
Appendix B

Summary of Field Data: Freeway and Arterial Speeds

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This appendix presents a summary of findings from the travel time and speed surveys conducted on freeway and arterial segments as part of the evaluation of the ramp metering system in the Twin Cities region.

In the figures, the arterial routes are identified as follows:

- CR-61 = County Route 61;
- Vick = Vicksburg Avenue;
- TH-77 = TH-77;
- Univ = University Avenue;
- Marsh = Marshall Avenue;
- Rice = Rice Avenue; and
- Edge = Edgerton Avenue.

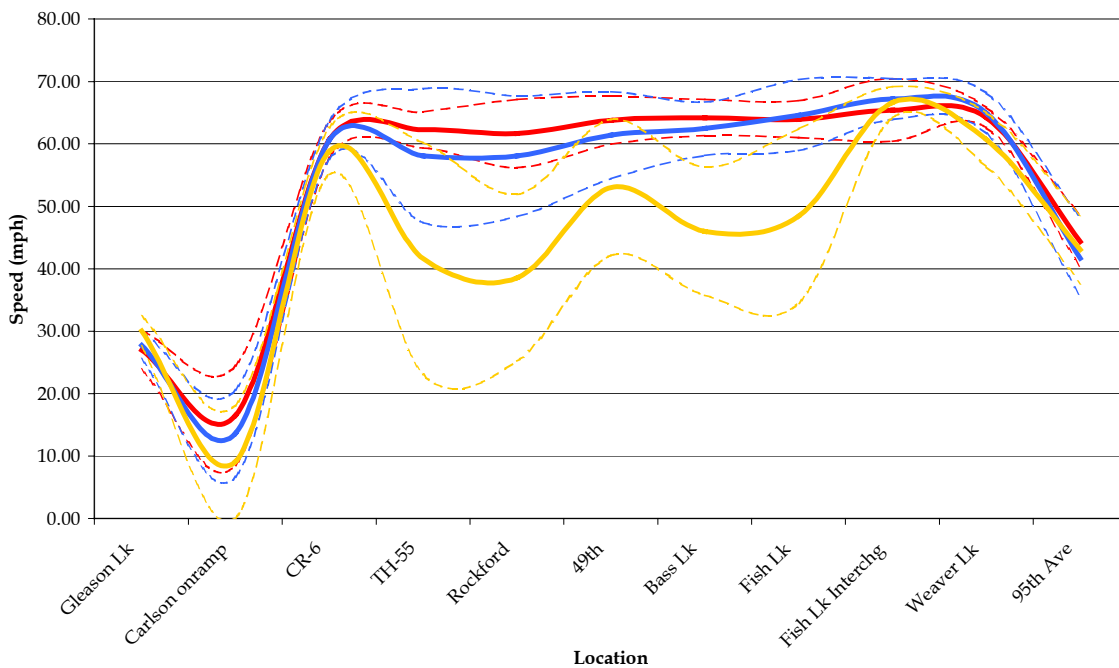
The colors in the graphics indicate the day of the week in which the travel time surveys were performed, as follows:

- Red = Travel time surveys performed on a Monday;
- Blue = Travel time surveys performed on Tuesday through Thursday; and
- Yellow = Travel time surveys performed on a Friday.

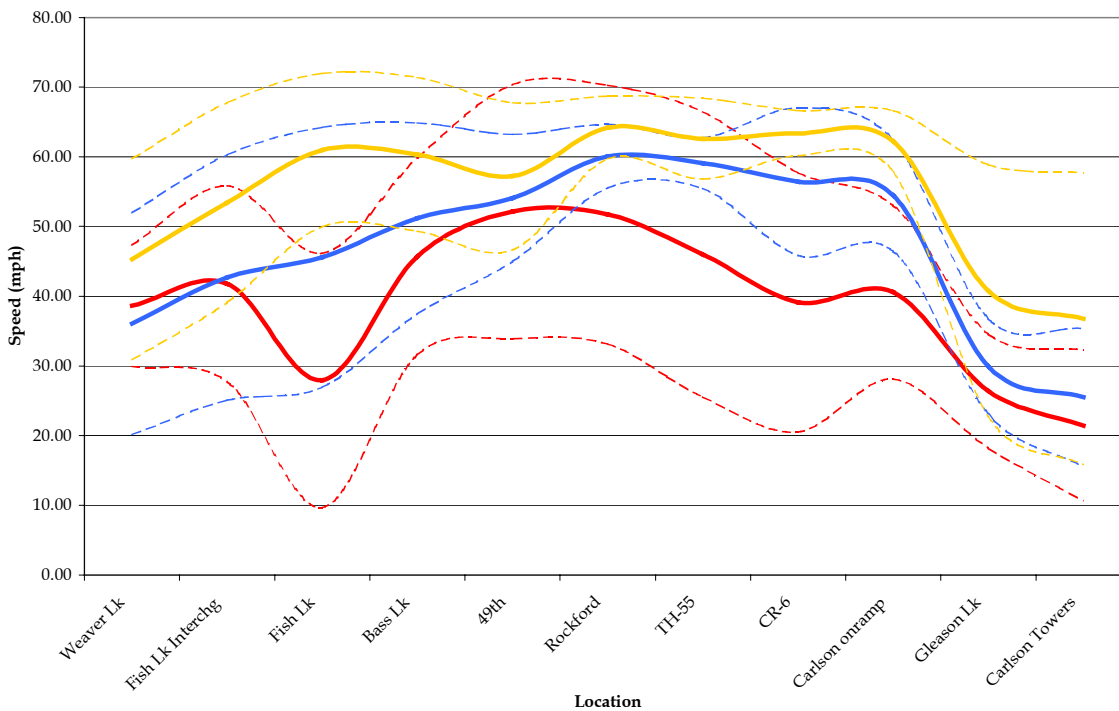
The two evaluation study periods are represented as follows:

- “With” = With ramp metering; and
- “Without” = Without ramp metering.

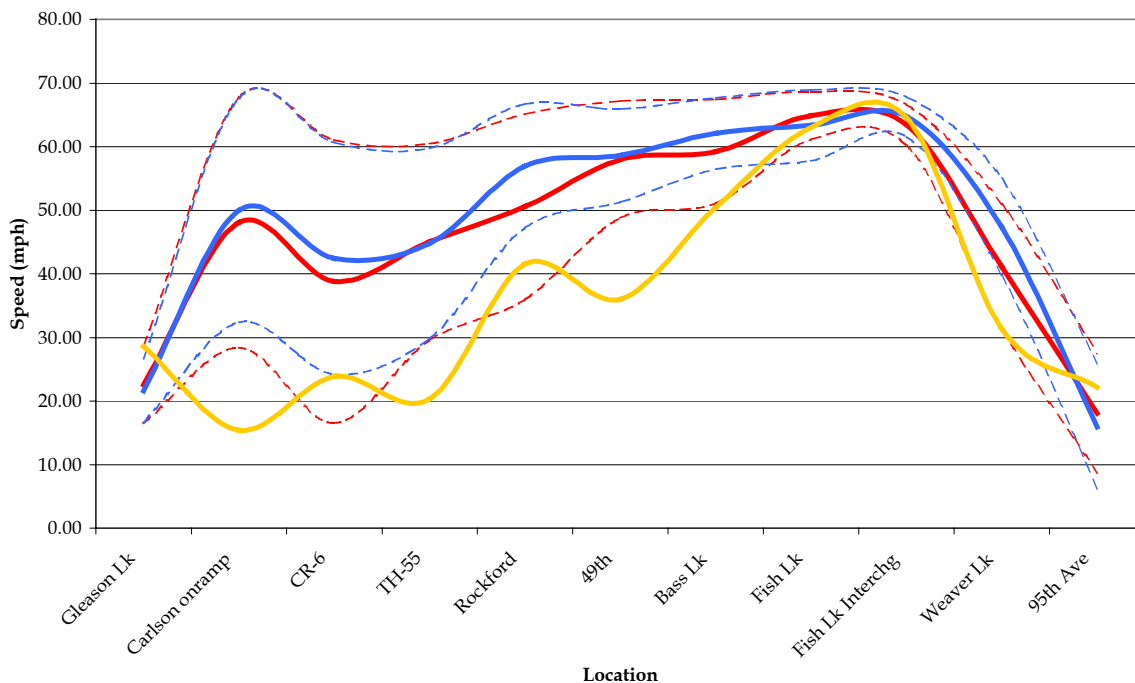
I-494 NB P.M. Peak (With)



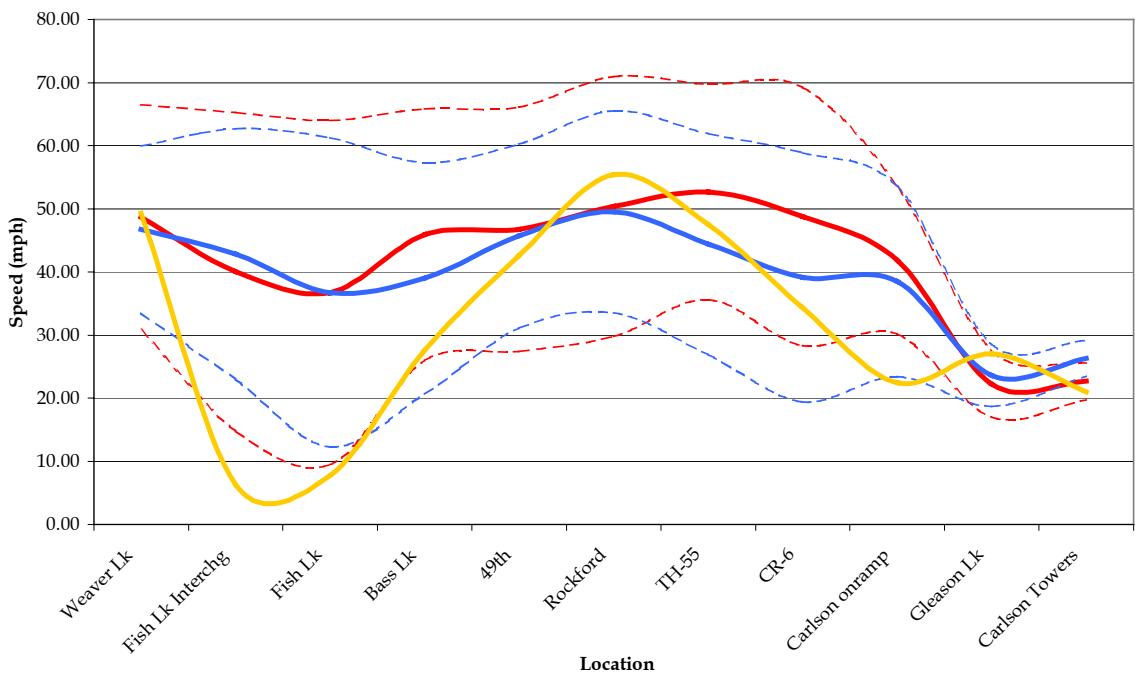
I-494 SB A.M. Peak (With)



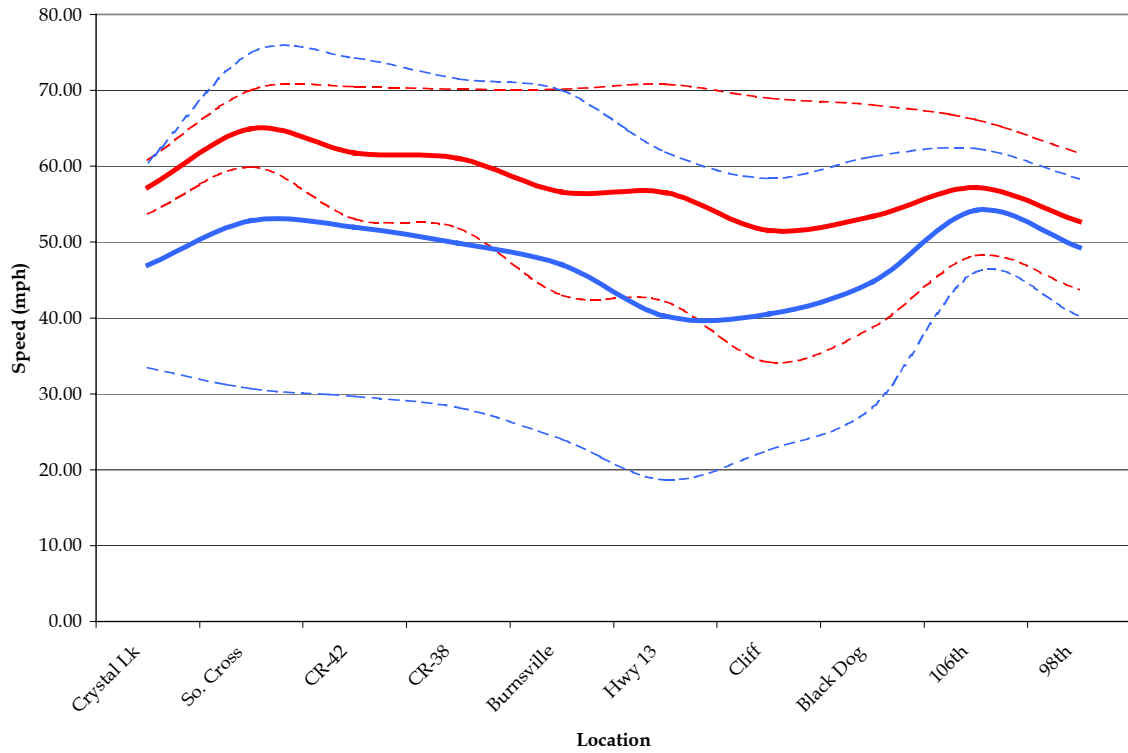
I-494 NB P.M. Peak (Without)



