

<b>IH 94: MN 96 TO STH 35 N</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	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	733	0.0	OFF	733	0	0.00	0	69.8	69.8	69.8	
1-2 AM	633	0.0	OFF	633	0	0.00	0	69.9	69.9	69.9	
2-3 AM	693	0.0	OFF	693	0	0.00	0	69.9	69.9	69.9	
3-4 AM	803	0.0	OFF	803	0	0.00	0	69.7	69.7	69.7	
4-5 AM	1215	0.0	OFF	1215	0	0.00	0	69.2	69.2	69.2	
5-6 AM	2181	0.0	OFF	2181	0	0.00	0	68.0	68.0	68.0	
6-7 AM	2540	0.0	OFF	2540	0	0.00	0	67.6	67.6	67.6	
7-8 AM	2748	0.0	OFF	2748	0	0.00	0	67.3	67.3	67.3	
8-9 AM	2557	0.0	OFF	2557	0	0.00	0	67.6	67.6	67.6	
9-10 AM	2660	0.0	2999	2660	0	0.26	0	67.4	52.4	43.3	
10-11 AM	3003	0.0	2999	3003	0	0.53	11	67.0	42.2	37.9	
11AM-NOON	3371	0.0	3000	3371	0	3.81	212	66.6	14.7	37.3	
NOON-1PM	3612	0.0	3000	3612	0	12.78	698	66.2	8.9	37.3	
1-2 PM	4171	0.0	3000	4171	0	28.65	1584	62.3	7.5	37.3	
2-3 PM	4590	0.0	2999	3549	1041	49.04+	2722	59.5	6.9	37.3	
3-4 PM	4578	0.0	2999	3077	1501	50.45+	2800	59.6	6.9	37.3	
4-5 PM	4524	0.0	OFF	4524	0	21.08	2088	59.9	2.7	2.7	
5-6 PM	4222	0.0	OFF	4222	0	5.29	512	62.0	9.6	9.6	
6-7 PM	3644	0.0	OFF	3644	0	0.00	0	66.0	66.0	66.0	
7-8 PM	3034	0.0	OFF	3034	0	0.00	0	66.9	66.9	66.9	
8-9 PM	2586	0.0	OFF	2586	0	0.00	0	67.5	67.5	67.5	
9-10 PM	1988	0.0	OFF	1988	0	0.00	0	68.2	68.2	68.2	
10-11 PM	1570	0.0	OFF	1570	0	0.00	0	68.8	68.8	68.8	
11PM-MID	968	0.0	OFF	968	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	0.0100
MAIN ROUTE WITH WORKS	0.0070
'DIVERSION'	0.0009
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$130,214
CONGESTED HOURS PER DAY*	2

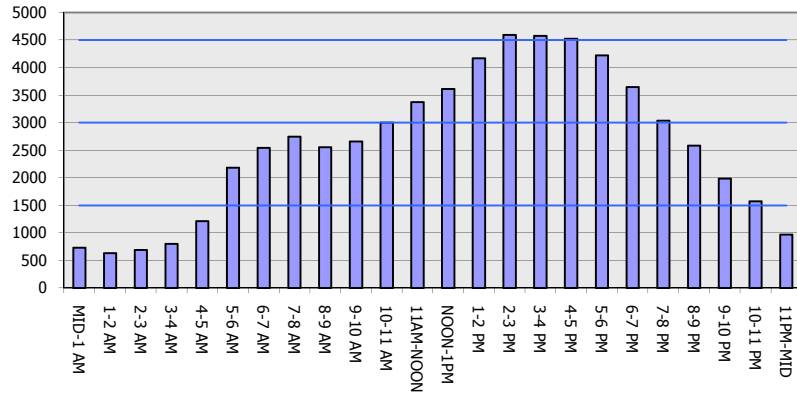
\*Delays Exceeding User-Specified Maximum

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

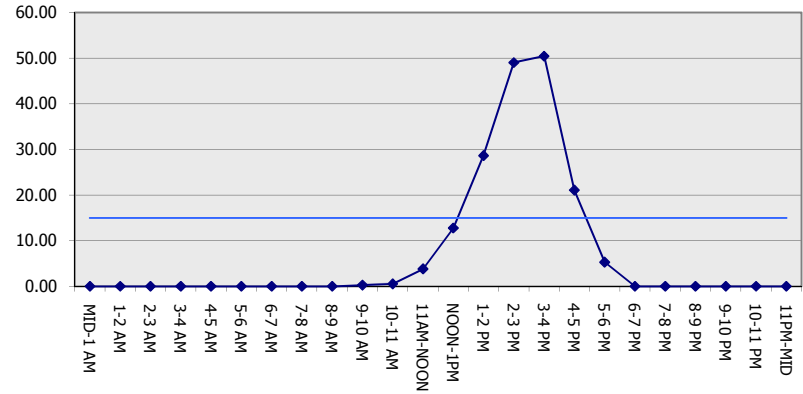
**OCTOBER**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY WESTBOUND DIRECTION**

