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| IH 94: MN 96 TO STH 35 N OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | OCTOBER |
| | 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 | 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 | 1499 | 1926 | 0 | 5.45 | 173 | 68.3 | 10.9 | 30.8 | |
| 9-10 AM | 2678 | 0.0 | 1500 | 2541 | 137 | 35.47+ | 940 | 67.4 | 4.3 | 30.8 | |
| 10-11 AM | 3197 | 0.0 | 1499 | 1412 | 1785 | 47.41+ | 1229 | 66.8 | 3.9 | 30.8 | |
| 11AM-NOON | 3354 | 0.0 | 1499 | 1460 | 1894 | 47.87+ | 1241 | 66.6 | 3.9 | 30.8 | |
| NOON-1PM | 3130 | 0.0 | 1499 | 1448 | 1682 | 47.76+ | 1238 | 66.8 | 3.9 | 30.8 | |
| 1-2 PM | 3041 | 0.0 | 1499 | 1468 | 1572 | 47.96+ | 1243 | 66.9 | 3.9 | 30.8 | |
| 2-3 PM | 3168 | 0.0 | 1499 | 1500 | 1668 | 48.25+ | 1251 | 66.8 | 3.9 | 30.8 | |
| 3-4 PM | 3206 | 0.0 | 1499 | 1500 | 1706 | 48.25+ | 1251 | 66.8 | 3.9 | 30.8 | |
| 4-5 PM | 3312 | 0.0 | 1499 | 1500 | 1812 | 48.25+ | 1251 | 66.6 | 3.9 | 30.8 | |
| 5-6 PM | 2942 | 0.0 | 1499 | 1465 | 1478 | 47.71+ | 1236 | 67.1 | 3.9 | 30.8 | |
| 6-7 PM | 2512 | 0.0 | OFF | 2512 | 0 | 2.16 | 213 | 67.6 | 19.6 | 19.6 | |
| 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)

+ 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 | 0.0074 |
| MAIN ROUTE WITH WORKS | 0.0035 |
| 'DIVERSION' | 0.0051 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$362,021 |
| CONGESTED HOURS PER DAY* | 9 |

*Delays Exceeding User-Specified Maximum

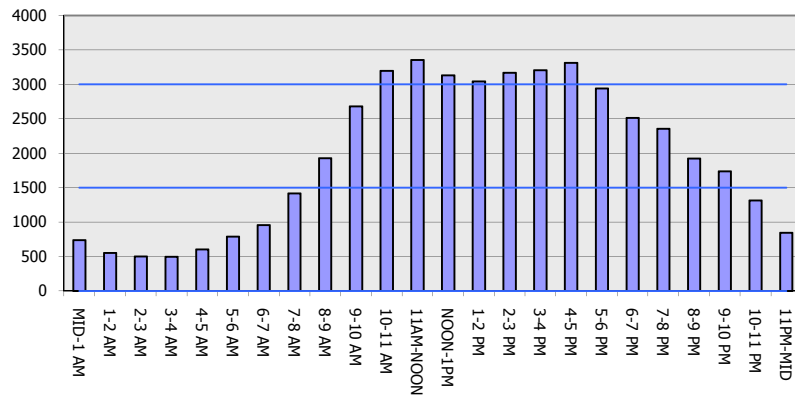
**IH 94: MN 96 TO STH 35 N
OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

OCTOBER

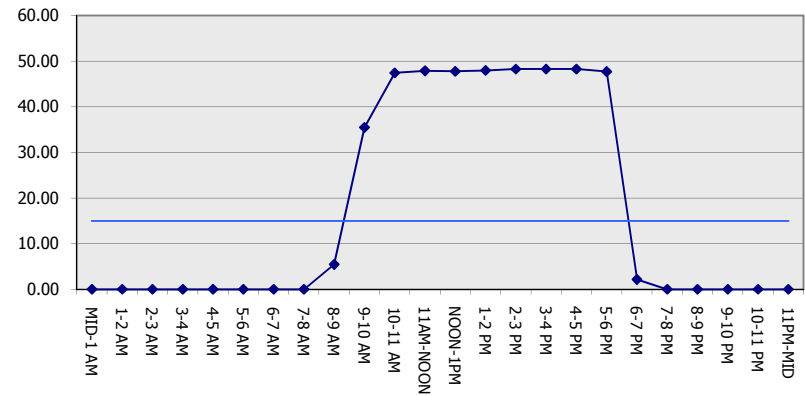
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION