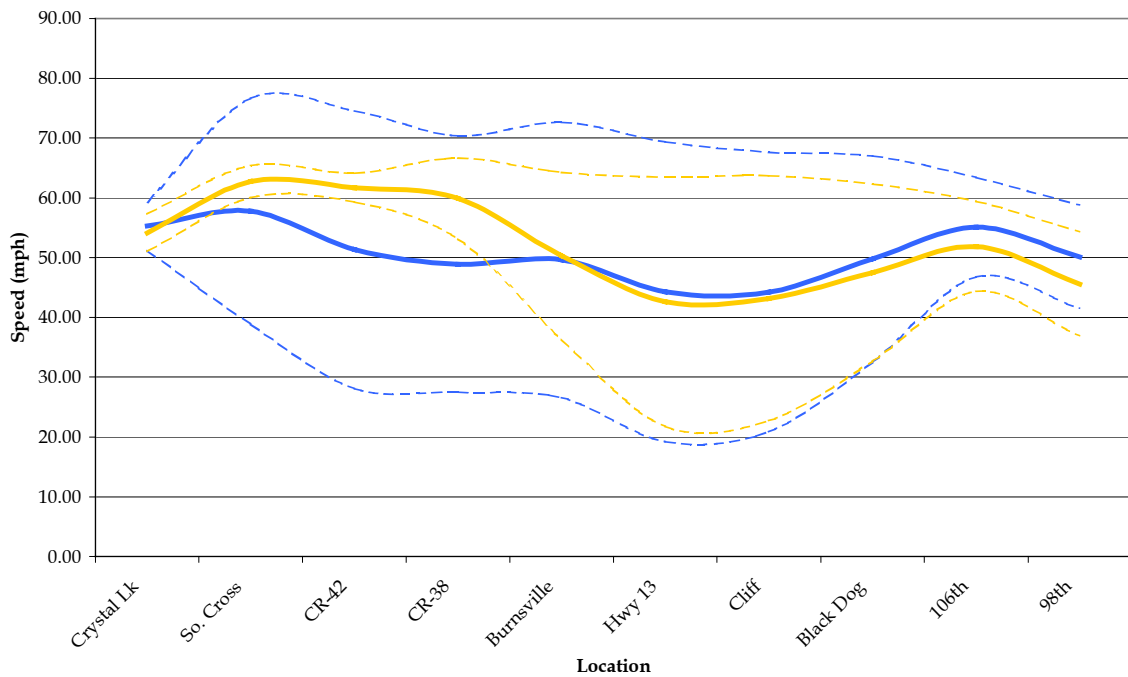
I-494 SB A.M. Peak (Without)



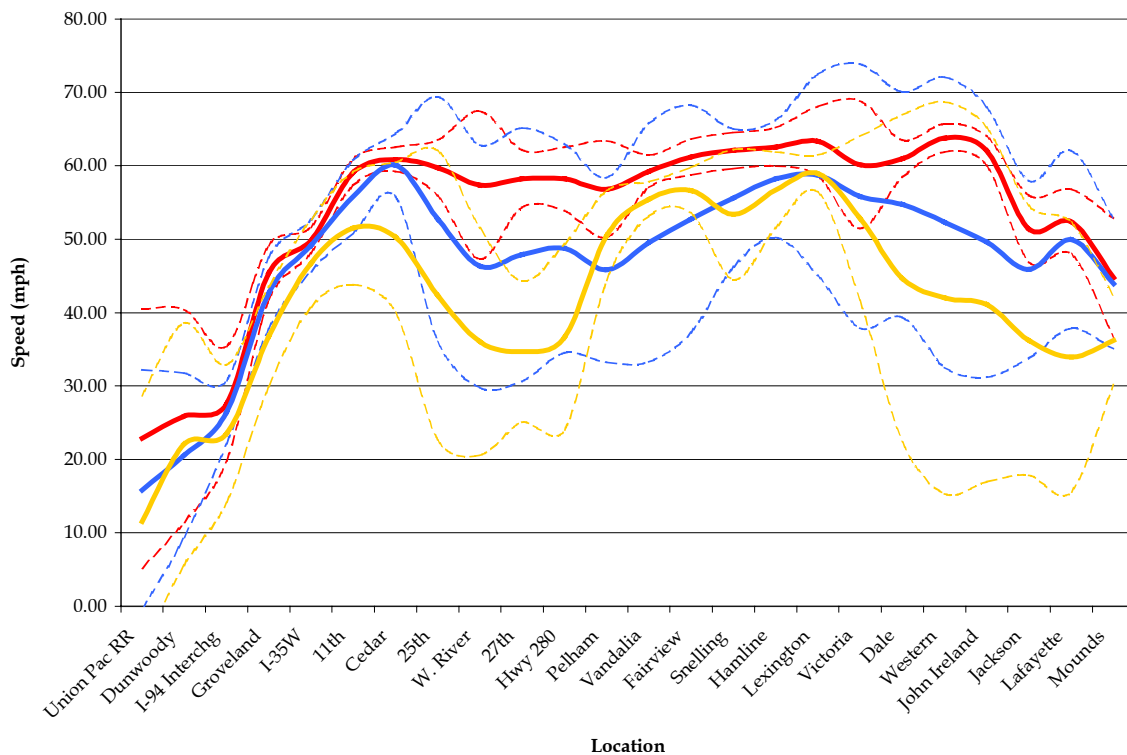
I-35W NB A.M. Peak (With)



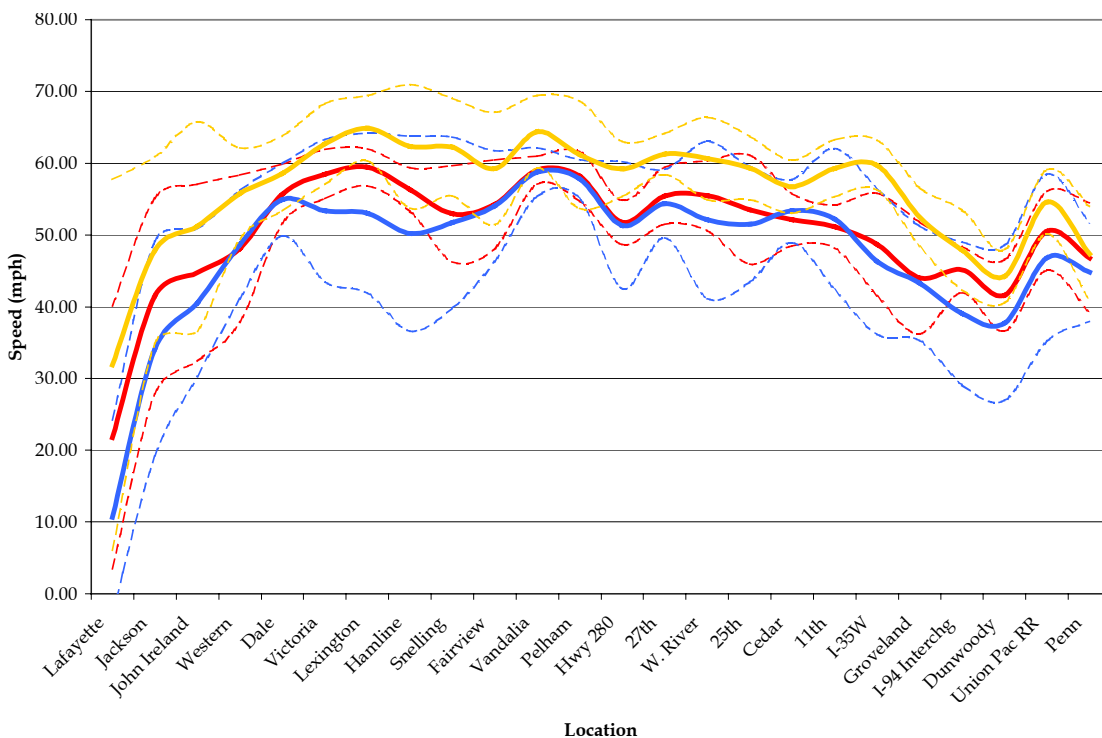
I-35W NB A.M. Peak (Without)



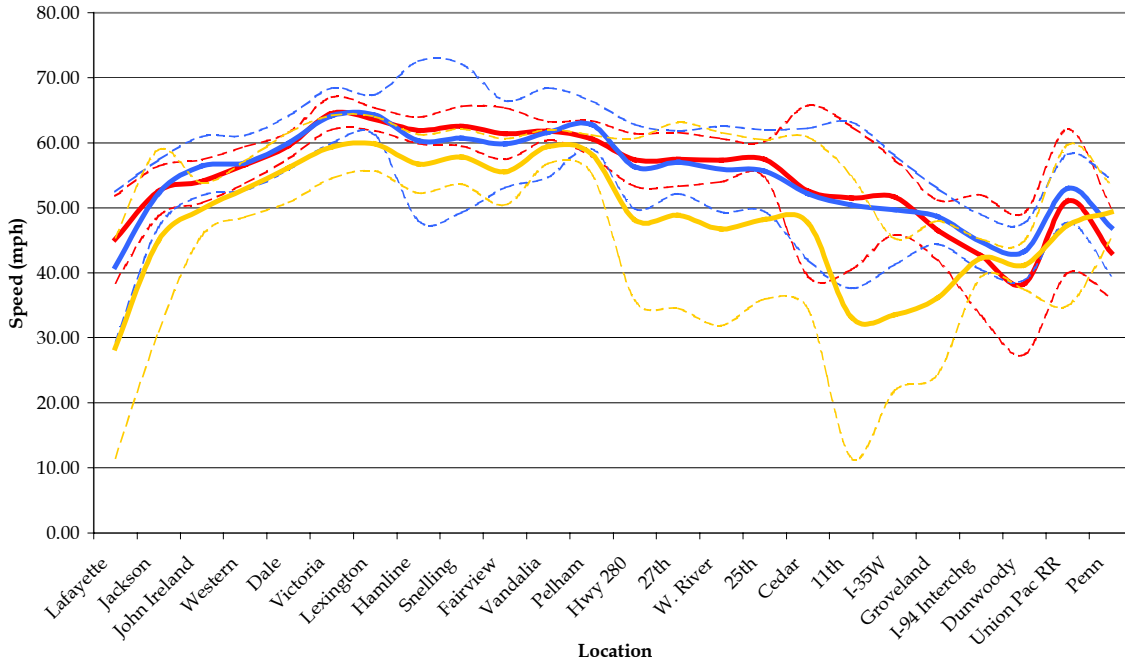
I-94 EB P.M. Peak (With)



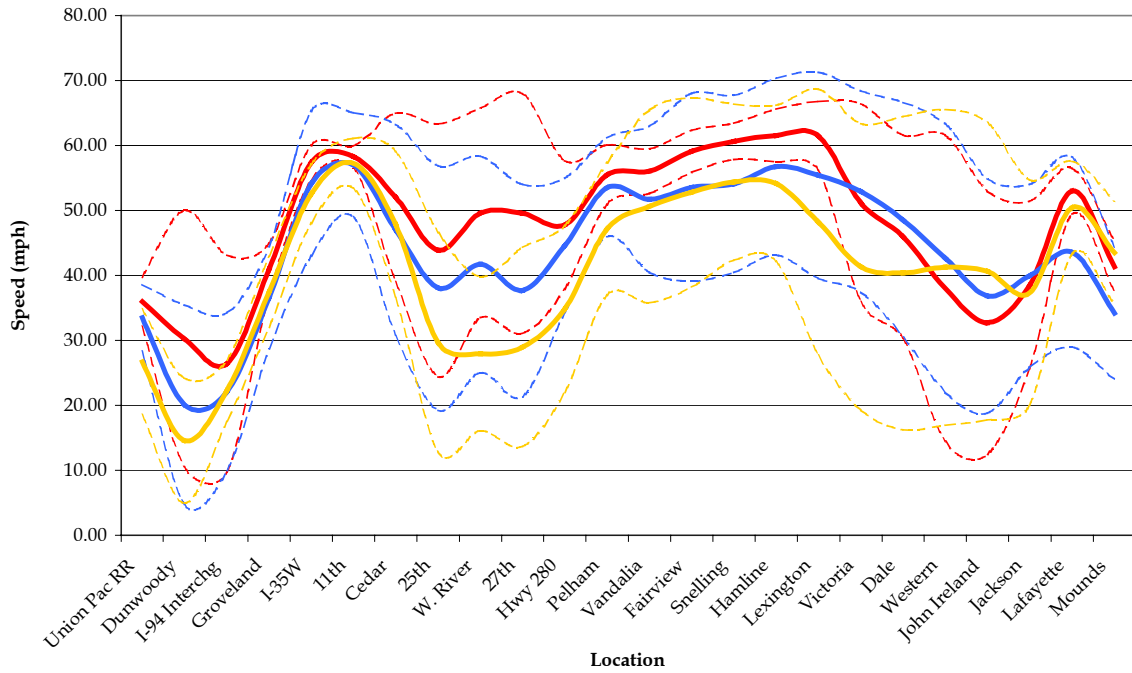
I-94 WB A.M. Peak (With)



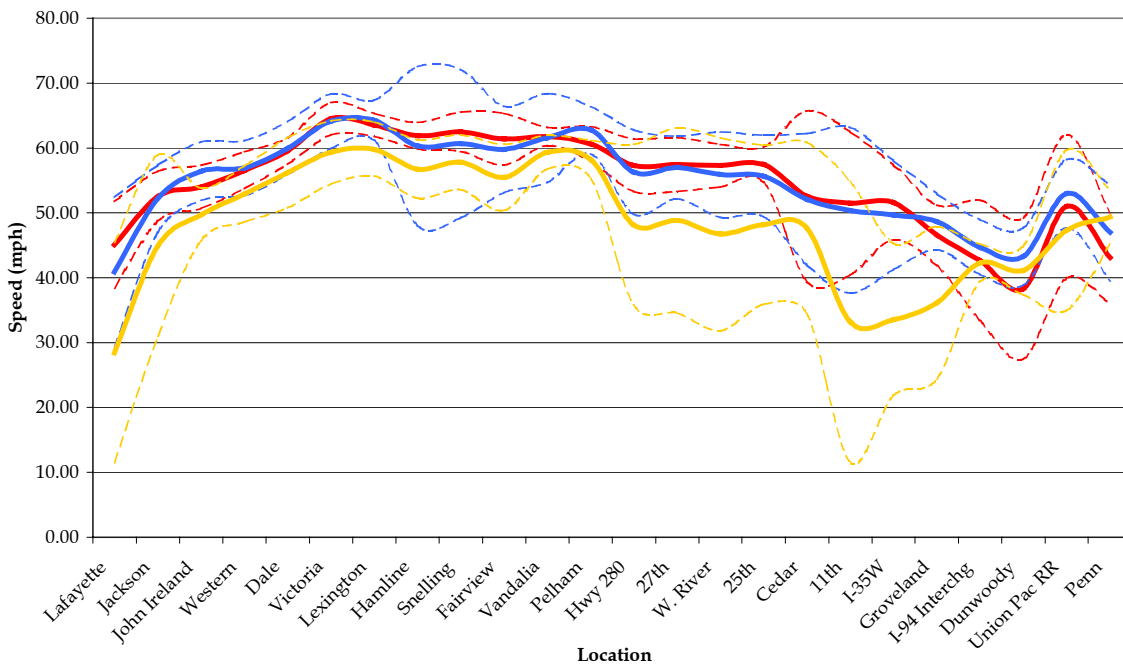
I-94 WB P.M. Peak (With)



