

USH 12/14: GAMMON RD TO VERONA RD (DANE) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	618	0.0	1500	618	0	0.40	0	60.2	52.6	43.0	
1-2 AM	373	0.0	1500	373	0	0.37	0	60.2	53.1	44.0	
2-3 AM	248	0.0	1500	248	0	0.36	0	60.2	53.3	44.5	
3-4 AM	209	0.0	1500	209	0	0.35	0	60.2	53.5	44.6	
4-5 AM	146	0.0	1500	146	0	0.35	0	60.2	53.6	44.9	
5-6 AM	133	0.0	1500	133	0	0.34	0	60.2	53.6	45.0	
6-7 AM	242	0.0	1500	242	0	0.36	0	60.2	53.4	44.5	
7-8 AM	555	0.0	1500	555	0	0.40	0	60.2	52.7	43.3	
8-9 AM	928	0.0	1499	928	0	0.44	0	60.2	52.0	41.9	
9-10 AM	1467	0.0	1499	1467	0	1.17	9	60.2	42.4	32.4	
10-11 AM	1777	0.0	1500	1777	0	5.79	151	60.2	19.6	30.8	
11AM-NOON	2219	0.0	1499	1574	646	15.96+	406	60.2	9.9	30.8	
NOON-1PM	2593	0.0	1500	1511	1082	16.28+	415	59.9	9.9	30.8	
1-2 PM	2599	0.0	1500	1506	1093	16.27+	414	59.9	9.9	30.8	
2-3 PM	2616	0.0	1500	1504	1112	16.25+	414	59.7	9.9	30.8	
3-4 PM	2453	0.0	1500	1501	952	16.26+	414	60.2	9.9	30.8	
4-5 PM	2511	0.0	1500	1500	1011	16.26+	414	60.2	9.9	30.8	
5-6 PM	2490	0.0	1500	1500	990	16.26+	414	60.2	9.9	30.8	
6-7 PM	2160	0.0	1500	1500	659	16.24+	413	60.2	9.9	30.8	
7-8 PM	1878	0.0	1500	1500	378	16.23+	413	60.2	9.9	30.8	
8-9 PM	1426	0.0	1500	1426	0	15.44+	392	60.2	10.1	30.8	
9-10 PM	1259	0.0	1499	1259	0	8.76	227	60.2	14.6	31.6	
10-11 PM	1064	0.0	1500	1064	0	0.77	11	60.2	47.3	40.8	
11PM-MID	846	0.0	1500	846	0	0.43	0	60.2	52.2	42.2	

+ 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	0.0146
MAIN ROUTE WITH WORKS	0.0095
'DIVERSION'	0.0082
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$109,993
CONGESTED HOURS PER DAY*	10

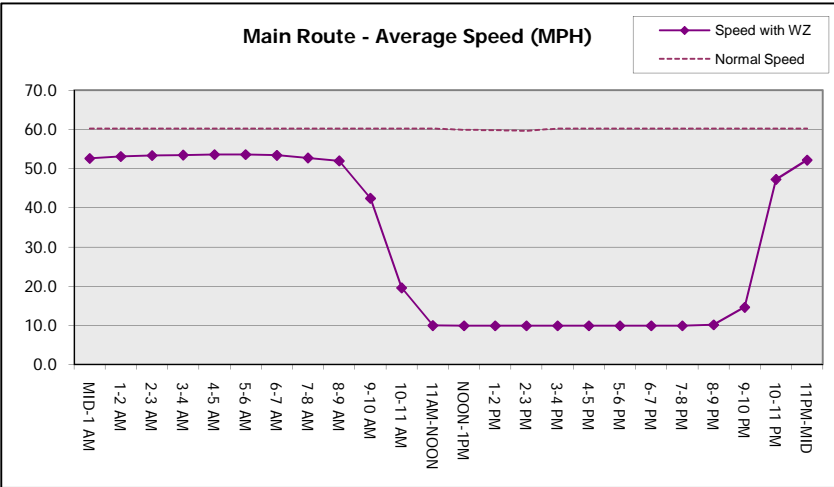
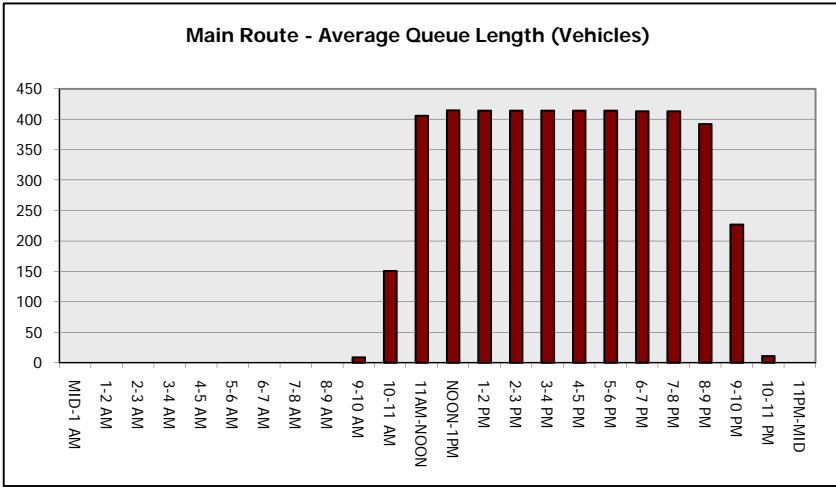
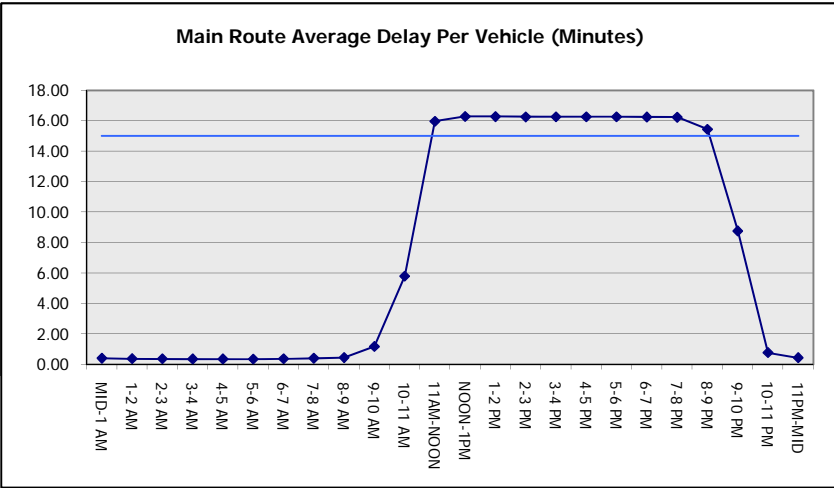
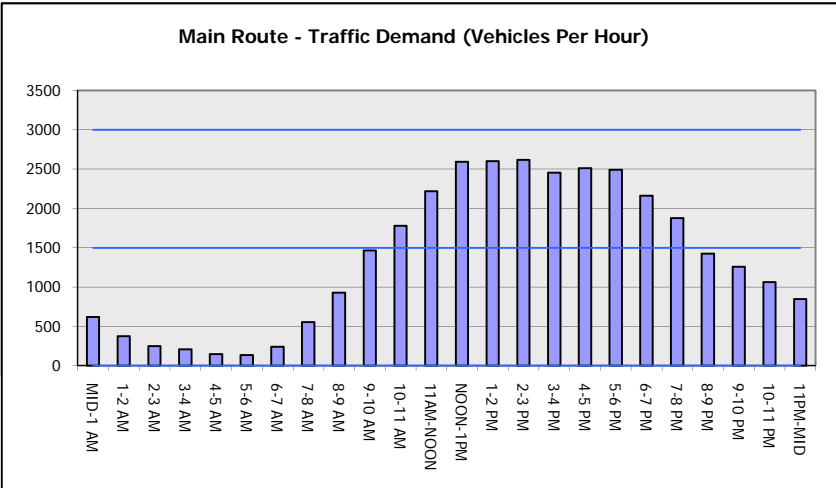
*Delays Exceeding User-Specified Maximum

