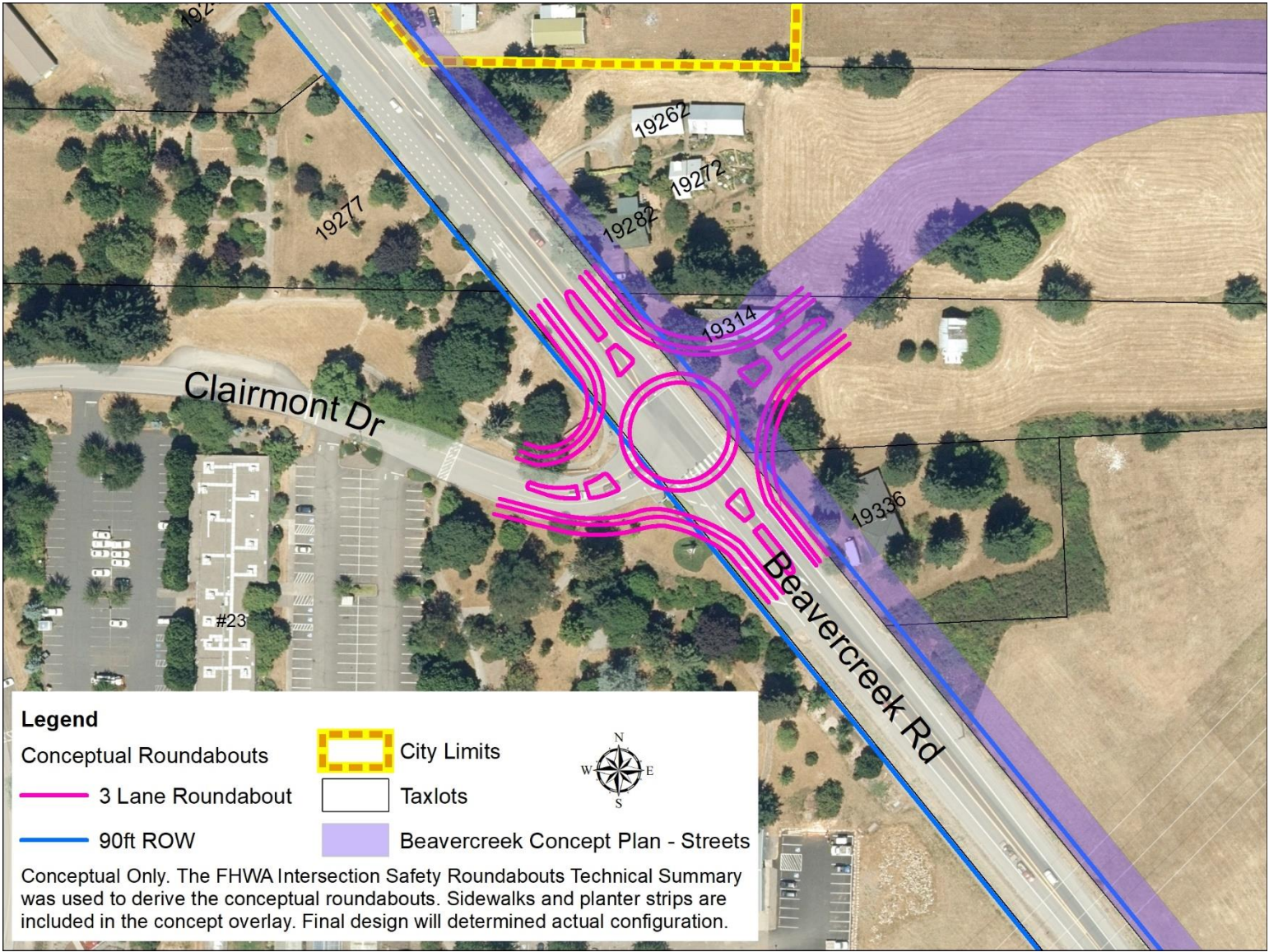


Clairmont Drive and Beaver Creek Road

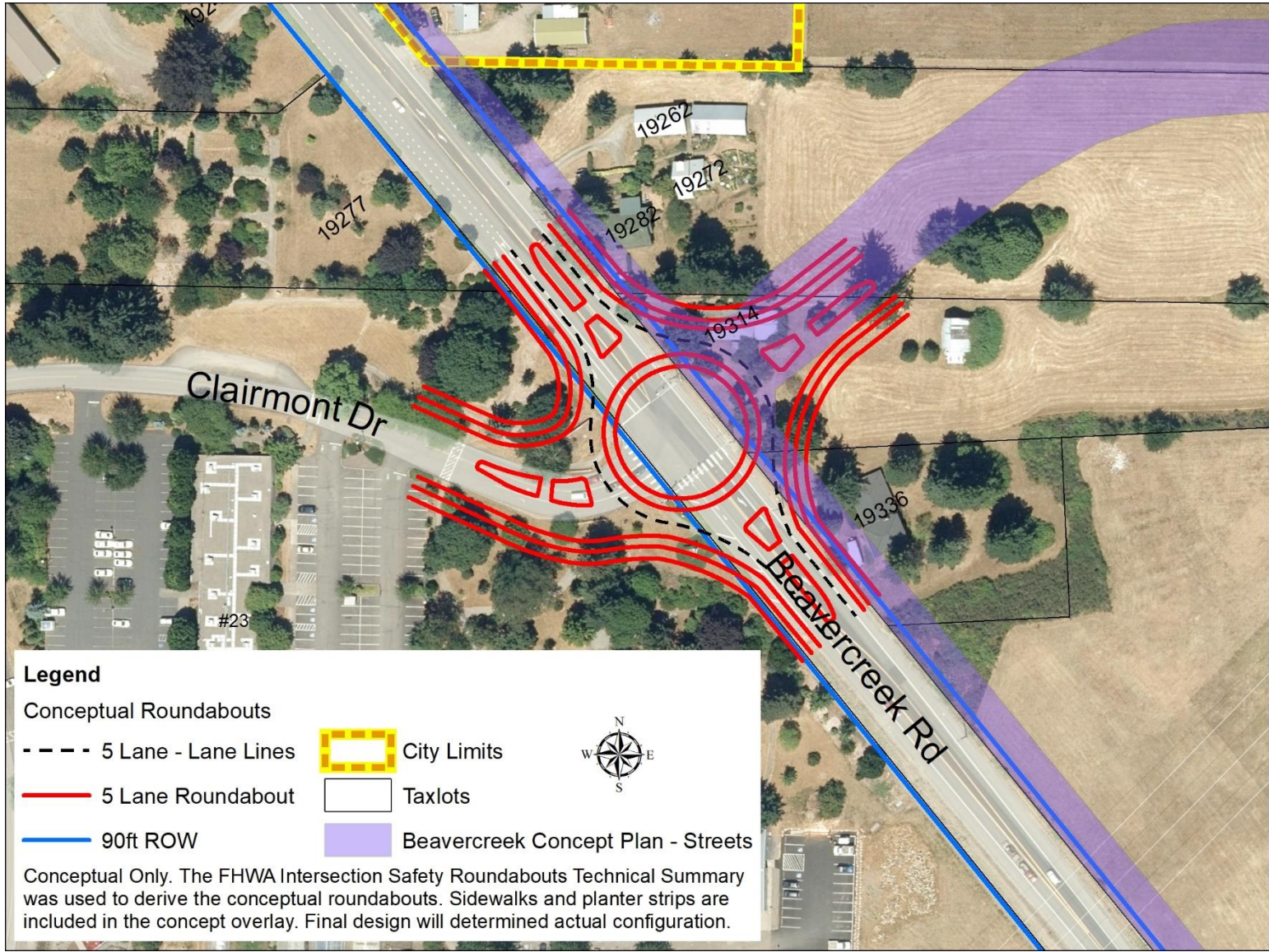


3-Lane Roundabout

Land acquisition implications: Property not part of a land use application would need to be acquired prior to construction. These could include portions of Clackamas Community College Property abutting Clairmont Drive & 19314 Beavercreek Road.