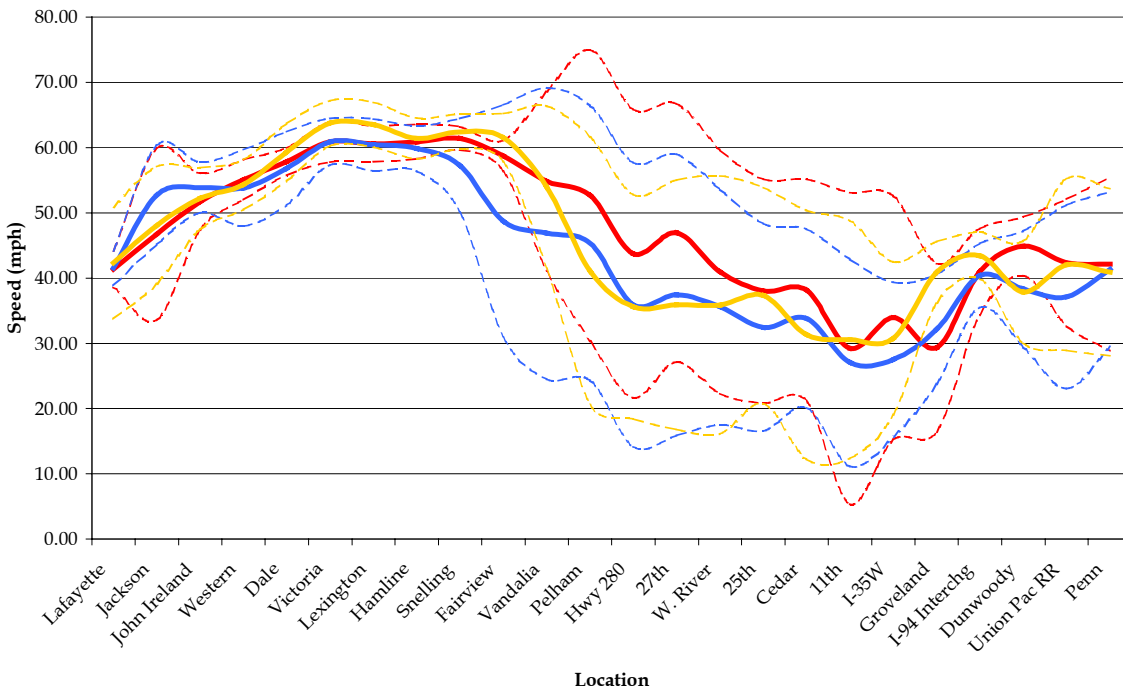
I-94 EB P.M. Peak (Without)



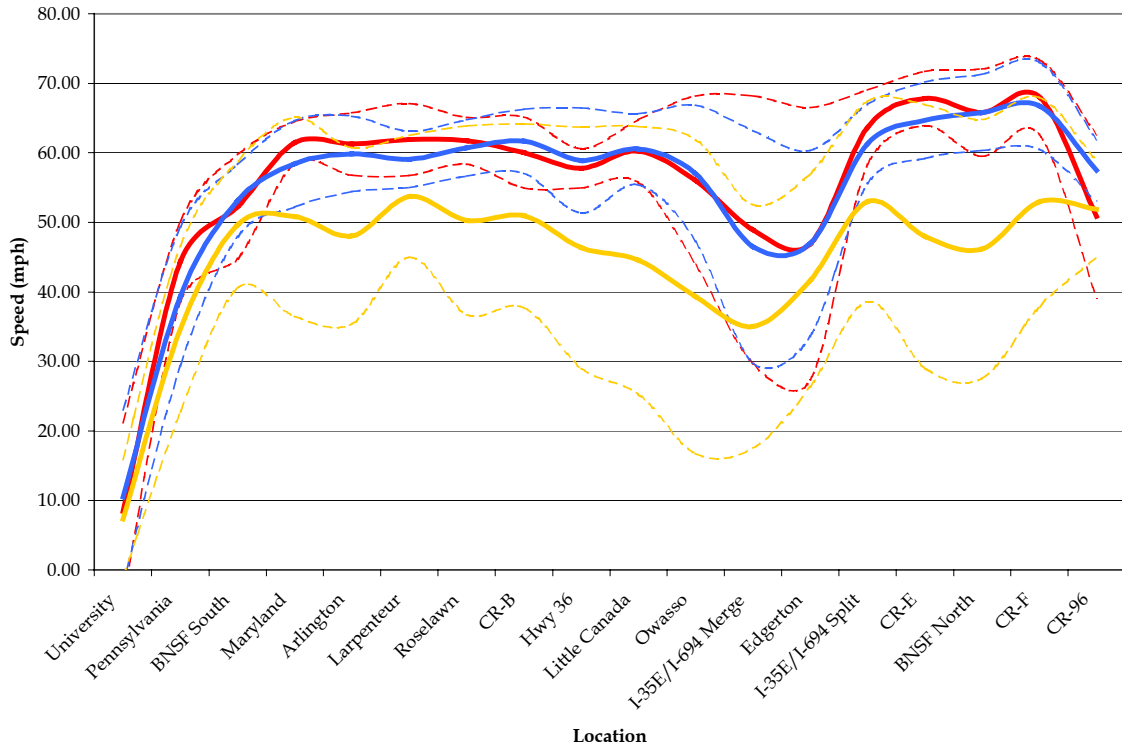
I-94 WB A.M. Peak (Without)



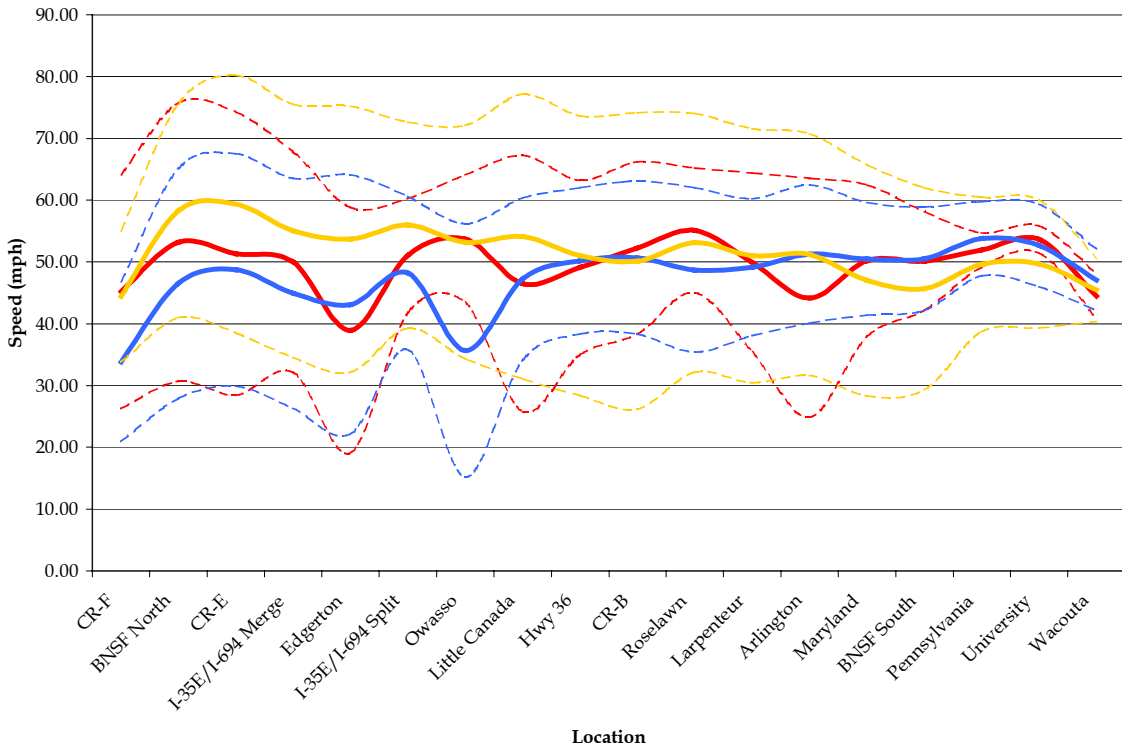
I-94 WB P.M. Peak (Without)



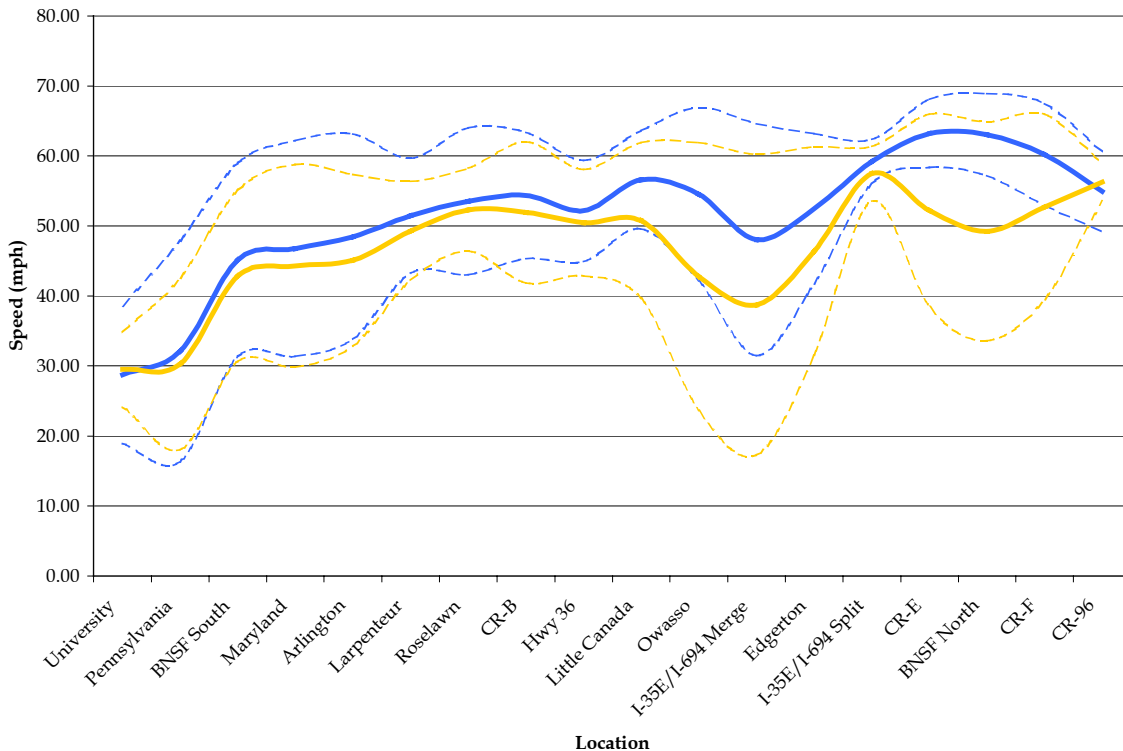
I-35E NB P.M. Peak (With)



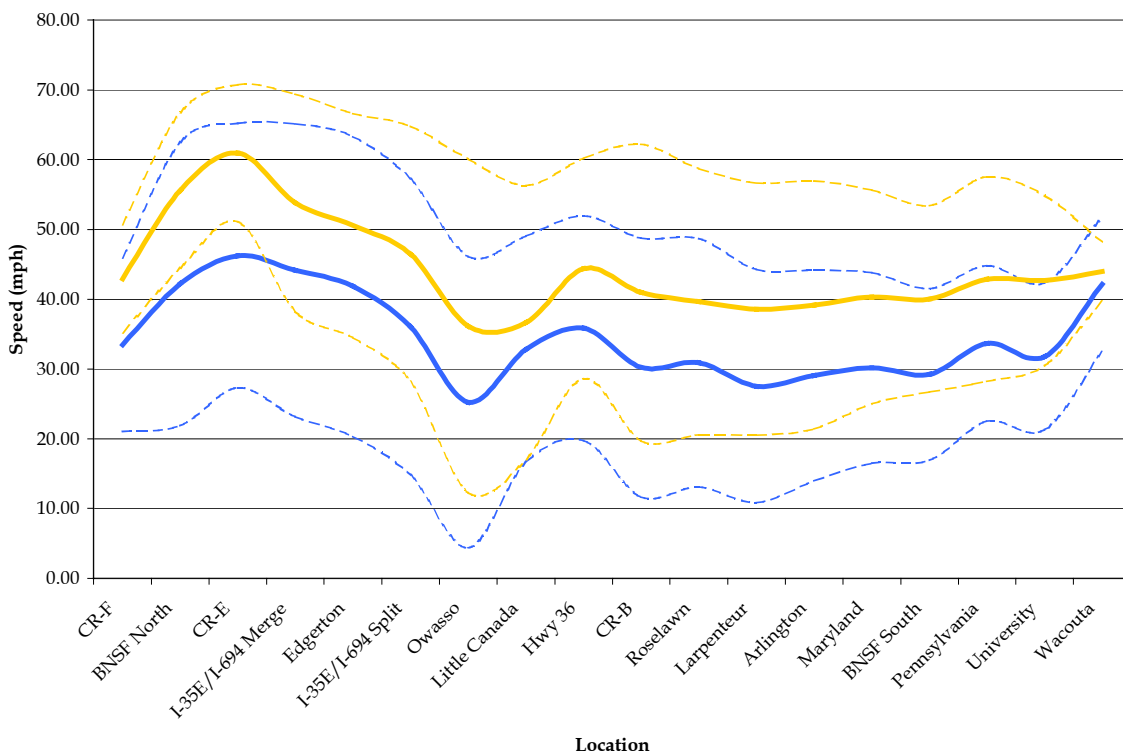
I-35E SB A.M. Peak (With)



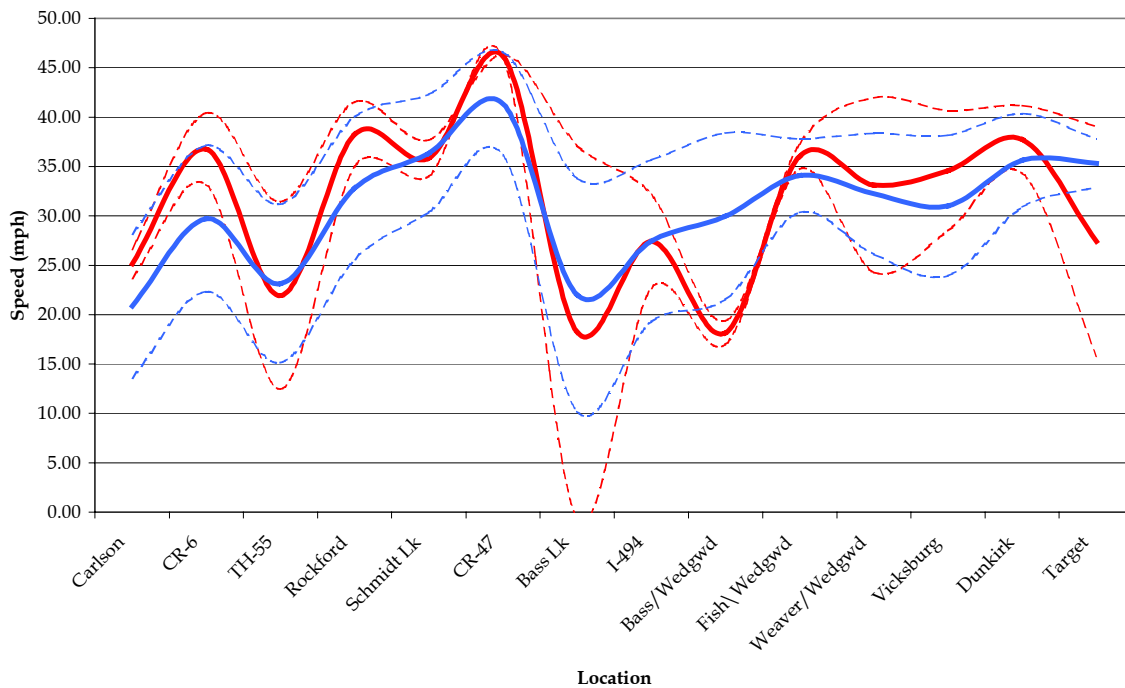
I-35E NB P.M. Peak (Without)



