

Oakridge/Reese Intersection Options

	Option 1 Full buildout of southbound left-turn lane to recommended length (200')	Option 2 Shortened southbound left-turn lane (135')	Option 3 Minimum buildout north of Oakridge/Reese
Southbound Left-turn operation	A – provides recommended full buildout left turn lane storage	B – provides adequate storage length in near-future	C – maintains existing condition
Eliminates safety issue with northbound left turns into post office	A – eliminates northbound left turn into post office; needs U-turn at Lanewood (see Lanewood Alternative 1) or revised post office circulation (for access via Oakridge)	D – if access is provided, creates safety issue with northbound left-turners in through lane A – eliminates northbound left turn into post office; needs U-turn at Lanewood (see Lanewood Alternative 1) or revised post office circulation (for access via Oakridge)	F - maintains existing condition
Northbound Post Office access	C – eliminates northbound left-turn into post office; needs U-turn at Lanewood (see Lanewood Alternative 1) or revised post office circulation to use Oakridge	C – can provide post office access if painted median is used – see Option 2A at right note if raised median is used	B – maintains existing post office access but southbound queues will still make it difficult for northbound turners to get a gap
Post Office Impacts	C – widening to LGVCP width and potential circulation revision (using Oakridge), unless U-turn is provided at Lanewood	C – widening to LGVCP width and potential circulation revision (using Oakridge), unless U-turn is provided at Lanewood	A - none
Mozena Impacts	D – loss of all parking spaces in front; widening impacts	B – loss of ~2 parking spaces in front; widening impacts	A - none
Giant Burger Impacts	B – access becomes right-in, right-out only (per LGVCP), needs U-turn at Lanewood (see Lanewood Alternative 1)	A/B – variable: various options from no impacts to limited left-turn out at south driveway if painted median is used; if raised median is used, needs U-turn at Lanewood (see Lanewood Alternative 1)	A - none
Cost	D – ~540' of widening	D – ~460' of widening	A – minimal

Ratings

- A Best
- B Okay
- C Not very good
- D Poor
- F Does not accomplish goal

Evaluation Notes and Recommendation:

1. Option 1 provided a full-buildout southbound left-turn storage length (200'), but creates access and severe parking loss impacts to some properties and has the highest cost. Option was removed from consideration.
2. Option 3 is effectively a “No-Build” Option north of Oakridge/Reese and maintains all accesses and all existing safety issues north of the intersection. It is a viable option if project costs need to be reduced as design progresses.
3. Option 2 provides a reduced 135' southbound left-turn lane that meets capacity needs for the near-future (approximately 10 years). This option combined with a provision for northbound to southbound U-turns at Lanewood resolves access issues and eliminates the need for revising onsite circulation at the post office. This option was chosen to advance to more detailed design.