

IH 94: MN 96 TO STH 35 N NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT
MON-THUR 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	713	0.0	1500	713	0	0.78	53	69.9	37.2	42.4	
1-2 AM	620	0.0	1500	620	0	0.28	0	70.0	52.9	43.0	
2-3 AM	625	0.0	1500	625	0	0.28	0	70.0	52.9	43.0	
3-4 AM	873	0.0	1500	873	0	0.29	0	69.7	52.1	42.1	
4-5 AM	1599	0.0	1499	1599	0	1.19	37	68.7	29.1	31.9	
5-6 AM	2498	0.0	OFF	2498	0	0.04	3	67.6	65.1	65.1	
6-7 AM	2789	0.0	OFF	2789	0	0.00	0	67.3	67.3	67.3	
7-8 AM	2712	0.0	OFF	2712	0	0.00	0	67.4	67.4	67.4	
8-9 AM	2618	0.0	OFF	2618	0	0.00	0	67.5	67.5	67.5	
9-10 AM	2696	0.0	OFF	2696	0	0.00	0	67.4	67.4	67.4	
10-11 AM	2836	0.0	OFF	2836	0	0.00	0	67.2	67.2	67.2	
11AM-NOON	2944	0.0	OFF	2944	0	0.00	0	67.1	67.1	67.1	
NOON-1PM	3025	0.0	OFF	3025	0	0.00	0	67.0	67.0	67.0	
1-2 PM	3284	0.0	OFF	3284	0	0.00	0	66.6	66.6	66.6	
2-3 PM	3366	0.0	OFF	3366	0	0.00	0	66.6	66.6	66.6	
3-4 PM	3481	0.0	OFF	3481	0	0.00	0	66.4	66.4	66.4	
4-5 PM	3538	0.0	OFF	3538	0	0.00	0	66.3	66.3	66.3	
5-6 PM	3223	0.0	OFF	3223	0	0.00	0	66.8	66.8	66.8	
6-7 PM	2752	0.0	OFF	2752	0	0.00	0	67.3	67.3	67.3	
7-8 PM	2337	0.0	1499	2337	0	15.59	440	67.8	5.9	30.8	
8-9 PM	2029	0.0	1500	1922	108	42.27+	1095	68.2	4.0	30.8	
9-10 PM	1672	0.0	1500	1426	246	45.77+	1184	68.7	4.0	30.8	
10-11 PM	1253	0.0	1500	1253	0	42.04+	1086	69.2	4.0	30.8	
11PM-MID	848	0.0	1500	848	0	23.81	628	69.7	4.8	32.2	

"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

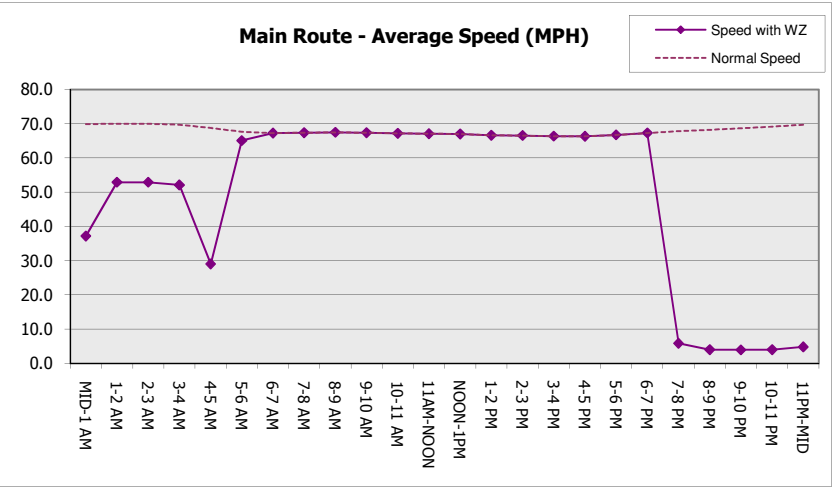
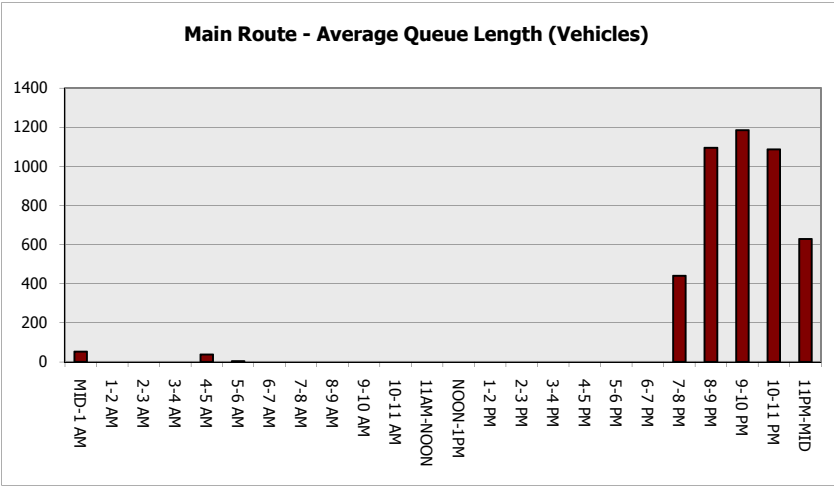
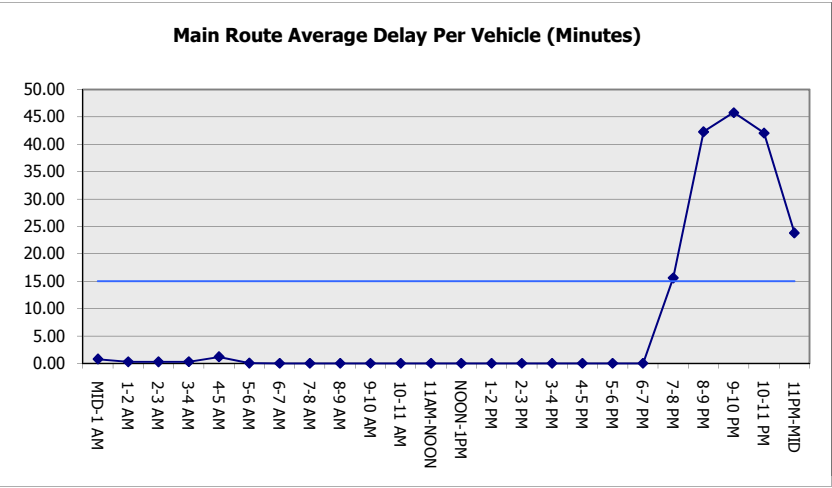
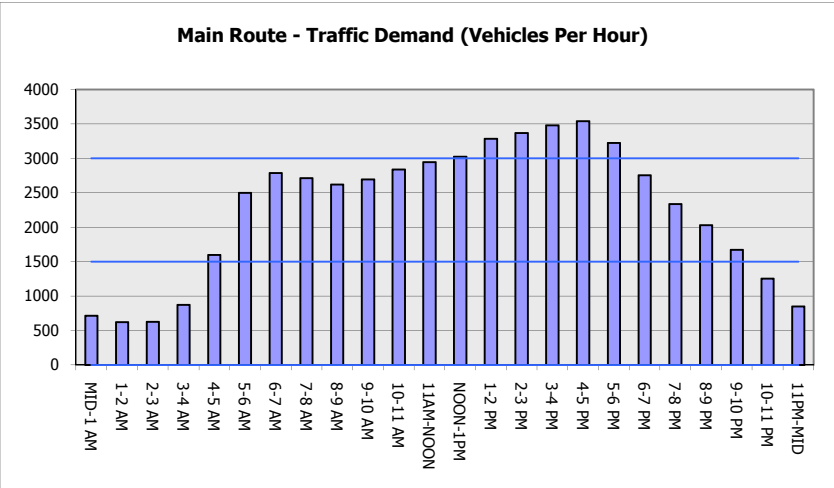
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0086
MAIN ROUTE WITH WORKS	0.0073
'DIVERSION'	0.0001
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$64,917
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR WESTBOUND DIRECTION



