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| <b>IH 94: MN 96 TO STH 35 N</b><br><b>OFF-PEAK DAY CLOSURE</b><br><b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>OCTOBER</b>                           |
|  | Analyzed for 2009<br>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    | 739                          | 0.0       | OFF            | 739        | 0           | 0.00                  | 0                     | 69.8              | 69.8           | 69.8 |  |
| 1-2 AM      | 552                          | 0.0       | OFF            | 552        | 0           | 0.00                  | 0                     | 70.0              | 70.0           | 70.0 |  |
| 2-3 AM      | 503                          | 0.0       | OFF            | 503        | 0           | 0.00                  | 0                     | 70.1              | 70.1           | 70.1 |  |
| 3-4 AM      | 497                          | 0.0       | OFF            | 497        | 0           | 0.00                  | 0                     | 70.1              | 70.1           | 70.1 |  |
| 4-5 AM      | 605                          | 0.0       | OFF            | 605        | 0           | 0.00                  | 0                     | 70.0              | 70.0           | 70.0 |  |
| 5-6 AM      | 791                          | 0.0       | OFF            | 791        | 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      | 1418                         | 0.0       | OFF            | 1418       | 0           | 0.00                  | 0                     | 69.0              | 69.0           | 69.0 |  |
| 8-9 AM      | 1926                         | 0.0       | 3000           | 1926       | 0           | 0.17                  | 0                     | 68.3              | 57.3           | 49.7 |  |
| 9-10 AM     | 2678                         | 0.0       | 2999           | 2678       | 0           | 0.26                  | 0                     | 67.4              | 52.2           | 43.2 |  |
| 10-11 AM    | 3197                         | 0.0       | 2999           | 3197       | 0           | 1.47                  | 77                    | 66.8              | 25.5           | 37.3 |  |
| 11AM-NOON   | 3354                         | 0.0       | 3000           | 3354       | 0           | 7.00                  | 376                   | 66.6              | 11.0           | 37.3 |  |
| NOON-1PM    | 3130                         | 0.0       | 2999           | 3130       | 0           | 11.71                 | 626                   | 66.8              | 9.1            | 37.3 |  |
| 1-2 PM      | 3041                         | 0.0       | 2999           | 3041       | 0           | 13.08                 | 700                   | 66.9              | 8.8            | 37.3 |  |
| 2-3 PM      | 3168                         | 0.0       | 3000           | 3168       | 0           | 14.88                 | 800                   | 66.8              | 8.5            | 37.3 |  |
| 3-4 PM      | 3206                         | 0.0       | 3000           | 3206       | 0           | 18.28                 | 988                   | 66.8              | 8.1            | 37.3 |  |
| 4-5 PM      | 3312                         | 0.0       | 3000           | 3312       | 0           | 23.19                 | 1259                  | 66.6              | 7.7            | 37.3 |  |
| 5-6 PM      | 2942                         | 0.0       | 2999           | 2942       | 0           | 25.84                 | 1403                  | 67.1              | 7.6            | 37.3 |  |
| 6-7 PM      | 2512                         | 0.0       | OFF            | 2512       | 0           | 2.65                  | 261                   | 67.6              | 17.0           | 17.0 |  |
| 7-8 PM      | 2356                         | 0.0       | OFF            | 2356       | 0           | 0.00                  | 0                     | 67.8              | 67.8           | 67.8 |  |
| 8-9 PM      | 1924                         | 0.0       | OFF            | 1924       | 0           | 0.00                  | 0                     | 68.4              | 68.4           | 68.4 |  |
| 9-10 PM     | 1737                         | 0.0       | OFF            | 1737       | 0           | 0.00                  | 0                     | 68.6              | 68.6           | 68.6 |  |
| 10-11 PM    | 1312                         | 0.0       | OFF            | 1312       | 0           | 0.00                  | 0                     | 69.1              | 69.1           | 69.1 |  |
| 11PM-MID    | 847                          | 0.0       | OFF            | 847        | 0           | 0.00                  | 0                     | 69.7              | 69.7           | 69.7 |  |