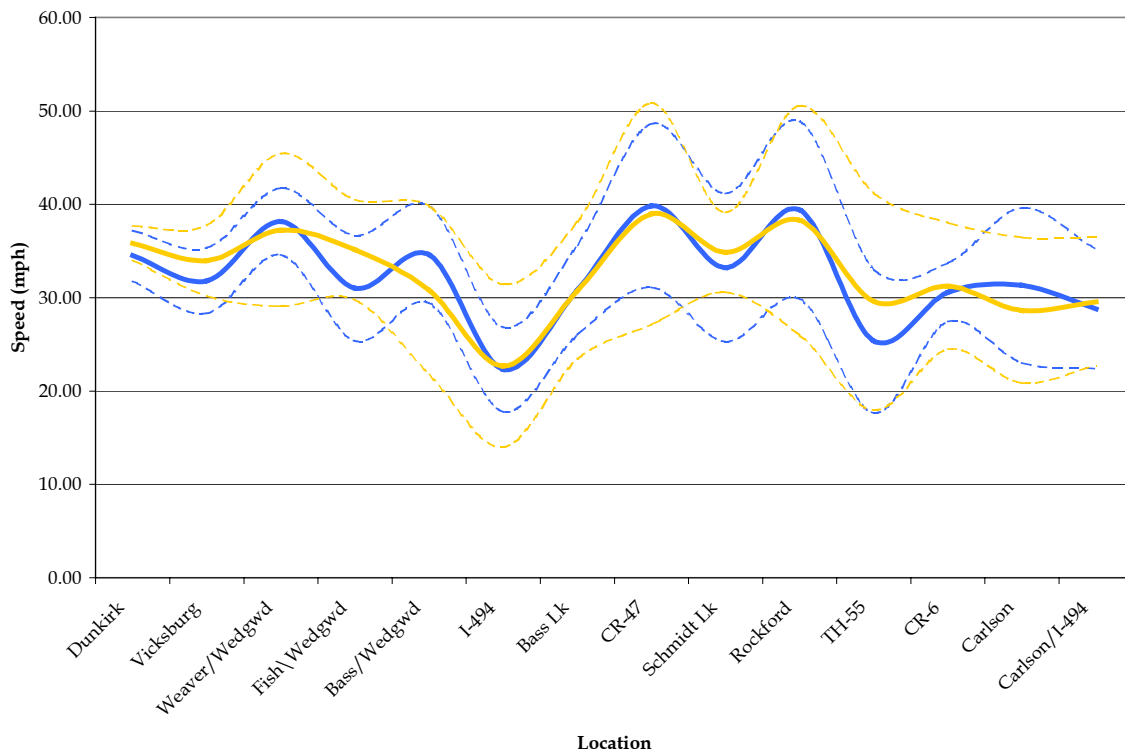
I-35E SB A.M. Peak (Without)



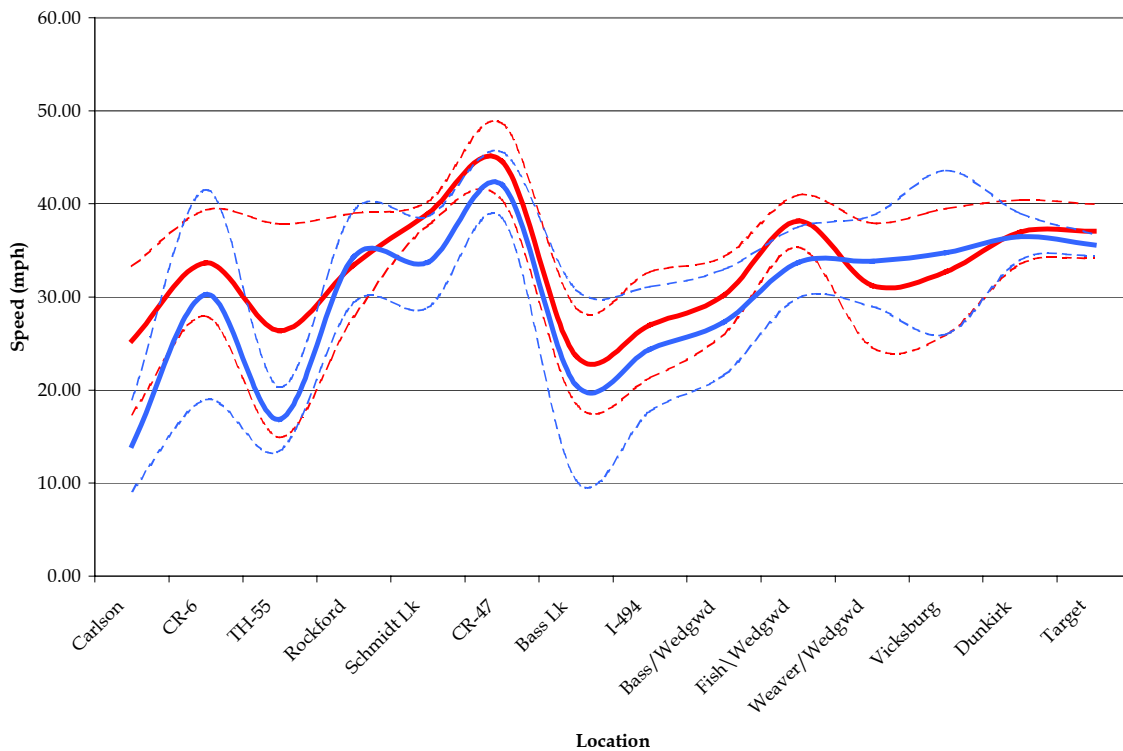
I-494 CR-61 NB P.M. Peak (With)



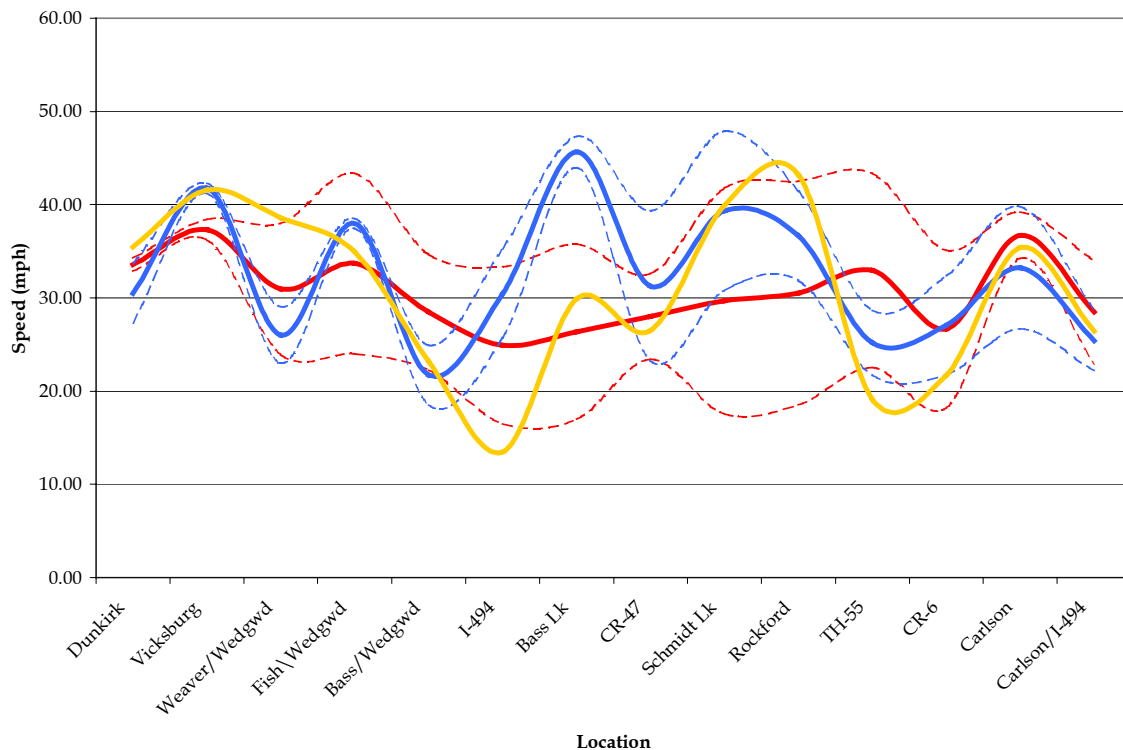
I-494 CR-61 SB A.M. Peak (With)



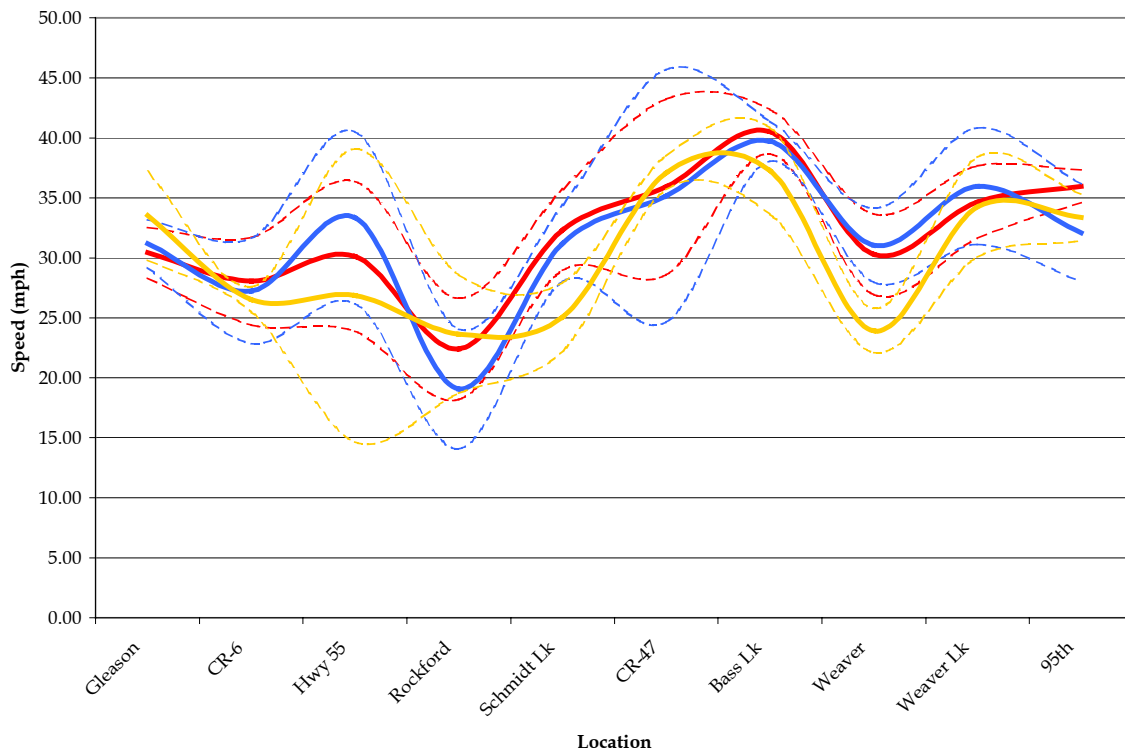
I-494 CR-61 NB P.M. Peak (Without)



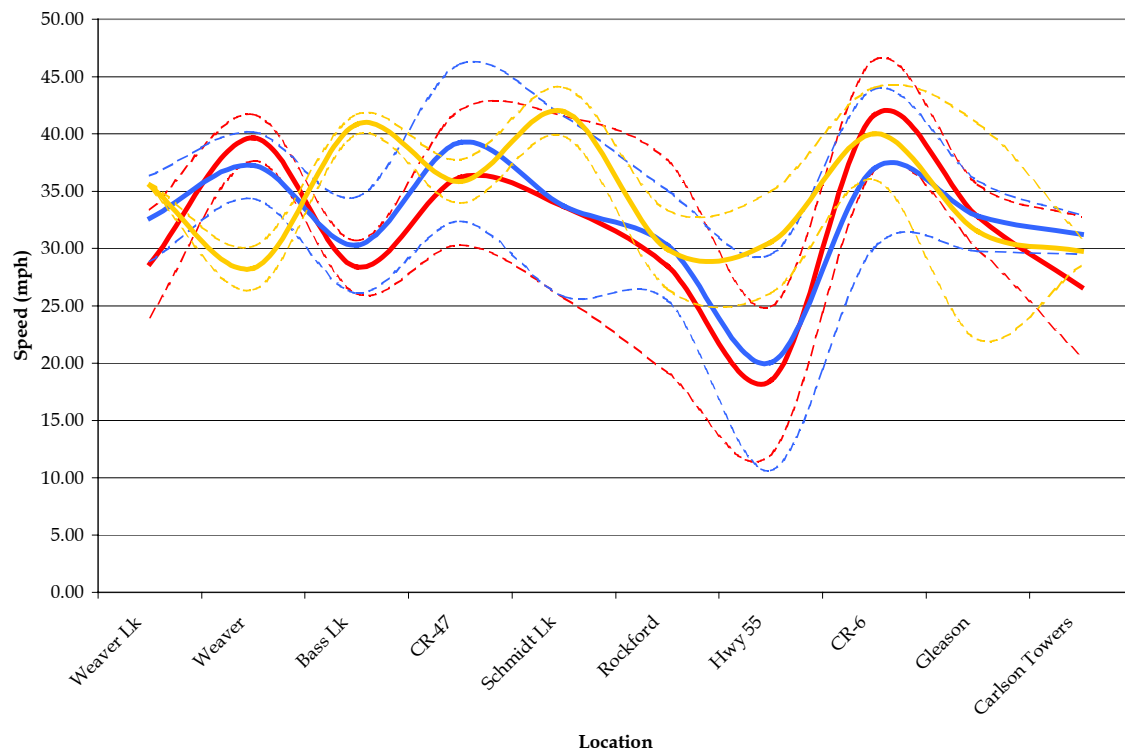
I-494 CR-61 SB A.M. Peak (Without)



