Table 12: Future Alternatives Evaluation Summary Table

Alternative	Alternative Description	TRAFFIC OPERATIONS				CONSTRUCTION COSTS		SAFETY		System Context	Right-of-way/Access Impacts
		v/c ratio at Central Point	v/c ratio at Linn Ave	Annual Weekday PM Peak Hour Delay Cost	Queuing Between Intersections	Construction Assumptions	Estimated Construction Cost	Safety Elements	Annual Savings due to crash reduction		
No Build	Maintain existing lane configuration	1.38	0.91	$316,610	There is currently queuing between the study intersections due to the close proximity	None	$0	No changes	$0	Similar to other signalized intersections throughout the Oregon City area. Pedestrian, bicycle, and transit connections can be provided.	Does not meet Oregon City's intersection access spacing standards.
1	Unsignalized northbound left-turn restriction at the Central Point Rd/Warner Parrott Rd intersection with an eastbound U-turn option for passenger vehicles at the signalized Warner Parrott Rd/Warner Milne Rd/Linn Ave/Leland Rd intersection.	0.54	0.92	$279,361	Queuing between the two study intersections due to their close proximity could have a similar impact to existing conditions	Key costs for this alternative include: • modifications to signal due to added U-Turn • channelizing island	$115,000	PROS • Restricting the northbound left at Central Point removes a conflict point - reduces 2 PDO and 1 injury crash CONS • U-turn movement adds conflict points, and is only allowed for passenger vehicles • Traffic signals generally result in more severe crashes	$18,760	Similar to other signalized intersections throughout the Oregon City area. Pedestrian, bicycle, and transit connections can be provided.	ROW acquisition - none Accesses Closed - none Accesses Modified - 1 (restricts northbound left from Central Point Road) Out of Direction Travel - some Does not meet Oregon City's intersection access spacing standards.
2	Unsignalized northbound left-turn restriction at the Central Point Rd/Warner Parrott Rd intersection without an eastbound U-turn option at the signalized Warner Parrott Rd/Warner Milne Rd/Linn Ave/Leland Rd intersection.	0.53	0.92	$254,529	Queuing between the two study intersections due to their close proximity could have a similar impact to existing conditions	Key costs for this alternative include: • channelizing island	$45,000	PROS • Restricting the northbound left at Central Point removes a conflict point - reduces 2 PDO and 1 injury crash CONS • Traffic signals generally result in more severe crashes • Requires an alternate route	$18,760	Similar to other signalized intersections throughout the Oregon City area. Pedestrian, bicycle, and transit connections can be provided.	ROW acquisition - none Accesses Closed - none Accesses Modified - 1 (restricts northbound left from Central Point Road) Out of Direction Travel - some Does not meet Oregon City's intersection access spacing standards.
3	No movements are restricted and both study intersections are fully signalized. Due to the close proximity of the study intersections, the two signals would essentially need to operate as one intersection.	0.53	1.12	This alternative does not meet mobility standards and is not considered for further evaluation and comparison.							
4	The Warner Parrott Rd/Warner Milne Rd/Linn Ave/Leland Rd intersection would be converted into a four-legged roundabout that allows U-turns for all vehicle types. Northbound left turns at the Central Point Rd/Warner Parrott Rd intersection would be restricted by the installation of a median along Warner Parrott Road.	0.54	0.77	$98,708	Queuing due to the close intersectionproximity could have a greater impact to existing conditions because of the roundabout configuration at the Warner Parrott Rd/Warner Milne Rd/Linn Ave/Leland Rd intersection	Key costs for this alternative include: • construction of roundabout • right-of-way acquisition • lighting	$3,220,000	PROS • Restricting the northbound left at Central Point removes a conflict point - reduces 2 PDO and 1 injury crash • Roundabouts generally result in less severe crashes than a traffic signal. Studies show a 72-80% reduction in injury crashes. This evaluation assumes a 70% reduction in injury crashes at Linn Ave (After accounting for the injury crashes eliminated due to restricted movements, 5 more injury crashes are reduced to PDO crashes) CONS • Pedestrian crossings more challenging especially for impaired pedestrians • Complex roundabout • Queuing into roundabout is likely to occur	$90,360	A roundabout may be less familiar to Oregon City area drivers than a traffic signal. Pedestrian, bicycle, and transit connections can be provided.	ROW acquisition - 4,590 square feet Accesses Closed - none Accesses Modified - 3 (restricts northbound left from Central Point Road and relocates driveways to businesses between Central Point Rd and Leland Rd. Both driveways would be right-in/right-out. Out of Direction Travel - some Does not meet Oregon City's intersection access spacing standards.
5	A single five-legged roundabout that includes the Central Point Road approach with no motor vehicle movement restrictions.	n/a	0.83	$91,879	No queuing between intersections will occur under this alternative (the two intersections will become one)	Key costs for this alternative include: • construction of roundabout • right-of-way acquisition (slightly more than Alternative 4) • lighting	$3,350,000	PROS • Restricting the northbound left at Central Point removes a conflict point - reduces 2 PDO and 1 injury crash • Removal of the westbound left at Central Point eliminates 1 injury crash • Roundabouts generally result in less severe crashes than a traffic signal. Studies show a 72-80% reduction in injury crashes. This evaluation assumes a 70% reduction in injury crashes at Linn Ave and Central Point Rd (After accounting for the injury crashes that were eliminated due to restricted movements, 8 more INJ crashes are reduced to PDO crashes) CONS • Pedestrian crossings more challenging especially for impaired pedestrians • Complex two lane roundabout	$149,120	A roundabout may be less familiar to Oregon City area drivers than a traffic signal. Pedestrian, bicycle, and transit connections can be provided.	ROW acquisition - 6,980 square feet Accesses Closed - none Accesses Modified - 2 (relocates driveways to businesses between Central Point Rd and Leland Rd. Both driveways would be right-in/right-out.) Out of Direction Travel - none Meets Oregon City's intersection access spacing standards.

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Green =	Yellow =	Orange =