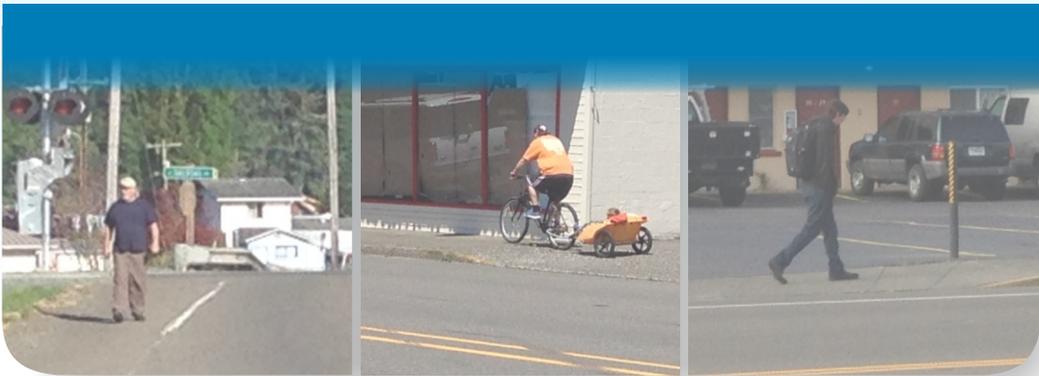


Final Report for
Reedsport
Pedestrian Safety Study



Prepared for



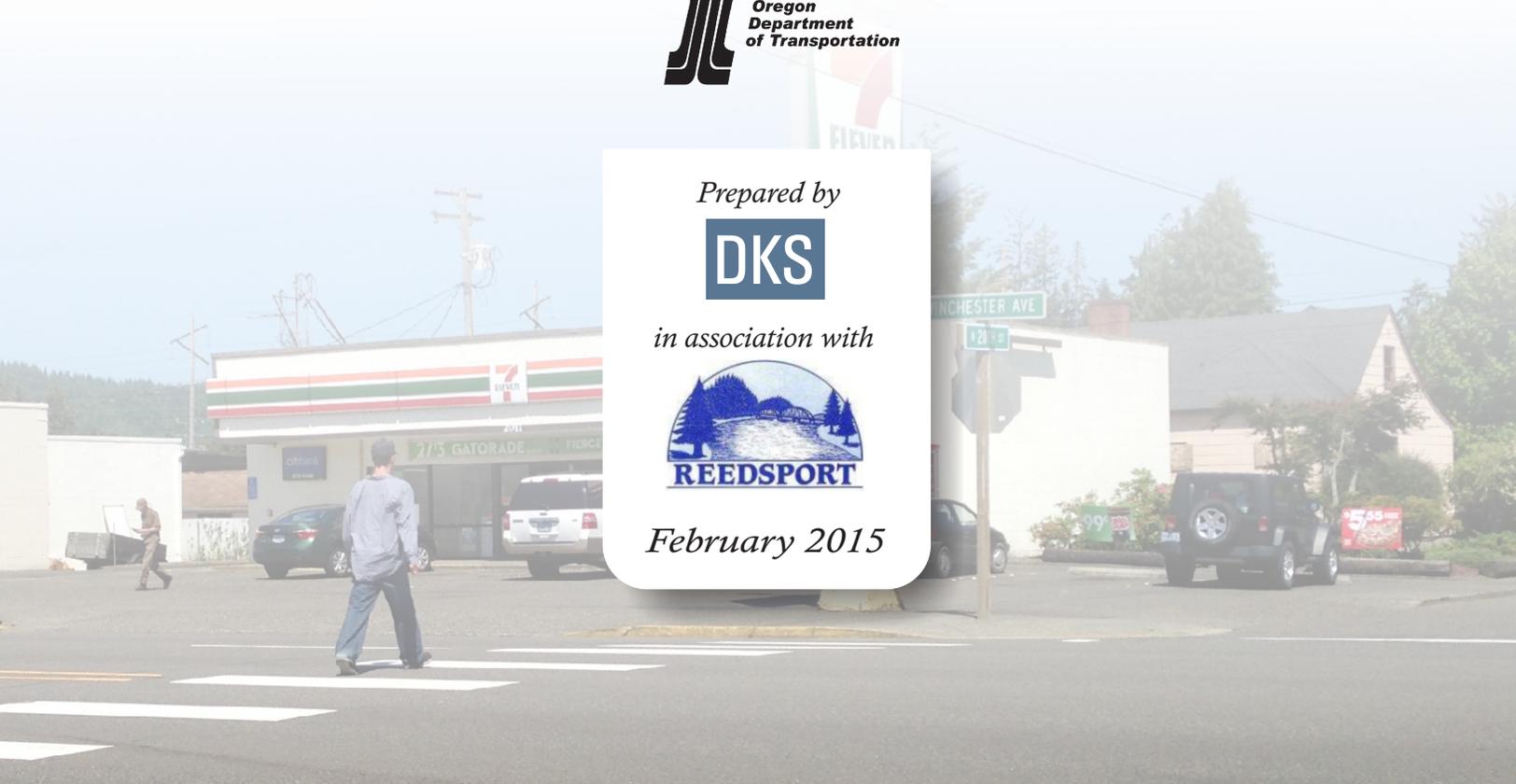
Prepared by



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CHAPTER 1

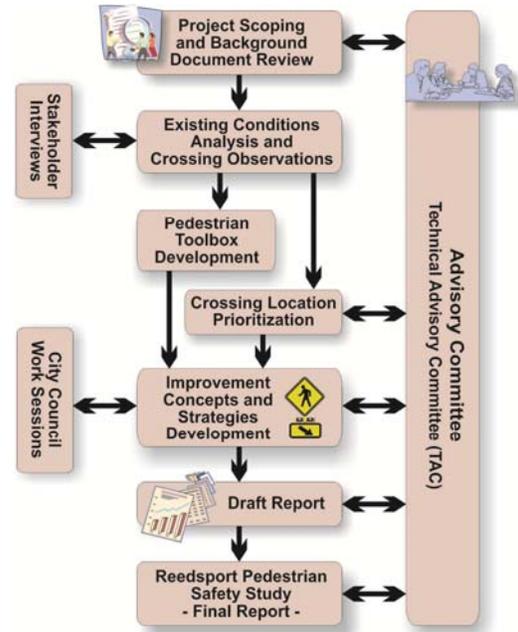
EXECUTIVE SUMMARY

INTRODUCTION

The US 101 and OR 38 corridors in Reedsport, Oregon are a safety concern for ODOT and City staff and well as residents in the area. Fatal and serious injury pedestrian crashes along the study corridors have led to ODOT and the City of Reedsport partnering to prepare a safety plan that will improve safety for all modes of travel. The primary emphasis for this study was to provide safe pedestrian and bicycle crossings on US 101 and OR 38. This study consisted of public involvement and technical analysis. The result was a compilation of recommended safety projects along the US 101 and OR 38 study corridors.

PUBLIC INVOLVEMENT

The Oregon Department of Transportation (ODOT) managed the Reedsport Pedestrian Safety Study in partnership with the City of Reedsport. Project stakeholders (including Reedsport Community Charter School, Reedsport elected officials, Reedsport Police, and two additional City of Reedsport staff members) provided feedback on all components of the study. A schematic of the study process is shown at right.



Safety Study Process

Primary direction and input were provided by the Technical Advisory Committee (TAC). This committee directed the study, reviewed methods and findings, and assisted in reaching consensus on project recommendations. Members of the TAC included agency staff from ODOT and the City of Reedsport.

Additional public involvement included one-on-one stakeholder interviews and a City Council work session. These involvement opportunities allowed citizens to comment on the plan, make

suggestions, voice concerns, and provide feedback.

TECHNICAL ANALYSIS

Technical analysis included data collection, pedestrian crossing observations, and crossing improvement location prioritization. Corridor-wide analysis was also performed. The crossing observations were made at multiple locations along US 101 and OR 38, and indicated a clear need for additional pedestrian and bicycle crossing accommodations along the corridors. Pictures of some observed crossings are shown below.



Pedestrians Crossing US 101 near 20th Street destined for 7-Eleven



OR 38 Westbound Entering Downtown Reedsport near 3rd Street

The analysis emphasized high pedestrian activity locations including businesses (primarily convenient stores), schools, and hotels. The primary factors contributing to pedestrian safety concerns include:

- High vehicular speeds and volumes
- Wide roadway cross section
- Lack of center turn lanes for existing four-lane cross sections
- Inconsistent roadway lighting (which particularly affects nighttime safety)
- Absence of pedestrian crossing treatments (i.e. refuge medians, beacons and signage)

Pedestrian Toolbox

To assist in the selection of recommended conceptual crossing treatments, a toolbox of available pedestrian crossing treatments was prepared and refined to include only those treatments were considered feasible for the US 101 and OR 38 corridors. Two example strategies are shown below. See Chapter 3 (Pedestrian Crossing Treatment Toolbox) for the complete list of treatments.



Pedestrian Toolbox Example Treatments (on left: Overhead Flashing Beacon; on right: RRFB Sign Assembly)

RECOMMENDED PROJECTS

Recommended projects include conceptual unsignalized crossing and traffic signal improvements as well as corridor-wide projects. Planning level cost

estimates were also prepared for the projects.

Conceptual Crossing Improvements

Crossing improvement concepts were developed for four unsignalized locations (listed in order of priority):

Short-Term Priority

1. US 101/20th Street
2. OR 38/3rd Street

Mid-Term Priority

3. US 101/14th Street
4. US 101/21st Street

At the first priority location, recommended improvement treatments include Rectangular Rapid Flashing Beacons (RRFB) or overhead beacons (depending on the median or curb extension treatment), pedestrian refuge medians, curb extensions, and supplemental street lighting. At the second priority location, curb extensions and supplementary lighting is recommended. At the third and fourth priority locations, supplementary street lighting is the only treatment recommended at this time.

A fifth crossing location along US 101 near Juniper Avenue was also considered. However, due to current land uses, non-conforming access spacing, connectivity challenges, and inconsistent pedestrian crossing locations, pedestrian crossing improvements were not perceived to significantly facilitate safe pedestrian activity across US 101.

Chapter 4 (Pedestrian Improvement Concepts) discusses the conceptual

crossing improvements in greater detail. All concepts are subject to project development and the concepts may change based on additional analysis and stakeholder feedback.

Traffic Signal Improvements

Signalized intersection safety improvements were also considered at two key intersections along the study corridors listed below in order of priority:

Short-Term Priority

1. US 101/22nd Street

Mid-Term Priority

2. US 101/OR 38 Junction

Improvements at the first traffic signal location include supplementary lighting, left turn signal head modification, signal phasing modifications, and restriping the 22nd Street approaches. An image of the current signal head as well as the desired left turn signal head is included below.



**Left: Current Signal Head
Right: Desired Left-Turn Signal Head**

At the second priority traffic signal location, only supplementary lighting is recommended.

Corridor-Wide Projects

Corridor-wide safety treatments were also considered along the entire length of the study area corridors and include:

- Pedestrian Countdown Timers
- Street Lighting
- Speed Feedback Signs
- Lane Conversions

No specific locations were identified for access management with the exception of the pedestrian crossing improvement locations Chapter 4 discusses the corridor-wide projects in greater detail.

US 101 Lane Conversions

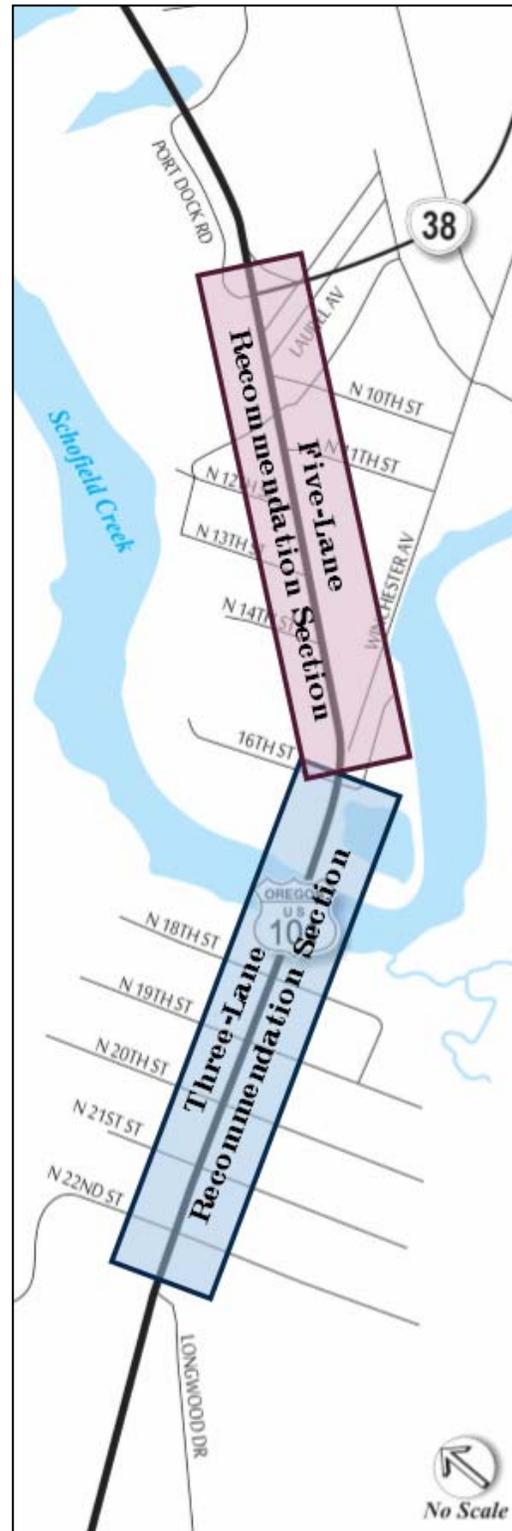
The section of US 101 south of 16th street presents an opportunity to consider a three-lane roadway conversion to increase corridor safety due to the surrounding land uses, available roadway width, collision analysis, and motor vehicle volumes.

Since the land uses along US 101 north of 16th Street may not benefit directly from a three-lane conversion and the pedestrian volumes were lower in this section, a continuous five-lane conversion in this portion of US 101 could be beneficial.

A figure displaying the regions of the proposed three-lane and five-lane cross sections along US 101 is shown to the right.

Details regarding potential US 101 lane conversions can be found in Chapter 5.

Approximate Recommend Cross-Section Segments along the US 101 Study Corridor



Cost Estimates

Cost estimates were prepared for the recommended projects and are provided in Chapter 6, which is reproduced to the right. As shown, the total estimated cost is between \$217,000 and \$337,000 for all crossing improvement locations, \$45,000 for all signalized improvement locations, and \$50,000 for corridor-wide improvements. All projects combined are estimated to cost between \$312,000 and \$432,000.

Cost Estimates of Recommended Safety Projects	
Safety Improvement	Total Cost
Crossing Improvement Locations	
US 101/20th Street (Option A)	\$110,000
US 101/20th Street (Option B)	\$230,000
US 101/21st Street	\$14,000
US 101/14th Street	\$28,000
OR 38/3rd Street	\$65,000
Total Crossing Location Improvements	\$217,000 - \$337,000
Signalized Improvement Locations	
US 101/22nd Street	\$25,000
US 101/OR 38 Junction	\$20,000
Total Signalized Location Improvements	\$45,000
Corridor-Wide Treatments	
Pedestrian Countdown Timers	\$10,000
Speed Feedback Signs	\$40,000
Total Corridor-Wide Treatments	\$50,000
TOTAL	\$312,000 - \$432,000

Cost estimates for the three-lane conversion option along US 101 south of 16th Street were also prepared and are shown in the following table.

Under the assumption of the three-lane conversion, total costs for roadway treatments are approximately \$220,000, \$28,000 for crossing improvement locations, and \$70,000 and the total costs for signalized and corridor-wide treatments are approximately \$70,000. The estimated total cost for all combined projects is \$503,000.

Cost Estimates Assuming a Three-Lane Conversion along US 101 from 16th Street to 21st Street

Safety Improvement	Total Cost
Three-Lane Roadway Conversions from 16th Street to 21st Street	
Striping and Striping	\$100,000
22 nd Signal Modifications	\$50,000
19 th Signal Modifications	\$70,000
Total Roadway Treatments	\$220,000
Crossing Improvement Locations	
US 101/20th Street (Option C)	\$120,000
US 101/14th Street	\$28,000
OR 38/3rd Street	\$65,000
Total Crossing Improvements	\$213,000
Signalized and Corridor-Wide Treatments	
US 101/OR 38 Junction	\$20,000
Pedestrian Countdown Timers ^b	\$10,000
Speed Feedback Signs	\$40,000
Total Signalized and Corridor-Wide Treatments	\$70,000
TOTAL	\$503,000

Chapter 6 provides additional cost estimate and prioritization information for each project. These project implementation resources are intended to assist ODOT and the City of Reedsport, in using this study as a tool for acquiring the needed project funding.

CHAPTER

2

EXISTING CONDITIONS

Existing transportation conditions were evaluated for the US 101 and OR 38 study corridors in the City of Reedsport, Oregon. The US 101 study corridor spans approximately 1.3 miles from the south end of the bridge on Umpqua River to just south of 22nd Street (MP 211.5 to MP 212.8). The OR 38 study corridor ranges from the US 101/OR 38 Junction to 2nd Street and is approximately 0.65 miles in length (MP 0.0 to MP 0.65). Both corridors are shown as the project study area in Figure 2-1.

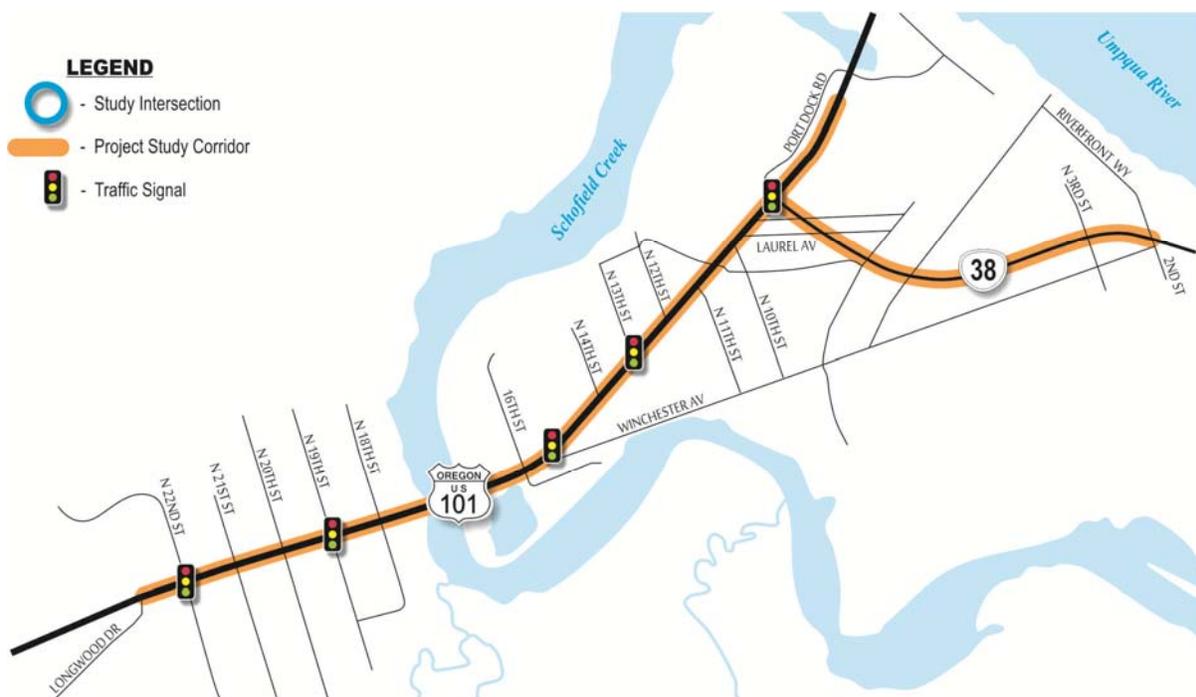


Figure 2-1: Reedsport Pedestrian Safety Study Area

The existing conditions analysis considered current pedestrian and bicycle facilities and activity, pedestrian conflict analysis, collision analysis, and motor vehicle analysis. The following sections of this chapter address each of these issues.

PEDESTRIAN AND BICYCLE FACILITIES AND ACTIVITY

Pedestrian facilities and activity were observed along the US 101 and OR 38 corridors with emphasis at select locations identified by the TAC. These locations were selected based on local knowledge,¹ pedestrian generators in the area (especially businesses such as restaurants and convenience stores) that would have higher percentages of walk-in users), and recent pedestrian collision information.

Pedestrian Facilities

A map of the pedestrian facilities is provided in Figure 2-2. Sidewalk facilities are present on the southern/eastern side of the US 101 corridor throughout the entire study area. The majority of the northern/western side of the US 101 corridor possess sidewalk facilities but there are gaps between the 10th Street and Myrtle Avenue cross streets. There are five signalized intersections that accommodate signalized pedestrian crossings (including the US 101/OR 38 intersection) and two unsignalized intersections with marked crosswalks.

Both sides of the OR 38 corridor currently have sidewalk facilities between 6th Street and 3rd Street. However, there are no sidewalks on either side of the OR 38 corridor between the US 101/OR38 intersection and 6th Street. As discussed during the project kick-off meeting, Reedsport City staff is currently working with the railroad to provide better pedestrian connectivity through the railroad crossing in this segment of OR 38. There are three unsignalized intersections with marked crosswalks and one signalized intersection (US 101/OR 38 intersection) along the OR 38 corridor within the study area boundary.



Pedestrian walking on shoulder near Railroad crossing along OR 38

Pedestrian Activity

Pedestrian crossing activity was observed for the a.m., afternoon, and p.m. peak hours along US 101 and OR 38 at four locations selected by the TAC (each location covered approximately 500 feet in each direction). These locations are shown in Figure 2-2. Pedestrian counts were taken on June 11, 2014 with the exception of US 101 between 12th Street and 10th Street where the counts were taken on June 5, 2014.

¹ Local knowledge was provided at a project kick-off meeting with ODOT and City of Reedsport staff as well as stakeholder interviews with the Reedsport Community Charter School, Reedsport Elected Officials, a Police Officer, and two additional City of Reedsport staff members.

Both occasions were dry days and expected to have typical pedestrian activity levels. The following locations had the highest crossing activity levels:

- US 101/20th Street: 45 total during a.m., afternoon, and p.m. peak hours
- US 101/22nd Street: 38 total during a.m., afternoon, and p.m. peak hours
- US 101/21st Street: 17 total during a.m., afternoon, and p.m. peak hours

The highest crossing volumes at these intersections occur during the afternoon peak, which is expected due to Reedsport Community Charter School’s open campus lunch hour policy for high school students and the location of 7-Eleven and other lunch related uses on the opposite side of US 101. Pedestrian crossing volumes were collected from the pedestrian counts and are shown in Table 2-1 and Figure 2-2.

Table 2-1: US 101 and OR 38 Study Area Pedestrian Crossing Volumes

Study Intersection (Signalized Y/N)	A.M. Peak Hour Pedestrian Crossings		Afternoon Peak Hour Pedestrian Crossings		P.M. Peak Hour Pedestrian Crossings				
	Crosswalk	Mid-Block	Crosswalk	Mid-Block	Crosswalk	Mid-Block			
US 101/22 nd Street (Y)	7		24		7				
US 101/21 st Street (N)	4	3	10	3	3	1			
US 101/20 th Street (N)	7		22		16				
OR 38/5 th Street (N)	1		0		2				
OR 38/4 th Street (N)	0	0	4	7	3	0			
OR 38/3 rd Street (N)	2		5		7				
Study Location (Approx. 500 feet)	West	East	Total	West	East	Total	West	East	Total
US 101/Winchester Ave & 13 th Street	4	5	9	3	0	3	2	2	4
US 101/12 th Street & 10 th Street	4	1	5	1	4	5	4	0	4

Bicycle Facilities and Activity

Bicycle facilities and activity were observed at the same locations as previously discussed in the pedestrian activity section. There are currently no bicycle lanes or facilities along either the US101 or OR 38 corridors studied, and bike volumes are low in both areas. The majority of existing bicyclists observed on US 101, an Oregon Coast Bike Route, travel on the existing sidewalks.



Student Crossing US 101 at the 22nd Street Signal toward Reedsport Community Charter School



LEGEND

- Signalized Pedestrian Crossing
- Sidewalk Gap
- Approximate Location of 500 ft Pedestrian Count Segment
- Project Study Corridor

AM (Afternoon 2-4pm) [PM]
 HIGHEST HOURLY PEDESTRIAN VOLUMES
 DURING PEAK MOTOR VEHICLE PERIODS

DKS

No Scale

Figure 2-2

**2014 PEDESTRIAN FACILITIES
 AND VOLUMES**

PEDESTRIAN CROSSING CONFLICT ANALYSIS

Pedestrian crossing conflict analysis was performed along the US 101 and OR 38 study corridors at four locations during the a.m., afternoon, and p.m. motor vehicle peak periods. The purpose of the conflict analysis was to observe pedestrian (and bicycle) crossing behavior in the field to better understand the safety problems identified from the collision records and to identify other safety related problems along the corridor that are not easily identified from collision records alone.

The selection of the four locations was performed by the TAC and considered various criteria, including high concentration of pedestrian collisions, high pedestrian crossing volumes, distance from nearest signalized crossing, and nearby pedestrian generators (including schools, markets, etc.). The four locations selected include the following listed from west to east:

- US 101 between 21st Street and 20th Street
- US 101 between Winchester Avenue and 13th Street
- US 101 between 11th Street and 10th Street
- OR 38 between 5th Street and 4th Street



Pedestrian crossing US 101 destined for 7-Eleven

During the observations, activity along the study corridors was also observed. A summary of the conflict analysis is provided in Table 2-2, which lists the number of crossing incidents observed during a one-hour portion of each of the motor vehicle peak periods and also identifies the key crossing location(s) in the vicinity of each area.

At the 21st Street through 20th Street segment of US 101 lunchtime observations were also performed from 11:30 a.m. to 12:30 p.m. due to the proximity of Reedsport Community Charter School and the expected crossing activity from high school students to the nearby 7-Eleven and various restaurants on the opposite side of US 101.

As shown in Table 2-2 at the top of the next page, each location had a unique trend in the variation of the number of pedestrian crossing volumes throughout the day. Most of the locations had one or two key crossing areas, which typically occurred at an intersection or near a key business.

Table 2-2: Conflict Analysis Summary for Selected Locations along US 101 and OR 38

Selected Location	Crossing Incidents by Time of Day ^a			Key Crossing Location(s)
	A.M.	Afternoon	P.M.	
US 101/21 st Street	6	11	3	Majority of crossings occurred on east side of 21 st Street
US 101/20 th Street	5	22	2	Majority of crossings occurred on the east side of 20 th Street near the 7-Eleven market
US 101/Winchester Avenue	2	2	1	Crossings were spread along the roadway section; however, key origins/destinations were hotels and the retail and supermarkets
US 101/10 th Street	2	0	1	Midblock crossings between 10 th Street and 11 th Street occurred
OR 38/5 th Street	1	0	2	Two crossings occurred on the west side of 5 th street
OR 38/4 th Street	1	1	3	Crossings were spread across the study location

^aCrossing incidents were observed for one hour, which was within the two-hour motor vehicle peak hour period window. When multiple people crossed together, they were counted as one single incident.

Details regarding the observed activity and patterns for each location are discussed in the following sections.

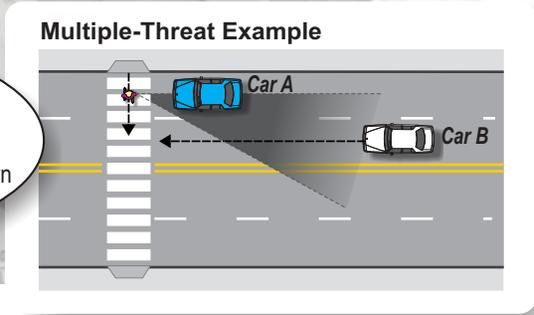
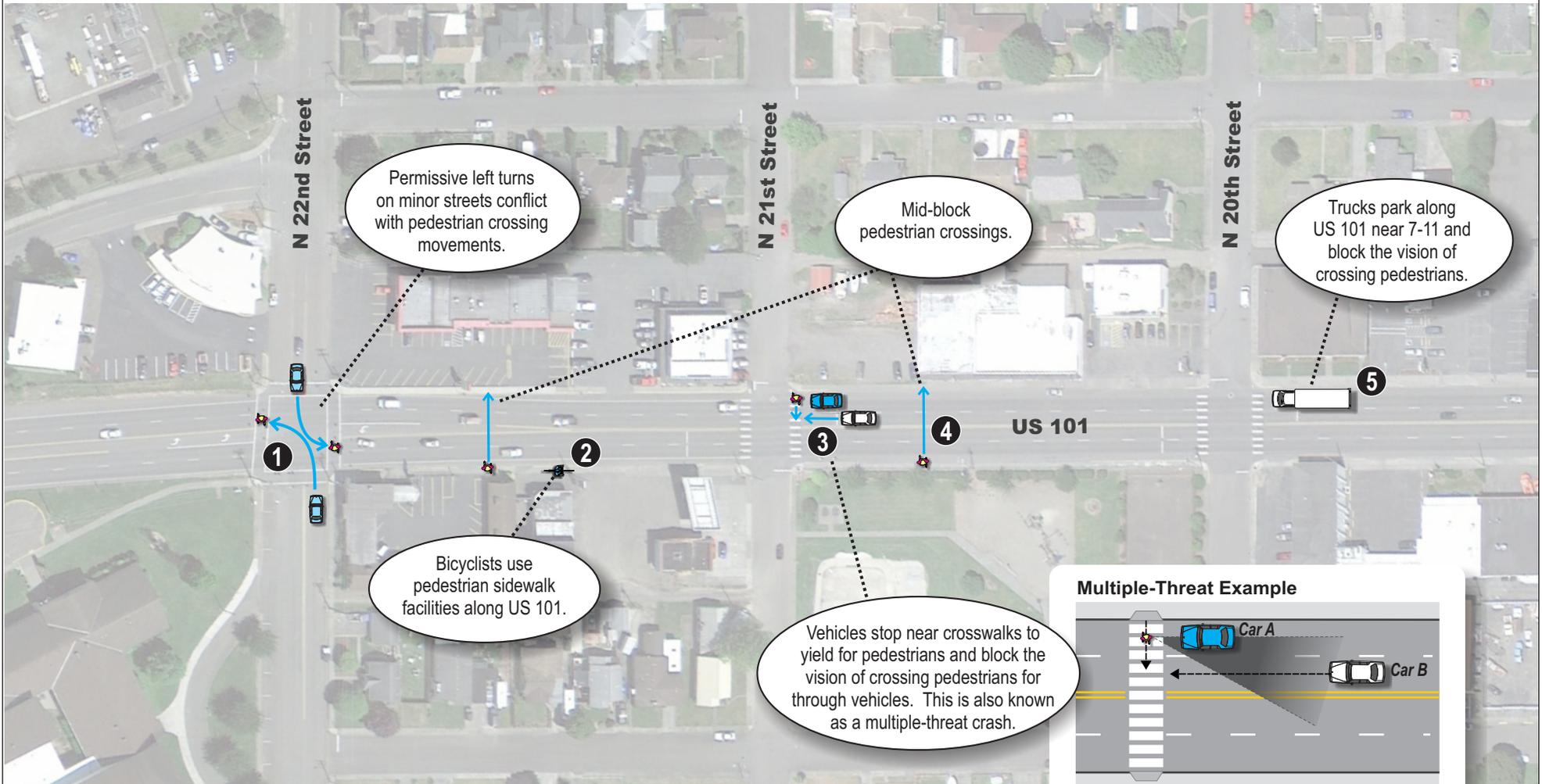
US 101 between 22nd Street and 20th Street

Most pedestrian crossings near the unsignalized 22nd and 21st Street intersections were made by children and young adults during the morning, afternoon, and end of school observation hours. It was also observed that bicycle activity was relatively low and almost all of the bicyclists traveled on the sidewalks along US 101.

Bicyclists on the sidewalk present several safety issues for pedestrians and the bicyclists themselves. Pedestrians aren't always capable of responding quickly to cyclists on sidewalks, especially elderly pedestrians or those with pets or strollers creating potential to result in minor injuries. Bicyclists traveling on the sidewalks are difficult for motor vehicles to see when they are riding behind trees, parked cars and other objects. Figure 2-3 displays further conflicts that have occurred or have the potential to occur in the future along the US 101 study corridor near the intersections of 22nd Street through 20th Street.



Bicyclist Traveling on Sidewalk



LEGEND

- Motor Vehicle or Pedestrian Movement
- Motor Vehicle
- Pedestrian
- Bicyclist

DKS



No Scale

Figure 2-3

2014 CONFLICT ANALYSIS DIAGRAM



Pedestrian Crossing Signage along US 101 near 20th Street

Crossings in the morning were usually in the north to south direction across US 101 due to Reedsport Community Charter School's location on the south side of US 101 near the signalized intersection at 22nd Street. Singular mid-block crossings (crossings not at a striped cross walk location) were observed between 21st and 20th Street, and west of 21st street. Two groups of two pedestrians participated in mid-block crossings to the north of 20th on a path toward Reedsport Community Charter School.

Reedsport Community Charter School's open lunch period was observed to be the peak pedestrian interval. Many groups of students emerged during the start of the afternoon observation hour and crossed from the south side of US 101 toward the 7-11 and various other food options located to the north.

However, north to south movements were observed toward the end of the afternoon observation period due to the children returning to Reedsport Community Charter School on the south side of US 101. The majority of unsignalized pedestrian crossings took place on the west leg of the 21st Street intersection to and from the 7-11 during the afternoon observation period.

The majority of pedestrian crossings during the PM observation hours were groups traveling south to north across US 101 as students traveled away from Reedsport Community Charter School. However, there were also small groups observed to be traveling in the opposite direction (north to south) across US 101 which is most likely due to after school activities.

Due to the lack of turn lanes present in this segment of US 101, left lane vehicles that stop for pedestrians block the vision of curb lane vehicles and has the potential to cause a pedestrian conflict. Furthermore, curb lane vehicles may be accustomed to stopped vehicles in the left lane that are waiting for a gap in the oncoming traffic to turn left. This may cause curb lane vehicles to expect the left lane vehicle is waiting to turn left when the left lane vehicle is actually



Semi-Truck Parked along US 101 near 20th Street

stopping for a pedestrian crossing the street. This confusion could result in a vehicle-pedestrian conflict with the curb lane vehicle. Although this conflict was not observed, the potential for conflict was evident and was verified in stakeholder interview discussions.

US 101 between Winchester Avenue and 13th Street

Only a few pedestrian crossings across US 101 occurred during the morning, afternoon, and evening observation times. Most of the pedestrian crossing movements were performed by adults in this area of study. The majority of pedestrian crossings occurred on the western leg of the 14th Street intersection and the eastern leg of the Winchester Avenue intersection due to the Best Western Hotel on the south side of US 101 and Safeway, coffee shops, and other food and retail sources on the north side. Bicyclists would occasionally travel along this portion of the corridor and were often observed to be riding on the sidewalks on both sides of US 101.



Cross Section of US 101 near 14th Street

US 101 between 11th Street and 10th Street

Low pedestrian crossing volumes were observed during the morning, afternoon, and evening observation periods but the highest amount of pedestrian movements in this area occurred during the morning observation. Mid-block crossings across US 101 occurred between Juniper Ave and 10th as well as Laurel Ave and OR 38. Little bicycle activity was observed along this portion of the corridor and most bicyclists were seen riding on the sidewalk.



Cross Section of US 101 near 10th Street

OR 38 between 5th Street and 4th Street

Only a few pedestrians were observed crossing this section of OR 38 during the morning, afternoon, and evening observations. Pedestrian crossings were mostly performed by adults and seen on the eastern leg of the 4th Street intersection and the western leg of the 5th Street intersection. The key pedestrian generators in this area are the Post Office and The Sugar Shack, a local bakery. No conflicts between vehicles, pedestrians and bicycles were observed.

Street Lighting Observations

Street lighting observations were conducted along the US 101 and OR 38 study area corridors on June 3rd 2014. Even though there is some existing street lighting along the majority of the US 101 and OR 38 corridors within the study area boundary, a reflection of the observed light levels indicate that additional lighting along both study corridors is recommended.² Table 2-3 describes in more detail the lighting observations at key locations along the US 101 and OR 38 study corridors.

Table 2-3: US 101 and OR 38 Study Area Street Lighting Observations

Location	Comments	Recommendation
US 101		
OR 38 to 22 nd St (Segment)	Currently intermittent street lights (vary between 200 and 250 W) on wood poles. There are many locations with poor uniformity where additional lighting is needed.	Additional Lighting Needed
US 101/OR 38 Junction	There are two street lights currently at the intersection that offer some light but additional lighting is needed to improve light levels and uniformity.	Additional Lighting Needed
20 th St	Only one 200 W street light on the southwest corner of the intersection is present and does not provide adequate lighting levels or uniformity for the intersection.	Additional Lighting Needed
21 st St	Only one 200 W street light is present at the intersection and does not provide adequate lighting levels or uniformity for the intersection.	Additional Lighting Needed
22 nd St	Two street lights mounted on wooden poles are present at this intersection. Additional lighting is needed to improve light levels and uniformity.	Additional Lighting Needed
OR 38		
US 101 to 6 th St (Segment)	Limited lighting is currently present along this segment.	Additional Lighting Needed
6 th St to 3 rd St (Segment)	Ornamental street lights currently provide adequate lighting levels and uniformity.	None
3 rd St	Limited lighting is currently present at this intersection. Additional lights needed to meet light levels and uniformity.	Additional Lighting Needed

COLLISION ANALYSIS

The collision analysis for the US 101 and OR 38 corridors considered ODOT's Safety Priority Index System (SPIS) findings and the past ten years of available collision data. The intent was to identify trends as well as potentially hazardous locations in need of mitigation.

Safety Priority Index System (SPIS)

The Safety Priority Index System (SPIS) is a ranking system developed by ODOT to identify potential safety problems on state highways. SPIS scores are developed based upon crash

² All lighting recommendations are based on the standards located in the Traffic Lighting Design Manual, ODOT, July 2009.

frequency, severity, and rate for a 0.10 mile or variable length segment along the state highway over a rolling three-year window (i.e., every year it is updated with the most recent three years). For the most current three years analyzed (2010-2012), there are no SPIS locations in Reedsport along either the US 101 or the OR 38 corridor that are in the top 15 percent of statewide SPIS sites.

ODOT Collision Data

This evaluation considered the most recent ten years (2003-2013) of collision data obtained from the ODOT Crash and Analysis Reporting Unit. Since latitude and longitude information wasn't available for the years 2003 through 2007, only key collisions (fatalities and severe injuries) from this time period were mapped in Figure 2-4, in addition to the collision data from 2007 to 2013.

Table 2-4 summarizes collisions along both study corridors and includes collision severity, collisions per year, and the average collision rate for the ten year period. Overall, the yearly collision rate for the US 101 corridor is 3.01 collisions per million vehicle-miles traveled and for the OR 38 corridor is 2.77 collisions per million vehicle-miles traveled. The average ODOT State Highway Crash Rate for similar function classification roadways³ is 1.48 collisions per million vehicle-miles traveled.⁴ Therefore, the study area corridor crash rate is 103 percent greater for the US 101 corridor and 87 percent greater for the OR 38 corridor than the state average for similar facilities.

Table 2-4: US 101 and OR 38 Study Area Collision Data (2003 through 2013)

Corridor (Distance)	Collisions (by Severity)				Collisions per Year	Collision Rate ^{b,c}
	Fatal	Injury	PDO ^a	Total		
US 101 (1.3 mi.)	1	58	72	130	13.0	3.01
OR 38 (0.65 mi.)	0	6	17	23	2.3	2.77

^a PDO = Property Damage Only.

^b Rate Calculation = Collisions per year / (Average Daily Traffic x 365 days / 1 million vehicle-miles traveled)

^c An average ADT for each corridor was used to calculate the collision rate.

The collision data in Table 2-4 and Figure 2-4 also shows one fatal collision along the US 101 corridor between 2003 and 2013. The fatality was a pedestrian death that occurred near 16th Street along the US 101 corridor. Collision reports state that the pedestrian fatality occurred at night during conditions characterized as, “dark with street lights” also during clear and dry weather conditions. The injury A collisions at US 101/16th Street and OR 38/W Railroad Ave were reported to have occurred under dry and clear conditions during daylight hours. The injury A collision that occurred at OR 38/Myrtle Ave was reported during rainy conditions during night hours.

³ State Highway System – Rural Highway System, Rural Cities, Other Principal Arterials

⁴ 2012 State Highway Crash Rate Tables, ODOT Crash Analysis and Reporting Unit, July 2012; Table IV.

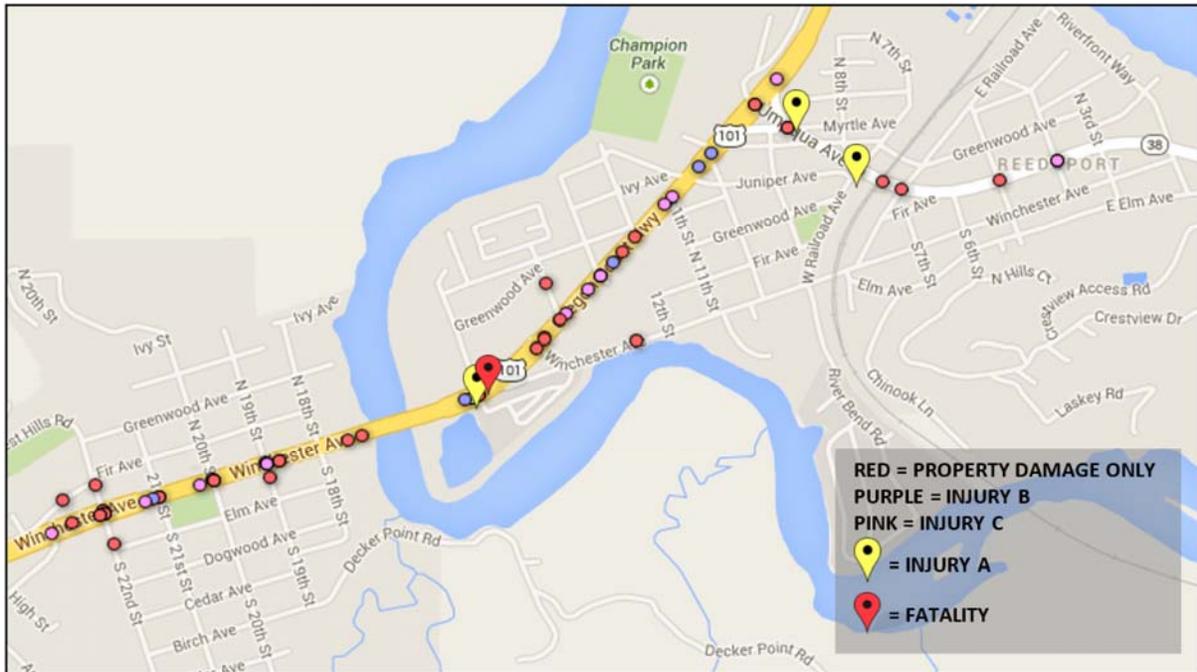


Figure 2-4: Collisions by Severity (2003 through 2013)⁴

Further investigation was performed for the corridor to assess whether there are any clear trends in the collision data. First, the collision data for 2003 through 2013 was broken down by the type of collision. Table 2-5 shows the collision breakdown by type for each the study corridor segments. As shown, the most prevalent collision types were rear-end and turning movement collisions. Together they account for approximately 75 percent of the total collisions on both corridors, which is typical on urban highways. The majority of turning collisions are likely due to the lack of turn lanes along the US 101 corridor.

Table 2-5: Collision Breakdown by Collision Type (2003 through 2013)

Corridor (Distance)	Collision Breakdown by Collision Type								Total
	Rear-End	Turn	Angle	Fixed Obj.	Bike/Ped	Side-Swipe	Head On	Other	
US 101 (1.3 mi.)	54	39	10	6	6	5	2	2	123
OR 38 (0.65 mi.)	9	5	5	3	0	0	1	0	23
Both Corridors	63	44	15	9	6	5	3	2	146
<i>Percent of Collisions</i>	43.1%	30.0%	10.2%	6.1%	4.0%	3.3%	2.0%	1.3%	100%

Lighting condition is an important factor in collision analysis, and is broken down in Table 2-6. As shown, the greatest number of collisions for both study corridors occurred during the daylight.

⁵ Injury A crash is a severe or debilitating injury B and injury C and injury C type crashes are lower level severity.

This is expected due to the higher traffic volumes that occur during daylight hours. The second greatest number of collisions for the study area occurred at dusk and night time with street lighting present. All pedestrian collisions from 2003-2013 occurred during daylight hours.

Table 2-6: Collision Breakdown by Lighting Level (2003 through 2013)

Segment (Distance)	Collision Breakdown by Lighting Level				Total
	Daylight	Dusk	Dark with Street Lights	Dark without Street Lights	
US 101 (1.3 mi.)	99	9	8	7	123
OR 38 (0.65 mi.)	18	1	2	2	23
Entire Study Corridor	117	10	10	9	146
<i>Percent of Collisions</i>	80.1%	6.8%	6.8%	6.2%	100%

ODOT Pedestrian Collision Data

Additional collision analysis with an emphasis on pedestrians was performed for the corridor using the past ten years of available ODOT collision data (i.e., 2003 through 2013). Only pedestrian collisions were considered in the analysis. No pedestrian collisions occurred on the OR 38 study corridor during these 10 years. Of the 4 pedestrian collisions on the US 101 study corridor, 1 resulted in a fatality and the remaining 3 resulted in injuries. The pedestrian collisions are shown by severity in Table 2-7 at the top of the next page from 2003 to 2007. Figure 2-5 displays a map of the pedestrian collisions along US 101.

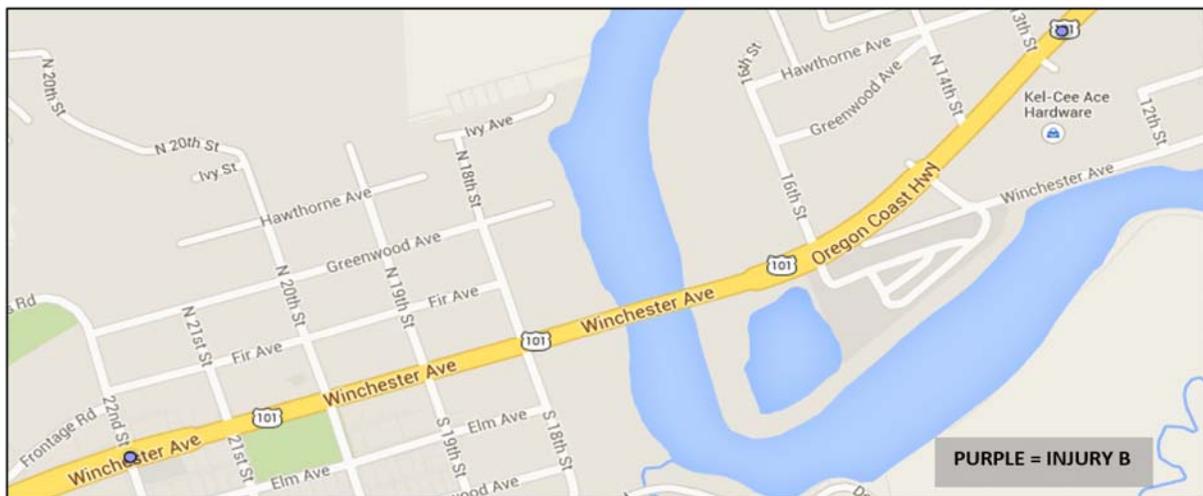


Table 2-7: Study Area Pedestrian Collision Data (2003 through 2013)

Time Period	Pedestrian Collisions (by Severity)			Pedestrian Collisions per Year per VMT
	Fatal	Injury	Total	
2003 thru 2013	1	4	5	0.23

MOTOR VEHICLE CONDITIONS

Existing traffic conditions for the US 101 and OR 38 study corridors were evaluated and include roadway network characteristics, vehicular volume, speed, and classification analysis, intersection turn movement counts, mobility standards, existing intersection performance, collision analysis, pedestrian crossing conflict analysis, pedestrian facilities and activity, bicycle facilities and activity, and street lighting observations.

Roadway Network

The transportation characteristics of the study area roadway and key cross streets are shown in Table 2-8 which include functional classification, number and direction of travel lanes, posted speeds, and the presence of sidewalks and/or bike lanes. The functional classification is an important roadway characteristic because it specifies the purpose of the facility⁷ and is a determining factor of applicable cross-section, access spacing, and intersection performance standards. Existing cross sections along US 101 are shown in Figure 2-6.

Table 2-8: Existing Study Area Roadway Characteristics

Roadway	ODOT Functional Classification	Travel Lanes	Posted Speed	Sidewalk	Bike Lanes
US 101	Principal Arterial	4-5	30	Yes ^a	No
OR 38	Principal Arterial	2	25	Yes ^b	No
22 nd Street	Minor Collector	2	25	Yes	No
21 st Street	Minor Collector	2	25	Yes	No
20 th Street	Minor Collector	2	25	Yes	No
Winchester Ave	Rural Major Collector	2	25	Yes ^c	No
3 rd Street ^d	Local Road	2	25	Yes	No

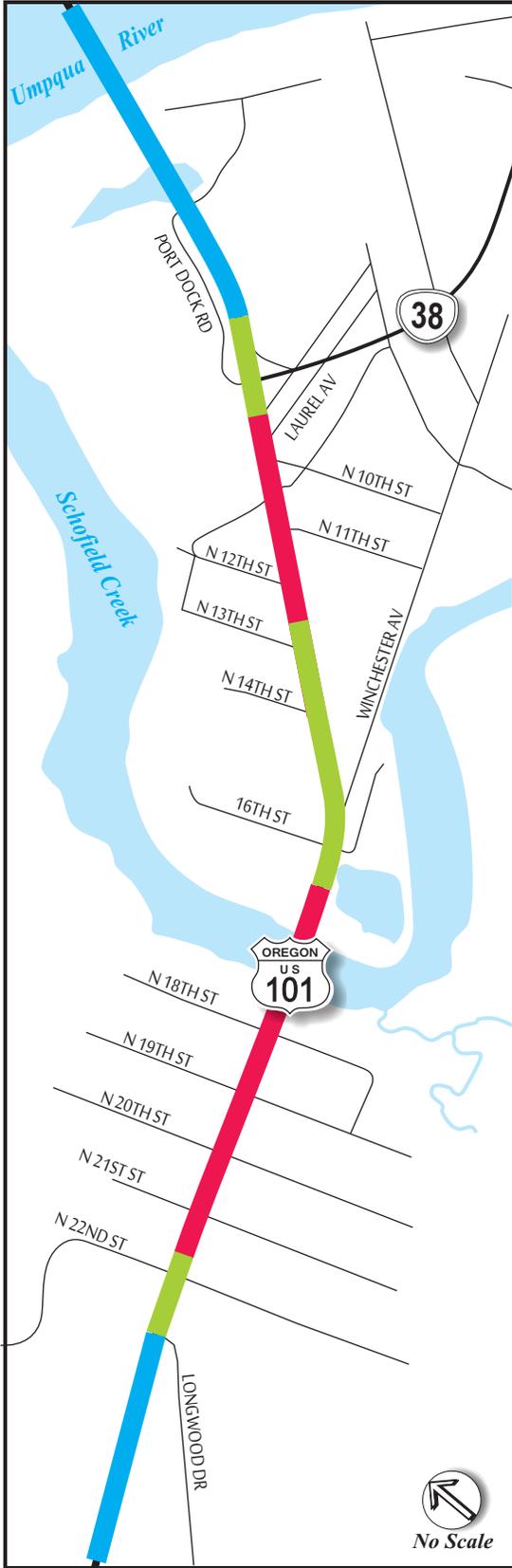
^aUS 101 has sidewalk gaps on the northern/eastern side between 10th Street and Myrtle Avenue.

^bOR 38 has sidewalk gaps on both sides between US 101/OR 38 Junction and 6th Street.

^cSidewalks are present near US 101 intersection but includes significant sidewalk gaps on both sides of corridor.

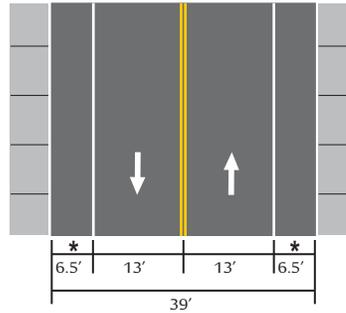
^d3rd Street is a key crossing for the OR 38 corridor.

⁷ The primary purpose of an arterial is to provide mobility, whereas at the opposite end of the spectrum, a local road is primarily concerned with site access. Collector roadways provide a transition between arterials and local roads.



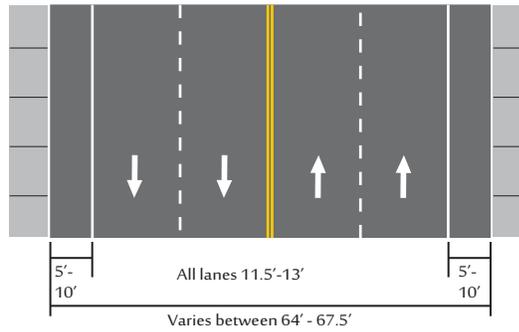
Existing Cross-Sections

2-Lane

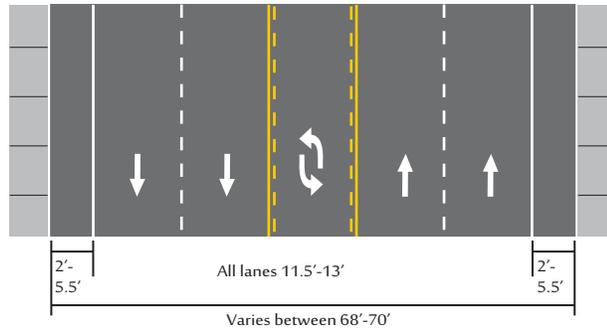


*Cross sections north of Port Dock Road do not include shoulders due to the narrowing effect of the Hwy 101 Bridge.

4-Lane



5-Lane



LEGEND

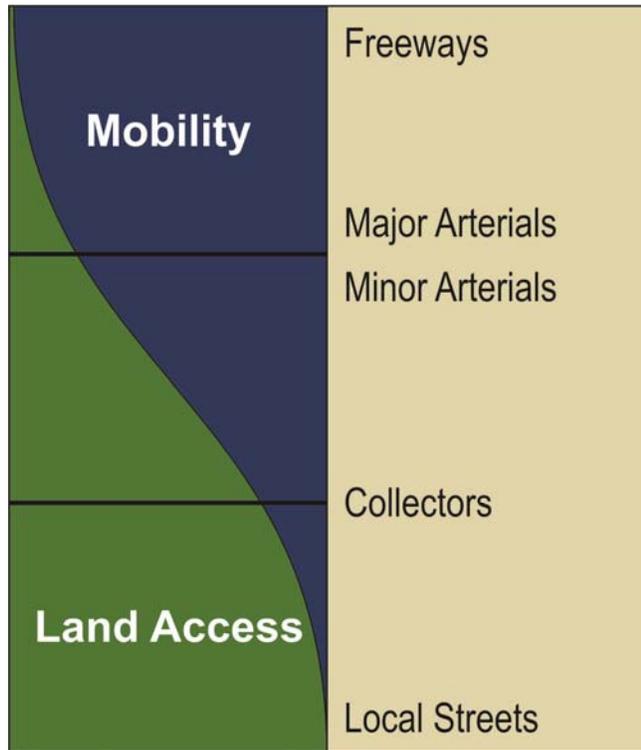
- █ - 2-Lane Cross-Section
- █ - 4-Lane Cross-Section
- █ - 5-Lane Cross-Section

DKS

Figure 2-6

EXISTING CROSS SECTIONS
ALONG US 101

US 101 and OR 38 are both classified in the Oregon Highway Plan (OHP)⁸ as highways of National Level of importance. US 101 and OR 38 are also designated as freight routes in the OHP and routes for which "No reduction of vehicular capacity" applies (ORS 366.215). That law also says trucks must be allowed a "hole-in-the-air" which is defined by ODOT as, "the entire area (height, width and length) a truck and its load will occupy while traversing a section of roadway." Any proposed solutions that could potentially result in a Reduction of Vehicle-carrying Capacity (RVC) will have to go through further processing to receive full approval.



Functional Classification Hierarchy

The highways in the study area have two or four lane paved cross sections with curbs and sidewalks. The Average Daily

Traffic (ADT) count along US 101 for this segment ranges from 9,700 to 12,900 between 22nd Street and OR 38 and 5,300 near the Umpqua River Bridge. Along OR 38 the ADT⁹ is approximately 3,500.

Key north-south roadways that intersect US 101 include 22nd Street, 21st Street, 20th Street, and Winchester Avenue. 3rd Street is a key north-south crossing located on the OR 38 corridor within the study area. The functional classifications of the north-south roadways are also shown in Table 2-8 on the previous page.

Vehicular Volume, Speed, and Classification Analysis

Table 2-9 at the top of the next page presents data collected from 24-hour tube counts¹⁰ at three select locations along the US 101 corridor and at one location along the OR 38 corridor. This data includes vehicular bi-directional volumes, 85th percentile speed,¹¹ and heavy vehicle traffic percentages. As shown in the table, the travel speeds range from 2 to 13 mph above the current posted speeds. This is an important finding relating higher travel speeds and impacts to pedestrians.