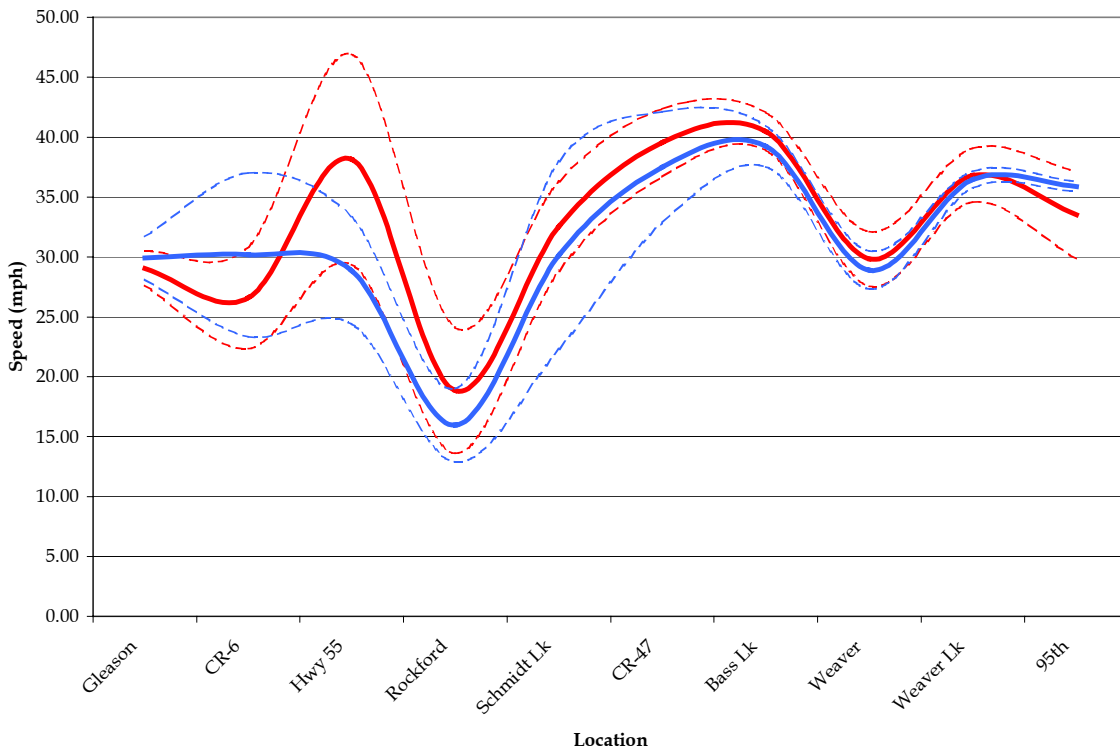
I-494 Vick NB P.M. Peak (With)



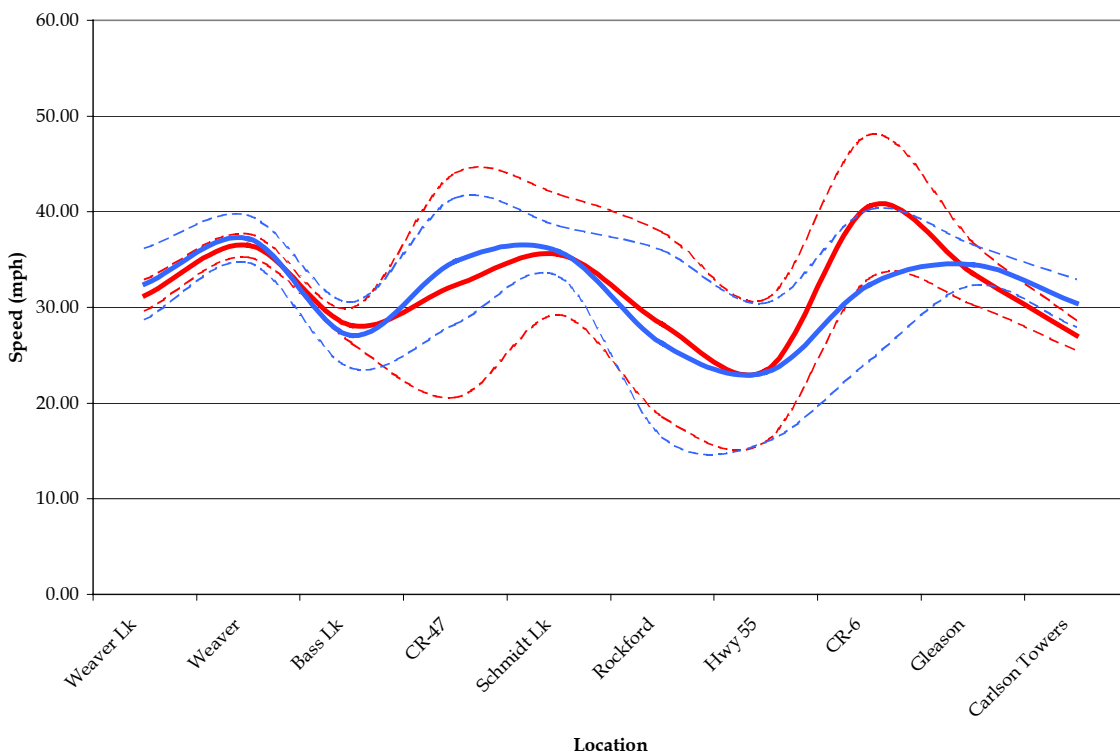
I-494 Vick SB A.M. Peak (With)



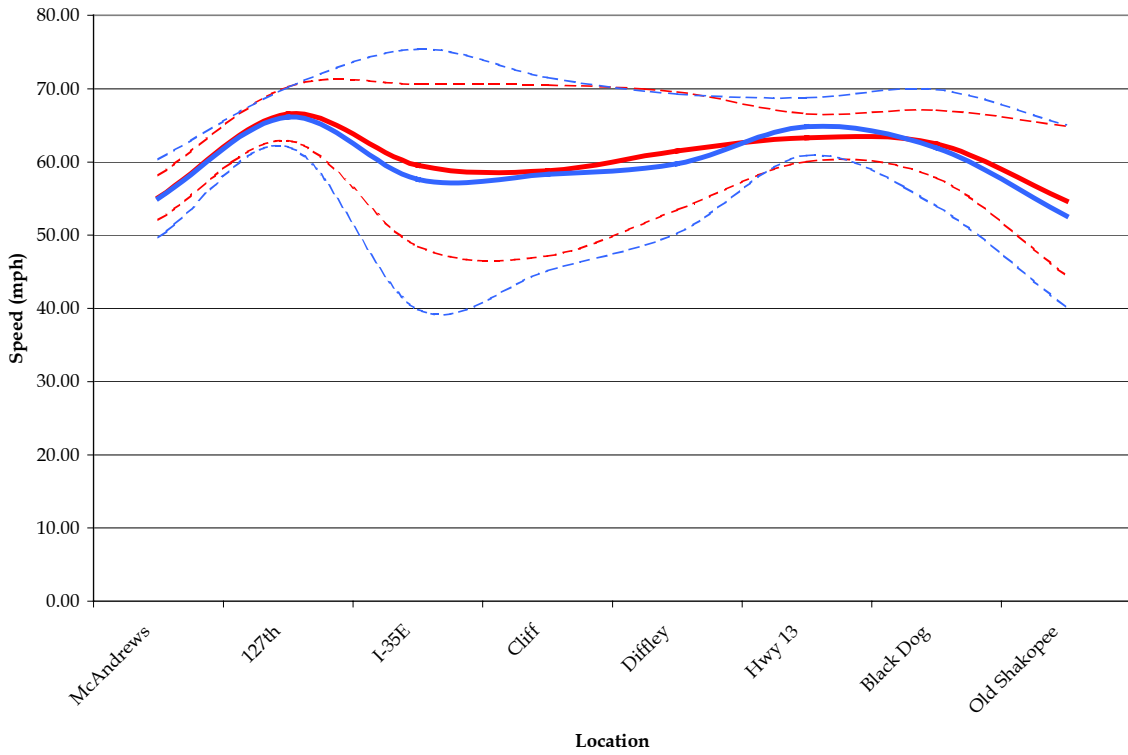
I-494 Vick NB P.M. Peak (Without)



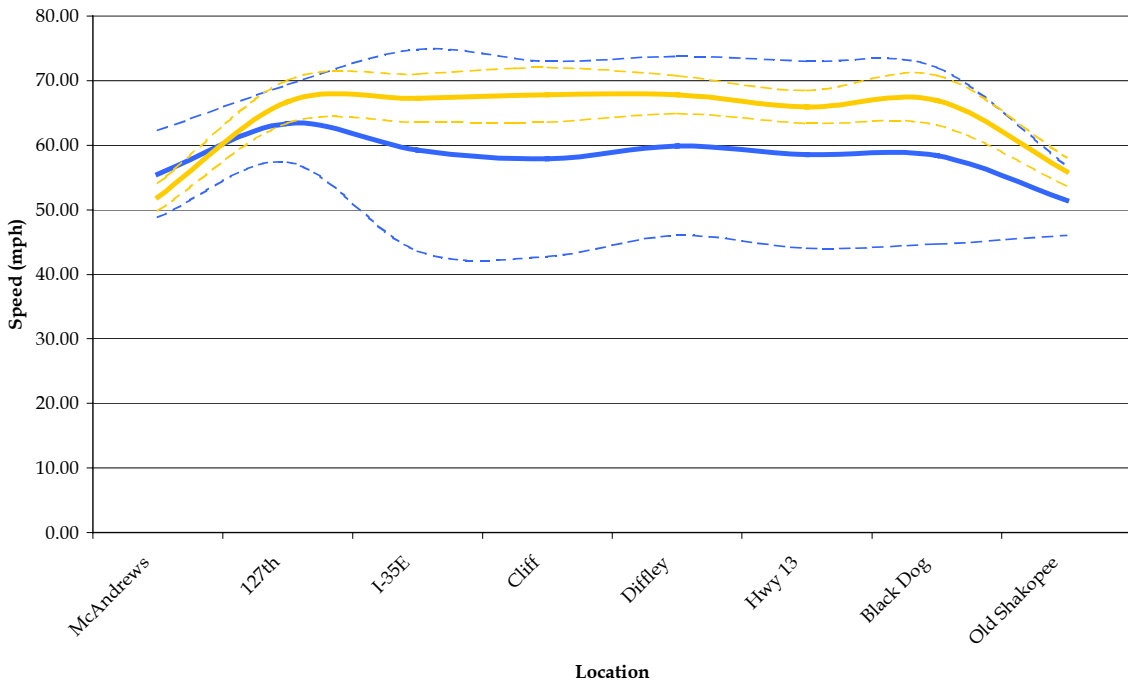
I-494 Vick SB A.M. Peak (Without)



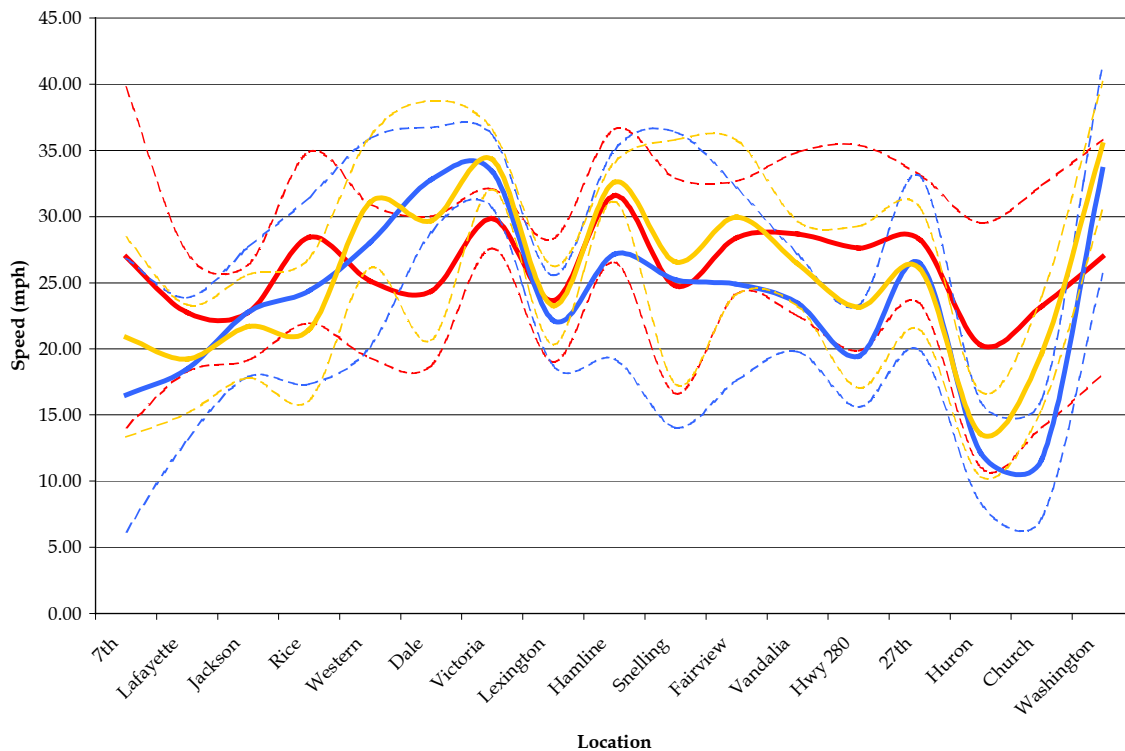
I-35W TH-77 NB A.M. Peak (With)



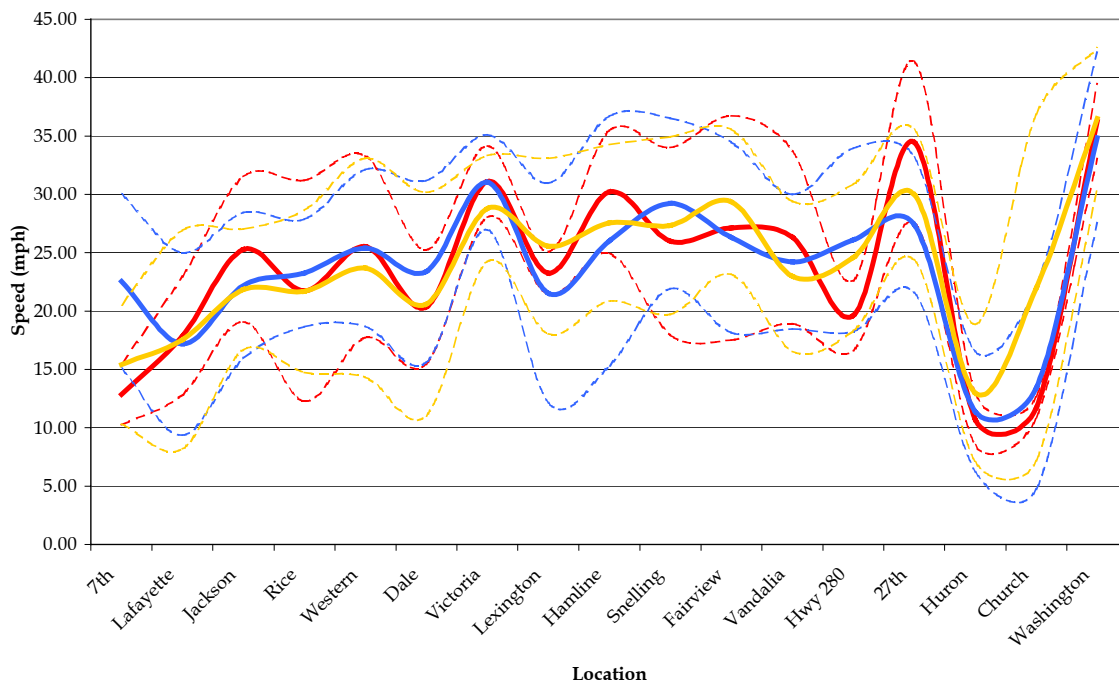
I-35W TH-77 NB A.M. Peak (Without)