Alignment considerations: The roundabout is currently centered on the intersection. The Clairmont Drive intersection is currently not built out, which provides more opportunities to identify a design and construct a roundabout without impacting existing development and structures.

Cost considerations: The footprint and property required for a 3 lane roundabout is larger than is required for a signalized intersection. The cost is also greater for a 3 lane roundabout than a signalized intersection.



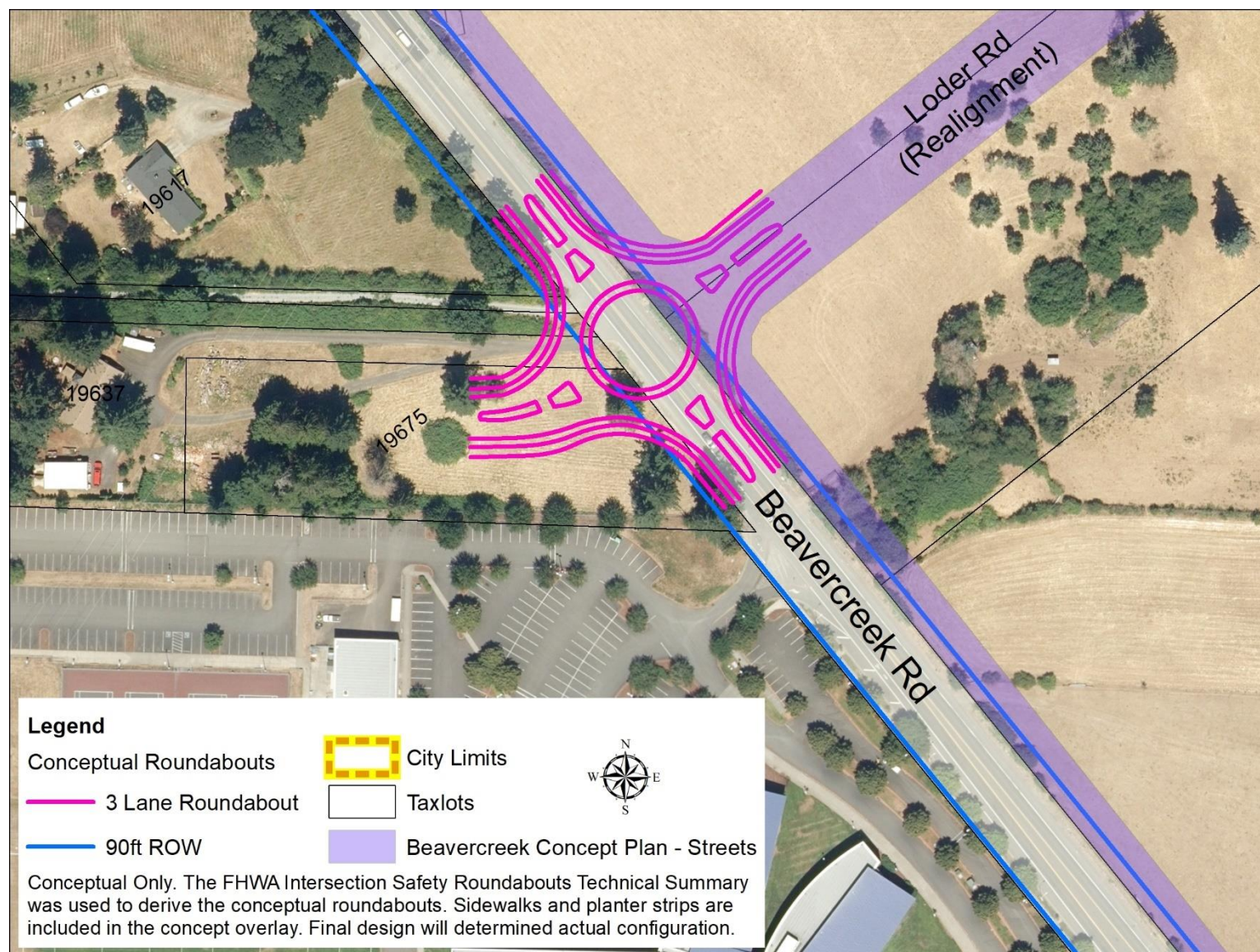
5-Lane Roundabout

Land acquisition implications: Property not part of a land use application would need to be acquired prior to construction. These could include portions of Clackamas Community College Property abutting Clairmont Drive & 19314 Beavercreek Road.