⁸ 1999 Oregon Highway Plan (as amended July 2006).

⁹ All Traffic Data 24-hour classification and speed counts were taken on Thursday, June 5, 2014.

¹⁰ All Traffic Data 24-hour classification and speed counts were taken on Thursday June 5, 2014.

¹¹ The 85th percentile speed is defined as the speed below which 85 percent of the vehicles are traveling.

Table 2-9: US 101 and OR 38 Bi-Directional Volumes, Speeds, and Heavy Vehicle Usage^a

Surveyed Data	Location along US 101				OR 38
	South of 22 nd	North of 21 st Street	North of 11 th Street	North of OR 38	East of 3 rd Street
Average Daily Traffic					
Northbound	4,900 (50%)	6,500 (51%)	4,800 (49%)	2,700 (51%)	1,700 (49%)
Southbound	4,900 (50%)	6,400 (49%)	4,900 (51%)	2,600 (49%)	1,800 (51%)
Total	9,800	12,900	9,700	5,300	3,500
85th Percentile Speed					
Northbound	34 mph	32 mph	36 mph	43 mph	38 mph
Southbound	35 mph	32 mph	34 mph	38 mph	34 mph
Posted Speed					
Both Directions	30 mph	30 mph	30 mph	30 mph	25 mph
Truck Traffic Percentage^b					
Northbound	18%	16%	18%	20%	21%
Southbound	18%	16%	17%	17%	23%

^a All Traffic Data 24-hour classification and speed counts were taken on Thursday, June 5, 2014.

^b Specified as vehicles with three or more axles.

To further understand the vehicular use of US 101 and OR 38 over the course of a 24-hour period, Figure 2-7 shows the vehicle movements throughout the day at the location just north of 21st Street. This graph shows the highest traffic volume for both eastbound and westbound vehicles is during the afternoon.

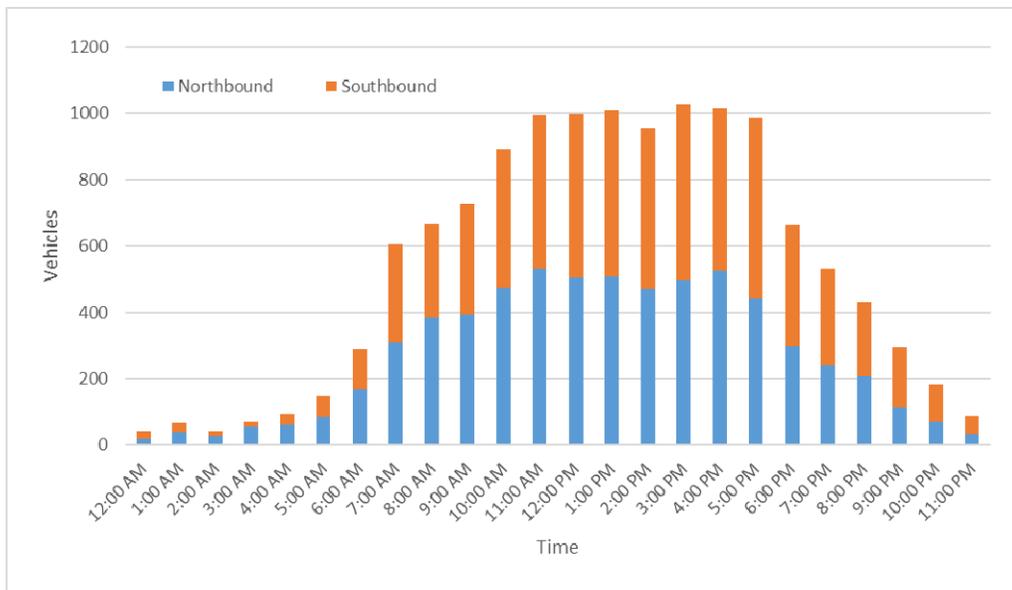


Figure 2-7: US 101 24-Hour Direction Volumes North of 21st Street

Figure 2-8 shows the 24 hour vehicular volumes as well as the highest traffic volume for both eastbound and westbound vehicles is during the afternoon just east of 3rd Street.

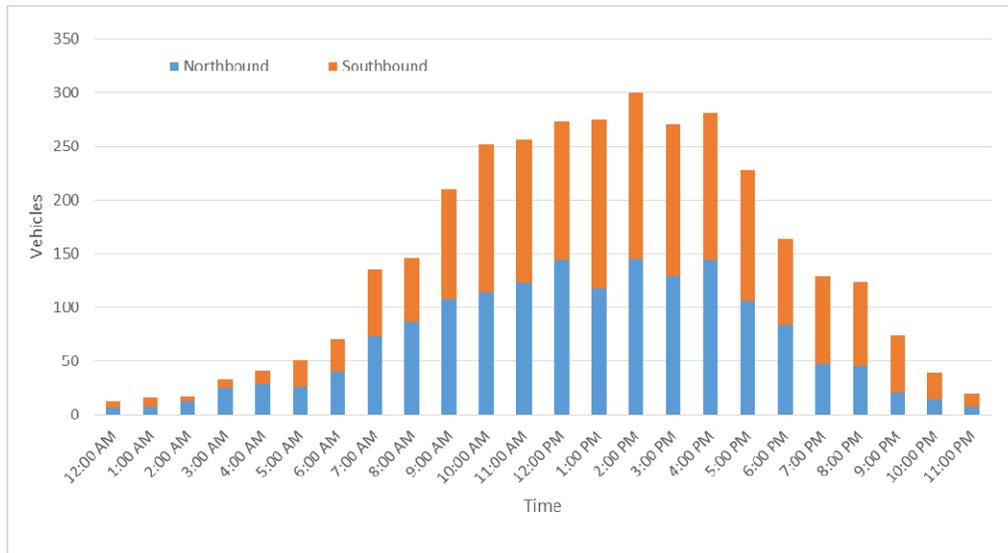


Figure 2-8: OR 38 24-Hour Direction Volumes East of 3rd Street

Intersection Turn Movement Volumes

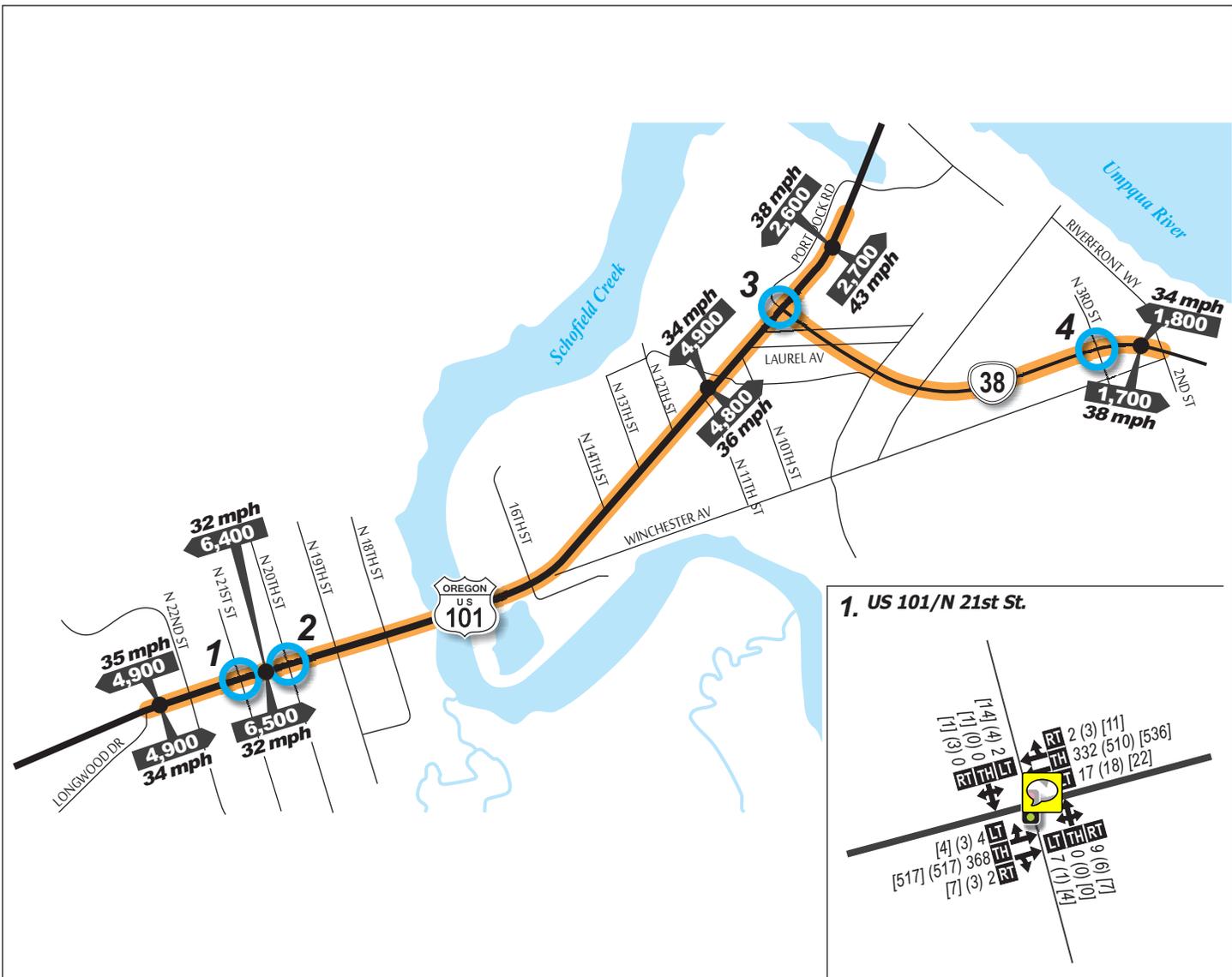
Intersection vehicle turn movement volumes were collected at four intersections along the corridors of study. The US 101/OR 38 intersection is signalized and the remaining are unsignalized. These intersections were selected based on recommendations from the TAC and are listed below from west to east:

- US 101/21st Street
- US 101/20th Street
- US 101/OR 38
- OR 38/3rd Street

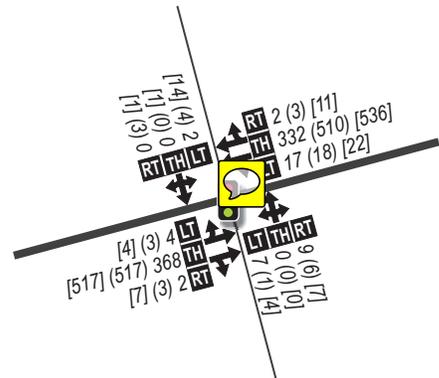
The traffic volumes were counted during the a.m. (7:00 a.m. to 9:00 a.m.), afternoon (2:00 p.m. to 4:00 p.m.) and p.m. (4:00 a.m. to 6:00 p.m.) peak periods.¹² The a.m., afternoon, and p.m. peak hour traffic volumes for the four study intersections are shown in Figure 2-9. Also included in Figure 2-9 are the lane configurations and traffic control at the study intersections. The detailed two-hour traffic counts are included in the appendix. Seasonal adjustment rates were provided by ODOT¹³ and were applied to the study intersections.

¹² All Traffic Data turn movement counts taken on Thursday Jun 11, 2014 with the exception of AM Peak Hour for the north of 21st Street and north of OR 38 locations, Afternoon Peak Hour for the north of OR 38 location, and PM Peak Hour for the north of OR 38 and north of 21st Street locations.

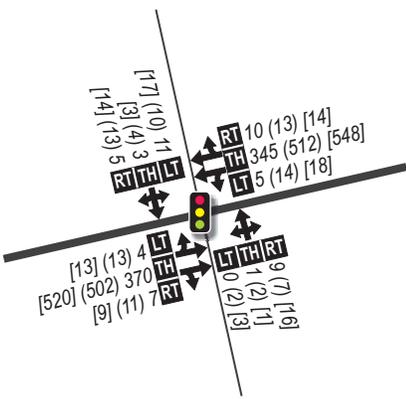
¹³ Seasonal adjustment factors provided by ODOT Traffic Operations Engineer, Ray Lapke, via email dated June 24, 2014.



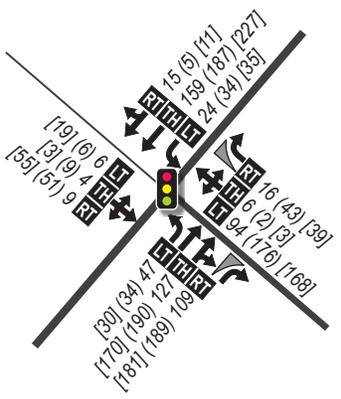
1. US 101/N 21st St.



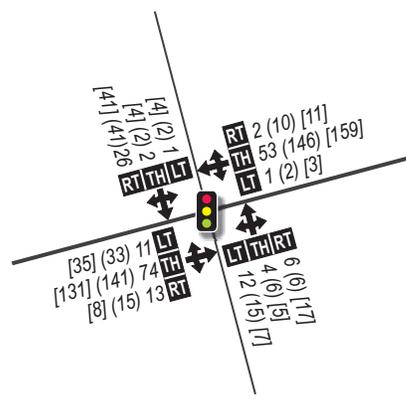
2. US 101/N 20th St.



3. US 101/OR 38/Port Dock Rd.



4. OR 38/N 3rd St.



LEGEND

- Study Intersection
- Project Study Corridor
- Traffic Signal
- Lane Configuration
- AM (MID) [PM] - Peak Hour Traffic Volumes
- Volume Turn Movement
Left-Thru-Right
- 85% Speed and Average Daily Traffic (Not Adjusted)

DKS



Figure 2-9

2014 EXISTING
MOTOR VEHICLE PEAK
HOUR AND DAILY TRAFFIC
VOLUMES AND SPEEDS

Mobility Standards

Agency mobility standards often require intersections to meet level of service (LOS) or volume-to-capacity (V/C) intersection operation thresholds.

The **intersection LOS** is similar to a “report card” rating based upon average vehicle delay. Level of service A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. Level of service D and E are progressively worse operating conditions. Level of service F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity. This condition is typically evident in long queues and delays.

The **volume-to-capacity (V/C) ratio** represents the level of saturation of the intersection or individual movement. It is determined by dividing the peak hour traffic volume by the maximum hourly capacity of an intersection or turn movement. When the V/C ratio approaches 0.95, operations become unstable and small disruptions can cause the traffic flow to break down, as seen by the formation of excessive queues.

Both US 101 and OR 38 are Oregon Department of Transportation (ODOT) facilities classified as Statewide Highways and freight routes within the study area boundaries. According to the *1999 Oregon Highway Plan (OHP)*, ODOT mobility standards are given as V/C ratios and are based on the highway category.¹⁴ The applicable mobility standards and targets for US 101 and OR 38 are shown in Table 2-10 and are the same for both signalized and unsignalized intersections.

Table 2-10: Applicable Study Intersection Mobility Standards

Major Roadway	Jurisdiction (Classification and Designations)	Mobility Standard or Target
US 101	ODOT (Statewide Highway, Freight Route) City of Reedsport	V/C ≤ 0.85 LOS D or better
OR 38	ODOT (Statewide Highway, Freight Route) City of Reedsport	V/C ≤ 0.85 LOS D or better

Existing Intersection Performance

The existing performance of the study intersections was evaluated using Synchro™ software, which employs methodology from the *2010 Highway Capacity Manual*¹⁵ for unsignalized intersections and *2000 Highway Capacity Manual*¹⁶ for signalized intersections.

¹⁴ 1999 Oregon Highway Plan, Oregon Department of Transportation, 1999; Table 6 in Policy 1F displays the maximum allowable V/C ratios for areas outside of the Portland Metropolitan Area.

¹⁵ 2010 Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2010.

The traffic volumes and transportation system configurations described previously were used to determine intersection levels of service (LOS) and volume-to-capacity (V/C) ratios. Intersection signal timing was obtained from ODOT and also used in the analysis. The results of the intersection operations analysis are presented in Table 2-11. As shown, all of the intersections currently meet ODOT V/C mobility targets.

Table 2-11: Study Intersection Performance

Intersection	Operating Standard	A.M. Peak Hour		Afternoon Peak Hour		P.M. Peak Hour	
	ODOT	Delay	V/C	Delay	V/C	Delay	V/C
Signalized							
US 101/OR 38	0.85 V/C	15.2	0.31	21.3	0.56	20.4	0.56
Unsignalized							
US 101/21 st St	0.85 V/C	15.5	0.06	18.9	0.04	25.5	0.09
US 101/20 th St	0.85 V/C	19.8	0.11	25.0	0.16	33.4	0.26
OR 38/3 rd St	0.85 V/C	10.2	0.05	10.8	0.10	15.8	0.13

Signalized intersection:

Delay = Average Intersection Delay (sec.)
 LOS = Level of Service
 V/C = Volume-to-Capacity Ratio

Unsignalized intersection:

Delay = Critical Movement Approach Delay (sec.)
 LOS = Major Street LOS/Minor Street LOS
 V/C = Critical Movement Volume-to-Capacity Ratio

Future Traffic Conditions

A 20-year growth rate was applied to the US 101 and OR 38 study area corridors in order to project transportation modeling from 2014 to 2035 and analyze future estimated traffic volumes. The 20-year growth factor was obtained with direction from ODOT that utilizes ODOT Future Volumes Table.¹⁷ The 2032 Future Highway Volume Table (FHVT) predicts a minimal amount of growth on both the US 101 or OR 38 study corridors with a 20-year factor of 1.02 for both US 101 and OR 38 (this is only a fraction of a percent per year).

Table 2-12 at the top of the next page displays the projected 2035 traffic volumes modeled from the 20-year growth rate. As shown, intersection delay, LOS, and V/C ratios hardly increase over the 20-year period.

¹⁶ 2000 Highway Capacity Manual, *Transportation Research Board, Washington, D.C., 2000.*

¹⁷ The 2032 Future Highway Volume Table is created using data from the Transportation Volume Tables. The future volumes are estimates only and local growth patterns and comprehensive plans may affect the actual outcome.

Table 2-12: Study Intersection Projected Performance (2035)

Intersection	Operating Standard	A.M. Peak Hour		Afternoon Peak Hour		P.M. Peak Hour	
	ODOT	Delay	V/C	Delay	V/C	Delay	V/C
Signalized							
US 101/OR 38	0.85 V/C	15.4	0.32	21.7	0.57	21.2	0.57
Unsignalized							
US 101/21 st St	0.85 V/C	15.6	0.15	19.3	0.20	27.1	0.22
US 101/20 th St	0.85 V/C	20.4	0.17	24.5	0.21	33.6	0.26
OR 38/3 rd St	0.85 V/C	10.3	0.05	14.4	0.11	16.3	0.13

Signalized intersection:
 Delay = Average Intersection Delay (sec.)
 LOS = Level of Service
 V/C = Volume-to-Capacity Ratio

Unsignalized intersection:
 Delay = Critical Movement Approach Delay (sec.)
 LOS = Major Street LOS/Minor Street LOS
 V/C = Critical Movement Volume-to-Capacity Ratio

Even though the 20-year growth rate factor from the 2032 FHVT is the supported methodology, a sensitivity analysis was performed to experiment with higher growth rates and their impact to the study area. Table 2-13 displays the V/C ratios for four intersections along OR 38 and US 101 using a growth rate of 0.5% per year (10% over 20 years) which is five times higher than FHVT growth assumption. The half percent per year growth rate was selected by the PMT as appropriate for this sensitivity analysis. As shown in Table 2-13 below, all intersections still meet ODOT V/C ratio requirements.

Table 2-13: Study Intersection Sensitivity Analysis using a 0.5% Growth Rate per Year

Intersection	Operating Standard	A.M. Peak Hour		Afternoon Peak Hour		P.M. Peak Hour	
	ODOT	Delay	V/C	Delay	V/C	Delay	V/C
Signalized							
US 101/OR 38	0.85 V/C	17.0	0.34	23.6	0.61	23.7	0.62
Unsignalized							
US 101/21 st St	0.85 V/C	16.8	0.07	21.1	0.05	30.5	0.11
US 101/20 th St	0.85 V/C	22.2	0.13	29.3	0.18	41.3	0.31
OR 38/3 rd St	0.85 V/C	10.4	0.05	14.9	0.11	17.1	0.15

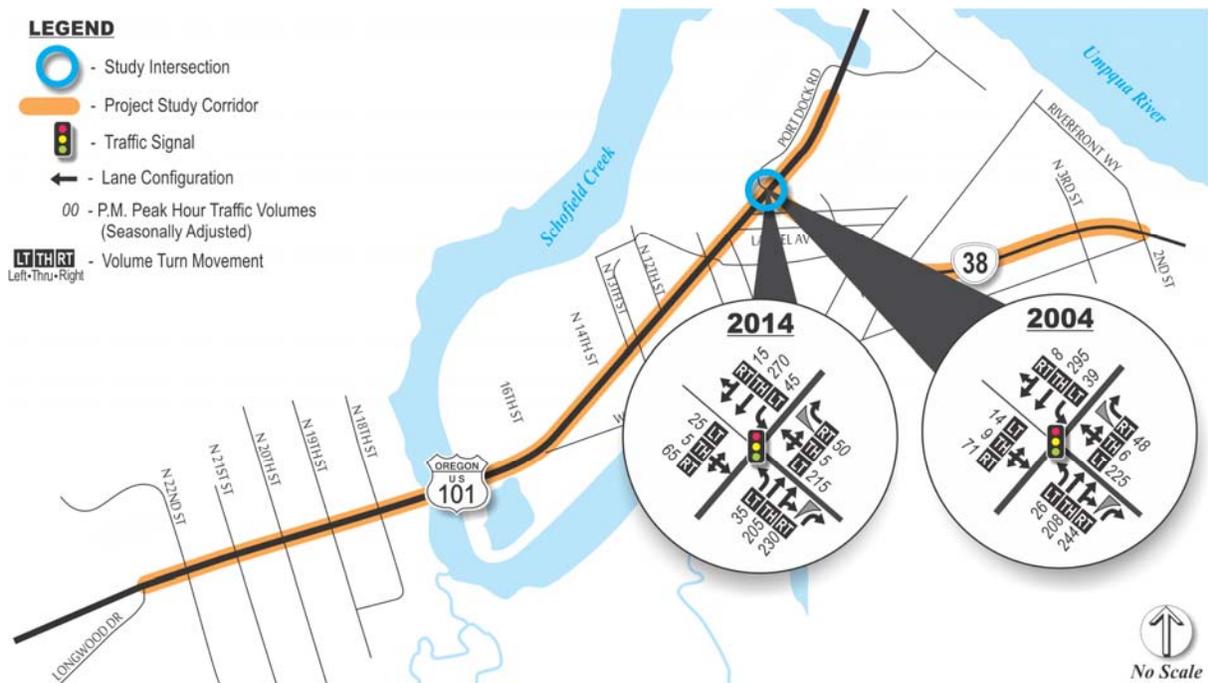
Signalized intersection:
 Delay = Average Intersection Delay (sec.)
 LOS = Level of Service
 V/C = Volume-to-Capacity Ratio

Unsignalized intersection:
 Delay = Critical Movement Approach Delay (sec.)
 LOS = Major Street LOS/Minor Street LOS
 V/C = Critical Movement Volume-to-Capacity Ratio

Reedsport TSP Future Analysis

The City of Reedsport's Transportation System Plan (TSP) was completed in 2005 and utilized a growth rate of 2.25% per year (a total of 45% growth over 20 years). A comparison of traffic counts at the US 101/OR 38 Junction was evaluated between seasonally adjusted volumes used for the TSP that were counted on September 30th, 2004 and traffic counts used in this study counted on June 5th 2014 that are also seasonally adjusted.

As shown in the Figure 2-10 below, the traffic entering and exiting US 101 south of OR 38 has actually decreased 5% over the last ten years which does not reflect the anticipated original growth assumptions from the TSP. The declining traffic growth in Reedsport is consistent with census data that has shown a declining population in and within the vicinity of the City of Reedsport.¹⁸



¹⁸ US Census Bureau Reports the City of Reedsport's population has declined by 1,384 people over 20 years. (1990 had a population of 6,723 people, 2000 had a population of 5,755 people, and 2010 had a population of 5,339 people.)

An analysis of the p.m. peak hour operations at study intersections under the TSP high growth assumptions was completed for consistency with the approved TSP. Table 2-14 displays p.m. peak hour intersection operations under the assumption of 45% growth over 20 years compared to 4% projected growth over 20 years which is the growth assumption used in this study. As shown, all of the study intersections meet ODOT's mobility standards.

Table 2-14: Study Intersection Sensitivity Analysis using a 2.25% Growth Rate per Year (45% growth over 20 years)

Intersection	Operating Standard	4% Growth (P.M. Peak Hour)		45% Growth (P.M. Peak Hour)	
	<i>ODOT</i>	Delay	V/C	<i>Delay</i>	<i>V/C</i>
<i>Signalized</i>					
US 101/OR 38	0.85 V/C	21.2	0.57	38.7	0.78
<i>Unsignalized</i>					
US 101/21 st St	0.85 V/C	27.1	0.22	35.6	0.08
US 101/20 th St	0.85 V/C	33.6	0.26	> 50s	0.41
OR 38/3 rd St	0.85 V/C	16.3	0.13	18.7	0.19

Signalized intersection:

Delay = Average Intersection Delay (sec.)
V/C = Volume-to-Capacity Ratio

Unsignalized intersection:

Delay = Critical Movement Approach Delay (sec.)
V/C = Critical Movement Volume-to-Capacity Ratio

CHAPTER

3

CROSSING TREATMENT TOOLBOX

A toolbox of potential pedestrian crossing treatments at unsignalized locations along the US 101 and OR 38 study area corridors was prepared to assist in developing crossing improvement concepts for multiple priority locations. Crossing treatments are intended to improve visibility of pedestrians and reduce the potential for pedestrian crashes. This toolbox is project-specific and only includes treatment alternatives considered feasible within the scope of this safety study. These treatments are also consistent with U.S. Federal Highway Administration (FHWA) recommended guidelines.¹⁹

The toolbox includes the following treatment options:

- Median Refuge Islands and Curb Extensions
- Rectangular Rapid Flashing Beacon (RRFB) with Raised Median
- Pedestrian Hybrid Beacon- High intensity Activated Crosswalk (HAWK)
- Overhead Flashing Beacons (Standard and RRFB)
- Street Lighting

Not all of these treatments are being recommended for implementation on the US 101 and OR 38 corridors. Instead, these treatments served as a list of options to choose from when addressing specific locations (see further discussed in Chapter 4). Some of these treatments could be used in combination. For example, the median refuge island and street lighting could either be standalone improvements or could be combined with one of the flasher/beacon or pedestrian traffic signal improvements.

The treatment options are described next and additional information—including general costs and lists of pros and cons—is provided in the appendix. At the end of this chapter, a list of treatments considered but not included in the toolbox is provided along with supporting explanations.

¹⁹ Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations: Final Report and Recommended Guidelines, *US Department of Transportation, Federal Highway Administration, September 2005.*

MEDIAN REFUGE ISLAND AND CURB EXTENSIONS

Median refuge islands are raised curbs in the center of the roadway that provide a sheltered pedestrian area where pedestrians can wait for gaps in traffic. Curb extensions are protracted corner curbs that can be utilized for both signalized and unsignalized intersections.

Curb extensions provide pedestrians with shorter crosswalk travel length. They also reduce vehicle lane size, thus, vehicle speeds are often reduced as well. Median refuge islands separate opposing lanes of traffic and allow two-stage crossings where pedestrians clear one direction of travel movement at a time. This reduces the size of individual gaps in traffic needed for a pedestrian to make a safe crossing. Some disadvantages of raised center medians are the creation of added obstruction in the roadway, conflicts with left turn lane needs, and potential right of way constraints. Two example median refuge islands are shown in Figure 3-1.

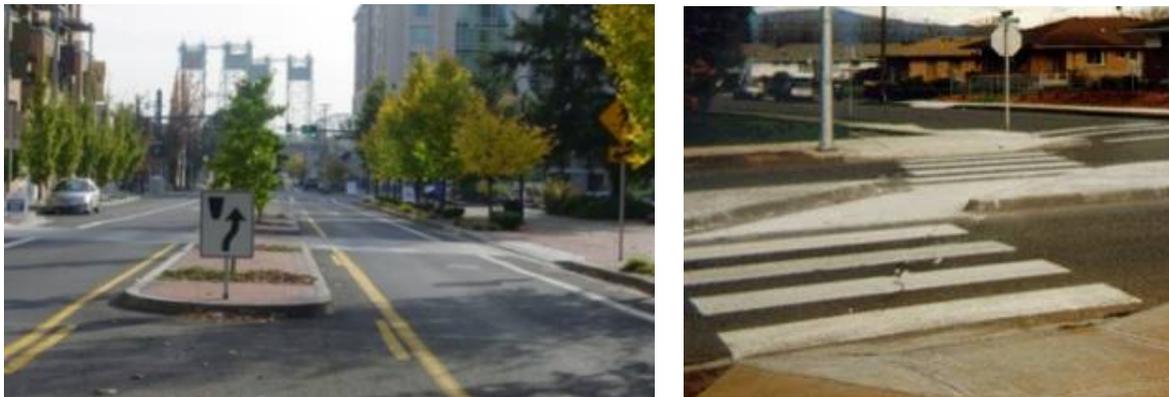


Figure 3-1: Example Center Medians with Pedestrian Refuge Islands

Pedestrian refuges can have a staggered or straight pedestrian cut-through or path configuration. The example refuge island shown on the right in Figure 3-1 has a staggered pedestrian cut-through or path, which requires pedestrians to turn towards on-coming traffic before crossing. This encourages pedestrians to take a better view of the on-coming traffic. A center median with a pedestrian refuge island would be a critical component if one of the two flashing beacon systems is selected as a preferred crossing treatment. In addition, a median refuge island could also be installed as part of a pedestrian traffic signal or HAWK signal.

RECTANGULAR RAPID FLASHING BEACON (RRFB)

The Rectangular Rapid Flashing Beacon (RRFB) is a special LED flashing device installed below a crosswalk sign and placed at marked, unsignalized crosswalk locations. The RRFB increases pedestrian visibility by attracting driver attention with the flashing beacons and making them aware of the pedestrian's presence. The LED flashing devices are located below the crosswalk sign and above the arrow sign.²⁰ An RRFB sign assembly and a close up of the beacons are shown in Figure 3-2.



The RRFB is pedestrian actuated with either hardwired or wireless pushbuttons. It can also be solar powered, which would make for easier installation (though monetary cost would be approximately equal due to higher equipment cost). Studies to date have shown very high driver compliance rates (i.e., percents in the 80's and 90's).²¹



Figure 3-2: Example RRFB Sign Assembly and Close-Up of RRFB Flashers

²⁰ Source of Figure 3-2: Manual on Uniform Traffic Control Devices (MUTCD) website, <http://mutcd.fhwa.dot.gov>, 6/16/2010

²¹ MUTCD - Interim Approval for Optional Use of Rectangular Rapid Flashing Beacons (IA-11), FHWA, July 16, 2008

PEDESTRIAN HYBRID BEACON-HIGH INTENSITY ACTIVATED CROSSWALK (HAWK)

A pedestrian hybrid beacon–high intensity activated crosswalk (commonly referred to as a HAWK) uses a yellow-red lens configuration (two red lenses on top and yellow lens on bottom) to provide a signalized, mid-block pedestrian crossing. The pedestrian hybrid beacon is used to warn and control traffic to assist pedestrians in crossing a street at a marked crosswalk. Unlike a full pedestrian traffic signal, the HAWK signal remains dark when not activated and will allow vehicles to proceed with caution during the pedestrian clearance interval. An example HAWK signal is shown in Figure 3-3.



The five phases of a HAWK signal are also shown in Figure 3-3 (phase 6 is cycling back to phase 1).²² As shown, when no pedestrians are present, the HAWK signal is dark (phase 1). Once a pedestrian pushes the crossing button, the pedestrian hybrid beacon first flashes yellow (phase 2) and then becomes solid yellow (phase 3). These two warning indications prepare traffic to stop for the upcoming ‘walk’ stage, which is a steady red (phase 4). The next stage is the ‘don’t walk’ stage (phase 5), and the hybrid beacon flashes red for vehicles. Pedestrians should finish crossing the street if they have already begun, and vehicular traffic must stop but then can proceed if there are no pedestrians in the road. The beacon then goes dark again (returning to phase 1).

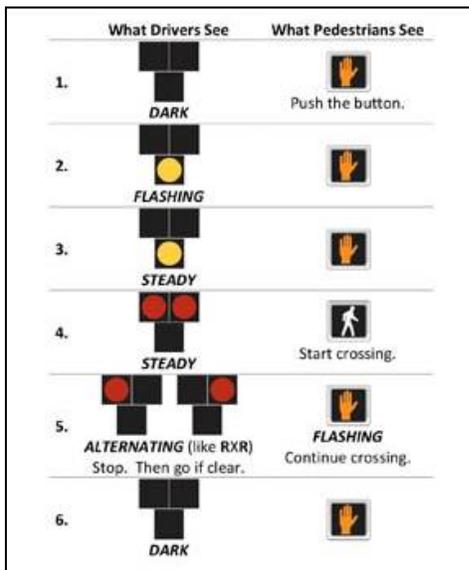


Figure 3-3: HAWK Signal and Phases

The MUTCD provides guidelines and volume thresholds for when pedestrian hybrid beacons should be installed.²³ For example, this beacon system should be installed at least 100 feet from side streets or driveways that are controlled by Stop or Yield signs. In addition, if it is installed within a signal system, it should be coordinated with the system. NCHRP Report 562 documented compliance for this type of beacon crosswalk at upwards of 90%.²⁴

²² Source of Figure 3-3 image: Boise Guardian.

²³ Chapter 4F, Manual on Uniform Traffic Control Devices, 2009 Edition, Page 509-512.

²⁴ NCHRP 562, pg. 17.

FLASHING BEACONS

If a pedestrian traffic signal or hybrid beacon is not warranted, another alternative is to install a flashing beacon system. Flashing beacon systems are considered by NCHRP Report 562 as active devices; meaning they warn, but do not stop traffic. Pedestrian actuation is one characteristic that should be incorporated into any flashing beacon system due to its importance for improved driver compliance.

Overhead flashing beacons are flashing amber beacons installed on traffic signal poles and mast arms along with overhead signs. Overhead flashers are used to increase driver awareness when approaching a marked crosswalk at an uncontrolled location. Warning signs are typically placed in advance of the marked crosswalk or on signs located adjacent to the crosswalk entry. The two flashing beacons can be programmed to either operate continuously or be pedestrian actuated.



Figure 3-4: Example Overhead Flashing Beacon

STREET LIGHTING

Street lighting is another important treatment that addresses night-time visibility. Street lights provide increased pedestrian and bicycle visibility during the night and the dawn/dusk periods of the day by providing contrast between the pedestrian and their surroundings. They also improve visibility of oncoming vehicles so that pedestrians and bicycles can better judge gaps in traffic.

Street lights should be included with any selected crossing treatment and should be oriented toward pedestrian activity. Lighting levels should also satisfy applicable ODOT and City of Reedsport lighting standards.



Figure 3-5: Example Street Lights

IMPROVEMENTS NOT INCLUDED

Items which were considered but left out of the Pedestrian Toolbox include:

Traffic Calming Measures: These measures (i.e. speed humps, narrow lanes) are not consistent with the 'arterial' and 'truck route' classifications of US 101 or OR 38 and the emergency services needs.

Lowering Speed Limit: The speed limit is determined by roadway characteristics and the 85th percentile speed of traffic. Studies show that 'artificially' lowering the speed of a roadway is ineffective at garnering driver compliance. However, some of the other improvements median refuge islands and curb extensions may calm traffic and result in lower travel speeds. Therefore, after other projects have been implemented, future speed investigation can be performed to see if lowering the speed is justified.

In-Roadway Lighting: These are highly susceptible to roadway damage (especially snow plows), cost intensive for both installation and maintenance, and are discouraged by ODOT.

Grade-Separated Pedestrian Crossing (i.e., Pedestrian Bridge or Tunnel): This measure would be very expensive and require significant right of way to address ADA needs. In addition, such crossings are not always used by pedestrians.

Pedestrian Traffic Signal: This measure does not meet the MUTCD minimum pedestrian volume thresholds.²⁵

²⁵ *Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)*, 2010 ed. Washington, D.C.: U.S. Dept. of Transportation, Federal Highway Administration, 2012.

CHAPTER

4

PEDESTRIAN IMPROVEMENT CONCEPTS

Recommended pedestrian crossing improvement concepts were developed for the US 101 and OR 38 study corridors in the City of Reedsport, Oregon. This chapter describes how pedestrian crossing locations were prioritized and documents the recommended crossing improvement alternatives at five priority locations. The Technical Advisory Committee (TAC) directed the concept development. Stakeholder interviews and a City Council work session provided important local stakeholder feedback on the locations and their priority.

IMPROVEMENT LOCATION PRIORITIZATION

Potential crossing improvement locations along the study area corridor were prioritized based on a variety of factors. The purpose of the prioritization process was to identify where new pedestrian crossing treatments could be constructed. Therefore, the primary locations considered were those within the study area located farther than 250 feet from the nearest signalized pedestrian crossing.²⁶

The prioritization of potential crossing improvement locations was performed based on preselected evaluation criteria established through coordination with the TAC. Different weighting factors were applied to provide emphasis to selected criteria, especially to pedestrian and bicycle collisions. The evaluation criteria include the following (listed in order of greatest weighting):

- **Collisions** (2003-2013)
 - Collisions in the vicinity
 - Collisions involving pedestrians and bicyclists in the vicinity
- **Pedestrian volumes** during AM, midday, and PM peak hours
- The presence of nearby pedestrian generators including:
 - Schools
 - Parks
 - Restaurants/Convenience Markets
 - Hotels
 - Post Office
 - Trail Crossings

²⁶ Evaluation of Alternative Pedestrian Control Devices, *SPR 721, ODOT, 2012.*

Scores for each location were calculated by summing the applicable weighted criteria scores for each potential location. The prioritized list of the top five locations resulting from the application of the evaluation criteria is provided in Table 4-1.

Table 4-1: Prioritized Crossing Improvement Locations

Potential Crossing Location	Weighted Score	Rank
US 101/20th Street	49	1
US 101/21st Street	40	2
US 101/14th Street	31	3
OR 38/3rd Street	12	4
US 101/Juniper Ave	7	5

The Levee Trail Plan is currently under development. As part of this plan, highway crossings are being examined. However, at this point, it appears that a new pedestrian crossing across 101 (between the north side of the bridge and Les Schwab) will not be possible. This crossing was not part of the detailed pedestrian crossing analysis; however, this crossing will require future study for potential crossing improvements.

CROSSING IMPROVEMENT CONCEPTS

Potential crossing improvement concepts were analyzed for each high priority unsignalized location. Figure 4-1 shows an overview map of the prioritized locations. Each location is discussed in the sections below from highest to lowest ranking, including detailed crossing improvement concept sketches and identification of potential street lighting improvements.

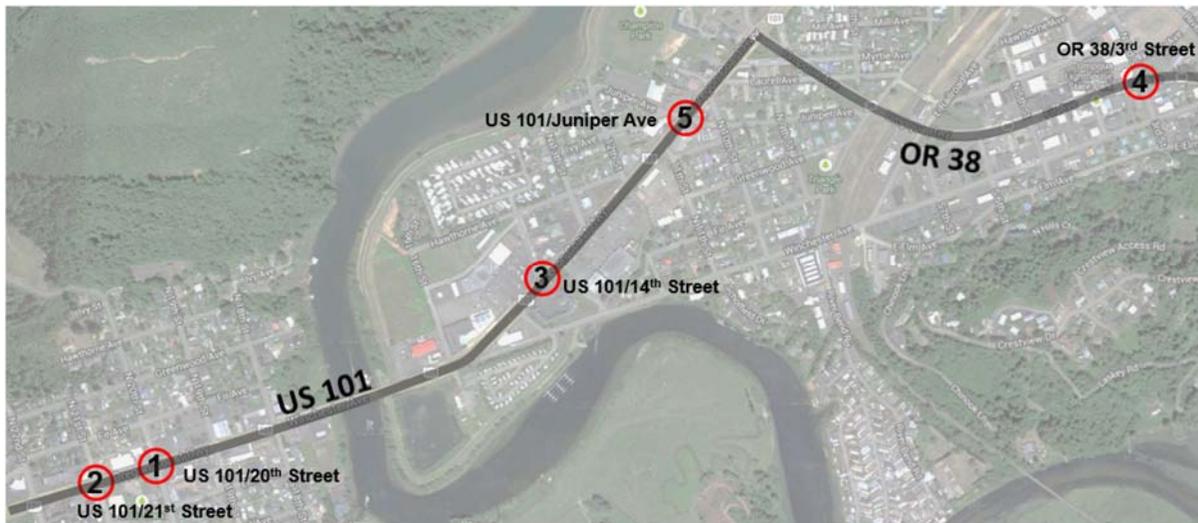


Figure 4-1: Priority Crossing Locations

US 101 and 20th Street (Priority Location #1)

Pedestrian improvements at 20th Street intersection ranked as the highest priority location due to the amount of pedestrian activity, especially during afternoon hours. The high crossing volumes are due to nearby pedestrian generators including Reedsport Community Charter School two blocks to the south on 22nd Street, Lion’s Park, 7-Eleven and several other restaurants that line the north side of US 101. In addition, five collisions occurred at

this intersection from 2003 to 2013 including one pedestrian injury (DKS was also made aware of a recent pedestrian crash at this location that was not included as part of the crash analysis). This location is also noted in the City of Reedsport's TSP as a location that will need "marked crosswalk and additional enhancements."²⁷ Two crossing improvement concepts in coordination with the NCHRP Report 562²⁸ are provided for the US 101/20th Street intersection and are detailed below.

Crossing Improvement Option A

Option A (Figure 4-2 on the following page) includes a Rectangular Rapid Flashing Beacon (RRFB) or similar treatment and a raised median with pedestrian refuge.²⁹ The raised median allows a two-stage crossing for pedestrians so each direction of traffic can be crossed separately as gaps in traffic are available. Adding the raised median requires modifying the existing striping along US 101 to accommodate the needed width of the pedestrian refuge. The addition of the median will remove the option for on-street parking in the vicinity of the proposed improvements and will require coordination with the freight industry.

Due to the pedestrian refuge median recommended in this alternative, one of the 7-Eleven accesses along US 101 closest to 20th Street would likely be restricted to a right-in, right-out only driveway. However, 7-Eleven would still retain their existing full access driveway that is slightly further west on US 101 as well as the existing full access driveway on 20th Street. Any access modifications would require either the consent of the property owner or agency compliance with the Senate Bill 408 process.

Additionally, this concept removes the existing crosswalk striping on the east leg of the intersection and moves the southbound stop bar closer to the intersection. Removal of this crosswalk will encourage pedestrians to use the RRFB proposed on the west leg of the intersection. Striping pedestrian crossings are also recommended along the north and south stop controlled intersection legs on 20th Street to delineate pedestrian crossings across the minor street. Lighting improvement needs include three wood pole mounted lights on existing wood poles along the south side of US 101, one additional standalone on the northwest corner of the intersection, and the rotation of existing lighting on the southwest corner of the intersection to improve lighting for the proposed pedestrian facilities.

²⁷ Reedsport: Transportation System Plan, *Table 5-3, Reedsport (Or.); DKS Associates; Winterbook Planning, February 2006.*

²⁸ *Improving Pedestrian Safety at Unsignalized Crossings, Report 562, National Cooperative Highway Research Program. 2006.*

²⁹ *According to NCHRP Report 562, the minimum requirement for the US 101/20th Street Option A alternative is a marked crosswalk. However based on public input, discussions with the City of Reedsport, and the safety history at this location, we still recommend an RRFB under this alternative.*

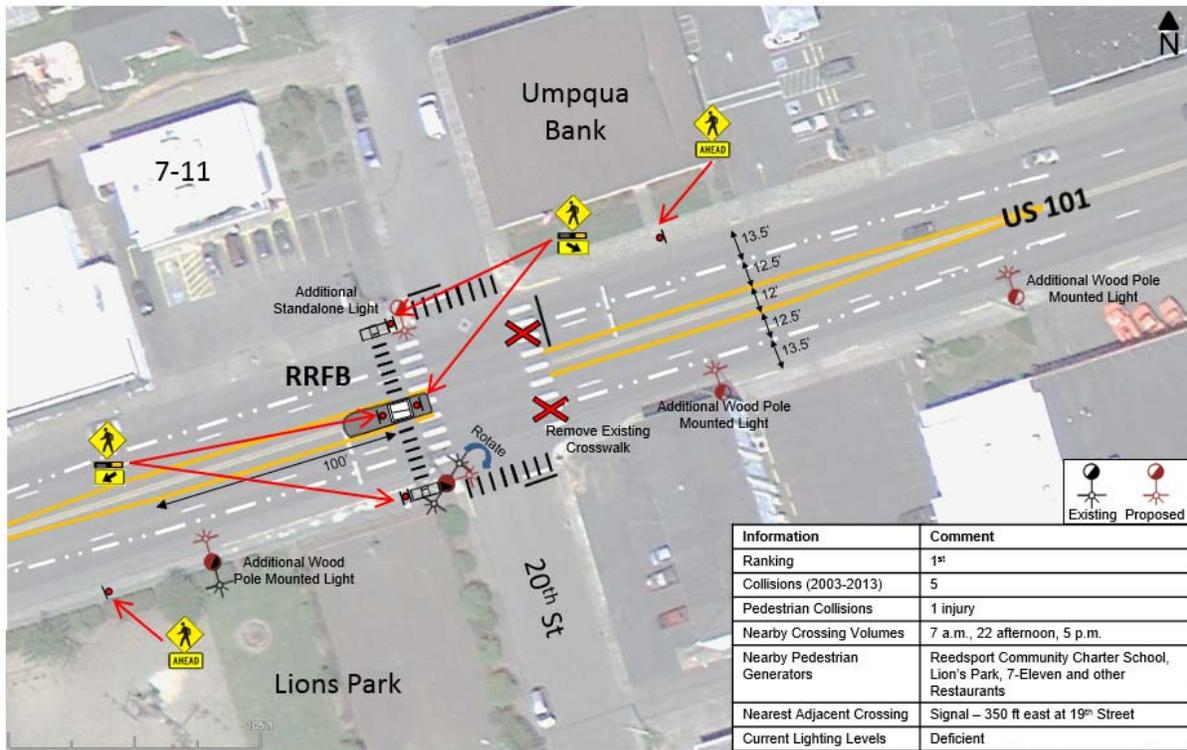


Figure 4-2: US 101/20th Street Crossing Improvement Option A (4-Lane Option with Median)

Crossing Improvement Option B

Option B (Figure 4-3 on the following page) proposes an overhead beacon coupled with sidewalk curb extensions (bulb outs) to shorten the crossing distance across US 101 and 20th Street. This short term concept is recommended in the absence of a pedestrian refuge island due to the existing wide roadway cross section, motor vehicle volume, and 85th percentile speed.

This solution requires a mast arm and mounted beacons but less roadway and striping modification when compared to the raised median shown in Option A. Two overhead mast arm mounted beacons significantly increase the construction cost compared to the smaller pole mounted RRFB's identified in Option A.

Based on recent studies, a ground-mounted RRFB may also be appropriate when coupled with the sidewalk bulb-outs.³⁰ The decision between an overhead beacon or ground-mounted RRFB for this alternative should be re-evaluated as part of the design process.

³⁰ Recent studies include the *Evaluation of Alternative Pedestrian Traffic Control Devices*, SPR 721, ODOT, March 2012 and a case study done by Portland State University in Portland, OR entitled *Evaluating Driver and Pedestrian Behaviors at Enhanced and Multi-lane Midblock Pedestrian Crossings*, July 2013.

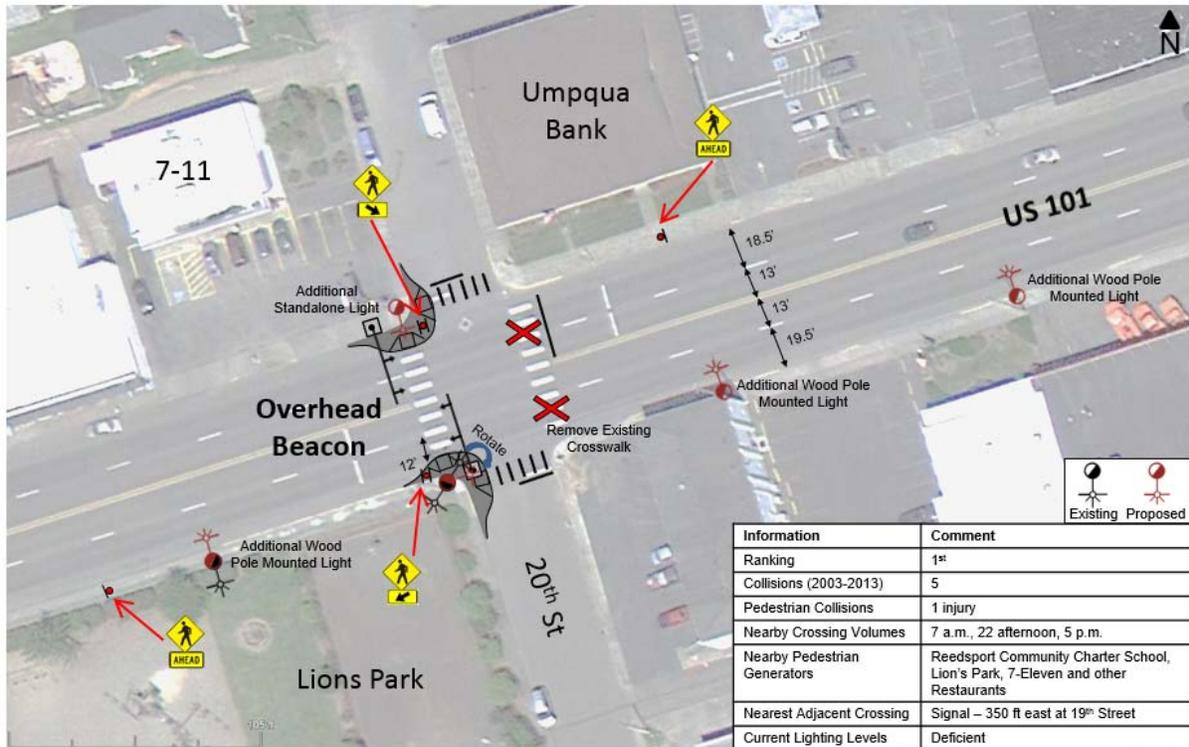


Figure 4-3: US 101/20th Street Crossing Location Improvement Option B (4-Lane Option with Curb Extensions)

US 101 and 21st Street (Priority Location #2)

Even though this location received a high prioritization ranking, it is located between an existing signalized pedestrian crossing a block to the west on 22nd street and the US 101/20th

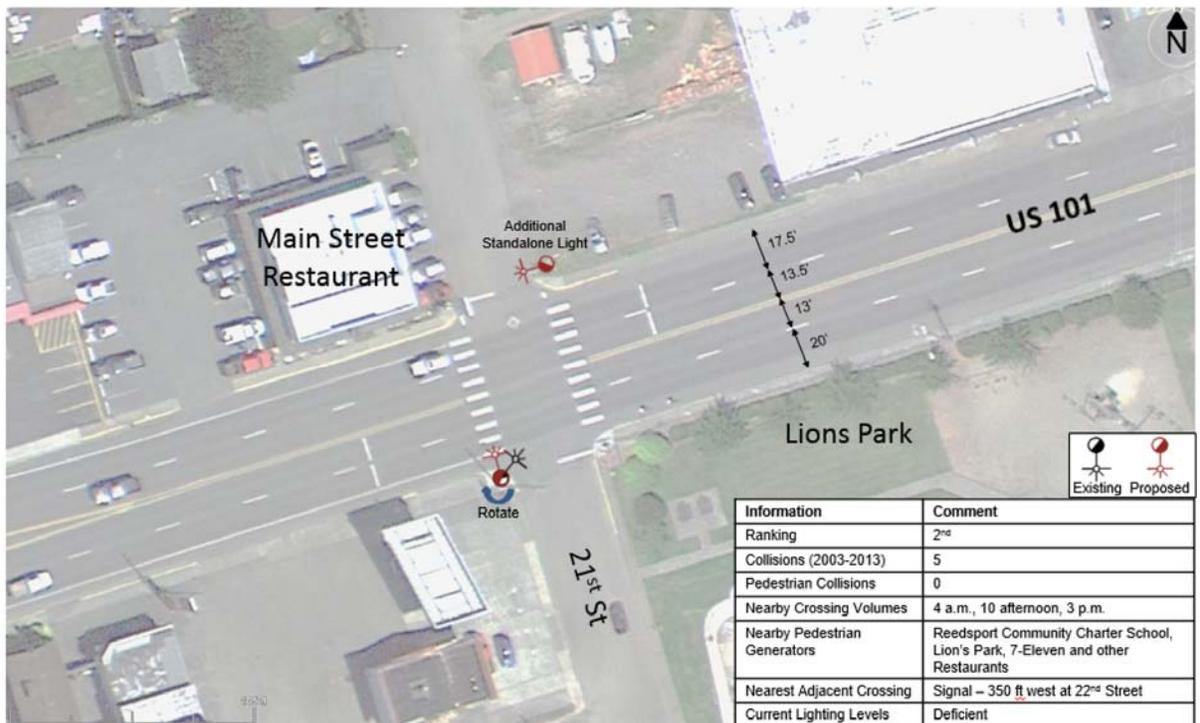


Figure 4-4: US 101/21st Street Crossing Location Improvement

Street crossing discussed earlier (Priority Location #1). For these reasons, no pedestrian crossing alternatives are recommended for this location at this time. Instead, the US 101 and 21st Street location should be further evaluated for pedestrian activity after the implementation of crossing improvements at priority location #1 (20th Street). Therefore, it is considered a mid-term priority to allow for further analysis and evaluation at a later date.

Standalone street lighting is recommended on the northeast corner of the intersection and a rotation of the existing street light on the southwest corner, as shown in Figure 4-4.

US 101 and 14th Street (Priority Location #3)

The US 101/14th Street intersection does not have a significant collision history or significant pedestrian volumes at this time. This location is only 200 feet from signalized intersections in both directions and left turn movements into the Best Western establishment or onto 14th Street would likely be prohibited if a raised median refuge was proposed. Furthermore, no crosswalk striping is recommended because existing pedestrian crossing volumes do not justify pedestrian striping as per NCHRP Report 562.³¹

As shown in Figure 4-5, additional standalone and wood pole mounted lighting is proposed at this location.

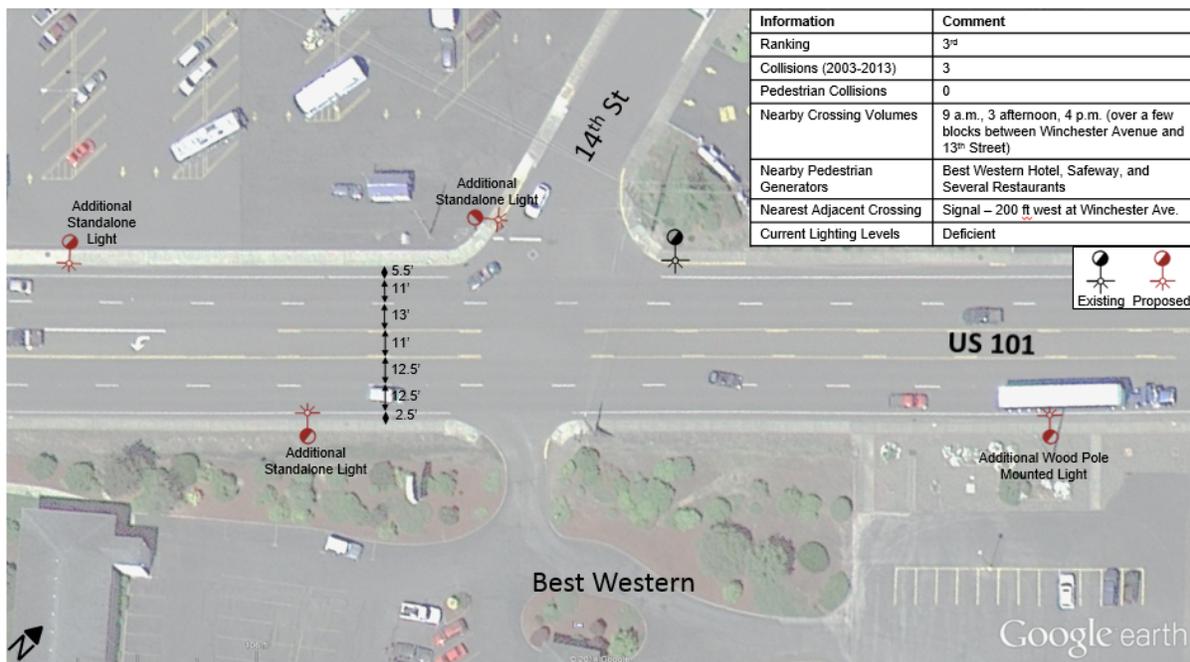


Figure 4-5: US 101/14th Street Crossing Improvement Location

³¹ Improving Pedestrian Safety at Unsignalized Crossings, Report 562, National Cooperative Highway Research Program. 2006.