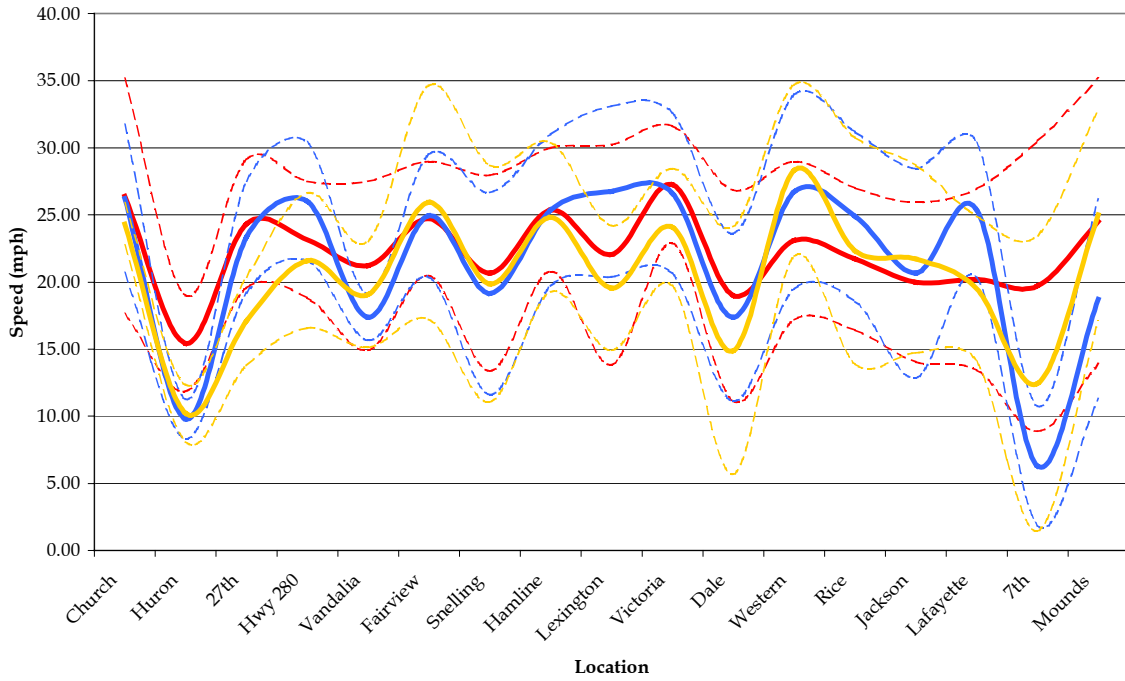
I-94 Univ WB A.M. Peak (With)



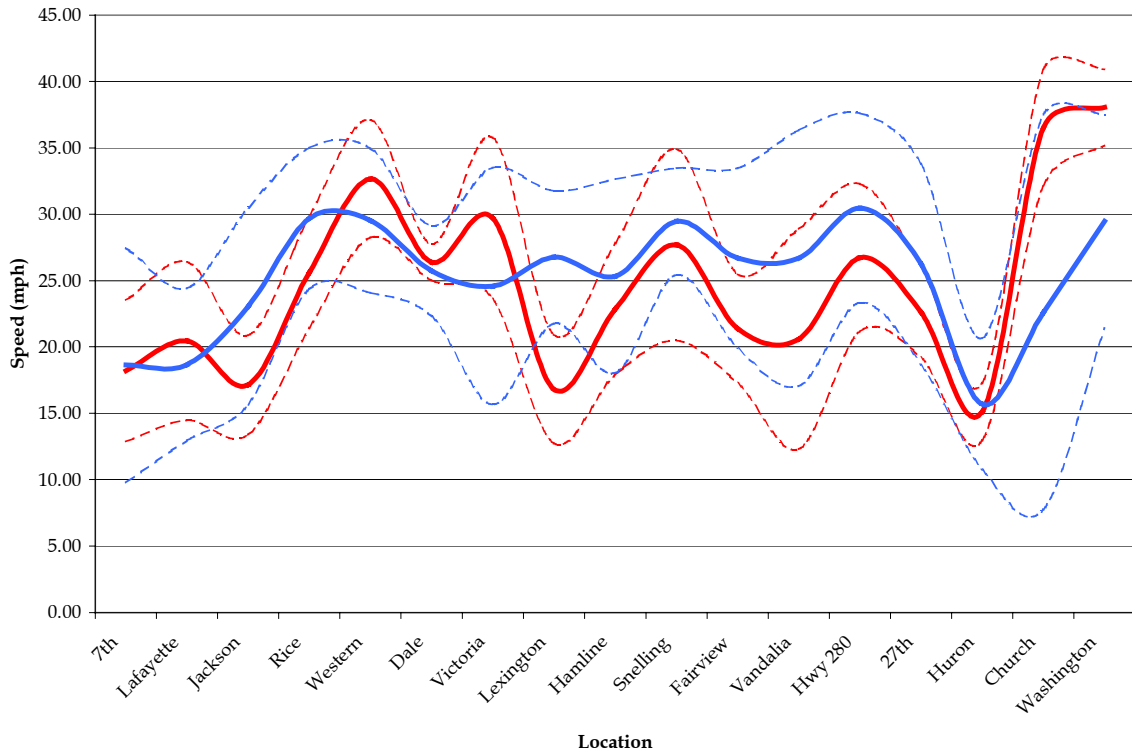
I-94 Univ WB P.M. Peak (With)



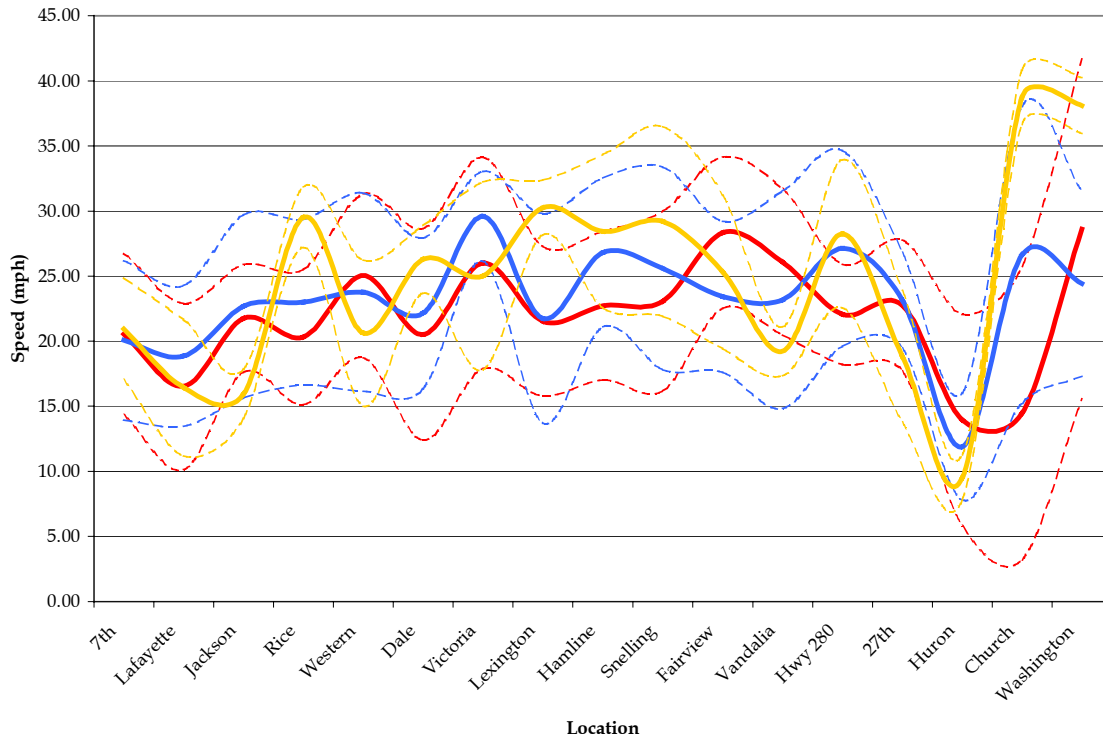
I-94 Univ EB P.M. Peak (Without)



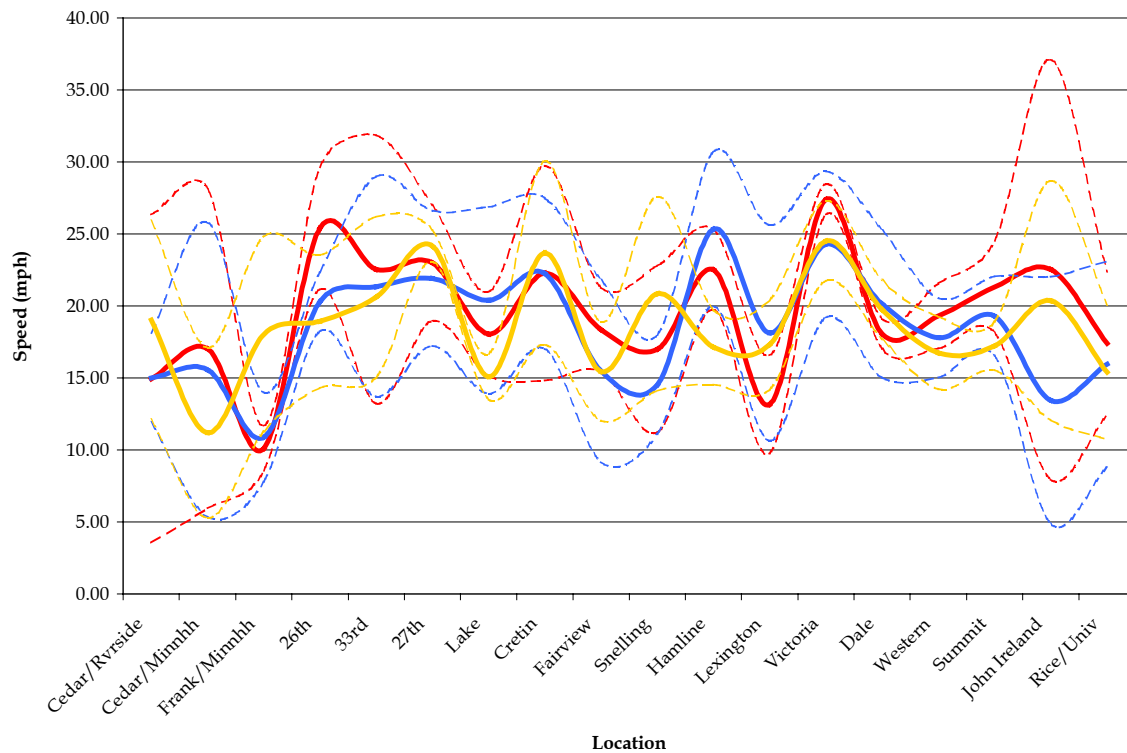
I-94 Univ WB A.M. Peak (Without)



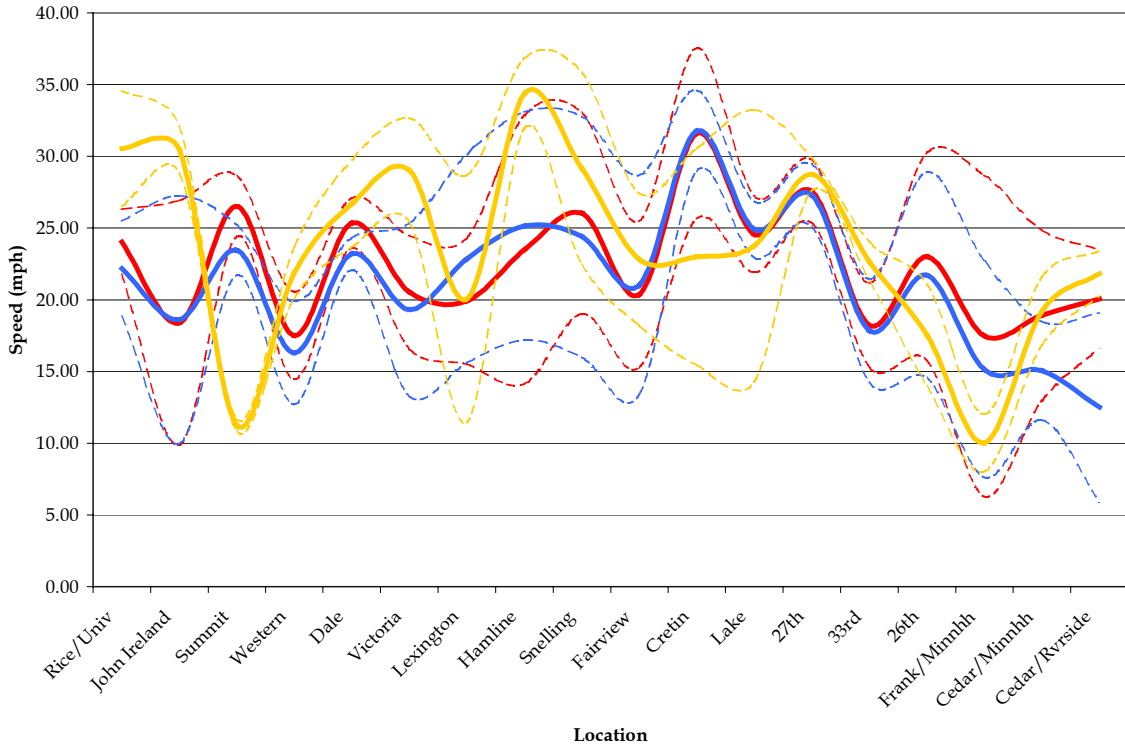
I-94 Univ WB P.M. Peak (Without)



