

## Present Worth Analysis

<u>Option #</u>	<u>Annual Weekday PM Peak Hour Delay Cost</u>	<u>Construction Cost</u>	<u>Annual Crash Savings</u>	<u>Annual Maintenance Cost</u>	<u>Present Worth</u>	<u>Is option viable from an operations perspective?</u>
no-build	\$316,593	\$0	\$0	\$2,000	(\$4,329,783)	no
1	\$279,270	\$115,000	\$18,760	\$2,000	(\$3,678,173)	yes
2	\$254,475	\$45,000	\$18,760	\$2,000	(\$3,273,894)	yes
3	\$751,158	\$700,000	\$0	\$3,000	(\$10,922,330)	no
4	\$98,658	\$3,220,000	\$90,360	\$1,500	(\$3,229,312)	yes
5	\$91,872	\$3,350,000	\$149,120	\$1,500	(\$2,463,520)	yes

### Notes

1. Assumed interest rate is 4%.
2. Assumed 20-year design life for improvements.
3. Maintenance costs do not include maintenance of pavement or utilities within the intersection.
4. Maintenance costs for the intersection signal are recent costs for the existing signal.
5. Maintenance costs for the roundabout are assumed to be equal to the landscaping costs for a similar roundabout at Washington/Clackamas River Drive.