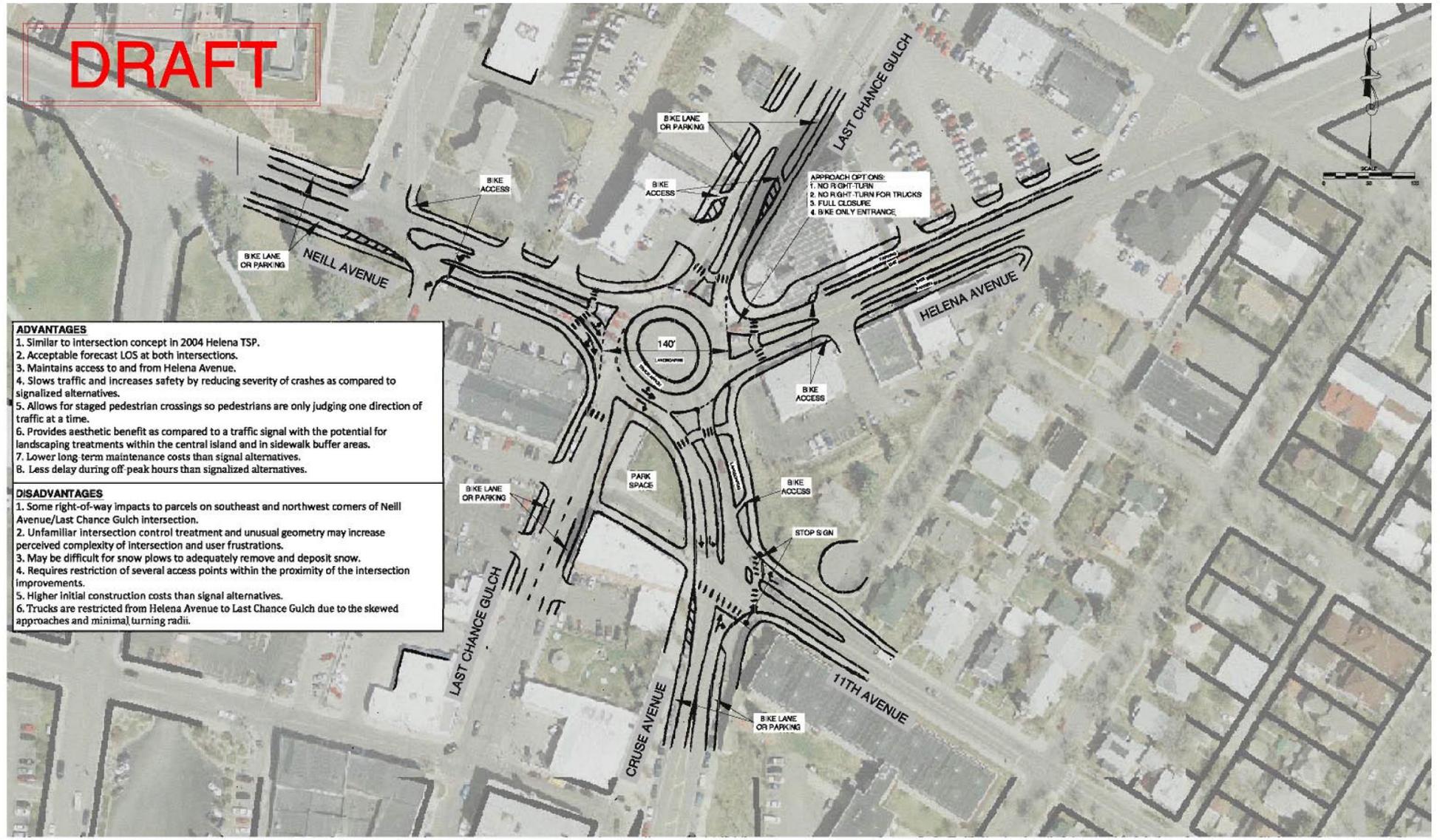


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- ADVANTAGES**
1. Similar to intersection concept in 2004 Helena TSP.
 2. Acceptable forecast LOS at both intersections.
 3. Maintains access to and from Helena Avenue.
 4. Slows traffic and increases safety by reducing severity of crashes as compared to signalized alternatives.
 5. Allows for staged pedestrian crossings so pedestrians are only judging one direction of traffic at a time.
 6. Provides aesthetic benefit as compared to a traffic signal with the potential for landscaping treatments within the central island and in sidewalk buffer areas.
 7. Lower long term maintenance costs than signal alternatives.
 8. Less delay during off peak hours than signalized alternatives.
- DISADVANTAGES**
1. Some right-of-way impacts to parcels on southeast and northwest corners of Neill Avenue/Last Chance Gulch intersection.
 2. Unfamiliar intersection control treatment and unusual geometry may increase perceived complexity of intersection and user frustrations.
 3. May be difficult for snow plows to adequately remove and deposit snow.
 4. Requires restriction of several access points within the proximity of the intersection improvements.
 5. Higher initial construction costs than signal alternatives.
 6. Trucks are restricted from Helena Avenue to Last Chance Gulch due to the skewed approaches and minimal turning radii.

ALTERNATIVE #1B - SINGLE-LANE ROUNDABOUT WITH MULTILANE ENTRY ON NEILL AVENUE (BASED ON 2004 TSP UPDATE) HELENA, MONTANA

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