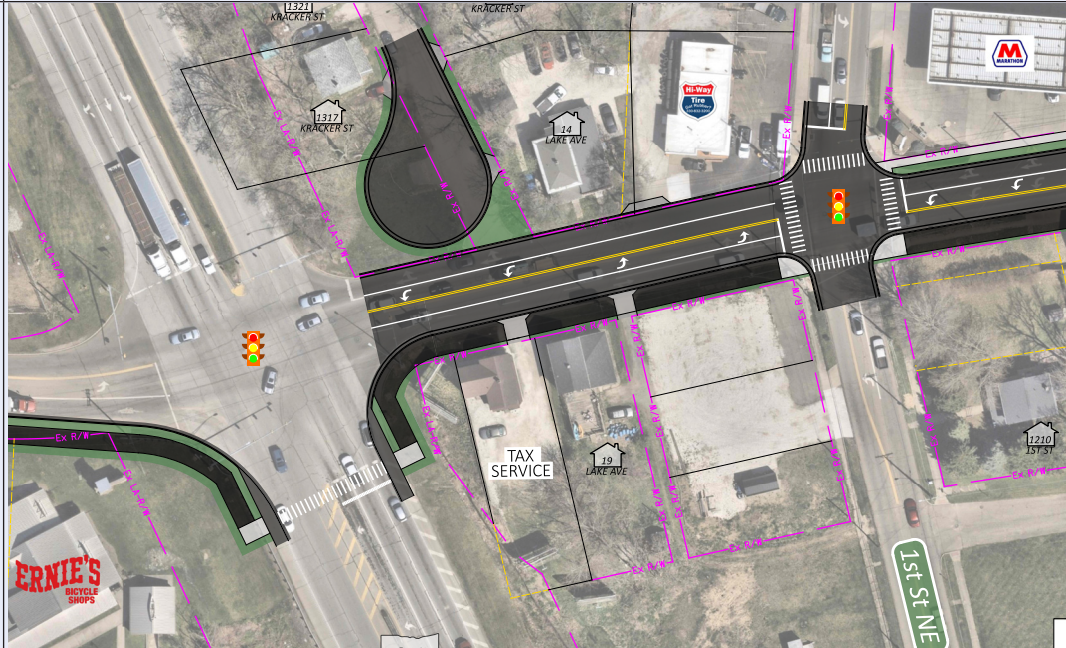
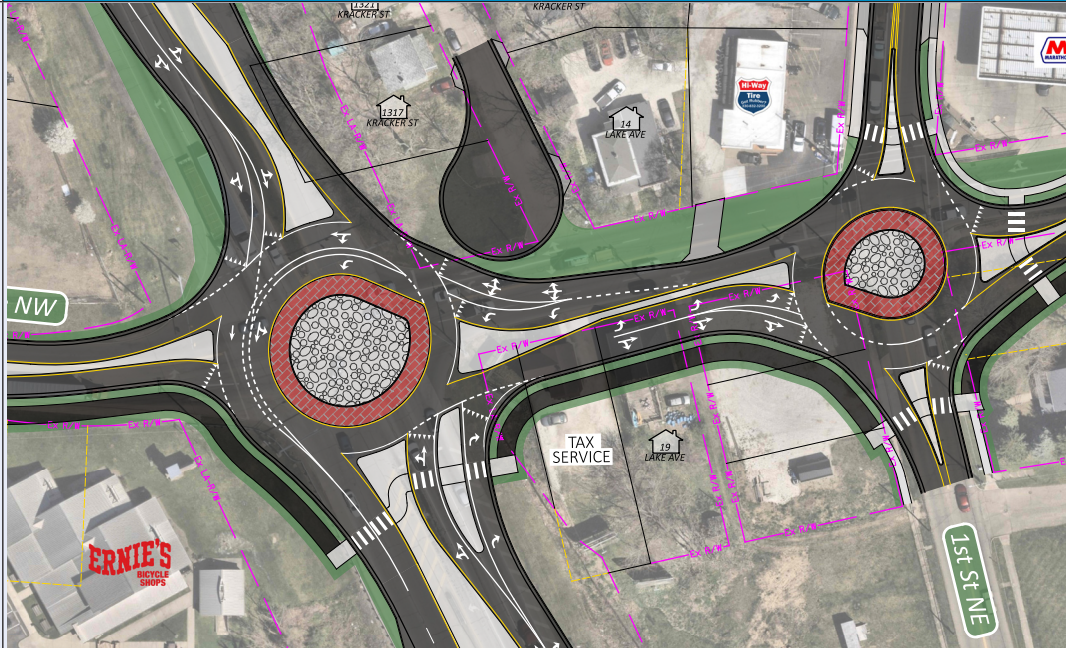