**"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)**

| *----- 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 |

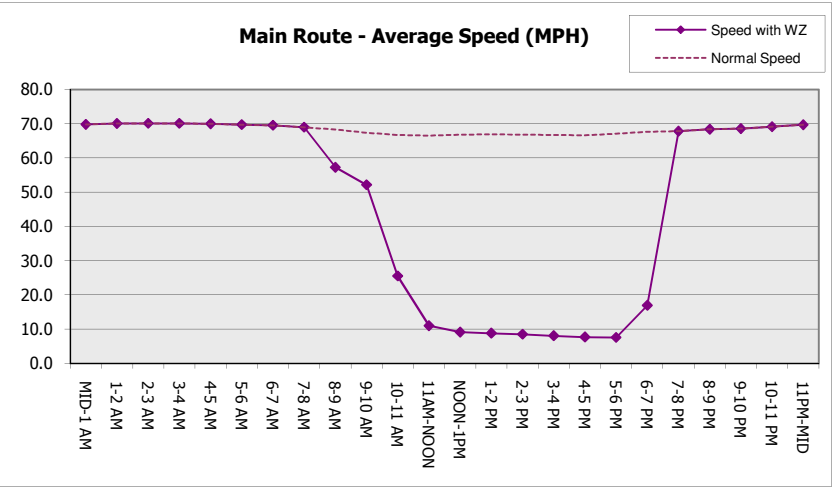
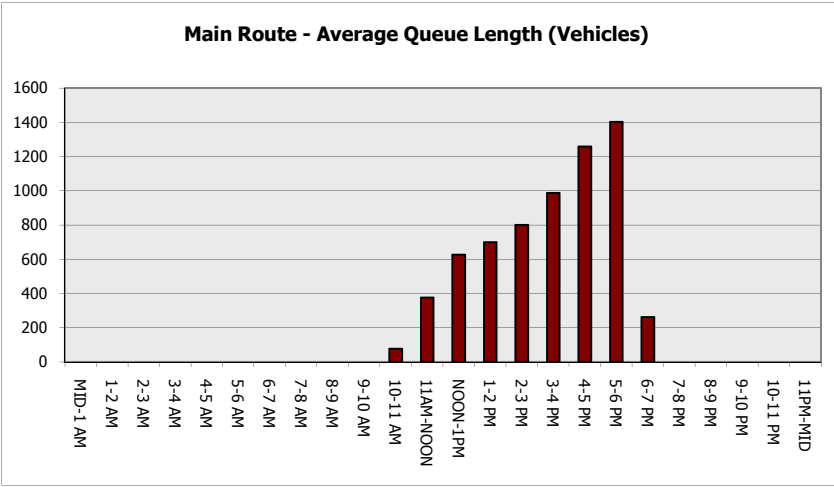
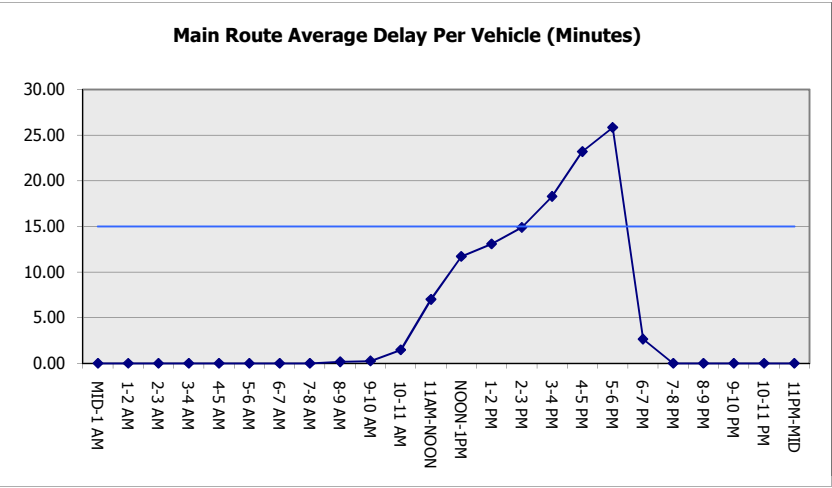
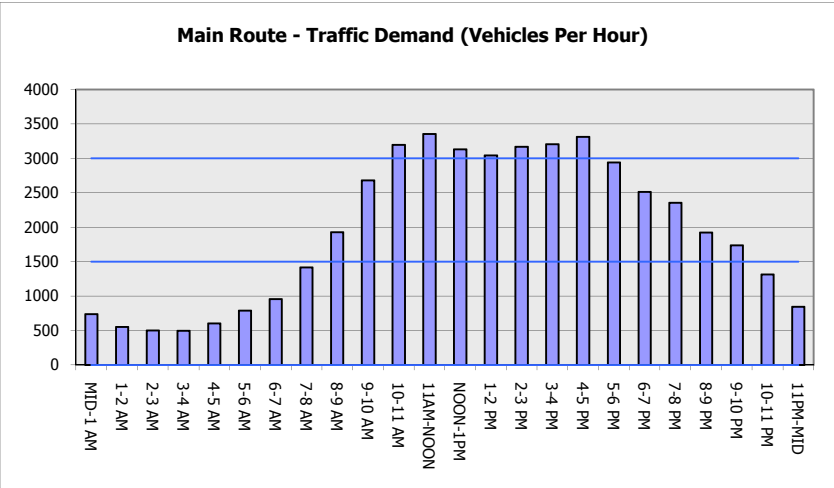
| AVERAGE ACCIDENT NUMBERS (PIA/DAY)            |          |
|---|----------|
| MAIN ROUTE WITHOUT WORKS                      | 0.0074   |
| MAIN ROUTE WITH WORKS                         | 0.0042   |
| 'DIVERSION'                                   | 0.0000   |
| <small>PIA: Personal Injury Accidents</small> |          |
| IMPACTS ON ROAD USERS                         |          |
| ROAD USER COSTS PER DAY                       | \$95,458 |
| CONGESTED HOURS PER DAY*                      | 0        |