**USH 12/14: GAMMON RD TO VERONA RD (DANE)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION



USH 12/14: GAMMON RD TO VERONA RD (DANE) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	822	0.0	1500	822	0	0.43	0	60.2	52.2	42.3
1-2 AM	446	0.0	1500	446	0	0.38	0	60.2	53.0	43.7
2-3 AM	250	0.0	1500	250	0	0.36	0	60.2	53.3	44.5
3-4 AM	203	0.0	1500	203	0	0.35	0	60.2	53.5	44.6
4-5 AM	130	0.0	1500	130	0	0.34	0	60.2	53.6	45.0
5-6 AM	133	0.0	1500	133	0	0.34	0	60.2	53.6	45.0
6-7 AM	220	0.0	1500	220	0	0.36	0	60.2	53.4	44.6
7-8 AM	532	0.0	1500	532	0	0.39	0	60.2	52.8	43.4
8-9 AM	934	0.0	1500	934	0	0.44	0	60.2	52.0	41.9
9-10 AM	1257	0.0	1499	1257	0	0.64	0	60.2	48.9	36.9
10-11 AM	1724	0.0	1499	1724	0	3.62	88	60.2	26.2	30.8
11AM-NOON	2005	0.0	1500	1717	288	14.57+	373	60.2	10.5	30.8
NOON-1PM	2268	0.0	1499	1498	770	16.25+	413	60.2	9.9	30.8
1-2 PM	2408	0.0	1499	1498	910	16.25+	414	60.2	9.9	30.8
2-3 PM	2433	0.0	1499	1498	935	16.26+	414	60.2	9.9	30.8
3-4 PM	2399	0.0	1499	1498	901	16.25+	414	60.2	9.9	30.8
4-5 PM	2318	0.0	1499	1498	819	16.25+	413	60.2	9.9	30.8
5-6 PM	2255	0.0	1499	1498	757	16.25+	413	60.2	9.9	30.8
6-7 PM	2081	0.0	1499	1499	583	16.24+	413	60.2	9.9	30.8
7-8 PM	1841	0.0	1499	1499	342	16.23+	413	60.2	9.9	30.8
8-9 PM	1516	0.0	1499	1469	47	16.00+	407	60.2	9.9	30.8
9-10 PM	1463	0.0	1500	1463	0	15.18+	385	60.2	10.2	30.8
10-11 PM	1290	0.0	1499	1290	0	10.65	271	60.2	12.7	31.1
11PM-MID	911	0.0	1500	911	0	0.90	21	60.2	45.6	41.9

+ 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	0.0142
MAIN ROUTE WITH WORKS	0.0097
'DIVERSION'	0.0066

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$108,464
CONGESTED HOURS PER DAY*	11

*Delays Exceeding User-Specified Maximum

**USH 12/14: GAMMON RD TO VERONA RD (DANE)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