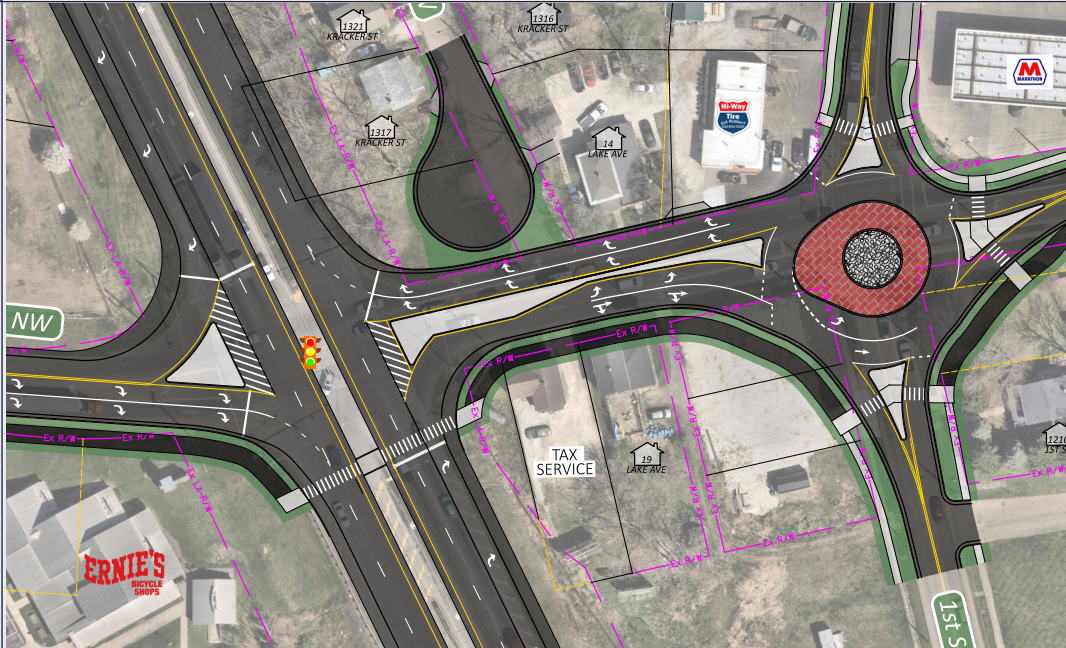