\*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**  
**SATURDAY WESTBOUND DIRECTION**



|  |  |
|--|--|
| <b>IH 94: MN 96 TO STH 35 N<br/>OFF-PEAK DAY CLOSURE<br/>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>OCTOBER</b>                           |
|  | Analyzed for 2009<br>Construction Season |

**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    | 784                          | 0.0       | OFF            | 784        | 0           | 0.00                  | 0                   | 69.7                  | 69.7           | 69.7 |  |
| 1-2 AM      | 498                          | 0.0       | OFF            | 498        | 0           | 0.00                  | 0                   | 70.1                  | 70.1           | 70.1 |  |
| 2-3 AM      | 380                          | 0.0       | OFF            | 380        | 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      | 512                          | 0.0       | OFF            | 512        | 0           | 0.00                  | 0                   | 70.1                  | 70.1           | 70.1 |  |
| 5-6 AM      | 766                          | 0.0       | OFF            | 766        | 0           | 0.00                  | 0                   | 69.8                  | 69.8           | 69.8 |  |
| 6-7 AM      | 1306                         | 0.0       | OFF            | 1306       | 0           | 0.00                  | 0                   | 69.1                  | 69.1           | 69.1 |  |
| 7-8 AM      | 2031                         | 0.0       | OFF            | 2031       | 0           | 0.00                  | 0                   | 68.2                  | 68.2           | 68.2 |  |
| 8-9 AM      | 2756                         | 0.0       | 2999           | 2756       | 0           | 0.28                  | 0                   | 67.3                  | 51.0           | 41.7 |  |
| 9-10 AM     | 3475                         | 0.0       | 2999           | 3475       | 0           | 3.32                  | 203                 | 66.4                  | 16.5           | 37.3 |  |
| 10-11 AM    | 3841                         | 0.0       | 3000           | 3841       | 0           | 16.08                 | 887                 | 64.6                  | 8.4            | 37.3 |  |
| 11AM-NOON   | 3723                         | 0.0       | 2999           | 3723       | 0           | 30.92                 | 1692                | 65.5                  | 7.3            | 37.3 |  |
| NOON-1PM    | 3371                         | 0.0       | 2999           | 3371       | 0           | 40.98+                | 2240                | 66.6                  | 7.1            | 37.3 |  |
| 1-2 PM      | 3224                         | 0.0       | 2999           | 3224       | 0           | 46.23+                | 2528                | 66.8                  | 7.0            | 37.3 |  |
| 2-3 PM      | 3183                         | 0.0       | 2999           | 2980       | 203         | 47.44+                | 2594                | 66.8                  | 7.0            | 37.3 |  |
| 3-4 PM      | 3086                         | 0.0       | 2999           | 2988       | 98          | 47.38+                | 2590                | 66.9                  | 7.0            | 37.3 |  |
| 4-5 PM      | 3097                         | 0.0       | 2999           | 2991       | 106         | 47.38+                | 2591                | 66.9                  | 7.0            | 37.3 |  |
| 5-6 PM      | 2825                         | 0.0       | 2999           | 2825       | 0           | 46.27+                | 2528                | 67.3                  | 7.0            | 37.3 |  |
| 6-7 PM      | 2370                         | 0.0       | OFF            | 2370       | 0           | 8.20                  | 805                 | 67.8                  | 6.6            | 6.6  |  |
| 7-8 PM      | 2025                         | 0.0       | OFF            | 2025       | 0           | 0.00                  | 0                   | 68.2                  | 68.2           | 68.2 |  |
| 8-9 PM      | 1659                         | 0.0       | OFF            | 1659       | 0           | 0.00                  | 0                   | 68.7                  | 68.7           | 68.7 |  |
| 9-10 PM     | 1403                         | 0.0       | OFF            | 1403       | 0           | 0.00                  | 0                   | 69.0                  | 69.0           | 69.0 |  |
| 10-11 PM    | 1171                         | 0.0       | OFF            | 1171       | 0           | 0.00                  | 0                   | 69.3                  | 69.3           | 69.3 |  |
| 11PM-MID    | 859                          | 0.0       | OFF            | 859        | 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           | 0.0078 |
| MAIN ROUTE WITH WORKS              | 0.0042 |
| 'DIVERSION'                        | 0.0002 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS |           |
|-------------------------------|-----------|
| ROAD USER COSTS PER DAY       | \$275,536 |
| 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)**

