

IH 94: MN 96 TO STH 35 N NIGHTTIME 2 LANE 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	1500	753	0	0.39	7	69.8	48.2	42.5	
1-2 AM	604	0.0	1500	604	0	0.28	0	70.0	53.0	43.1	
2-3 AM	537	0.0	1500	537	0	0.27	0	70.0	53.2	43.3	
3-4 AM	500	0.0	1500	500	0	0.27	0	70.1	53.3	43.5	
4-5 AM	612	0.0	1500	612	0	0.28	0	70.0	52.9	43.1	
5-6 AM	770	0.0	1500	770	0	0.28	0	69.8	52.4	42.5	
6-7 AM	1068	0.0	1499	1068	0	0.32	0	69.4	50.8	40.6	
7-8 AM	1615	0.0	1499	1615	0	1.20	32	68.7	29.0	31.1	
8-9 AM	2241	0.0	OFF	2241	0	0.02	2	67.9	66.1	66.1	
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	1499	2415	0	16.99	480	67.8	5.7	30.8	
7-8 PM	2069	0.0	1500	1762	307	43.96+	1138	68.2	4.0	30.8	
8-9 PM	1914	0.0	1500	1501	412	46.44+	1201	68.4	4.0	30.8	
9-10 PM	1588	0.0	1500	1500	88	46.37+	1199	68.7	4.0	30.8	
10-11 PM	1201	0.0	1500	1201	0	40.82+	1055	69.2	4.1	30.8	
11PM-MID	723	0.0	1500	723	0	17.76	504	69.9	5.6	35.3	