Alignment considerations: The roundabout is currently centered on the intersection. The Clairmont Drive intersection is currently not built out, which provides more opportunities to identify a design and construct a roundabout without impacting existing development and structures.

Cost considerations: The footprint and property required for a 5 lane roundabout is larger than is required for a 3 lane roundabout. The cost is also greater for a 5 lane roundabout than a 3 lane roundabout or signalized intersection.

Loder Road and Beaver Creek Road

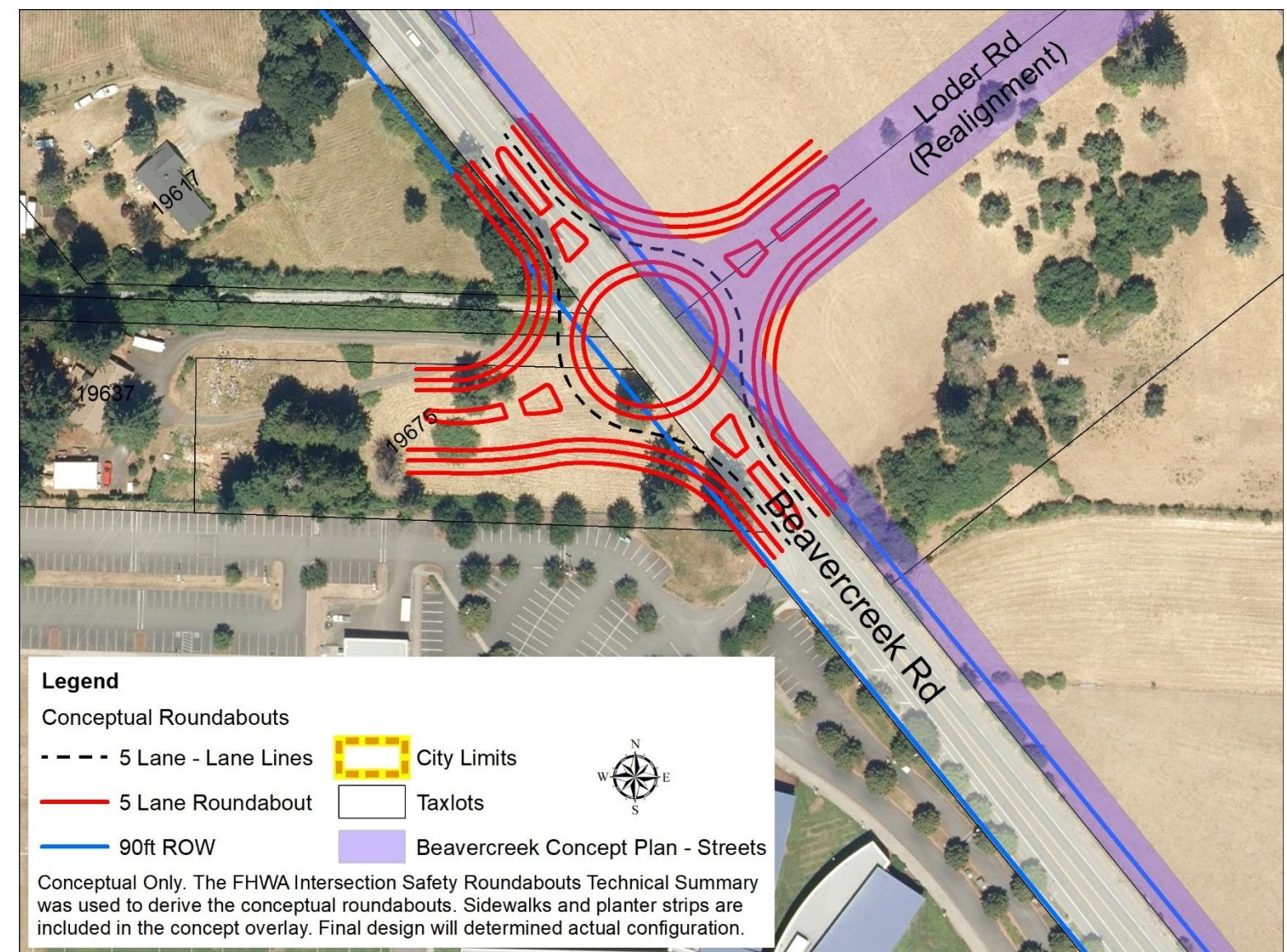


3-Lane Roundabout

Land acquisition implications: Property not part of a land use application would need to be acquired prior to construction.

Alignment considerations: The roundabout is currently centered on the intersection. The Loder Road intersection is currently not built out, which provides more opportunities to identify a design and construct a roundabout without impacting existing development and structures.

Cost considerations: The footprint and property required for a 3 lane roundabout is larger than is required for a signalized intersection. The cost is also greater for a 3 lane roundabout than a signalized intersection.