OR 38 and 3rd Street (Priority Location #4)

Downtown Reedsport consists of several shops lining both sides of OR 38 but significant pedestrian generators in the area include the City’s Post Office and the Sugar Shack Bakery. Figure 4-6 on the following page depicts the curb extensions, street lighting and pedestrian signage proposed for this study area location. High travel speeds are a common complaint from Reedsport residents and 85th percentile speeds along this corridor have been observed to exceed the posted speed limits.³² Motor vehicle speeds above the posted limit may be alleviated by narrowing OR 38 with sidewalk bulb outs which is consistent with what is proposed in this vicinity in the City of Reedsport’s Waterfront and Downtown Plan but will require coordination with the freight industry due to the reduced curb to curb cross section.

33,34

Although most street lighting in the downtown area is sufficient, three new street lights are recommended as shown in Figure 4-6. Speed feedback signs are recommended at this location in the Corridor-Wide Treatments section of this memorandum to reduce travel speeds.

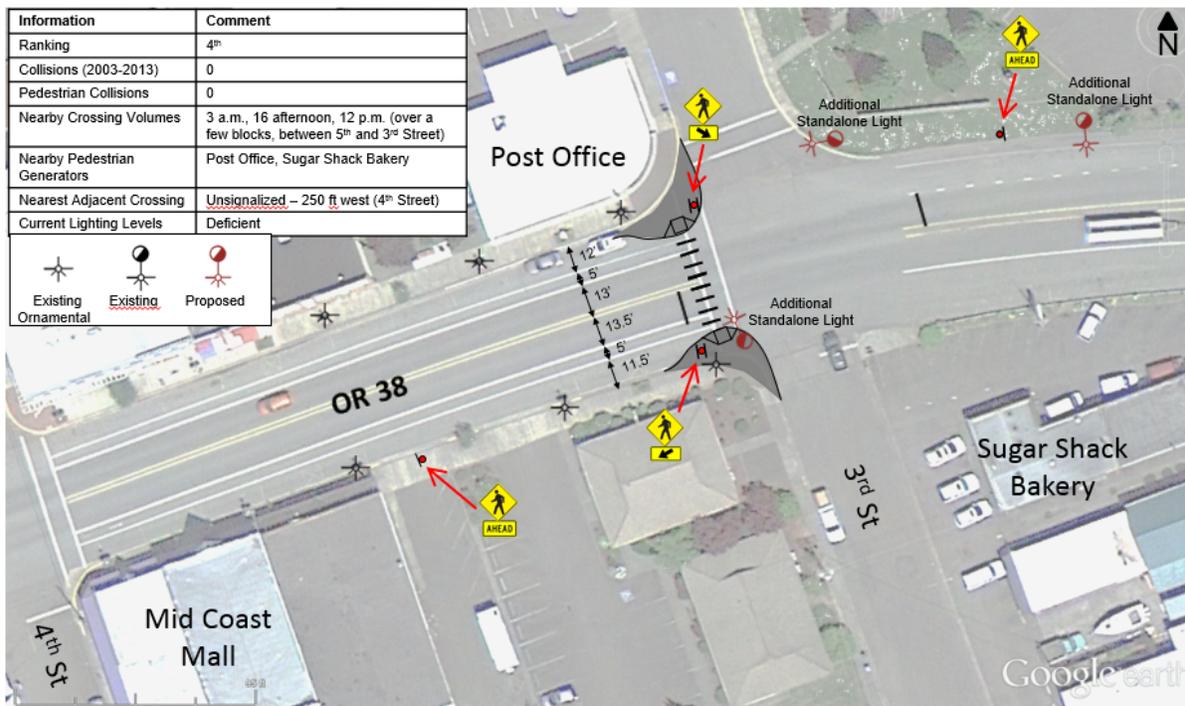


Figure 4-6: OR 38/3rd Street Crossing Improvement Concept

³² Reedsport Pedestrian Safety Study Technical Memorandum #1: Existing Conditions Analysis, Table 9, DKS Associates, June 30, 2014.

³³ Adding medians and/or curb extensions to narrow roadway width have been documented in Federal Highway Administration reports (FHWA-HRT-08-067) to reduce travel speeds.

³⁴ Reedsport Waterfront and Downtown Plan, Reedsport (Or.); ODOT, April 1, 2013.

US 101 and Juniper Avenue (Priority Location #5)

The fifth high priority unsignalized pedestrian crossing location is the US 101/Juniper Avenue intersection, located between 11th Street and 12th Street on US 101. Due to current land uses, access spacing, connectivity challenges, and inconsistent pedestrian crossing locations³⁵, there are no evident locations for pedestrian crossing improvements that would significantly facilitate safe pedestrian activity across US 101.

TRAFFIC SIGNAL IMPROVEMENTS

Traffic signal improvements are another strategy that can be implemented along the study corridor to provide better pedestrian crossing accommodations. There are two signalized intersections within the study area where observed intersection safety improvements are needed; the US 101/OR 38 and US 101/22nd Street intersections. Specific needs for each location are discussed in the following sections.

US 101 and OR 38

The only observed intersection improvement need for this location is intersection lighting as shown in Figure 4-7.

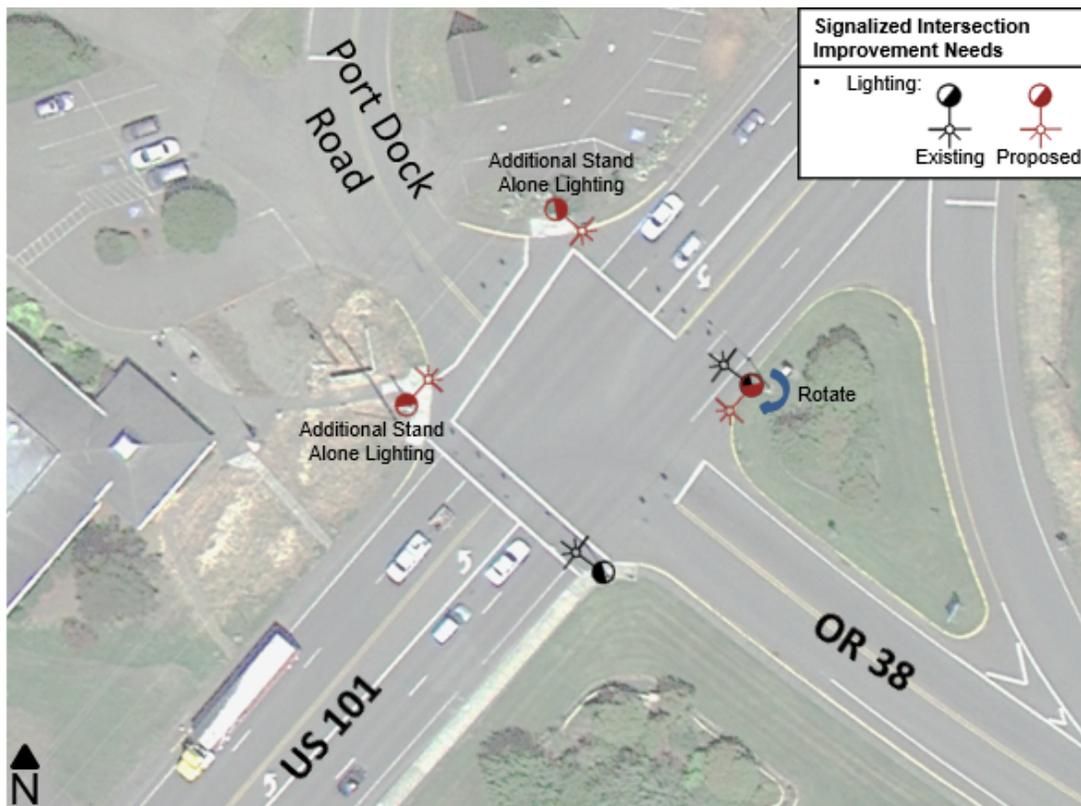


Figure 4-7: US 101 and OR 38 Junction Intersection Improvement Needs

³⁵ Pedestrian crossing locations were observed on June 4th, 2014.

Two new standalone street lights are recommended on the north and west corners of the intersection and rotation of the existing street light on the east corner of the intersection is also proposed. A development agreement exists between the City and developer for the surrounding area that includes signal modifications at this intersection as well as widening the OR 38 and Port Dock Road approaches for dedicated left turn lanes.

US 101 and 22nd Street

Safety improvements were given significant attention at the US 101/22nd Street intersection due to the nearby Reedsport Pedestrian Charter School, existing pedestrian crossing volume, and pedestrian collision history. The identified improvements for this intersection and are outlined below.

Lighting

One new wood pole mounted street light on the northeast corner and one new standalone street light on the southwest corner are recommended along with the rotation of two existing street lights on the northwest and southeast corners as shown in Figure 4-8.

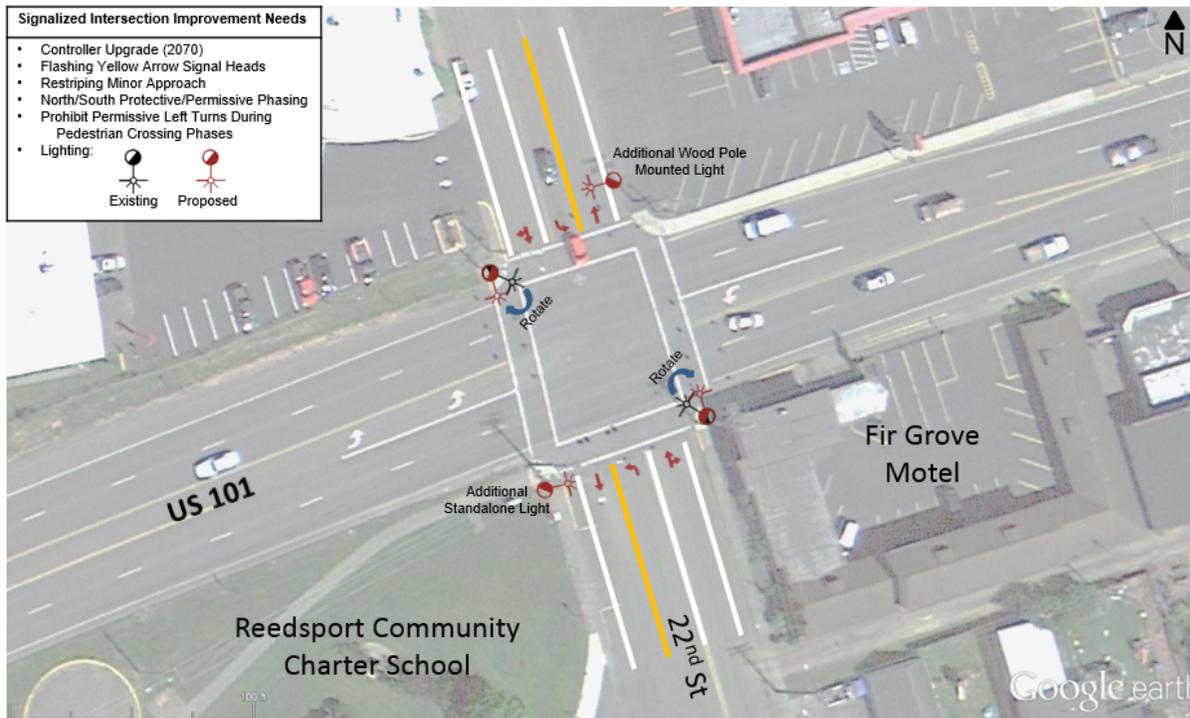


Figure 4-8: US 101/22nd Street Signalized Intersection Improvement Needs

Left Turn Signal Head Modification and Signal Phasing Modifications

Two pedestrian collisions at this intersection involved motor vehicles turning left and failing to yield to crossing pedestrians. In order to improve pedestrian safety, installation of flashing

yellow arrow left turn signal heads is recommended. A recent NCHRP report³⁶ concluded left-turn safety is significantly improved through the use of flashing yellow left turn heads when compared with the circular green signal that is provided on the 5-section “doghouse” signal head.

Providing flashing yellow arrow signal heads would also allow ODOT the option of prohibiting the permissive left turn phase when conflicting pedestrian phases are activated (i.e. when pedestrian pushbutton call is placed by pedestrian). This would eliminate conflicts between permissive left turning vehicles and school children crossing the street.

The existing 170 controller at this location does not allow the signal phasing flexibility necessary to operate the protected/permissive phasing required for the flashing yellow left turn arrow, or the permissive left turn prohibition during pedestrian crossings. To accommodate this functionality an upgrade to a 2070 traffic signal controller is necessary. Discussions with ODOT staff indicate the 2070 controller upgrade is already planned for this intersection.³⁷

The protective/permissive phasing will also require the re-striping of 22nd Street near the intersection as shown in Figure 4-8. This will provide dedicated left turn lanes necessary to support the protective/permissive phasing and will reduce minor street delays and queuing. The striping modifications will also require modification to the existing traffic signal detection.

CORRIDOR-WIDE IMPROVEMENTS

Corridor-wide pedestrian safety treatments were also considered along the entire length of the study area corridors to improve overall pedestrian safety. Treatments include pedestrian countdown timers, speed feedback signs, street lighting, access management and a potential three-lane conversion on US 101.

Pedestrian Countdown Timers

Pedestrian countdown timers are devices used in conjunction with standard signalized intersection infrastructure that provides information to pedestrians about how much time is left to cross the street. Studies have shown pedestrian countdown timers reduce pedestrian-motor vehicle conflicts.³⁸



Example of a Pedestrian Countdown Timer

³⁶ Flashing Yellow Arrow for Safer Left Turns, Report 493, National Cooperative Highway Research Program

³⁷ Conversation with Aaron Brooks, ODOT Region 3 Traffic Analyst on July 9th, 2014.

³⁸ Highway Safety Manual, Edition 1, Volume 3, 14A.5.1.4. 2010.

The installation of pedestrian countdown timers is recommended at all signalized intersections along the study corridors. All signalized intersections within the study area are displayed in Figure 4-9 and listed below:

- US 101/22nd Street
- US 101/19th Street
- US 101/Winchester Street
- US 101/13th Street
- US 101/OR 38 Junction

SPEED FEEDBACK SIGNS

Speed feedback signs are low-cost treatments that have been shown to reduce traffic speeds, particularly along roadways where travel speeds commonly exceed the posted speed limit. FHWA studies show that 85th percentile motor vehicle travel speeds could be reduced by 5 to 10% in the event of a speed feedback sign installation.³⁹ Since stakeholders are concerned about drivers traveling too fast and 85th percentile speeds were above the posted speed limit for both the US 101 and OR 38 study corridors⁴⁰, it is recommended that permanent speed feedback signs be placed along the corridor on both sides of the street at the following four locations shown in Figure 4-9:

- US 101 near 22nd Street for eastbound traffic
- US 101 east of the Schofield Bridge for both east and westbound traffic
- West of US 101/OR 38 Junction for westbound traffic
- OR 38 east of 3rd Street for westbound traffic



Figure 4-9: Speed Feedback Sign and Signalized Intersection Locations

³⁹ Engineering Countermeasures for Reducing Speeds, *Federal Highway Administration*, <http://safety.fhwa.dot.gov/speedmgt/ref_mats/eng_count/>.

⁴⁰ Traffic data along US 101 and OR 38 was gathered on June 5th, 2014.

Street Lighting

The Highway Safety Manual states that a 28% reduction in all collision types could occur when lighting is provided on roadways when there was previously no lighting present⁴¹. Even though there is some existing street lighting along the majority of the US 101 and OR 38 corridors, observed lighting levels indicate that supplementary lighting along both study corridors is needed in addition to the lighting proposed at the specific crossing improvement locations. Supplemental street lighting is recommended along the entire corridor with street lights provided on utility poles where available. When a utility pole is not available, standalone cobrahead street lights are recommended, consistent with the overall vision of future corridor lighting. This supplemental lighting is considered a mid-term priority. Coordination with the utility provider to relocate utility poles will be necessary to provide adequate light levels along the corridor.



Standalone Cobrahead Street Light (R) and Supplemental Lighting on Utility Pole (L)

Access Management

Access management refers to the use of a broad set of techniques that balance the need to provide safe, efficient, and timely travel with the ability to allow access to individual properties. Some techniques include driveway closures, consolidations with adjacent properties, and relocations. They also include roadway realignments (particularly near offset intersections), the placement of driveways onto side streets rather than onto US 101 or OR 38, and the use of medians in the roadway to limit which turn movements can be performed. Proper implementation of access management techniques along the US 101 and OR 38 study corridors is expected to reduce congestion while also increasing corridor capacity and reduce collisions approximately 25 percent⁴².

Access modifications necessary to implement priority projects are recommended for the short-term. This would include the restriction of one of the 7-Eleven accesses along US 101 to a right-in, right-out only driveway under the Option A pedestrian crossing improvement at the US 101/20th Street location. Any access modifications would require either the consent of the property owner or agency compliance with the Senate Bill 408 process. No long term access management is recommended as part of this evaluation. However, the City's TSP recommends the creation of an Access Management plan along both study corridors.⁴³

⁴¹ Highway Safety Manual, Edition 1, Volume 3, Table 13-55. 2010.

⁴² Highway Safety Manual, Edition 1, Volume 3, Table 13-58. 2010.

⁴³ Reedsport: Transportation System Plan, Reedsport (Or.); DKS Associates; Winterbook Planning, February 2006.

CHAPTER

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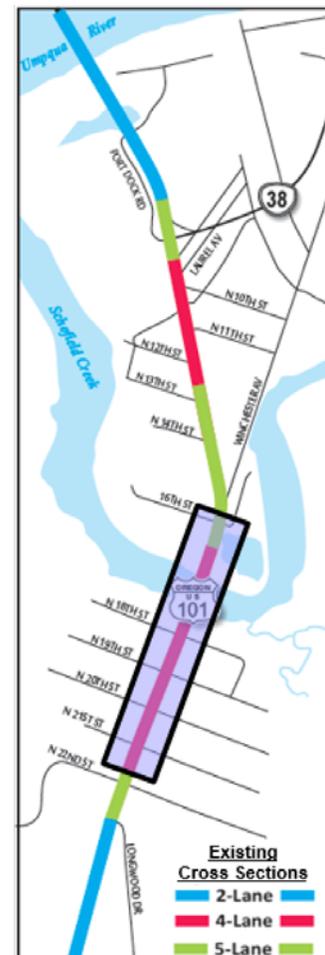
US 101 LANE CONVERSION ALTERNATIVES

US 101 currently serves as a key connector for commercial and residential uses alike to travel across town to local schools, parks, restaurants, hotels, and other places of interest in the City of Reedsport. This presents an opportunity to consider three- and five-lane conversions to increase corridor safety and multi-modal mobility and connectivity. The sections below contain a high-level discussion regarding what a three- or five-lane conversion could do for separate portions of the US 101 corridor in Reedsport, Oregon.

THREE-LANE CONVERSION

US 101 is a two-lane facility south of 22nd Street and north of the US 101/OR 38 Junction. The roadway widens from two lanes to four lanes within the City of Reedsport which encourages through traffic to use this segment to pass slower moving vehicles. This fact has led to high travel speeds and an increase in collisions (including pedestrian collisions) along the corridor. As part of the overall transportation system, the four-lane section provides additional capacity for a 1.3 mile segment, however, through traffic is still limited by the two-lane roadway constraints north and south of the City.

Implementing a three-lane section in the southern section of US 101 between 16th Street and 22nd Street could provide a better transition to the 2-lane segments, improving safety for local and through traffic, but most importantly, for pedestrians and bicycles traveling along the corridor. The preliminary three-lane conversion was presented to the City Council at a work session on September 8, 2015 and received positive feedback. However, the City of Reedsport's Transportation System Plan⁴⁴ recommends a five-lane cross section for this section of US 101, thus, an amendment to the TSP, public involvement to receive public input, applicable policy changes, and council adoption will be needed.



**Southern Section
of US 101**

⁴⁴ Reedsport: Transportation System Plan, *Reedsport (Or.)*; DKS Associates; Winterbook Planning, February 2006.

Below is a high-level discussion on how surrounding land uses, available roadway width, collision analysis, and motor vehicle volumes relate to the US 101 corridor from 16th Street to 22nd Street and how a general four- to three-lane conversion consisting of two travel lanes and a continuous center turn lane could affect all modes of transportation within the area. Specific three-lane alternatives with corresponding considerations are presented later in this section.

Land Use

Hotels, restaurants, schools, parks and other major pedestrian, bicycle and motor vehicle attractions line the US 101 study corridor between 16th Street to 22nd Street. Even though only a few residential communities are directly adjacent to US 101, residential land use is located within a block north or south of the facility.

Thoughtful implementation of a four- to three-lane conversion in this portion of the study corridor could help create a foundation for a continuous and cohesive corridor while balancing the needs and objectives of surrounding land uses. No modification to the current pavement width would be necessary since the application of a three-lane conversion would allow 26 to 29 feet of the existing roadway width to be repurposed for travel experience enhancement for all modes of travel. This space gives way for extreme flexibility; offering adequate area for buffered bike lanes, on street parking, or a combination of other roadway elements.

Collision Analysis

As discussed in the Existing Conditions chapter, the yearly collision rate for the entire US 101 corridor is 3.01 collisions per million vehicle-miles traveled, which is almost twice the average ODOT State Highway Crash Rate for similar roadways of 1.48 collisions per million vehicle-miles traveled.⁴⁵ In order to reduce the existing crash rate to desired levels, substantial changes are necessary to US 101 in the City of Reedsport to improve safety for all modes of travel.

The Highway Safety Manual published a crash modification factor (CMF) of 0.71 when a four lane arterial inside the urban growth boundary is converted into a three-lane facility⁴⁶. This means a three-lane conversion for the southern section of the US 101 study corridor could reduce the number and severity of collisions in the section by approximately 29%. Therefore, fatal and injury A collisions in the area could also decrease by 29%.

Key Statistic

Converting US 101 to a three-lane facility could reduce **all** collisions by **29%**.

⁴⁵ 2012 State Highway Crash Rate Tables, ODOT Crash Analysis and Reporting Unit, July 2012; Table IV.

⁴⁶ Highway Safety Manual, Edition 1, Volume 3, Table 13-6. 2010.

Motor Vehicle Volume

The average daily traffic along US 101 in the project vicinity is 9,100 vehicles which is influenced by existing land use and freight routing. A 20-year growth rate that utilizes the ODOT Future Volume Tables was applied to the US 101 study area corridor in order to project transportation modeling from 2014 to 2035 and analyze future estimated traffic volumes.⁴⁷ The 20-year growth factor predicts a minimal amount of growth on the US 101 study corridor with a 20-year factor of 1.02 for US 101 (this is only a fraction of a percent per year). This small growth rate is consistent with the US Census data showing the consistently declining population of Reedsport.⁴⁸

As shown in Table 5-1, the current four lane configuration is projected to provide adequate intersection capacity through the year 2035 along the study corridor. As shown, intersection operations at affected intersections⁴⁹ still remain adequate under the effect of a three-lane conversion.

Table 5-1: Study Intersection Performance – With Three-Lane Conversion

Intersection	Operating Standard	Existing Cross-Section (2035 P.M. Peak Hour)		With 3-Lane Conversion (2035 P.M. Peak Hour)	
	ODOT	Delay	V/C	Delay	V/C
US 101/21 st St	0.85 V/C	23.9	0.08	33.3	0.11
US 101/20 th St	0.85 V/C	29.4	0.22	41.8	0.30

Signalized intersection:

Delay = Average Intersection Delay (sec.)
V/C = Volume-to-Capacity Ratio

Unsignalized intersection:

Delay = Critical Movement Approach Delay (sec.)
V/C = Critical Movement Volume-to-Capacity Ratio

Even though the 20-year growth rate factor from the 2032 FHVT is the supported methodology, a sensitivity analysis was performed on the capacity calculations to experiment with higher growth rates and their impact to the study area. Table 5-2 at the top of the next page displays a comparison of the current four-lane configuration and the three-lane conversion V/C ratios for three intersections along US 101 using a growth rate of 0.5% per year (10% over 20 years) which is five times higher than the FHVT growth assumption. As shown in the table on the following page, all intersections still meet ODOT V/C ratio requirements under the three-lane road configuration.

⁴⁷ The 2032 Future Highway Volume Table is created using data from the Transportation Volume Tables. The future volumes are estimates only and local growth patterns and comprehensive plans may affect the actual outcome.

⁴⁸ US Census Bureau Reports the City of Reedsport's population has declined by 1,384 people over 20 years. (1990 had a population of 6,723 people, 2000 had a population of 5,755 people, and 2010 had a population of 5,339 people.)

⁴⁹ The Highway 101/Highway 38 Junction is not included in the proposed three-lane portion of US 101 and is therefore not included in intersection analysis in this section.

Table 5-2: Study Intersection Sensitivity Analysis – With Three-Lane Conversion

Intersection	Operating Standard	3-Lane Conversion (2035 P.M. Peak Hour)		10% Growth 3-Lane Conversion	
	<i>ODOT</i>	Delay	V/C	<i>Delay</i>	V/C
US 101/21 st St	0.85 V/C	33.3	0.11	41.6	0.14
US 101/20 th St	0.85 V/C	41.8	0.30	54.0	0.37

Signalized intersection:

Delay = Average Intersection Delay (sec.)
V/C = Volume-to-Capacity Ratio

Unsignalized intersection:

Delay = Critical Movement Approach Delay (sec.)
V/C = Critical Movement Volume-to-Capacity Ratio

Reedsport TSP Future Analysis

An analysis similar to the one discussed in the Motor Vehicle Conditions section in Chapter 2 was performed for the primary study intersections that would be affected by the three-lane conversion of the southern portion of US 101. Table 5-3 displays intersection operations under the TSP assumption of 45% growth and a three-lane conversion. As previously discussed this growth assumption does not reflect the last ten years of historical growth.

Table 5-3: Study Intersection 45% Growth – With Three-Lane Conversion

Intersection	Operating Standard	3-Lane Conversion (2035 P.M. Peak Hour)		45% Growth 3-Lane Conversion	
	<i>ODOT</i>	Delay	V/C	<i>Delay</i>	V/C
US 101/21 st St	0.85 V/C	33.3	0.11	> 50s	0.14
US 101/20 th St	0.85 V/C	41.8	0.30	> 50s	0.63

Signalized intersection:

Delay = Average Intersection Delay (sec.)
V/C = Volume-to-Capacity Ratio

Unsignalized intersection:

Delay = Critical Movement Approach Delay (sec.)
V/C = Critical Movement Volume-to-Capacity Ratio

Available Roadway Width

The US 101 study corridor’s existing roadway width ranges from 67 feet near 22nd Street to 64 feet near 20th Street.⁵⁰ Despite the relatively wide width of the roadway, there are no dedicated bike lanes or left turn lanes. Both of these aspects threaten traffic for bicyclists and are the leading causes in the higher than average crash rate. Implementing the three-lane conversion along the US 101 study corridor could improve comfort and safety for all modes of travel with a relatively low cost as the modifications could be accommodated within the existing curb to curb space (only striping and traffic signal modifications would be required to implement the three-lane conversion).

⁵⁰ Roadway width measured from face of curb to face of curb.

Lane Conversion Alternatives

Two three-lane conversion alternatives were evaluated to increase safety, provide left turn pockets, and compliment surrounding land uses by providing dedicated parking that encourages multimodal transportation. Details about each alternative are mentioned in the sections below as well as a concept figure displaying how the three-lane conversion could facilitate the pedestrian crossing improvements at 20th Street previously discussed in Chapter 4.

Lane Conversion Alternative 1: Maximum parking

Alternative 1 would include one northbound through lane, one southbound through lane, a two-way center left turn lane, bike lanes, and on-street parking on both sides to provide the maximum parking to adjacent land uses (see Figure 5-1).

Lane Conversion Alternative 1 Considerations	
Motor Vehicle Mobility	<ul style="list-style-type: none">• Reduces number of travel lanes from four to three• Capacity reduced and travel time increased for through-traveling vehicles⁵¹• Maintains twelve-foot outside travel lanes• On-street parking increases motor vehicle movements in the roadway and may reduce travel speeds
Walkability	<ul style="list-style-type: none">• Existing sidewalks remain• On-street parking and bike lanes provides additional separation from motor vehicle lanes
Bicycle Facilities	<ul style="list-style-type: none">• Includes six-foot bike lanes
Freight Service	<ul style="list-style-type: none">• Maintains twelve-foot travel lanes and a 14-foot left turn lane for freight movements• Potential conflicts with bike lanes
Business Accessibility	<ul style="list-style-type: none">• Center turn lane improves access for turning vehicles• On-street parking improves ease of access to commercial facilities• Improved bicycle access
Cost	<ul style="list-style-type: none">• Intersections and traffic signals would need to be reconfigured
Other	<ul style="list-style-type: none">• Center left-turn lane offers opportunities for design elements including raised median treatments (e.g., landscaping, pedestrian refuge, access management)

⁵¹ See Synchro modeling reports in the appendix.

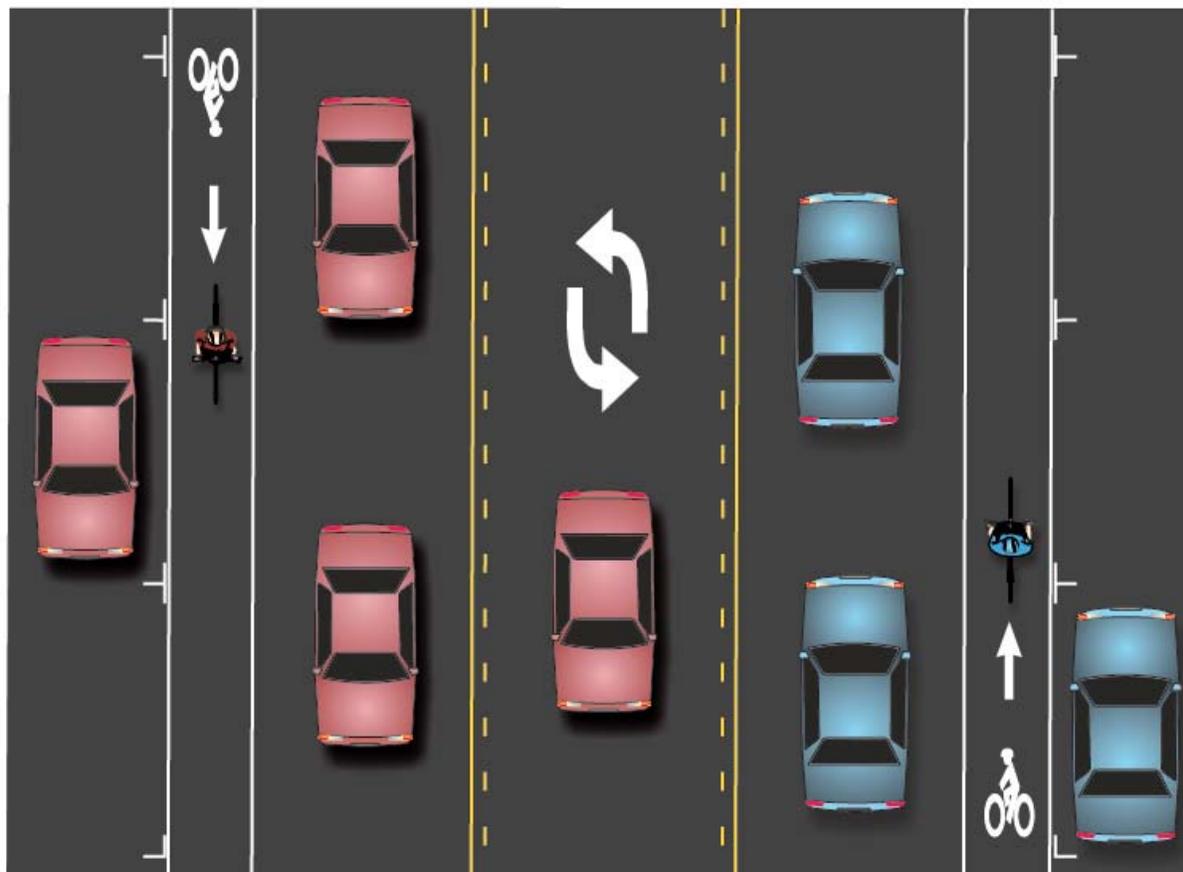
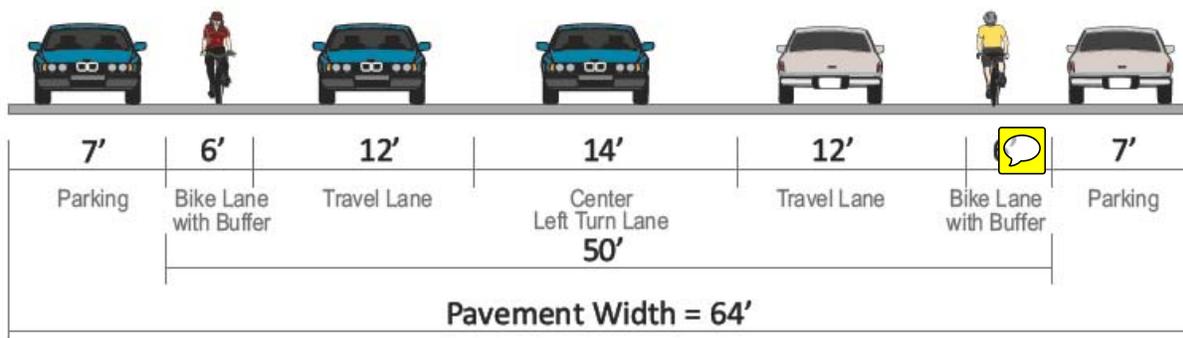


Figure 5-1: Three-Lane Conversion Alternative 1

Lane Conversion Alternative 2: Multimodal Safety

Alternative 2 would include one northbound through lane, one southbound through lane, a two-way center left turn lane, as well as buffered bike lanes on both sides with an on-street parking option for either the northbound or southbound traffic (see Figure 5-2).

Lane Conversion Alternative 2 Considerations

Motor Vehicle Mobility	<ul style="list-style-type: none">• Reduces number of travel lanes from four to three• Capacity reduced and travel time increased for through-traveling vehicles• Maintains twelve-foot outside travel lanes• On-street parking increases motor vehicle movements in the roadway and may reduce travel speeds
Walkability	<ul style="list-style-type: none">• Existing sidewalks remain• Buffered bike lanes and on-street parking provide separation from motor vehicle lanes
Bicycle Facilities	<ul style="list-style-type: none">• Includes five- to six-foot bike lanes with four-foot buffers
Freight Service	<ul style="list-style-type: none">• Maintains twelve-foot travel lanes and a 14-foot left turn lane for freight movements• Potential conflicts with bike lanes
Business Accessibility	<ul style="list-style-type: none">• Center turn lane improves access for turning vehicles• On-street parking improves ease of access to commercial facilities• Improved bicycle access
Cost	<ul style="list-style-type: none">• Intersections and traffic signals would need to be reconfigured
Other	<ul style="list-style-type: none">• Center left-turn lane offers opportunities for design elements including raised median treatments (e.g., landscaping, pedestrian refuge, access management)

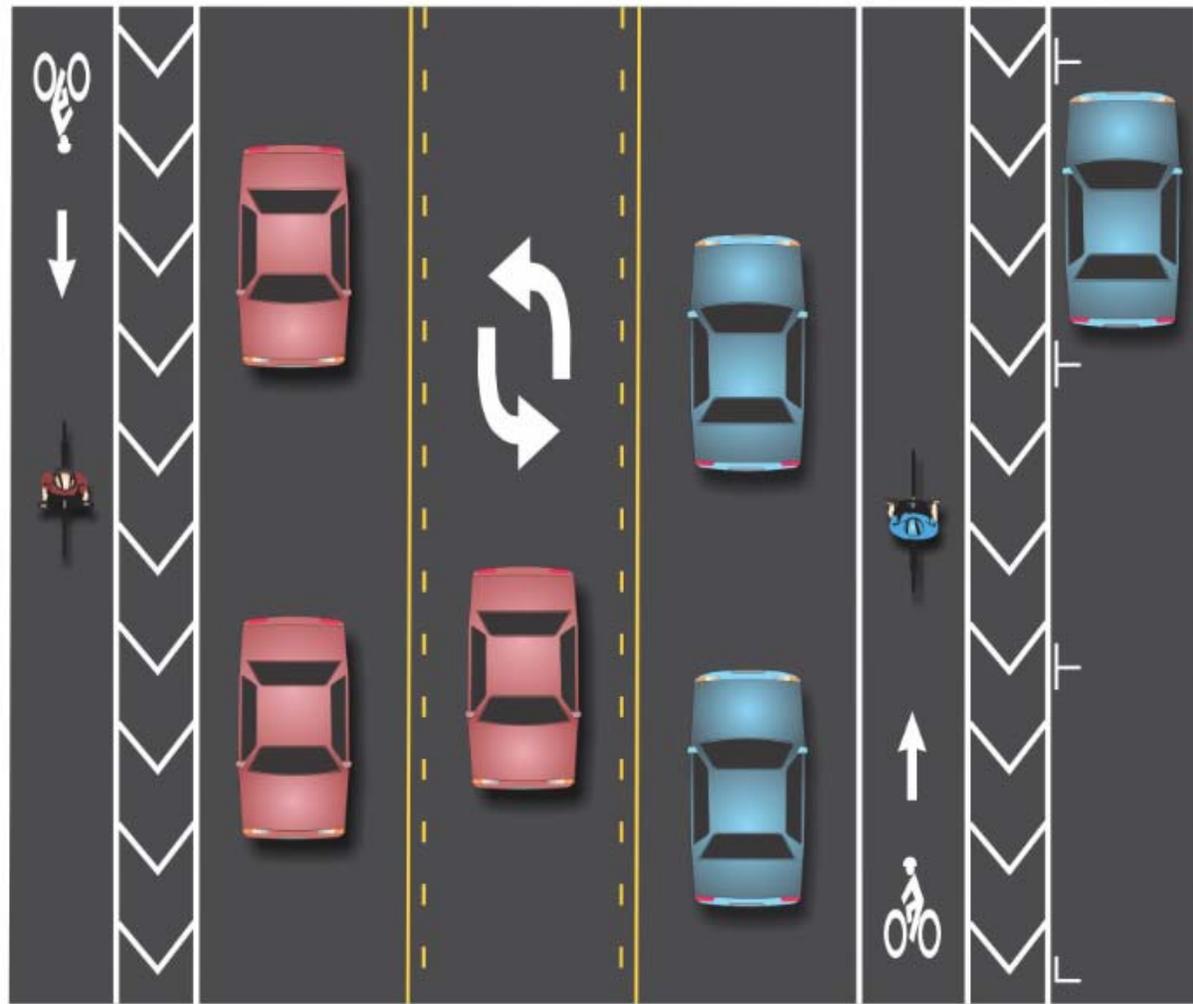


Figure 5-2: Three-Lane Conversion Alternative 2

Revised 20th Street Crossing Improvement Concept with Three-Lane Conversion

As previously discussed, several pedestrian crossing alternatives were shown. If the three-lane conversion is advanced, the following crossing improvement at 20th Street is recommended in place of those mentioned in the Crossing Improvement Concepts section. As shown in Figure 5-3, the roadway space provided from the four to three-lane conversion would allow for the combination of an RRFB or similar treatment, raised median pedestrian refuge⁵² and curb extensions to provide all of the benefits mentioned in both of the short term crossing improvement concepts for the 20th Street location.⁵³

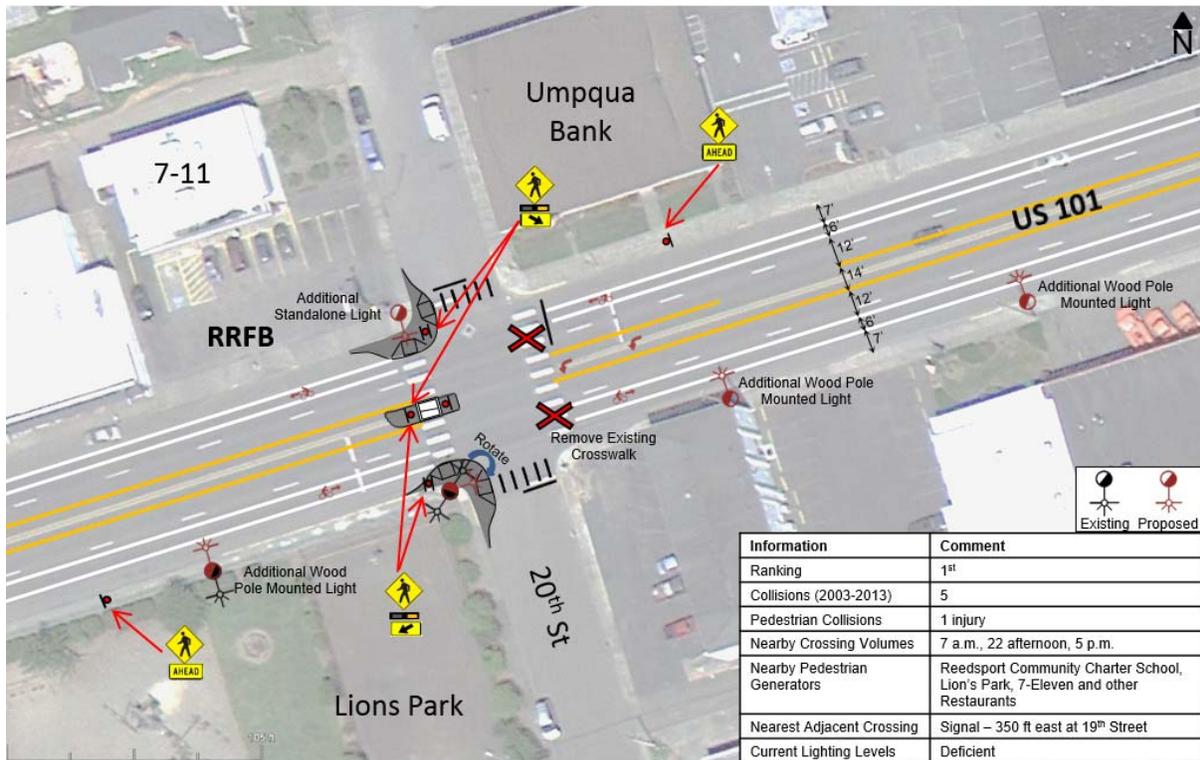


Figure 5-3: US 101 and 20th Street Three-Lane Conversion Crossing Improvement Concept (Option C)

⁵² Note: A median refuge island is a conceptual at this time and will require motor carrier coordination and approval.

⁵³ According to NCHRP Report 562, the minimum requirement for the US 101/20th Street Option A alternative is a marked crosswalk. However based on public input, discussions with the City of Reedsport, and the safety history at this location, we still recommend an RRFB under this alternative.

FIVE-LANE CONVERSION

Since the pedestrian volumes were lower in this section and discussions with City staff indicated that land uses along US 101 north of 16th Street may not benefit directly from a three-lane conversion, converting this section to a continuous five-lane facility consisting of five foot bike lanes, eleven foot through lanes and a continuous 13 foot center turn lane as shown in Figure 5-4 to the right is

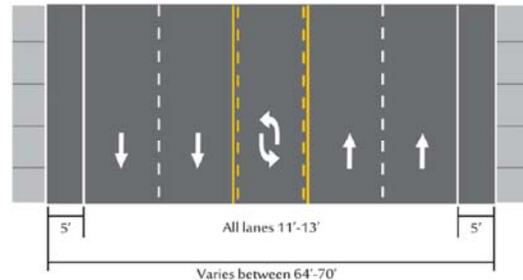


Figure 5-4: Five-Lane Cross Section Example

recommended. Further coordination with ODOT will be necessary to gain approval for this cross-section.

The five-lane conversion along the northern portion of US 101 is considered a mid-term project and will require design exceptions to fit the proposed lane configuration within existing roadway width.

NEXT STEPS

The recommended alternative for the three-lane conversion along the southern section of US 101 and a five-lane conversion along the northern section of US 101 within the City of Reedsport will require freight mobility approval. Pedestrian crossing recommendations that include raised medians and curb extensions will also require further coordination with the freight community. The design exception process would be necessary to implement the recommended five-lane cross section along US 101 north of 16th Street.

Further coordination will be needed with property owners of the 7-Eleven to identify potential access modifications if the public decides to move forward with the Option A pedestrian crossing concept at the US 101/20th Street location. An amendment to the City of Reedsport's Transportation System Plan is necessary in order to implement the proposed three- or five-lane conversion. An amendment to the TSP will require a public involvement process that allows Reedsport residents to provide feedback on the recommended changes and would require City of Reedsport City Council adoption.

CHAPTER

6

PROJECT IMPLEMENTATION

PROJECT IMPLEMENTATION

Project implementation resources were prepared for the recommended crossing improvement concepts and overall corridor treatment options, which were discussed previously in Chapters 4 and 5. The implementation resources include prioritization of the improvement projects and associated cost estimates.

PROJECT PRIORITIZATION

The recommended safety improvement projects for the US 101 and OR 38 corridors are listed by improvement type in Table 6-1. The projects are also classified based on whether they are short-term, or mid-term priority. No long-term priorities are recommended in this study.

Table 6-1: Prioritized Safety Improvements on the US 101 and OR 38 Corridors

Improvement Type	Projects Listed by Priority	
	Short-Term	Mid-Term
Pedestrian Crossing Improvement	<ul style="list-style-type: none">• US 101/20th Street• OR 38/3rd Street	<ul style="list-style-type: none">• US 101/14th Street• US 101/21st Street
Traffic Signal Improvement	<ul style="list-style-type: none">• Pedestrian Countdown Timers (All Traffic Signals)• US 101/22nd Street	<ul style="list-style-type: none">• US 101/OR 38 Junction
Street Lighting	<ul style="list-style-type: none">• At Crossing Improvement Locations• US 101/22nd Street	<ul style="list-style-type: none">• Supplemental Lights on Utility Poles and New Stand-Alone Lights
Speed Feedback Sign	<ul style="list-style-type: none">• US 101 near 22nd Street• West of US 101/OR 38 Junction• OR 38 east of 3rd Street	<ul style="list-style-type: none">• US 101 east of the Schofield Bridge
Access Management	<ul style="list-style-type: none">• At US 101/20th Street if Crossing Improvement Option A is Chosen	
US 101 Lane Conversion	<ul style="list-style-type: none">• Continue coordination with ODOT, City, and Freight Mobility to advance conversion alternatives	

It is advised that ODOT and the City of Reedsport hold off designing and constructing the US 101 pedestrian crossing improvements until the final US 101 cross section is determined.

COST ESTIMATES

Cost estimates were prepared for each of the crossing improvement locations as well as the identified signalized improvement locations and are listed in Table 6-2. A 20% engineering and construction fee and a 20% contingency were applied individually to the cost estimate for each location. The total estimated cost is between \$217,000 and \$337,000 for all crossing improvement locations, \$45,000 for all signalized improvement locations, and \$50,000 for corridor-wide implementation of pedestrian countdown timers. All projects combined are estimated to cost between \$312,000 and \$432,000. Because funding sources are not currently identified for these recommended improvement projects, this study is intended to assist the Oregon Department of Transportation (ODOT) and the City of Reedsport in acquiring the needed project funding.

Table 6-2: Cost Estimates of Proposed Safety Projects

Safety Improvement	Total Estimated Cost^a
Crossing Improvement Locations	
US 101/20th Street (Option A)	\$110,000
US 101/20th Street (Option B)	\$230,000
US 101/21st Street	\$14,000
US 101/14th Street	\$28,000
OR 38/3rd Street	\$65,000
Total Cost for Crossing Improvement Locations	\$217,000 - \$337,000
Signalized Improvement Locations	
US 101/22nd Street ^b	\$25,000
US 101/OR 38 Junction	\$20,000
Total Cost for Signalized Improvement Locations	\$45,000
Corridor-Wide Treatments	
Pedestrian Countdown Timers ^c	\$10,000
Speed Feedback Signs	\$40,000
Total Cost for Corridor-Wide Treatments	\$50,000
Total Cost for All Improvement Locations	\$312,000 - \$432,000

^a A 20% engineering and construction fee and a 20% contingency were applied to the cost estimate for each location

^b 2070 controller upgrades at this location are assumed to be included in a separate ODOT project.

^c The recommended pedestrian countdown timers at the signalized improvement locations are already included in the location cost estimate and are not included in the corridor-wide treatment cost estimate.

Table 6-3 shows the cost estimates that were prepared for each improvement aspect under the assumption of the implementation of a three-lane conversion along US 101 from 16th Street to 21st Street. The total estimated cost is approximately \$220,000 for the three-lane conversion modifications, \$213,000 for all crossing improvement locations, and \$70,000 for signalized and corridor-wide improvements. All projects combined are estimated to cost approximately \$503,000.

Table 6-3: Cost Estimates of Proposed Safety Projects Assuming the Implementation of a Three-Lane Conversion along US 101 from 16th Street to 21st Street

Safety Improvement	Total Estimated Cost^a
Three-Lane Roadway Conversion from 16th Street to 21st Street	
Signing and Striping	\$100,000
22 nd Signal Modifications	\$50,000
19 th Signal Modifications	\$70,000
Total Cost for Roadway Treatments	\$220,000
Crossing Improvement Locations	
US 101/20th Street (Option C)	\$120,000
US 101/14th Street	\$28,000
OR 38/3rd Street	\$65,000
Total Cost for Crossing Improvement Locations	\$213,000
Signalized and Corridor-Wide Improvements	
US 101/OR 38 Junction	\$20,000
Pedestrian Countdown Timers ^b	\$10,000
Speed Feedback Signs	\$40,000
Total Cost for Signalized and Corridor-Wide Treatments	\$70,000
Total Cost for All Improvements	\$503,000

^a A 70% contingency and design was applied to the three-lane roadway conversion. A 20% engineering and construction fee and a 20% contingency were applied to the cost estimate for crossing improvement, signalized, and corridor-wide improvements.

^b The recommended pedestrian countdown timers at the signalized improvement locations are already included in the location cost estimate and are not included in the corridor-wide treatment cost estimate.