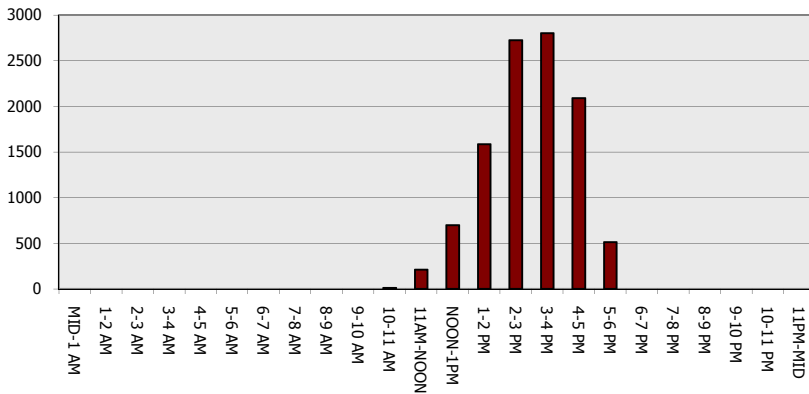
**Main Route - Traffic Demand (Vehicles Per Hour)**



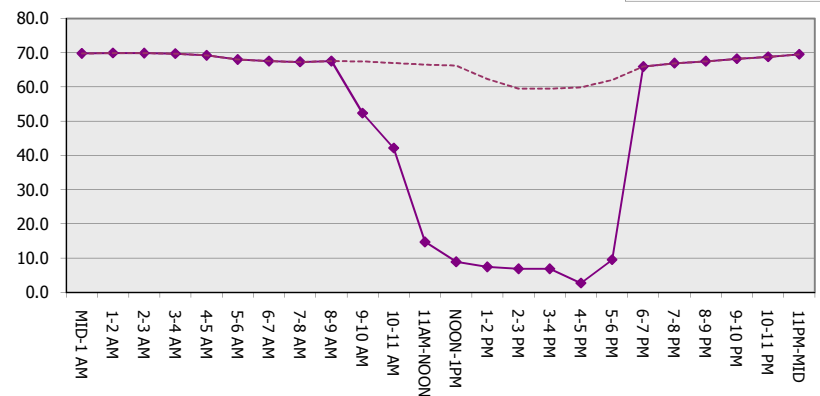
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



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**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	701	0.0	OFF	701	0	0.00	0	69.9	69.9	69.9
1-2 AM	515	0.0	OFF	515	0	0.00	0	70.1	70.1	70.1
2-3 AM	402	0.0	OFF	402	0	0.00	0	70.2	70.2	70.2
3-4 AM	466	0.0	OFF	466	0	0.00	0	70.2	70.2	70.2
4-5 AM	571	0.0	OFF	571	0	0.00	0	70.0	70.0	70.0
5-6 AM	1016	0.0	OFF	1016	0	0.00	0	69.5	69.5	69.5
6-7 AM	1567	0.0	OFF	1567	0	0.00	0	68.8	68.8	68.8
7-8 AM	2451	0.0	OFF	2451	0	0.00	0	67.7	67.7	67.7
8-9 AM	2761	0.0	OFF	2761	0	0.00	0	67.3	67.3	67.3
9-10 AM	3486	0.0		3486	0	3.21	200	66.4	16.9	37.3
10-11 AM	4117	0.0		4117	0	18.30	1022	62.7	8.2	37.3
11AM-NOON	4203	0.0		4203	0	39.82+	2199	62.2	7.1	37.3
NOON-1PM	4282	0.0		2928	1353	49.48+	2734	61.6	6.9	37.3
1-2 PM	5055	0.0		3069	1986	50.83+	2842	56.3	6.9	37.3
2-3 PM	5369	0.0		3000	2370	50.85+	2859	54.2	6.9	37.3
3-4 PM	5644	0.0		3000	2644	50.58+	2859	52.3	6.9	37.3
4-5 PM	5565	0.0	OFF	5565	0	25.92	2585	52.8	2.2	2.2
5-6 PM	5071	0.0	OFF	5071	0	19.17	1903	56.2	3.0	3.0
6-7 PM	4662	0.0	OFF	4662	0	7.89	770	59.0	6.8	6.8
7-8 PM	3577	0.0	OFF	3577	0	0.03	2	66.3	64.2	64.2
8-9 PM	2338	0.0	OFF	2338	0	0.00	0	67.8	67.8	67.8
9-10 PM	1848	0.0	OFF	1848	0	0.00	0	68.4	68.4	68.4
10-11 PM	1498	0.0	OFF	1498	0	0.00	0	68.9	68.9	68.9
11PM-MID	1121	0.0	OFF	1121	0	0.00	0	69.4	69.4	69.4

