

Gateway Drive \ Signal Optimization Project Benefit Summary

	MOE	Daily Benefit (Weekday)				Annual Net Reduction ¹
		Before	After	Net Reduction	Percent Improvement	
User Costs ²	Stops (no. of veh)	120,398	89,547	30,850	25.6%	7,743,413
	Delay (hr)	942	833	109	11.5%	27,238
	Fuel Consumption (gal)	3,620	3,331	289	8.0%	72,526
Travel Time ³	Travel Time (min:sec) AM PEAK - Eastbound	6 : 22	4 : 53	1 : 30	23%	--
	Travel Time (min:sec) AM PEAK - Westbound	6 : 02	4 : 52	1 : 09	19%	--
	Travel Time (min:sec) PM PEAK - Eastbound	6 : 45	5 : 08	1 : 37	24%	--
	Travel Time (min:sec) PM PEAK - Westbound	5 : 47	4 : 25	1 : 22.1	24%	--
	Gateway Drive - Benefit to Cost Ratio					

¹ Total weekday days (261) were reduced by 10 to account for Holidays. 251 total days included.

Saturday and Sundays were not included as part of the Benefit/Cost Analysis.

² Measures of effectiveness or MOE (Stops, Delay, Fuel Consumption and Dilemma Zone) measured using Synchro/SimTraffic Modeling Software.

³ Travel time is field measured. Data collected in March, 2010 (Before) and November, 2010 (After)