Appendix

24-Hour Tube Counts

Directional Volume Figures

Peak Hour Turn Movement Counts

Pedestrian Crossing and Gap Surveys

Level of Service Descriptions

HCM Intersection Analysis

ODOT Collision Data

NCHRP Guidelines for Pedestrian Crossing Treatment

3-Lane Conversion Capacity Reports

3-Lane Conversion Travel Time Differential Reports

Cost Estimates



24-Hour Tube Counts

LOCATION: Fir St (OR 38) btwn N 3rd St & Riverfront Way SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR										QC JOB #: 12467505 DIRECTION: SB DATE: Jun 05 2014 - Jun 05 2014	
Start Time	Mon	Tue	Wed	Thu 05-Jun-14	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 AM				6		6			6		
1:00 AM				9		9			9		
2:00 AM				5		5			5		
3:00 AM				8		8			8		
4:00 AM				13		13			13		
5:00 AM				24		24			24		
6:00 AM				31		31			31		
7:00 AM				62		62			62		
8:00 AM				60		60			60		
9:00 AM				102		102			102		
10:00 AM				138		138			138		
11:00 AM				134		134			134		
12:00 PM				129		129			129		
1:00 PM				158		158			158		
2:00 PM				154		154			154		
3:00 PM				142		142			142		
4:00 PM				137		137			137		
5:00 PM				121		121			121		
6:00 PM				81		81			81		
7:00 PM				82		82			82		
8:00 PM				79		79			79		
9:00 PM				53		53			53		
10:00 PM				24		24			24		
11:00 PM				13		13			13		
Day Total				1765		1765			1765		
% Weekday Average				100.0%							
% Week Average				100.0%		100.0%					
AM Peak				10:00 AM		10:00 AM			10:00 AM		
Volume				138		138			138		
PM Peak				1:00 PM		1:00 PM			1:00 PM		
Volume				158		158			158		
<i>Comments:</i>											

LOCATION: Fir St (OR 38) btwn N 3rd St & Riverfront Way SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR														QC JOB #: 12467505 DIRECTION: SB DATE: Jun 05 2014	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	3	1	0	0	0	0	1	1	0	0	0	0	0	6
1:00 AM	0	4	1	0	1	0	0	0	1	0	2	0	0	0	9
2:00 AM	0	1	1	0	0	0	0	2	0	0	1	0	0	0	5
3:00 AM	0	3	0	1	1	0	0	2	0	0	1	0	0	0	8
4:00 AM	0	2	3	0	0	0	0	3	0	0	3	0	0	2	13
5:00 AM	0	9	5	0	2	1	0	5	0	0	0	0	0	2	24
6:00 AM	1	11	6	1	5	0	0	5	0	0	1	0	0	1	31
7:00 AM	0	31	12	2	7	1	0	6	0	0	1	0	0	2	62
8:00 AM	0	29	15	0	5	0	0	3	0	0	2	0	0	6	60
9:00 AM	1	43	26	2	15	0	0	6	0	0	2	0	0	7	102
10:00 AM	1	72	26	2	15	1	0	10	0	1	2	0	0	8	138
11:00 AM	2	62	33	3	13	0	0	7	1	2	3	0	0	8	134
12:00 PM	0	56	31	2	17	1	0	15	0	0	4	0	1	2	129
1:00 PM	1	76	35	4	22	1	1	10	0	0	0	0	0	8	158
2:00 PM	2	65	38	3	21	1	0	7	0	0	1	0	0	16	154
3:00 PM	1	69	36	0	17	1	0	9	0	0	3	0	0	6	142
4:00 PM	0	66	34	3	19	0	0	8	0	0	1	0	0	6	137
5:00 PM	0	64	32	0	14	0	0	5	0	0	0	0	0	6	121
6:00 PM	0	49	17	1	4	0	0	6	0	1	1	0	0	2	81
7:00 PM	1	41	14	1	13	1	0	7	0	0	1	0	0	3	82
8:00 PM	0	42	22	0	5	0	0	4	0	0	1	0	0	5	79
9:00 PM	0	32	10	1	5	0	0	4	0	0	1	0	0	0	53
10:00 PM	0	15	2	1	3	0	0	2	0	0	0	0	0	1	24
11:00 PM	0	10	2	0	0	0	0	1	0	0	0	0	0	0	13
Day Total	10	855	402	27	204	8	1	128	3	4	31	0	1	91	1765
Percent	0.6%	48.4%	22.8%	1.5%	11.6%	0.5%	0.1%	7.3%	0.2%	0.2%	1.8%	0.0%	0.1%	5.2%	
ADT 1765															
AM Peak Volume	11:00 AM	10:00 AM	11:00 AM	11:00 AM	9:00 AM	5:00 AM		10:00 AM	12:00 AM	11:00 AM	4:00 AM			10:00 AM	10:00 AM
	2	72	33	3	15	1		10	1	2	3			8	138
PM Peak Volume	2:00 PM	1:00 PM	2:00 PM	1:00 PM	1:00 PM	12:00 PM	1:00 PM	12:00 PM		6:00 PM	12:00 PM		12:00 PM	2:00 PM	1:00 PM
	2	76	38	4	22	1	1	15		1	4		1	16	158
<i>Comments:</i>															

LOCATION: Fir St (OR 38) btwn N 3rd St & Riverfront Way													QC JOB #: 12467505		
SPECIFIC LOCATION: 0 ft from													DIRECTION: SB		
CITY/STATE: Reedsport, OR													DATE: Jun 05 2014 - Jun 05 2014		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	10	855	402	27	204	8	1	128	3	4	31	0	1	91	1765
Percent	0.6%	48.4%	22.8%	1.5%	11.6%	0.5%	0.1%	7.3%	0.2%	0.2%	1.8%	0.0%	0.1%	5.2%	
ADT 1765															
<i>Comments:</i>															



LOCATION: Fir St (OR 38) btwn N 3rd St & Riverfront Way SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR															QC JOB #: 12467505 DIRECTION: SB DATE: Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6	21-30	5	
1:00 AM	0	0	1	5	3	0	0	0	0	0	0	0	0	0	9	26-35	7	
2:00 AM	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5	26-35	4	
3:00 AM	0	0	0	3	5	0	0	0	0	0	0	0	0	0	8	26-35	8	
4:00 AM	2	0	0	9	2	0	0	0	0	0	0	0	0	0	13	26-35	10	
5:00 AM	2	0	3	9	7	2	1	0	0	0	0	0	0	0	24	26-35	15	
6:00 AM	1	1	3	15	9	2	0	0	0	0	0	0	0	0	31	26-35	23	
7:00 AM	2	0	3	21	25	10	1	0	0	0	0	0	0	0	62	26-35	46	
8:00 AM	6	1	4	21	17	9	2	0	0	0	0	0	0	0	60	26-35	38	
9:00 AM	10	2	8	36	33	11	2	0	0	0	0	0	0	0	102	26-35	68	
10:00 AM	10	2	7	51	40	25	3	0	0	0	0	0	0	0	138	26-35	91	
11:00 AM	17	3	11	53	34	12	4	0	0	0	0	0	0	0	134	26-35	87	
12:00 PM	7	1	12	57	35	15	2	0	0	0	0	0	0	0	129	26-35	92	
1:00 PM	15	3	23	57	46	11	1	1	0	0	0	1	0	0	158	26-35	102	
2:00 PM	17	0	17	63	44	11	2	0	0	0	0	0	0	0	154	26-35	107	
3:00 PM	9	3	9	69	31	15	5	1	0	0	0	0	0	0	142	26-35	99	
4:00 PM	10	4	8	37	54	22	2	0	0	0	0	0	0	0	137	26-35	91	
5:00 PM	11	2	6	30	53	16	3	0	0	0	0	0	0	0	121	26-35	82	
6:00 PM	4	2	8	18	33	15	1	0	0	0	0	0	0	0	81	27-36	50	
7:00 PM	5	0	3	30	28	14	2	0	0	0	0	0	0	0	82	26-35	57	
8:00 PM	6	0	12	26	26	7	2	0	0	0	0	0	0	0	79	26-35	52	
9:00 PM	0	0	9	25	13	6	0	0	0	0	0	0	0	0	53	26-35	37	
10:00 PM	1	0	1	12	8	2	0	0	0	0	0	0	0	0	24	26-35	20	
11:00 PM	1	0	2	5	4	1	0	0	0	0	0	0	0	0	13	26-35	9	
Day Total	136	24	151	657	554	207	33	2	0	0	0	1	0	0	1765	26-35	1211	
Percent	7.7%	1.4%	8.6%	37.2%	31.4%	11.7%	1.9%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%				
ADT 1765																		
AM Peak Volume	11:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	10:00 AM	11:00 AM									10:00 AM		
	17	3	11	53	40	25	4									138		
PM Peak Volume	2:00 PM	4:00 PM	1:00 PM	3:00 PM	4:00 PM	4:00 PM	3:00 PM	1:00 PM							1:00 PM			
	17	4	23	69	54	22	5	1							158			
<i>Comments:</i>																		

LOCATION: Fir St (OR 38) btwn N 3rd St & Riverfront Way														QC JOB #: 12467505			
SPECIFIC LOCATION: 0 ft from														DIRECTION: SB			
CITY/STATE: Reedsport, OR														DATE: Jun 05 2014 - Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	136	24	151	657	554	207	33	2	0	0	0	1	0	0	1765	26-35	1211
Percent	7.7%	1.4%	8.6%	37.2%	31.4%	11.7%	1.9%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%			
Cumulative Percent	7.7%	9.1%	17.6%	54.8%	86.2%	98.0%	99.8%	99.9%	99.9%	99.9%	99.9%	100.0%	100.0%	100.0%			
ADT 1765															85th Percentile 34 MPH Mean Speed(Average) 28 MPH Median 29 MPH Mode: 28 MPH		
<i>Comments:</i>																	



LOCATION: Fir St (OR 38) btwn N 3rd St & Riverfront Way SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR						QC JOB #: 12467505 DIRECTION: NB/SB DATE: Jun 05 2014 - Jun 05 2014				
Start Time	Mon	Tue	Wed	Thu 05-Jun-14	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				12		12			12	
1:00 AM				16		16			16	
2:00 AM				17		17			17	
3:00 AM				33		33			33	
4:00 AM				41		41			41	
5:00 AM				50		50			50	
6:00 AM				71		71			71	
7:00 AM				135		135			135	
8:00 AM				146		146			146	
9:00 AM				210		210			210	
10:00 AM				252		252			252	
11:00 AM				256		256			256	
12:00 PM				273		273			273	
1:00 PM				275		275			275	
2:00 PM				299		299			299	
3:00 PM				271		271			271	
4:00 PM				281		281			281	
5:00 PM				227		227			227	
6:00 PM				164		164			164	
7:00 PM				129		129			129	
8:00 PM				124		124			124	
9:00 PM				74		74			74	
10:00 PM				39		39			39	
11:00 PM				20		20			20	
Day Total				3415		3415			3415	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:00 AM 256		11:00 AM 256			11:00 AM 256	
PM Peak Volume				2:00 PM 299		2:00 PM 299			2:00 PM 299	
<i>Comments:</i>										

LOCATION: Fir St (OR 38) btwn N 3rd St & Riverfront Way SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR														QC JOB #: 12467505 DIRECTION: NB/SB DATE: Jun 05 2014	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	6	1	0	1	0	0	2	1	0	0	0	0	1	12
1:00 AM	0	5	1	2	3	0	0	0	1	1	3	0	0	0	16
2:00 AM	0	2	3	3	3	0	0	5	0	0	1	0	0	0	17
3:00 AM	0	4	6	8	8	0	0	3	0	0	1	2	0	1	33
4:00 AM	0	5	10	1	9	1	0	6	1	0	5	0	0	3	41
5:00 AM	1	13	8	2	7	1	0	8	2	2	2	0	0	4	50
6:00 AM	1	27	10	4	10	1	0	8	0	0	4	0	0	6	71
7:00 AM	1	60	30	5	16	2	0	17	0	0	1	0	0	3	135
8:00 AM	0	73	32	1	12	0	0	14	1	1	2	0	0	10	146
9:00 AM	1	96	56	7	25	0	0	13	0	1	2	0	0	9	210
10:00 AM	1	116	65	4	25	1	0	21	0	1	3	0	0	15	252
11:00 AM	4	121	57	6	25	0	0	22	1	2	6	1	0	11	256
12:00 PM	1	124	65	4	28	3	0	33	0	0	5	0	1	9	273
1:00 PM	2	134	59	5	36	1	1	17	0	1	0	0	0	19	275
2:00 PM	3	136	76	7	35	1	0	14	0	0	1	1	0	25	299
3:00 PM	1	120	69	4	33	1	0	24	0	0	3	0	0	16	271
4:00 PM	1	132	67	5	36	2	0	16	0	0	4	0	0	18	281
5:00 PM	1	118	58	2	27	0	0	9	0	0	0	0	0	12	227
6:00 PM	0	95	36	2	9	0	0	13	0	1	1	0	0	7	164
7:00 PM	1	69	21	2	19	2	0	9	0	0	1	0	0	5	129
8:00 PM	0	65	36	0	9	0	0	4	0	0	2	0	0	8	124
9:00 PM	0	44	16	1	7	0	0	5	0	0	1	0	0	0	74
10:00 PM	0	27	5	1	3	0	0	2	0	0	0	0	0	1	39
11:00 PM	0	13	5	1	0	0	0	1	0	0	0	0	0	0	20
Day Total	19	1605	792	77	386	16	1	266	7	10	48	4	1	183	3415
Percent	0.6%	47.0%	23.2%	2.3%	11.3%	0.5%	0.0%	7.8%	0.2%	0.3%	1.4%	0.1%	0.0%	5.4%	
ADT 3415															
AM Peak Volume	11:00 AM	11:00 AM	10:00 AM	3:00 AM	9:00 AM	7:00 AM		11:00 AM	5:00 AM	5:00 AM	11:00 AM	3:00 AM		10:00 AM	11:00 AM
	4	121	65	8	25	2		22	2	2	6	2		15	256
PM Peak Volume	2:00 PM	2:00 PM	2:00 PM	2:00 PM	1:00 PM	12:00 PM	1:00 PM	12:00 PM		1:00 PM	12:00 PM	2:00 PM	12:00 PM	2:00 PM	2:00 PM
	3	136	76	7	36	3	1	33		1	5	1	1	25	299
<i>Comments:</i>															

LOCATION: Fir St (OR 38) btwn N 3rd St & Riverfront Way													QC JOB #: 12467505		
SPECIFIC LOCATION: 0 ft from													DIRECTION: NB/SB		
CITY/STATE: Reedsport, OR													DATE: Jun 05 2014 - Jun 05 2014		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	19	1605	792	77	386	16	1	266	7	10	48	4	1	183	3415
Percent	0.6%	47.0%	23.2%	2.3%	11.3%	0.5%	0.0%	7.8%	0.2%	0.3%	1.4%	0.1%	0.0%	5.4%	
ADT 3415															
<i>Comments:</i>															



LOCATION: Fir St (OR 38) btwn N 3rd St & Riverfront Way SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR															QC JOB #: 12467505 DIRECTION: NB/SB DATE: Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	1	0	2	7	1	1	0	0	0	0	0	0	0	0	12	21-30	9	
1:00 AM	0	0	1	7	5	2	0	1	0	0	0	0	0	0	16	26-35	12	
2:00 AM	0	0	1	3	10	2	1	0	0	0	0	0	0	0	17	26-35	13	
3:00 AM	1	0	0	6	18	8	0	0	0	0	0	0	0	0	33	31-40	26	
4:00 AM	3	1	0	20	12	4	1	0	0	0	0	0	0	0	41	26-35	31	
5:00 AM	4	0	4	16	17	5	4	0	0	0	0	0	0	0	50	26-35	33	
6:00 AM	5	2	6	21	26	8	3	0	0	0	0	0	0	0	71	26-35	47	
7:00 AM	3	3	8	33	58	25	5	0	0	0	0	0	0	0	135	26-35	90	
8:00 AM	11	2	10	48	50	23	2	0	0	0	0	0	0	0	146	26-35	98	
9:00 AM	13	8	12	58	75	38	5	1	0	0	0	0	0	0	210	26-35	133	
10:00 AM	19	6	10	77	83	50	7	0	0	0	0	0	0	0	252	26-35	160	
11:00 AM	21	10	13	78	87	38	9	0	0	0	0	0	0	0	256	26-35	164	
12:00 PM	18	1	17	89	83	56	8	1	0	0	0	0	0	0	273	26-35	172	
1:00 PM	28	4	28	78	92	34	9	1	0	0	0	1	0	0	275	26-35	169	
2:00 PM	25	6	23	91	94	47	11	2	0	0	0	0	0	0	299	26-35	185	
3:00 PM	19	3	13	98	76	49	12	1	0	0	0	0	0	0	271	26-35	173	
4:00 PM	28	8	17	56	98	63	10	1	0	0	0	0	0	0	281	31-40	161	
5:00 PM	18	3	6	50	92	43	15	0	0	0	0	0	0	0	227	26-35	142	
6:00 PM	12	5	14	25	66	39	3	0	0	0	0	0	0	0	164	31-40	105	
7:00 PM	7	2	7	39	42	24	8	0	0	0	0	0	0	0	129	26-35	81	
8:00 PM	9	1	14	38	37	20	4	1	0	0	0	0	0	0	124	26-35	75	
9:00 PM	0	1	11	28	22	11	1	0	0	0	0	0	0	0	74	26-35	50	
10:00 PM	2	1	1	16	15	4	0	0	0	0	0	0	0	0	39	26-35	31	
11:00 PM	2	0	3	6	7	2	0	0	0	0	0	0	0	0	20	27-36	12	
Day Total	249	67	221	988	1166	596	118	9	0	0	0	1	0	0	3415	26-35	2153	
Percent	7.3%	2.0%	6.5%	28.9%	34.1%	17.5%	3.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
ADT 3415																		
AM Peak Volume	11:00 AM	10:00 AM	11:00 AM	1:00 AM								11:00 AM						
	21	10	13	78	87	50	9	1								256		
PM Peak Volume	1:00 PM	4:00 PM	1:00 PM	3:00 PM	4:00 PM	4:00 PM	5:00 PM	2:00 PM								2:00 PM		
	28	8	28	98	98	63	15	2								299		
<i>Comments:</i>																		

LOCATION: Fir St (OR 38) btwn N 3rd St & Riverfront Way														QC JOB #: 12467505			
SPECIFIC LOCATION: 0 ft from														DIRECTION: NB/SB			
CITY/STATE: Reedsport, OR														DATE: Jun 05 2014 - Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	249	67	221	988	1166	596	118	9	0	0	0	1	0	0	3415	26-35	2153
Percent	7.3%	2.0%	6.5%	28.9%	34.1%	17.5%	3.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	7.3%	9.3%	15.7%	44.7%	78.8%	96.3%	99.7%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			
ADT 3415															85th Percentile 36 MPH Mean Speed(Average) 29 MPH Median 30 MPH Mode: 33 MPH		
<i>Comments:</i>																	



LOCATION: Fir St (OR 38) btwn N 3rd St & Riverfront Way SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR						QC JOB #: 12467505 DIRECTION: NB DATE: Jun 05 2014 - Jun 05 2014				
Start Time	Mon	Tue	Wed	Thu 05-Jun-14	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				6		6			6	
1:00 AM				7		7			7	
2:00 AM				12		12			12	
3:00 AM				25		25			25	
4:00 AM				28		28			28	
5:00 AM				26		26			26	
6:00 AM				40		40			40	
7:00 AM				73		73			73	
8:00 AM				86		86			86	
9:00 AM				108		108			108	
10:00 AM				114		114			114	
11:00 AM				122		122			122	
12:00 PM				144		144			144	
1:00 PM				117		117			117	
2:00 PM				145		145			145	
3:00 PM				129		129			129	
4:00 PM				144		144			144	
5:00 PM				106		106			106	
6:00 PM				83		83			83	
7:00 PM				47		47			47	
8:00 PM				45		45			45	
9:00 PM				21		21			21	
10:00 PM				15		15			15	
11:00 PM				7		7			7	
Day Total				1650		1650			1650	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				11:00 AM		11:00 AM			11:00 AM	
Volume				122		122			122	
PM Peak				2:00 PM		2:00 PM			2:00 PM	
Volume				145		145			145	
<i>Comments:</i>										

LOCATION: Fir St (OR 38) btwn N 3rd St & Riverfront Way SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR														QC JOB #: 12467505 DIRECTION: NB DATE: Jun 05 2014	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	3	0	0	1	0	0	1	0	0	0	0	0	1	6
1:00 AM	0	1	0	2	2	0	0	0	0	1	1	0	0	0	7
2:00 AM	0	1	2	3	3	0	0	3	0	0	0	0	0	0	12
3:00 AM	0	1	6	7	7	0	0	1	0	0	0	2	0	1	25
4:00 AM	0	3	7	1	9	1	0	3	1	0	2	0	0	1	28
5:00 AM	1	4	3	2	5	0	0	3	2	2	2	0	0	2	26
6:00 AM	0	16	4	3	5	1	0	3	0	0	3	0	0	5	40
7:00 AM	1	29	18	3	9	1	0	11	0	0	0	0	0	1	73
8:00 AM	0	44	17	1	7	0	0	11	1	1	0	0	0	4	86
9:00 AM	0	53	30	5	10	0	0	7	0	1	0	0	0	2	108
10:00 AM	0	44	39	2	10	0	0	11	0	0	1	0	0	7	114
11:00 AM	2	59	24	3	12	0	0	15	0	0	3	1	0	3	122
12:00 PM	1	68	34	2	11	2	0	18	0	0	1	0	0	7	144
1:00 PM	1	58	24	1	14	0	0	7	0	1	0	0	0	11	117
2:00 PM	1	71	38	4	14	0	0	7	0	0	0	1	0	9	145
3:00 PM	0	51	33	4	16	0	0	15	0	0	0	0	0	10	129
4:00 PM	1	66	33	2	17	2	0	8	0	0	3	0	0	12	144
5:00 PM	1	54	26	2	13	0	0	4	0	0	0	0	0	6	106
6:00 PM	0	46	19	1	5	0	0	7	0	0	0	0	0	5	83
7:00 PM	0	28	7	1	6	1	0	2	0	0	0	0	0	2	47
8:00 PM	0	23	14	0	4	0	0	0	0	0	1	0	0	3	45
9:00 PM	0	12	6	0	2	0	0	1	0	0	0	0	0	0	21
10:00 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
11:00 PM	0	3	3	1	0	0	0	0	0	0	0	0	0	0	7
Day Total	9	750	390	50	182	8	0	138	4	6	17	4	0	92	1650
Percent	0.5%	45.5%	23.6%	3.0%	11.0%	0.5%	0.0%	8.4%	0.2%	0.4%	1.0%	0.2%	0.0%	5.6%	
ADT 1650															
AM Peak Volume	11:00 AM	11:00 AM	10:00 AM	3:00 AM	11:00 AM	4:00 AM		11:00 AM	5:00 AM	5:00 AM	6:00 AM	3:00 AM		10:00 AM	11:00 AM
	2	59	39	7	12	1		15	2	2	3	2		7	122
PM Peak Volume	12:00 PM	2:00 PM	2:00 PM	2:00 PM	4:00 PM	12:00 PM		12:00 PM		1:00 PM	4:00 PM	2:00 PM		4:00 PM	2:00 PM
	1	71	38	4	17	2		18		1	3	1		12	145
<i>Comments:</i>															

LOCATION: Fir St (OR 38) btwn N 3rd St & Riverfront Way													QC JOB #: 12467505		
SPECIFIC LOCATION: 0 ft from													DIRECTION: NB		
CITY/STATE: Reedsport, OR													DATE: Jun 05 2014 - Jun 05 2014		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	9	750	390	50	182	8	0	138	4	6	17	4	0	92	1650
Percent	0.5%	45.5%	23.6%	3.0%	11.0%	0.5%	0.0%	8.4%	0.2%	0.4%	1.0%	0.2%	0.0%	5.6%	
ADT 1650															
<i>Comments:</i>															



LOCATION: Fir St (OR 38) btwn N 3rd St & Riverfront Way SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR															QC JOB #: 12467505 DIRECTION: NB DATE: Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	1	0	1	3	0	1	0	0	0	0	0	0	0	0	6	21-30	4	
1:00 AM	0	0	0	2	2	2	0	1	0	0	0	0	0	0	7	31-40	4	
2:00 AM	0	0	1	2	7	1	1	0	0	0	0	0	0	0	12	26-35	9	
3:00 AM	1	0	0	3	13	8	0	0	0	0	0	0	0	0	25	31-40	21	
4:00 AM	1	1	0	11	10	4	1	0	0	0	0	0	0	0	28	26-35	21	
5:00 AM	2	0	1	7	10	3	3	0	0	0	0	0	0	0	26	26-35	17	
6:00 AM	4	1	3	6	17	6	3	0	0	0	0	0	0	0	40	31-40	23	
7:00 AM	1	3	5	12	33	15	4	0	0	0	0	0	0	0	73	31-40	48	
8:00 AM	5	1	6	27	33	14	0	0	0	0	0	0	0	0	86	26-35	59	
9:00 AM	3	6	4	22	42	27	3	1	0	0	0	0	0	0	108	31-40	69	
10:00 AM	9	4	3	26	43	25	4	0	0	0	0	0	0	0	114	30-39	68	
11:00 AM	4	7	2	25	53	26	5	0	0	0	0	0	0	0	122	31-40	78	
12:00 PM	11	0	5	32	48	41	6	1	0	0	0	0	0	0	144	31-40	88	
1:00 PM	13	1	5	21	46	23	8	0	0	0	0	0	0	0	117	31-40	68	
2:00 PM	8	6	6	28	50	36	9	2	0	0	0	0	0	0	145	31-40	85	
3:00 PM	10	0	4	29	45	34	7	0	0	0	0	0	0	0	129	31-40	79	
4:00 PM	18	4	9	19	44	41	8	1	0	0	0	0	0	0	144	31-40	84	
5:00 PM	7	1	0	20	39	27	12	0	0	0	0	0	0	0	106	31-40	66	
6:00 PM	8	3	6	7	33	24	2	0	0	0	0	0	0	0	83	31-40	56	
7:00 PM	2	2	4	9	14	10	6	0	0	0	0	0	0	0	47	31-40	24	
8:00 PM	3	1	2	12	11	13	2	1	0	0	0	0	0	0	45	31-40	24	
9:00 PM	0	1	2	3	9	5	1	0	0	0	0	0	0	0	21	31-40	14	
10:00 PM	1	1	0	4	7	2	0	0	0	0	0	0	0	0	15	28-37	10	
11:00 PM	1	0	1	1	3	1	0	0	0	0	0	0	0	0	7	26-35	4	
Day Total	113	43	70	331	612	389	85	7	0	0	0	0	0	0	1650	31-40	1000	
Percent	6.8%	2.6%	4.2%	20.1%	37.1%	23.6%	5.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
ADT 1650																		
AM Peak Volume	10:00 AM	11:00 AM	8:00 AM	8:00 AM	11:00 AM	9:00 AM	11:00 AM	1:00 AM								11:00 AM		
	9	7	6	27	53	27	5	1								122		
PM Peak Volume	4:00 PM	2:00 PM	4:00 PM	12:00 PM	2:00 PM	12:00 PM	5:00 PM	2:00 PM								2:00 PM		
	18	6	9	32	50	41	12	2								145		
<i>Comments:</i>																		

LOCATION: Fir St (OR 38) btwn N 3rd St & Riverfront Way															QC JOB #: 12467505		
SPECIFIC LOCATION: 0 ft from															DIRECTION: NB		
CITY/STATE: Reedsport, OR															DATE: Jun 05 2014 - Jun 05 2014		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	113	43	70	331	612	389	85	7	0	0	0	0	0	0	1650	31-40	1000
Percent	6.8%	2.6%	4.2%	20.1%	37.1%	23.6%	5.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	6.8%	9.5%	13.7%	33.8%	70.8%	94.4%	99.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			
ADT 1650															85th Percentile 38 MPH Mean Speed(Average) 30 MPH Median 32 MPH Mode: 33 MPH		
<i>Comments:</i>																	



LOCATION: Hwy 101 north of Port Dock Rd/Umpqua Ave (OR 38) SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR						QC JOB #: 12467504 DIRECTION: SB DATE: Jun 05 2014 - Jun 05 2014				
Start Time	Mon	Tue	Wed	Thu 05-Jun-14	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				10		10			10	
1:00 AM				19		19			19	
2:00 AM				5		5			5	
3:00 AM				20		20			20	
4:00 AM				26		26			26	
5:00 AM				34		34			34	
6:00 AM				62		62			62	
7:00 AM				156		156			156	
8:00 AM				124		124			124	
9:00 AM				140		140			140	
10:00 AM				169		169			169	
11:00 AM				177		177			177	
12:00 PM				201		201			201	
1:00 PM				185		185			185	
2:00 PM				189		189			189	
3:00 PM				231		231			231	
4:00 PM				212		212			212	
5:00 PM				181		181			181	
6:00 PM				148		148			148	
7:00 PM				97		97			97	
8:00 PM				71		71			71	
9:00 PM				51		51			51	
10:00 PM				51		51			51	
11:00 PM				15		15			15	
Day Total				2574		2574			2574	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:00 AM 177		11:00 AM 177			11:00 AM 177	
PM Peak Volume				3:00 PM 231		3:00 PM 231			3:00 PM 231	
<i>Comments:</i>										

LOCATION: Hwy 101 north of Port Dock Rd/Umpqua Ave (OR 38) SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR														QC JOB #: 12467504 DIRECTION: SB DATE: Jun 05 2014	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	6	2	0	0	0	0	0	2	0	0	0	0	0	10
1:00 AM	0	14	2	0	1	0	0	0	0	0	0	1	0	1	19
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	1	0	5
3:00 AM	0	4	10	1	2	0	0	0	2	1	0	0	0	0	20
4:00 AM	0	10	4	1	3	2	0	1	4	0	0	0	1	0	26
5:00 AM	0	12	8	1	2	0	0	3	4	3	0	1	0	0	34
6:00 AM	0	24	12	1	14	0	0	3	3	2	1	0	1	1	62
7:00 AM	1	84	31	2	17	1	1	6	4	1	1	0	2	5	156
8:00 AM	0	65	33	1	9	4	0	3	3	1	0	0	0	5	124
9:00 AM	2	71	32	4	15	1	0	4	1	1	0	0	1	8	140
10:00 AM	2	89	37	1	17	3	0	4	4	1	0	0	1	10	169
11:00 AM	5	87	49	2	12	2	0	7	3	0	0	0	0	10	177
12:00 PM	3	115	38	2	16	3	1	7	6	0	0	0	0	10	201
1:00 PM	3	107	40	0	14	0	0	9	2	3	0	0	0	7	185
2:00 PM	2	100	48	1	16	0	1	6	3	1	0	0	2	9	189
3:00 PM	3	120	60	1	29	2	0	2	5	1	0	0	0	8	231
4:00 PM	3	122	40	1	25	1	0	5	3	0	0	0	0	12	212
5:00 PM	0	120	38	1	14	0	0	3	0	1	0	0	0	4	181
6:00 PM	0	95	35	0	10	1	0	3	0	0	0	0	0	4	148
7:00 PM	1	59	20	0	9	0	1	0	1	0	0	0	0	6	97
8:00 PM	0	48	14	0	5	0	0	3	0	0	0	0	0	1	71
9:00 PM	0	38	10	0	3	0	0	0	0	0	0	0	0	0	51
10:00 PM	0	34	14	0	0	0	0	0	1	0	0	0	0	2	51
11:00 PM	0	8	4	0	1	0	0	1	1	0	0	0	0	0	15
Day Total	25	1435	582	20	234	20	4	70	52	16	2	2	9	103	2574
Percent	1.0%	55.7%	22.6%	0.8%	9.1%	0.8%	0.2%	2.7%	2.0%	0.6%	0.1%	0.1%	0.3%	4.0%	
ADT 2574															
AM Peak Volume	11:00 AM	10:00 AM	11:00 AM	9:00 AM	7:00 AM	8:00 AM	7:00 AM	11:00 AM	4:00 AM	5:00 AM	6:00 AM	1:00 AM	7:00 AM	10:00 AM	11:00 AM
	5	89	49	4	17	4	1	7	4	3	1	1	2	10	177
PM Peak Volume	12:00 PM	4:00 PM	3:00 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM	1:00 PM			2:00 PM	4:00 PM	3:00 PM
	3	122	60	2	29	3	1	9	6	3			2	12	231
<i>Comments:</i>															

LOCATION: Hwy 101 north of Port Dock Rd/Umpqua Ave (OR 38)													QC JOB #: 12467504		
SPECIFIC LOCATION: 0 ft from													DIRECTION: SB		
CITY/STATE: Reedsport, OR													DATE: Jun 05 2014 - Jun 05 2014		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	25	1435	582	20	234	20	4	70	52	16	2	2	9	103	2574
Percent	1.0%	55.7%	22.6%	0.8%	9.1%	0.8%	0.2%	2.7%	2.0%	0.6%	0.1%	0.1%	0.3%	4.0%	
ADT 2574															
<i>Comments:</i>															



LOCATION: Hwy 101 north of Port Dock Rd/Umpqua Ave (OR 38) SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR															QC JOB #: 12467504 DIRECTION: SB DATE: Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	0	4	5	1	0	0	0	0	0	0	0	10	31-40	9	
1:00 AM	0	0	0	5	12	2	0	0	0	0	0	0	0	0	19	26-35	17	
2:00 AM	0	0	0	2	3	0	0	0	0	0	0	0	0	0	5	28-37	4	
3:00 AM	0	0	0	2	11	7	0	0	0	0	0	0	0	0	20	31-40	17	
4:00 AM	0	0	1	6	11	7	1	0	0	0	0	0	0	0	26	31-40	17	
5:00 AM	0	0	1	4	22	3	2	1	1	0	0	0	0	0	34	31-40	25	
6:00 AM	0	0	1	4	21	32	4	0	0	0	0	0	0	0	62	31-40	53	
7:00 AM	4	1	3	19	53	62	12	2	0	0	0	0	0	0	156	31-40	115	
8:00 AM	4	0	4	18	61	31	6	0	0	0	0	0	0	0	124	31-40	91	
9:00 AM	8	0	3	22	56	43	8	0	0	0	0	0	0	0	140	31-40	98	
10:00 AM	9	3	3	34	76	36	8	0	0	0	0	0	0	0	169	31-40	111	
11:00 AM	9	0	8	28	85	43	4	0	0	0	0	0	0	0	177	31-40	127	
12:00 PM	9	1	10	41	82	53	5	0	0	0	0	0	0	0	201	31-40	135	
1:00 PM	6	0	1	31	93	46	7	1	0	0	0	0	0	0	185	31-40	138	
2:00 PM	15	10	16	45	57	42	4	0	0	0	0	0	0	0	189	26-35	102	
3:00 PM	7	2	9	46	98	62	7	0	0	0	0	0	0	0	231	31-40	159	
4:00 PM	10	5	20	45	89	39	4	0	0	0	0	0	0	0	212	26-35	134	
5:00 PM	4	0	4	28	90	49	6	0	0	0	0	0	0	0	181	31-40	139	
6:00 PM	4	0	0	16	70	52	6	0	0	0	0	0	0	0	148	31-40	122	
7:00 PM	5	0	0	7	42	33	10	0	0	0	0	0	0	0	97	31-40	74	
8:00 PM	1	1	1	19	33	10	5	1	0	0	0	0	0	0	71	26-35	51	
9:00 PM	0	0	0	9	23	14	2	3	0	0	0	0	0	0	51	31-40	36	
10:00 PM	1	0	0	6	20	17	7	0	0	0	0	0	0	0	51	31-40	37	
11:00 PM	0	0	0	1	9	3	2	0	0	0	0	0	0	0	15	31-40	12	
Day Total	96	23	85	438	1121	691	111	8	1	0	0	0	0	0	2574	31-40	1811	
Percent	3.7%	0.9%	3.3%	17.0%	43.6%	26.8%	4.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
ADT 2574																		
AM Peak Volume	10:00 AM	10:00 AM	11:00 AM	10:00 AM	11:00 AM	7:00 AM	7:00 AM	7:00 AM	5:00 AM							11:00 AM		
	9	3	8	34	85	62	12	2	1							177		
PM Peak Volume	2:00 PM	2:00 PM	4:00 PM	3:00 PM	3:00 PM	3:00 PM	7:00 PM	9:00 PM							3:00 PM			
	15	10	20	46	98	62	10	3							231			
<i>Comments:</i>																		

LOCATION: Hwy 101 north of Port Dock Rd/Umpqua Ave (OR 38)															QC JOB #: 12467504		
SPECIFIC LOCATION: 0 ft from															DIRECTION: SB		
CITY/STATE: Reedsport, OR															DATE: Jun 05 2014 - Jun 05 2014		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	96	23	85	438	1121	691	111	8	1	0	0	0	0	0	2574	31-40	1811
Percent	3.7%	0.9%	3.3%	17.0%	43.6%	26.8%	4.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	3.7%	4.6%	7.9%	24.9%	68.5%	95.3%	99.7%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			
ADT 2574															85th Percentile 38 MPH Mean Speed(Average) 32 MPH Median 32 MPH Mode 33 MPH		
<i>Comments:</i>																	



LOCATION: Hwy 101 north of Port Dock Rd/Umpqua Ave (OR 38) SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR						QC JOB #: 12467504 DIRECTION: NB/SB DATE: Jun 05 2014 - Jun 05 2014				
Start Time	Mon	Tue	Wed	Thu 05-Jun-14	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				18		18			18	
1:00 AM				33		33			33	
2:00 AM				17		17			17	
3:00 AM				44		44			44	
4:00 AM				57		57			57	
5:00 AM				77		77			77	
6:00 AM				138		138			138	
7:00 AM				274		274			274	
8:00 AM				290		290			290	
9:00 AM				306		306			306	
10:00 AM				352		352			352	
11:00 AM				410		410			410	
12:00 PM				423		423			423	
1:00 PM				402		402			402	
2:00 PM				399		399			399	
3:00 PM				427		427			427	
4:00 PM				438		438			438	
5:00 PM				371		371			371	
6:00 PM				279		279			279	
7:00 PM				200		200			200	
8:00 PM				156		156			156	
9:00 PM				102		102			102	
10:00 PM				76		76			76	
11:00 PM				34		34			34	
Day Total				5323		5323			5323	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:00 AM 410		11:00 AM 410			11:00 AM 410	
PM Peak Volume				4:00 PM 438		4:00 PM 438			4:00 PM 438	
<i>Comments:</i>										

LOCATION: Hwy 101 north of Port Dock Rd/Umpqua Ave (OR 38) SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR														QC JOB #: 12467504 DIRECTION: NB/SB DATE: Jun 05 2014	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	11	3	0	0	0	0	0	4	0	0	0	0	0	18
1:00 AM	0	22	3	0	2	0	0	0	2	0	0	1	1	2	33
2:00 AM	0	7	4	0	3	0	0	0	1	0	0	0	1	1	17
3:00 AM	0	9	13	4	7	2	0	0	5	1	0	0	2	1	44
4:00 AM	0	14	13	4	9	3	0	3	7	1	0	0	1	2	57
5:00 AM	0	30	20	4	8	2	0	3	5	3	0	1	1	0	77
6:00 AM	1	50	36	2	27	1	0	5	5	5	1	0	2	3	138
7:00 AM	3	137	61	4	34	2	1	11	8	2	1	0	3	7	274
8:00 AM	1	152	70	3	33	8	0	9	4	1	0	0	0	9	290
9:00 AM	4	155	71	7	40	3	0	6	2	1	0	0	2	15	306
10:00 AM	9	188	68	7	39	4	0	10	7	1	0	0	2	17	352
11:00 AM	7	203	103	6	42	4	0	22	4	1	0	0	1	17	410
12:00 PM	8	237	80	3	33	7	1	20	6	1	1	0	0	26	423
1:00 PM	5	226	91	4	35	1	0	19	4	4	1	0	0	12	402
2:00 PM	8	205	94	5	44	2	1	12	5	2	1	0	2	18	399
3:00 PM	4	222	110	5	52	5	0	8	7	1	0	0	0	13	427
4:00 PM	18	231	95	3	56	1	0	13	4	0	0	0	1	16	438
5:00 PM	4	222	87	4	33	1	0	5	3	1	0	0	0	11	371
6:00 PM	3	165	66	0	20	2	1	8	1	1	0	0	2	10	279
7:00 PM	3	118	46	0	18	0	1	0	3	0	1	1	1	8	200
8:00 PM	0	106	33	0	10	0	0	4	0	0	0	0	0	3	156
9:00 PM	0	65	28	0	8	0	0	0	1	0	0	0	0	0	102
10:00 PM	1	49	19	0	2	0	0	0	2	0	0	0	0	3	76
11:00 PM	0	13	9	0	7	0	0	1	3	0	0	0	1	0	34
Day Total	79	2837	1223	65	562	48	5	159	93	26	6	3	23	194	5323
Percent	1.5%	53.3%	23.0%	1.2%	10.6%	0.9%	0.1%	3.0%	1.7%	0.5%	0.1%	0.1%	0.4%	3.6%	
ADT 5323															
AM Peak Volume	10:00 AM	11:00 AM	11:00 AM	9:00 AM	11:00 AM	8:00 AM	7:00 AM	11:00 AM	7:00 AM	6:00 AM	6:00 AM	1:00 AM	7:00 AM	10:00 AM	11:00 AM
	9	203	103	7	42	8	1	22	8	5	1	1	3	17	410
PM Peak Volume	4:00 PM	12:00 PM	3:00 PM	2:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM	1:00 PM	12:00 PM	7:00 PM	2:00 PM	12:00 PM	4:00 PM
	18	237	110	5	56	7	1	20	7	4	1	1	2	26	438
<i>Comments:</i>															

LOCATION: Hwy 101 north of Port Dock Rd/Umpqua Ave (OR 38)													QC JOB #: 12467504		
SPECIFIC LOCATION: 0 ft from													DIRECTION: NB/SB		
CITY/STATE: Reedsport, OR													DATE: Jun 05 2014 - Jun 05 2014		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	79	2837	1223	65	562	48	5	159	93	26	6	3	23	194	5323
Percent	1.5%	53.3%	23.0%	1.2%	10.6%	0.9%	0.1%	3.0%	1.7%	0.5%	0.1%	0.1%	0.4%	3.6%	
ADT 5323															
<i>Comments:</i>															



LOCATION: Hwy 101 north of Port Dock Rd/Umpqua Ave (OR 38) SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR															QC JOB #: 12467504 DIRECTION: NB/SB DATE: Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	2	6	6	3	1	0	0	0	0	0	0	18	32-41	11	
1:00 AM	0	0	0	5	14	9	5	0	0	0	0	0	0	0	33	31-40	22	
2:00 AM	0	0	0	2	5	2	6	2	0	0	0	0	0	0	17	36-45	8	
3:00 AM	0	0	1	3	15	13	10	2	0	0	0	0	0	0	44	31-40	28	
4:00 AM	0	0	1	6	16	21	8	3	2	0	0	0	0	0	57	31-40	37	
5:00 AM	0	0	3	9	31	23	5	3	2	0	0	0	0	1	77	31-40	53	
6:00 AM	1	3	4	14	39	54	20	3	0	0	0	0	0	0	138	31-40	93	
7:00 AM	6	1	4	33	86	98	32	11	2	1	0	0	0	0	274	31-40	184	
8:00 AM	8	1	6	32	106	101	30	5	1	0	0	0	0	0	290	31-40	206	
9:00 AM	15	1	6	35	101	100	36	10	2	0	0	0	0	0	306	31-40	201	
10:00 AM	14	4	8	45	123	98	47	11	2	0	0	0	0	0	352	31-40	221	
11:00 AM	15	1	12	49	163	109	47	11	2	1	0	0	0	0	410	31-40	272	
12:00 PM	56	7	18	57	119	117	38	8	2	1	0	0	0	0	423	31-40	235	
1:00 PM	11	0	4	46	144	133	53	6	4	0	1	0	0	0	402	31-40	277	
2:00 PM	24	11	24	56	111	107	51	11	3	1	0	0	0	0	399	31-40	217	
3:00 PM	10	2	11	60	143	132	52	14	2	1	0	0	0	0	427	31-40	274	
4:00 PM	13	5	21	67	141	115	57	16	3	0	0	0	0	0	438	31-40	256	
5:00 PM	11	0	6	46	141	102	53	12	0	0	0	0	0	0	371	31-40	242	
6:00 PM	19	4	2	21	92	89	41	8	3	0	0	0	0	0	279	31-40	181	
7:00 PM	7	0	2	16	66	66	33	8	2	0	0	0	0	0	200	31-40	131	
8:00 PM	4	1	1	31	53	48	10	8	0	0	0	0	0	0	156	31-40	100	
9:00 PM	0	0	0	15	37	32	13	5	0	0	0	0	0	0	102	31-40	69	
10:00 PM	1	0	0	10	25	27	10	3	0	0	0	0	0	0	76	31-40	52	
11:00 PM	0	0	0	1	14	11	4	1	0	1	2	0	0	0	34	31-40	25	
Day Total	215	41	134	661	1791	1613	664	162	32	6	3	0	0	1	5323	31-40	3404	
Percent	4.0%	0.8%	2.5%	12.4%	33.6%	30.3%	12.5%	3.0%	0.6%	0.1%	0.1%	0.0%	0.0%	0.0%				
ADT 5323																		
AM Peak Volume	9:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	7:00 AM	4:00 AM	7:00 AM				5:00 AM	11:00 AM			
	15	4	12	49	163	109	47	11	2	1				1	410			
PM Peak Volume	12:00 PM	2:00 PM	2:00 PM	4:00 PM	1:00 PM	1:00 PM	4:00 PM	4:00 PM	1:00 PM	12:00 PM	11:00 PM				4:00 PM			
	56	11	24	67	144	133	57	16	4	1	2				438			
<i>Comments:</i>																		

LOCATION: Hwy 101 north of Port Dock Rd/Umpqua Ave (OR 38)														QC JOB #: 12467504			
SPECIFIC LOCATION: 0 ft from														DIRECTION: NB/SB			
CITY/STATE: Reedsport, OR														DATE: Jun 05 2014 - Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	215	41	134	661	1791	1613	664	162	32	6	3	0	0	1	5323	31-40	3404
Percent	4.0%	0.8%	2.5%	12.4%	33.6%	30.3%	12.5%	3.0%	0.6%	0.1%	0.1%	0.0%	0.0%	0.0%			
Cumulative Percent	4.0%	4.8%	7.3%	19.7%	53.4%	83.7%	96.2%	99.2%	99.8%	99.9%	100.0%	100.0%	100.0%	100.0%			
ADT 5323															85th Percentile 40 MPH Mean Speed(Average) 33 MPH		
Comments:															Median 34 MPH Mode: 33 MPH		



LOCATION: Hwy 101 north of Port Dock Rd/Umpqua Ave (OR 38) SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR							QC JOB #: 12467504 DIRECTION: NB DATE: Jun 05 2014 - Jun 05 2014			
Start Time	Mon	Tue	Wed	Thu 05-Jun-14	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				8		8			8	
1:00 AM				14		14			14	
2:00 AM				12		12			12	
3:00 AM				24		24			24	
4:00 AM				31		31			31	
5:00 AM				43		43			43	
6:00 AM				76		76			76	
7:00 AM				118		118			118	
8:00 AM				166		166			166	
9:00 AM				166		166			166	
10:00 AM				183		183			183	
11:00 AM				233		233			233	
12:00 PM				222		222			222	
1:00 PM				217		217			217	
2:00 PM				210		210			210	
3:00 PM				196		196			196	
4:00 PM				226		226			226	
5:00 PM				190		190			190	
6:00 PM				131		131			131	
7:00 PM				103		103			103	
8:00 PM				85		85			85	
9:00 PM				51		51			51	
10:00 PM				25		25			25	
11:00 PM				19		19			19	
Day Total				2749		2749			2749	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				11:00 AM		11:00 AM			11:00 AM	
Volume				233		233			233	
PM Peak				4:00 PM		4:00 PM			4:00 PM	
Volume				226		226			226	
<i>Comments:</i>										

LOCATION: Hwy 101 north of Port Dock Rd/Umpqua Ave (OR 38) SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR														QC JOB #: 12467504 DIRECTION: NB DATE: Jun 05 2014	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	5	1	0	0	0	0	0	2	0	0	0	0	0	8
1:00 AM	0	8	1	0	1	0	0	0	2	0	0	0	1	1	14
2:00 AM	0	4	3	0	3	0	0	0	1	0	0	0	0	1	12
3:00 AM	0	5	3	3	5	2	0	0	3	0	0	0	2	1	24
4:00 AM	0	4	9	3	6	1	0	2	3	1	0	0	0	2	31
5:00 AM	0	18	12	3	6	2	0	0	1	0	0	0	1	0	43
6:00 AM	1	26	24	1	13	1	0	2	2	3	0	0	1	2	76
7:00 AM	2	53	30	2	17	1	0	5	4	1	0	0	1	2	118
8:00 AM	1	87	37	2	24	4	0	6	1	0	0	0	0	4	166
9:00 AM	2	84	39	3	25	2	0	2	1	0	0	0	1	7	166
10:00 AM	7	99	31	6	22	1	0	6	3	0	0	0	1	7	183
11:00 AM	2	116	54	4	30	2	0	15	1	1	0	0	1	7	233
12:00 PM	5	122	42	1	17	4	0	13	0	1	1	0	0	16	222
1:00 PM	2	119	51	4	21	1	0	10	2	1	1	0	0	5	217
2:00 PM	6	105	46	4	28	2	0	6	2	1	1	0	0	9	210
3:00 PM	1	102	50	4	23	3	0	6	2	0	0	0	0	5	196
4:00 PM	15	109	55	2	31	0	0	8	1	0	0	0	1	4	226
5:00 PM	4	102	49	3	19	1	0	2	3	0	0	0	0	7	190
6:00 PM	3	70	31	0	10	1	1	5	1	1	0	0	2	6	131
7:00 PM	2	59	26	0	9	0	0	0	2	0	1	1	1	2	103
8:00 PM	0	58	19	0	5	0	0	1	0	0	0	0	0	2	85
9:00 PM	0	27	18	0	5	0	0	0	1	0	0	0	0	0	51
10:00 PM	1	15	5	0	2	0	0	0	1	0	0	0	0	1	25
11:00 PM	0	5	5	0	6	0	0	0	2	0	0	0	1	0	19
Day Total	54	1402	641	45	328	28	1	89	41	10	4	1	14	91	2749
Percent	2.0%	51.0%	23.3%	1.6%	11.9%	1.0%	0.0%	3.2%	1.5%	0.4%	0.1%	0.0%	0.5%	3.3%	
ADT 2749															
AM Peak Volume	10:00 AM	11:00 AM	11:00 AM	10:00 AM	11:00 AM	8:00 AM		11:00 AM	7:00 AM	6:00 AM			3:00 AM	9:00 AM	11:00 AM
	7	116	54	6	30	4		15	4	3			2	7	233
PM Peak Volume	4:00 PM	12:00 PM	4:00 PM	1:00 PM	4:00 PM	12:00 PM	6:00 PM	12:00 PM	5:00 PM	12:00 PM	12:00 PM	7:00 PM	6:00 PM	12:00 PM	4:00 PM
	15	122	55	4	31	4	1	13	3	1	1	1	2	16	226
<i>Comments:</i>															

LOCATION: Hwy 101 north of Port Dock Rd/Umpqua Ave (OR 38)													QC JOB #: 12467504		
SPECIFIC LOCATION: 0 ft from													DIRECTION: NB		
CITY/STATE: Reedsport, OR													DATE: Jun 05 2014 - Jun 05 2014		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	54	1402	641	45	328	28	1	89	41	10	4	1	14	91	2749
Percent	2.0%	51.0%	23.3%	1.6%	11.9%	1.0%	0.0%	3.2%	1.5%	0.4%	0.1%	0.0%	0.5%	3.3%	
ADT 2749															
<i>Comments:</i>															



LOCATION: Hwy 101 north of Port Dock Rd/Umpqua Ave (OR 38) SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR															QC JOB #: 12467504 DIRECTION: NB DATE: Jun 05 2014			
Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace	
	15	20	25	30	35	40	45	50	55	60	65	70	75	999				
12:00 AM	0	0	0	2	2	1	2	1	0	0	0	0	0	0	8	26-35	4	
1:00 AM	0	0	0	0	2	7	5	0	0	0	0	0	0	0	14	36-45	12	
2:00 AM	0	0	0	0	2	2	6	2	0	0	0	0	0	0	12	36-45	8	
3:00 AM	0	0	1	1	4	6	10	2	0	0	0	0	0	0	24	36-45	16	
4:00 AM	0	0	0	0	5	14	7	3	2	0	0	0	0	0	31	36-45	20	
5:00 AM	0	0	2	5	9	20	3	2	1	0	0	0	0	1	43	31-40	29	
6:00 AM	1	3	3	10	18	22	16	3	0	0	0	0	0	0	76	31-40	40	
7:00 AM	2	0	1	14	33	36	20	9	2	1	0	0	0	0	118	31-40	69	
8:00 AM	4	1	2	14	45	70	24	5	1	0	0	0	0	0	166	31-40	115	
9:00 AM	7	1	3	13	45	57	28	10	2	0	0	0	0	0	166	31-40	102	
10:00 AM	5	1	5	11	47	62	39	11	2	0	0	0	0	0	183	31-40	109	
11:00 AM	6	1	4	21	78	66	43	11	2	1	0	0	0	0	233	31-40	143	
12:00 PM	47	6	8	16	37	64	33	8	2	1	0	0	0	0	222	31-40	101	
1:00 PM	5	0	3	15	51	87	46	5	4	0	1	0	0	0	217	31-40	138	
2:00 PM	9	1	8	11	54	65	47	11	3	1	0	0	0	0	210	31-40	119	
3:00 PM	3	0	2	14	45	70	45	14	2	1	0	0	0	0	196	31-40	115	
4:00 PM	3	0	1	22	52	76	53	16	3	0	0	0	0	0	226	36-45	129	
5:00 PM	7	0	2	18	51	53	47	12	0	0	0	0	0	0	190	32-41	103	
6:00 PM	15	4	2	5	22	37	35	8	3	0	0	0	0	0	131	36-45	72	
7:00 PM	2	0	2	9	24	33	23	8	2	0	0	0	0	0	103	35-44	56	
8:00 PM	3	0	0	12	20	38	5	7	0	0	0	0	0	0	85	31-40	57	
9:00 PM	0	0	0	6	14	18	11	2	0	0	0	0	0	0	51	31-40	32	
10:00 PM	0	0	0	4	5	10	3	3	0	0	0	0	0	0	25	31-40	15	
11:00 PM	0	0	0	0	5	8	2	1	0	1	2	0	0	0	19	31-40	13	
Day Total	119	18	49	223	670	922	553	154	31	6	3	0	0	1	2749	31-40	1592	
Percent	4.3%	0.7%	1.8%	8.1%	24.4%	33.5%	20.1%	5.6%	1.1%	0.2%	0.1%	0.0%	0.0%	0.0%				
ADT 2749																		
AM Peak Volume	9:00 AM	6:00 AM	10:00 AM	11:00 AM	11:00 AM	8:00 AM	11:00 AM	10:00 AM	4:00 AM	7:00 AM				5:00 AM	11:00 AM			
	7	3	5	21	78	70	43	11	2	1				1	233			
PM Peak Volume	12:00 PM	12:00 PM	12:00 PM	4:00 PM	2:00 PM	1:00 PM	4:00 PM	4:00 PM	1:00 PM	12:00 PM	11:00 PM				4:00 PM			
	47	6	8	22	54	87	53	16	4	1	2				226			
<i>Comments:</i>																		

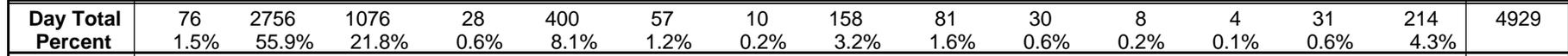
LOCATION: Hwy 101 north of Port Dock Rd/Umpqua Ave (OR 38)															QC JOB #: 12467504		
SPECIFIC LOCATION: 0 ft from															DIRECTION: NB		
CITY/STATE: Reedsport, OR															DATE: Jun 05 2014 - Jun 05 2014		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	119	18	49	223	670	922	553	154	31	6	3	0	0	1	2749	31-40	1592
Percent	4.3%	0.7%	1.8%	8.1%	24.4%	33.5%	20.1%	5.6%	1.1%	0.2%	0.1%	0.0%	0.0%	0.0%			
Cumulative Percent	4.3%	5.0%	6.8%	14.9%	39.3%	72.8%	92.9%	98.5%	99.6%	99.9%	100.0%	100.0%	100.0%	100.0%			
ADT 2749															85th Percentile 43 MPH Mean Speed(Average) 35 MPH		
<i>Comments:</i>																Median 36 MPH Mode: 38 MPH	



LOCATION: Hwy 101 btwn Juniper Ave & 11th St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR						QC JOB #: 12467503 DIRECTION: SB DATE: Jun 05 2014 - Jun 05 2014				
Start Time	Mon	Tue	Wed	Thu 05-Jun-14	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				18		18			18	
1:00 AM				29		29			29	
2:00 AM				14		14			14	
3:00 AM				20		20			20	
4:00 AM				30		30			30	
5:00 AM				55		55			55	
6:00 AM				96		96			96	
7:00 AM				226		226			226	
8:00 AM				220		220			220	
9:00 AM				282		282			282	
10:00 AM				345		345			345	
11:00 AM				384		384			384	
12:00 PM				410		410			410	
1:00 PM				379		379			379	
2:00 PM				391		391			391	
3:00 PM				412		412			412	
4:00 PM				398		398			398	
5:00 PM				360		360			360	
6:00 PM				267		267			267	
7:00 PM				203		203			203	
8:00 PM				162		162			162	
9:00 PM				106		106			106	
10:00 PM				89		89			89	
11:00 PM				33		33			33	
Day Total				4929		4929			4929	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:00 AM 384		11:00 AM 384			11:00 AM 384	
PM Peak Volume				3:00 PM 412		3:00 PM 412			3:00 PM 412	
<i>Comments:</i>										

LOCATION: Hwy 101 btwn Juniper Ave & 11th St **QC JOB #:** 12467503
SPECIFIC LOCATION: 0 ft from **DIRECTION:** SB
CITY/STATE: Reedsport, OR **DATE:** Jun 05 2014

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	10	4	0	0	0	0	1	1	1	0	0	0	1	18
1:00 AM	0	14	5	1	2	0	0	0	0	1	1	0	1	4	29
2:00 AM	0	6	2	0	0	0	0	0	1	1	0	0	1	3	14
3:00 AM	1	7	5	0	1	0	0	0	4	1	1	0	0	0	20
4:00 AM	0	11	4	1	2	0	0	2	5	1	0	1	2	1	30
5:00 AM	0	24	13	1	4	0	0	3	6	1	0	1	0	2	55
6:00 AM	2	39	14	1	14	2	1	1	5	4	1	0	3	9	96
7:00 AM	1	134	37	2	27	2	1	6	7	0	1	0	5	3	226
8:00 AM	3	122	45	1	13	7	0	12	2	1	0	0	1	13	220
9:00 AM	7	139	68	6	23	3	0	12	7	2	2	0	3	10	282
10:00 AM	2	193	81	1	30	2	0	9	8	3	0	0	2	14	345
11:00 AM	13	180	107	4	31	5	2	11	5	0	0	0	3	23	384
12:00 PM	9	215	89	2	47	4	0	14	6	1	0	1	2	20	410
1:00 PM	11	195	90	2	30	6	3	14	5	4	1	0	0	18	379
2:00 PM	10	222	82	1	32	6	1	12	3	0	0	1	3	18	391
3:00 PM	7	234	94	1	25	9	0	16	3	4	1	0	1	17	412
4:00 PM	5	224	88	1	42	5	2	11	1	1	0	0	0	18	398
5:00 PM	3	219	80	0	21	2	0	17	2	1	0	0	1	14	360
6:00 PM	0	180	57	1	12	1	0	5	4	0	0	0	1	6	267
7:00 PM	0	121	45	0	21	1	0	3	2	1	0	0	0	9	203
8:00 PM	1	105	31	0	13	1	0	5	0	0	0	0	2	4	162
9:00 PM	0	76	16	1	6	1	0	2	1	0	0	0	0	3	106
10:00 PM	0	64	13	1	3	0	0	0	2	2	0	0	0	4	89
11:00 PM	1	22	6	0	1	0	0	2	1	0	0	0	0	0	33
Day Total	76	2756	1076	28	400	57	10	158	81	30	8	4	31	214	4929
Percent	1.5%	55.9%	21.8%	0.6%	8.1%	1.2%	0.2%	3.2%	1.6%	0.6%	0.2%	0.1%	0.6%	4.3%	



AM Peak Volume	11:00 AM	10:00 AM	11:00 AM	9:00 AM	11:00 AM	8:00 AM	11:00 AM	8:00 AM	10:00 AM	6:00 AM	9:00 AM	4:00 AM	7:00 AM	11:00 AM	11:00 AM
AM Peak Volume	13	193	107	6	31	7	2	12	8	4	2	1	5	23	384
PM Peak Volume	1:00 PM	3:00 PM	3:00 PM	12:00 PM	12:00 PM	3:00 PM	1:00 PM	5:00 PM	12:00 PM	1:00 PM	1:00 PM	12:00 PM	2:00 PM	12:00 PM	3:00 PM
PM Peak Volume	11	234	94	2	47	9	3	17	6	4	1	1	3	20	412

Comments:

LOCATION: Hwy 101 btwn Juniper Ave & 11th St													QC JOB #: 12467503		
SPECIFIC LOCATION: 0 ft from													DIRECTION: SB		
CITY/STATE: Reedsport, OR													DATE: Jun 05 2014 - Jun 05 2014		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	76	2756	1076	28	400	57	10	158	81	30	8	4	31	214	4929
Percent	1.5%	55.9%	21.8%	0.6%	8.1%	1.2%	0.2%	3.2%	1.6%	0.6%	0.2%	0.1%	0.6%	4.3%	
ADT 4929															
<i>Comments:</i>															



LOCATION: Hwy 101 btwn Juniper Ave & 11th St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR															QC JOB #: 12467503 DIRECTION: SB DATE: Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	10	7	1	0	0	0	0	0	0	0	0	18	26-35	16	
1:00 AM	3	0	0	8	15	3	0	0	0	0	0	0	0	0	29	26-35	23	
2:00 AM	2	0	0	4	6	2	0	0	0	0	0	0	0	0	14	28-37	9	
3:00 AM	0	0	0	7	12	1	0	0	0	0	0	0	0	0	20	26-35	18	
4:00 AM	0	0	0	11	19	0	0	0	0	0	0	0	0	0	30	26-35	29	
5:00 AM	2	1	2	17	24	7	1	0	1	0	0	0	0	0	55	26-35	40	
6:00 AM	8	2	6	20	48	12	0	0	0	0	0	0	0	0	96	26-35	68	
7:00 AM	2	1	1	65	123	29	4	1	0	0	0	0	0	0	226	26-35	188	
8:00 AM	10	4	8	61	110	22	5	0	0	0	0	0	0	0	220	26-35	171	
9:00 AM	11	9	9	87	126	33	7	0	0	0	0	0	0	0	282	26-35	212	
10:00 AM	13	16	21	93	168	32	2	0	0	0	0	0	0	0	345	26-35	261	
11:00 AM	21	15	31	121	149	40	6	1	0	0	0	0	0	0	384	26-35	270	
12:00 PM	16	8	33	139	164	43	6	1	0	0	0	0	0	0	410	26-35	303	
1:00 PM	18	12	31	113	155	47	3	0	0	0	0	0	0	0	379	26-35	268	
2:00 PM	15	8	37	132	152	40	5	2	0	0	0	0	0	0	391	26-35	283	
3:00 PM	14	4	23	138	188	36	7	1	1	0	0	0	0	0	412	26-35	326	
4:00 PM	18	7	32	127	175	34	4	1	0	0	0	0	0	0	398	26-35	302	
5:00 PM	13	7	24	94	173	42	6	1	0	0	0	0	0	0	360	26-35	267	
6:00 PM	6	6	18	80	116	39	2	0	0	0	0	0	0	0	267	26-35	195	
7:00 PM	8	1	10	57	85	37	4	1	0	0	0	0	0	0	203	26-35	142	
8:00 PM	4	7	12	73	53	13	0	0	0	0	0	0	0	0	162	26-35	125	
9:00 PM	2	1	4	51	33	12	3	0	0	0	0	0	0	0	106	26-35	83	
10:00 PM	3	0	3	37	35	11	0	0	0	0	0	0	0	0	89	26-35	72	
11:00 PM	0	0	3	14	14	2	0	0	0	0	0	0	0	0	33	26-35	27	
Day Total	189	109	308	1559	2150	538	65	9	2	0	0	0	0	0	4929	26-35	3709	
Percent	3.8%	2.2%	6.2%	31.6%	43.6%	10.9%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
ADT 4929																		
AM Peak Volume	11:00 AM	10:00 AM	11:00 AM	11:00 AM	10:00 AM	11:00 AM	9:00 AM	7:00 AM	5:00 AM							11:00 AM		
	21	16	31	121	168	40	7	1	1							384		
PM Peak Volume	1:00 PM	1:00 PM	2:00 PM	12:00 PM	3:00 PM	1:00 PM	3:00 PM	2:00 PM	3:00 PM							3:00 PM		
	18	12	37	139	188	47	7	2	1							412		
<i>Comments:</i>																		

