

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

OCTOBER
Analyzed for 2009
Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	397	0.0	1500	397	0	0.38	0	60.2	53.0	43.9	
1-2 AM	230	0.0	1500	230	0	0.36	0	60.2	53.4	44.6	
2-3 AM	160	0.0	1500	160	0	0.35	0	60.2	53.5	44.8	
3-4 AM	105	0.0	1500	105	0	0.34	0	60.2	53.7	45.1	
4-5 AM	128	0.0	1500	128	0	0.34	0	60.2	53.6	45.0	
5-6 AM	216	0.0	1500	216	0	0.36	0	60.2	53.4	44.6	
6-7 AM	661	0.0	1500	661	0	0.41	0	60.2	52.5	42.9	
7-8 AM	2111	0.0	1499	2111	0	5.54+	201	60.2	20.8	30.8	
8-9 AM	3991	0.0	1500	1342	2649	15.08+	415	45.6	9.9	34.1	
9-10 AM	3276	0.0	1500	1490	1786	16.09+	421	52.9	9.8	30.8	
10-11 AM	2409	0.0	1500	1496	913	16.26+	414	60.2	9.9	30.8	
11AM-NOON	2473	0.0	1499	1497	976	16.26+	414	60.2	9.9	30.8	
NOON-1PM	2795	0.0	1499	1489	1306	16.24+	417	57.9	9.8	30.8	
1-2 PM	3037	0.0	1499	1498	1539	16.22+	420	55.4	9.8	30.8	
2-3 PM	3000	0.0	1500	1499	1501	16.22+	420	55.8	9.8	30.8	
3-4 PM	3243	0.0	1499	1500	1743	16.15+	422	53.3	9.7	30.8	
4-5 PM	3576	0.0	1500	1500	2076	15.90+	422	49.9	9.7	30.8	
5-6 PM	4057	0.0	1500	1500	2557	15.48+	422	45.0	9.7	30.8	
6-7 PM	3890	0.0	1500	1500	2390	15.63+	422	46.6	9.7	30.8	
7-8 PM	2729	0.0	1500	1499	1230	16.27+	416	58.6	9.8	30.8	
8-9 PM	1945	0.0	1500	1499	446	16.23+	413	60.2	9.9	30.8	
9-10 PM	1503	0.0	1500	1462	40	15.98+	406	60.2	9.9	30.8	
10-11 PM	1328	0.0	1499	1328	0	12.35	313	60.2	11.5	30.8	
11PM-MID	952	0.0	1500	952	0	1.57	51	60.2	38.6	39.9	

+ 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	0.0215
MAIN ROUTE WITH WORKS	0.0103
'DIVERSION'	0.0218
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$161,087
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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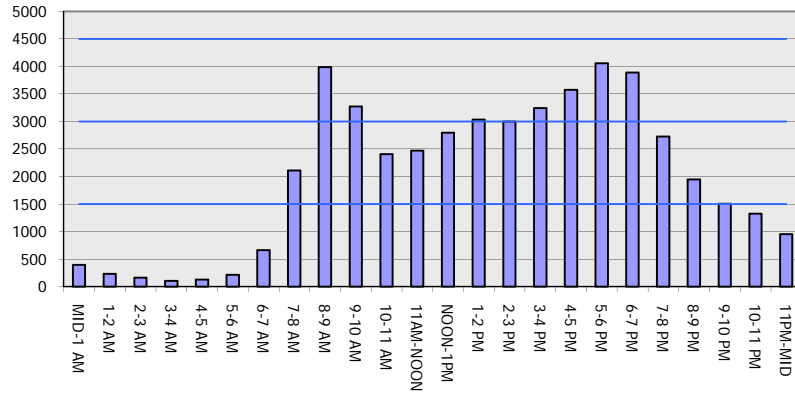
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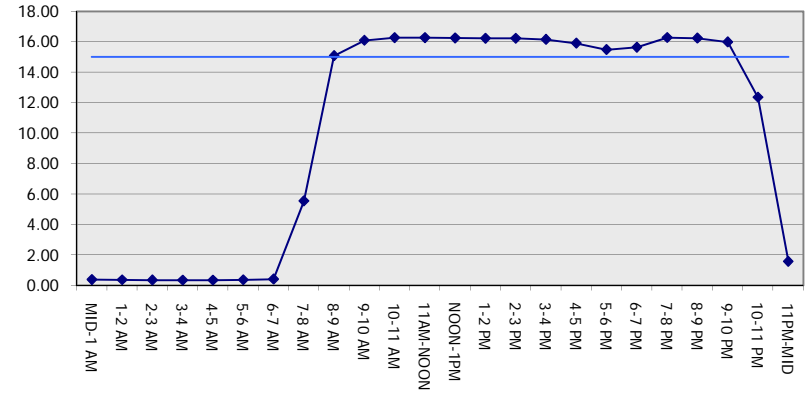
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

