM	5029	0.0	1499	1500	3530	47.71+	1251	56.5	3.9	30.8
1-2 PM	4928	0.0	1499	1500	3428	47.75+	1251	57.2	3.9	30.8
2-3 PM	4498	0.0	1499	1489	3008	47.82+	1248	60.1	3.9	30.8
3-4 PM	4326	0.0	1499	1477	2849	47.77+	1245	61.3	3.9	30.8
4-5 PM	4170	0.0	1499	1464	2706	47.70+	1242	62.3	3.9	30.8
5-6 PM	3651	0.0	1499	1414	2236	47.40+	1229	65.9	3.9	30.8
6-7 PM	3273	0.0	1499	1412	1861	47.41+	1229	66.7	3.9	30.8
7-8 PM	2759	0.0	OFF	2759	0	2.86	279	67.3	16.0	16.0
8-9 PM	2306	0.0	OFF	2306	0	0.00	0	67.9	67.9	67.9
9-10 PM	1628	0.0	OFF	1628	0	0.00	0	68.7	68.7	68.7
10-11 PM	1126	0.0	OFF	1126	0	0.00	0	69.3	69.3	69.3
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	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	0.0092
MAIN ROUTE WITH WORKS	0.0033
'DIVERSION'	0.0095

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$534,942
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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SUNDAY EASTBOUND DIRECTION

