

Evaluation Criteria Matrix – South Century Drive/Spring River Road Intersection Alternatives

The following criteria are based on engineering judgment and represent the professional opinions of the Design Team.

| Evaluation Criteria | | Performance Measures | Alternative 1: Centered on Intersection | Alternative 2: North-Shifted |
|------------------------------------|--|----------------------|--|---|
| Estimated Construction Cost | | | \$2.9M | \$3.2M |
| Safety | Crash Reduction Factors | | Minor street stop control to Roundabout = 82% reduction | Minor street stop control to Roundabout = 82% reduction |
| | Conflict Points | | Merging – 3. Diverging – 3, Crossing – 0 Total reduction from existing condition = -3 (33% reduction) | Merging – 3. Diverging – 3, Crossing – 0 Total reduction from existing condition = -3 (33% reduction) |
| Mobility | Pedestrian/Bicycle Accommodations | | Multiuse path circulation provided at roundabout | Multiuse path circulation provided at roundabout |
| | Traffic Performance/Operations | | Operates acceptably in Year 2045 | Operates acceptably in Year 2045 |
| | Freight | | Designed to accommodate freight movements | Designed to accommodate freight movements |
| Impacts | Impacts During Construction | | <ul style="list-style-type: none"> ➤ All intersection movements maintained during construction. ➤ Extensive temporary roadway construction required. | <ul style="list-style-type: none"> ➤ All intersection movements maintained during construction. ➤ Moderate temporary roadway construction required. |
| | Estimated Right-of-Way (ROW) Acquisition | | <p>Approximately 1 Acre</p> <p>Retains buffer between intersection and residences</p> | <p>Greater than 1.5 Acres</p> <p>Close proximity to residences</p> |

Green = Preferred, Yellow = Neutral, Red = Not Preferred