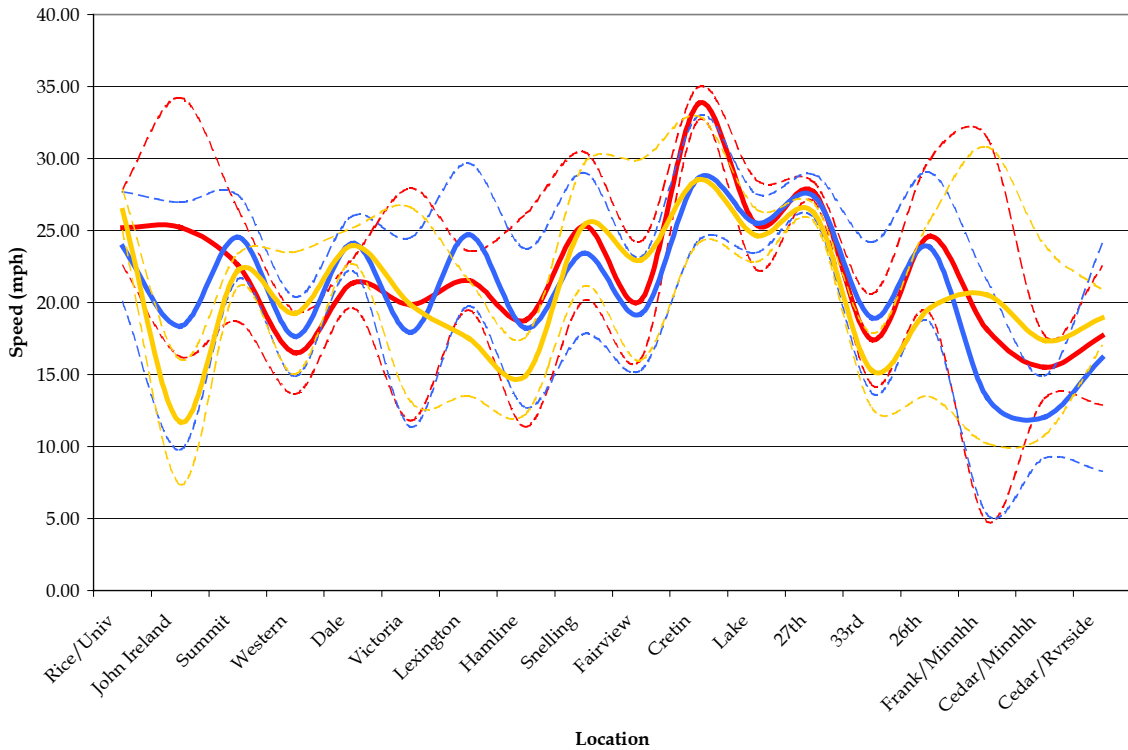
I-94 Marsh EB P.M. Peak (With)



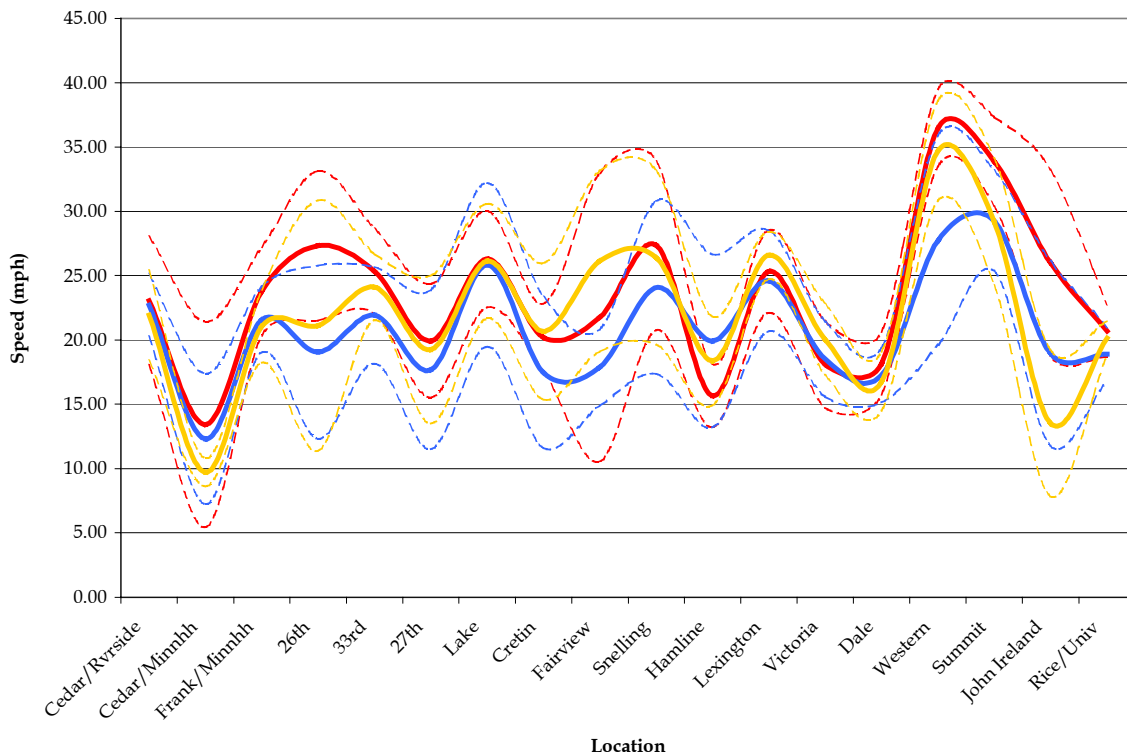
I-94 Marsh WB A.M. Peak (With)



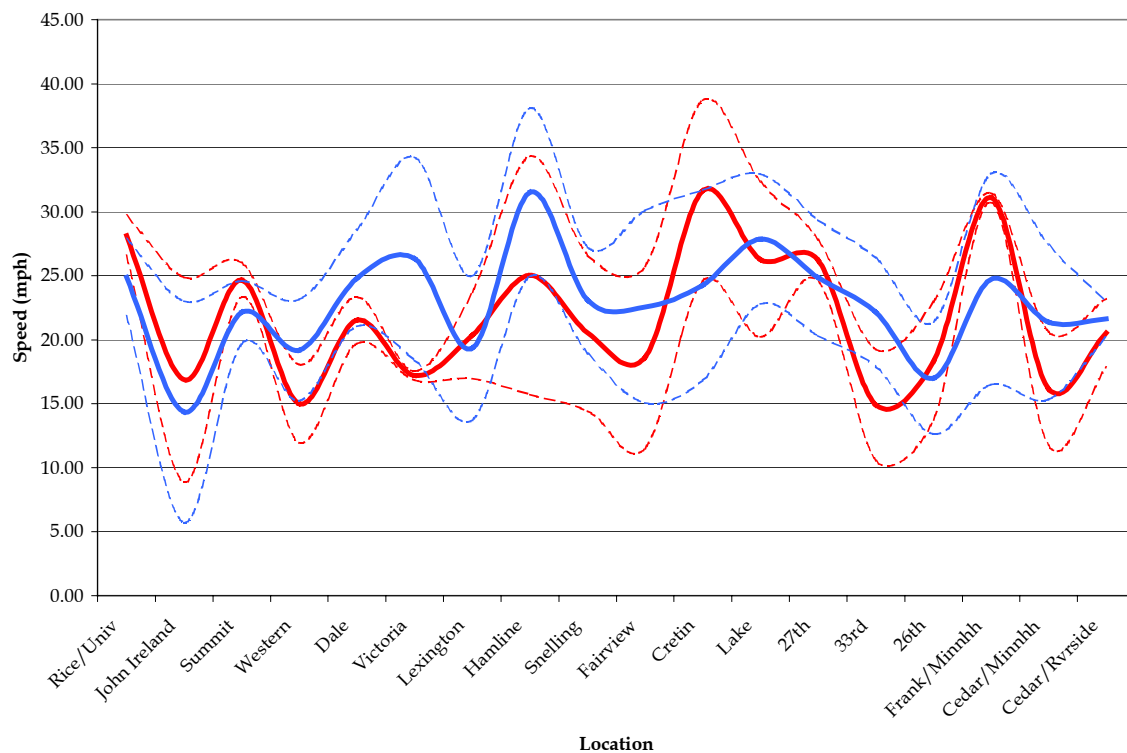
I-94 Marsh WB P.M. Peak (With)



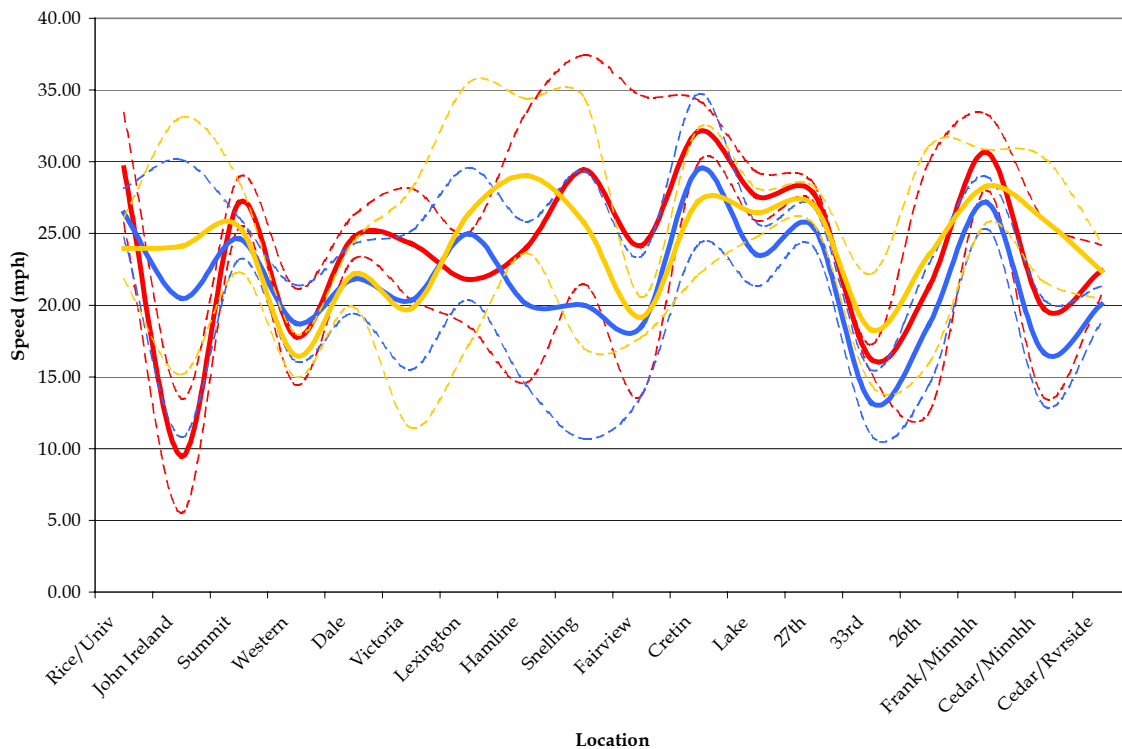
I-94 Marsh EB P.M. Peak (Without)



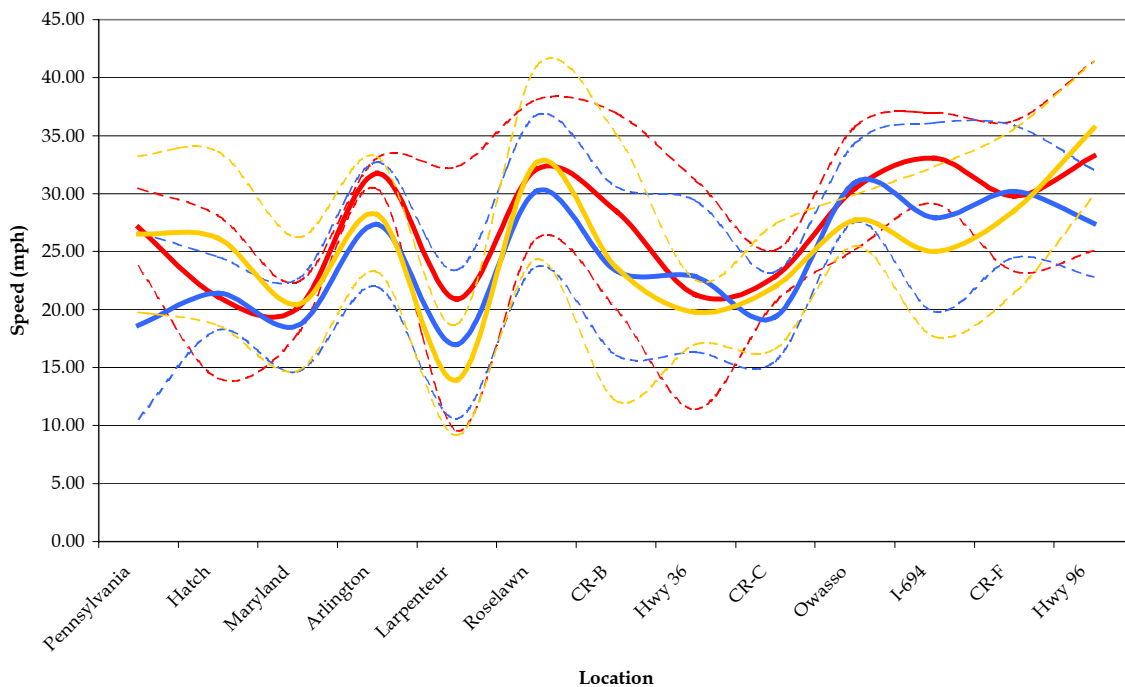
I-94 Marsh WB A.M. Peak (Without)



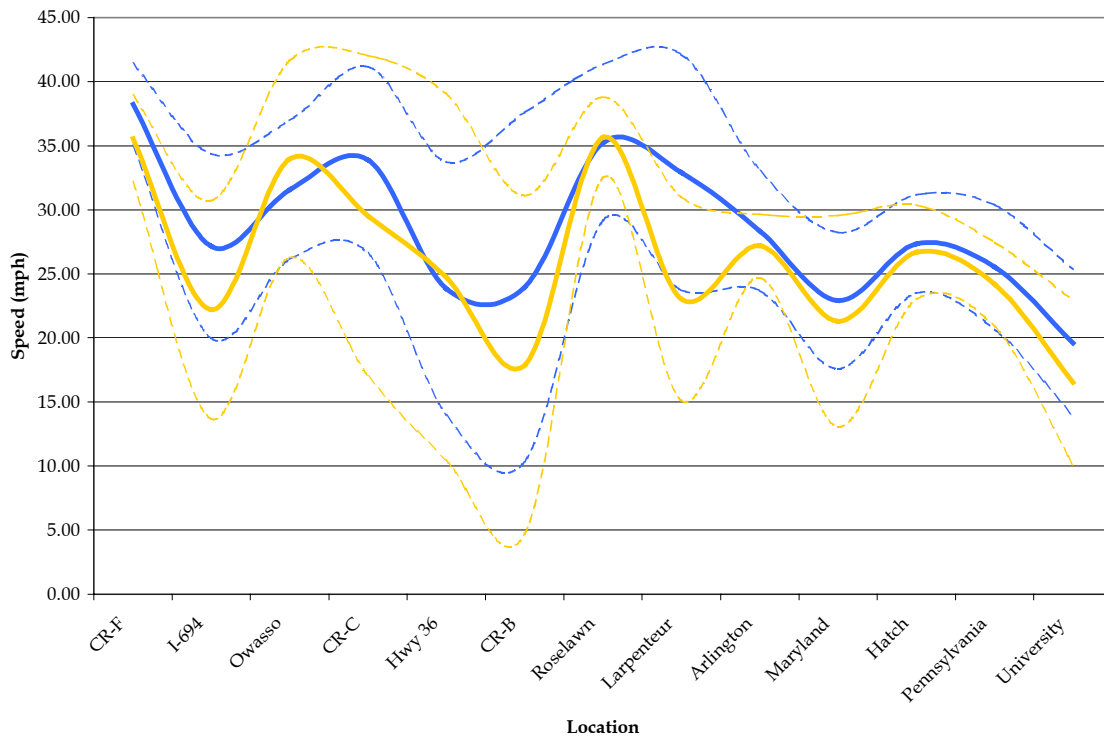
I-94 Marsh WB P.M. Peak (Without)