LOCATION: Hwy 101 btwn Juniper Ave & 11th St														QC JOB #: 12467503			
SPECIFIC LOCATION: 0 ft from														DIRECTION: SB			
CITY/STATE: Reedsport, OR														DATE: Jun 05 2014 - Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	189	109	308	1559	2150	538	65	9	2	0	0	0	0	0	4929	26-35	3709
Percent	3.8%	2.2%	6.2%	31.6%	43.6%	10.9%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	3.8%	6.0%	12.3%	43.9%	87.5%	98.5%	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			
ADT 4929															85th Percentile 34 MPH Mean Speed(Average): 29 MPH		
<i>Comments:</i>															Median 30 MPH Mode: 33 MPH		



LOCATION: Hwy 101 btwn Juniper Ave & 11th St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR						QC JOB #: 12467503 DIRECTION: NB/SB DATE: Jun 05 2014 - Jun 05 2014				
Start Time	Mon	Tue	Wed	Thu 05-Jun-14	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				30		30			30	
1:00 AM				51		51			51	
2:00 AM				38		38			38	
3:00 AM				64		64			64	
4:00 AM				85		85			85	
5:00 AM				116		116			116	
6:00 AM				238		238			238	
7:00 AM				464		464			464	
8:00 AM				502		502			502	
9:00 AM				564		564			564	
10:00 AM				698		698			698	
11:00 AM				777		777			777	
12:00 PM				817		817			817	
1:00 PM				763		763			763	
2:00 PM				764		764			764	
3:00 PM				771		771			771	
4:00 PM				782		782			782	
5:00 PM				683		683			683	
6:00 PM				492		492			492	
7:00 PM				363		363			363	
8:00 PM				297		297			297	
9:00 PM				193		193			193	
10:00 PM				136		136			136	
11:00 PM				64		64			64	
Day Total				9752		9752			9752	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:00 AM 777		11:00 AM 777			11:00 AM 777	
PM Peak Volume				12:00 PM 817		12:00 PM 817			12:00 PM 817	
<i>Comments:</i>										

LOCATION: Hwy 101 btwn Juniper Ave & 11th St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR														QC JOB #: 12467503 DIRECTION: NB/SB DATE: Jun 05 2014	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	17	6	0	0	0	0	1	4	1	0	0	0	1	30
1:00 AM	0	23	6	1	5	2	0	0	3	1	1	1	2	6	51
2:00 AM	0	14	7	0	5	2	0	0	3	2	0	0	1	4	38
3:00 AM	1	15	14	3	4	10	0	0	7	3	1	0	3	3	64
4:00 AM	0	19	21	4	11	3	0	4	9	4	0	1	2	7	85
5:00 AM	1	45	28	3	12	3	0	4	8	1	1	1	3	6	116
6:00 AM	3	102	48	3	30	2	1	5	8	9	1	0	7	19	238
7:00 AM	3	269	83	3	49	6	2	17	10	6	2	0	7	7	464
8:00 AM	4	291	101	4	35	13	0	25	4	3	0	0	2	20	502
9:00 AM	9	283	138	13	55	5	0	20	9	2	2	0	4	24	564
10:00 AM	7	379	158	7	61	6	0	21	14	4	0	1	3	37	698
11:00 AM	13	385	196	8	70	11	3	30	8	3	0	0	5	45	777
12:00 PM	18	458	171	2	73	10	2	29	13	3	1	1	4	32	817
1:00 PM	14	411	174	6	63	8	3	33	11	5	1	1	2	31	763
2:00 PM	18	431	161	7	57	7	1	26	9	2	0	3	6	36	764
3:00 PM	13	436	169	5	55	13	0	34	7	5	1	0	4	29	771
4:00 PM	13	432	177	3	78	9	2	23	2	3	2	0	3	35	782
5:00 PM	5	423	154	4	43	3	0	25	4	2	0	1	1	18	683
6:00 PM	5	315	108	2	24	2	1	7	9	1	1	1	6	10	492
7:00 PM	3	212	88	0	33	1	0	4	5	2	1	1	0	13	363
8:00 PM	1	191	71	0	18	1	0	7	0	0	0	0	2	6	297
9:00 PM	1	131	38	1	12	1	0	3	2	0	0	0	0	4	193
10:00 PM	1	99	19	2	4	0	0	0	3	2	0	0	0	6	136
11:00 PM	1	35	15	0	6	0	0	2	3	0	0	0	1	1	64
Day Total	134	5416	2151	81	803	118	15	320	155	64	15	12	68	400	9752
Percent	1.4%	55.5%	22.1%	0.8%	8.2%	1.2%	0.2%	3.3%	1.6%	0.7%	0.2%	0.1%	0.7%	4.1%	
ADT 9752															
AM Peak Volume	11:00 AM	11:00 AM	11:00 AM	9:00 AM	11:00 AM	8:00 AM	11:00 AM	11:00 AM	10:00 AM	6:00 AM	7:00 AM	1:00 AM	6:00 AM	11:00 AM	11:00 AM
	13	385	196	13	70	13	3	30	14	9	2	1	7	45	777
PM Peak Volume	12:00 PM	12:00 PM	4:00 PM	2:00 PM	4:00 PM	3:00 PM	1:00 PM	3:00 PM	12:00 PM	1:00 PM	4:00 PM	2:00 PM	2:00 PM	2:00 PM	12:00 PM
	18	458	177	7	78	13	3	34	13	5	2	3	6	36	817
<i>Comments:</i>															

LOCATION: Hwy 101 btwn Juniper Ave & 11th St													QC JOB #: 12467503		
SPECIFIC LOCATION: 0 ft from													DIRECTION: NB/SB		
CITY/STATE: Reedsport, OR													DATE: Jun 05 2014 - Jun 05 2014		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	134	5416	2151	81	803	118	15	320	155	64	15	12	68	400	9752
Percent	1.4%	55.5%	22.1%	0.8%	8.2%	1.2%	0.2%	3.3%	1.6%	0.7%	0.2%	0.1%	0.7%	4.1%	
ADT 9752															
<i>Comments:</i>															



LOCATION: Hwy 101 btwn Juniper Ave & 11th St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR															QC JOB #: 12467503 DIRECTION: NB/SB DATE: Jun 05 2014				
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace		
12:00 AM	0	0	1	14	13	2	0	0	0	0	0	0	0	0	30	26-35	27		
1:00 AM	3	0	1	14	25	7	0	1	0	0	0	0	0	0	51	26-35	39		
2:00 AM	2	0	0	5	24	6	1	0	0	0	0	0	0	0	38	31-40	30		
3:00 AM	1	0	1	19	35	8	0	0	0	0	0	0	0	0	64	26-35	54		
4:00 AM	2	0	0	19	47	15	2	0	0	0	0	0	0	0	85	26-35	66		
5:00 AM	5	2	3	31	52	17	5	0	1	0	0	0	0	0	116	26-35	83		
6:00 AM	12	5	9	58	122	29	3	0	0	0	0	0	0	0	238	26-35	179		
7:00 AM	5	3	8	127	245	69	6	1	0	0	0	0	0	0	464	26-35	372		
8:00 AM	19	8	23	123	247	71	10	1	0	0	0	0	0	0	502	26-35	369		
9:00 AM	26	19	22	146	252	84	13	1	1	0	0	0	0	0	564	26-35	397		
10:00 AM	35	31	39	196	306	82	7	2	0	0	0	0	0	0	698	26-35	502		
11:00 AM	37	27	46	244	307	98	15	3	0	0	0	0	0	0	777	26-35	551		
12:00 PM	28	16	58	234	359	101	17	4	0	0	0	0	0	0	817	26-35	592		
1:00 PM	28	24	52	213	333	97	13	2	1	0	0	0	0	0	763	26-35	546		
2:00 PM	30	14	63	213	322	105	12	5	0	0	0	0	0	0	764	26-35	535		
3:00 PM	29	7	39	249	343	85	16	1	2	0	0	0	0	0	771	26-35	592		
4:00 PM	33	17	57	224	337	95	17	2	0	0	0	0	0	0	782	26-35	561		
5:00 PM	17	10	36	187	330	84	18	1	0	0	0	0	0	0	683	26-35	517		
6:00 PM	13	8	21	133	221	82	9	4	0	1	0	0	0	0	492	26-35	354		
7:00 PM	12	1	16	93	150	76	12	3	0	0	0	0	0	0	363	26-35	243		
8:00 PM	6	7	16	119	115	30	3	1	0	0	0	0	0	0	297	26-35	234		
9:00 PM	3	2	9	73	80	22	4	0	0	0	0	0	0	0	193	26-35	153		
10:00 PM	4	0	4	48	64	15	1	0	0	0	0	0	0	0	136	26-35	112		
11:00 PM	1	0	6	21	26	6	1	0	0	3	0	0	0	0	64	26-35	47		
Day Total	351	201	530	2803	4355	1286	185	32	5	4	0	0	0	0	9752	26-35	7158		
Percent	3.6%	2.1%	5.4%	28.7%	44.7%	13.2%	1.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%					
ADT 9752																			
AM Peak Volume	11:00 AM	10:00 AM	11:00 AM	5:00 AM							11:00 AM								
	37	31	46	244	307	98	15	3	1							777			
PM Peak Volume	4:00 PM	1:00 PM	2:00 PM	3:00 PM	12:00 PM	2:00 PM	5:00 PM	2:00 PM	3:00 PM	11:00 PM							12:00 PM		
	33	24	63	249	359	105	18	5	2	3							817		
<i>Comments:</i>																			

LOCATION: Hwy 101 btwn Juniper Ave & 11th St														QC JOB #: 12467503			
SPECIFIC LOCATION: 0 ft from														DIRECTION: NB/SB			
CITY/STATE: Reedsport, OR														DATE: Jun 05 2014 - Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	351	201	530	2803	4355	1286	185	32	5	4	0	0	0	0	9752	26-35	7158
Percent	3.6%	2.1%	5.4%	28.7%	44.7%	13.2%	1.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	3.6%	5.7%	11.1%	39.8%	84.5%	97.7%	99.6%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			
ADT 9752															85th Percentile 35 MPH Mean Speed(Average) 30 MPH		
Comments:															Median 31 MPH Mode: 33 MPH		



LOCATION: Hwy 101 btwn Juniper Ave & 11th St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR						QC JOB #: 12467503 DIRECTION: NB DATE: Jun 05 2014 - Jun 05 2014				
Start Time	Mon	Tue	Wed	Thu 05-Jun-14	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				12		12			12	
1:00 AM				22		22			22	
2:00 AM				24		24			24	
3:00 AM				44		44			44	
4:00 AM				55		55			55	
5:00 AM				61		61			61	
6:00 AM				142		142			142	
7:00 AM				238		238			238	
8:00 AM				282		282			282	
9:00 AM				282		282			282	
10:00 AM				353		353			353	
11:00 AM				393		393			393	
12:00 PM				407		407			407	
1:00 PM				384		384			384	
2:00 PM				373		373			373	
3:00 PM				359		359			359	
4:00 PM				384		384			384	
5:00 PM				323		323			323	
6:00 PM				225		225			225	
7:00 PM				160		160			160	
8:00 PM				135		135			135	
9:00 PM				87		87			87	
10:00 PM				47		47			47	
11:00 PM				31		31			31	
Day Total				4823		4823			4823	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:00 AM 393		11:00 AM 393			11:00 AM 393	
PM Peak Volume				12:00 PM 407		12:00 PM 407			12:00 PM 407	
<i>Comments:</i>										

LOCATION: Hwy 101 btwn Juniper Ave & 11th St
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Reedsport, OR

QC JOB #: 12467503
DIRECTION: NB
DATE: Jun 05 2014

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	7	2	0	0	0	0	0	3	0	0	0	0	0	12
1:00 AM	0	9	1	0	3	2	0	0	3	0	0	1	1	2	22
2:00 AM	0	8	5	0	5	2	0	0	2	1	0	0	0	1	24
3:00 AM	0	8	9	3	3	10	0	0	3	2	0	0	3	3	44
4:00 AM	0	8	17	3	9	3	0	2	4	3	0	0	0	6	55
5:00 AM	1	21	15	2	8	3	0	1	2	0	1	0	3	4	61
6:00 AM	1	63	34	2	16	0	0	4	3	5	0	0	4	10	142
7:00 AM	2	135	46	1	22	4	1	11	3	6	1	0	2	4	238
8:00 AM	1	169	56	3	22	6	0	13	2	2	0	0	1	7	282
9:00 AM	2	144	70	7	32	2	0	8	2	0	0	0	1	14	282
10:00 AM	5	186	77	6	31	4	0	12	6	1	0	1	1	23	353
11:00 AM	0	205	89	4	39	6	1	19	3	3	0	0	2	22	393
12:00 PM	9	243	82	0	26	6	2	15	7	2	1	0	2	12	407
1:00 PM	3	216	84	4	33	2	0	19	6	1	0	1	2	13	384
2:00 PM	8	209	79	6	25	1	0	14	6	2	0	2	3	18	373
3:00 PM	6	202	75	4	30	4	0	18	4	1	0	0	3	12	359
4:00 PM	8	208	89	2	36	4	0	12	1	2	2	0	3	17	384
5:00 PM	2	204	74	4	22	1	0	8	2	1	0	1	0	4	323
6:00 PM	5	135	51	1	12	1	1	2	5	1	1	1	5	4	225
7:00 PM	3	91	43	0	12	0	0	1	3	1	1	1	0	4	160
8:00 PM	0	86	40	0	5	0	0	2	0	0	0	0	0	2	135
9:00 PM	1	55	22	0	6	0	0	1	1	0	0	0	0	1	87
10:00 PM	1	35	6	1	1	0	0	0	1	0	0	0	0	2	47
11:00 PM	0	13	9	0	5	0	0	0	2	0	0	0	1	1	31
Day Total	58	2660	1075	53	403	61	5	162	74	34	7	8	37	186	4823
Percent	1.2%	55.2%	22.3%	1.1%	8.4%	1.3%	0.1%	3.4%	1.5%	0.7%	0.1%	0.2%	0.8%	3.9%	
ADT 4823															
AM Peak Volume	10:00 AM	11:00 AM	11:00 AM	9:00 AM	11:00 AM	3:00 AM	7:00 AM	11:00 AM	10:00 AM	7:00 AM	5:00 AM	1:00 AM	6:00 AM	10:00 AM	11:00 AM
	5	205	89	7	39	10	1	19	6	6	1	1	4	23	393
PM Peak Volume	12:00 PM	12:00 PM	4:00 PM	2:00 PM	4:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	4:00 PM	2:00 PM	6:00 PM	2:00 PM	12:00 PM
	9	243	89	6	36	6	2	19	7	2	2	2	5	18	407

Comments:

LOCATION: Hwy 101 btwn Juniper Ave & 11th St													QC JOB #: 12467503		
SPECIFIC LOCATION: 0 ft from													DIRECTION: NB		
CITY/STATE: Reedsport, OR													DATE: Jun 05 2014 - Jun 05 2014		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	58	2660	1075	53	403	61	5	162	74	34	7	8	37	186	4823
Percent	1.2%	55.2%	22.3%	1.1%	8.4%	1.3%	0.1%	3.4%	1.5%	0.7%	0.1%	0.2%	0.8%	3.9%	
ADT 4823															
<i>Comments:</i>															



LOCATION: Hwy 101 btwn Juniper Ave & 11th St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR															QC JOB #: 12467503 DIRECTION: NB DATE: Jun 05 2014				
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace		
12:00 AM	0	0	1	4	6	1	0	0	0	0	0	0	0	0	12	27-36	9		
1:00 AM	0	0	1	6	10	4	0	1	0	0	0	0	0	0	22	26-35	16		
2:00 AM	0	0	0	1	18	4	1	0	0	0	0	0	0	0	24	31-40	21		
3:00 AM	1	0	1	12	23	7	0	0	0	0	0	0	0	0	44	26-35	35		
4:00 AM	2	0	0	8	28	15	2	0	0	0	0	0	0	0	55	31-40	43		
5:00 AM	3	1	1	14	28	10	4	0	0	0	0	0	0	0	61	26-35	42		
6:00 AM	4	3	3	38	74	17	3	0	0	0	0	0	0	0	142	26-35	112		
7:00 AM	3	2	7	62	122	40	2	0	0	0	0	0	0	0	238	26-35	183		
8:00 AM	9	4	15	62	137	49	5	1	0	0	0	0	0	0	282	26-35	198		
9:00 AM	15	10	13	59	126	51	6	1	1	0	0	0	0	0	282	26-35	184		
10:00 AM	22	15	18	103	138	50	5	2	0	0	0	0	0	0	353	26-35	241		
11:00 AM	16	12	15	123	158	58	9	2	0	0	0	0	0	0	393	26-35	281		
12:00 PM	12	8	25	95	195	58	11	3	0	0	0	0	0	0	407	26-35	290		
1:00 PM	10	12	21	100	178	50	10	2	1	0	0	0	0	0	384	26-35	278		
2:00 PM	15	6	26	81	170	65	7	3	0	0	0	0	0	0	373	26-35	251		
3:00 PM	15	3	16	111	155	49	9	0	1	0	0	0	0	0	359	26-35	266		
4:00 PM	15	10	25	97	162	61	13	1	0	0	0	0	0	0	384	26-35	258		
5:00 PM	4	3	12	93	157	42	12	0	0	0	0	0	0	0	323	26-35	249		
6:00 PM	7	2	3	53	105	43	7	4	0	1	0	0	0	0	225	26-35	158		
7:00 PM	4	0	6	36	65	39	8	2	0	0	0	0	0	0	160	31-40	104		
8:00 PM	2	0	4	46	62	17	3	1	0	0	0	0	0	0	135	26-35	108		
9:00 PM	1	1	5	22	47	10	1	0	0	0	0	0	0	0	87	26-35	69		
10:00 PM	1	0	1	11	29	4	1	0	0	0	0	0	0	0	47	26-35	39		
11:00 PM	1	0	3	7	12	4	1	0	0	3	0	0	0	0	31	27-36	18		
Day Total	162	92	222	1244	2205	748	120	23	3	4	0	0	0	0	4823	26-35	3449		
Percent	3.4%	1.9%	4.6%	25.8%	45.7%	15.5%	2.5%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%					
ADT 4823																			
AM Peak Volume	10:00 AM	10:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	9:00 AM							11:00 AM			
	22	15	18	123	158	58	9	2	1							393			
PM Peak Volume	2:00 PM	1:00 PM	2:00 PM	3:00 PM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	1:00 PM	11:00 PM							12:00 PM		
	15	12	26	111	195	65	13	4	1	3							407		
<i>Comments:</i>																			

LOCATION: Hwy 101 btwn Juniper Ave & 11th St														QC JOB #: 12467503			
SPECIFIC LOCATION: 0 ft from														DIRECTION: NB			
CITY/STATE: Reedsport, OR														DATE: Jun 05 2014 - Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	162	92	222	1244	2205	748	120	23	3	4	0	0	0	0	4823	26-35	3449
Percent	3.4%	1.9%	4.6%	25.8%	45.7%	15.5%	2.5%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	3.4%	5.3%	9.9%	35.7%	81.4%	96.9%	99.4%	99.9%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%			
ADT 4823															85th Percentile 36 MPH Mean Speed(Average) 30 MPH Median 31 MPH Mode: 33 MPH		
<i>Comments:</i>																	



LOCATION: Winchester Ave (Hwy 101) btwn 20th St & 21st St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR										QC JOB #: 12467502 DIRECTION: SB DATE: Jun 05 2014 - Jun 05 2014	
Start Time	Mon	Tue	Wed	Thu 05-Jun-14	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 AM				24		24			24		
1:00 AM				29		29			29		
2:00 AM				16		16			16		
3:00 AM				16		16			16		
4:00 AM				34		34			34		
5:00 AM				65		65			65		
6:00 AM				123		123			123		
7:00 AM				298		298			298		
8:00 AM				281		281			281		
9:00 AM				335		335			335		
10:00 AM				420		420			420		
11:00 AM				466		466			466		
12:00 PM				497		497			497		
1:00 PM				501		501			501		
2:00 PM				485		485			485		
3:00 PM				530		530			530		
4:00 PM				487		487			487		
5:00 PM				546		546			546		
6:00 PM				365		365			365		
7:00 PM				290		290			290		
8:00 PM				223		223			223		
9:00 PM				183		183			183		
10:00 PM				112		112			112		
11:00 PM				54		54			54		
Day Total				6380		6380			6380		
% Weekday Average				100.0%							
% Week Average				100.0%		100.0%					
AM Peak Volume				11:00 AM 466		11:00 AM 466			11:00 AM 466		
PM Peak Volume				5:00 PM 546		5:00 PM 546			5:00 PM 546		
<i>Comments:</i>											

LOCATION: Winchester Ave (Hwy 101) btwn 20th St & 21st St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR														QC JOB #: 12467502 DIRECTION: SB DATE: Jun 05 2014	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	15	5	0	0	0	0	1	1	1	0	0	1	0	24
1:00 AM	0	11	9	1	2	0	0	0	0	0	1	0	1	4	29
2:00 AM	0	8	2	1	1	0	0	0	1	1	0	0	1	1	16
3:00 AM	0	6	5	0	0	0	0	0	2	0	1	0	1	1	16
4:00 AM	0	13	6	0	3	1	0	0	5	2	0	1	2	1	34
5:00 AM	0	30	14	1	8	0	0	4	5	1	0	1	0	1	65
6:00 AM	1	62	16	1	19	2	0	7	5	3	1	0	1	5	123
7:00 AM	4	170	50	3	30	6	3	5	7	0	1	1	2	16	298
8:00 AM	4	139	66	3	29	7	0	11	5	0	0	1	1	15	281
9:00 AM	5	151	76	4	41	9	0	11	6	1	2	0	2	27	335
10:00 AM	4	217	101	3	34	8	0	17	6	3	0	0	4	23	420
11:00 AM	9	225	109	4	39	5	1	10	7	1	1	1	3	51	466
12:00 PM	8	289	97	1	42	5	0	16	6	3	2	1	5	22	497
1:00 PM	7	271	114	5	44	6	3	19	4	0	0	1	1	26	501
2:00 PM	6	268	112	1	51	3	0	11	3	0	1	0	3	26	485
3:00 PM	6	278	121	5	46	11	2	19	5	2	1	0	2	32	530
4:00 PM	7	275	107	2	39	6	0	13	2	2	0	0	1	33	487
5:00 PM	6	318	124	4	41	4	1	12	0	0	0	0	2	34	546
6:00 PM	2	233	73	0	28	0	0	11	3	0	0	0	1	14	365
7:00 PM	1	172	68	1	25	0	0	8	0	1	0	0	1	13	290
8:00 PM	0	134	50	1	18	2	0	3	2	0	0	0	2	11	223
9:00 PM	0	119	37	1	18	1	0	5	1	0	0	0	0	1	183
10:00 PM	0	79	17	0	8	0	0	1	2	1	0	0	0	4	112
11:00 PM	0	36	12	0	2	0	0	3	1	0	0	0	0	0	54
Day Total	70	3519	1391	42	568	76	10	187	79	22	11	7	37	361	6380
Percent	1.1%	55.2%	21.8%	0.7%	8.9%	1.2%	0.2%	2.9%	1.2%	0.3%	0.2%	0.1%	0.6%	5.7%	
ADT 6380															
AM Peak Volume	11:00 AM	11:00 AM	11:00 AM	9:00 AM	9:00 AM	9:00 AM	7:00 AM	10:00 AM	7:00 AM	6:00 AM	9:00 AM	4:00 AM	10:00 AM	11:00 AM	11:00 AM
	9	225	109	4	41	9	3	17	7	3	2	1	4	51	466
PM Peak Volume	12:00 PM	5:00 PM	5:00 PM	1:00 PM	2:00 PM	3:00 PM	1:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM	5:00 PM
	8	318	124	5	51	11	3	19	6	3	2	1	5	34	546
<i>Comments:</i>															

LOCATION: Winchester Ave (Hwy 101) btwn 20th St & 21st St													QC JOB #: 12467502		
SPECIFIC LOCATION: 0 ft from													DIRECTION: SB		
CITY/STATE: Reedsport, OR													DATE: Jun 05 2014 - Jun 05 2014		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	70	3519	1391	42	568	76	10	187	79	22	11	7	37	361	6380
Percent	1.1%	55.2%	21.8%	0.7%	8.9%	1.2%	0.2%	2.9%	1.2%	0.3%	0.2%	0.1%	0.6%	5.7%	
ADT 6380															
<i>Comments:</i>															



LOCATION: Winchester Ave (Hwy 101) btwn 20th St & 21st St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR															QC JOB #: 12467502 DIRECTION: SB DATE: Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	3	3	9	9	0	0	0	0	0	0	0	0	0	24	26-35	18	
1:00 AM	4	1	6	8	9	1	0	0	0	0	0	0	0	0	29	26-35	17	
2:00 AM	0	0	0	9	7	0	0	0	0	0	0	0	0	0	16	26-35	15	
3:00 AM	1	1	1	5	6	2	0	0	0	0	0	0	0	0	16	27-36	10	
4:00 AM	1	3	1	11	16	1	1	0	0	0	0	0	0	0	34	26-35	27	
5:00 AM	1	1	12	25	21	4	0	1	0	0	0	0	0	0	65	26-35	46	
6:00 AM	3	2	15	37	45	19	2	0	0	0	0	0	0	0	123	26-35	82	
7:00 AM	23	14	42	123	86	8	2	0	0	0	0	0	0	0	298	26-35	208	
8:00 AM	13	6	36	127	86	10	1	1	1	0	0	0	0	0	281	26-35	212	
9:00 AM	37	18	38	128	96	13	4	1	0	0	0	0	0	0	335	26-35	223	
10:00 AM	25	14	85	186	97	12	1	0	0	0	0	0	0	0	420	26-35	282	
11:00 AM	72	47	105	175	60	7	0	0	0	0	0	0	0	0	466	21-30	280	
12:00 PM	26	21	115	235	88	12	0	0	0	0	0	0	0	0	497	21-30	350	
1:00 PM	40	28	108	194	119	12	0	0	0	0	0	0	0	0	501	26-35	312	
2:00 PM	33	17	115	216	91	12	1	0	0	0	0	0	0	0	485	21-30	331	
3:00 PM	37	18	128	234	99	9	4	1	0	0	0	0	0	0	530	21-30	361	
4:00 PM	44	37	76	215	99	15	1	0	0	0	0	0	0	0	487	26-35	313	
5:00 PM	43	32	81	224	140	25	1	0	0	0	0	0	0	0	546	26-35	364	
6:00 PM	18	16	39	150	119	21	2	0	0	0	0	0	0	0	365	26-35	269	
7:00 PM	16	7	32	104	106	24	0	0	1	0	0	0	0	0	290	26-35	209	
8:00 PM	15	7	38	103	54	5	1	0	0	0	0	0	0	0	223	26-35	157	
9:00 PM	6	13	26	86	49	2	1	0	0	0	0	0	0	0	183	26-35	135	
10:00 PM	3	3	17	57	27	5	0	0	0	0	0	0	0	0	112	26-35	84	
11:00 PM	1	1	8	26	14	4	0	0	0	0	0	0	0	0	54	26-35	39	
Day Total	462	310	1127	2687	1543	223	22	4	2	0	0	0	0	0	6380	26-35	4230	
Percent	7.2%	4.9%	17.7%	42.1%	24.2%	3.5%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
ADT 6380																		
AM Peak	11:00 AM	11:00 AM	11:00 AM	10:00 AM	10:00 AM	6:00 AM	9:00 AM	5:00 AM	8:00 AM							11:00 AM		
Volume	72	47	105	186	97	19	4	1	1							466		
PM Peak	4:00 PM	4:00 PM	3:00 PM	12:00 PM	5:00 PM	5:00 PM	3:00 PM	3:00 PM	7:00 PM							5:00 PM		
Volume	44	37	128	235	140	25	4	1	1							546		
<i>Comments:</i>																		

LOCATION: Winchester Ave (Hwy 101) btwn 20th St & 21st St														QC JOB #: 12467502			
SPECIFIC LOCATION: 0 ft from														DIRECTION: SB			
CITY/STATE: Reedsport, OR														DATE: Jun 05 2014 - Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	462	310	1127	2687	1543	223	22	4	2	0	0	0	0	0	6380	26-35	4230
Percent	7.2%	4.9%	17.7%	42.1%	24.2%	3.5%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	7.2%	12.1%	29.8%	71.9%	96.1%	99.6%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			
ADT 6380															85th Percentile 32 MPH Mean Speed(Average) 26 MPH Median 27 MPH Mode: 28 MPH		
<i>Comments:</i>																	



LOCATION: Winchester Ave (Hwy 101) btwn 20th St & 21st St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR						QC JOB #: 12467502 DIRECTION: NB/SB DATE: Jun 05 2014 - Jun 05 2014				
Start Time	Mon	Tue	Wed	Thu 05-Jun-14	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				42		42			42	
1:00 AM				68		68			68	
2:00 AM				42		42			42	
3:00 AM				69		69			69	
4:00 AM				93		93			93	
5:00 AM				149		149			149	
6:00 AM				291		291			291	
7:00 AM				605		605			605	
8:00 AM				667		667			667	
9:00 AM				728		728			728	
10:00 AM				894		894			894	
11:00 AM				997		997			997	
12:00 PM				1001		1001			1001	
1:00 PM				1008		1008			1008	
2:00 PM				955		955			955	
3:00 PM				1028		1028			1028	
4:00 PM				1014		1014			1014	
5:00 PM				989		989			989	
6:00 PM				663		663			663	
7:00 PM				532		532			532	
8:00 PM				431		431			431	
9:00 PM				297		297			297	
10:00 PM				182		182			182	
11:00 PM				88		88			88	
Day Total				12833		12833			12833	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:00 AM 997		11:00 AM 997			11:00 AM 997	
PM Peak Volume				3:00 PM 1028		3:00 PM 1028			3:00 PM 1028	
<i>Comments:</i>										

LOCATION: Winchester Ave (Hwy 101) btwn 20th St & 21st St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR														QC JOB #: 12467502 DIRECTION: NB/SB DATE: Jun 05 2014	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	27	8	0	0	0	0	1	4	1	0	0	1	0	42
1:00 AM	3	25	12	3	5	1	0	0	0	0	1	1	2	15	68
2:00 AM	0	16	8	2	6	1	0	0	3	2	0	0	1	3	42
3:00 AM	6	16	13	6	3	7	0	0	5	2	1	0	3	7	69
4:00 AM	0	24	24	2	13	4	0	2	7	5	0	1	3	8	93
5:00 AM	0	60	38	5	19	3	0	5	7	1	1	1	3	6	149
6:00 AM	1	135	57	3	47	2	0	11	7	8	1	0	6	13	291
7:00 AM	6	352	103	8	61	10	4	18	9	4	1	1	4	24	605
8:00 AM	6	352	161	4	69	12	0	22	8	2	0	1	4	26	667
9:00 AM	8	372	173	12	85	9	0	20	9	2	2	0	3	33	728
10:00 AM	17	464	210	7	75	13	0	36	12	4	0	1	6	49	894
11:00 AM	12	521	230	6	81	14	2	30	13	4	2	1	5	76	997
12:00 PM	17	572	195	5	82	15	1	29	15	6	3	2	7	52	1001
1:00 PM	12	538	214	10	98	10	3	31	9	6	0	1	3	73	1008
2:00 PM	19	520	208	6	79	10	0	26	6	1	2	1	8	69	955
3:00 PM	15	540	232	10	92	18	2	42	10	3	1	1	2	60	1028
4:00 PM	18	558	225	4	74	17	2	29	2	4	3	1	4	73	1014
5:00 PM	12	575	225	8	80	10	1	20	2	2	0	0	2	52	989
6:00 PM	5	415	138	1	50	0	1	13	7	1	1	1	4	26	663
7:00 PM	6	315	127	2	40	2	0	10	2	2	0	1	2	23	532
8:00 PM	0	264	105	1	32	2	2	5	3	0	0	0	2	15	431
9:00 PM	0	199	63	1	24	1	0	5	1	0	0	1	0	2	297
10:00 PM	1	127	31	1	10	0	0	1	3	1	0	0	0	7	182
11:00 PM	0	54	18	0	7	0	0	3	4	0	0	0	1	1	88
Day Total	164	7041	2818	107	1132	161	18	359	148	61	19	16	76	713	12833
Percent	1.3%	54.9%	22.0%	0.8%	8.8%	1.3%	0.1%	2.8%	1.2%	0.5%	0.1%	0.1%	0.6%	5.6%	
ADT 12833															
AM Peak Volume	10:00 AM	11:00 AM	11:00 AM	9:00 AM	9:00 AM	11:00 AM	7:00 AM	10:00 AM	11:00 AM	6:00 AM	9:00 AM	1:00 AM	6:00 AM	11:00 AM	11:00 AM
	17	521	230	12	85	14	4	36	13	8	2	1	6	76	997
PM Peak Volume	2:00 PM	5:00 PM	3:00 PM	1:00 PM	1:00 PM	3:00 PM	1:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM	1:00 PM	3:00 PM
	19	575	232	10	98	18	3	42	15	6	3	2	8	73	1028
<i>Comments:</i>															

LOCATION: Winchester Ave (Hwy 101) btwn 20th St & 21st St													QC JOB #: 12467502		
SPECIFIC LOCATION: 0 ft from													DIRECTION: NB/SB		
CITY/STATE: Reedsport, OR													DATE: Jun 05 2014 - Jun 05 2014		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	164	7041	2818	107	1132	161	18	359	148	61	19	16	76	713	12833
Percent	1.3%	54.9%	22.0%	0.8%	8.8%	1.3%	0.1%	2.8%	1.2%	0.5%	0.1%	0.1%	0.6%	5.6%	
ADT 12833															
<i>Comments:</i>															



LOCATION: Winchester Ave (Hwy 101) btwn 20th St & 21st St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR															QC JOB #: 12467502 DIRECTION: NB/SB DATE: Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	1	6	5	17	11	2	0	0	0	0	0	0	0	0	42	26-35	28	
1:00 AM	14	5	10	19	17	2	1	0	0	0	0	0	0	0	68	26-35	36	
2:00 AM	1	2	4	16	18	1	0	0	0	0	0	0	0	0	42	26-35	34	
3:00 AM	9	5	3	28	21	3	0	0	0	0	0	0	0	0	69	26-35	49	
4:00 AM	5	11	6	30	32	8	1	0	0	0	0	0	0	0	93	26-35	62	
5:00 AM	5	10	20	70	36	7	0	1	0	0	0	0	0	0	149	26-35	105	
6:00 AM	7	8	41	120	88	24	3	0	0	0	0	0	0	0	291	26-35	208	
7:00 AM	32	28	96	270	161	16	2	0	0	0	0	0	0	0	605	26-35	431	
8:00 AM	26	19	94	317	186	20	2	1	2	0	0	0	0	0	667	26-35	503	
9:00 AM	44	29	110	324	194	19	6	2	0	0	0	0	0	0	728	26-35	517	
10:00 AM	52	34	170	426	188	22	2	0	0	0	0	0	0	0	894	26-35	613	
11:00 AM	91	57	242	430	161	16	0	0	0	0	0	0	0	0	997	21-30	672	
12:00 PM	61	42	218	473	183	22	2	0	0	0	0	0	0	0	1001	21-30	691	
1:00 PM	90	41	185	449	220	22	0	1	0	0	0	0	0	0	1008	26-35	669	
2:00 PM	84	33	193	426	191	23	5	0	0	0	0	0	0	0	955	21-30	619	
3:00 PM	65	31	232	473	194	25	7	1	0	0	0	0	0	0	1028	21-30	704	
4:00 PM	89	57	170	447	217	33	1	0	0	0	0	0	0	0	1014	26-35	664	
5:00 PM	61	47	140	428	269	41	3	0	0	0	0	0	0	0	989	26-35	696	
6:00 PM	31	31	76	282	203	35	5	0	0	0	0	0	0	0	663	26-35	485	
7:00 PM	30	19	68	203	171	39	1	0	1	0	0	0	0	0	532	26-35	374	
8:00 PM	18	20	62	209	107	13	2	0	0	0	0	0	0	0	431	26-35	315	
9:00 PM	11	22	44	136	78	4	2	0	0	0	0	0	0	0	297	26-35	214	
10:00 PM	9	12	30	91	34	6	0	0	0	0	0	0	0	0	182	26-35	125	
11:00 PM	3	6	12	39	22	5	1	0	0	0	0	0	0	0	88	26-35	61	
Day Total	839	575	2231	5723	3002	408	46	6	3	0	0	0	0	0	12833	26-35	8725	
Percent	6.5%	4.5%	17.4%	44.6%	23.4%	3.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
ADT 12833																		
AM Peak Volume	11:00 AM	11:00 AM	11:00 AM	11:00 AM	9:00 AM	6:00 AM	9:00 AM	9:00 AM	8:00 AM							11:00 AM		
	91	57	242	430	194	24	6	2	2							997		
PM Peak Volume	1:00 PM	4:00 PM	3:00 PM	12:00 PM	5:00 PM	5:00 PM	3:00 PM	1:00 PM	7:00 PM							3:00 PM		
	90	57	232	473	269	41	7	1	1							1028		
<i>Comments:</i>																		

LOCATION: Winchester Ave (Hwy 101) btwn 20th St & 21st St														QC JOB #: 12467502			
SPECIFIC LOCATION: 0 ft from														DIRECTION: NB/SB			
CITY/STATE: Reedsport, OR														DATE: Jun 05 2014 - Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	839	575	2231	5723	3002	408	46	6	3	0	0	0	0	0	12833	26-35	8725
Percent	6.5%	4.5%	17.4%	44.6%	23.4%	3.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	6.5%	11.0%	28.4%	73.0%	96.4%	99.6%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			
ADT 12833															85th Percentile 32 MPH Mean Speed(Average) 26 MPH Median 27 MPH Mode: 28 MPH		
<i>Comments:</i>																	



LOCATION: Winchester Ave (Hwy 101) btwn 20th St & 21st St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR										QC JOB #: 12467502 DIRECTION: NB DATE: Jun 05 2014 - Jun 05 2014	
Start Time	Mon	Tue	Wed	Thu 05-Jun-14	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 AM				18		18			18		
1:00 AM				39		39			39		
2:00 AM				26		26			26		
3:00 AM				53		53			53		
4:00 AM				59		59			59		
5:00 AM				84		84			84		
6:00 AM				168		168			168		
7:00 AM				307		307			307		
8:00 AM				386		386			386		
9:00 AM				393		393			393		
10:00 AM				474		474			474		
11:00 AM				531		531			531		
12:00 PM				504		504			504		
1:00 PM				507		507			507		
2:00 PM				470		470			470		
3:00 PM				498		498			498		
4:00 PM				527		527			527		
5:00 PM				443		443			443		
6:00 PM				298		298			298		
7:00 PM				242		242			242		
8:00 PM				208		208			208		
9:00 PM				114		114			114		
10:00 PM				70		70			70		
11:00 PM				34		34			34		
Day Total				6453		6453			6453		
% Weekday Average				100.0%							
% Week Average				100.0%		100.0%					
AM Peak Volume				11:00 AM		11:00 AM			11:00 AM		
PM Peak Volume				4:00 PM		4:00 PM			4:00 PM		
<i>Comments:</i>											

LOCATION: Winchester Ave (Hwy 101) btwn 20th St & 21st St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR														QC JOB #: 12467502 DIRECTION: NB DATE: Jun 05 2014	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	12	3	0	0	0	0	0	3	0	0	0	0	0	18
1:00 AM	3	14	3	2	3	1	0	0	0	0	0	1	1	11	39
2:00 AM	0	8	6	1	5	1	0	0	2	1	0	0	0	2	26
3:00 AM	6	10	8	6	3	7	0	0	3	2	0	0	2	6	53
4:00 AM	0	11	18	2	10	3	0	2	2	3	0	0	1	7	59
5:00 AM	0	30	24	4	11	3	0	1	2	0	1	0	3	5	84
6:00 AM	0	73	41	2	28	0	0	4	2	5	0	0	5	8	168
7:00 AM	2	182	53	5	31	4	1	13	2	4	0	0	2	8	307
8:00 AM	2	213	95	1	40	5	0	11	3	2	0	0	3	11	386
9:00 AM	3	221	97	8	44	0	0	9	3	1	0	0	1	6	393
10:00 AM	13	247	109	4	41	5	0	19	6	1	0	1	2	26	474
11:00 AM	3	296	121	2	42	9	1	20	6	3	1	0	2	25	531
12:00 PM	9	283	98	4	40	10	1	13	9	3	1	1	2	30	504
1:00 PM	5	267	100	5	54	4	0	12	5	6	0	0	2	47	507
2:00 PM	13	252	96	5	28	7	0	15	3	1	1	1	5	43	470
3:00 PM	9	262	111	5	46	7	0	23	5	1	0	1	0	28	498
4:00 PM	11	283	118	2	35	11	2	16	0	2	3	1	3	40	527
5:00 PM	6	257	101	4	39	6	0	8	2	2	0	0	0	18	443
6:00 PM	3	182	65	1	22	0	1	2	4	1	1	1	3	12	298
7:00 PM	5	143	59	1	15	2	0	2	2	1	0	1	1	10	242
8:00 PM	0	130	55	0	14	0	2	2	1	0	0	0	0	4	208
9:00 PM	0	80	26	0	6	0	0	0	0	0	0	1	0	1	114
10:00 PM	1	48	14	1	2	0	0	0	1	0	0	0	0	3	70
11:00 PM	0	18	6	0	5	0	0	0	3	0	0	0	1	1	34
Day Total	94	3522	1427	65	564	85	8	172	69	39	8	9	39	352	6453
Percent	1.5%	54.6%	22.1%	1.0%	8.7%	1.3%	0.1%	2.7%	1.1%	0.6%	0.1%	0.1%	0.6%	5.5%	
ADT 6453															
AM Peak Volume	10:00 AM	11:00 AM	11:00 AM	9:00 AM	9:00 AM	11:00 AM	7:00 AM	11:00 AM	10:00 AM	6:00 AM	5:00 AM	1:00 AM	6:00 AM	10:00 AM	11:00 AM
	13	296	121	8	44	9	1	20	6	5	1	1	5	26	531
PM Peak Volume	2:00 PM	12:00 PM	4:00 PM	1:00 PM	1:00 PM	4:00 PM	4:00 PM	3:00 PM	12:00 PM	1:00 PM	4:00 PM	12:00 PM	2:00 PM	1:00 PM	4:00 PM
	13	283	118	5	54	11	2	23	9	6	3	1	5	47	527
<i>Comments:</i>															

LOCATION: Winchester Ave (Hwy 101) btwn 20th St & 21st St													QC JOB #: 12467502		
SPECIFIC LOCATION: 0 ft from													DIRECTION: NB		
CITY/STATE: Reedsport, OR													DATE: Jun 05 2014 - Jun 05 2014		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	94	3522	1427	65	564	85	8	172	69	39	8	9	39	352	6453
Percent	1.5%	54.6%	22.1%	1.0%	8.7%	1.3%	0.1%	2.7%	1.1%	0.6%	0.1%	0.1%	0.6%	5.5%	
ADT 6453															
<i>Comments:</i>															



LOCATION: Winchester Ave (Hwy 101) btwn 20th St & 21st St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR															QC JOB #: 12467502 DIRECTION: NB DATE: Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	1	3	2	8	2	2	0	0	0	0	0	0	0	0	18	21-30	10	
1:00 AM	10	4	4	11	8	1	1	0	0	0	0	0	0	0	39	26-35	19	
2:00 AM	1	2	4	7	11	1	0	0	0	0	0	0	0	0	26	26-35	18	
3:00 AM	8	4	2	23	15	1	0	0	0	0	0	0	0	0	53	26-35	38	
4:00 AM	4	8	5	19	16	7	0	0	0	0	0	0	0	0	59	26-35	35	
5:00 AM	4	9	8	45	15	3	0	0	0	0	0	0	0	0	84	26-35	60	
6:00 AM	4	6	26	83	43	5	1	0	0	0	0	0	0	0	168	26-35	125	
7:00 AM	9	14	54	147	75	8	0	0	0	0	0	0	0	0	307	26-35	222	
8:00 AM	13	13	58	190	100	10	1	0	1	0	0	0	0	0	386	26-35	290	
9:00 AM	7	11	72	196	98	6	2	1	0	0	0	0	0	0	393	26-35	294	
10:00 AM	27	20	85	240	91	10	1	0	0	0	0	0	0	0	474	26-35	331	
11:00 AM	19	10	137	255	101	9	0	0	0	0	0	0	0	0	531	21-30	392	
12:00 PM	35	21	103	238	95	10	2	0	0	0	0	0	0	0	504	21-30	341	
1:00 PM	50	13	77	255	101	10	0	1	0	0	0	0	0	0	507	26-35	356	
2:00 PM	51	16	78	210	100	11	4	0	0	0	0	0	0	0	470	26-35	310	
3:00 PM	28	13	104	239	95	16	3	0	0	0	0	0	0	0	498	21-30	343	
4:00 PM	45	20	94	232	118	18	0	0	0	0	0	0	0	0	527	26-35	350	
5:00 PM	18	15	59	204	129	16	2	0	0	0	0	0	0	0	443	26-35	332	
6:00 PM	13	15	37	132	84	14	3	0	0	0	0	0	0	0	298	26-35	216	
7:00 PM	14	12	36	99	65	15	1	0	0	0	0	0	0	0	242	26-35	164	
8:00 PM	3	13	24	106	53	8	1	0	0	0	0	0	0	0	208	26-35	159	
9:00 PM	5	9	18	50	29	2	1	0	0	0	0	0	0	0	114	26-35	79	
10:00 PM	6	9	13	34	7	1	0	0	0	0	0	0	0	0	70	21-30	46	
11:00 PM	2	5	4	13	8	1	1	0	0	0	0	0	0	0	34	26-35	21	
Day Total	377	265	1104	3036	1459	185	24	2	1	0	0	0	0	0	6453	26-35	4495	
Percent	5.8%	4.1%	17.1%	47.0%	22.6%	2.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
ADT 6453																		
AM Peak Volume	10:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	8:00 AM	9:00 AM	9:00 AM	8:00 AM							11:00 AM		
	27	20	137	255	101	10	2	1	1							531		
PM Peak Volume	2:00 PM	12:00 PM	3:00 PM	1:00 PM	5:00 PM	4:00 PM	2:00 PM	1:00 PM							4:00 PM			
	51	21	104	255	129	18	4	1							527			
<i>Comments:</i>																		

LOCATION: Winchester Ave (Hwy 101) btwn 20th St & 21st St														QC JOB #: 12467502			
SPECIFIC LOCATION: 0 ft from														DIRECTION: NB			
CITY/STATE: Reedsport, OR														DATE: Jun 05 2014 - Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	377	265	1104	3036	1459	185	24	2	1	0	0	0	0	0	6453	26-35	4495
Percent	5.8%	4.1%	17.1%	47.0%	22.6%	2.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	5.8%	9.9%	27.1%	74.1%	96.7%	99.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			
ADT 6453															85th Percentile 32 MPH Mean Speed(Average) 26 MPH Median 27 MPH Mode 28 MPH		
<i>Comments:</i>																	



LOCATION: Winchester Ave (Hwy 101) btwn Longwood Dr & 22nd St
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Reedsport, OR

QC JOB #: 12467501
DIRECTION: SB
DATE: Jun 05 2014 - Jun 05 2014

Start Time	Mon	Tue	Wed	Thu 05-Jun-14	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				19		19			19	
1:00 AM				21		21			21	
2:00 AM				15		15			15	
3:00 AM				18		18			18	
4:00 AM				33		33			33	
5:00 AM				54		54			54	
6:00 AM				119		119			119	
7:00 AM				269		269			269	
8:00 AM				223		223			223	
9:00 AM				259		259			259	
10:00 AM				312		312			312	
11:00 AM				327		327			327	
12:00 PM				379		379			379	
1:00 PM				358		358			358	
2:00 PM				376		376			376	
3:00 PM				411		411			411	
4:00 PM				356		356			356	
5:00 PM				398		398			398	
6:00 PM				291		291			291	
7:00 PM				237		237			237	
8:00 PM				178		178			178	
9:00 PM				126		126			126	
10:00 PM				79		79			79	
11:00 PM				40		40			40	
Day Total				4898		4898			4898	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:00 AM 327		11:00 AM 327			11:00 AM 327	
PM Peak Volume				3:00 PM 411		3:00 PM 411			3:00 PM 411	

Comments:

LOCATION: Winchester Ave (Hwy 101) btwn Longwood Dr & 22nd St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR														QC JOB #: 12467501 DIRECTION: SB DATE: Jun 05 2014	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	10	5	0	0	0	0	1	1	1	0	0	1	0	19
1:00 AM	0	10	6	1	0	0	0	0	0	0	1	0	1	2	21
2:00 AM	0	7	2	1	1	0	0	0	1	1	0	0	1	1	15
3:00 AM	0	6	7	0	1	0	0	0	3	0	1	0	0	0	18
4:00 AM	0	10	9	0	2	0	0	0	6	2	0	1	2	1	33
5:00 AM	0	23	11	1	7	0	0	4	5	1	0	1	0	1	54
6:00 AM	3	61	16	1	15	3	0	6	5	4	1	0	2	2	119
7:00 AM	6	154	46	4	31	3	0	3	6	0	2	0	1	13	269
8:00 AM	3	107	59	2	24	5	0	10	5	0	0	0	0	8	223
9:00 AM	7	118	55	6	32	4	0	14	8	2	1	0	2	10	259
10:00 AM	2	168	70	0	30	5	0	16	6	3	0	0	2	10	312
11:00 AM	7	170	81	2	24	3	0	13	7	1	1	0	3	15	327
12:00 PM	7	207	74	6	33	3	0	16	6	2	0	0	3	22	379
1:00 PM	8	192	84	2	40	2	1	13	4	2	0	0	0	10	358
2:00 PM	8	190	80	2	51	3	1	12	6	2	2	0	3	16	376
3:00 PM	9	213	92	6	35	6	1	12	7	1	0	0	1	28	411
4:00 PM	1	203	75	2	38	3	0	12	2	0	1	1	0	18	356
5:00 PM	3	236	89	2	39	2	0	10	1	2	1	0	0	13	398
6:00 PM	2	176	61	0	27	2	0	7	3	0	0	0	0	13	291
7:00 PM	0	135	59	1	26	0	0	6	0	1	0	0	0	9	237
8:00 PM	2	111	37	1	15	0	0	5	2	0	1	0	2	2	178
9:00 PM	0	86	20	1	14	0	0	3	1	0	0	0	0	1	126
10:00 PM	0	55	14	0	6	0	0	0	2	1	0	0	0	1	79
11:00 PM	1	25	8	0	2	1	0	3	0	0	0	0	0	0	40
Day Total	69	2673	1060	41	493	45	3	166	87	26	12	3	24	196	4898
Percent	1.4%	54.6%	21.6%	0.8%	10.1%	0.9%	0.1%	3.4%	1.8%	0.5%	0.2%	0.1%	0.5%	4.0%	
ADT 4898															
AM Peak Volume	9:00 AM	11:00 AM	11:00 AM	9:00 AM	9:00 AM	8:00 AM		10:00 AM	9:00 AM	6:00 AM	7:00 AM	4:00 AM	11:00 AM	11:00 AM	11:00 AM
	7	170	81	6	32	5		16	8	4	2	1	3	15	327
PM Peak Volume	3:00 PM	5:00 PM	3:00 PM	12:00 PM	2:00 PM	3:00 PM	1:00 PM	12:00 PM	3:00 PM	12:00 PM	2:00 PM	4:00 PM	12:00 PM	3:00 PM	3:00 PM
	9	236	92	6	51	6	1	16	7	2	2	1	3	28	411
<i>Comments:</i>															

LOCATION: Winchester Ave (Hwy 101) btwn Longwood Dr & 22nd St													QC JOB #: 12467501		
SPECIFIC LOCATION: 0 ft from													DIRECTION: SB		
CITY/STATE: Reedsport, OR													DATE: Jun 05 2014 - Jun 05 2014		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	69	2673	1060	41	493	45	3	166	87	26	12	3	24	196	4898
Percent	1.4%	54.6%	21.6%	0.8%	10.1%	0.9%	0.1%	3.4%	1.8%	0.5%	0.2%	0.1%	0.5%	4.0%	
ADT 4898															
<i>Comments:</i>															



LOCATION: Winchester Ave (Hwy 101) btwn Longwood Dr & 22nd St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR															QC JOB #: 12467501 DIRECTION: SB DATE: Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	4	13	2	0	0	0	0	0	0	0	0	19	26-35	17	
1:00 AM	0	0	0	7	8	5	1	0	0	0	0	0	0	0	21	26-35	15	
2:00 AM	0	0	1	3	8	3	0	0	0	0	0	0	0	0	15	31-40	11	
3:00 AM	0	1	1	2	7	6	1	0	0	0	0	0	0	0	18	31-40	12	
4:00 AM	0	0	7	8	14	3	1	0	0	0	0	0	0	0	33	26-35	21	
5:00 AM	0	0	4	14	17	16	2	0	1	0	0	0	0	0	54	31-40	33	
6:00 AM	2	5	14	20	47	25	6	0	0	0	0	0	0	0	119	31-40	72	
7:00 AM	9	15	64	96	59	22	2	1	1	0	0	0	0	0	269	21-30	159	
8:00 AM	3	6	43	77	72	16	3	2	1	0	0	0	0	0	223	26-35	149	
9:00 AM	8	3	34	84	80	38	12	0	0	0	0	0	0	0	259	26-35	164	
10:00 AM	6	5	50	97	94	51	8	1	0	0	0	0	0	0	312	26-35	191	
11:00 AM	8	1	49	124	98	38	9	0	0	0	0	0	0	0	327	26-35	222	
12:00 PM	13	6	44	127	139	43	7	0	0	0	0	0	0	0	379	26-35	266	
1:00 PM	8	0	44	132	109	52	10	2	1	0	0	0	0	0	358	26-35	241	
2:00 PM	10	5	33	137	109	64	14	4	0	0	0	0	0	0	376	26-35	246	
3:00 PM	22	12	55	156	110	46	10	0	0	0	0	0	0	0	411	26-35	266	
4:00 PM	10	2	26	120	138	50	9	1	0	0	0	0	0	0	356	26-35	258	
5:00 PM	10	3	60	133	113	63	13	2	0	1	0	0	0	0	398	26-35	246	
6:00 PM	9	5	37	79	107	43	11	0	0	0	0	0	0	0	291	26-35	185	
7:00 PM	4	3	27	66	77	52	6	2	0	0	0	0	0	0	237	26-35	143	
8:00 PM	4	2	32	58	56	21	5	0	0	0	0	0	0	0	178	26-35	113	
9:00 PM	1	0	7	45	47	20	6	0	0	0	0	0	0	0	126	26-35	92	
10:00 PM	0	1	5	19	37	12	3	2	0	0	0	0	0	0	79	26-35	56	
11:00 PM	0	0	6	11	12	10	1	0	0	0	0	0	0	0	40	30-39	22	
Day Total	127	75	643	1619	1571	701	140	17	4	1	0	0	0	0	4898	26-35	3189	
Percent	2.6%	1.5%	13.1%	33.1%	32.1%	14.3%	2.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%				
ADT 4898																		
AM Peak Volume	7:00 AM	7:00 AM	7:00 AM	11:00 AM	11:00 AM	10:00 AM	9:00 AM	8:00 AM	5:00 AM							11:00 AM		
	9	15	64	124	98	51	12	2	1							327		
PM Peak Volume	3:00 PM	3:00 PM	5:00 PM	3:00 PM	12:00 PM	2:00 PM	2:00 PM	2:00 PM	1:00 PM	5:00 PM						3:00 PM		
	22	12	60	156	139	64	14	4	1	1						411		
<i>Comments:</i>																		

LOCATION: Winchester Ave (Hwy 101) btwn Longwood Dr & 22nd St														QC JOB #: 12467501			
SPECIFIC LOCATION: 0 ft from														DIRECTION: SB			
CITY/STATE: Reedsport, OR														DATE: Jun 05 2014 - Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	127	75	643	1619	1571	701	140	17	4	1	0	0	0	0	4898	26-35	3189
Percent	2.6%	1.5%	13.1%	33.1%	32.1%	14.3%	2.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	2.6%	4.1%	17.3%	50.3%	82.4%	96.7%	99.6%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			
ADT 4898															85th Percentile 35 MPH Mean Speed(Average): 29 MPH Median 29 MPH Mode: 28 MPH		
<i>Comments:</i>																	



LOCATION: Winchester Ave (Hwy 101) btwn Longwood Dr & 22nd St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR							QC JOB #: 12467501 DIRECTION: NB/SB DATE: Jun 05 2014 - Jun 05 2014			
Start Time	Mon	Tue	Wed	Thu 05-Jun-14	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				34		34			34	
1:00 AM				45		45			45	
2:00 AM				35		35			35	
3:00 AM				56		56			56	
4:00 AM				88		88			88	
5:00 AM				115		115			115	
6:00 AM				235		235			235	
7:00 AM				513		513			513	
8:00 AM				509		509			509	
9:00 AM				555		555			555	
10:00 AM				640		640			640	
11:00 AM				727		727			727	
12:00 PM				755		755			755	
1:00 PM				741		741			741	
2:00 PM				729		729			729	
3:00 PM				829		829			829	
4:00 PM				742		742			742	
5:00 PM				748		748			748	
6:00 PM				527		527			527	
7:00 PM				423		423			423	
8:00 PM				332		332			332	
9:00 PM				217		217			217	
10:00 PM				132		132			132	
11:00 PM				68		68			68	
Day Total				9795		9795			9795	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				11:00 AM 727		11:00 AM 727			11:00 AM 727	
PM Peak Volume				3:00 PM 829		3:00 PM 829			3:00 PM 829	
<i>Comments:</i>										

