

<b>USH 12/14: GAMMON RD TO VERONA RD (DANE)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	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	622	0.0	1500	622	0	0.41	0	60.2	52.6	43.0	
1-2 AM	407	0.0	1500	407	0	0.38	0	60.2	53.0	43.8	
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	145	0.0	1500	145	0	0.35	0	60.2	53.6	44.9	
5-6 AM	156	0.0	1500	156	0	0.35	0	60.2	53.6	44.8	
6-7 AM	271	0.0	1500	271	0	0.36	0	60.2	53.3	44.4	
7-8 AM	554	0.0	1500	554	0	0.40	0	60.2	52.7	43.3	
8-9 AM	1032	0.0	1499	1032	0	0.48	0	60.2	51.4	40.9	
9-10 AM	1579	0.0	1499	1579	0	1.67	24	60.2	37.7	31.2	
10-11 AM	1983	0.0	1500	1829	154	10.75+	289	60.2	13.0	30.8	
11AM-NOON	2439	0.0	1500	1499	940	16.26+	414	60.2	9.9	30.8	
NOON-1PM	2610	0.0	1499	1496	1114	16.26+	414	59.7	9.9	30.8	
1-2 PM	2694	0.0	1499	1496	1199	16.24+	415	58.9	9.9	30.8	
2-3 PM	2579	0.0	1500	1500	1080	16.25+	414	60.1	9.9	30.8	
3-4 PM	2590	0.0	1499	1500	1090	16.25+	414	60.0	9.9	30.8	
4-5 PM	2673	0.0	1499	1499	1175	16.23+	415	59.1	9.9	30.8	
5-6 PM	2564	0.0	1500	1500	1064	16.26+	414	60.2	9.9	30.8	
6-7 PM	2252	0.0	1500	1500	752	16.25+	413	60.2	9.9	30.8	
7-8 PM	1921	0.0	1500	1500	421	16.23+	413	60.2	9.9	30.8	
8-9 PM	1552	0.0	1500	1480	72	16.07+	409	60.2	9.9	30.8	
9-10 PM	1181	0.0	1499	1181	0	9.28	252	60.2	14.2	32.7	
10-11 PM	1012	0.0	1500	1012	0	0.62	6	60.2	49.2	41.6	
11PM-MID	848	0.0	1500	848	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	0.0152
MAIN ROUTE WITH WORKS	0.0095
'DIVERSION'	0.0094
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$118,404
CONGESTED HOURS PER DAY*	11

\*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

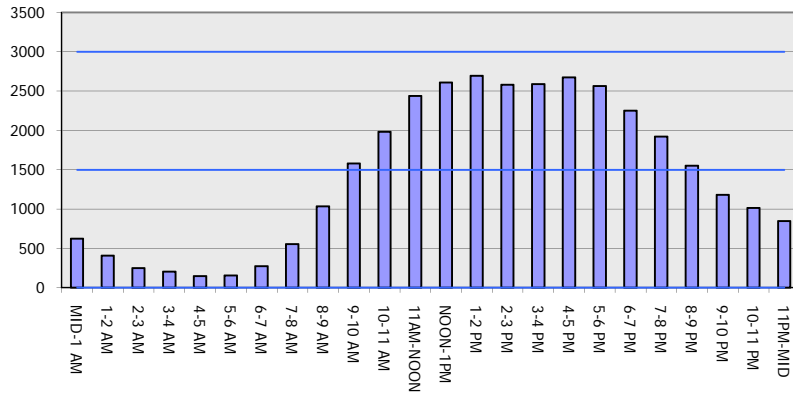
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