"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

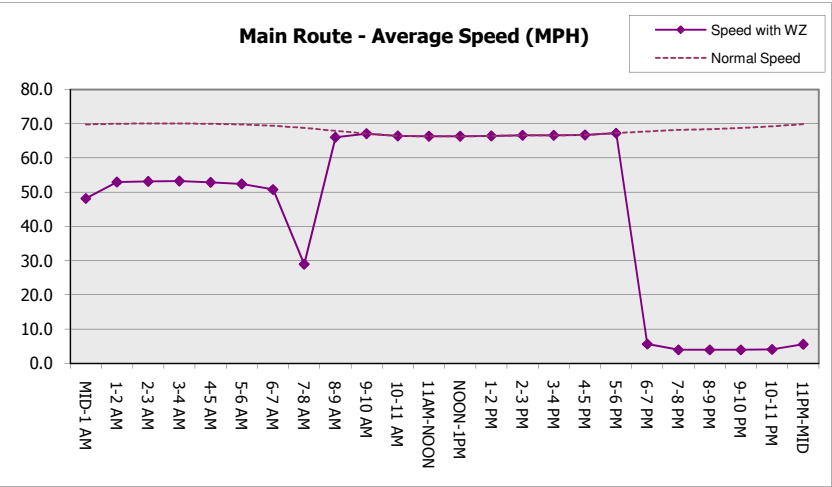
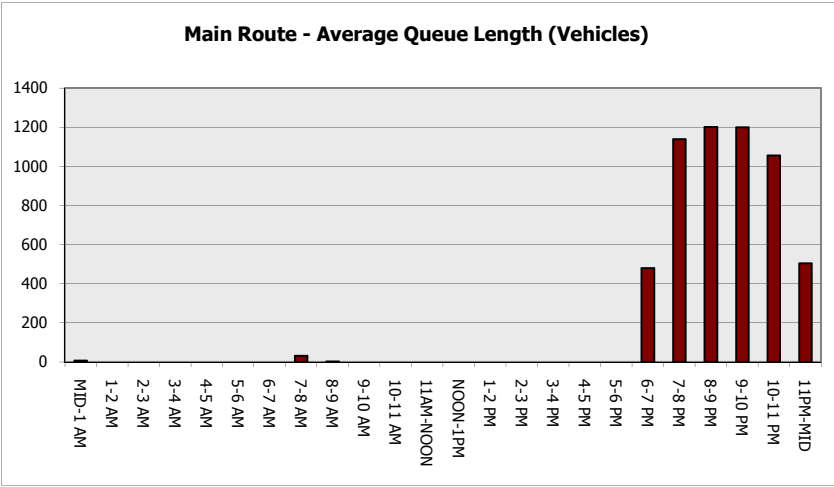
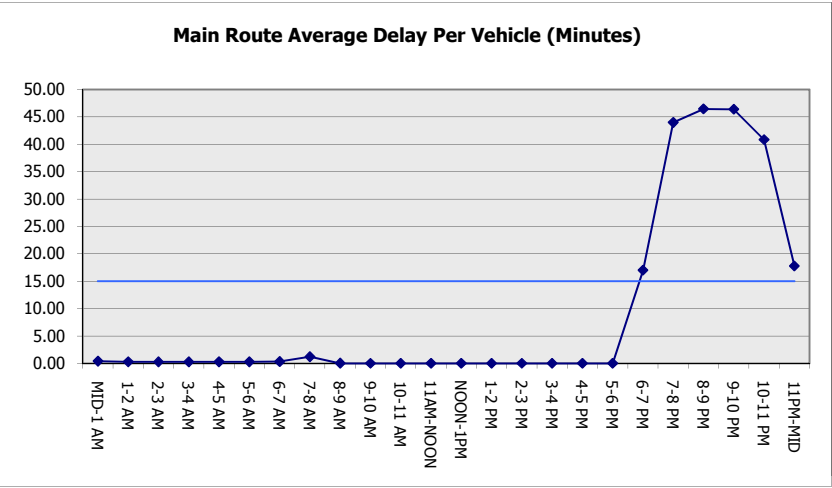
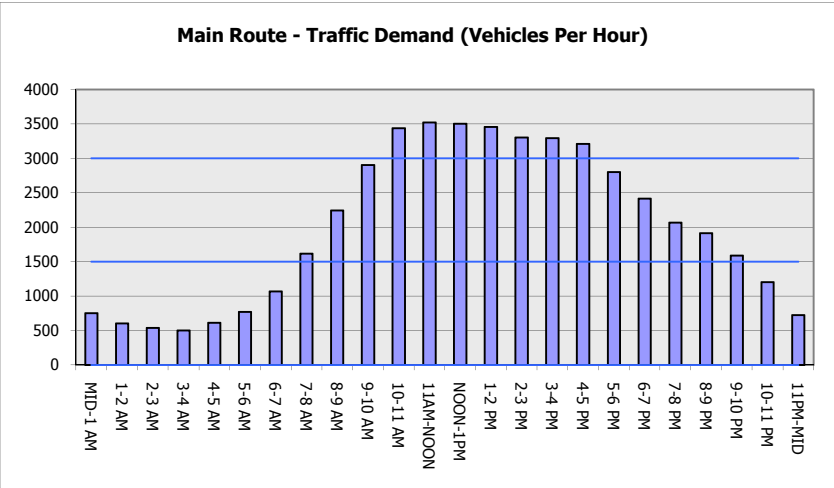
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0076
MAIN ROUTE WITH WORKS	0.0058
'DIVERSION'	0.0003
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$91,645
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)**

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Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION



IH 94: MN 96 TO STH 35 N NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
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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	1500	729	0	0.28	0	69.8	52.5	42.7
1-2 AM	475	0.0	1500	475	0	0.27	0	70.2	53.4	43.6
2-3 AM	375	0.0	1500	375	0	0.26	0	70.2	53.7	44.0
3-4 AM	381	0.0	1500	381	0	0.26	0	70.2	53.7	44.0
4-5 AM	564	0.0	1500	564	0	0.27	0	70.0	53.1	43.3
5-6 AM	803	0.0	1500	803	0	0.29	0	69.7	52.4	42.4
6-7 AM	1498	0.0	1499	1498	0	1.00	27	68.9	32.0	33.5
7-8 AM	2582	0.0	1500	2582	0	20.75+	594	67.5	5.3	30.8
8-9 AM	3304	0.0	OFF	3304	0	2.73	263	66.6	16.5	16.5
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	1499	2219	0	13.45	380	68.0	6.3	30.8
7-8 PM	1892	0.0	1499	1892	0	36.23	937	68.4	4.2	30.8
8-9 PM	1511	0.0	1499	1511	0	43.79+	1131	68.9	4.0	30.8
9-10 PM	1408	0.0	1499	1408	0	42.18+	1089	69.0	4.0	30.8
10-11 PM	1078	0.0	1499	1078	0	32.53	840	69.4	4.3	30.8
11PM-MID	728	0.0	1499	728	0	3.53	249	69.8	17.2	38.7

