APPENDIX M

Evaluation Table for Recommended Alternatives

The following table shows the evaluation results for the alternatives recommended by the Technical Advisory Committee for implementation. The evaluation results were quantified, where practical, based on the level of data available. Where quantifiable data were not available, qualitative data has been provided to address the transportation objective categories, evaluation criteria, and performance measures in Appendix J.

EVALUATION CRITERIA Performance Measure	**RECOMMENDED ALTERNATIVES**					
YEAR 2025 MOBILITY						
Volume to Capacity Ratio	**1A**	**2C**	**4B**	**5C**	**6C**	**7A**
ORE 22/99W Intersection	NA	1.32	1.0	NA	NA	NA
ORE 22/DRH WB Left	NA	1.94	NA (now free flow)	1.94	NA (now free flow)	NA (now free flow)
ORE 22/99W Interchange southern ramp (Signal)	NA	NA	NA	0.58	0.58	NA
ORE 22/99W Interchange northern ramp minor WB to NB left turn (Unsig)	NA	NA	NA	0.86	0.91	0.91
ORE 22/99W Interchange southern ramp minor EB to NB left turn (Unsig)	NA	NA	NA	NA	NA	0.77
OPERATIONS	**1A**	**2C**	**4B**	**5C**	**6C**	**7A**
Safety	• Potential for immediate safety benefits	• Lane imbalance exacerbated on westbound approach to ORE 22/ORE 99W intersection • Reduces the length of storage (but increases storage capacity) for left-turning traffic thereby reducing speed differential conflicts on OR 22 • Turning movement conflicts remain at all intersections	• Eliminates turning conflicts at OR 22 & Dallas/Rickreall Hwy. intersection	• Eliminates turning conflicts at ORE 22 and ORE 99W intersection • Would eliminate gaps in traffic through Rickreall without signals at Rickreall Road or ramp terminals • Would reduce EB gaps on ORE 22 at Greenwood Road • OR 22/99W and OR/22 Dallas-Rickreall Hwy. intersections remain too closely spaced	• Eliminates all major turning conflicts • Would eliminate gaps in traffic through Rickreall without signals at Rickreall Road or ramp terminals • Would reduce EB gaps on ORE 22 at Greenwood Road	• Eliminates all major turning conflicts • Would eliminate gaps in traffic through Rickreall without signals at Rickreall Road or ramp terminals • Would reduce EB gaps on ORE 22 at Greenwood Road

OPERATIONS	1A	2C	4B	5C	6C	7A
Consistency with Geometric Design Standards	• OR 22/99W and OR/22 Dallas-Rickreall Highway intersections are too closely spaced	• OR 22/99W and OR/22 Dallas-Rickreall Highway intersections are too closely spaced	• Reduces (but does not eliminate) spacing conflicts for OR22/99W intersection and OR22/Dallas-Rickreall Highway intersection	• OR 22/99W and OR/22 Dallas-Rickreall Hwy. intersections too closely spaced • ORE 22 overpass less desirable than ORE 99W overpass due to downward off-ramp grade from ORE 22 • Minor spacing deviations from southern ramp terminal needed for accesses on ORE 99W between Church Street and Rickreall Road	• Does not fully meet interchange spacing standards • ORE 22 overpass less desirable than ORE 99W overpass due to downward off-ramp grade from ORE 22 • Minor spacing deviations from southern ramp terminal needed for ORE 99W accesses between Church Street and Rickreall Rd	• Meets interchange spacing standards • ORE 22 overpass less desirable than ORE 99W overpass due to downward off-ramp grade from ORE 22 • Minor spacing deviations from southern ramp terminal needed for accesses on ORE 99W between Church Street and Rickreall Road
Bicycle	• No changes	• WB lefts on ORE 22 must cross two lanes at ORE 99W	• WB lefts on ORE 22 must cross two lanes at ORE 99W • Bike shoulders built on new construction	• Bike shoulders built on new construction	• Bike shoulders built on new construction	• Bike shoulders built on new construction
Pedestrians	• Might include some pedestrian crossing improvements at Rickreall Elementary (specifics not determined)	• Pedestrian crossing distance increased at ORE 22/ORE 99W intersection	• Pedestrian crossing distance increased at ORE 22/ORE 99W intersection	• Sidewalks for pedestrians provided on ORE 99W between Church Street and the northern ramp terminal • School ped. crossing created between the southern ramp terminal and Church Street	• Sidewalks for pedestrians provided on ORE 99W between Church Street and the northern ramp terminal • School ped. crossing created between the southern ramp terminal and Church Street	• Sidewalks for pedestrians provided on ORE 99W between Church Street and the northern ramp terminal • School ped. crossing created between the southern ramp terminal and Church Street