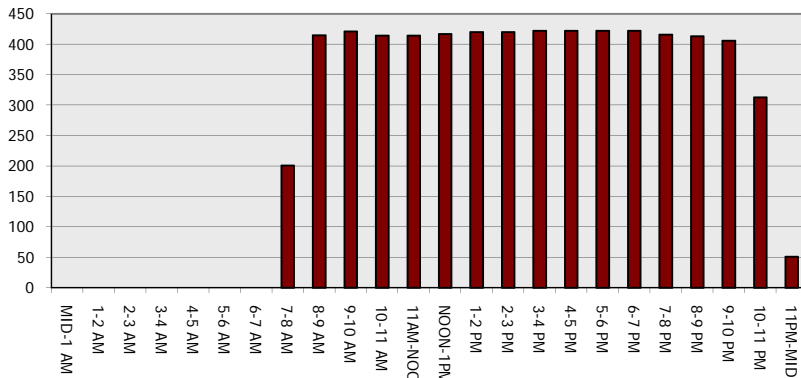
Main Route - Traffic Demand (Vehicles Per Hour)



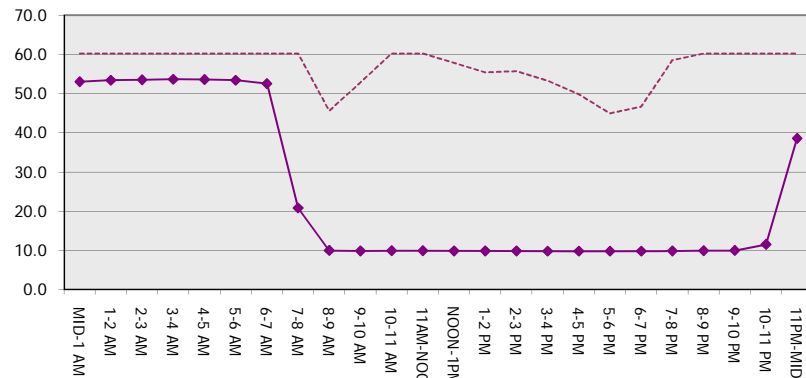
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	561	0.0	1500	561	0	0.40	0	60.2	52.7	43.3
1-2 AM	280	0.0	1500	280	0	0.36	0	60.2	53.3	44.3
2-3 AM	165	0.0	1500	165	0	0.35	0	60.2	53.5	44.8
3-4 AM	113	0.0	1500	113	0	0.34	0	60.2	53.7	45.0
4-5 AM	122	0.0	1500	122	0	0.34	0	60.2	53.7	45.0
5-6 AM	197	0.0	1500	197	0	0.35	0	60.2	53.5	44.7
6-7 AM	658	0.0	1500	658	0	0.41	0	60.2	52.5	42.9
7-8 AM	1832	0.0	1499	1832	0	2.66	83	60.2	30.9	30.8
8-9 AM	3333	0.0	1499	1525	1807	15.97+	419	52.4	9.8	30.9
9-10 AM	2932	0.0	1500	1530	1402	16.19+	418	56.4	9.8	30.8
10-11 AM	2222	0.0	1500	1502	720	16.24+	413	60.2	9.9	30.8
11AM-NOON	2346	0.0	1500	1502	844	16.25+	414	60.2	9.9	30.8
NOON-1PM	2790	0.0	1500	1514	1275	16.23+	417	57.9	9.8	30.8
1-2 PM	3059	0.0	1500	1509	1549	16.21+	420	55.1	9.8	30.8
2-3 PM	3043	0.0	1500	1503	1540	16.22+	420	55.3	9.8	30.8
3-4 PM	3179	0.0	1500	1501	1678	16.18+	422	53.9	9.7	30.8
4-5 PM	3646	0.0	1500	1500	2146	15.84+	422	49.1	9.7	30.8
5-6 PM	4056	0.0	1500	1500	2556	15.48+	422	45.0	9.7	30.8
6-7 PM	3493	0.0	1500	1500	1993	15.97+	422	50.7	9.7	30.8
7-8 PM	2610	0.0	1500	1499	1111	16.29+	415	59.7	9.9	30.8
8-9 PM	1908	0.0	1500	1500	408	16.23+	413	60.2	9.9	30.8
9-10 PM	1483	0.0	1500	1457	25	15.91+	404	60.2	9.9	30.8
10-11 PM	1366	0.0	1500	1366	0	12.78	322	60.2	11.2	30.8
11PM-MID	1029	0.0	1499	1029	0	2.09	76	60.2	34.4	38.3