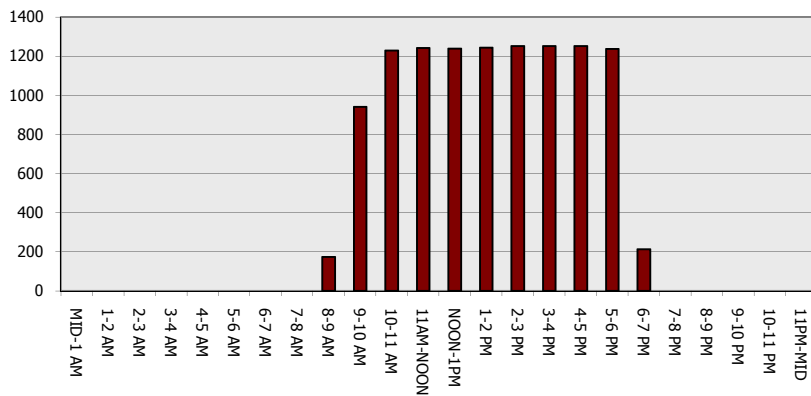
Main Route - Traffic Demand (Vehicles Per Hour)



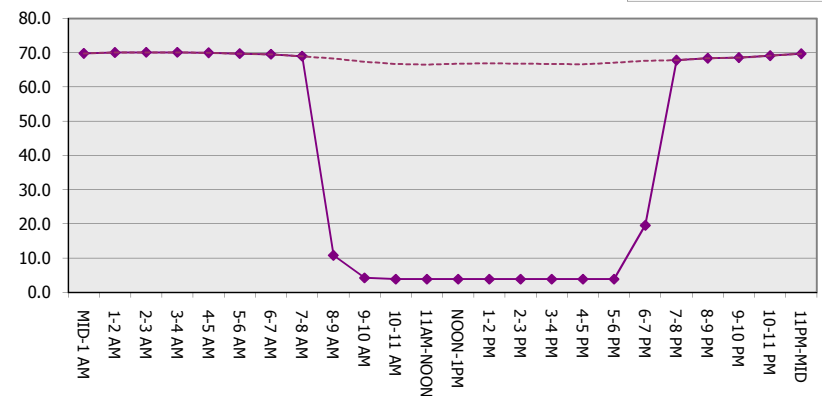
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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|---|--|
| IH 94: MN 96 TO STH 35 N OFF-PEAK DAY 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | OCTOBER Analyzed for 2009 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 | 1499 | 2756 | 0 | 19.97+ | 582 | 67.3 | 5.4 | 30.8 |
| 9-10 AM | 3475 | 0.0 | 1500 | 1500 | 1975 | 48.24+ | 1251 | 66.4 | 3.9 | 30.8 |
| 10-11 AM | 3841 | 0.0 | 1500 | 1500 | 2341 | 48.15+ | 1251 | 64.6 | 3.9 | 30.8 |
| 11AM-NOON | 3723 | 0.0 | 1500 | 1500 | 2222 | 48.19+ | 1251 | 65.5 | 3.9 | 30.8 |
| NOON-1PM | 3371 | 0.0 | 1500 | 1500 | 1871 | 48.24+ | 1251 | 66.6 | 3.9 | 30.8 |
| 1-2 PM | 3224 | 0.0 | 1500 | 1500 | 1724 | 48.25+ | 1251 | 66.8 | 3.9 | 30.8 |
| 2-3 PM | 3183 | 0.0 | 1500 | 1499 | 1683 | 48.25+ | 1251 | 66.8 | 3.9 | 30.8 |
| 3-4 PM | 3086 | 0.0 | 1500 | 1491 | 1596 | 48.08+ | 1246 | 66.9 | 3.9 | 30.8 |
| 4-5 PM | 3097 | 0.0 | 1500 | 1494 | 1602 | 48.10+ | 1246 | 66.9 | 3.9 | 30.8 |
| 5-6 PM | 2825 | 0.0 | 1500 | 1471 | 1354 | 47.32+ | 1226 | 67.3 | 3.9 | 30.8 |
| 6-7 PM | 2370 | 0.0 | OFF | 2370 | 0 | 2.04 | 202 | 67.8 | 20.5 | 20.5 |
| 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 | 0.0034 |
| 'DIVERSION' | 0.0060 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-----------|
| ROAD USER COSTS PER DAY | \$408,035 |
| CONGESTED HOURS PER DAY* | 10 |