OPERATIONS	1A	2C	4B	5C	6C	7A
Transit	• No benefit	• Minor capacity increases will facilitate all vehicular movement	• Minor capacity increases will facilitate all vehicular movement	• Capacity increases will facilitate all vehicular movement • School bus access improved with construction of new access road from Rickreall Road	• Capacity increases will facilitate all vehicular movement • School bus access improved with construction of new access road from Rickreall Road	• Capacity increases will facilitate all vehicular movement • School bus access improved with construction of new access road from Rickreall Road
Freight movement	• No benefit	• Minor capacity increases will facilitate all vehicular movement	• Minor capacity increases will facilitate all vehicular movement	• Capacity increases will facilitate all vehicular movement	• Capacity increases will facilitate all vehicular movement	• Capacity increases will facilitate all vehicular movement
IMPACTS	**1A**	**2C**	**4B**	**5C**	**6C**	**7A**
Environmental (air, water, and energy)	• Worst air quality impact due to no capacity improvements • Worst energy impact due to no capacity improvements	• Likely to have least air quality improvement of any build alternative due to greater congestion and stop and go conditions • Likely to have least energy benefits of any build alternative due to greater congestion and stop and go conditions	• Minor air quality improvement over no build and 2C due to congestion reduction resulting from grade separation at Dallas/Rickreall Hwy. • Likely to have minor energy benefits over 2C due to congestion reduction resulting from grade separation at Dallas/Rickreall Hwy.	• Minor air quality improvement over no build and 2C due to congestion reduction resulting from grade separation at ORE 22 and ORE 99W • Likely to have minor energy benefits over 2C due to congestion reduction resulting from grade separation at ORE 22 and ORE 99W	• Moderate air quality improvement over no build and 2C due to congestion reductions resulting from both grade separations • Likely to have moderate energy benefits over 2C due to congestion reduction resulting from both grade separations	• Most significant air quality improvement over no build and 2C due to congestion reductions resulting from both grade separations and elimination of all heavy left turn volumes • Most significant energy benefits over 2C due to congestion reductions resulting from both grade separations and elimination of all heavy left turn volumes

IMPACTS	1A	2C	4B	5C	6C	7A
Environmental (resource lands, biology, wetlands, and haz-mat)	• No notable impacts	• Very minor encroachment on agricultural land (within existing ROW) around the ORE 22/ORE 99W intersection associated with addition of turning lanes	• Minor encroachment on agricultural land • Possible presence of Kincaid's lupine and Meadow sidalcea	• Moderate encroachment on agricultural land • Possible presence of Kincaid's lupine and Meadow sidalcea • Minor impact on margin of 100-year floodplain	• Moderate encroachment on agricultural land • Possible presence of Kincaid's lupine and Meadow sidalcea • Minor impact on margin of 100-year floodplain	• Most significant encroachment on agricultural land • Possible presence of Kincaid's lupine and Meadow sidalcea • Minor impact on margin of 100-year floodplain
Environmental (noise, visual, and social)	• No Environmental Justice or Title 6 issues noted	• No Environmental Justice or Title 6 issues noted	• No Environmental Justice or Title 6 issues noted • Possible archeological resources in area that could be affected based on known historical and pre-historical settlement patterns	• No Environmental Justice or Title 6 issues noted • Possible archeological resources in area that could be affected based on known historical and pre-historical settlement patterns • ORE 22 over ORE 99W design favored to reduce noise and visual intrusion into the community	• No Environmental Justice or Title 6 issues noted • Possible archeological resources in area that could be affected based on known historical and pre-historical settlement patterns • ORE 22 over ORE 99W design favored to reduce noise and visual intrusion into the community	• No Environmental Justice or Title 6 issues noted • Possible archeological resources in area that could be affected based on known historical and pre-historical settlement patterns • ORE 22 over ORE 99W design favored to reduce noise and visual intrusion into the community
Land Use and Economic	• No properties affected • No relocations	• 3-4 properties affected • No relocations	• 2-3 properties affected • No relocations	• 9-10 properties affected • No relocations	• 10-12 properties affected • No relocations	• 10-12 properties affected • No relocations

IMPLEMENTATION	1A	2C	4B	5C	6C	7A
Plan Consistency	• Does not meet OHP Mobility Standards (ORE 22/ORE 99W and ORE 22/Dallas Rickreall Highway intersections) • Consistent with local plans • Consistent with TPR	• Does not meet OHP Mobility Standards (ORE 22/ORE 99W and ORE 22/Dallas Rickreall Highway intersections) • Consistent with local plans • Consistent with TPR	• Consistent with OHP Major Improvement Policy (at ORE 22/ Dallas Rickreall Highway intersection) • Does not meet OHP Mobility Standards (ORE 22/ORE 99W intersection) • Consistent with local plans • Consistent with TPR	• Consistent with OHP Major Improvement Policy • Critical movements meet or exceed OHP Mobility Standards (minor WB to NB left turn at northern ramp terminal exceeds mobility standard, but is operable in 2025 time frame) • Requires minor spacing deviations on ORE 99W between ORE 22 and Rickreall Road • Consistent with OHP expressway designation • Consistent with local plans • Consistent with TPR	• Consistent with OHP Major Improvement Policy • Critical movements meet or exceed OHP Mobility Standards (minor WB to NB left turn at northern ramp terminal exceeds mobility standard, but is operable in 2025 time frame) • Requires minor spacing deviations on ORE 99W between ORE 22 and Rickreall Road • Consistent with OHP expressway designation • Consistent with local plans • Consistent with TPR	• Consistent with OHP Major Improvement Policy • Critical movements meet or exceed OHP Mobility Standards (minor WB to NB left turn at northern ramp terminal and EB to NB left turn at southern ramp terminal exceed mobility standard, but are operable in 2025 time frame) • Requires minor spacing deviations on ORE 99W between ORE 22 and Rickreall Road • Consistent with OHP expressway designation • Consistent with OHP interchange spacing standard • Consistent with local plans • Consistent with TPR
Phasing Flexibility	Compatible with subsequent phases	Not compatible with subsequent phases	Compatible with subsequent phases	Compatible with subsequent phases	Compatible with subsequent phases	NA
Implementation - Costs	<$500,000	$2.5-3.5 Million	$6-8 Million	$10-15 Million	$15-20 Million	$22-27 Million