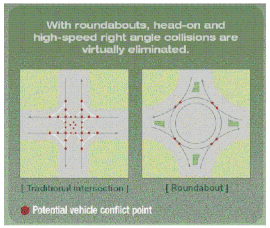
Appendix C

ALTERNATIVES CONSIDERED

ROUNDABOUTS

- 89% reduction in crashes
- 8 vehicle collision conflict points
- Reduction of entering at angle crashes
- Each roundabout adds about 15-20 seconds of consistent predictable delay on US 395
- Reduces side street entering delay
- Accommodates u-turns
- Provides southbound left @ Main Street via roundabout
- Reduces highway speeds at the intersection and affects speed on either side of intersection



TRAFFIC SIGNAL

- 44% crash reduction
- Many potential conflicts, including crossing and merging conflicts, can be managed (but not eliminated) at a signalized intersection by separating conflicts in time.
- Each signal adds 0-60 seconds of inconsistent upredictable delay on US 395
- May draw trips from or cause rerouting to un-signalized intersections

GRADE SEPARATION (@ MONROE - CRAWFORD)

- At-grade intersection solutions are available that provide adequate Level of Service
- Substantial right-of-way take & wetland mitigation
- Steep grade between existing and overcrossing (6-8%)
- Requires other intersection closures to maximize effectiveness

LEGAL SPEED REDUCTION

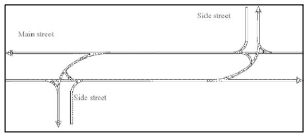
- 0% crash reduction
- Does not address entering at angle crashes
- Does not reduce side street entering traffic
- Maintains existing conflict points
- Not supported by engineering & traffic investigation

ACCELERATION / DECELERATION LANES

- Does not address entering at angle crashes
- Introduces conflict points

OFFSET T INTERSECTIONS

- 25% crash reduction
- 20 vehicle collision conflict points
- Applicable due to low side road through volumes
- Substantial right-of-way take
- Reduces decision-making effort



RIGHT-IN RIGHT-OUT & RESTRICTED CHANNELIZED U-TURNS

- 25% crash reduction
- Moves mainline left turn conflict points to u-turn
- Introduces conflict at merge
- Introduces fixed object concrete median barrier hazard
- Sight distance limitations south of Burroughs
- Affects private approaches
- Traffic to divert to other intersections
- Maintains US 395 operating speed
- Does not address illegal southbound Left @ Main Street
- Requires right-of-way purchase

RIGHT-IN RIGHT-OUT

- Predicted reduction of entering at angle crashes
- Introduces fixed object concrete median barrier hazard
- Traffic to divert to other intersections
- Maintains US 395 operating operating speed
- Potential for wrong way movements
- Reduces available intersection movements