

| | |
|---|--|
| IH 94: MN 96 TO STH 35 N NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | 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 | 753 | 0.0 | 3000 | 753 | 0 | 0.18 | 0 | 69.8 | 57.8 | 49.7 |
| 1-2 AM | 604 | 0.0 | 3000 | 604 | 0 | 0.18 | 0 | 70.0 | 57.8 | 49.7 |
| 2-3 AM | 537 | 0.0 | 3000 | 537 | 0 | 0.18 | 0 | 70.0 | 57.8 | 49.7 |
| 3-4 AM | 500 | 0.0 | 3000 | 500 | 0 | 0.18 | 0 | 70.1 | 57.9 | 49.7 |
| 4-5 AM | 612 | 0.0 | 3000 | 612 | 0 | 0.18 | 0 | 70.0 | 57.8 | 49.7 |
| 5-6 AM | 770 | 0.0 | 3000 | 770 | 0 | 0.18 | 0 | 69.8 | 57.8 | 49.7 |
| 6-7 AM | 1068 | 0.0 | 3000 | 1068 | 0 | 0.18 | 0 | 69.4 | 57.6 | 49.7 |
| 7-8 AM | 1615 | 0.0 | 3000 | 1615 | 0 | 0.17 | 0 | 68.7 | 57.4 | 49.7 |
| 8-9 AM | 2241 | 0.0 | OFF | 2241 | 0 | 0.00 | 0 | 67.9 | 67.9 | 67.9 |
| 9-10 AM | 2905 | 0.0 | OFF | 2905 | 0 | 0.00 | 0 | 67.1 | 67.1 | 67.1 |
| 10-11 AM | 3439 | 0.0 | OFF | 3439 | 0 | 0.00 | 0 | 66.4 | 66.4 | 66.4 |
| 11AM-NOON | 3521 | 0.0 | OFF | 3521 | 0 | 0.00 | 0 | 66.4 | 66.4 | 66.4 |
| NOON-1PM | 3502 | 0.0 | OFF | 3502 | 0 | 0.00 | 0 | 66.4 | 66.4 | 66.4 |
| 1-2 PM | 3456 | 0.0 | OFF | 3456 | 0 | 0.00 | 0 | 66.4 | 66.4 | 66.4 |
| 2-3 PM | 3304 | 0.0 | OFF | 3304 | 0 | 0.00 | 0 | 66.6 | 66.6 | 66.6 |
| 3-4 PM | 3294 | 0.0 | OFF | 3294 | 0 | 0.00 | 0 | 66.6 | 66.6 | 66.6 |
| 4-5 PM | 3210 | 0.0 | OFF | 3210 | 0 | 0.00 | 0 | 66.8 | 66.8 | 66.8 |
| 5-6 PM | 2800 | 0.0 | OFF | 2800 | 0 | 0.00 | 0 | 67.3 | 67.3 | 67.3 |
| 6-7 PM | 2415 | 0.0 | 3000 | 2415 | 0 | 0.18 | 0 | 67.8 | 56.6 | 48.9 |
| 7-8 PM | 2069 | 0.0 | 3000 | 2069 | 0 | 0.17 | 0 | 68.2 | 57.2 | 49.7 |
| 8-9 PM | 1914 | 0.0 | 3000 | 1914 | 0 | 0.17 | 0 | 68.4 | 57.3 | 49.7 |
| 9-10 PM | 1588 | 0.0 | 3000 | 1588 | 0 | 0.17 | 0 | 68.7 | 57.4 | 49.7 |
| 10-11 PM | 1201 | 0.0 | 3000 | 1201 | 0 | 0.18 | 0 | 69.2 | 57.6 | 49.7 |
| 11PM-MID | 723 | 0.0 | 3000 | 723 | 0 | 0.18 | 0 | 69.9 | 57.8 | 49.7 |