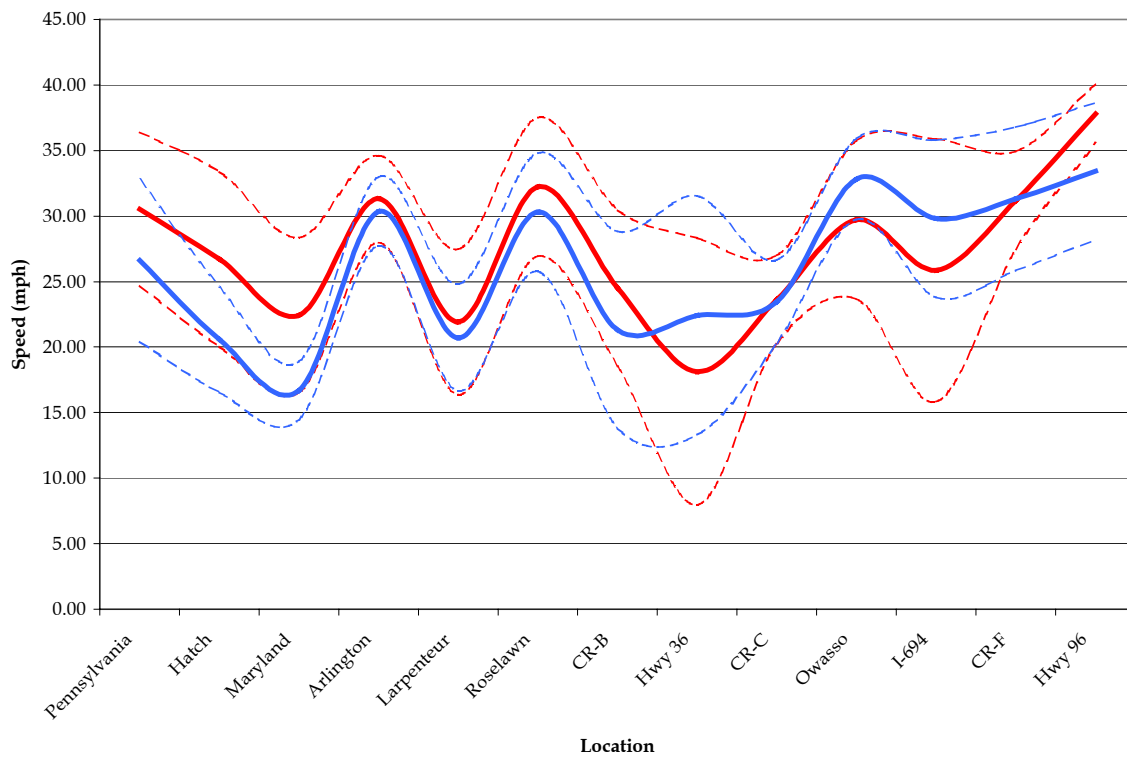
I-35E Rice NB P.M. Peak (With)



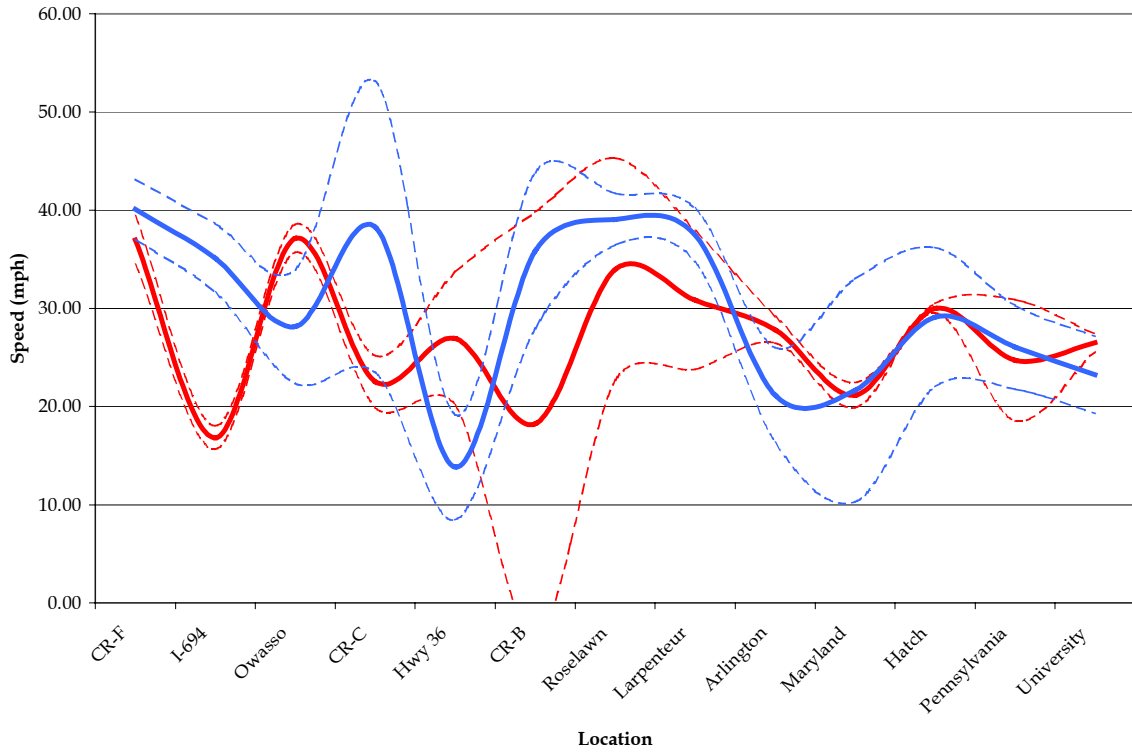
I-35E Rice SB A.M. Peak (With)



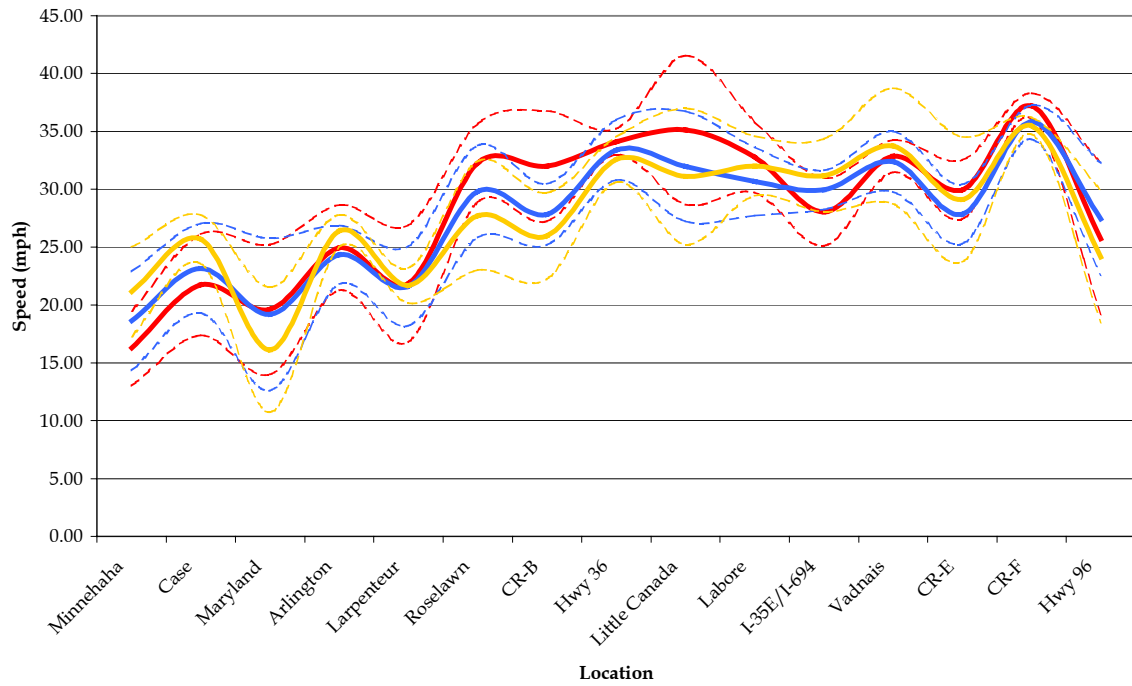
I-35E Rice NB P.M. Peak (Without)



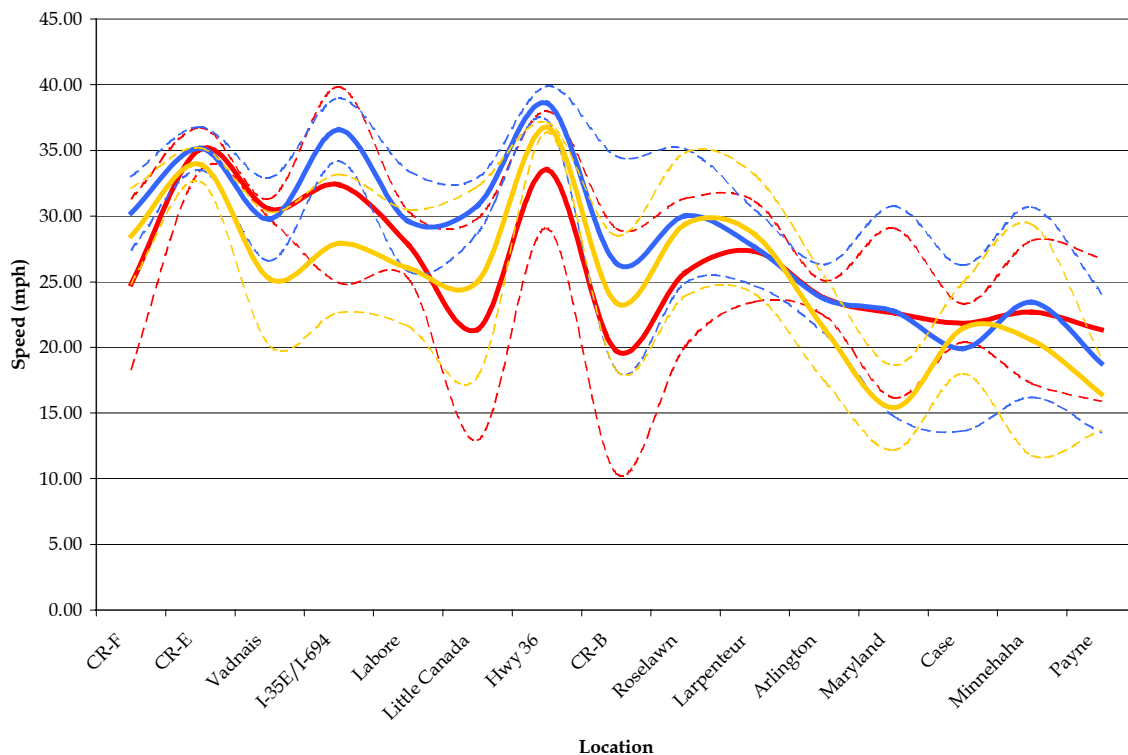
I-35E Rice SB A.M. Peak (Without)



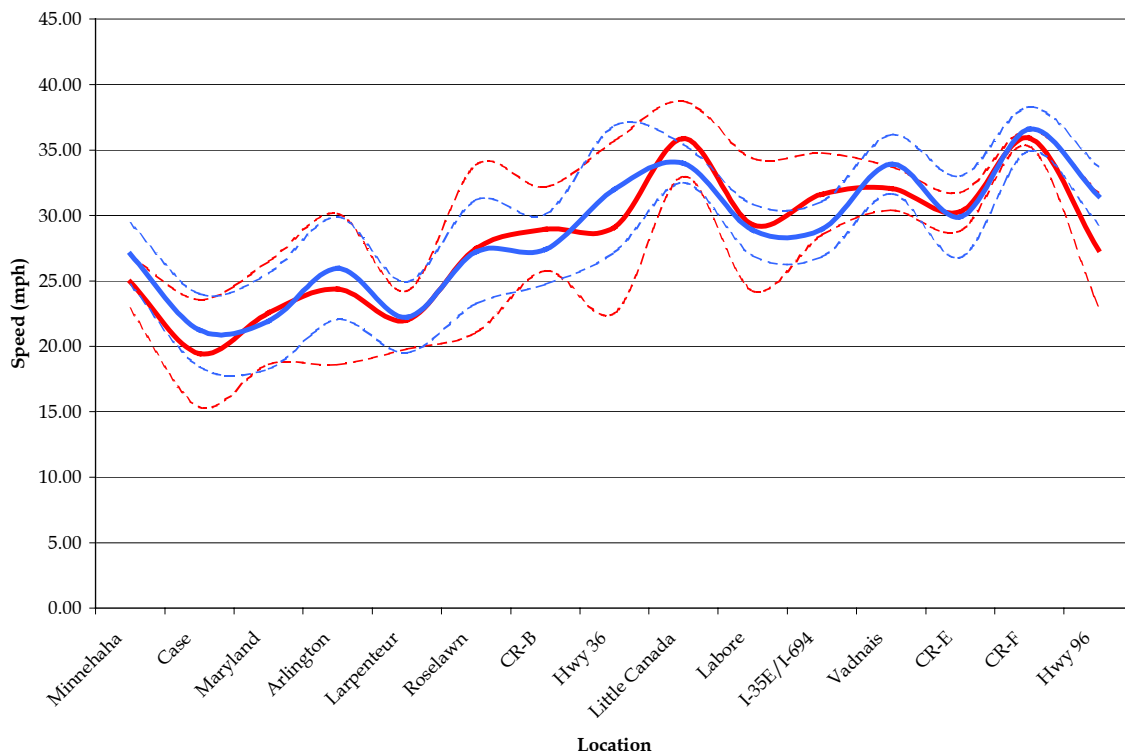
I-35E Edge NB P.M. Peak (With)



I-35E Edge SB A.M. Peak (With)



I-35E Edge NB P.M. Peak (Without)



I-35E Edge SB A.M. Peak (Without)