LOCATION: Winchester Ave (Hwy 101) btwn Longwood Dr & 22nd St
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Reedsport, OR

QC JOB #: 12467501
DIRECTION: NB/SB
DATE: Jun 05 2014

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	21	6	0	0	0	0	4	1	1	0	0	1	0	34
1:00 AM	0	18	11	2	4	0	0	3	0	1	3	0	1	2	45
2:00 AM	0	13	6	2	6	0	0	3	1	1	1	0	1	1	35
3:00 AM	0	13	14	3	12	0	0	6	3	0	4	1	0	0	56
4:00 AM	0	20	24	2	16	0	0	7	6	2	5	1	2	3	88
5:00 AM	0	47	24	4	18	0	0	7	5	3	3	1	0	3	115
6:00 AM	4	108	41	5	32	3	0	20	5	5	5	0	2	5	235
7:00 AM	8	277	96	7	64	6	0	18	9	0	5	0	1	22	513
8:00 AM	3	259	130	4	63	8	0	22	5	1	0	0	0	14	509
9:00 AM	8	278	133	15	63	5	0	24	9	2	1	0	2	15	555
10:00 AM	3	345	145	6	57	9	0	34	6	5	2	0	2	26	640
11:00 AM	9	384	176	7	61	7	0	38	9	2	3	1	4	26	727
12:00 PM	11	416	166	10	58	4	1	37	7	2	1	0	3	39	755
1:00 PM	13	404	168	5	84	6	1	31	4	3	0	0	0	22	741
2:00 PM	9	387	170	10	74	5	2	28	7	2	3	0	3	29	729
3:00 PM	13	437	184	13	87	9	1	29	8	1	0	0	1	46	829
4:00 PM	1	404	166	4	77	8	0	29	3	1	3	1	2	43	742
5:00 PM	4	441	174	6	73	4	0	18	2	2	1	0	0	23	748
6:00 PM	2	322	110	2	47	2	0	17	5	0	1	0	0	19	527
7:00 PM	0	244	108	2	39	1	0	11	0	1	2	0	0	15	423
8:00 PM	2	214	77	1	23	0	0	7	2	0	2	0	2	2	332
9:00 PM	0	149	43	1	17	0	0	4	1	0	0	0	0	2	217
10:00 PM	0	91	22	0	9	0	0	3	2	1	0	0	0	4	132
11:00 PM	1	40	14	0	5	1	0	7	0	0	0	0	0	0	68
Day Total	91	5332	2208	111	989	78	5	407	100	36	45	5	27	361	9795
Percent	0.9%	54.4%	22.5%	1.1%	10.1%	0.8%	0.1%	4.2%	1.0%	0.4%	0.5%	0.1%	0.3%	3.7%	
ADT 9795															
AM Peak Volume	11:00 AM	11:00 AM	11:00 AM	9:00 AM	7:00 AM	10:00 AM		11:00 AM	7:00 AM	6:00 AM	4:00 AM	3:00 AM	11:00 AM	10:00 AM	11:00 AM
	9	384	176	15	64	9		38	9	5	5	1	4	26	727
PM Peak Volume	1:00 PM	5:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	2:00 PM	12:00 PM	3:00 PM	1:00 PM	2:00 PM	4:00 PM	12:00 PM	3:00 PM	3:00 PM
	13	441	184	13	87	9	2	37	8	3	3	1	3	46	829
<i>Comments:</i>															

LOCATION: Winchester Ave (Hwy 101) btwn Longwood Dr & 22nd St													QC JOB #: 12467501		
SPECIFIC LOCATION: 0 ft from													DIRECTION: NB/SB		
CITY/STATE: Reedsport, OR													DATE: Jun 05 2014 - Jun 05 2014		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	91	5332	2208	111	989	78	5	407	100	36	45	5	27	361	9795
Percent	0.9%	54.4%	22.5%	1.1%	10.1%	0.8%	0.1%	4.2%	1.0%	0.4%	0.5%	0.1%	0.3%	3.7%	
ADT 9795															
<i>Comments:</i>															



LOCATION: Winchester Ave (Hwy 101) btwn Longwood Dr & 22nd St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR															QC JOB #: 12467501 DIRECTION: NB/SB DATE: Jun 05 2014				
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace		
12:00 AM	0	0	1	10	19	4	0	0	0	0	0	0	0	0	34	26-35	28		
1:00 AM	1	0	4	15	13	10	1	1	0	0	0	0	0	0	45	26-35	28		
2:00 AM	0	0	1	9	19	6	0	0	0	0	0	0	0	0	35	27-36	27		
3:00 AM	4	2	3	15	24	7	1	0	0	0	0	0	0	0	56	26-35	38		
4:00 AM	9	0	7	22	33	13	3	1	0	0	0	0	0	0	88	26-35	54		
5:00 AM	6	3	6	25	40	27	6	1	1	0	0	0	0	0	115	31-40	67		
6:00 AM	21	13	17	61	69	43	9	1	1	0	0	0	0	0	235	26-35	130		
7:00 AM	71	37	101	154	108	33	6	2	1	0	0	0	0	0	513	26-35	262		
8:00 AM	50	29	77	149	154	42	4	3	1	0	0	0	0	0	509	26-35	303		
9:00 AM	44	21	73	177	154	69	16	1	0	0	0	0	0	0	555	26-35	330		
10:00 AM	54	21	83	181	193	89	18	1	0	0	0	0	0	0	640	26-35	374		
11:00 AM	60	39	107	229	203	70	18	1	0	0	0	0	0	0	727	26-35	432		
12:00 PM	78	31	76	208	262	85	15	0	0	0	0	0	0	0	755	26-35	469		
1:00 PM	53	29	76	235	236	93	16	2	1	0	0	0	0	0	741	26-35	471		
2:00 PM	61	37	65	224	226	88	24	4	0	0	0	0	0	0	729	26-35	450		
3:00 PM	116	41	98	261	215	82	16	0	0	0	0	0	0	0	829	26-35	476		
4:00 PM	75	32	69	222	227	98	18	1	0	0	0	0	0	0	742	26-35	448		
5:00 PM	58	30	79	225	223	97	32	3	0	1	0	0	0	0	748	26-35	448		
6:00 PM	52	29	52	135	169	74	16	0	0	0	0	0	0	0	527	26-35	304		
7:00 PM	43	21	34	100	125	85	13	2	0	0	0	0	0	0	423	26-35	225		
8:00 PM	38	19	34	96	103	34	8	0	0	0	0	0	0	0	332	26-35	199		
9:00 PM	20	11	12	69	69	28	7	1	0	0	0	0	0	0	217	26-35	138		
10:00 PM	9	4	7	43	52	12	3	2	0	0	0	0	0	0	132	26-35	95		
11:00 PM	1	1	9	23	19	13	2	0	0	0	0	0	0	0	68	26-35	41		
Day Total	924	450	1091	2888	2955	1202	252	27	5	1	0	0	0	0	9795	26-35	5843		
Percent	9.4%	4.6%	11.1%	29.5%	30.2%	12.3%	2.6%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%					
ADT 9795																			
AM Peak Volume	7:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	10:00 AM	8:00 AM	5:00 AM							11:00 AM			
	71	39	107	229	203	89	18	3	1							727			
PM Peak Volume	3:00 PM	3:00 PM	3:00 PM	3:00 PM	12:00 PM	4:00 PM	5:00 PM	2:00 PM	1:00 PM	5:00 PM							3:00 PM		
	116	41	98	261	262	98	32	4	1	1							829		
<i>Comments:</i>																			

LOCATION: Winchester Ave (Hwy 101) btwn Longwood Dr & 22nd St														QC JOB #: 12467501			
SPECIFIC LOCATION: 0 ft from														DIRECTION: NB/SB			
CITY/STATE: Reedsport, OR														DATE: Jun 05 2014 - Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	924	450	1091	2888	2955	1202	252	27	5	1	0	0	0	0	9795	26-35	5843
Percent	9.4%	4.6%	11.1%	29.5%	30.2%	12.3%	2.6%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	9.4%	14.0%	25.2%	54.7%	84.8%	97.1%	99.7%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			
ADT 9795															85th Percentile 35 MPH Mean Speed(Average) 27 MPH		
Comments:															Median 29 MPH Mode: 33 MPH		



LOCATION: Winchester Ave (Hwy 101) btwn Longwood Dr & 22nd St SPECIFIC LOCATION: 0 ft from CITY/STATE: Reedsport, OR							QC JOB #: 12467501 DIRECTION: NB DATE: Jun 05 2014 - Jun 05 2014			
Start Time	Mon	Tue	Wed	Thu 05-Jun-14	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				15		15			15	
1:00 AM				24		24			24	
2:00 AM				20		20			20	
3:00 AM				38		38			38	
4:00 AM				55		55			55	
5:00 AM				61		61			61	
6:00 AM				116		116			116	
7:00 AM				244		244			244	
8:00 AM				286		286			286	
9:00 AM				296		296			296	
10:00 AM				328		328			328	
11:00 AM				400		400			400	
12:00 PM				376		376			376	
1:00 PM				383		383			383	
2:00 PM				353		353			353	
3:00 PM				418		418			418	
4:00 PM				386		386			386	
5:00 PM				350		350			350	
6:00 PM				236		236			236	
7:00 PM				186		186			186	
8:00 PM				154		154			154	
9:00 PM				91		91			91	
10:00 PM				53		53			53	
11:00 PM				28		28			28	
Day Total				4897		4897			4897	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak				11:00 AM		11:00 AM			11:00 AM	
Volume				400		400			400	
PM Peak				3:00 PM		3:00 PM			3:00 PM	
Volume				418		418			418	
<i>Comments:</i>										

LOCATION: Winchester Ave (Hwy 101) btwn Longwood Dr & 22nd St
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Reedsport, OR

QC JOB #: 12467501
DIRECTION: NB
DATE: Jun 05 2014

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	11	1	0	0	0	0	3	0	0	0	0	0	0	15
1:00 AM	0	8	5	1	4	0	0	3	0	1	2	0	0	0	24
2:00 AM	0	6	4	1	5	0	0	3	0	0	1	0	0	0	20
3:00 AM	0	7	7	3	11	0	0	6	0	0	3	1	0	0	38
4:00 AM	0	10	15	2	14	0	0	7	0	0	5	0	0	2	55
5:00 AM	0	24	13	3	11	0	0	3	0	2	3	0	0	2	61
6:00 AM	1	47	25	4	17	0	0	14	0	1	4	0	0	3	116
7:00 AM	2	123	50	3	33	3	0	15	3	0	3	0	0	9	244
8:00 AM	0	152	71	2	39	3	0	12	0	1	0	0	0	6	286
9:00 AM	1	160	78	9	31	1	0	10	1	0	0	0	0	5	296
10:00 AM	1	177	75	6	27	4	0	18	0	2	2	0	0	16	328
11:00 AM	2	214	95	5	37	4	0	25	2	1	2	1	1	11	400
12:00 PM	4	209	92	4	25	1	1	21	1	0	1	0	0	17	376
1:00 PM	5	212	84	3	44	4	0	18	0	1	0	0	0	12	383
2:00 PM	1	197	90	8	23	2	1	16	1	0	1	0	0	13	353
3:00 PM	4	224	92	7	52	3	0	17	1	0	0	0	0	18	418
4:00 PM	0	201	91	2	39	5	0	17	1	1	2	0	2	25	386
5:00 PM	1	205	85	4	34	2	0	8	1	0	0	0	0	10	350
6:00 PM	0	146	49	2	20	0	0	10	2	0	1	0	0	6	236
7:00 PM	0	109	49	1	13	1	0	5	0	0	2	0	0	6	186
8:00 PM	0	103	40	0	8	0	0	2	0	0	1	0	0	0	154
9:00 PM	0	63	23	0	3	0	0	1	0	0	0	0	0	1	91
10:00 PM	0	36	8	0	3	0	0	3	0	0	0	0	0	3	53
11:00 PM	0	15	6	0	3	0	0	4	0	0	0	0	0	0	28
Day Total	22	2659	1148	70	496	33	2	241	13	10	33	2	3	165	4897
Percent	0.4%	54.3%	23.4%	1.4%	10.1%	0.7%	0.0%	4.9%	0.3%	0.2%	0.7%	0.0%	0.1%	3.4%	
ADT 4897															
AM Peak	7:00 AM	11:00 AM	11:00 AM	9:00 AM	8:00 AM	10:00 AM		11:00 AM	7:00 AM	5:00 AM	4:00 AM	3:00 AM	11:00 AM	10:00 AM	11:00 AM
Volume	2	214	95	9	39	4		25	3	2	5	1	1	16	400
PM Peak	1:00 PM	3:00 PM	12:00 PM	2:00 PM	3:00 PM	4:00 PM	12:00 PM	12:00 PM	6:00 PM	1:00 PM	4:00 PM		4:00 PM	4:00 PM	3:00 PM
Volume	5	224	92	8	52	5	1	21	2	1	2		2	25	418

Comments:

LOCATION: Winchester Ave (Hwy 101) btwn Longwood Dr & 22nd St													QC JOB #: 12467501		
SPECIFIC LOCATION: 0 ft from													DIRECTION: NB		
CITY/STATE: Reedsport, OR													DATE: Jun 05 2014 - Jun 05 2014		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	22	2659	1148	70	496	33	2	241	13	10	33	2	3	165	4897
Percent	0.4%	54.3%	23.4%	1.4%	10.1%	0.7%	0.0%	4.9%	0.3%	0.2%	0.7%	0.0%	0.1%	3.4%	
ADT 4897															
<i>Comments:</i>															



LOCATION: Winchester Ave (Hwy 101) btwn Longwood Dr & 22nd St
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Reedsport, OR

QC JOB #: 12467501
DIRECTION: NB
DATE: Jun 05 2014

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	1	6	6	2	0	0	0	0	0	0	0	0	15	27-36	11	
1:00 AM	1	0	4	8	5	5	0	1	0	0	0	0	0	0	24	26-35	13	
2:00 AM	0	0	0	6	11	3	0	0	0	0	0	0	0	0	20	26-35	17	
3:00 AM	4	1	2	13	17	1	0	0	0	0	0	0	0	0	38	26-35	29	
4:00 AM	9	0	0	14	19	10	2	1	0	0	0	0	0	0	55	27-36	32	
5:00 AM	6	3	2	11	23	11	4	1	0	0	0	0	0	0	61	31-40	34	
6:00 AM	19	8	3	41	22	18	3	1	1	0	0	0	0	0	116	26-35	63	
7:00 AM	62	22	37	58	49	11	4	1	0	0	0	0	0	0	244	26-35	107	
8:00 AM	47	23	34	72	82	26	1	1	0	0	0	0	0	0	286	26-35	154	
9:00 AM	36	18	39	93	74	31	4	1	0	0	0	0	0	0	296	26-35	167	
10:00 AM	48	16	33	84	99	38	10	0	0	0	0	0	0	0	328	26-35	183	
11:00 AM	52	38	58	105	105	32	9	1	0	0	0	0	0	0	400	26-35	210	
12:00 PM	65	25	32	81	123	42	8	0	0	0	0	0	0	0	376	26-35	204	
1:00 PM	45	29	32	103	127	41	6	0	0	0	0	0	0	0	383	26-35	229	
2:00 PM	51	32	32	87	117	24	10	0	0	0	0	0	0	0	353	26-35	203	
3:00 PM	94	29	43	105	105	36	6	0	0	0	0	0	0	0	418	26-35	210	
4:00 PM	65	30	43	102	89	48	9	0	0	0	0	0	0	0	386	26-35	191	
5:00 PM	48	27	19	92	110	34	19	1	0	0	0	0	0	0	350	26-35	202	
6:00 PM	43	24	15	56	62	31	5	0	0	0	0	0	0	0	236	26-35	118	
7:00 PM	39	18	7	34	48	33	7	0	0	0	0	0	0	0	186	30-39	81	
8:00 PM	34	17	2	38	47	13	3	0	0	0	0	0	0	0	154	26-35	85	
9:00 PM	19	11	5	24	22	8	1	1	0	0	0	0	0	0	91	26-35	46	
10:00 PM	9	3	2	24	15	0	0	0	0	0	0	0	0	0	53	26-35	39	
11:00 PM	1	1	3	12	7	3	1	0	0	0	0	0	0	0	28	26-35	18	
Day Total	797	375	448	1269	1384	501	112	10	1	0	0	0	0	0	4897	26-35	2653	
Percent	16.3%	7.7%	9.1%	25.9%	28.3%	10.2%	2.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
ADT 4897																		
AM Peak Volume	7:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	10:00 AM	1:00 AM	6:00 AM							11:00 AM		
	62	38	58	105	105	38	10	1	1							400		
PM Peak Volume	3:00 PM	2:00 PM	3:00 PM	3:00 PM	1:00 PM	4:00 PM	5:00 PM	5:00 PM							3:00 PM			
	94	32	43	105	127	48	19	1							418			

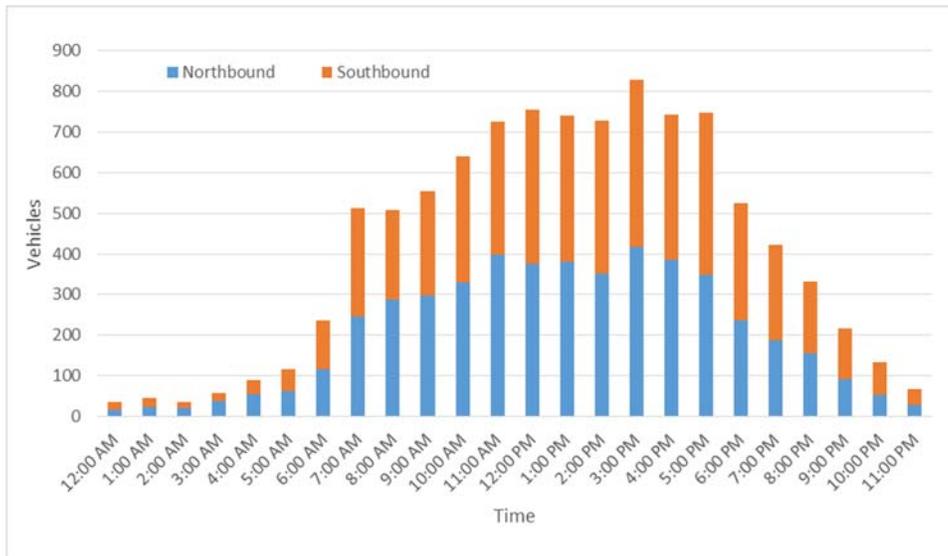
Comments:

LOCATION: Winchester Ave (Hwy 101) btwn Longwood Dr & 22nd St														QC JOB #: 12467501			
SPECIFIC LOCATION: 0 ft from														DIRECTION: NB			
CITY/STATE: Reedsport, OR														DATE: Jun 05 2014 - Jun 05 2014			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	797	375	448	1269	1384	501	112	10	1	0	0	0	0	0	4897	26-35	2653
Percent	16.3%	7.7%	9.1%	25.9%	28.3%	10.2%	2.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	16.3%	23.9%	33.1%	59.0%	87.3%	97.5%	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			
ADT 4897															85th Percentile 34 MPH Mean Speed(Average) 25 MPH Median 28 MPH Mode: 33 MPH		
<i>Comments:</i>																	

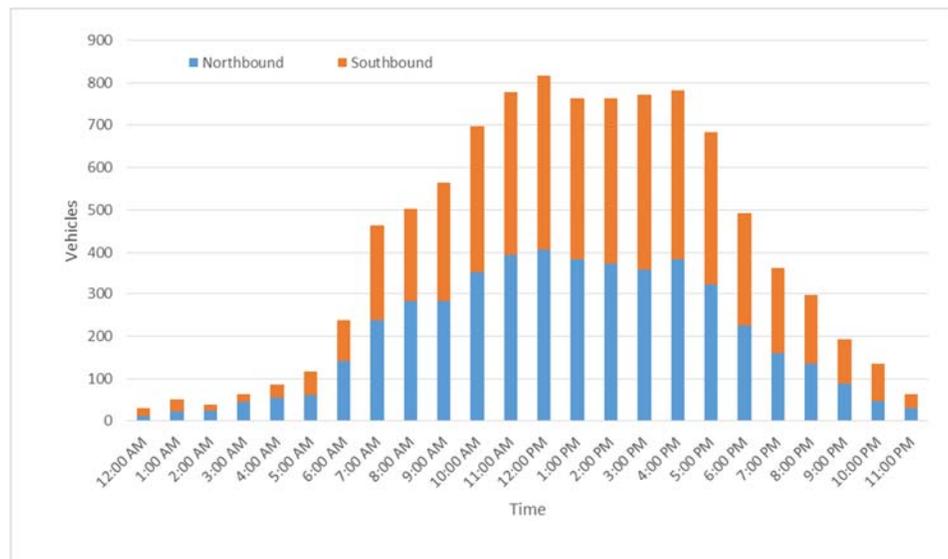




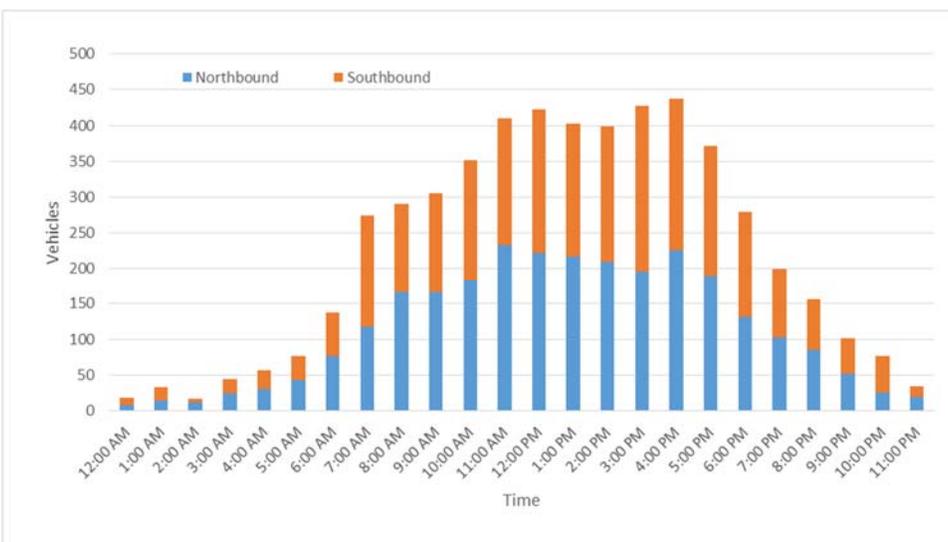
Directional Volume Figures



US 101 24-Hour Direction Volumes South of 22nd Street



US 101 24-Hour Direction Volumes North of 11th Street



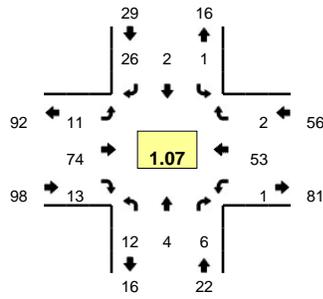
US 101 24-Hour Direction Volumes North of OR 38



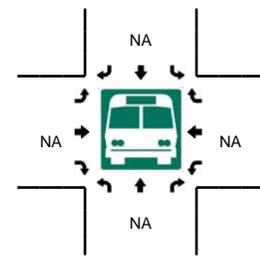
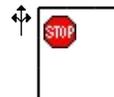
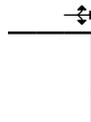
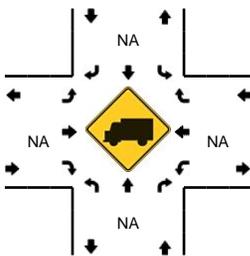
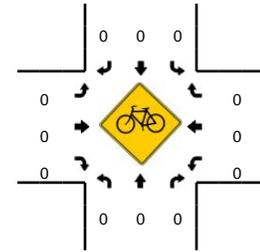
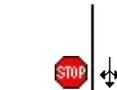
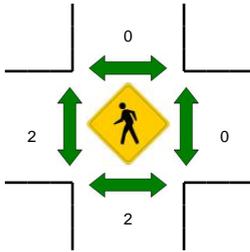
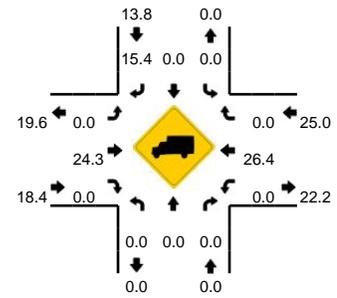
Peak Hour Turn Movement Counts

LOCATION: N 3rd St -- Umpqua Ave (OR 38)
CITY/STATE: Reedsport, OR

QC JOB #: 12467610
DATE: Wed, Jun 11 2014



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

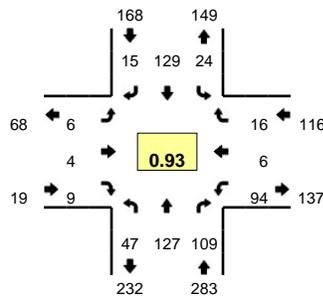


5-Min Count Period Beginning At	N 3rd St (Northbound)				N 3rd St (Southbound)				Umpqua Ave (OR 38) (Eastbound)				Umpqua Ave (OR 38) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	0	0	0	0	1	0	1	2	1	0	0	6	1	0	13	
7:05 AM	1	0	0	0	0	0	2	0	1	9	0	0	0	3	0	0	16	
7:10 AM	0	0	0	0	0	0	0	0	1	4	0	0	0	3	0	0	8	
7:15 AM	0	0	0	0	0	0	0	0	1	4	0	0	0	4	0	0	9	
7:20 AM	2	0	0	0	0	0	1	0	1	6	0	1	0	6	0	0	17	
7:25 AM	1	0	0	0	0	0	1	0	0	10	1	0	0	6	0	0	19	
7:30 AM	0	1	0	0	0	0	3	0	2	4	0	0	0	3	1	0	14	
7:35 AM	1	0	0	0	0	0	2	0	0	4	0	0	0	6	0	0	13	
7:40 AM	1	0	0	0	0	0	4	0	0	12	2	0	0	4	1	0	24	
7:45 AM	2	1	1	0	0	0	3	0	0	6	0	0	0	5	0	0	18	
7:50 AM	0	1	0	0	0	0	3	0	1	7	0	0	1	3	0	0	16	
7:55 AM	1	0	0	0	1	0	1	0	1	5	2	0	0	3	0	0	14	181
8:00 AM	1	0	1	0	0	0	2	0	0	4	1	1	0	5	0	0	15	183
8:05 AM	0	0	0	0	0	0	2	0	2	5	2	0	0	3	0	0	14	181
8:10 AM	0	0	1	0	0	0	1	0	0	8	2	0	0	9	0	0	21	194
8:15 AM	2	0	2	0	0	2	1	0	1	7	0	0	0	2	0	0	17	202
8:20 AM	2	1	0	0	0	0	1	0	3	5	2	0	0	5	0	0	19	204
8:25 AM	2	0	1	0	0	0	3	0	0	7	2	0	0	5	0	0	20	205
8:30 AM	4	0	1	0	0	0	0	0	5	2	5	1	0	1	0	0	19	210
8:35 AM	1	2	1	0	1	0	2	0	1	6	0	1	0	3	0	0	18	215
8:40 AM	0	0	0	0	0	0	2	0	2	10	2	0	0	3	0	0	19	210
8:45 AM	0	2	0	0	1	0	0	0	3	6	1	0	0	7	2	0	22	214
8:50 AM	1	0	0	0	0	1	3	0	1	11	2	1	0	8	0	0	28	226
8:55 AM	2	2	0	0	0	0	2	0	3	9	1	0	1	12	0	0	32	244
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	8	4	0	4	0	28	0	8	72	8	0	4	44	0	0	192	
Heavy Trucks	0	0	0	0	0	0	4	0	0	8	0	0	0	12	0	0	24	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

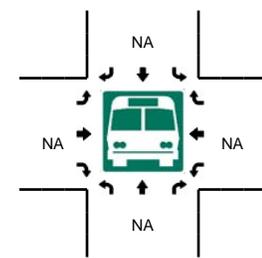
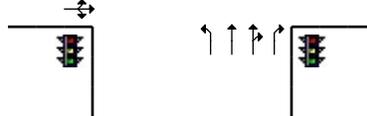
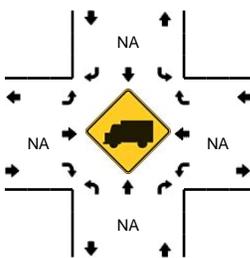
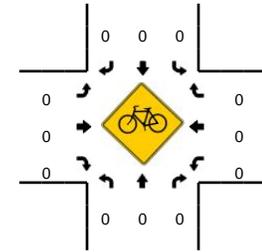
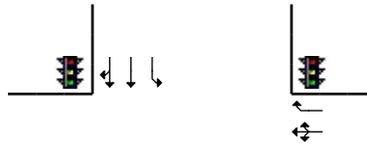
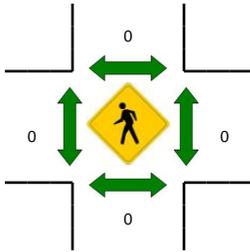
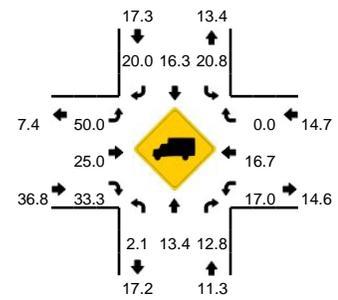
Comments:

LOCATION: Hwy 101 -- Umpqua Ave (OR 38)
CITY/STATE: Reedsport, OR

QC JOB #: 12467607
DATE: Thu, Jun 05 2014



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

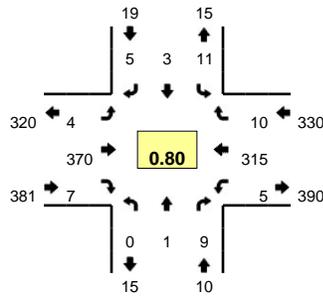


5-Min Count Period Beginning At	Hwy 101 (Northbound)				Hwy 101 (Southbound)				Umpqua Ave (OR 38) (Eastbound)				Umpqua Ave (OR 38) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	6	4	0	2	10	0	0	0	0	2	0	4	0	0	0	36	
7:05 AM	1	5	2	0	0	7	0	0	5	0	0	0	8	0	1	0	29	
7:10 AM	2	11	7	0	1	5	2	0	1	0	0	0	7	0	2	0	38	
7:15 AM	0	8	7	0	1	7	1	0	0	0	0	0	6	1	1	0	32	
7:20 AM	4	8	2	0	1	10	0	0	1	0	2	0	9	1	1	0	39	
7:25 AM	1	6	5	0	2	10	0	0	0	0	0	0	8	0	3	0	35	
7:30 AM	4	6	6	0	1	12	2	0	0	1	0	0	5	0	2	0	39	
7:35 AM	2	8	7	0	3	12	1	0	1	0	0	0	11	0	1	0	46	
7:40 AM	5	11	3	0	3	14	1	0	1	0	0	0	8	2	1	0	49	
7:45 AM	5	9	8	0	2	13	2	0	0	0	0	0	11	1	1	0	52	
7:50 AM	10	12	12	0	0	14	1	0	0	0	1	0	4	1	0	0	55	
7:55 AM	6	6	8	0	1	13	2	0	0	0	0	0	14	0	1	0	51	501
8:00 AM	2	12	10	0	5	10	1	0	0	1	1	0	7	1	2	0	52	517
8:05 AM	5	16	8	0	1	7	0	0	0	0	1	0	9	1	1	0	49	537
8:10 AM	3	9	13	0	1	9	1	0	2	0	2	0	2	0	1	0	43	542
8:15 AM	3	12	12	0	0	0	0	0	0	0	2	0	5	0	0	0	34	544
8:20 AM	2	13	15	0	4	12	2	0	0	0	1	0	10	0	1	0	60	565
8:25 AM	0	13	7	0	3	13	2	0	2	2	1	0	8	0	5	0	56	586
8:30 AM	1	8	5	0	1	2	1	0	1	0	3	0	6	1	1	0	30	577
8:35 AM	2	5	9	0	3	3	0	0	0	1	1	0	7	1	2	0	34	565
8:40 AM	0	13	8	0	3	10	1	0	1	1	2	0	20	0	3	0	62	578
8:45 AM	1	8	14	0	2	7	0	0	1	0	0	0	8	0	4	0	45	571
8:50 AM	2	12	8	0	1	8	1	0	0	0	3	0	11	0	3	0	49	565
8:55 AM	2	12	16	0	1	11	0	0	2	0	3	0	2	0	1	0	50	564
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	84	108	112	0	12	160	20	0	0	0	4	0	116	8	8	0	632	
Heavy Trucks	0	20	4		4	28	0		0	0	4		24	0	0		84	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

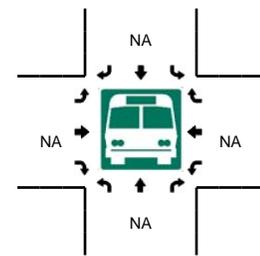
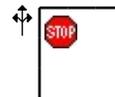
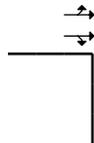
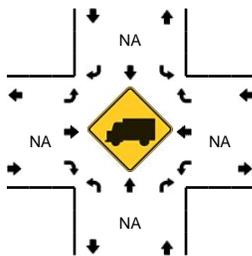
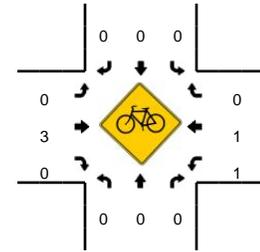
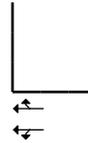
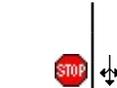
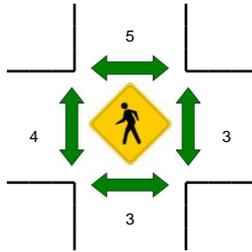
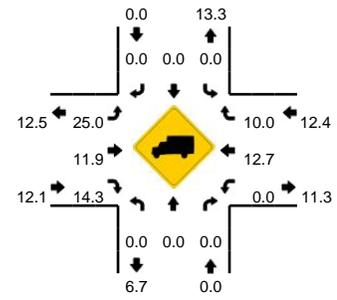
Comments:

LOCATION: N 20th St -- Winchester Ave (Hwy 101)
CITY/STATE: Reedsport, OR

QC JOB #: 12467604
DATE: Thu, Jun 05 2014



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

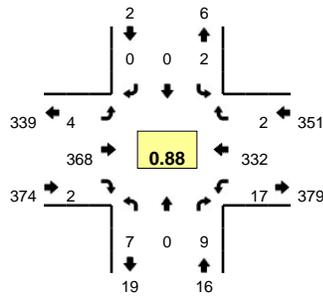


5-Min Count Period Beginning At	N 20th St (Northbound)				N 20th St (Southbound)				Winchester Ave (Hwy 101) (Eastbound)				Winchester Ave (Hwy 101) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	1	0	1	0	1	0	0	13	0	0	0	15	0	0	32	
7:05 AM	1	1	1	0	1	0	1	0	0	23	0	0	1	19	0	0	48	
7:10 AM	0	0	0	0	0	0	0	0	1	17	0	0	0	20	0	0	38	
7:15 AM	0	1	0	0	1	0	0	0	0	26	0	0	1	19	0	0	48	
7:20 AM	1	0	0	0	0	0	0	0	1	12	0	0	0	25	2	0	41	
7:25 AM	0	0	0	0	1	0	0	0	0	19	1	0	1	30	0	0	52	
7:30 AM	0	0	1	0	1	0	1	0	0	13	0	0	0	22	0	0	38	
7:35 AM	0	0	1	0	0	1	0	0	0	26	0	0	0	25	0	0	53	
7:40 AM	0	0	1	0	1	0	1	0	0	29	1	0	0	31	0	0	64	
7:45 AM	0	0	0	0	4	0	0	0	1	46	2	0	1	42	0	0	96	
7:50 AM	0	0	1	0	1	0	0	0	0	40	1	0	0	26	0	0	69	
7:55 AM	0	1	1	0	1	0	0	0	0	39	0	0	0	23	2	0	67	646
8:00 AM	0	0	2	0	0	1	1	0	0	25	1	0	0	34	2	0	66	680
8:05 AM	0	0	1	0	2	0	2	0	0	32	0	0	2	23	3	0	65	697
8:10 AM	0	0	0	0	0	0	0	0	1	32	1	0	1	25	1	0	61	720
8:15 AM	0	0	0	0	1	1	0	0	0	27	0	0	0	21	2	0	52	724
8:20 AM	0	0	1	0	0	0	0	0	2	29	1	0	1	21	0	0	55	738
8:25 AM	0	0	0	0	0	0	0	0	0	32	0	0	0	22	0	0	54	740
8:30 AM	1	0	0	0	2	0	0	0	0	16	1	0	0	28	0	0	48	750
8:35 AM	0	0	0	0	1	0	0	0	0	27	2	0	1	13	0	0	44	741
8:40 AM	0	0	0	0	0	0	0	0	0	19	1	0	0	26	2	0	48	725
8:45 AM	1	0	2	0	1	0	0	0	0	34	0	0	1	18	1	0	58	687
8:50 AM	1	0	2	0	1	0	1	0	0	37	2	0	0	21	1	0	66	684
8:55 AM	0	0	1	0	0	1	0	0	0	46	2	0	0	16	0	0	66	683
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	4	8	0	24	0	0	0	4	500	12	0	4	364	8	0	928	
Heavy Trucks	0	0	0		0	0	0		0	72	4		0	40	4		120	
Pedestrians		0				4				0				4			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

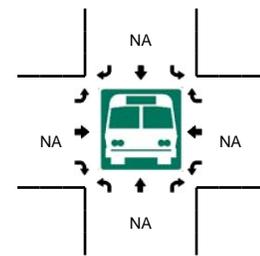
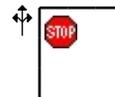
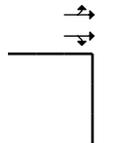
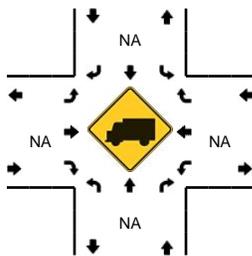
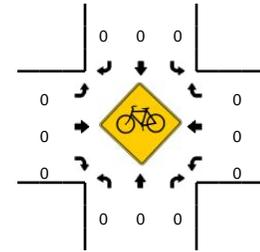
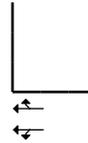
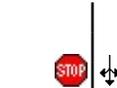
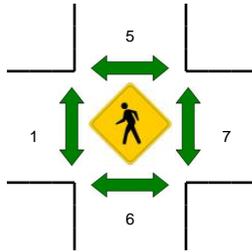
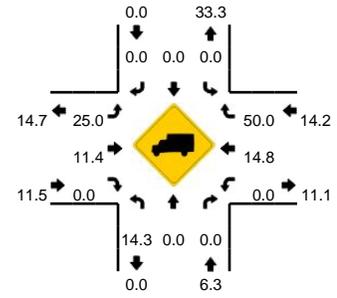
Comments:

LOCATION: N 21st St -- Winchester Ave (Hwy 101)
CITY/STATE: Reedsport, OR

QC JOB #: 12467601
DATE: Wed, Jun 11 2014



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

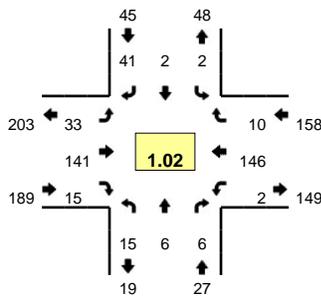


5-Min Count Period Beginning At	N 21st St (Northbound)				N 21st St (Southbound)				Winchester Ave (Hwy 101) (Eastbound)				Winchester Ave (Hwy 101) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	1	0	0	10	0	0	1	20	0	0	32	
7:05 AM	0	0	0	0	0	0	0	0	0	17	0	0	0	13	0	0	30	
7:10 AM	0	0	0	0	0	0	0	0	1	13	0	0	1	17	0	0	32	
7:15 AM	1	0	0	0	0	0	1	0	0	24	0	0	0	13	0	0	39	
7:20 AM	1	0	0	0	0	0	0	0	0	20	1	0	1	18	0	0	41	
7:25 AM	0	0	0	0	0	0	0	0	0	23	0	0	4	17	0	0	44	
7:30 AM	0	0	0	0	0	0	0	0	0	31	0	0	2	28	0	0	61	
7:35 AM	1	0	2	0	0	0	0	0	0	21	0	0	2	29	0	0	55	
7:40 AM	1	0	0	0	0	0	0	0	0	24	0	0	2	26	0	0	53	
7:45 AM	0	0	3	0	0	0	0	0	2	32	0	0	2	32	0	0	71	
7:50 AM	0	0	1	0	0	0	0	0	0	34	0	0	2	39	0	0	76	
7:55 AM	1	0	1	0	1	0	0	0	2	36	0	0	0	23	0	0	64	598
8:00 AM	1	0	1	0	0	0	0	0	0	42	1	0	1	28	0	0	74	640
8:05 AM	0	0	0	0	0	0	0	0	0	28	1	0	1	33	0	0	63	673
8:10 AM	0	0	1	0	0	0	0	0	0	29	0	0	3	22	0	0	55	696
8:15 AM	0	0	0	0	1	0	0	0	0	28	0	0	1	23	0	0	53	710
8:20 AM	2	0	0	0	0	0	0	0	0	28	0	0	1	26	0	0	57	726
8:25 AM	1	0	0	0	0	0	0	0	0	35	0	0	0	23	2	0	61	743
8:30 AM	0	0	1	0	0	0	0	0	0	21	0	0	0	24	0	0	46	728
8:35 AM	0	0	0	0	0	0	0	0	0	33	0	0	3	25	0	0	61	734
8:40 AM	0	0	1	0	0	0	1	0	0	24	0	0	0	16	0	0	42	723
8:45 AM	0	0	2	0	0	0	0	0	0	23	0	0	1	15	0	0	41	693
8:50 AM	0	0	0	0	0	0	1	0	0	30	0	0	0	19	0	0	50	667
8:55 AM	0	0	0	0	1	0	1	0	1	35	0	0	1	25	0	0	64	667
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	0	20	0	4	0	0	0	16	408	0	0	16	376	0	0	844	
Heavy Trucks	0	0	0	0	0	0	0	0	4	56	0	0	0	36	0	0	96	
Pedestrians		4				0				4				0			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

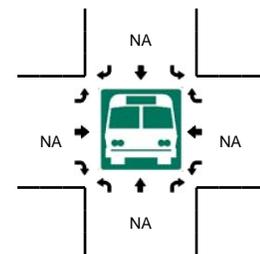
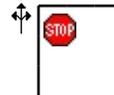
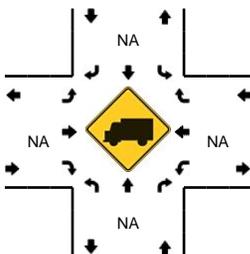
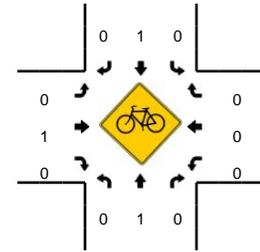
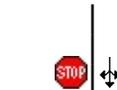
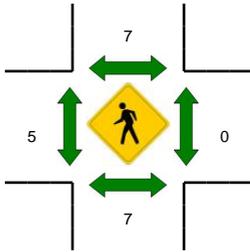
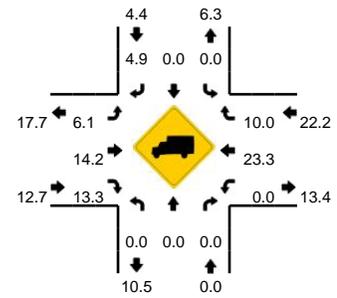
Comments:

LOCATION: N 3rd St -- Umpqua Ave (OR 38)
CITY/STATE: Reedsport, OR

QC JOB #: 12467612
DATE: Wed, Jun 11 2014



Peak-Hour: 11:55 AM -- 12:55 PM
Peak 15-Min: 12:30 PM -- 12:45 PM

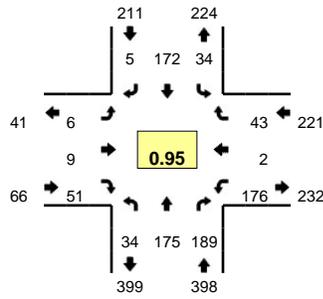


5-Min Count Period Beginning At	N 3rd St (Northbound)				N 3rd St (Southbound)				Umpqua Ave (OR 38) (Eastbound)				Umpqua Ave (OR 38) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	2	0	1	0	0	1	2	0	2	12	1	0	1	18	0	0	40	
11:05 AM	0	2	1	0	0	1	5	0	4	7	0	0	1	10	1	0	32	
11:10 AM	3	3	0	0	0	0	7	0	3	15	1	0	0	19	1	0	52	
11:15 AM	2	1	0	0	0	1	5	0	1	11	1	1	0	8	1	0	32	
11:20 AM	2	1	1	0	0	1	6	0	1	14	3	0	1	9	1	0	40	
11:25 AM	2	0	0	0	0	0	2	0	1	15	1	0	1	7	0	0	29	
11:30 AM	3	0	0	0	1	1	2	0	2	19	1	0	0	12	3	0	44	
11:35 AM	1	1	0	0	2	0	0	0	4	11	1	0	0	6	2	0	28	
11:40 AM	0	0	2	0	0	0	7	0	4	8	1	0	0	12	0	0	34	
11:45 AM	2	1	0	0	0	0	2	0	1	9	1	0	0	12	0	0	28	
11:50 AM	4	1	1	0	0	0	1	0	4	13	1	0	0	10	0	0	35	
11:55 AM	2	1	0	0	0	0	4	0	4	12	2	1	0	7	3	0	36	430
12:00 PM	0	0	1	0	0	0	2	0	0	7	1	0	0	12	2	0	25	415
12:05 PM	1	0	1	0	0	0	4	0	4	19	0	0	0	9	0	0	38	421
12:10 PM	0	2	0	0	0	0	1	0	0	13	3	0	0	13	0	0	32	401
12:15 PM	1	0	0	0	0	0	4	0	1	11	2	0	1	6	0	0	26	395
12:20 PM	1	0	1	0	1	0	3	0	2	9	1	0	0	11	0	0	29	384
12:25 PM	3	0	1	0	0	0	6	0	2	16	2	0	0	14	1	0	45	400
12:30 PM	1	0	1	0	0	0	2	0	4	10	0	0	0	15	0	0	33	389
12:35 PM	1	0	0	0	0	0	2	0	5	15	0	0	0	9	0	0	32	393
12:40 PM	3	0	0	0	0	1	2	0	3	9	2	0	0	17	1	0	38	397
12:45 PM	1	0	1	0	0	1	5	0	4	10	0	0	1	14	1	0	38	407
12:50 PM	1	3	0	0	1	0	6	0	3	10	2	0	0	19	2	0	47	419
12:55 PM	3	3	0	0	0	0	3	0	2	7	1	0	0	11	0	0	30	413
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	0	4	0	0	4	24	0	48	136	8	0	0	164	4	0	412	
Heavy Trucks	0	0	0	0	0	0	0	0	0	20	4	0	0	36	0	0	60	
Pedestrians	4				0				0	0			0	0			4	
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

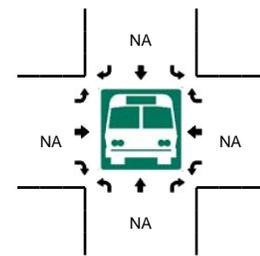
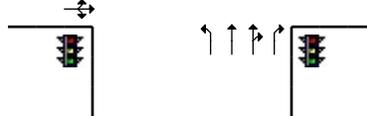
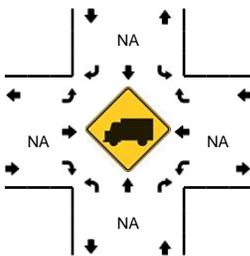
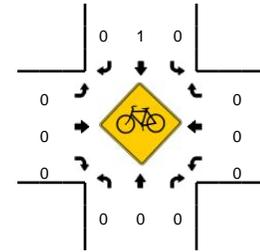
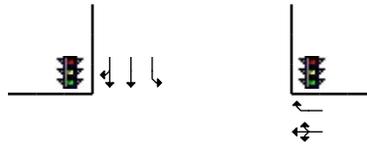
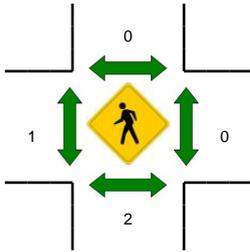
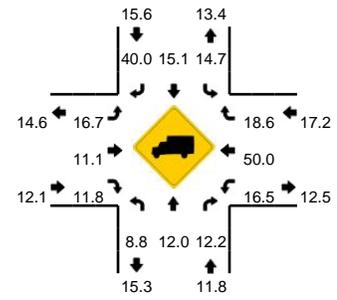
Comments:

LOCATION: Hwy 101 -- Umpqua Ave (OR 38)
CITY/STATE: Reedsport, OR

QC JOB #: 12467609
DATE: Thu, Jun 05 2014



Peak-Hour: 11:55 AM -- 12:55 PM
Peak 15-Min: 12:30 PM -- 12:45 PM

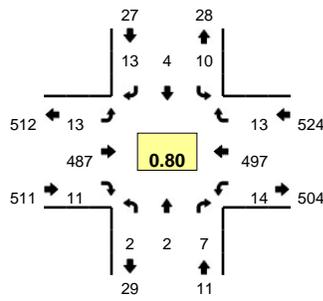


5-Min Count Period Beginning At	Hwy 101 (Northbound)				Hwy 101 (Southbound)				Umpqua Ave (OR 38) (Eastbound)				Umpqua Ave (OR 38) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	2	25	17	0	1	9	1	0	1	0	4	0	12	1	0	0	73	
11:05 AM	1	13	10	0	4	27	1	0	0	0	5	0	15	0	2	0	78	
11:10 AM	2	15	14	0	1	14	0	0	2	0	1	0	18	0	4	0	71	
11:15 AM	2	12	18	0	2	11	1	0	1	1	3	0	16	0	3	0	70	
11:20 AM	1	17	17	0	1	11	0	0	0	1	1	0	19	0	5	0	73	
11:25 AM	4	15	11	0	6	15	0	0	0	0	1	0	13	1	2	0	68	
11:30 AM	3	20	18	0	2	16	2	0	1	0	3	0	15	1	0	0	81	
11:35 AM	4	9	13	0	1	4	1	0	3	0	2	0	6	1	4	0	48	
11:40 AM	0	15	8	0	4	12	1	0	1	0	1	0	19	0	4	0	65	
11:45 AM	4	16	13	0	2	4	1	0	0	1	5	0	12	1	2	0	61	
11:50 AM	2	24	10	0	1	12	0	0	2	0	2	0	12	0	2	0	67	
11:55 AM	3	12	16	0	1	11	1	0	1	0	1	0	16	0	2	0	64	819
12:00 PM	1	20	19	0	2	15	0	0	0	1	13	0	16	0	2	0	89	835
12:05 PM	2	18	19	0	0	0	0	0	0	2	12	0	19	0	6	0	78	835
12:10 PM	2	13	18	0	1	2	0	0	0	2	8	0	26	0	5	0	77	841
12:15 PM	5	13	21	0	0	0	0	0	0	0	2	0	17	1	8	0	67	838
12:20 PM	5	12	18	0	0	0	0	0	2	2	5	0	10	0	3	0	57	822
12:25 PM	3	12	13	0	8	34	1	0	1	0	3	0	13	0	3	0	91	845
12:30 PM	2	10	10	0	7	44	1	0	0	0	2	0	9	0	0	0	85	849
12:35 PM	5	14	13	0	2	13	0	0	2	0	3	0	12	0	3	0	67	868
12:40 PM	3	19	17	0	2	19	0	0	0	1	1	0	16	0	6	0	84	887
12:45 PM	1	23	15	0	8	16	1	0	0	0	0	0	9	1	2	0	76	902
12:50 PM	2	9	10	0	3	18	1	0	0	1	1	0	13	0	3	0	61	896
12:55 PM	2	20	20	0	1	6	0	0	0	1	3	0	11	1	3	0	68	900
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	172	160	0	44	304	4	0	8	4	24	0	148	0	36	0	944	
Heavy Trucks	8	28	12		4	52	0		4	0	4		32	0	16		160	
Pedestrians		4				0				0				0			4	
Bicycles	0	0	0		0	1	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

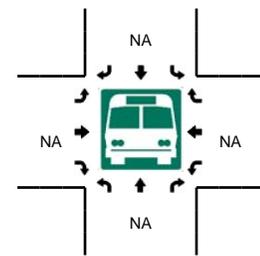
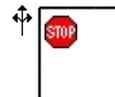
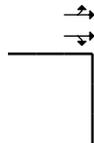
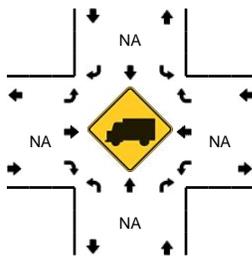
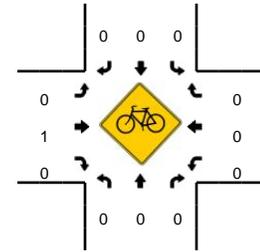
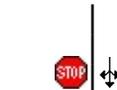
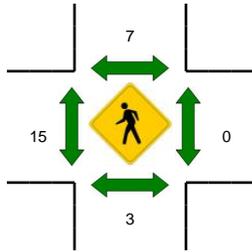
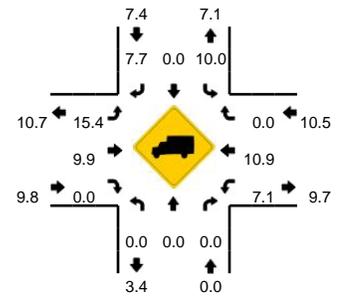
Comments:

LOCATION: N 20th St -- Winchester Ave (Hwy 101)
CITY/STATE: Reedsport, OR

QC JOB #: 12467606
DATE: Thu, Jun 05 2014



Peak-Hour: 11:55 AM -- 12:55 PM
Peak 15-Min: 12:30 PM -- 12:45 PM

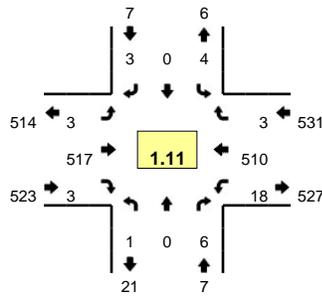


5-Min Count Period Beginning At	N 20th St (Northbound)				N 20th St (Southbound)				Winchester Ave (Hwy 101) (Eastbound)				Winchester Ave (Hwy 101) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	0	3	0	2	1	2	0	1	50	3	0	1	36	3	0	102	
11:05 AM	0	0	1	0	0	0	1	0	1	48	0	0	1	51	0	0	103	
11:10 AM	1	1	1	0	2	0	0	0	0	43	0	0	0	49	1	0	98	
11:15 AM	0	0	0	0	0	0	1	0	0	50	1	0	2	44	3	0	101	
11:20 AM	0	0	1	0	0	0	0	0	0	39	1	0	2	48	0	0	91	
11:25 AM	0	0	2	0	1	0	0	0	1	44	0	0	4	46	0	0	98	
11:30 AM	0	0	2	0	2	0	2	0	1	40	2	0	3	30	1	0	83	
11:35 AM	0	1	4	0	0	0	0	0	1	37	2	0	1	39	0	0	85	
11:40 AM	0	1	0	0	0	0	0	0	0	41	1	0	0	34	2	0	79	
11:45 AM	0	1	1	0	0	0	1	0	1	50	0	0	1	37	0	0	92	
11:50 AM	0	1	1	0	0	0	1	0	1	36	0	0	0	38	2	0	80	
11:55 AM	0	0	1	0	1	0	2	0	1	38	2	0	0	27	0	0	72	1084
12:00 PM	0	0	0	0	2	1	2	0	2	44	1	0	2	38	1	0	93	1075
12:05 PM	0	0	2	0	1	1	0	0	2	31	0	0	2	48	3	0	90	1062
12:10 PM	0	0	0	0	0	0	0	0	0	35	1	0	2	36	0	0	74	1038
12:15 PM	0	0	1	0	0	0	5	0	1	45	3	0	0	34	2	0	91	1028
12:20 PM	2	1	0	0	2	0	2	0	2	25	0	0	0	36	3	0	73	1010
12:25 PM	0	0	1	0	0	2	0	0	0	32	0	0	1	34	1	0	71	983
12:30 PM	0	0	0	0	2	0	0	0	3	37	2	0	1	83	1	0	129	1029
12:35 PM	0	0	1	0	1	0	1	0	0	59	0	0	1	38	1	0	102	1046
12:40 PM	0	0	0	0	0	0	0	0	1	51	0	0	2	50	0	0	104	1071
12:45 PM	0	0	1	0	1	0	0	0	1	37	0	0	2	38	0	0	80	1059
12:50 PM	0	1	0	0	0	0	1	0	0	53	2	0	1	35	1	0	94	1073
12:55 PM	0	0	3	0	2	0	0	0	0	44	0	0	1	33	0	0	83	1084
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	4	0	12	0	4	0	16	588	8	0	16	684	8	0	1340	
Heavy Trucks	0	0	0	0	0	0	0	0	4	64	0	0	0	100	0	0	168	
Pedestrians	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