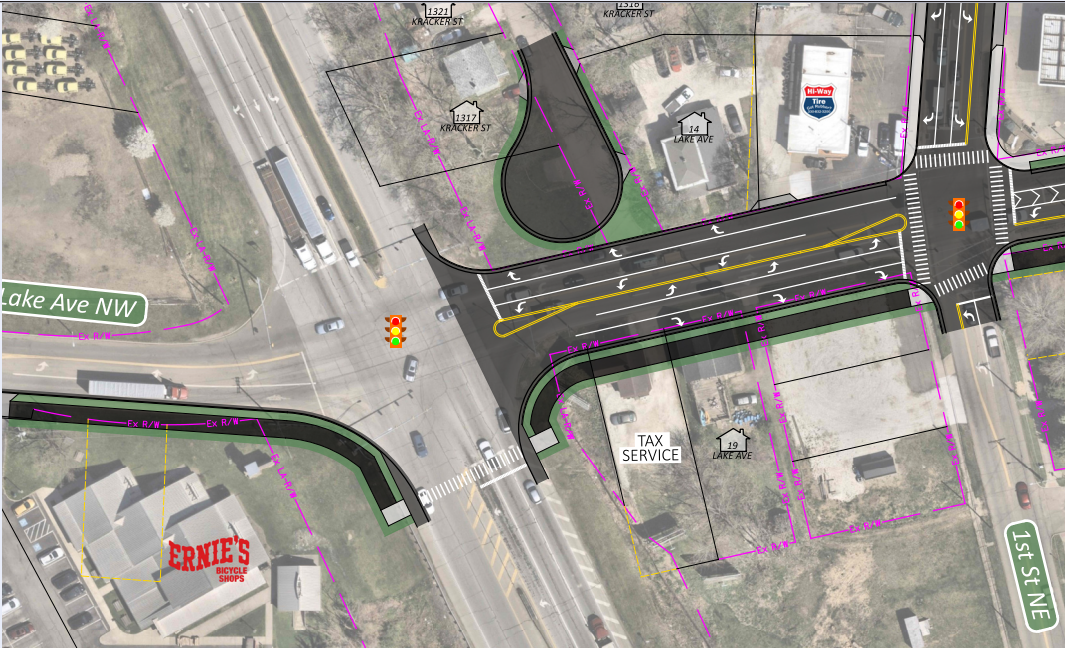
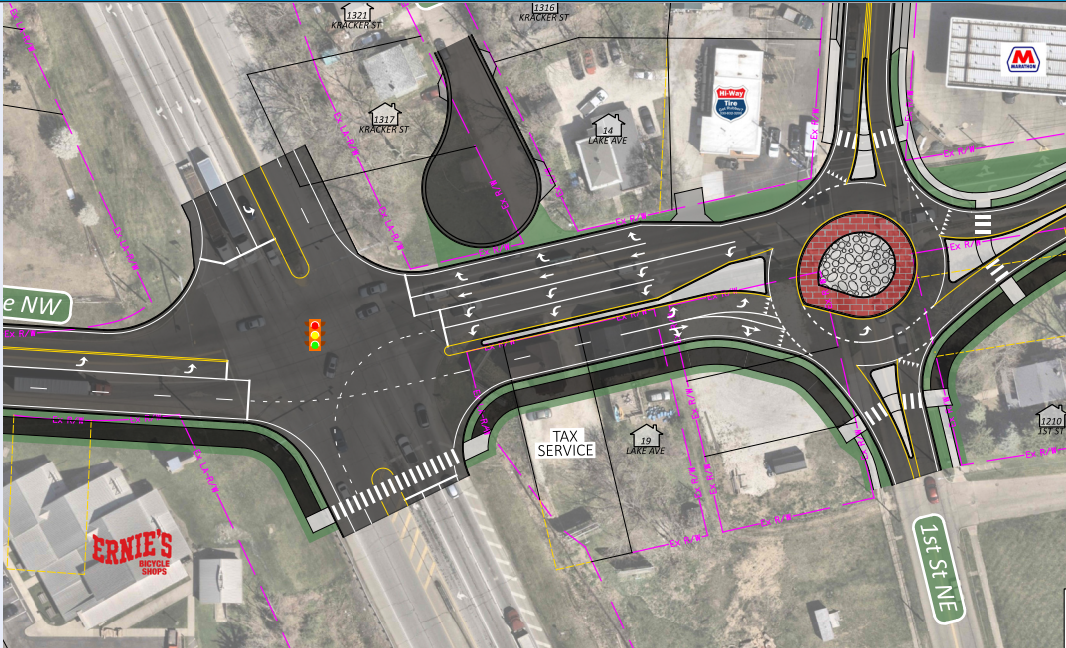