"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	0.0109
MAIN ROUTE WITH WORKS	0.0070
'DIVERSION'	0.0031
PIA: Personal Injury Accidents	
ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$269,137
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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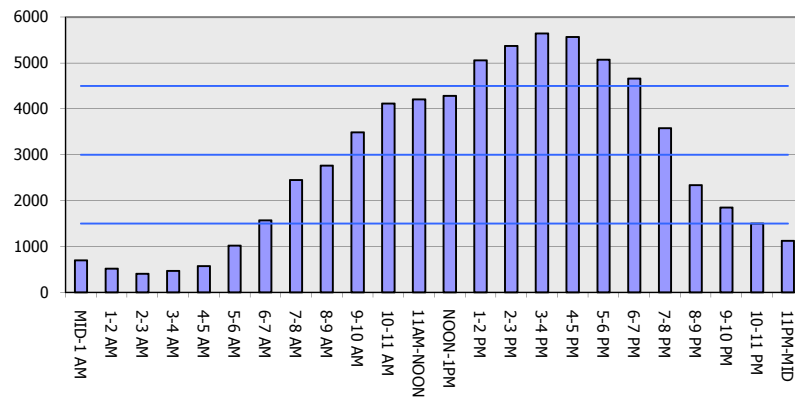
**OCTOBER**

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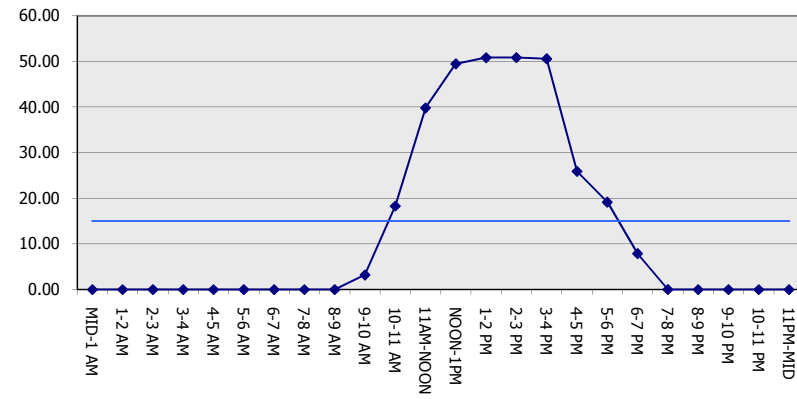
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY EASTBOUND DIRECTION**

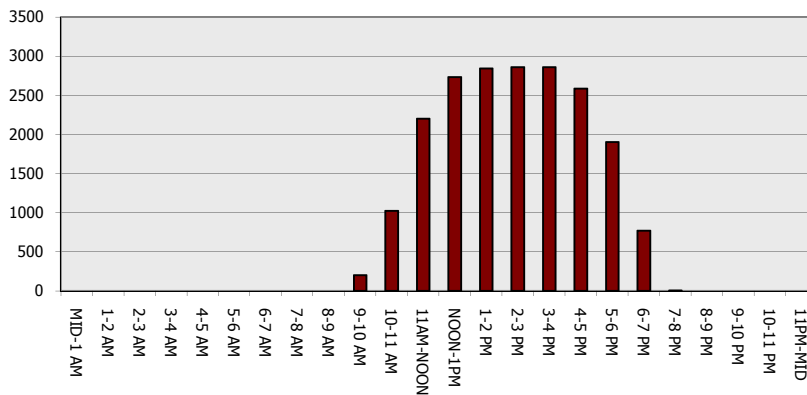
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