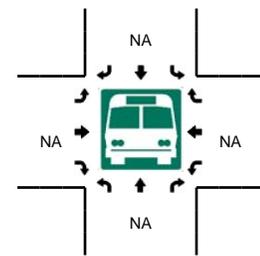
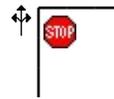
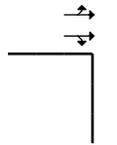
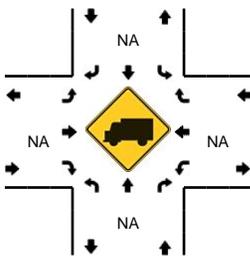
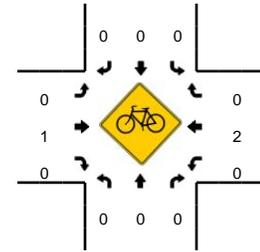
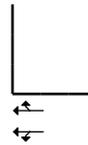
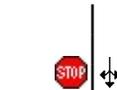
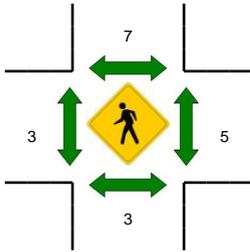
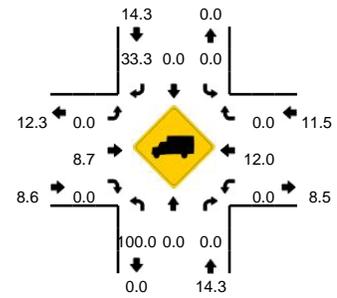
Comments:

LOCATION: N 21st St -- Winchester Ave (Hwy 101)
CITY/STATE: Reedsport, OR

QC JOB #: 12467603
DATE: Wed, Jun 11 2014



Peak-Hour: 11:55 AM -- 12:55 PM
Peak 15-Min: 12:30 PM -- 12:45 PM

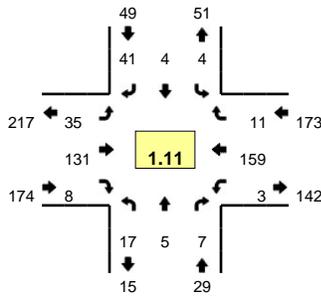


5-Min Count Period Beginning At	N 21st St (Northbound)				N 21st St (Southbound)				Winchester Ave (Hwy 101) (Eastbound)				Winchester Ave (Hwy 101) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	1	1	1	0	0	0	0	0	0	36	0	0	4	29	0	0	72	
11:05 AM	0	0	1	0	0	0	0	0	0	50	0	0	1	47	3	0	102	
11:10 AM	0	0	0	0	0	0	1	0	0	40	1	0	1	36	0	0	79	
11:15 AM	0	0	2	0	0	0	2	0	0	50	0	0	1	45	2	0	102	
11:20 AM	1	0	1	0	0	1	0	0	0	39	0	0	0	30	2	0	74	
11:25 AM	0	0	2	0	0	0	0	0	1	55	1	0	0	34	0	0	93	
11:30 AM	1	0	1	0	0	0	1	0	0	47	0	0	0	40	0	0	90	
11:35 AM	0	0	1	0	0	0	0	0	0	44	0	0	3	39	0	0	87	
11:40 AM	0	0	0	0	0	0	1	0	0	48	1	0	1	54	2	0	107	
11:45 AM	0	0	1	0	1	1	0	0	0	61	0	0	3	32	2	0	101	
11:50 AM	0	0	1	0	0	0	1	0	1	42	1	0	4	43	0	0	93	
11:55 AM	0	0	1	0	1	0	0	0	0	44	0	0	4	56	0	0	106	1106
12:00 PM	0	0	2	0	0	0	0	0	0	42	0	0	3	40	1	0	88	1122
12:05 PM	0	0	0	0	1	0	1	0	0	40	0	0	3	47	0	0	92	1112
12:10 PM	0	0	1	0	0	0	0	0	1	44	0	0	0	44	0	0	90	1123
12:15 PM	0	0	0	0	0	0	0	0	0	56	0	0	1	44	0	0	101	1122
12:20 PM	1	0	0	0	0	0	0	0	0	52	2	0	1	35	1	0	92	1140
12:25 PM	0	0	0	0	1	0	0	0	1	46	0	0	0	31	0	0	79	1126
12:30 PM	0	0	0	0	1	0	0	0	0	42	0	0	1	48	1	0	93	1129
12:35 PM	0	0	1	0	0	0	0	0	0	22	0	0	1	38	0	0	62	1104
12:40 PM	0	0	0	0	0	0	0	0	0	39	0	0	0	46	0	0	85	1082
12:45 PM	0	0	1	0	0	0	0	0	1	45	0	0	1	41	0	0	89	1070
12:50 PM	0	0	0	0	0	0	2	0	0	45	1	0	3	40	0	0	91	1068
12:55 PM	0	0	2	0	1	0	0	0	0	46	1	0	0	46	0	0	96	1058
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	4	0	4	0	0	0	0	412	0	0	8	528	4	0	960	
Heavy Trucks	0	0	0	0	0	0	0	0	0	24	0	0	0	56	0	0	80	
Pedestrians	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
Railroad																		
Stopped Buses																		

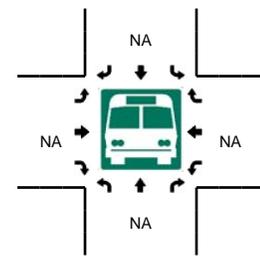
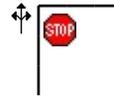
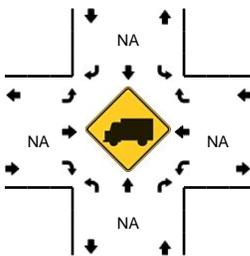
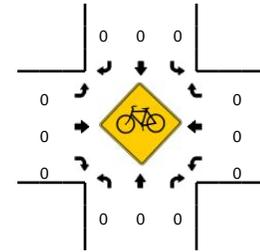
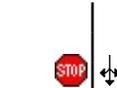
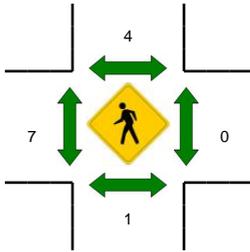
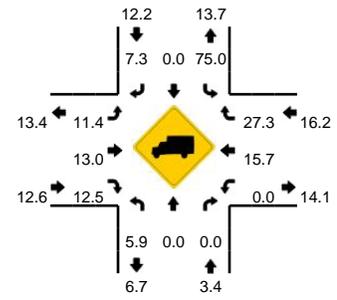
Comments:

LOCATION: N 3rd St -- Umpqua Ave (OR 38)
CITY/STATE: Reedsport, OR

QC JOB #: 12467611
DATE: Wed, Jun 11 2014



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

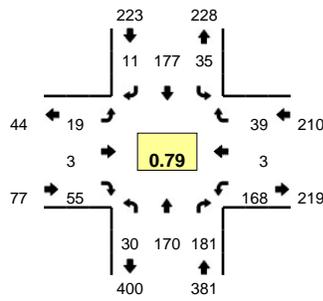


5-Min Count Period Beginning At	N 3rd St (Northbound)				N 3rd St (Southbound)				Umpqua Ave (OR 38) (Eastbound)				Umpqua Ave (OR 38) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	1	0	0	2	0	2	0	4	7	0	0	2	15	2	0	35	
4:05 PM	4	1	1	0	1	1	3	0	5	11	0	0	0	17	1	0	45	
4:10 PM	1	0	0	0	0	0	4	0	1	9	1	0	0	13	1	0	30	
4:15 PM	0	1	0	0	0	1	3	0	1	7	1	0	0	13	1	0	28	
4:20 PM	4	0	0	0	0	0	4	0	5	13	1	0	0	18	0	0	45	
4:25 PM	1	0	1	0	1	0	5	0	5	15	1	0	0	12	2	0	43	
4:30 PM	0	0	2	0	0	1	3	0	1	9	0	0	0	11	0	0	27	
4:35 PM	1	0	0	0	0	0	0	0	1	10	0	0	1	14	1	0	28	
4:40 PM	2	2	1	0	0	1	5	0	3	13	2	0	0	10	2	0	41	
4:45 PM	1	0	1	0	0	0	3	0	2	16	0	0	0	10	1	0	34	
4:50 PM	2	0	0	0	0	0	3	0	3	10	1	0	0	14	0	0	33	
4:55 PM	1	0	1	0	0	0	6	0	4	11	1	0	0	12	0	0	36	425
5:00 PM	0	1	0	0	0	0	2	0	1	9	0	0	1	7	1	0	22	412
5:05 PM	0	1	1	0	1	1	2	0	0	15	0	0	0	4	1	0	26	393
5:10 PM	1	0	1	0	0	0	3	0	4	10	1	0	0	7	1	0	28	391
5:15 PM	0	0	0	0	0	0	1	0	3	9	0	0	0	10	0	0	23	386
5:20 PM	1	2	0	0	1	0	2	0	2	7	0	0	0	5	1	0	21	362
5:25 PM	0	1	0	0	0	0	2	0	1	12	0	0	1	17	0	0	34	353
5:30 PM	1	0	0	0	0	0	7	0	3	10	0	0	0	11	0	0	32	358
5:35 PM	0	1	0	0	0	0	0	0	1	8	1	0	0	6	0	0	17	347
5:40 PM	1	0	0	0	1	0	3	0	2	7	0	0	0	14	0	0	28	334
5:45 PM	0	2	0	0	0	0	1	0	0	13	2	0	0	11	0	0	29	329
5:50 PM	0	1	0	0	0	0	0	0	0	9	1	0	0	14	1	0	26	322
5:55 PM	0	0	1	0	1	0	0	0	2	4	2	0	1	14	0	0	25	311
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	8	12	0	0	8	32	0	20	128	8	0	4	140	12	0	384	
Heavy Trucks	0	0	0	0	0	0	4	0	0	16	4	0	0	24	4	0	52	
Pedestrians	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

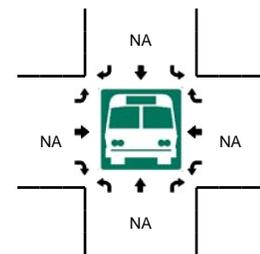
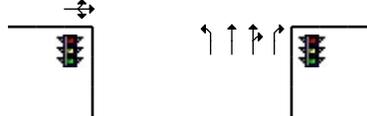
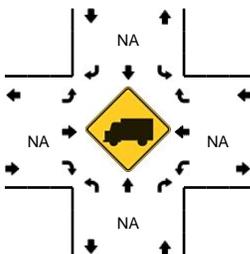
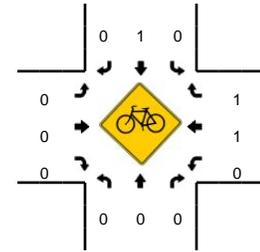
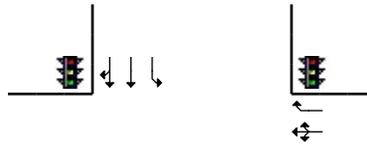
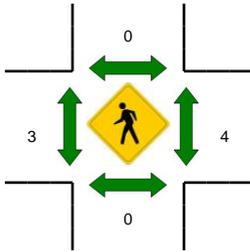
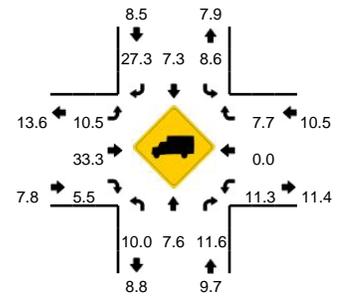
Comments:

LOCATION: Hwy 101 -- Umpqua Ave (OR 38)
CITY/STATE: Reedsport, OR

QC JOB #: 12467608
DATE: Thu, Jun 05 2014



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

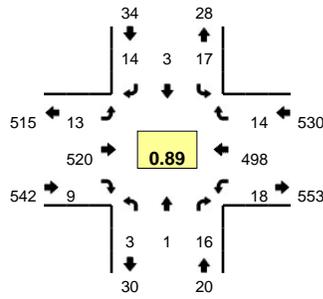


5-Min Count Period Beginning At	Hwy 101 (Northbound)				Hwy 101 (Southbound)				Umpqua Ave (OR 38) (Eastbound)				Umpqua Ave (OR 38) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	10	13	0	5	19	2	0	1	1	2	0	16	0	3	0	76	
4:05 PM	5	12	15	0	3	12	0	0	0	0	4	0	10	1	2	0	64	
4:10 PM	1	15	14	0	2	15	0	0	2	0	4	0	15	1	3	0	72	
4:15 PM	4	21	16	0	1	13	1	0	2	0	2	0	17	0	1	0	78	
4:20 PM	1	7	11	0	0	1	0	0	1	1	2	0	15	0	3	0	42	
4:25 PM	1	15	12	0	3	9	0	0	2	0	4	0	13	0	4	0	63	
4:30 PM	2	16	15	0	8	37	2	0	2	1	9	0	12	0	6	0	110	
4:35 PM	1	17	17	0	1	18	1	0	4	0	11	0	20	0	3	0	93	
4:40 PM	5	14	14	0	7	15	2	0	0	0	7	0	14	0	2	0	80	
4:45 PM	3	15	21	0	0	9	2	0	1	0	1	0	10	0	2	0	64	
4:50 PM	0	9	22	0	4	18	1	0	1	0	3	0	13	1	3	0	75	
4:55 PM	3	19	11	0	1	11	0	0	3	0	6	0	13	0	7	0	74	891
5:00 PM	3	18	8	0	3	11	0	0	0	2	3	0	14	0	4	0	66	881
5:05 PM	1	14	15	0	1	12	0	0	0	0	3	0	22	0	6	0	74	891
5:10 PM	1	12	5	0	2	14	0	0	2	0	2	0	20	1	3	0	62	881
5:15 PM	0	18	15	0	0	6	0	0	0	0	1	0	12	0	0	0	52	855
5:20 PM	2	14	6	0	0	1	1	0	1	0	2	0	12	0	4	0	43	856
5:25 PM	0	12	16	0	4	33	0	0	0	0	0	0	11	0	2	0	78	871
5:30 PM	0	12	11	0	0	0	0	0	0	0	0	0	14	0	1	0	38	799
5:35 PM	1	9	11	0	2	8	0	0	1	0	7	0	9	0	1	0	49	755
5:40 PM	3	11	5	0	4	35	4	0	1	2	4	0	13	0	1	0	83	758
5:45 PM	1	14	5	0	3	13	0	0	1	1	4	0	13	0	2	0	57	751
5:50 PM	1	9	14	0	1	13	0	0	0	1	0	0	14	0	3	0	56	732
5:55 PM	0	6	7	0	2	9	0	0	0	1	2	0	12	0	0	0	39	697
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	32	188	184	0	64	280	20	0	24	4	108	0	184	0	44	0	1132	
Heavy Trucks	4	8	28		8	36	0		0	0	0		24	0	4		112	
Pedestrians		0				0				12				8			20	
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1	
Railroad																		
Stopped Buses																		

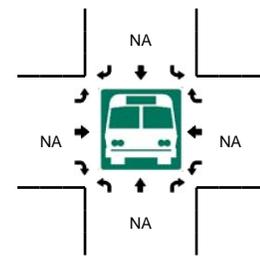
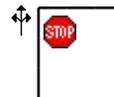
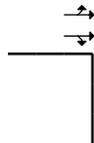
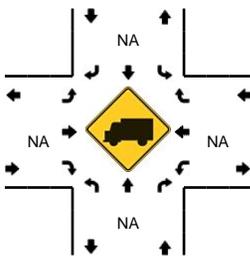
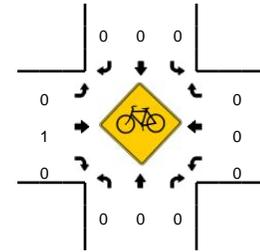
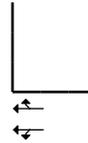
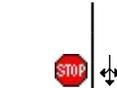
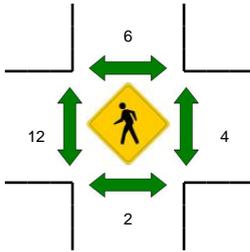
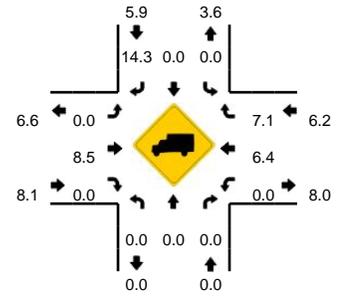
Comments:

LOCATION: N 20th St -- Winchester Ave (Hwy 101)
CITY/STATE: Reedsport, OR

QC JOB #: 12467605
DATE: Thu, Jun 05 2014



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

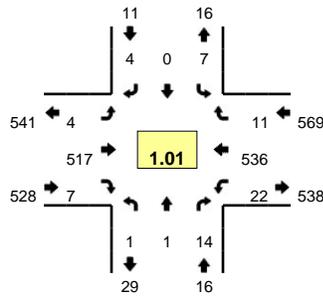


5-Min Count Period Beginning At	N 20th St (Northbound)				N 20th St (Southbound)				Winchester Ave (Hwy 101) (Eastbound)				Winchester Ave (Hwy 101) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	2	0	0	0	1	0	0	47	1	0	1	41	1	0	94	
4:05 PM	0	0	1	0	0	0	0	0	3	50	2	0	1	43	4	0	104	
4:10 PM	1	1	0	0	3	0	0	0	1	52	0	0	2	53	0	0	113	
4:15 PM	0	0	0	0	6	0	0	0	2	38	2	0	1	26	1	0	76	
4:20 PM	0	0	3	0	1	0	2	0	1	39	2	0	1	30	3	0	82	
4:25 PM	0	0	1	0	1	0	2	0	0	42	0	0	5	29	1	0	81	
4:30 PM	0	0	6	0	0	1	2	0	1	40	0	0	0	47	0	0	97	
4:35 PM	0	0	1	0	1	1	3	0	2	45	1	0	1	57	1	0	113	
4:40 PM	0	0	0	0	1	0	0	0	1	45	1	0	1	55	1	0	105	
4:45 PM	1	0	1	0	1	0	1	0	1	42	0	0	1	42	1	0	91	
4:50 PM	0	0	0	0	1	0	1	0	1	42	0	0	3	36	0	0	84	
4:55 PM	1	0	1	0	2	1	2	0	0	38	0	0	1	39	1	0	86	1126
5:00 PM	0	0	1	0	1	0	1	0	2	38	2	0	1	45	4	0	95	1127
5:05 PM	0	0	0	0	0	1	1	0	0	38	0	0	1	43	1	0	85	1108
5:10 PM	0	0	2	0	1	0	0	0	0	30	0	0	1	50	0	0	84	1079
5:15 PM	1	0	0	0	1	0	1	0	0	46	0	0	3	49	3	0	104	1107
5:20 PM	1	0	0	0	0	0	3	0	2	32	0	0	1	28	1	0	68	1093
5:25 PM	0	1	0	0	2	0	1	0	0	43	0	0	1	56	1	0	105	1117
5:30 PM	0	0	0	0	1	0	0	0	0	32	0	0	1	42	0	0	76	1096
5:35 PM	0	0	1	0	1	0	0	0	1	26	1	0	1	35	1	0	67	1050
5:40 PM	0	0	1	0	1	0	1	0	2	34	0	0	2	62	1	0	104	1049
5:45 PM	2	0	1	0	0	0	0	0	1	39	1	0	1	30	1	0	76	1034
5:50 PM	0	0	0	0	3	0	0	0	0	36	1	0	1	46	0	0	87	1037
5:55 PM	1	1	1	0	0	0	1	0	1	27	5	0	1	38	0	0	76	1027
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	28	0	8	8	20	0	16	520	8	0	8	636	8	0	1260	
Heavy Trucks	0	0	0	0	0	0	0	0	0	68	0	0	0	48	4	0	120	
Pedestrians			4				4			28				0			36	
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1	
Railroad																		
Stopped Buses																		

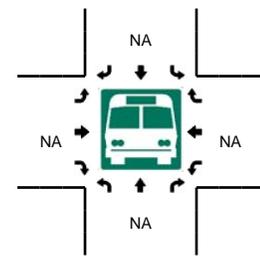
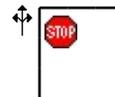
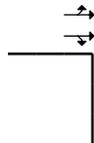
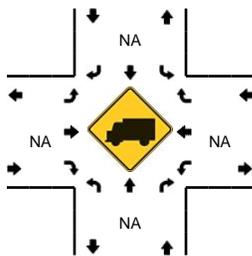
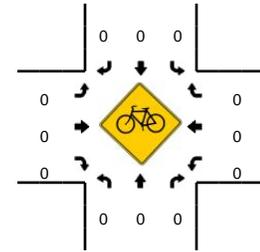
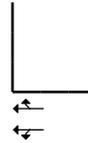
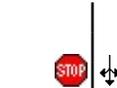
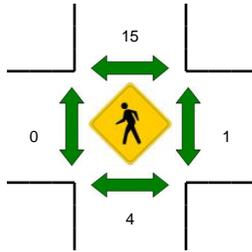
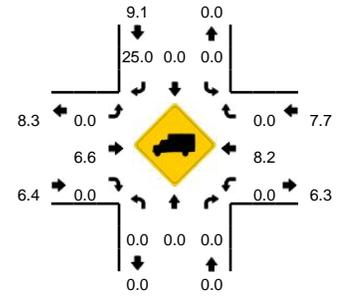
Comments:

LOCATION: N 21st St -- Winchester Ave (Hwy 101)
CITY/STATE: Reedsport, OR

QC JOB #: 12467602
DATE: Wed, Jun 11 2014



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:30 PM -- 4:45 PM



5-Min Count Period Beginning At	N 21st St (Northbound)				N 21st St (Southbound)				Winchester Ave (Hwy 101) (Eastbound)				Winchester Ave (Hwy 101) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	42	1	0	1	47	1	0	92	
4:05 PM	0	0	1	0	1	0	0	0	0	48	1	0	2	52	0	0	105	
4:10 PM	1	0	1	0	1	0	0	0	1	38	1	0	1	44	1	0	89	
4:15 PM	0	0	1	0	0	0	1	0	1	38	0	0	5	34	0	0	80	
4:20 PM	0	1	2	0	2	0	0	0	1	55	0	0	2	48	0	0	111	
4:25 PM	0	0	1	0	0	0	1	0	0	36	1	0	2	47	1	0	89	
4:30 PM	0	0	2	0	0	0	2	0	1	46	0	0	0	47	2	0	100	
4:35 PM	0	0	2	0	1	0	0	0	0	35	1	0	2	34	0	0	75	
4:40 PM	0	0	0	0	0	0	0	0	0	48	2	0	3	50	1	0	104	
4:45 PM	0	0	0	0	1	0	0	0	0	52	0	0	1	45	1	0	100	
4:50 PM	0	0	2	0	0	0	0	0	0	50	0	0	2	40	3	0	97	
4:55 PM	0	0	2	0	1	0	0	0	0	29	0	0	1	48	1	0	82	1124
5:00 PM	0	0	1	0	0	0	0	0	2	53	0	0	1	46	3	0	106	1138
5:05 PM	0	0	0	0	0	0	0	0	1	35	1	0	3	60	0	0	100	1133
5:10 PM	0	0	3	0	0	0	0	0	0	50	1	0	2	36	0	0	92	1136
5:15 PM	0	0	0	0	0	0	0	0	0	23	1	0	1	40	0	0	65	1121
5:20 PM	1	0	0	0	0	0	3	0	0	21	0	0	5	43	1	0	74	1084
5:25 PM	0	0	0	0	0	0	0	0	0	35	1	0	1	51	2	0	90	1085
5:30 PM	0	0	2	0	0	0	0	0	1	28	0	0	2	56	1	0	90	1075
5:35 PM	2	0	2	0	0	0	1	0	1	58	0	0	0	45	0	0	109	1109
5:40 PM	0	0	3	0	2	0	1	0	0	38	0	0	0	40	1	0	85	1090
5:45 PM	0	0	1	0	0	0	0	0	0	25	0	0	6	29	2	0	63	1053
5:50 PM	0	0	1	0	0	0	0	0	0	29	1	0	1	34	0	0	66	1022
5:55 PM	0	0	2	0	1	0	0	0	1	24	1	0	0	35	1	0	65	1005
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	16	0	4	0	8	0	4	516	12	0	20	524	12	0	1116	
Heavy Trucks	0	0	0	0	0	0	4	0	0	24	0	0	0	32	0	0	60	
Pedestrians		12				28				0				0			40	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:



Pedestrian Crossing and Gap Surveys



7409 SW Tech Center Dr, Suite B150
 Tigard, OR 97223
 Ph:971-223-0003
www.qualitycounts.net

Hwy 101 Pedestrians		
Btwn Winchester Ave & 13th St		
6/11/2014	Westbound	Eastbound
7:00 AM	0	0
7:05 AM	0	0
7:10 AM	0	0
7:15 AM	1	0
7:20 AM	0	0
7:25 AM	0	0
7:30 AM	0	0
7:35 AM	0	0
7:40 AM	0	0
7:45 AM	0	0
7:50 AM	0	0
7:55 AM	0	0
8:00 AM	0	0
8:05 AM	0	0
8:10 AM	0	0
8:15 AM	1	0
8:20 AM	0	1
8:25 AM	0	0
8:30 AM	0	0
8:35 AM	0	0
8:40 AM	0	0
8:45 AM	2	3
8:50 AM	0	0
8:55 AM	0	1
Total:	4	5

Hwy 101 Pedestrians		
Btwn Winchester Ave & 13th St		
6/11/2014	Westbound	Eastbound
11:00 AM	0	0
11:05 AM	0	0
11:10 AM	0	0
11:15 AM	0	0
11:20 AM	0	0
11:25 AM	1	0
11:30 AM	0	0
11:35 AM	0	0
11:40 AM	0	0
11:45 AM	0	0
11:50 AM	0	0
11:55 AM	0	0
12:00 PM	0	0
12:05 PM	0	0
12:10 PM	0	0
12:15 PM	0	0
12:20 PM	0	0
12:25 PM	0	0
12:30 PM	0	0
12:35 PM	0	0
12:40 PM	0	0
12:45 PM	1	0
12:50 PM	0	0
12:55 PM	1	0
Total:	3	0

Hwy 101 Pedestrians		
Btwn Winchester Ave & 13th St		
6/11/2014	Westbound	Eastbound
4:00 PM	0	0
4:05 PM	0	0
4:10 PM	0	0
4:15 PM	0	0
4:20 PM	0	0
4:25 PM	0	0
4:30 PM	0	0
4:35 PM	0	0
4:40 PM	0	0
4:45 PM	0	0
4:50 PM	0	0
4:55 PM	0	0
5:00 PM	0	0
5:05 PM	0	0
5:10 PM	0	1
5:15 PM	0	0
5:20 PM	0	0
5:25 PM	0	0
5:30 PM	0	1
5:35 PM	1	0
5:40 PM	0	0
5:45 PM	0	0
5:50 PM	1	0
5:55 PM	0	0
Total:	2	2

Hwy 101 Pedestrians		
Btwn 12th St & 10th St		
6/5/2014	Westbound	Eastbound
7:00 AM	1	0
7:05 AM	0	0
7:10 AM	0	0
7:15 AM	0	1
7:20 AM	1	0
7:25 AM	0	0
7:30 AM	0	0
7:35 AM	0	0
7:40 AM	0	0
7:45 AM	0	0
7:50 AM	0	0
7:55 AM	0	0
8:00 AM	0	0
8:05 AM	0	0
8:10 AM	0	0
8:15 AM	0	0
8:20 AM	0	0
8:25 AM	0	0
8:30 AM	0	0
8:35 AM	0	0
8:40 AM	0	0
8:45 AM	0	0
8:50 AM	1	0
8:55 AM	1	0
Total:	4	1

Hwy 101 Pedestrians		
Btwn 12th St & 10th St		
6/5/2014	Westbound	Eastbound
11:00 AM	0	0
11:05 AM	0	0
11:10 AM	0	0
11:15 AM	0	0
11:20 AM	0	0
11:25 AM	0	0
11:30 AM	0	0
11:35 AM	0	0
11:40 AM	0	0
11:45 AM	0	0
11:50 AM	0	0
11:55 AM	0	1
12:00 PM	0	0
12:05 PM	0	0
12:10 PM	0	0
12:15 PM	0	0
12:20 PM	1	2
12:25 PM	0	0
12:30 PM	0	0
12:35 PM	0	0
12:40 PM	0	0
12:45 PM	0	0
12:50 PM	0	0
12:55 PM	0	1
Total:	1	4

Hwy 101 Pedestrians		
Btwn 12th St & 10th St		
6/5/2014	Westbound	Eastbound
4:00 PM	0	0
4:05 PM	0	0
4:10 PM	0	0
4:15 PM	0	0
4:20 PM	0	0
4:25 PM	0	0
4:30 PM	0	0
4:35 PM	0	0
4:40 PM	0	0
4:45 PM	2	0
4:50 PM	0	0
4:55 PM	0	0
5:00 PM	0	0
5:05 PM	0	0
5:10 PM	0	0
5:15 PM	0	0
5:20 PM	0	0
5:25 PM	0	0
5:30 PM	0	0
5:35 PM	0	0
5:40 PM	0	0
5:45 PM	0	0
5:50 PM	0	0
5:55 PM	2	0
Total:	4	0



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Winchester Ave (Hwy 101) Pedestrians Btwn 22nd St & 21st St			
6/11/2014	22nd St WB Crosswalk	Jaywalkers	21st St EB Crosswalk
7:00 AM	0	0	0
7:05 AM	0	0	0
7:10 AM	0	0	0
7:15 AM	0	0	0
7:20 AM	0	0	0
7:25 AM	1	0	0
7:30 AM	0	0	0
7:35 AM	4	0	0
7:40 AM	0	0	0
7:45 AM	0	0	1
7:50 AM	0	0	0
7:55 AM	0	1	0
8:00 AM	0	0	0
8:05 AM	0	1	0
8:10 AM	0	0	0
8:15 AM	1	0	0
8:20 AM	0	0	0
8:25 AM	1	0	0
8:30 AM	0	0	3
8:35 AM	0	0	0
8:40 AM	0	0	0
8:45 AM	0	0	0
8:50 AM	0	0	0
8:55 AM	0	1	0
Total:	7	3	4

Winchester Ave (Hwy 101) Pedestrians Btwn 22nd St & 21st St			
6/11/2014	22nd St WB Crosswalk	Jaywalkers	21st St EB Crosswalk
11:00 AM	0	0	0
11:05 AM	0	0	0
11:10 AM	1	0	0
11:15 AM	0	0	0
11:20 AM	3	0	0
11:25 AM	7	0	3
11:30 AM	0	0	0
11:35 AM	1	0	3
11:40 AM	2	0	1
11:45 AM	4	3	0
11:50 AM	5	0	0
11:55 AM	1	0	0
12:00 PM	0	0	1
12:05 PM	0	0	0
12:10 PM	0	0	1
12:15 PM	0	0	0
12:20 PM	0	0	0
12:25 PM	0	0	0
12:30 PM	0	0	1
12:35 PM	0	0	0
12:40 PM	0	0	0
12:45 PM	0	0	0
12:50 PM	0	0	0
12:55 PM	0	0	0
Total:	24	3	10

Winchester Ave (Hwy 101) Btwn 22nd St & 21st St			
6/11/2014	22nd St WB Crosswalk	Jaywalkers	21st St EB Crosswalk
4:00 PM	1	0	0
4:05 PM	0	0	0
4:10 PM	0	0	0
4:15 PM	0	0	0
4:20 PM	0	0	0
4:25 PM	0	0	0
4:30 PM	0	0	0
4:35 PM	0	0	0
4:40 PM	0	0	0
4:45 PM	0	0	0
4:50 PM	0	0	0
4:55 PM	3	0	0
5:00 PM	0	0	0
5:05 PM	1	0	0
5:10 PM	0	0	0
5:15 PM	0	0	0
5:20 PM	0	0	0
5:25 PM	1	0	0
5:30 PM	0	1	1
5:35 PM	0	0	2
5:40 PM	0	0	0
5:45 PM	0	0	0
5:50 PM	0	0	0
5:55 PM	1	0	0
Total:	7	1	3

Fir Ave (OR 38) Pedestrians Btwn 5th St & 4th St			
6/11/2014	5th St WB Crosswalk	Jaywalkers	4th St EB Crosswalk
7:00 AM	0	0	0
7:05 AM	0	0	0
7:10 AM	1	0	0
7:15 AM	0	0	0
7:20 AM	0	0	0
7:25 AM	0	0	0
7:30 AM	0	0	0
7:35 AM	0	0	0
7:40 AM	0	0	0
7:45 AM	0	0	0
7:50 AM	0	0	0
7:55 AM	0	0	0
8:00 AM	0	0	0
8:05 AM	0	0	0
8:10 AM	0	0	0
8:15 AM	0	0	0
8:20 AM	0	0	0
8:25 AM	0	0	0
8:30 AM	0	0	0
8:35 AM	0	0	0
8:40 AM	0	0	0
8:45 AM	0	0	0
8:50 AM	0	0	0
8:55 AM	0	0	0
Total:	1	0	0

Fir Ave (OR 38) Pedestrians Btwn 5th St & 4th St			
6/11/2014	5th St WB Crosswalk	Jaywalkers	4th St EB Crosswalk
11:00 AM	0	0	0
11:05 AM	0	1	0
11:10 AM	0	2	0
11:15 AM	0	1	1
11:20 AM	0	0	0
11:25 AM	0	0	0
11:30 AM	0	0	0
11:35 AM	0	0	0
11:40 AM	0	0	0
11:45 AM	0	0	0
11:50 AM	0	0	0
11:55 AM	0	0	0
12:00 PM	0	0	0
12:05 PM	0	0	0
12:10 PM	0	1	0
12:15 PM	0	0	0
12:20 PM	0	0	0
12:25 PM	0	0	0
12:30 PM	0	0	0
12:35 PM	0	0	0
12:40 PM	0	0	1
12:45 PM	0	0	0
12:50 PM	0	2	2
12:55 PM	0	0	0
Total:	0	7	4

Fir Ave (OR 38) Pedestrians Btwn 5th St & 4th St			
6/11/2014	5th St WB Crosswalk	Jaywalkers	4th St EB Crosswalk
4:00 PM	0	0	0
4:05 PM	0	0	0
4:10 PM	0	0	1
4:15 PM	0	0	0
4:20 PM	0	0	0
4:25 PM	0	0	0
4:30 PM	0	0	0
4:35 PM	0	0	0
4:40 PM	1	0	0
4:45 PM	0	0	0
4:50 PM	0	0	0
4:55 PM	0	0	2
5:00 PM	1	0	0
5:05 PM	0	0	0
5:10 PM	0	0	0
5:15 PM	0	0	0
5:20 PM	0	0	0
5:25 PM	0	0	0
5:30 PM	0	0	0
5:35 PM	0	0	0
5:40 PM	0	0	0
5:45 PM	0	0	0
5:50 PM	0	0	0
5:55 PM	0	0	0
Total:	2	0	3



Level of Service Descriptions

TRAFFIC LEVELS OF SERVICE

Analysis of traffic volumes is useful in understanding the general nature of traffic in an area, but by itself indicates neither the ability of the street network to carry additional traffic nor the quality of service afforded by the street facilities. For this, the concept of *level of service* has been developed to subjectively describe traffic performance. Level of service can be measured at intersections and along key roadway segments.

Level of service categories are similar to report card ratings for traffic performance. Intersections are typically the controlling bottlenecks of traffic flow and the ability of a roadway system to carry traffic efficiently is generally diminished in their vicinities. Levels of Service A, B and C indicate conditions where traffic moves without significant delays over periods of peak travel demand. Level of service D and E are progressively worse peak hour operating conditions and F conditions represent where demand exceeds the capacity of an intersection. Most urban communities set level of service D as the minimum acceptable level of service for peak hour operation and plan for level of service C or better for all other times of the day. The *Highway Capacity Manual* provides level of service calculation methodology for both intersections and arterials.¹ The following two sections provide interpretations of the analysis approaches.

¹ 2000 *Highway Capacity Manual*, Transportation Research Board, Washington D.C., 2000, Chapters 16 and 17.

UNSIGNALIZED INTERSECTIONS (Two-Way Stop Controlled)

Unsignalized intersection level of service is reported for the major street and minor street (generally, left turn movements). The method assesses available and critical gaps in the traffic stream which make it possible for side street traffic to enter the main street flow. The *2000 Highway Capacity Manual* describes the detailed methodology. It is not unusual for an intersection to experience level of service E or F conditions for the minor street left turn movement. It should be understood that, often, a poor level of service is experienced by only a few vehicles and the intersection as a whole operates acceptably.

Unsignalized intersection levels of service are described in the following table.

Level of Service	Expected Delay	(Sec/Veh)
A	Little or no delay	0-10.0
B	Short traffic delay	>10.1-15.0
C	Average traffic delays	>15.1-25.0
D	Long traffic delays	>25.1-35.0
E	Very long traffic delays	>35.1-50.0
F	Extreme delays potentially affecting other traffic movements in the intersection	> 50

Source: 2000 *Highway Capacity Manual*, Transportation Research Board Washington, D.C.

SIGNALIZED INTERSECTIONS

For signalized intersections, level of service is evaluated based upon average vehicle delay experienced by vehicles entering an intersection. Control delay (or signal delay) includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. In previous versions of this chapter of the HCM (1994 and earlier), delay included only stopped delay. As delay increases, the level of service decreases. Calculations for signalized and unsignalized intersections are different due to the variation in traffic control. The *2000 Highway Capacity Manual* provides the basis for these calculations.

Level of Service	Delay (secs.)	Description
A	≤10.00	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Most vehicles do not stop at all. Progression is extremely favorable and most vehicles arrive during the green phase.
B	10.1-20.0	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles. This level generally occurs with good progression, short cycle lengths, or both.
C	20.1-35.0	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted. Higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, and the number of vehicles stopping is significant.
D	35.1-55.0	Approaching Unstable/Tolerable Delays: The influence of congestion becomes more noticeable. Drivers may have to wait through more than one red signal indication. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. The proportion of vehicles not stopping declines, and individual cycle failures are noticeable.
E	55.1-80.0	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are a frequent occurrence.
F	≥80.0	Forced Flow/Excessive Delays: Represents jammed conditions. Queues may block upstream intersections. This level occurs when arrival flow rates exceed intersection capacity, and is considered to be unacceptable to most drivers. Poor progression, long cycle lengths, and v/c ratios approaching 1.0 may contribute to these high delay levels.

Source: *2000 Highway Capacity Manual*, Transportation Research Board, Washington D.C.



HCM Intersection Analysis

HCM Unsignalized Intersection Capacity Analysis
1: Hwy 101 & 21st Street

2014 Future Mid
Reedsport Pedestrian Safety Study

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕			↕↕				↕			↕	
Volume (veh/h)	5	631	5	20	621	5	0	0	5	5	0	5
Sign Control	Free			Free				Stop			Stop	
Grade	0%			0%				0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	5	671	5	21	661	5	0	0	5	5	0	5
Pedestrians	3			5				3			7	
Lane Width (ft)	12.0			12.0				12.0			12.0	
Walking Speed (ft/s)	4.0			4.0				4.0			4.0	
Percent Blockage	0			0				0			1	
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	416											
pX, platoon unblocked												
vC, conflicting volume	673			680			1069	1403	346	1069	1403	343
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	673			680			1069	1403	346	1069	1403	343
tC, single (s)	4.1			4.1			9.5	6.5	6.9	7.5	6.5	7.6
tC, 2 stage (s)												
tF (s)	2.2			2.2			4.5	4.0	3.3	3.5	4.0	3.6
p0 queue free %	99			98			100	100	99	97	100	99
cM capacity (veh/h)	922			920			83	136	651	170	136	566
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	341	341	352	336	5	11						
Volume Left	5	0	21	0	0	5						
Volume Right	0	5	0	5	5	5						
cSH	922	1700	920	1700	651	262						
Volume to Capacity	0.01	0.20	0.02	0.20	0.01	0.04						
Queue Length 95th (ft)	0	0	2	0	1	3						
Control Delay (s)	0.2	0.0	0.8	0.0	10.6	19.3						
Lane LOS	A		A		B	C						
Approach Delay (s)	0.1		0.4		10.6		19.3					
Approach LOS					B		C					
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			44.5%		ICU Level of Service		A					
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
2: Hwy 101 & 20th Street

2014 Future Mid
Reedsport Pedestrian Safety Study

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕			↕↕				↕			↕	
Volume (veh/h)	15	611	15	15	626	15	0	0	10	10	5	15
Sign Control	Free			Free				Stop			Stop	
Grade	0%			0%				0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	17	679	17	17	696	17	0	0	11	11	6	17
Pedestrians	15			3				7			7	
Lane Width (ft)	12.0			12.0				12.0			12.0	
Walking Speed (ft/s)	4.0			4.0				4.0			4.0	
Percent Blockage	1			0				0			1	
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	827											
pX, platoon unblocked												
vC, conflicting volume	719			699			1139	1476	351	1128	1476	378
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	719			699			1139	1476	351	1128	1476	378
tC, single (s)	4.4			4.2			7.5	6.5	6.9	7.7	6.5	7.1
tC, 2 stage (s)												
tF (s)	2.4			2.3			3.5	4.0	3.3	3.6	4.0	3.4
p0 queue free %	98			98			100	100	98	92	95	97
cM capacity (veh/h)	792			859			141	121	650	141	121	592
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	356	356	364	364	11	33						
Volume Left	17	0	17	0	0	11						
Volume Right	0	17	0	17	11	17						
cSH	792	1700	859	1700	650	218						
Volume to Capacity	0.02	0.21	0.02	0.21	0.02	0.15						
Queue Length 95th (ft)	2	0	1	0	1	13						
Control Delay (s)	0.7	0.0	0.6	0.0	10.6	24.5						
Lane LOS	A		A		B	C						
Approach Delay (s)	0.3		0.3		10.6		24.5					
Approach LOS					B		C					
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			46.0%		ICU Level of Service		A					
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
3: Hwy 101 & Port Dock Road/OR 38

2014 Future Mid
Reedsport Pedestrian Safety Study

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↕			↕		
Volume (vph)	5	10	61	230	5	56	41	234	245	46	229	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5			4.0			5.0		
Lane Util. Factor	1.00			1.00			1.00			0.95		
Flpb, ped/bikes	0.99			1.00			1.00			1.00		
Flpb, ped/bikes	1.00			1.00			1.00			1.00		
Frt	0.89			0.97			1.00			0.92		
Flt Protected	1.00			0.96			0.95			1.00		
Satd. Flow (prot)	1487			1518			1656			2976		
Flt Permitted	0.98			0.71			0.95			1.00		
Satd. Flow (perm)	1456			1125			1656			2976		
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	6	11	70	264	6	64	47	269	282	53	263	6
RTOR Reduction (vph)	0	47	0	0	13	0	0	168	0	0	2	0
Lane Group Flow (vph)	0	40	0	0	321	0	47	383	0	53	267	0
Confl. Peds. (#/hr)			2	2			1					
Confl. Bikes (#/hr)												
Heavy Vehicles (%)	17%	11%	12%	16%	50%	19%	9%	12%	12%	15%	15%	40%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases	4			8			5			1		
Permitted Phases	4			8			5			1		
Actuated Green, G (s)	21.3			21.3			3.2			25.9		
Effective Green, g (s)	21.3			21.3			3.2			25.9		
Actuated g/C Ratio	0.33			0.33			0.05			0.41		
Clearance Time (s)	4.5			4.5			4.0			5.0		
Vehicle Extension (s)	3.0			3.0			3.0			3.0		
Lane Grp Cap (vph)	485			375			82			1206		
v/s Ratio Prot							0.03			c0.13		
v/s Ratio Perm	0.03			c0.28								
v/c Ratio	0.08			0.86			0.57			0.32		
Uniform Delay, d1	14.6			19.9			29.7			13.0		
Progression Factor	1.00			1.00			1.00			1.00		
Incremental Delay, d2	0.1			17.1			9.3			0.7		
Delay (s)	14.7			36.9			39.0			13.7		
Level of Service	B			D			D			B		
Approach Delay (s)	14.7			36.9			15.7			19.0		
Approach LOS	B			D			B			B		

Intersection Summary			
HCM 2000 Control Delay	21.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	63.9	Sum of lost time (s)	13.5
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
4: OR 38 & 3rd Street

2014 Future Mid
Reedsport Pedestrian Safety Study

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↕			↕		
Volume (veh/h)	41	184	20	5	189	15	20	10	10	5	5	51
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	47	209	23	6	215	17	23	11	11	6	6	58
Pedestrians	5			7			7			7		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	4.0			4.0			4.0			4.0		
Percent Blockage	0			1			1			1		
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	239			239			621			571		
vC1, stage 1 conf vol							227			572		
vC2, stage 2 conf vol							574			235		
vCu, unblocked vol	239			239			621			571		
IC, single (s)	4.2			4.1			7.1			6.5		
IC, 2 stage (s)							3.5			4.0		
IF (s)	2.3			2.2			3.5			4.0		
p0 queue free %	96			100			94			97		
cM capacity (veh/h)	1297			1332			351			411		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	278	238	45	69
Volume Left	47	6	23	6
Volume Right	23	17	11	58
cSH	1297	1332	427	682
Volume to Capacity	0.04	0.00	0.11	0.10
Queue Length 95th (ft)	3	0	9	8
Control Delay (s)	1.6	0.2	14.4	10.9
Lane LOS	A	A	B	B
Approach Delay (s)	1.6	0.2	14.4	10.9
Approach LOS		B	B	B

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
1: Hwy 101 & 21st Street

2014 Seasonal Balanced PM
Reedsport Pedestrian Safety Study

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕			↕↕				↕↕			↕↕	
Volume (veh/h)	5	448	0	20	407	0	10	0	10	0	0	0
Sign Control	Free			Free				Stop			Stop	
Grade	0%			0%				0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	6	515	0	23	468	0	11	0	11	0	0	0
Pedestrians	1			7				6			5	
Lane Width (ft)	12.0			12.0				12.0			12.0	
Walking Speed (ft/s)	4.0			4.0				4.0			4.0	
Percent Blockage	0			1				1			0	
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	416											
pX, platoon unblocked												
vC, conflicting volume	473			521			813	1051	270	806	1051	240
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	473			521			813	1051	270	806	1051	240
tC, single (s)	4.6			4.1			7.8	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.5			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			95	100	98	100	100	100
cM capacity (veh/h)	935			1050			242	220	726	262	220	763
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	263	257	257	234	23	0						
Volume Left	6	0	23	0	11	0						
Volume Right	0	0	0	0	11	0						
cSH	935	1700	1050	1700	363	1700						
Volume to Capacity	0.01	0.15	0.02	0.14	0.06	0.00						
Queue Length 95th (ft)	0	0	2	0	5	0						
Control Delay (s)	0.3	0.0	1.0	0.0	15.6	0.0						
Lane LOS	A		A		C	A						
Approach Delay (s)	0.1		0.5		15.6		0.0					
Approach LOS					C		A					
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			38.1%		ICU Level of Service		A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
2: Hwy 101 & 20th Street

2014 Seasonal Balanced PM
Reedsport Pedestrian Safety Study

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕			↕↕				↕↕			↕↕	
Volume (veh/h)	5	453	10	5	422	10	0	0	10	15	5	5
Sign Control	Free			Free				Stop			Stop	
Grade	0%			0%				0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	6	566	12	6	528	12	0	0	12	19	6	6
Pedestrians	4			3				3			5	
Lane Width (ft)	12.0			12.0				12.0			12.0	
Walking Speed (ft/s)	4.0			4.0				4.0			4.0	
Percent Blockage	0			0				0			0	
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	827											
pX, platoon unblocked												
vC, conflicting volume	545			582			878	1146	295	862	1146	279
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	545			582			878	1146	295	862	1146	279
tC, single (s)	4.6			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.5			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			100	100	98	92	97	99
cM capacity (veh/h)	873			1000			233	197	703	242	197	719
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	289	296	270	276	12	31						
Volume Left	6	0	6	0	0	19						
Volume Right	0	12	0	12	12	6						
cSH	873	1700	1000	1700	703	265						
Volume to Capacity	0.01	0.17	0.01	0.16	0.02	0.12						
Queue Length 95th (ft)	1	0	0	0	1	10						
Control Delay (s)	0.3	0.0	0.3	0.0	10.2	20.4						
Lane LOS	A		A		B	C						
Approach Delay (s)	0.1		0.1		10.2		20.4					
Approach LOS					B		C					
Intersection Summary												
Average Delay			0.8									
Intersection Capacity Utilization			31.8%		ICU Level of Service		A					
Analysis Period (min)	15											

HCM Signalized Intersection Capacity Analysis
3: Hwy 101 & Port Dock Road/OR 38

2014 Seasonal Balanced PM
Reedsport Pedestrian Safety Study

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↕			↕		
Volume (vph)	5	5	10	123	10	20	56	153	143	31	193	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5				4.5		4.0		5.0		4.0	
Lane Util. Factor	1.00				1.00		1.00		0.95		1.00	
Frt	0.93				0.98		1.00		0.93		1.00	
Flt Protected	0.99				0.96		0.95		1.00		0.95	
Satd. Flow (prot)	1291				1564		1770		2963		1492	
Flt Permitted	0.92				0.75		0.95		1.00		0.95	
Satd. Flow (perm)	1203				1227		1770		2963		1492	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	5	5	11	132	11	22	60	165	154	33	208	22
RTOR Reduction (vph)	0	9	0	0	11	0	0	70	0	0	8	0
Lane Group Flow (vph)	0	12	0	0	154	0	60	249	0	33	222	0
Heavy Vehicles (%)	50%	25%	33%	17%	17%	0%	2%	13%	13%	21%	16%	20%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases	4				8		5		2		1	
Permitted Phases	4				8		5		2		1	
Actuated Green, G (s)	10.2				10.2		3.3		30.7		2.1	
Effective Green, g (s)	10.2				10.2		3.3		30.7		2.1	
Actuated g/C Ratio	0.18				0.18		0.06		0.54		0.04	
Clearance Time (s)	4.5				4.5		4.0		5.0		4.0	
Vehicle Extension (s)	3.0				3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)	217				221		103		1609		55	
v/s Ratio Prot							c0.03		c0.08		0.02	
v/s Ratio Perm	0.01				c0.13							
v/c Ratio	0.06				0.70		0.58		0.15		0.60	
Uniform Delay, d1	19.2				21.7		25.9		6.4		26.8	
Progression Factor	1.00				1.00		1.00		1.00		1.00	
Incremental Delay, d2	0.1				9.3		8.1		0.2		16.4	
Delay (s)	19.3				31.0		34.1		6.6		43.2	
Level of Service	B				C		C		A		D	
Approach Delay (s)	19.3				31.0		11.0				11.7	
Approach LOS	B				C		B				B	

Intersection Summary			
HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	56.5	Sum of lost time (s)	13.5
Intersection Capacity Utilization	38.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
4: OR 38 & 3rd Street

2014 Seasonal Balanced PM
Reedsport Pedestrian Safety Study

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↕			↕		
Volume (veh/h)	15	97	15	0	72	5	15	5	10	0	5	36
Sign Control	Free				Free		Stop				Stop	
Grade	0%				0%		0%				0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	17	110	17	0	82	6	17	6	11	0	6	41
Pedestrians	2				2		2				2	
Lane Width (ft)	12.0				12.0		12.0				12.0	
Walking Speed (ft/s)	4.0				4.0		4.0				4.0	
Percent Blockage	0				0		0				0	
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	88				129		285		242		121	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	88				129		285		242		121	
tC, single (s)	4.1				4.1		7.1		6.5		6.2	
tC, 2 stage (s)												
tF (s)	2.2				2.2		3.5		4.0		3.3	
p0 queue free %	99				100		97		99		100	
cM capacity (veh/h)	1521				1466		629		654		934	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	144	88	34	47								
Volume Left	17	0	17	0								
Volume Right	17	6	11	41								
cSH	1521	1466	711	888								
Volume to Capacity	0.01	0.00	0.05	0.05								
Queue Length 95th (ft)	1	0	4	4								
Control Delay (s)	1.0	0.0	10.3	9.3								
Lane LOS	A		B	A								
Approach Delay (s)	1.0	0.0	10.3	9.3								
Approach LOS			B	A								

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	28.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
1: 21st Street

2014 Existing PM
Reedsport Pedestrian Safety Study



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Volume (veh/h)	4	517	7	22	536	11	1	1	14	7	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	574	8	24	596	12	1	1	16	8	0	4
Pedestrians					1			4			15	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		416										
pX, platoon unblocked												
vC, conflicting volume	623			586			942	1263	296	979	1261	319
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	623			586			942	1263	296	979	1261	319
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	7.4
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.5
p0 queue free %	100			98			99	99	98	96	100	99
cM capacity (veh/h)	956			995			211	164	703	192	164	606

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	292	295	322	310	18	12
Volume Left	4	0	24	0	1	8
Volume Right	0	8	0	12	16	4
cSH	956	1700	995	1700	520	256
Volume to Capacity	0.00	0.17	0.02	0.18	0.03	0.05
Queue Length 95th (ft)	0	0	2	0	3	4
Control Delay (s)	0.2	0.0	0.9	0.0	12.2	19.8
Lane LOS	A		A		B	C
Approach Delay (s)	0.1		0.5		12.2	19.8
Approach LOS					B	C

Intersection Summary		
Average Delay		0.6
Intersection Capacity Utilization	41.7%	ICU Level of Service
Analysis Period (min)		15
		A

HCM Unsignalized Intersection Capacity Analysis

2: 20th Street

2014 Existing PM
Reedsport Pedestrian Safety Study



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Volume (veh/h)	13	520	9	18	548	14	3	1	16	17	3	14
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	15	584	10	20	616	16	3	1	18	19	3	16
Pedestrians		12			4			2			6	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		827										
pX, platoon unblocked												
vC, conflicting volume	637			596			998	1298	303	1014	1296	334
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	637			596			998	1298	303	1014	1296	334
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	7.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	98			98			98	99	97	90	98	97
cM capacity (veh/h)	951			988			184	156	695	182	157	619
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	307	302	328	324	22	38						
Volume Left	15	0	20	0	3	19						
Volume Right	0	10	0	16	18	16						
cSH	951	1700	988	1700	438	252						
Volume to Capacity	0.02	0.18	0.02	0.19	0.05	0.15						
Queue Length 95th (ft)	1	0	2	0	4	13						
Control Delay (s)	0.6	0.0	0.7	0.0	13.7	21.9						
Lane LOS	A		A		B	C						
Approach Delay (s)	0.3		0.4		13.7	21.9						
Approach LOS					B	C						
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			43.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

3: Port Dock Road/OR 38 & Hwy 101

2014 Existing PM
Reedsport Pedestrian Safety Study



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Volume (vph)	19	3	55	168	3	39	30	170	181	35	227	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.90			0.97		1.00	0.92		1.00	0.99	
Flt Protected		0.99			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1570			1611		1641	2988		1656	3319	
Flt Permitted		0.90			0.75		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1430			1263		1641	2988		1656	3319	
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	25	4	71	218	4	51	39	221	235	45	295	14
RTOR Reduction (vph)	0	51	0	0	14	0	0	131	0	0	4	0
Lane Group Flow (vph)	0	49	0	0	259	0	39	325	0	45	305	0
Confl. Peds. (#/hr)							3		4	4		3
Confl. Bikes (#/hr)						2						1
Heavy Vehicles (%)	10%	33%	6%	11%	0%	8%	10%	8%	12%	9%	7%	27%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		17.1			17.1		2.0	26.8		3.1	27.9	
Effective Green, g (s)		17.1			17.1		2.0	26.8		3.1	27.9	
Actuated g/C Ratio		0.28			0.28		0.03	0.44		0.05	0.46	
Clearance Time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		404			356		54	1323		84	1530	
v/s Ratio Prot							0.02	c0.11		c0.03	0.09	
v/s Ratio Perm		0.03			c0.21							
v/c Ratio		0.12			0.73		0.72	0.25		0.54	0.20	
Uniform Delay, d1		16.1			19.6		29.0	10.5		28.0	9.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			7.3		37.8	0.4		6.4	0.3	
Delay (s)		16.3			26.9		66.8	11.0		34.4	10.0	
Level of Service		B			C		E	B		C	A	
Approach Delay (s)		16.3			26.9			15.4			13.1	
Approach LOS		B			C			B			B	

Intersection Summary

HCM 2000 Control Delay	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	60.5	Sum of lost time (s)	13.5
Intersection Capacity Utilization	53.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
4: OR 38 & 3rd Street

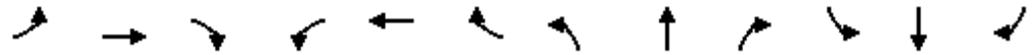
2014 Existing PM
Reedsport Pedestrian Safety Study



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	35	131	8	3	159	11	17	5	7	4	4	41
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	45	170	10	4	206	14	22	6	9	5	5	53
Pedestrians		7						1			4	
Lane Width (ft)		12.0						12.0			12.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		1						0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	225			182			552	500	176	504	498	225
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	225			182			552	500	176	504	498	225
tC, single (s)	4.2			4.1			7.2	6.5	6.2	7.8	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.6	4.0	3.3	4.2	4.0	3.4
p0 queue free %	96			100			94	99	99	99	99	93
cM capacity (veh/h)	1288			1405			390	456	871	358	457	795
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	226	225	38	64								
Volume Left	45	4	22	5								
Volume Right	10	14	9	53								
cSH	1288	1405	463	685								
Volume to Capacity	0.04	0.00	0.08	0.09								
Queue Length 95th (ft)	3	0	7	8								
Control Delay (s)	1.8	0.2	13.5	10.8								
Lane LOS	A	A	B	B								
Approach Delay (s)	1.8	0.2	13.5	10.8								
Approach LOS			B	B								
Intersection Summary												
Average Delay			3.0									
Intersection Capacity Utilization			36.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
1: 21st Street