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

| *----- 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 |

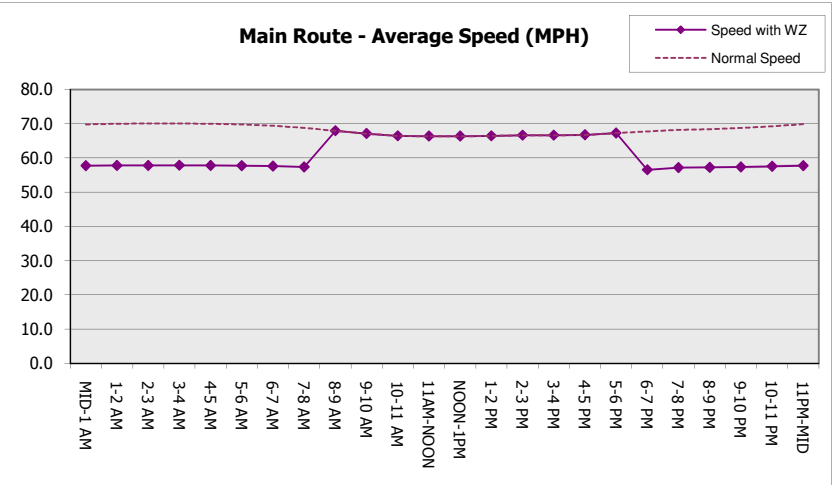
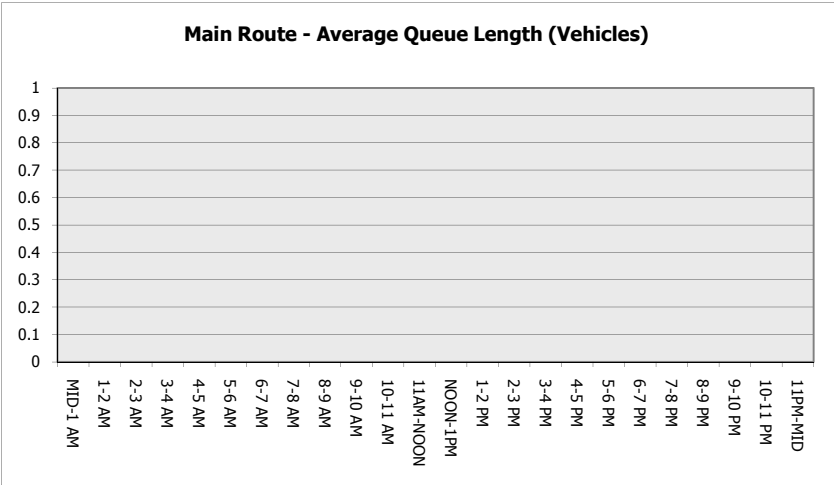
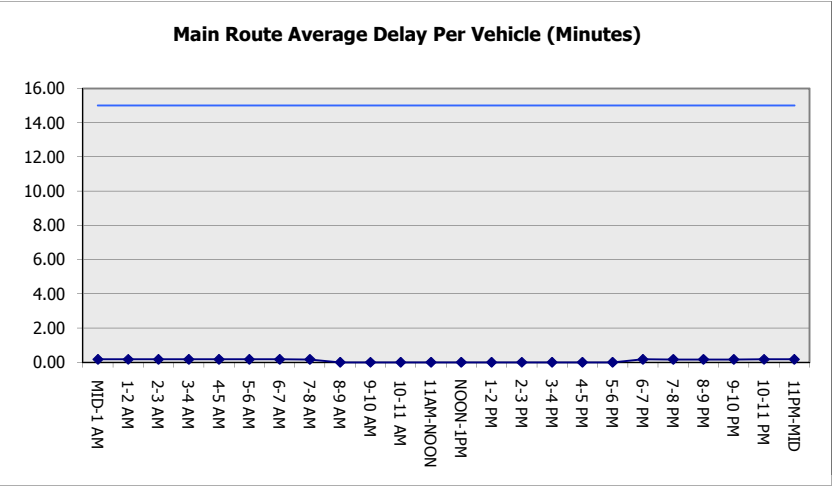
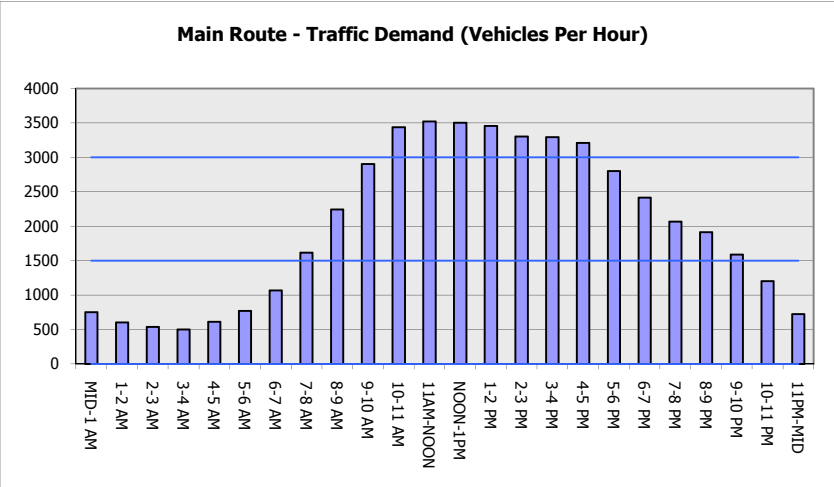
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0076 |
| MAIN ROUTE WITH WORKS | 0.0059 |
| 'DIVERSION' | 0.0000 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$640 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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NIGHTTIME CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION