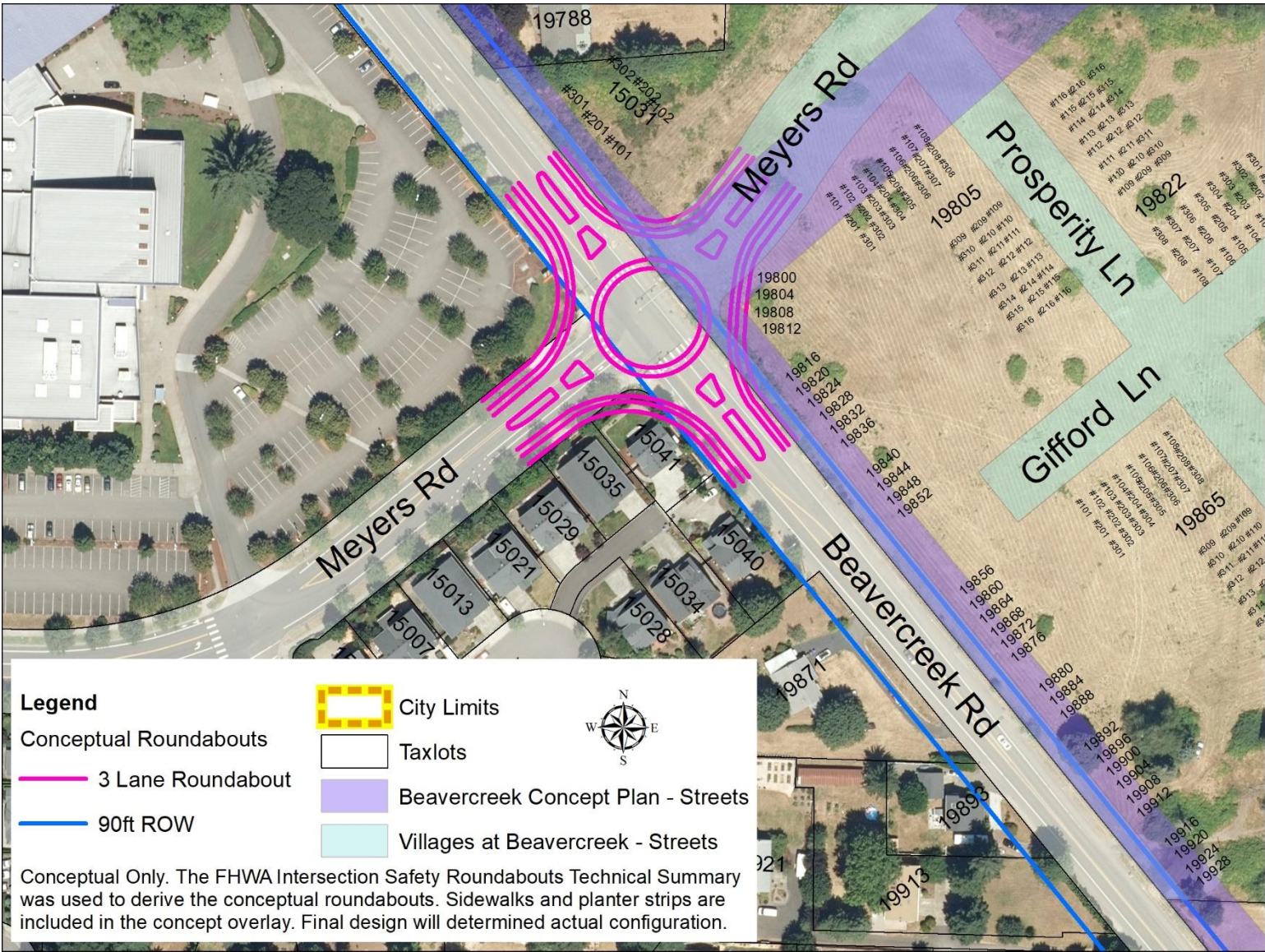
5-Lane Roundabout

Land acquisition implications: Property not part of a land use application would need to be acquired prior to construction.

Alignment considerations: The roundabout is currently centered on the intersection. The Loder Road intersection is currently not built out, which provides more opportunities to identify a design and construct a roundabout without impacting existing development and structures.

Cost considerations: The footprint and property required for a 5 lane roundabout is larger than is required for a 3 lane roundabout. The cost is also greater for a 5 lane roundabout than a 3 lane roundabout or signalized intersection.

