

**Present Facility Details (Information for future DSRs)**

The following information provides details of the present facility. It is provided in a format that is compatible with WisDOT's Design Study Report (DSR). The intent of this information is to provide additional details on the existing facility and provide a base for future and future DSR. All information provided here should be verified at the time of the DSR.

**FUNCTIONAL CLASSIFICATION/ACCESS CONTROL**

Roadway Name	Funct. Class (Arterial, Collector or Local)	Rural, Urban or Transitional	Corridors 2020 or Backbone (No or State which)	NHS Route (Yes or No)	Long Truck Route (No or state Federal or State)	Access Control Tier	Bike Route (Yes or No)
Gammon Road	Minor Arterial	Urban	No	No	No	N/A	Yes

**POSTED SPEED**

Roadway or Roadway Segment	Posted Speed	Advisory Speed
Gammon Road	35 mph	N/A

**GEOMETRICS**

A detailed geometric deficiency analysis was completed as part of Operational Needs Assessment phase of the Madison Beltline study (WisDOT ID 5300-02-09). As part of the study much of the information needed for a DSR was collected and summarized in Appendix E of the project report dated January 2008.

**SIDE-ROADS/INTERSECTIONS/INTERCHANGES**

Side-roads

Roadway Name	Functional Class	Posted Speed (MPH)	Existing Traffic*** (AADT)	Pedestrian Facilities (Yes or No)	Bicycle Facilities (Yes or No)
Odana Road	Standard Arterial	30	22,700	Yes	No
Watts Road	Collector/ Local	30/25	23,000	Yes	No

\*\*\*If Existing Traffic volumes are not available, then state at a minimum whether AADT is assumed to be <100 or >100.

**STRUCTURES**

Existing Structure I.D. #	Feature Crossed	Struct. Type	Suff. Rating	* Clear Rdwy. Width	Railing Type	* Struct. Deficient or Funct. Obsolete	* Inventory Load Rating
B-13-223	USH 12/14	Cont Steel	64.8	30.0 ft.	Sloped Faces Concrete Parapet	Yes	HS 15
B-13-239	Gammon Road	Cont Prest Conc	98.4	56.1 ft.	Sloped Faces Concrete Parapet	No	HS 20
B-13-219	Gammon Road	Cont Prest Conc	97.9	56.1 ft.	Sloped Faces Concrete Parapet	No	HS 20

\*Controlling Criteria

**TRAFFIC VOLUMES/CONDITIONS**

Highway Capacity Analysis

Location (Roadway Segment or Intersection)	Existing Level of Service	Design Year Level of Service Under Existing Roadway
USH 12/18 - EB	C (2005) AM Peak D (2005) PM Peak	E (2015) AM Peak E (2015) PM Peak
USH 12/18 - WB	D (2005) AM Peak C (2005) PM Peak	D (2015) AM Peak D (2015) PM Peak



CRASH ANALYSIS

## Project Crash Information

Location	Year	Crash Type			Annual Crash Rate		Crash Severity
		Property Damage	Injury	Fatal	Segment (Crashes/HMVMT)	Intersection (Crashes/MVE)	
Eastbound Diverge	2000	3	2	0	121		0.4
	2001	1	2	0	73		0.67
	2002	4	1	0	121		0.2
	2003	3	5	0	194		0.63
	2004	5	0	0	121		0
			<b>16</b>	<b>10</b>	<b>0</b>	<b>126</b>	
Eastbound Merge	2000	3	4	0	115		0.57
	2001	0	2	0	33		1
	2002	2	0	0	33		0
	2003	3	2	0	82		0.4
	2004	2	0	0	33		0
			<b>10</b>	<b>8</b>	<b>0</b>	<b>59.2</b>	
Westbound Diverge	2000	2	0	0	40		0
	2001	4	3	0	140		0.43
	2002	3	1	0	80		0.25
	2003	9	5	0	281		0
	2004	5	1	0	120		0.17
			<b>23</b>	<b>10</b>	<b>0</b>	<b>132.2</b>	
Westbound Merge	2000	1	1	0	41		0.5
	2001	0	0	0	0		0
	2002	1	1	0	41		0.5
	2003	0	0	0	0		0
	2004	1	1	0	41		0.5
			<b>3</b>	<b>3</b>	<b>0</b>	<b>24.6</b>	
Eastbound Ramp Terminal	2000	7	3	0		0.58	0.3
	2001	6	11	0		0.99	0.65
	2002	15	9	0		1.4	0.38
	2003	16	3	0		1.11	0.16
	2004	9	6	0		0.87	0.4
			<b>53</b>	<b>32</b>	<b>0</b>		<b>0.99</b>
Westbound Ramp terminal	2000	9	12	0		1.11	0.57
	2001	4	9	0		0.68	0.69
	2002	7	13	0		1.05	0.65
	2003	8	5	0		0.68	0.38
	2004	12	15	0		1.42	0.56
			<b>40</b>	<b>54</b>	<b>0</b>		<b>0.99</b>

See notes on next page.

*Notes:*

- 1. Average statewide crash rate for intersection crashes is 0.96 crashes/MVE. The value for this average statewide crash rate for intersections was determined using the "Intersection Crash Summary Statistics for Wisconsin" Report prepared by the Traffic Operations and Safety Laboratory at the University of Wisconsin – Madison. The report, published in June 2005, summarizes intersection crash rates throughout Wisconsin for different types of intersections. The value used is based on the average for all urban intersections.*
- 2. ADT: Average Daily Traffic*
- 3. MVE: Million Vehicles Entering*
- 4. HMVMT: Hundred Million Vehicle Miles Traveled*
- 5. Merge and diverge area crashes are segment crashes. Ramp terminal crashes are intersection crashes.*
- 6. Crash severity is given by: (Injury Crashes +Fatal Crashes)/Total Crashes*