*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)**

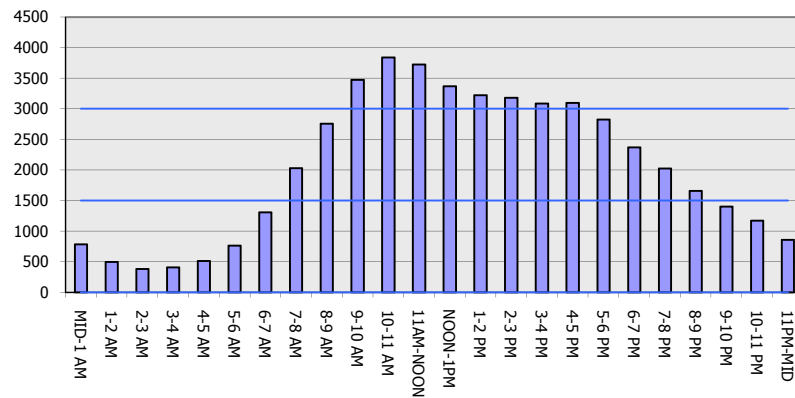
OCTOBER

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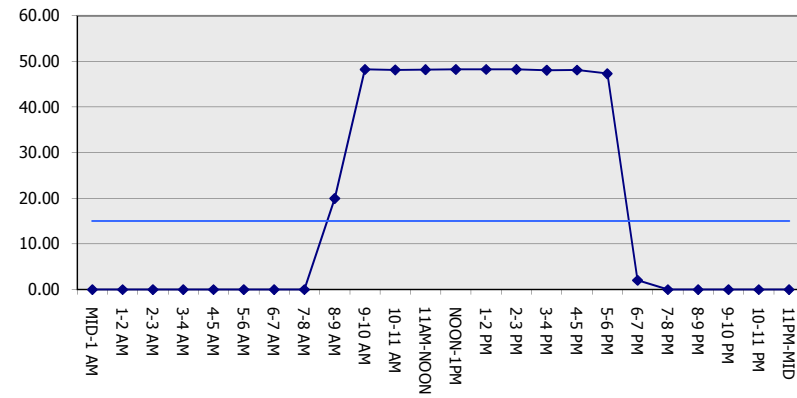
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

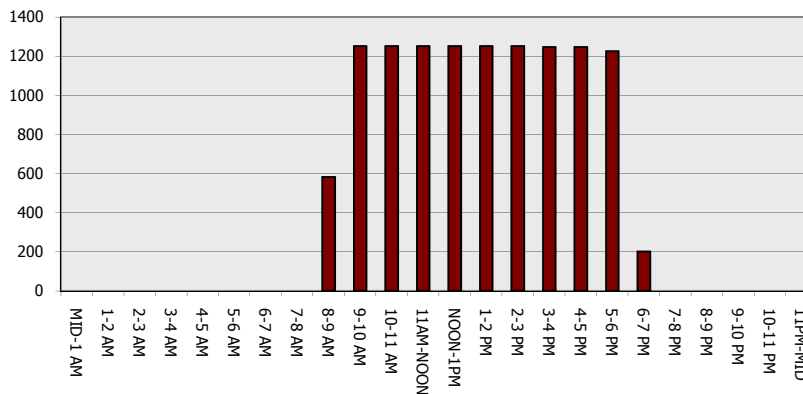
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