| | |
|---|--|
| IH 94: MN 96 TO STH 35 N NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | 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 | 729 | 0.0 | 3000 | 729 | 0 | 0.18 | 0 | 69.8 | 57.8 | 49.7 |
| 1-2 AM | 475 | 0.0 | 3000 | 475 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 2-3 AM | 375 | 0.0 | 3000 | 375 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 3-4 AM | 381 | 0.0 | 3000 | 381 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 4-5 AM | 564 | 0.0 | 3000 | 564 | 0 | 0.18 | 0 | 70.0 | 57.8 | 49.7 |
| 5-6 AM | 803 | 0.0 | 3000 | 803 | 0 | 0.18 | 0 | 69.7 | 57.8 | 49.7 |
| 6-7 AM | 1498 | 0.0 | 3000 | 1498 | 0 | 0.17 | 0 | 68.9 | 57.4 | 49.7 |
| 7-8 AM | 2582 | 0.0 | 2999 | 2582 | 0 | 0.23 | 0 | 67.5 | 53.6 | 45.0 |
| 8-9 AM | 3304 | 0.0 | OFF | 3304 | 0 | 0.00 | 0 | 66.6 | 66.6 | 66.6 |
| 9-10 AM | 3961 | 0.0 | OFF | 3961 | 0 | 0.00 | 0 | 63.8 | 63.8 | 63.8 |
| 10-11 AM | 4152 | 0.0 | OFF | 4152 | 0 | 0.00 | 0 | 62.5 | 62.5 | 62.5 |
| 11AM-NOON | 3942 | 0.0 | OFF | 3942 | 0 | 0.00 | 0 | 63.9 | 63.9 | 63.9 |
| NOON-1PM | 3481 | 0.0 | OFF | 3481 | 0 | 0.00 | 0 | 66.4 | 66.4 | 66.4 |
| 1-2 PM | 3139 | 0.0 | OFF | 3139 | 0 | 0.00 | 0 | 66.8 | 66.8 | 66.8 |
| 2-3 PM | 3072 | 0.0 | OFF | 3072 | 0 | 0.00 | 0 | 66.9 | 66.9 | 66.9 |
| 3-4 PM | 3086 | 0.0 | OFF | 3086 | 0 | 0.00 | 0 | 66.9 | 66.9 | 66.9 |
| 4-5 PM | 2984 | 0.0 | OFF | 2984 | 0 | 0.00 | 0 | 67.0 | 67.0 | 67.0 |
| 5-6 PM | 2562 | 0.0 | OFF | 2562 | 0 | 0.00 | 0 | 67.6 | 67.6 | 67.6 |
| 6-7 PM | 2219 | 0.0 | 3000 | 2219 | 0 | 0.17 | 0 | 68.0 | 57.1 | 49.7 |
| 7-8 PM | 1892 | 0.0 | 3000 | 1892 | 0 | 0.17 | 0 | 68.4 | 57.3 | 49.7 |
| 8-9 PM | 1511 | 0.0 | 3000 | 1511 | 0 | 0.17 | 0 | 68.9 | 57.4 | 49.7 |
| 9-10 PM | 1408 | 0.0 | 3000 | 1408 | 0 | 0.17 | 0 | 69.0 | 57.4 | 49.7 |
| 10-11 PM | 1078 | 0.0 | 3000 | 1078 | 0 | 0.18 | 0 | 69.4 | 57.6 | 49.7 |
| 11PM-MID | 728 | 0.0 | 3000 | 728 | 0 | 0.18 | 0 | 69.8 | 57.8 | 49.7 |

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

| *----- 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 | 0.0079 |
| MAIN ROUTE WITH WORKS | 0.0062 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-------|
| ROAD USER COSTS PER DAY | \$661 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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SATURDAY EASTBOUND DIRECTION