Analysis Alternative			1		2		3		4		5	
Exhibit/Description												
Project Cost			\$2.4M		\$8.0M		\$6.8M		\$4.3M		\$5.7M	
Scenario	Intersection	Direction	Delay (s) / LOS	95th Percentile Queue (ft)	Delay (s) / LOS	95th Percentile Queue (ft)	Delay (s) / LOS	95th Percentile Queue (ft)	Delay (s) / LOS	95th Percentile Queue (ft)	Delay (s) / LOS	95th Percentile Queue (ft)
Design Year 2048 - AM Scenario	Lake Avenue & SR-21	Overall	34.5 / C	-	9.9 / A	-	15.3 / B	-	34.8 / C	-	23.1 / C	-
		NB	36 / D	161	8.7 / A	73	9.3 / A	241	36 / D	161	20.9 / C	157
		SB	32.5 / C	239	7.3 / A	62	11.7 / B	244	38.3 / D	332	28 / C	231
		EB	50.7 / D	531	25.5 / C	432	21.1 / C	170	55.9 / E	623	26.6 / C	261
		WB	24.4 / C	250	2.9 / A	68	26.3 / C	257	17.8 / B	264	19.2 / B	128
	Lake Avenue & 1st Street	Overall	28.9 / C	-	6 / A	-	9.8 / A	-	24.6 / C	-	1.8 / A	-
		NB	37.4 / D	91	10.6 / B	69	9.4 / A	54	38 / B	103	3.4 / A	21
		SB	32.7 / C	229	6.6 / A	87	11.9 / B	217	28.8 / C	106	2.7 / A	60
		EB	23.1 / C	239	4.8 / A	45	5.2 / A	59	14.7 / B	247	0.9 / A	39
		WB	31.8 / C	627	5.9 / A	122	10.9 / B	191	31.1 / C	311	1.8 / A	57
Design Year 2048 - PM Scenario	Lake Avenue & SR-21	Overall	42 / D	-	8.9 / A	-	19.1 / B	-	42.1 / D	-	27.9 / C	-
		NB	42.5 / D	350	10.4 / B	172	14.7 / B	374	41.9 / D	468	28.9 / C	246
		SB	32.9 / C	320	8.9 / A	77	16.6 / B	268	39.8 / D	329	34.4 / C	255
		EB	71.4 / E	619	14.1 / B	165	21.3 / C	147	86.2 / F	630	32.2 / C	210
		WB	31.7 / C	256	4.7 / A	94	29.9 / C	269	20.1 / C	228	20.3 / C	198
	Lake Avenue & 1st Street	Overall	33.4 / C	-	9.6 / A	-	57.4 / E	-	26.4 / C	-	2.7 / A	-
		NB	39.8 / D	215	21.4 / C	148	15.6 / B	143	36.1 / D	172	4.2 / A	35
		SB	37.2 / D	361	9.3 / A	97	24.5 / C	250	27.8 / C	97	4 / A	49
		EB	28.4 / C	251	5.7 / A	53	5.2 / A	91	16.9 / B	254	1.3 / A	38
		WB	34.7 / C	365	9.6 / A	220	131 / F	1127	34 / C	394	3.1 / A	54
Vehicle Safety Improvement			●		●		●		●		●	
Improves Traffic Operations			●		●		●		●		●	
Increases Safety for Pedestrian Crossing SR 21			●		●		●		●		●	
Right-of-Way Impacts			●		●		●		●		●	
Cost			●		●		●		●		●	
Performance Summary			<ul style="list-style-type: none">• Vehicle queuing lengths expected to extend to adjacent intersections• Poor traffic operations with long queueing• Significant WB queue at 1st Street in the morning peak hour• Minimal improvement to pedestrian or vehicle safety		<ul style="list-style-type: none">• Provides the best traffic operations (LOS A) and queue lengths are expected to reduced significantly• Provides shorter and safer pedestrian crossing at SR 21 and Lake Ave• Improves overall intersection safety for pedestrians and vehicles		<ul style="list-style-type: none">• Improved traffic operations but queuing into 1st street is still expected resulting in poor roundabout operations• Provides moderate vehicle and pedestrian safety improvements however RCUT adds two additional signals to SR 21 creating potential for additional crashes• SR 21 pedestrian crossing not as safe as roundabout option		<ul style="list-style-type: none">• Similar to Alternative 1 with slightly better traffic operations but queuing is still expected to back up into adjacent intersections		<ul style="list-style-type: none">• Provides acceptable traffic operations and queue lengths are expected to be reduced significantly• Requires queue detention to minimize queen lengths between intersections resulting in potentially longer delays on SR 21• Moderate safety improvements for vehicles but would require a long pedestrian crossing at SR 21, potentially leading to safety issues	

95th% Queue exceeds segment storage capacity

Operates with acceptable LOS and queuing capacity

Movement LOS E/F

GOOD

FAIR

POOR