



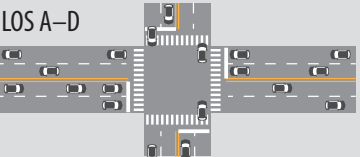



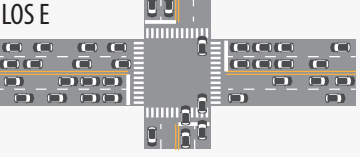



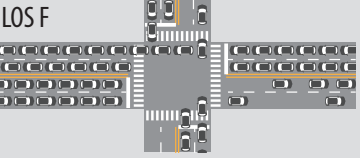






**To enhance safety, reduce congestion and improve system reliability and connectivity, while supporting local and state economies**

### OPERATIONAL PERFORMANCE SCREENING

	NO BUILD	AT-GRADE IMPROVEMENTS	GRADE-SEPARATED INTERSECTION		PARTIAL GRADE-SEPARATED (PGS) INTERSECTION					
			GRADE-SEPARATED OPTION A	GRADE-SEPARATED OPTION B	PGS OPTION A	PGS OPTION B	PGS OPTION C	PGS OPTION D	PGS OPTION E	PGS OPTION F
<b>1A CONGESTION RELIEF</b> Delay without Train Blockages	▼	▲	▲	●	▲	▲	▲	▲	▲	▲
<b>1B CONGESTION RELIEF</b> Delay with Train Blockages	▼	▼	▲	●	▼	▲	▲	●	▲	▲
<b>1C TRAVEL RELIABILITY</b> Recovery Time After Train Blockage Ends	▼	▼	▲	▲	■	●	●	■	■	■
<b>1D TRAVEL RELIABILITY</b> Probability Any Vehicle Trip is Interrupted by Train Blockage	▼	▼	▲	▲	■	●	●	●	●	●
<b>1E TRAVEL RELIABILITY</b> Probability Emergency Response Trip is Interrupted by Train Blockage	▼	▼	▲	▲	■	▲	▲	●	▼	●
<b>DOES CONCEPT ADVANCE TO NEXT SCREENING? (YES/NO)</b>	<b>Yes (Required)</b>	<b>No</b> Does not improve travel reliability or adequately accommodate vehicle movement in all future conditions; does not maintain or improve emergency response.	<b>Yes</b>	<b>Yes</b>	<b>No</b> Does not improve travel reliability or adequately accommodate vehicle movement in all future conditions; does not maintain or improve emergency response.	<b>Yes</b>	<b>Yes</b>	<b>No</b> Other PGS alternatives (PGS-B and PGS-C) perform better for emergency service providers and provide better recovery time and lower delay for other traffic.	<b>No</b> Other PGS alternatives (PGS-B and PGS-C) perform better for emergency service providers, provide better recovery time and lower delay for other traffic, and do not have potential local network impacts on SB Oregon Way.	<b>No</b> Other PGS alternatives (PGS-B and PGS-C) perform better for emergency service providers and provide better recovery time and lower delay for other traffic; introducing a free-flow facility is inconsistent with other signal-controlled intersections in the corridor.

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**OPERATIONAL PERFORMANCE SCORING DEFINITIONS**

<b>CRITERIA 1A &amp; 1B</b> Average Delay During PM Peak Hour	<b>CRITERION 1C</b> Recovery Time After Train Blockage Ends	<b>CRITERION 1D</b> Probability Any Vehicle Trip is Interrupted by Train Blockage	<b>CRITERION 1E</b> Probability Emergency Response Trip is Interrupted by Train Blockage
 <p>LOS A-D</p>	 <p>&lt; 5 minutes of recovery time</p>	 <p>&lt; 3 percent of the day blocked by train crossings</p>	 <p>&lt;= 20* minutes of daily blockage for all providers AND, all or most critical routes are accessible</p>
 <p>LOS E</p>	 <p>5–20 minutes of recovery time</p>	 <p>3–8 percent of the day blocked by train crossings</p>	 <p>&gt; 20* minutes of daily blockage for no more than one provider AND, some critical routes are accessible</p>
 <p>LOS F</p>	 <p>21–30 minutes of recovery time</p>	 <p>9–14 percent of the day blocked by train crossings</p>	 <p>&gt; 20* minutes of daily blockage for no more than two providers AND, some critical routes are accessible</p>
	 <p>&gt; 30 minutes of recovery time</p>	 <p>&gt; 15 percent of the day blocked by train crossings</p>	 <p>&gt; 20* minutes of daily blockage for three or more providers AND, few or no critical routes are accessible</p>

Note: LOS=Level Of Service

\* Under existing roadway conditions (2015), train blockage time is typically 20 minutes or less per day.