+ 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	0.0207
MAIN ROUTE WITH WORKS	0.0104
'DIVERSION'	0.0197

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$154,293
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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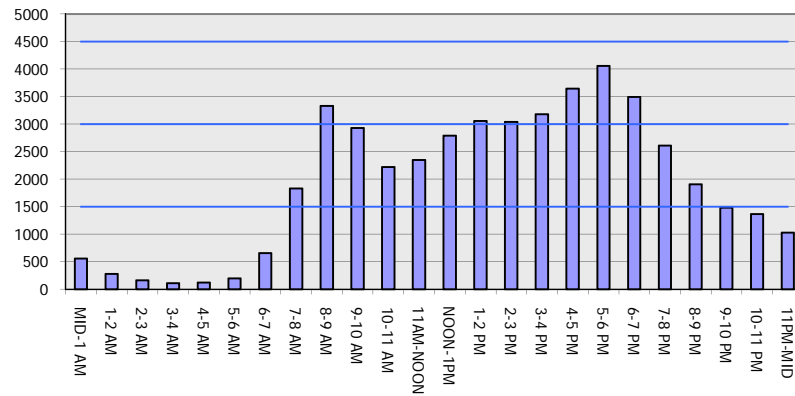
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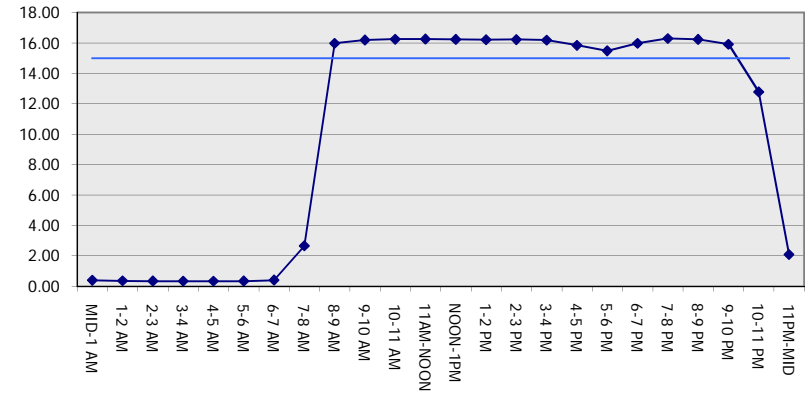
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

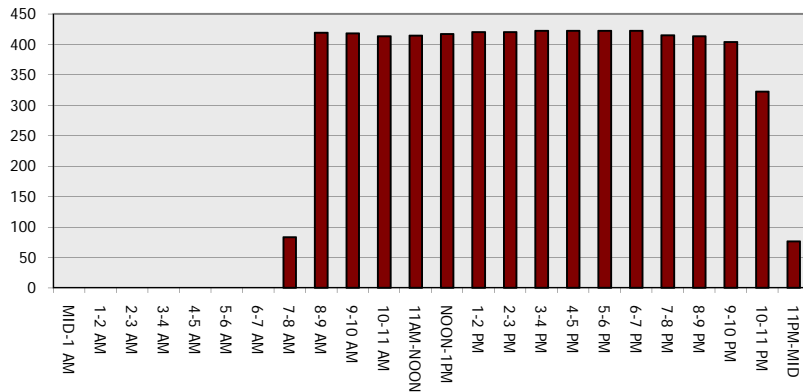
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