IH 94: MN 96 TO STH 35 N NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST Analyzed for 2009 Construction Season
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SUMMARY OF TRAFFIC MODEL OUTPUT
MON-THUR 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	661	0.0	1499	661	0	1.38	125	69.9	28.9	41.9
1-2 AM	442	0.0	1500	442	0	0.27	0	70.2	53.5	43.7
2-3 AM	389	0.0	1500	389	0	0.26	0	70.2	53.7	44.0
3-4 AM	447	0.0	1500	447	0	0.27	0	70.2	53.5	43.7
4-5 AM	646	0.0	1500	646	0	0.28	0	69.9	52.8	43.0
5-6 AM	1096	0.0	OFF	1096	0	0.00	0	69.4	69.4	69.4
6-7 AM	1920	0.0	OFF	1920	0	0.00	0	68.4	68.4	68.4
7-8 AM	2406	0.0	OFF	2406	0	0.00	0	67.8	67.8	67.8
8-9 AM	2656	0.0	OFF	2656	0	0.00	0	67.4	67.4	67.4
9-10 AM	3225	0.0	OFF	3225	0	0.00	0	66.7	66.7	66.7
10-11 AM	3486	0.0	OFF	3486	0	0.00	0	66.4	66.4	66.4
11AM-NOON	3405	0.0	OFF	3405	0	0.00	0	66.5	66.5	66.5
NOON-1PM	3337	0.0	OFF	3337	0	0.00	0	66.6	66.6	66.6
1-2 PM	3469	0.0	OFF	3469	0	0.00	0	66.4	66.4	66.4
2-3 PM	3717	0.0	OFF	3717	0	0.00	0	65.5	65.5	65.5
3-4 PM	3902	0.0	OFF	3902	0	0.00	0	64.2	64.2	64.2
4-5 PM	3836	0.0	OFF	3836	0	0.00	0	64.6	64.6	64.6
5-6 PM	3292	0.0	OFF	3292	0	0.00	0	66.6	66.6	66.6
6-7 PM	2865	0.0	OFF	2865	0	0.00	0	67.2	67.2	67.2
7-8 PM	2301	0.0	1499	2301	0	15.24	429	67.9	5.9	30.8
8-9 PM	1950	0.0	1500	1950	0	40.43+	1047	68.3	4.1	30.8
9-10 PM	1622	0.0	1500	1426	196	45.74+	1183	68.7	4.0	30.8
10-11 PM	1367	0.0	1500	1367	0	43.83+	1133	69.1	4.0	30.8
11PM-MID	900	0.0	1500	900	0	29.48	765	69.6	4.5	30.8

"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	0.0085
MAIN ROUTE WITH WORKS	0.0073
'DIVERSION'	0.0001

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$65,206
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR EASTBOUND DIRECTION**