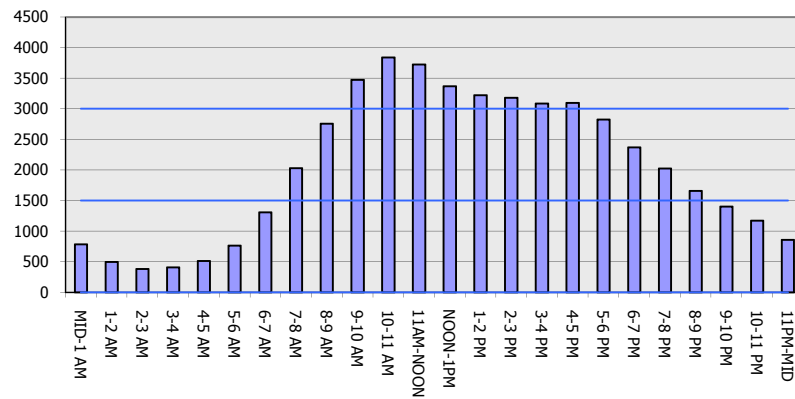
**OCTOBER**

Analyzed for 2009  
Construction Season

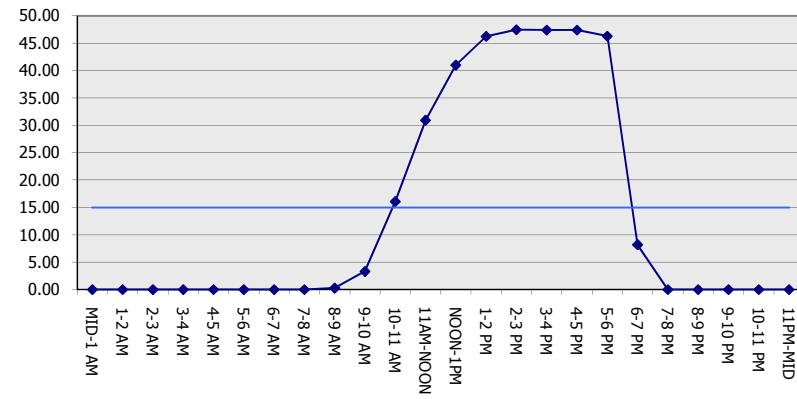
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY EASTBOUND DIRECTION**

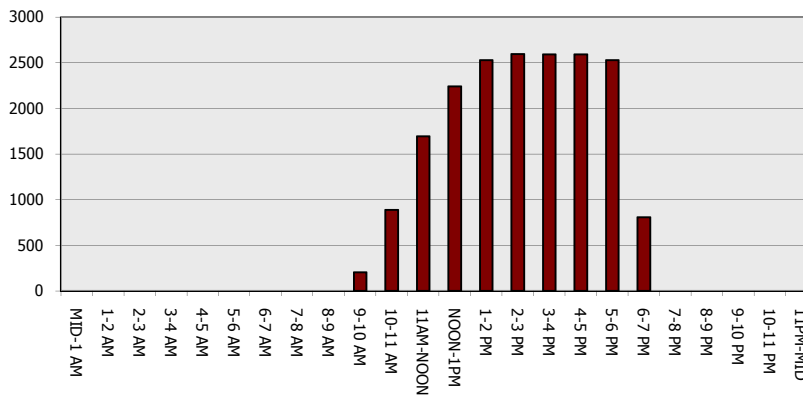
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

