

Evaluation Criteria		Single Lane Roundabout Alternatives						Signalization	
		Centered On Intersection		Off Center		Southwest		Intersection	
Safety	Conflict Points	8		8		8		32	
Roadway Geometry	Intersection Design Speed	25		25		25		50	
Traffic Operations	V/C -2040	AM	PM	AM	PM	AM	PM	AM	PM
		0.8	0.93	0.8	0.93	0.8	0.93	0.85	0.86
	NB	215	145	215	145	215	145	270	255
	95 Percentile Queue Length (ft) - 2040	125	105	125	105	125	105	550	440
	WB	145	240	145	240	145	240	535	745
	SB	230	400	230	400	230	400	335	380
Construction Impacts	Driveways/Farms and other access points impacted	11		11		9		13	
	Complexity of Construction and Schedule 1-5 (5 Most Difficult)	5		4		3		4	
Costs	Estimated Construction cost	\$\$\$		\$\$		\$\$		\$	
R/W Impacts	Right-of-way (acres)	1.1		1.4		2.1		1.4	
	Structure Impacts	2		2		2		0	
Natural Environment	Floodplain Impacted	No		Yes		Yes		No	
	Impervious Surface Area (ac)	3.3		3.2		3.4		4.3	

Notes:

- 1 Transportation Research Board. 2010. NCHRP Report 672 Roundabouts: An Informational Guide, Second Edition.
- 2 Growth is based on traffic volumes that were seasonally adjusted with a 'commuter' trend factor of 1.12
- 3 Driveways / Farm and other (BPA) access points currently within project limits.
- 4 Ranking of costs include assumptions of right-of-way acquisition, environmental mitigation, construction cost and scheduling.
- 5 Estimated area of additional Right-of-Way and Temporary Easement needed for each alternative.
- 6 Affected area includes construction in or around ditches and wetlands. For comparison each roundabout alternative has the same approximate impact.
- 7 Estimated area of total impervious surface with new construction.

Farmington Road
—& River Road—
INTERSECTION

Jacobs

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