

# East Allen Street Gateway Scoping Study

## DRAFT Evaluation Matrix



		E Allen St / Barlow St / Cascade Way			E Allen St / E Spring St / Hood St			4-Lane Roadway Section		
		Alternative 1 No Build	Alternative 2 Merge Lane Removal	Alternative 3 Two-Way Stop-Controlled Intersection	Alternative 1 No Build	Alternative 2 Signalized Intersection	Alternative 3 E Spring St Realignment	Alternative 1 No Build	Alternative 2 Road Diet with Existing Edge of Pavement	Alternative 3 Road Diet with Shifted Southern Edge of Pavement
<b>Costs</b>	<b>Costs</b>									
	Construction (Including 25% Contingency)	\$0	\$2,000	\$10,000	\$0	\$660,000	\$1,250,000	\$0	\$390,000	\$1,100,000
	Traffic Control and Mobilization/Demobilization	\$0	\$1,000	\$1,500	\$0	\$80,000	\$140,000	\$0	\$50,000	\$130,000
	Engineering and Design	\$0	\$1,000	\$2,000	\$0	\$130,000	\$240,000	\$0	\$50,000	\$210,000
	Resident (Construction) Engineering	\$0	\$1,000	\$1,000	\$0	\$60,000	\$100,000	\$0	\$30,000	\$90,000
	<b>Total (Not Including ROW)</b>	<b>\$0</b>	<b>\$5,000</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$1,800,000</b>	<b>\$0</b>	<b>\$600,000</b>	<b>\$1,600,000</b>
<b>Engineering</b>	<b>Traffic Operations</b>									
	Overall LOS									
	Overall Volume to Capacity Ratio									
	Longest 95th Percentile Queue	<b>Queue Length</b> <i>Approach</i>	<b>Queue Length</b> <i>Approach</i>	<b>Queue Length</b> <i>Approach</i>	<b>Queue Length</b> <i>Approach</i>	<b>Queue Length</b> <i>Approach</i>	<b>Queue Length</b> <i>Approach</i>	<b>Queue Length</b> <i>Approach</i>	<b>Queue Length</b> <i>Approach</i>	<b>Queue Length</b> <i>Approach</i>
	<b>Safety</b>									
	Bicycle Safety	-	<b>Improved</b> <i>Reduce conflict point with eastbound bike lane</i>	<b>Slightly Improved</b> <i>Formal accommodations for all turning movements</i>	-	<b>Improved</b> <i>Bike Lanes provided westbound through signal</i>	<b>Improved</b> <i>Bike Lanes provided westbound through signal</i>	-	<b>Improved</b> <i>Buffered Bike Lane provided in westbound direction</i>	<b>Improved</b> <i>Separated bike facility/shared use path provided</i>
	Pedestrian Safety	-	<b>No Change</b>	<b>Improved</b> <i>Stopped traffic on Cascade Way will allow for safer crossing</i>	-	<b>Improved</b> <i>Signalized Crosswalk provided on 2 approaches</i>	<b>Improved</b> <i>Signalized Crosswalk provided on all approaches</i>	-	<b>Slightly Improved</b> <i>Improved crosswalk visibility</i>	<b>Improved</b> <i>Shorter, more visible crossings</i>
	Vehicle Safety	-	<b>Improved</b> <i>Reduce conflict point with merging vehicles</i>	<b>Slightly Improved</b> <i>Formal accommodations for all turning movements</i>	-	<b>Improved</b> <i>Phase Separated movements from E Spring St</i>	<b>Improved</b> <i>Perpendicular Intersection and Phase Separated movements from E Spring St</i>	-	<b>Slightly Improved</b> <i>Lower vehicle speeds</i>	<b>Improved</b> <i>Lower vehicle speeds</i>
	<b>Impacts</b>									
	Utility Impacts	-	Minor Impacts	Minor Impacts	-	Minor Impacts	Moderate Impacts	-	No Impacts	Moderate Impacts
	Railroad Impacts	-	-	-	-	Minor Impacts	Major Impacts	-	-	-
	ROW Impacts	-	No Impacts	No Impacts	-	No Impacts	Major Impacts	-	No Impacts	No Impacts
	Constructability	-	Minor Effort	Moderate Effort	-	Moderate Effort	Major Effort	-	Minor Effort	Major Effort
	<b>Natural Resources</b>									
	Conserved Lands	-	No Impacts	No Impacts	-	No Impacts	No Impacts	-	No Impacts	No Impacts
Wetlands	-	No Impacts	No Impacts	-	No Impacts	No Impacts	-	No Impacts	No Impacts	
<b>Community Character</b>										
Aesthetics	-	No Change	No Change	-	No Change	Improved	-	Improved	Highly Improved	
Satisfies Purpose & Need	No	Yes	Yes	No	Yes	Yes	No	Yes	Yes	