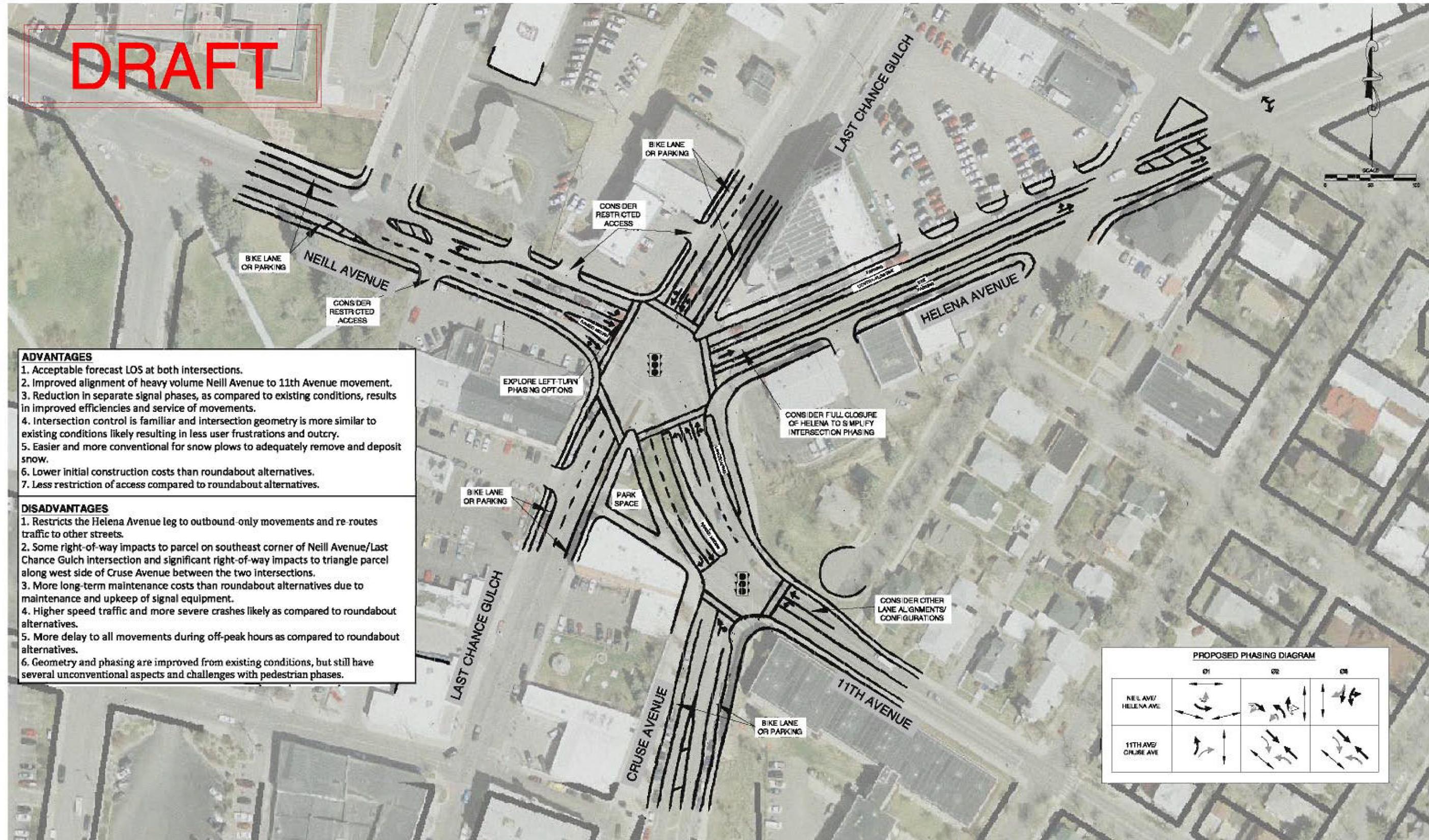


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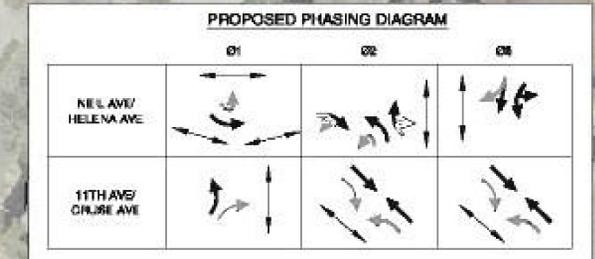


ADVANTAGES

1. Acceptable forecast LOS at both intersections.
2. Improved alignment of heavy volume Neill Avenue to 11th Avenue movement.
3. Reduction in separate signal phases, as compared to existing conditions, results in improved efficiencies and service of movements.
4. Intersection control is familiar and intersection geometry is more similar to existing conditions likely resulting in less user frustrations and outcry.
5. Easier and more conventional for snow plows to adequately remove and deposit snow.
6. Lower initial construction costs than roundabout alternatives.
7. Less restriction of access compared to roundabout alternatives.

DISADVANTAGES

1. Restricts the Helena Avenue leg to outbound-only movements and re-routes traffic to other streets.
2. Some right-of-way impacts to parcel on southeast corner of Neill Avenue/Last Chance Gulch intersection and significant right-of-way impacts to triangle parcel along west side of Cruise Avenue between the two intersections.
3. More long-term maintenance costs than roundabout alternatives due to maintenance and upkeep of signal equipment.
4. Higher speed traffic and more severe crashes likely as compared to roundabout alternatives.
5. More delay to all movements during off-peak hours as compared to roundabout alternatives.
6. Geometry and phasing are improved from existing conditions, but still have several unconventional aspects and challenges with pedestrian phases.



ALTERNATIVE #6 - TRAFFIC SIGNALS AT BOTH INTERSECTIONS (HELENA AVENUE EASTBOUND ALLOWED)
HELENA, MONTANA

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