Meyers Road and Beaver Creek Road

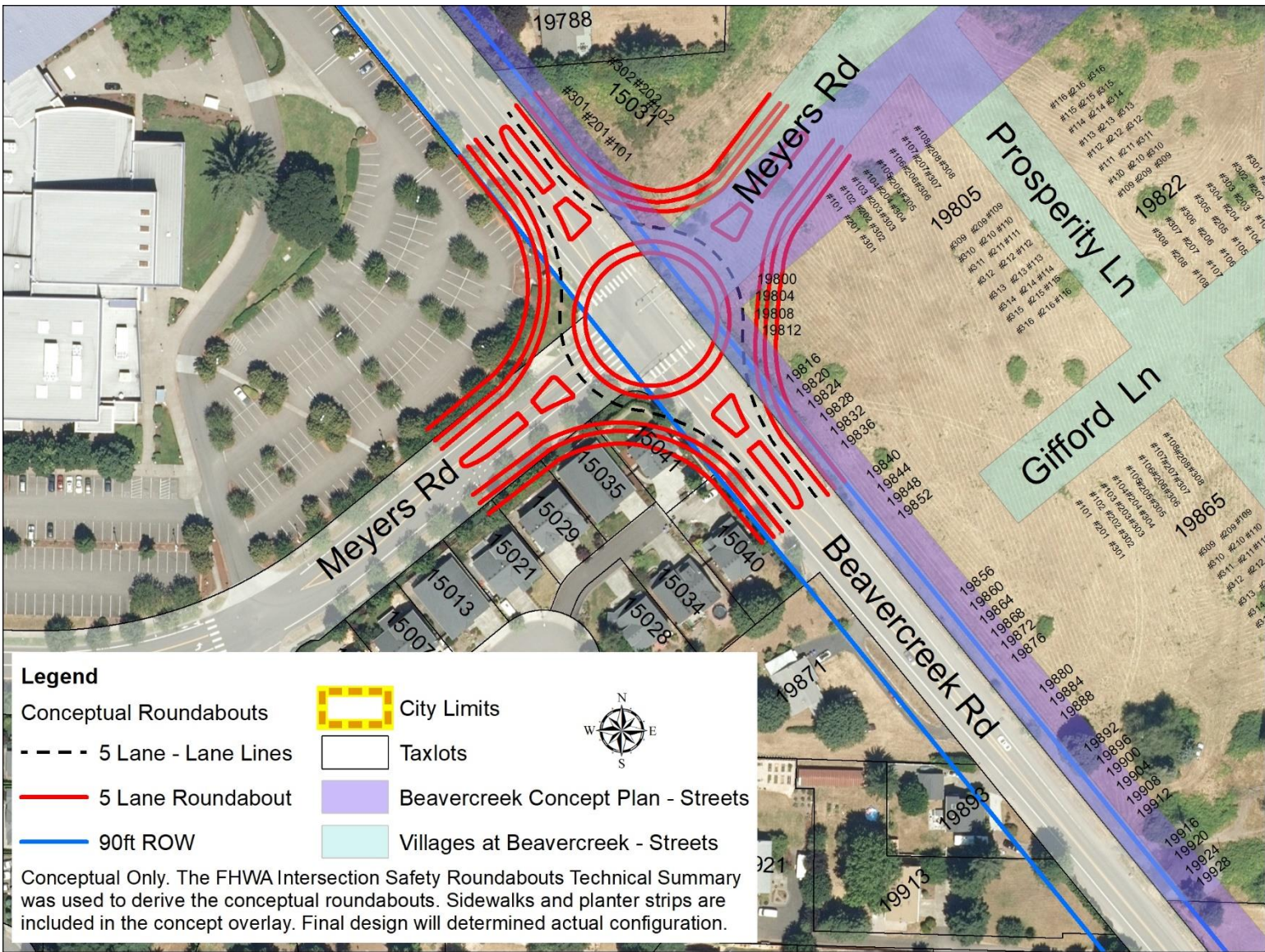


3-Lane Roundabout

Land acquisition implications: Property not part of a land use application would need to be acquired prior to construction these could include portions of Oregon City High School parking lot, 15041 & 15035 Emerson Court, and some portions of approved but not built Villages at Beavercreek Apartments located southeast of the intersection.

Alignment considerations: The roundabout is currently centered on the intersection. The Meyers Road intersection is fairly built out, which provides few opportunities to identify a design and construct a roundabout without impacting existing development and structures.

Cost considerations: The footprint and property required for a 3 lane roundabout is larger than what is currently available with the signalized intersection. The cost is also greater for a 3 lane roundabout than a signalized intersection.



5-Lane Roundabout

Land acquisition implications: Property not part of a land use application would need to be acquired prior to construction these could include portions of Oregon City High School parking lot, 15040, 15041 & 15035 Emerson Court, and some portions of approved but not built Villages at Beavercreek Apartments located southeast of the intersection.

Alignment considerations: The roundabout is currently centered on the intersection. The Meyers Road intersection is fairly built out, which provides few opportunities to identify a design and construct a roundabout without impacting existing development and structures.

Cost considerations: The footprint and property required for a 5 lane roundabout is larger than is required for a 3 lane roundabout and a signalized intersection. The cost is also greater for a 5 lane roundabout than a 3 lane roundabout and a signalized intersection.