"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	0.0079
MAIN ROUTE WITH WORKS	0.0062
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$83,181
CONGESTED HOURS PER DAY*	3

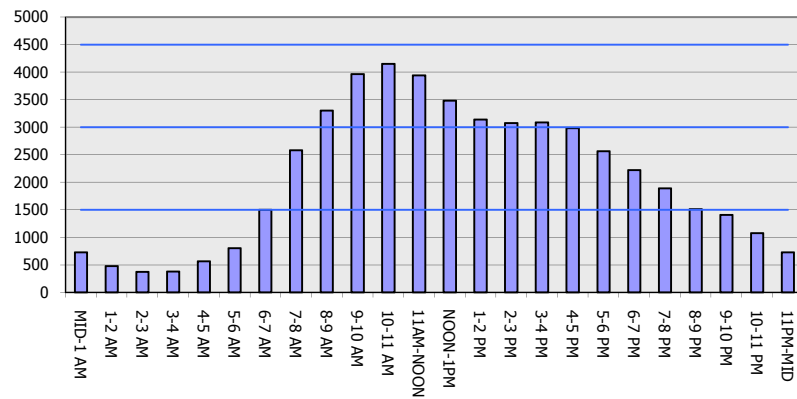
*Delays Exceeding User-Specified Maximum

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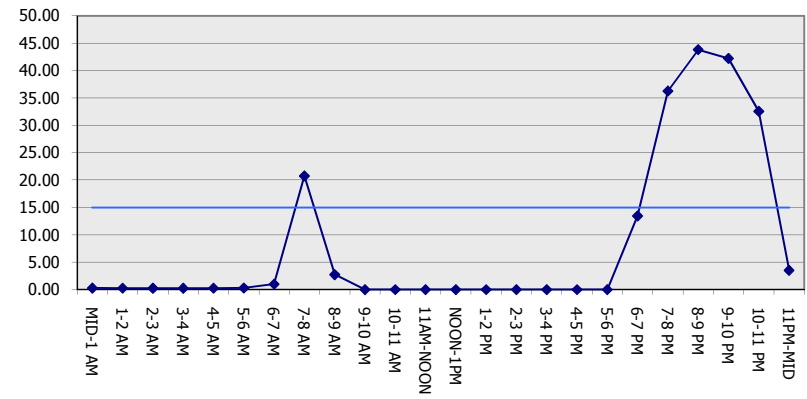
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

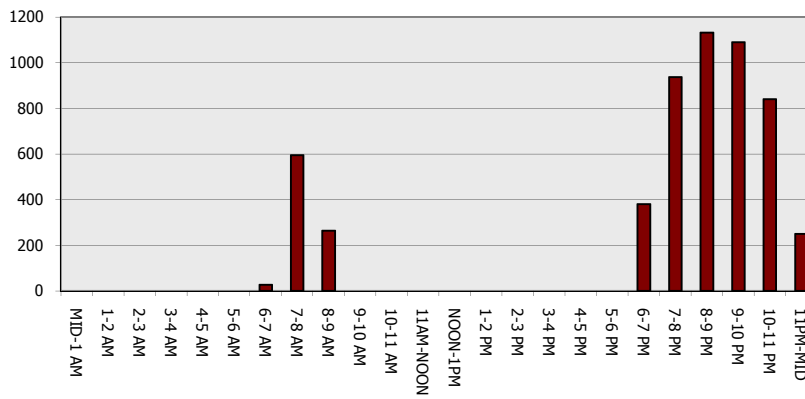
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