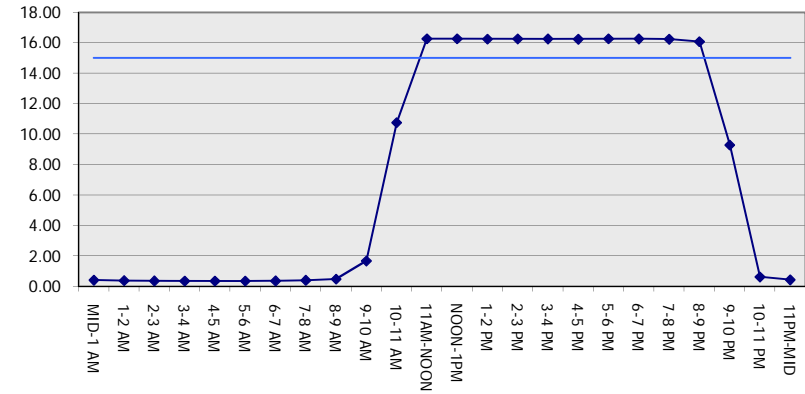
**SATURDAY**

**WESTBOUND DIRECTION**

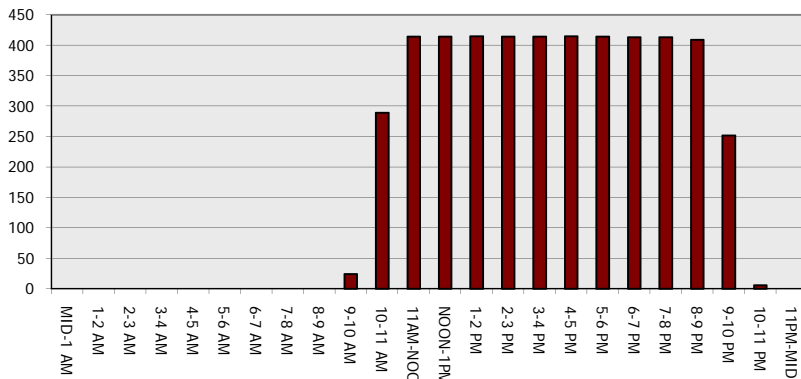
**Main Route - Traffic Demand (Vehicles Per Hour)**



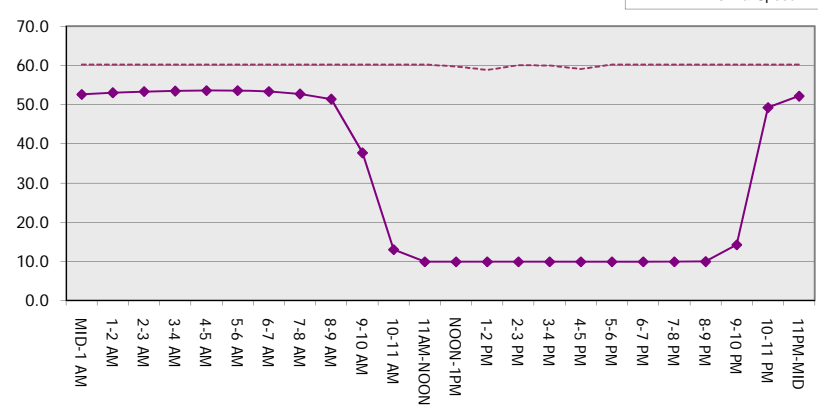
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



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**SUMMARY OF TRAFFIC MODEL OUTPUT**

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	807	0.0	1500	807	0	0.43	0	60.2	52.2	42.4
1-2 AM	404	0.0	1500	404	0	0.38	0	60.2	53.0	43.9
2-3 AM	226	0.0	1500	226	0	0.36	0	60.2	53.4	44.6
3-4 AM	229	0.0	1500	229	0	0.36	0	60.2	53.4	44.6
4-5 AM	150	0.0	1500	150	0	0.35	0	60.2	53.6	44.9
5-6 AM	143	0.0	1500	143	0	0.35	0	60.2	53.6	44.9
6-7 AM	236	0.0	1500	236	0	0.36	0	60.2	53.4	44.5
7-8 AM	504	0.0	1500	504	0	0.39	0	60.2	52.8	43.5
8-9 AM	971	0.0	1499	971	0	0.45	0	60.2	51.9	41.8
9-10 AM	1512	0.0	1499	1512	0	1.40	16	60.2	40.1	32.0
10-11 AM	1939	0.0	1500	1931	8	9.45+	263	60.2	14.2	30.8
11AM-NOON	2187	0.0	1500	1441	746	16.07+	409	60.2	9.9	30.8
NOON-1PM	2350	0.0	1499	1498	852	16.25+	414	60.2	9.9	30.8
1-2 PM	2390	0.0	1499	1498	892	16.25+	414	60.2	9.9	30.8
2-3 PM	2389	0.0	1499	1498	891	16.25+	414	60.2	9.9	30.8
3-4 PM	2489	0.0	1499	1498	991	16.26+	414	60.2	9.9	30.8
4-5 PM	2660	0.0	1499	1492	1168	16.25+	415	59.2	9.9	30.8
5-6 PM	2485	0.0	1500	1499	986	16.26+	414	60.2	9.9	30.8
6-7 PM	2364	0.0	1499	1499	864	16.25+	414	60.2	9.9	30.8
7-8 PM	2036	0.0	1500	1499	537	16.24+	413	60.2	9.9	30.8
8-9 PM	1691	0.0	1500	1499	192	16.22+	413	60.2	9.9	30.8
9-10 PM	1361	0.0	1499	1361	0	14.40+	366	60.2	10.5	30.8
10-11 PM	1202	0.0	1499	1202	0	4.91	145	60.2	21.9	33.7
11PM-MID	955	0.0	1500	955	0	0.45	0	60.2	51.9	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	0.0150
MAIN ROUTE WITH WORKS	0.0097
'DIVERSION'	0.0084

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$117,521
CONGESTED HOURS PER DAY*	12

\*Delays Exceeding User-Specified Maximum

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**OCTOBER**

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Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY EASTBOUND DIRECTION**