Glen Oak Road and Beaver Creek Road



3-Lane Roundabout

Land acquisition implications: Property not part of a land use application would need to be acquired prior to construction. These could include portions of 15135 & 15140 Glen Oak Road (CRW Pump Station), 15053 & 15049 Homestead Drive.

Alignment considerations: The roundabout is currently centered on the intersection. The Glen Oak Road intersection is fairly built out, which provides few opportunities to identify a design and construct a roundabout without impacting existing development and structures.

Cost considerations: The footprint and property required for a 3 lane roundabout is larger than what is currently available with the signalized intersection. The cost is also greater for a 3 lane roundabout than a signalized intersection.



5-Lane Roundabout

Land acquisition implications: Property not part of a land use application would need to be acquired prior to construction. These could include portions of 15125, 15135 & 15140 Glen Oak Road (CRW Pump Station), 15045, 15053 & 15049 Homestead Drive and 20007 Beaver Creek Road.

Alignment considerations: The roundabout is currently centered on the intersection. The Glen Oak Road intersection is fairly built out, which provides few opportunities to identify a design and construct a roundabout without impacting existing development and structures.

Cost considerations: The footprint and property required for a 5 lane roundabout is larger than is required for a 3 lane roundabout and a signalized intersection. The cost is also greater for a 5 lane roundabout than a 3 lane roundabout and a signalized intersection.