2014 Existing Mid
Reedsport Pedestrian Safety Study



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Volume (veh/h)	3	517	3	18	510	3	1	0	6	4	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	3	550	3	19	543	3	1	0	6	4	0	3
Pedestrians		3			5			3			7	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		416										
pX, platoon unblocked												
vC, conflicting volume	553			556			877	1152	285	882	1152	283
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	553			556			877	1152	285	882	1152	283
tC, single (s)	4.1			4.1			9.5	6.5	6.9	7.5	6.5	7.6
tC, 2 stage (s)												
tF (s)	2.2			2.2			4.5	4.0	3.3	3.5	4.0	3.6
p0 queue free %	100			98			99	100	99	98	100	99
cM capacity (veh/h)	1021			1022			126	193	714	234	193	624

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	278	278	290	274	7	7
Volume Left	3	0	19	0	1	4
Volume Right	0	3	0	3	6	3
cSH	1021	1700	1022	1700	428	319
Volume to Capacity	0.00	0.16	0.02	0.16	0.02	0.02
Queue Length 95th (ft)	0	0	1	0	1	2
Control Delay (s)	0.1	0.0	0.7	0.0	13.6	16.5
Lane LOS	A		A		B	C
Approach Delay (s)	0.1		0.4		13.6	16.5
Approach LOS					B	C

Intersection Summary

Average Delay	0.4
Intersection Capacity Utilization	38.8%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

2: 20th Street

2014 Existing Mid
Reedsport Pedestrian Safety Study



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Volume (veh/h)	13	502	11	14	512	13	2	2	7	10	4	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	14	558	12	16	569	14	2	2	8	11	4	14
Pedestrians		15						3			7	
Lane Width (ft)		12.0						12.0			12.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		1						0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		827										
pX, platoon unblocked												
vC, conflicting volume	590			573			943	1217	288	931	1216	314
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	590			573			943	1217	288	931	1216	314
tC, single (s)	4.4			4.2			7.5	6.5	6.9	7.7	6.5	7.1
tC, 2 stage (s)												
tF (s)	2.4			2.3			3.5	4.0	3.3	3.6	4.0	3.4
p0 queue free %	98			98			99	99	99	94	97	98
cM capacity (veh/h)	892			960			202	175	713	198	175	653
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	293	291	300	299	12	30						
Volume Left	14	0	16	0	2	11						
Volume Right	0	12	0	14	8	14						
cSH	892	1700	960	1700	353	290						
Volume to Capacity	0.02	0.17	0.02	0.18	0.03	0.10						
Queue Length 95th (ft)	1	0	1	0	3	9						
Control Delay (s)	0.6	0.0	0.6	0.0	15.6	18.9						
Lane LOS	A		A		C	C						
Approach Delay (s)	0.3		0.3		15.6	18.9						
Approach LOS					C	C						
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			38.8%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

3: Port Dock Road/OR 38 & Hwy 101

2014 Existing Mid
Reedsport Pedestrian Safety Study



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Volume (vph)	6	9	51	176	2	43	34	190	189	34	187	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.90			0.97		1.00	0.93		1.00	1.00	
Flt Protected		1.00			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1491			1521		1656	2982		1570	3106	
Flt Permitted		0.97			0.72		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1451			1136		1656	2982		1570	3106	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	7	10	59	202	2	49	39	218	217	39	215	6
RTOR Reduction (vph)	0	42	0	0	14	0	0	121	0	0	2	0
Lane Group Flow (vph)	0	34	0	0	239	0	39	314	0	39	219	0
Confl. Peds. (#/hr)			2	2			1					1
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	17%	11%	12%	16%	50%	19%	9%	12%	12%	15%	15%	40%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		17.0			17.0		2.0	26.0		2.0	26.0	
Effective Green, g (s)		17.0			17.0		2.0	26.0		2.0	26.0	
Actuated g/C Ratio		0.29			0.29		0.03	0.44		0.03	0.44	
Clearance Time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		421			330		56	1325		53	1380	
v/s Ratio Prot							0.02	c0.11		c0.02	0.07	
v/s Ratio Perm		0.02			c0.21							
v/c Ratio		0.08			0.72		0.70	0.24		0.74	0.16	
Uniform Delay, d1		15.1			18.6		27.9	10.1		28.0	9.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			7.6		31.4	0.4		41.0	0.2	
Delay (s)		15.2			26.3		59.4	10.5		68.9	10.0	
Level of Service		B			C		E	B		E	A	
Approach Delay (s)		15.2			26.3			14.5			18.8	
Approach LOS		B			C			B			B	

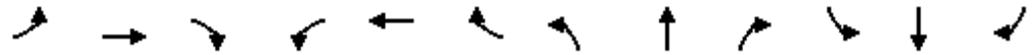
Intersection Summary

HCM 2000 Control Delay	18.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	58.5	Sum of lost time (s)	13.5
Intersection Capacity Utilization	45.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
4: OR 38 & 3rd Street

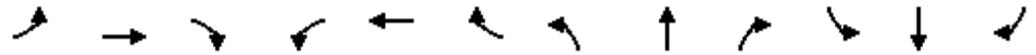
2014 Existing Mid
Reedsport Pedestrian Safety Study



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	33	141	15	2	146	10	15	6	6	2	2	41
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	38	160	17	2	166	11	17	7	7	2	2	47
Pedestrians		5						7			7	
Lane Width (ft)		12.0						12.0			12.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		0						1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	184			184			480	440	176	437	442	184
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	184			184			480	440	176	437	442	184
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			96	99	99	100	100	94
cM capacity (veh/h)	1359			1395			451	494	868	504	492	843
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	215	180	31	51								
Volume Left	38	2	17	2								
Volume Right	17	11	7	47								
cSH	1359	1395	516	794								
Volume to Capacity	0.03	0.00	0.06	0.06								
Queue Length 95th (ft)	2	0	5	5								
Control Delay (s)	1.5	0.1	12.4	9.8								
Lane LOS	A	A	B	A								
Approach Delay (s)	1.5	0.1	12.4	9.8								
Approach LOS			B	A								
Intersection Summary												
Average Delay			2.6									
Intersection Capacity Utilization			38.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
1: 21st Street

2014 Existing AM
Reedsport Pedestrian Safety Study



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Volume (veh/h)	4	368	2	17	332	2	7	0	9	2	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	5	423	2	20	382	2	8	0	10	2	0	0
Pedestrians		1			7			6			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			1			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		416										
pX, platoon unblocked												
vC, conflicting volume	389			431			670	867	226	665	867	198
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	389			431			670	867	226	665	867	198
tC, single (s)	4.6			4.1			7.8	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.5			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			97	100	99	99	100	100
cM capacity (veh/h)	1013			1133			311	284	775	333	284	812

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	216	214	210	193	18	2
Volume Left	5	0	20	0	8	2
Volume Right	0	2	0	2	10	0
cSH	1013	1700	1133	1700	469	333
Volume to Capacity	0.00	0.13	0.02	0.11	0.04	0.01
Queue Length 95th (ft)	0	0	1	0	3	1
Control Delay (s)	0.2	0.0	0.9	0.0	13.0	15.9
Lane LOS	A		A		B	C
Approach Delay (s)	0.1		0.5		13.0	15.9
Approach LOS					B	C

Intersection Summary

Average Delay	0.6
Intersection Capacity Utilization	33.9%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

2: 20th Street

2014 Existing AM
Reedsport Pedestrian Safety Study



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Volume (veh/h)	4	370	7	5	345	10	0	1	9	11	3	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	5	462	9	6	431	12	0	1	11	14	4	6
Pedestrians		4			3			3			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		827										
pX, platoon unblocked												
vC, conflicting volume	449			474			720	941	242	711	939	231
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	449			474			720	941	242	711	939	231
tC, single (s)	4.6			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.5			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			100	100	99	96	99	99
cM capacity (veh/h)	957			1096			307	261	762	312	261	772
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	236	240	222	228	12	24						
Volume Left	5	0	6	0	0	14						
Volume Right	0	9	0	12	11	6						
cSH	957	1700	1096	1700	639	357						
Volume to Capacity	0.01	0.14	0.01	0.13	0.02	0.07						
Queue Length 95th (ft)	0	0	0	0	1	5						
Control Delay (s)	0.2	0.0	0.3	0.0	10.7	15.8						
Lane LOS	A		A		B	C						
Approach Delay (s)	0.1		0.1		10.7	15.8						
Approach LOS					B	C						
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization			28.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

3: Port Dock Road/OR 38 & Hwy 101

2014 Existing AM
Reedsport Pedestrian Safety Study



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	↘
Volume (vph)	6	4	9	94	6	16	47	127	109	24	159	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.93			0.98		1.00	0.93		1.00	0.99	
Flt Protected		0.99			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1279			1563		1770	2974		1492	3063	
Flt Permitted		0.90			0.75		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1167			1223		1770	2974		1492	3063	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	6	4	10	101	6	17	51	137	117	26	171	16
RTOR Reduction (vph)	0	8	0	0	11	0	0	51	0	0	7	0
Lane Group Flow (vph)	0	12	0	0	113	0	51	203	0	26	180	0
Heavy Vehicles (%)	50%	25%	33%	17%	17%	0%	2%	13%	13%	21%	16%	20%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		8.6			8.6		2.1	30.3		1.0	29.2	
Effective Green, g (s)		8.6			8.6		2.1	30.3		1.0	29.2	
Actuated g/C Ratio		0.16			0.16		0.04	0.57		0.02	0.55	
Clearance Time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		187			196		69	1687		27	1674	
v/s Ratio Prot							c0.03	c0.07		0.02	0.06	
v/s Ratio Perm		0.01			c0.09							
v/c Ratio		0.06			0.58		0.74	0.12		0.96	0.11	
Uniform Delay, d1		19.0			20.7		25.4	5.4		26.2	5.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			4.1		33.5	0.1		156.3	0.1	
Delay (s)		19.1			24.8		58.9	5.5		182.5	6.0	
Level of Service		B			C		E	A		F	A	
Approach Delay (s)		19.1			24.8			14.4			27.5	
Approach LOS		B			C			B			C	

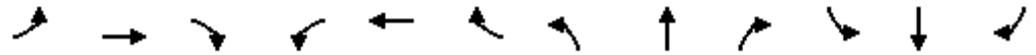
Intersection Summary

HCM 2000 Control Delay	20.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	53.4	Sum of lost time (s)	13.5
Intersection Capacity Utilization	36.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
4: OR 38 & 3rd Street

2014 Existing AM
Reedsport Pedestrian Safety Study



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	11	74	13	1	53	2	12	4	6	1	2	26
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	12	84	15	1	60	2	14	5	7	1	2	30
Pedestrians		2						2				
Lane Width (ft)		12.0						12.0				
Walking Speed (ft/s)		4.0						4.0				
Percent Blockage		0						0				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	62			101			215	183	93	189	190	63
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	62			101			215	183	93	189	190	63
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.4
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	99			100			98	99	99	100	100	97
cM capacity (veh/h)	1553			1502			713	707	967	760	701	964
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	111	64	25	33								
Volume Left	12	1	14	1								
Volume Right	15	2	7	30								
cSH	1553	1502	767	932								
Volume to Capacity	0.01	0.00	0.03	0.04								
Queue Length 95th (ft)	1	0	3	3								
Control Delay (s)	0.9	0.1	9.9	9.0								
Lane LOS	A	A	A	A								
Approach Delay (s)	0.9	0.1	9.9	9.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay			2.8									
Intersection Capacity Utilization			25.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

5: 22nd Street

2014 Existing AM
Reedsport Pedestrian Safety Study

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Fr t												
Fl t Protected												
Satd. Flow (prot)												
Fl t Permitted												
Satd. Flow (perm)												
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Prot		Perm		Perm					
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)	0.0		0.0		0.0		0.0		0.0		0.0	
Approach LOS	A		A		A		A		A		A	
Intersection Summary												
HCM 2000 Control Delay	0.0		HCM 2000 Level of Service		A							
HCM 2000 Volume to Capacity ratio	0.00											
Actuated Cycle Length (s)	65.0		Sum of lost time (s)		13.5							
Intersection Capacity Utilization	0.0%		ICU Level of Service		A							
Analysis Period (min)	15											
c Critical Lane Group												

HCM 2010 TWSC
1: Hwy 101 & 21st Street

2014 Future PM
Reedsport Pedestrian Safety Study

Intersection												
Intersection Delay, s/veh	0.7											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	631	10	25	657	15	0	0	15	10	0	5
Conflicting Peds, #/hr	15	0	4	4	0	15	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	7	0	0	8	0	0	0	0	0	0	25
Mvmt Flow	5	664	11	26	692	16	0	0	16	11	0	5

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	708	0	676	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Follow-up Headway	2	-	2	-
Pot Capacity-1 Maneuver	900	-	925	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %	-	-	-	-
Mov Capacity-1 Maneuver	889	-	913	-
Mov Capacity-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	11	24

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	640	889	-	-	913	-	-	206
HCM Lane V/C Ratio	0.025	0.006	-	-	0.029	-	-	0.077
HCM Control Delay (s)	10.8	9.074	0	-	9.06	0.2	-	23.9
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.076	0.018	-	-	0.089	-	-	0.246

Notes
- : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM 2010 TWSC
2: Hwy 101 & 20th Street

2014 Future PM
Reedsport Pedestrian Safety Study

Intersection												
Intersection Delay, s/veh	1.4											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	636	10	20	672	15	5	0	20	20	5	15
Conflicting Peds, #/hr	6	0	2	2	0	6	12	0	4	4	0	12
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	8	0	0	6	7	0	0	0	0	0	14
Mvmt Flow	16	669	11	21	707	16	5	0	21	21	5	16

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	735	0	692	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Follow-up Headway	2	-	2	-
Pot Capacity-1 Maneuver	879	-	912	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %	-	-	-	-
Mov Capacity-1 Maneuver	875	-	907	-
Mov Capacity-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	15	29

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	374	875	-	-	907	-	-	189
HCM Lane V/C Ratio	0.07	0.018	-	-	0.023	-	-	0.223
HCM Control Delay (s)	15.4	9.19	0.1	-	9.063	0.2	-	29.4
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.226	0.055	-	-	0.071	-	-	0.823

Notes
- : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis
3: Hwy 101 & Port Dock Road/OR 38

2014 Future PM
Reedsport Pedestrian Safety Study



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Volume (vph)	25	5	66	220	5	51	36	209	235	46	275	15
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00			1.00		1.00	0.99		1.00	1.00	
Fipb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.91			0.97		1.00	0.92		1.00	0.99	
Flt Protected		0.99			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1445			1484		1511	2743		1525	3049	
Flt Permitted		0.89			0.75		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1302			1156		1511	2743		1525	3049	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	26	5	69	232	5	54	38	220	247	48	289	16
RTOR Reduction (vph)	0	48	0	0	13	0	0	141	0	0	5	0
Lane Group Flow (vph)	0	52	0	0	278	0	38	326	0	48	300	0
Confl. Peds. (#/hr)							3	4	4			3
Confl. Bikes (#/hr)						2						1
Heavy Vehicles (%)	10%	33%	6%	11%	0%	8%	10%	8%	12%	9%	7%	27%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		18.8			18.8		2.0	26.8		3.1	27.9	
Effective Green, g (s)		18.8			18.8		2.0	26.8		3.1	27.9	
Actuated g/C Ratio		0.30			0.30		0.03	0.43		0.05	0.45	
Clearance Time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		393			349		48	1181		76	1367	
v/s Ratio Prot							0.03	c0.12		c0.03	0.10	
v/s Ratio Perm		0.04			c0.24							
v/c Ratio		0.13			0.80		0.79	0.28		0.63	0.22	
Uniform Delay, d1		15.8			19.9		29.9	11.4		29.0	10.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2			11.9		58.5	0.6		15.9	0.4	
Delay (s)		15.9			31.8		88.3	12.0		44.8	10.9	
Level of Service		B			C		F	B		D	B	
Approach Delay (s)		15.9			31.8			17.8			15.5	
Approach LOS		B			C			B			B	

Intersection Summary		
HCM 2000 Control Delay	20.2	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.50	
Actuated Cycle Length (s)	62.2	Sum of lost time (s) 13.5
Intersection Capacity Utilization	59.0%	ICU Level of Service B
Analysis Period (min)	15	

c Critical Lane Group

HCM 2010 TWSC
3: Hwy 101 & Port Dock Road/OR 38

2014 Future PM
Reedsport Pedestrian Safety Study

Two Way Analysis cannot be performed on Signalized Intersection.

HCM 2010 TWSC
4: OR 38 & 3rd Street

2014 Future PM
Reedsport Pedestrian Safety Study

Intersection												
Intersection Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	46	174	10	5	210	15	20	5	10	5	5	51
Conflicting Peds, #/hr	4	0	1	1	0	4	7	0	0	0	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	11	13	12	0	16	27	6	0	0	75	0	7
Mvmt Flow	48	183	11	5	221	16	21	5	11	5	5	54
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	244	0	0	201	0	0	568	546	199	546	544	240
Stage 1	-	-	-	-	-	-	292	292	-	246	246	-
Stage 2	-	-	-	-	-	-	276	254	-	300	298	-
Follow-up Headway	2	-	-	2	-	-	4	4	3	4	4	3
Pot Capacity-1 Maneuver	1271	-	-	1383	-	-	428	448	847	354	449	787
Stage 1	-	-	-	-	-	-	707	675	-	621	706	-
Stage 2	-	-	-	-	-	-	722	701	-	577	671	-
Time blocked-Platoon, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Capacity-1 Maneuver	1267	-	-	1378	-	-	377	422	839	331	423	780
Mov Capacity-2 Maneuver	-	-	-	-	-	-	377	422	-	331	423	-
Stage 1	-	-	-	-	-	-	673	642	-	591	699	-
Stage 2	-	-	-	-	-	-	662	694	-	539	638	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			0			14			11		
Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	456	1267	-	-	1378	-	-	661				
HCM Lane V/C Ratio	0.081	0.038	-	-	0.004	-	-	0.097				
HCM Control Delay (s)	13.6	7.954	0	-	7.622	0	-	11				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.262	0.119	-	-	0.012	-	-	0.321				
Notes	- : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined											

HCM Signalized Intersection Capacity Analysis
5: Hwy 101 & 22nd Street

2014 Future PM
Reedsport Pedestrian Safety Study



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)												
Lane Util. Factor												
Fit												
Fit Protected												
Satd. Flow (prot)												
Fit Permitted												
Satd. Flow (perm)												
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Prot		Perm		Perm					
Protected Phases	5	2	1		6	8		4				
Permitted Phases									8		4	
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
w/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)	0.0			0.0			0.0			0.0		
Approach LOS	A			A			A			A		
Intersection Summary												
HCM 2000 Control Delay	0.0			HCM 2000 Level of Service			A					
HCM 2000 Volume to Capacity ratio	0.00											
Actuated Cycle Length (s)	65.0			Sum of lost time (s)			13.5					
Intersection Capacity Utilization	0.0%			ICU Level of Service			A					
Analysis Period (min)	15											
c Critical Lane Group												

Intersection

Intersection Delay, s/veh 0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	915	5	30	900	5	0	0	5	5	0	5
Conflicting Peds, #/hr	7	0	3	3	0	7	3	0	5	5	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	9	0	0	12	0	100	0	0	0	0	33
Mvmt Flow	5	963	5	32	947	5	0	0	5	5	0	5

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	958	0	0	973
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Follow-up Headway	2	-	-	2
Pot Capacity-1 Maneuver	726	-	-	717
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %	-	-	-	-
Mov Capacity-1 Maneuver	722	-	-	713
Mov Capacity-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1	12	36

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	520	722	-	-	713	-	-	128
HCM Lane V/C Ratio	0.01	0.007	-	-	0.044	-	-	0.082
HCM Control Delay (s)	12	10.023	0.1	-	10.283	0.5	-	35.6
HCM Lane LOS	B	B	A	-	B	A	-	E
HCM 95th %tile Q(veh)	0.031	0.022	-	-	0.139	-	-	0.264

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	20	885	20	20	910	20	0	0	15	15	5	20
Conflicting Peds, #/hr	7	0	3	3	0	7	15	0	0	0	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	15	10	0	7	11	0	0	0	0	10	0	8
Mvmt Flow	21	932	21	21	958	21	0	0	16	16	5	21

Major/Minor

	Major1	Major2	Minor1	Minor2
Conflicting Flow All	994	0	0	968
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Follow-up Headway	2	-	-	2
Pot Capacity-1 Maneuver	618	-	-	678
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %	-	-	-	-
Mov Capacity-1 Maneuver	614	-	-	674
Mov Capacity-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach

HCM Control Delay, s EB WB NB SB

1 0 12 62

Minor Lane / Major Mvmt

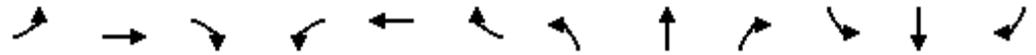
	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	513	614	-	-	674	-	-	103
HCM Lane V/C Ratio	0.031	0.034	-	-	0.031	-	-	0.409
HCM Control Delay (s)	12.2	11.071	0.4	-	10.513	0.3	-	62.3
HCM Lane LOS	B	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	0.095	0.106	-	-	0.097	-	-	1.696

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis
 3: Hwy 101 & Port Dock Road/OR 38

2014 Future PM (45% Growth)
 Reedsport Pedestrian Safety Study



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Volume (vph)	5	15	90	335	5	80	60	340	355	65	330	5
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.89			0.97		1.00	0.92		1.00	1.00	
Flt Protected		1.00			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1370			1400		1525	2741		1446	2875	
Flt Permitted		0.98			0.73		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1350			1059		1525	2741		1446	2875	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	5	16	95	353	5	84	63	358	374	68	347	5
RTOR Reduction (vph)	0	59	0	0	12	0	0	238	0	0	1	0
Lane Group Flow (vph)	0	57	0	0	430	0	63	494	0	68	351	0
Confl. Peds. (#/hr)			2	2			1					1
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	17%	11%	12%	16%	50%	19%	9%	12%	12%	15%	15%	40%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		27.1			27.1		3.5	25.8		4.7	27.0	
Effective Green, g (s)		27.1			27.1		3.5	25.8		4.7	27.0	
Actuated g/C Ratio		0.38			0.38		0.05	0.36		0.07	0.38	
Clearance Time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		514			403		75	994		95	1091	
v/s Ratio Prot							0.04	c0.18		c0.05	0.12	
v/s Ratio Perm		0.04			c0.41							
v/c Ratio		0.11			1.07		0.84	0.50		0.72	0.32	
Uniform Delay, d1		14.2			22.0		33.5	17.6		32.5	15.6	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			63.5		52.9	1.8		22.5	0.8	
Delay (s)		14.3			85.5		86.4	19.4		55.0	16.4	
Level of Service		B			F		F	B		E	B	
Approach Delay (s)		14.3			85.5			24.7			22.6	
Approach LOS		B			F			C			C	

Intersection Summary			
HCM 2000 Control Delay	38.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	71.1	Sum of lost time (s)	13.5
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection

Intersection Delay, s/veh 3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	60	265	30	5	275	20	30	15	15	5	5	75
Conflicting Peds, #/hr	7	0	7	7	0	7	5	0	0	0	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	6	14	13	0	23	10	0	0	0	0	0	5
Mvmt Flow	63	279	32	5	289	21	32	16	16	5	5	79

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	316	0	0	316	0	0	784	752	307	758	758	312
Stage 1	-	-	-	-	-	-	426	426	-	316	316	-
Stage 2	-	-	-	-	-	-	358	326	-	442	442	-
Follow-up Headway	2	-	-	2	-	-	4	4	3	4	4	3
Pot Capacity-1 Maneuver	1222	-	-	1256	-	-	313	342	738	326	339	721
Stage 1	-	-	-	-	-	-	610	589	-	699	659	-
Stage 2	-	-	-	-	-	-	664	652	-	598	580	-
Time blocked-Platoon, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Capacity-1 Maneuver	1215	-	-	1249	-	-	258	316	731	288	313	714
Mov Capacity-2 Maneuver	-	-	-	-	-	-	258	316	-	288	313	-
Stage 1	-	-	-	-	-	-	569	550	-	652	653	-
Stage 2	-	-	-	-	-	-	579	646	-	529	541	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0	19	12

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	326	1215	-	-	1249	-	-	614
HCM Lane V/C Ratio	0.194	0.052	-	-	0.004	-	-	0.146
HCM Control Delay (s)	18.7	8.125	0	-	7.895	0	-	11.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.706	0.164	-	-	0.013	-	-	0.508

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis
5: Hwy 101 & 22nd Street

2014 Future PM (45% Growth)
Reedsport Pedestrian Safety Study

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8		4		
Permitted Phases							8			4		
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0				0.0
Approach LOS		A			A			A				A
Intersection Summary												
HCM 2000 Control Delay		0.0			HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio		0.00										
Actuated Cycle Length (s)		65.0			Sum of lost time (s)			13.5				
Intersection Capacity Utilization		0.0%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												



ODOT Collision Data

ODOT Collision Data (2008-2013)

Serial #	Crash Date	1st Street	2nd Street	Dir.	Coll Type	Severity	Weather	Surf	Light
835	9/8/2013	19TH ST	WINCHESTER AVE	SE	HEAD	PDO	CLEAR	DRY	DAYLIGHT
801	8/30/2013	WINCHESTER AVE	18TH ST	NE	REAR	PDO	CLEAR	DRY	DAYLIGHT
805	8/30/2013	FIR AVE	4TH ST	CN	TURN	PDO	CLEAR	DRY	DAYLIGHT
506	6/20/2013	OREGON COAST HY	11TH ST	NE	REAR	INJ	CLEAR	DRY	DAYLIGHT
210	3/7/2013	RANCH RD	EVERGREEN LP	SW	SS-O	PDO	CLOUDY	WET	DAYLIGHT
207	3/6/2013	OREGON COAST HY	13TH ST	CN	ANGL	INJ	RAIN	WET	DAYLIGHT
198	3/3/2013	FRONTAGE RD	22ND ST	CN	TURN	PDO	CLEAR	DRY	DAYLIGHT
153	2/15/2013	22ND ST	WINCHESTER AVE	SE	HEAD	PDO	CLOUDY	WET	DARK-NO ST LIGHTS
723	2/13/2013	WINCHESTER AVE	19TH ST	CN	ANGL	PDO	CLEAR	DRY	DAYLIGHT
90723	2/13/2013	WINCHESTER AVE	19TH ST	NE	TURN	PDO	CLEAR	DRY	DAYLIGHT
65	1/18/2013	WINCHESTER AVE	20TH ST	SW	REAR	INJ	CLEAR	DRY	DAYLIGHT
1255	12/27/2012	WINCHESTER AVE	21ST ST	NE	REAR	PDO	CLEAR	DRY	DAYLIGHT
1247	12/25/2012	OREGON COAST HY	10TH ST	CN	TURN	INJ	RAIN	WET	DAYLIGHT
1205	12/12/2012	WINCHESTER AVE	20TH ST	NE	REAR	PDO	RAIN	WET	DAYLIGHT
1197	12/7/2012	OREGON COAST HY	14TH ST	CN	TURN	PDO	RAIN	WET	DAYLIGHT
1174	12/2/2012	WINCHESTER AVE	22ND ST	CN	PED	INJ	CLEAR	WET	DAYLIGHT
1005	10/18/2012	WINCHESTER AVE	22ND ST	SW	REAR	PDO	CLEAR	DRY	DAYLIGHT
943	10/1/2012	REGENTS PL	RANCH RD	CN	TURN	PDO	CLEAR	DRY	DAYLIGHT
911	9/23/2012	WINCHESTER AVE	16TH ST	SW	REAR	INJ	CLEAR	DRY	DAYLIGHT
897	9/20/2012	LONGWOOD DR	HIGHLANDS DR	SW	FIX	PDO	CLEAR	DRY	DAYLIGHT
789	8/21/2012	MYRTLE AVE	OREGON COAST HY	W	REAR	PDO	CLEAR	DRY	DAYLIGHT
705	7/27/2012	OREGON COAST HY	14TH ST	NE	REAR	INJ	CLEAR	DRY	DAYLIGHT
679	7/19/2012	MYRTLE AVE	UMPQUA AVE	CN	TURN	PDO	CLEAR	DRY	DAYLIGHT
483	5/30/2012	UMPQUA AVE	W RAILROAD AVE	CN	ANGL	INJ	CLEAR	DRY	DAYLIGHT
440	5/16/2012	WINCHESTER AVE	21ST ST	SW	REAR	INJ	CLEAR	DRY	DAYLIGHT
363	4/25/2012	ELM AVE	22ND ST	CN	TURN	INJ	RAIN	WET	DAYLIGHT
327	4/12/2012	OREGON COAST HY	13TH ST	NE	TURN	PDO	RAIN	WET	DAYLIGHT
194	2/27/2012	WINCHESTER AVE	22ND ST	CN	TURN	PDO	CLEAR	DRY	DAYLIGHT
188	2/22/2012	WINCHESTER AVE	16TH ST	SW	REAR	PDO	UNKNOWN	UNKNOWN	DAYLIGHT
113	1/31/2012	OREGON COAST HY	14TH ST	NE	SS-O	INJ	CLEAR	DRY	DAYLIGHT
83	1/20/2012	MILL AVE	8TH ST	W	TURN	PDO	CLOUDY	WET	DARK-NO ST LIGHTS
24	1/8/2012	WINCHESTER AVE	22ND ST	NE	REAR	INJ	CLEAR	DRY	DAYLIGHT
1262	12/22/2011	20TH ST	ELM AVE	NW	ANGL	INJ	CLOUDY	DRY	DAYLIGHT
1217	12/5/2011	WINCHESTER AVE	22ND ST	NE	PED	INJ	CLEAR	DRY	DAYLIGHT
80653	10/29/2011	OREGON COAST HY	13TH ST	W	REAR	INJ	RAIN	WET	DAYLIGHT
937	9/28/2011	LONGWOOD DR	WINCHESTER AVE	CN	TURN	INJ	CLEAR	DRY	DAYLIGHT
616	7/10/2011	LAUREL AVE	9TH ST	W	PARK	PDO	CLEAR	DRY	DAYLIGHT
471	6/1/2011	ELM AVE	20TH ST	NE	TURN	PDO	CLOUDY	DRY	DAYLIGHT
462	5/27/2011	WINCHESTER AVE	21ST ST	NE	REAR	PDO	CLEAR	DRY	DAYLIGHT
430	5/15/2011	WINCHESTER AVE	16TH ST	CN	TURN	PDO	RAIN	WET	DAYLIGHT
376	4/28/2011	OREGON COAST HY	UMPQUA AVE	CN	TURN	INJ	RAIN	WET	DAYLIGHT
418	4/24/2011	FIR AVE	20TH ST	SW	FIX	INJ	RAIN	WET	DARK-NO ST LIGHTS
342	4/14/2011	FRONTAGE RD	22ND ST	SW	TURN	PDO	CLEAR	DRY	DAYLIGHT
327	4/11/2011	OREGON COAST HY	WINCHESTER AVE	NE	TURN	PDO	CLEAR	DRY	DAYLIGHT
274	3/26/2011	OREGON COAST HY	WINCHESTER AVE	CN	ANGL	PDO	RAIN	WET	DAYLIGHT
227	3/14/2011	WINCHESTER AVE	19TH ST	CN	TURN	PDO	CLEAR	DRY	DAYLIGHT

ODOT Collision Data (2008-2013)

Serial #	Crash Date	1st Street	2nd Street	Dir.	Coll Type	Severity	Weather	Surf	Light
190	3/2/2011	OREGON COAST HY	JUNIPER AVE	SW	REAR	INJ	RAIN	WET	DAYLIGHT
78	1/25/2011	ARTHUR DR	LONGWOOD DR	SE	SS-O	PDO	CLEAR	DRY	DARK-NO ST LIGHTS
1227	12/15/2010	WINCHESTER AVE	16TH ST	CN	TURN	PDO	RAIN	WET	DUSK
1223	12/13/2010	FIR AVE		NE	REAR	INJ	RAIN	WET	DAYLIGHT
1208	12/8/2010	RANCH RD	RIDGEWAY DR	CN	ANGL	PDO	CLEAR	DRY	DAYLIGHT
1194	12/3/2010	E RAILROAD AVE	UMPQUA AVE	SE	TURN	PDO	CLEAR	WET	DAYLIGHT
1065	10/31/2010	OREGON COAST HY	UMPQUA AVE	SE	FIX	PDO	RAIN	WET	DUSK
1021	10/21/2010	UMPQUA AVE	W RAILROAD AVE	NW	REAR	PDO	UNKNOWN	UNKNOWN	DARK-ST LIGHTS
1306	8/22/2010	OREGON COAST HY	13TH ST	NE	SS-O	PDO	CLEAR	DRY	DAYLIGHT
729	8/7/2010	OREGON COAST HY	10TH ST	SW	REAR	INJ	CLEAR	DRY	DARK-ST LIGHTS
779	8/4/2010	WINCHESTER AVE	20TH ST	CN	TURN	INJ	CLEAR	DRY	DAYLIGHT
447	5/18/2010	WINCHESTER AVE	22ND ST	SW	REAR	INJ	RAIN	WET	DAYLIGHT
398	5/3/2010	WINCHESTER AVE	18TH ST	NE	REAR	PDO	RAIN	WET	DAYLIGHT
179	3/14/2010	BOWMAN RD	ROWE ST	N	FIX	PDO	CLEAR	DRY	DAYLIGHT
122	2/26/2010	FRONTAGE RD	RANCH RD	NE	FIX	PDO	CLEAR	WET	DARK-ST LIGHTS
1223	11/6/2009	WINCHESTER AVE	21ST ST	SW	REAR	INJ	RAIN	WET	DARK-NO ST LIGHTS
1083	10/25/2009	MYRTLE AVE	UMPQUA AVE	W	REAR	PDO	CLEAR	DRY	DAYLIGHT
1002	10/2/2009	JUNIPER AVE	10TH ST	E	REAR	PDO	CLEAR	DRY	DAYLIGHT
922	9/16/2009	FRONTAGE RD	RANCH RD	CN	ANGL	PDO	RAIN	WET	DAYLIGHT
789	8/27/2009	WINCHESTER AVE	21ST ST	SW	REAR	INJ	CLEAR	DRY	DAYLIGHT
757	8/23/2009	WINCHESTER AVE	20TH ST	NE	REAR	PDO	CLEAR	DRY	DAYLIGHT
724	8/8/2009	FIR AVE	5TH ST	NE	REAR	PDO	CLEAR	DRY	DAYLIGHT
596	7/14/2009	WINCHESTER AVE	19TH ST	NE	REAR	PDO	CLEAR	DRY	DAYLIGHT
582	7/8/2009	GREENBRIAR ST	WARD WAY	SW	SS-O	INJ	CLEAR	DRY	DARK-ST LIGHTS
555	6/30/2009	JUNIPER AVE	9TH ST	W	BACK	INJ	CLEAR	DRY	DAYLIGHT
573	6/15/2009	OREGON COAST HY	13TH ST	NE	PED	INJ	CLEAR	DRY	DAYLIGHT
560	6/15/2009	WINCHESTER AVE	16TH ST	SW	REAR	INJ	CLEAR	DRY	DAYLIGHT
528	6/7/2009	WINCHESTER AVE	19TH ST	CN	ANGL	PDO	CLEAR	DRY	DAYLIGHT
467	6/1/2009	WINCHESTER AVE	19TH ST	CN	TURN	INJ	CLEAR	DRY	DAYLIGHT
425	5/18/2009	14TH ST	OREGON COAST HY	NW	FIX	PDO	CLEAR	DRY	DAYLIGHT
367	5/9/2009	JUNIPER AVE	10TH ST	W	SS-O	INJ	CLEAR	DRY	DARK-ST LIGHTS
278	4/4/2009	FIR AVE	W RAILROAD AVE	SW	FIX	INJ	CLEAR	ICE	DARK-NO ST LIGHTS
275	4/3/2009	FOREST HILL RD	RIDGEWAY DR	SW	FIX	PDO	CLEAR	DRY	DUSK
173	3/7/2009	OREGON COAST HY	12TH ST	CN	TURN	PDO	RAIN	WET	DAYLIGHT
187	3/2/2009	WINCHESTER AVE	22ND ST	SW	OTH	PDO	RAIN	WET	DUSK
85	1/27/2009	WINCHESTER AVE	3RD ST	CN	TURN	INJ	RAIN	WET	DAYLIGHT
1288	10/31/2008	OREGON COAST HY	WINCHESTER AVE	NE	TURN	INJ	RAIN	WET	DAYLIGHT
974	10/29/2008	WINCHESTER AVE	22ND ST	SW	REAR	PDO	CLEAR	DRY	DARK-NO ST LIGHTS
990	10/1/2008	WINCHESTER AVE	19TH ST	CN	TURN	INJ	CLEAR	DRY	DAYLIGHT
731	8/12/2008	OREGON COAST HY	11TH ST	SW	REAR	PDO	CLEAR	DRY	DAYLIGHT
661	7/25/2008	OREGON COAST HY	NB EF UMPQUA AVE	E	REAR	INJ	CLEAR	DRY	DAYLIGHT
522	6/28/2008	WINCHESTER AVE	22ND ST	CN	TURN	PDO	CLEAR	DRY	DARK-NO ST LIGHTS
509	6/14/2008	WINCHESTER AVE	16TH ST	SW	FIX	INJ	CLEAR	DRY	DAYLIGHT
578	6/2/2008	WINCHESTER AVE	13TH ST	NE	BACK	PDO	UNKNOWN	UNKNOWN	DAYLIGHT
356	4/24/2008	FIR AVE	WINCHESTER AVE	E	TURN	PDO	CLEAR	DRY	DAYLIGHT
295	3/23/2008	FIR AVE	WINCHESTER AVE	E	FIX	PDO	RAIN	WET	DAYLIGHT

ODOT Collision Data (2008-2013)

Serial #	Crash Date	1st Street	2nd Street	Dir.	Coll Type	Severity	Weather	Surf	Light
277	3/13/2008	WINCHESTER AVE	22ND ST	CN	TURN	INJ	RAIN	WET	DAYLIGHT
198	2/26/2008	7TH ST	MILL AVE	N	REAR	PDO	CLEAR	DRY	DARK-ST LIGHTS
130	2/16/2008	WINCHESTER AVE	20TH ST	NE	ANGL	INJ	CLEAR	DRY	DAYLIGHT



NCHRP Guidelines for Pedestrian Crossing Treatments

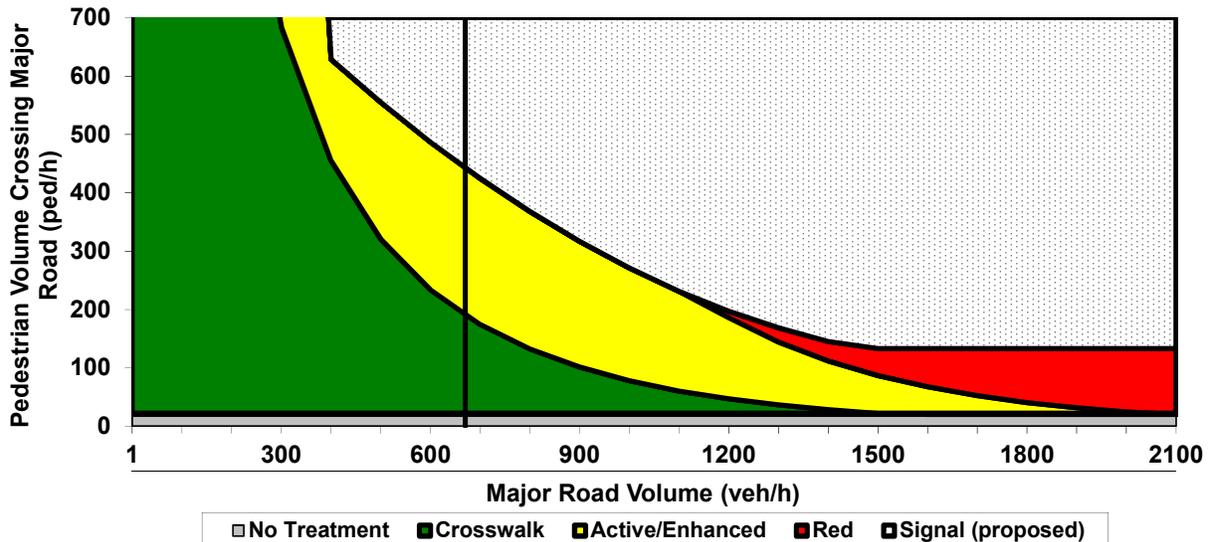
GUIDELINES FOR PEDESTRIAN CROSSING TREATMENTS

This spreadsheet combines Worksheet 1 and Worksheet 2 (Appendix A, pages 69-70) of TCRP Report 112/NCHRP Report 562 (*Improving Pedestrian Safety at Unsignalized Intersections*) into an electronic format. This spreadsheet should be used in conjunction with, and not independent of, Appendix A documentation.

Blue fields contain descriptive information.
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Gray fields are automatically calculated and should not be edited.

This spreadsheet is still under development, please inform TTI if errors are identified.

Analyst and Site Information			
Analyst	DKS Associates	Major Street	US 101
Analysis Date	June 29, 2014	Minor Street or Location	20th Street (Option A)
Data Collection Date	July 5, 2014	Peak Hour	Midday
Step 1: Select worksheet:			
Posted or statutory speed limit (or 85th percentile speed) on the major street (mph)		1a	30
Is the population of the surrounding area <10,000? (enter YES or NO)		1b	NO
Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a traffic control device?			
Peak-hour pedestrian volume (ped/h), V_p		2a	22
Result: Go to step 3.			
Step 3: Does the crossing meet the pedestrian warrant for a traffic signal?			
Major road volume, total of both approaches during peak hour (veh/h), V_{maj-s}		3a	1340
[Calculated automatically] Preliminary (before min. threshold) peak hour pedestrian volume to meet warrant		3b	158
[Calculated automatically] Minimum required peak hour pedestrian volume to meet traffic signal warrant		3c	158
Is 15th percentile crossing speed of pedestrians less than 3.5 ft/s (1.1 m/s)? (enter YES or NO)		3d	NO
If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce 3c by up to 50%.	% rate of reduction for 3c (up to 50%)	3e	
	Reduced value or 3c	3f	158
Result: The signal warrant is not met. Go to step 4.			
Step 4: Estimate pedestrian delay.			
Pedestrian crossing distance, curb to curb (ft), L		4a	28
Pedestrian walking speed (ft/s), S_p (suggested speed = 3.5 ft/s)		4b	3.5
Pedestrian start-up time and end clearance time (s), t_s (suggested start-up time = 3 sec)		4c	3
[Calculated automatically] Critical gap required for crossing pedestrian (s), t_c		4d	11
Major road volume, total both approaches OR approach being crossed if raised median island is present, during peak hour (veh/h), V_{maj-d}		4e	670
Major road flow rate (veh/s), v		4f	0.19
Average pedestrian delay (s/person), d_p		4g	26
Total pedestrian delay (h), D_p The value in 4h is the calculated estimated delay for all pedestrians crossing the major roadway without a crossing treatment (assumes 0% compliance). If the actual total pedestrian delay has been measured at the site, that value can be entered in 4i to replace the calculated value in 4h.		4h	0.2
		4i	
Step 5: Select treatment based up on total pedestrian delay and expected motorist compliance.			
Expected motorist compliance at pedestrian crossings in region: enter HIGH for High Compliance or LOW for Low Compliance		5a	LOW
Treatment Category:	CROSSWALK		



Because the volume in Step 4e is different from the volume in Step 3a, the graph may show a different result than the Treatment Category above.

This worksheet provides general recommendations on pedestrian crossing treatments to consider at unsignalized intersections; in all cases, engineering judgment should be used in selecting a specific treatment for installation. This worksheet does not apply to school crossings. In addition to the results provided by this worksheet, users should consider whether a pedestrian treatment could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex geometrics, or nearby traffic signals.

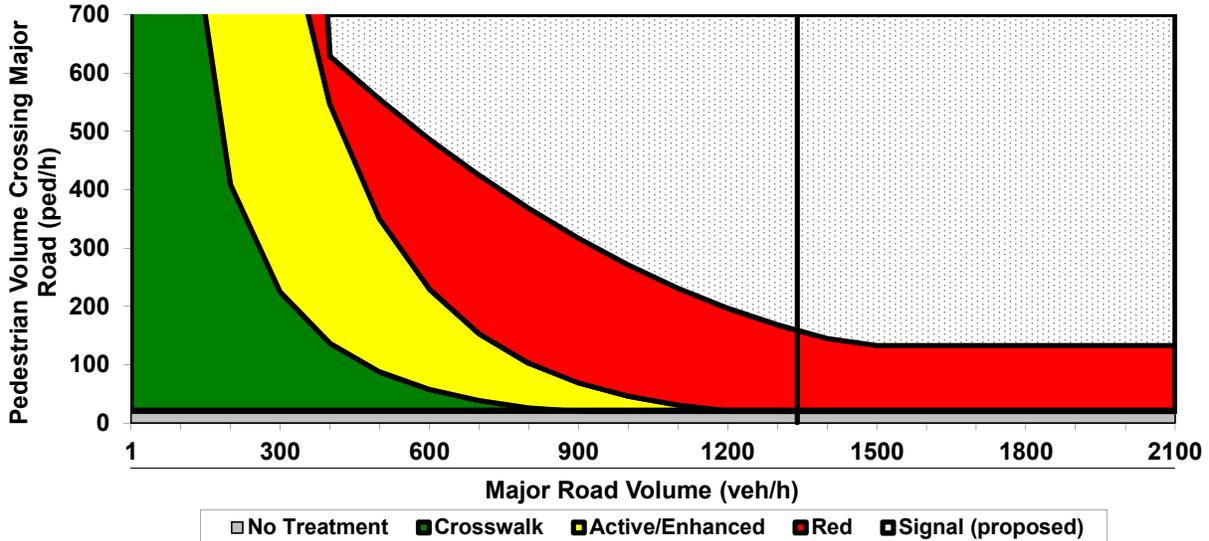
GUIDELINES FOR PEDESTRIAN CROSSING TREATMENTS

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Analyst and Site Information		
Analyst	DKS Associates	Major Street
Analysis Date	June 29, 2014	Minor Street or Location
Data Collection Date	July 5, 2014	Peak Hour
		US 101 20th Street (Option B) Midday
Step 1: Select worksheet:		
Posted or statutory speed limit (or 85th percentile speed) on the major street (mph)	1a	30
Is the population of the surrounding area <10,000? (enter YES or NO)	1b	NO
Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a traffic control device?		
Peak-hour pedestrian volume (ped/h), V_p	2a	22
Result: Go to step 3.		
Step 3: Does the crossing meet the pedestrian warrant for a traffic signal?		
Major road volume, total of both approaches during peak hour (veh/h), V_{maj-s}	3a	1340
[Calculated automatically] Preliminary (before min. threshold) peak hour pedestrian volume to meet warrant	3b	158
[Calculated automatically] Minimum required peak hour pedestrian volume to meet traffic signal warrant	3c	158
Is 15th percentile crossing speed of pedestrians less than 3.5 ft/s (1.1 m/s)? (enter YES or NO)	3d	NO
If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce 3c by up to 50%.	% rate of reduction for 3c (up to 50%)	3e
	Reduced value or 3c	3f
		158
Result: The signal warrant is not met. Go to step 4.		
Step 4: Estimate pedestrian delay.		
Pedestrian crossing distance, curb to curb (ft), L	4a	50
Pedestrian walking speed (ft/s), S_p (suggested speed = 3.5 ft/s)	4b	3.5
Pedestrian start-up time and end clearance time (s), t_s (suggested start-up time = 3 sec)	4c	3
[Calculated automatically] Critical gap required for crossing pedestrian (s), t_c	4d	17
Major road volume, total both approaches OR approach being crossed if raised median island is present, during peak hour (veh/h), V_{maj-d}	4e	1340
Major road flow rate (veh/s), v	4f	0.37
Average pedestrian delay (s/person), d_p	4g	1600
Total pedestrian delay (h), D_p The value in 4h is the calculated estimated delay for all pedestrians crossing the major roadway without a crossing treatment (assumes 0% compliance). If the actual total pedestrian delay has been measured at the site, that value can be entered in 4i to replace the calculated value in 4h.	4h	9.8
	4i	
Step 5: Select treatment based up on total pedestrian delay and expected motorist compliance.		
Expected motorist compliance at pedestrian crossings in region: enter HIGH for High Compliance or LOW for Low Compliance	5a	LOW
Treatment Category:	RED	



This worksheet provides general recommendations on pedestrian crossing treatments to consider at unsignalized intersections; in all cases, engineering judgment should be used in selecting a specific treatment for installation. This worksheet does not apply to school crossings. In addition to the results provided by this worksheet, users should consider whether a pedestrian treatment could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex geometrics, or nearby traffic signals.

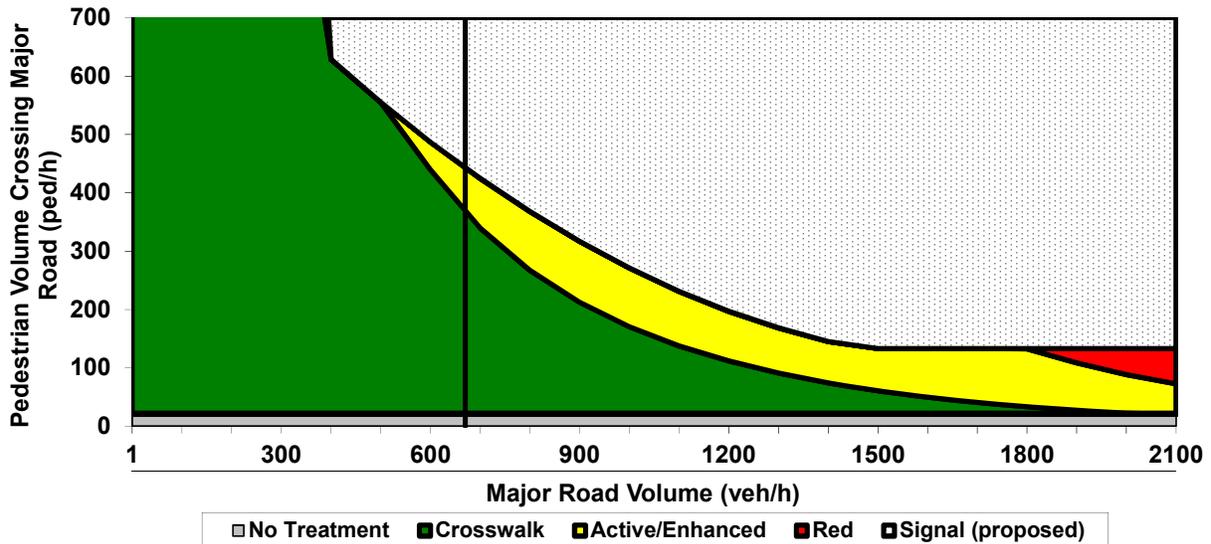
GUIDELINES FOR PEDESTRIAN CROSSING TREATMENTS

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Analyst and Site Information		
Analyst	DKS Associates	Major Street
Analysis Date	June 29, 2014	Minor Street or Location
Data Collection Date	July 5, 2014	Peak Hour
		Midday
Step 1: Select worksheet:		
Posted or statutory speed limit (or 85th percentile speed) on the major street (mph)	1a	30
Is the population of the surrounding area <10,000? (enter YES or NO)	1b	NO
Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a traffic control device?		
Peak-hour pedestrian volume (ped/h), V_p	2a	22
Result: Go to step 3.		
Step 3: Does the crossing meet the pedestrian warrant for a traffic signal?		
Major road volume, total of both approaches during peak hour (veh/h), V_{maj-s}	3a	1340
[Calculated automatically] Preliminary (before min. threshold) peak hour pedestrian volume to meet warrant	3b	158
[Calculated automatically] Minimum required peak hour pedestrian volume to meet traffic signal warrant	3c	158
Is 15th percentile crossing speed of pedestrians less than 3.5 ft/s (1.1 m/s)? (enter YES or NO)	3d	NO
If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce 3c by up to 50%.	% rate of reduction for 3c (up to 50%)	3e
	Reduced value or 3c	3f
		158
Result: The signal warrant is not met. Go to step 4.		
Step 4: Estimate pedestrian delay.		
Pedestrian crossing distance, curb to curb (ft), L	4a	20
Pedestrian walking speed (ft/s), S_p (suggested speed = 3.5 ft/s)	4b	3.5
Pedestrian start-up time and end clearance time (s), t_s (suggested start-up time = 3 sec)	4c	3
[Calculated automatically] Critical gap required for crossing pedestrian (s), t_c	4d	9
Major road volume, total both approaches OR approach being crossed if raised median island is present, during peak hour (veh/h), V_{maj-d}	4e	670
Major road flow rate (veh/s), v	4f	0.19
Average pedestrian delay (s/person), d_p	4g	14
Total pedestrian delay (h), D_p The value in 4h is the calculated estimated delay for all pedestrians crossing the major roadway without a crossing treatment (assumes 0% compliance). If the actual total pedestrian delay has been measured at the site, that value can be entered in 4i to replace the calculated value in 4h.	4h	0.1
	4i	
Step 5: Select treatment based up on total pedestrian delay and expected motorist compliance.		
Expected motorist compliance at pedestrian crossings in region: enter HIGH for High Compliance or LOW for Low Compliance	5a	LOW
Treatment Category:	CROSSWALK	



Because the volume in Step 4e is different from the volume in Step 3a, the graph may show a different result than the Treatment Category above.

This worksheet provides general recommendations on pedestrian crossing treatments to consider at unsignalized intersections; in all cases, engineering judgment should be used in selecting a specific treatment for installation. This worksheet does not apply to school crossings. In addition to the results provided by this worksheet, users should consider whether a pedestrian treatment could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex geometrics, or nearby traffic signals.



Three-Lane Conversion Capacity Reports

Intersection

Intersection Delay, s/veh 0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	620	10	25	645	15	0	0	15	10	0	5
Conflicting Peds, #/hr	15	0	4	4	0	15	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	7	0	0	8	0	0	0	0	0	0	25
Mvmt Flow	6	689	11	28	717	17	0	0	17	11	0	6

Major/Minor

	Major1	Major2	Minor1	Minor2
Conflicting Flow All	734	0	0	701
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Follow-up Headway	2	-	-	2
Pot Capacity-1 Maneuver	880	-	-	905
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %	-	-	-	-
Mov Capacity-1 Maneuver	869	-	-	894
Mov Capacity-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach

HCM Control Delay, s EB 0 WB 0 NB 14 SB 38

Minor Lane / Major Mvmt

	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	431	869	-	-	894	-	-	125
HCM Lane V/C Ratio	0.039	0.006	-	-	0.031	-	-	0.133
HCM Control Delay (s)	13.7	9.169	-	-	9.156	-	-	38.2
HCM Lane LOS	B	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.12	0.019	-	-	0.096	-	-	0.447

Notes

- : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	625	10	20	660	15	5	0	20	20	5	15
Conflicting Peds, #/hr	6	0	2	2	0	6	12	0	4	4	0	12
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	8	0	0	6	7	0	0	0	0	0	14
Mvmt Flow	17	702	11	22	742	17	6	0	22	22	6	17

Major/Minor

	Major1	Major2	Minor1	Minor2
Conflicting Flow All	770	0	0	725
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Follow-up Headway	2	-	-	2
Pot Capacity-1 Maneuver	854	-	-	887
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %	-	-	-	-
Mov Capacity-1 Maneuver	850	-	-	883
Mov Capacity-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach

	EB	WB	NB	SB
HCM Control Delay, s	0	0	23	52

Minor Lane / Major Mvmt

	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	224	850	-	-	883	-	-	120
HCM Lane V/C Ratio	0.125	0.02	-	-	0.025	-	-	0.375
HCM Control Delay (s)	23.4	9.321	-	-	9.183	-	-	51.9
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.423	0.061	-	-	0.078	-	-	1.543

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis
3: Hwy 101 & Port Dock Road/OR 38

2014 Seasonal Balanced PM (3-Ln)
Reedsport Pedestrian Safety Study



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	25	5	65	215	5	50	35	205	230	45	270	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes		1.00			1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.91			0.97		1.00	0.92		1.00	0.99	
Flt Protected		0.99			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1570			1609		1641	1567		1656	1743	
Flt Permitted		0.88			0.73		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1400			1220		1641	1567		1656	1743	
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	32	6	84	279	6	65	45	266	299	58	351	19
RTOR Reduction (vph)	0	56	0	0	13	0	0	52	0	0	2	0
Lane Group Flow (vph)	0	66	0	0	337	0	45	513	0	58	368	0
Confl. Peds. (#/hr)							3		4	4		3
Confl. Bikes (#/hr)						2						1
Heavy Vehicles (%)	10%	33%	6%	11%	0%	8%	10%	8%	12%	9%	7%	27%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		21.0			21.0		3.2	25.9		3.2	25.9	
Effective Green, g (s)		21.0			21.0		3.2	25.9		3.2	25.9	
Actuated g/C Ratio		0.33			0.33		0.05	0.41		0.05	0.41	
Clearance Time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		462			402		82	638		83	709	
v/s Ratio Prot							0.03	c0.33		c0.04	0.21	
v/s Ratio Perm		0.05			c0.28							
v/c Ratio		0.14			0.84		0.55	0.80		0.70	0.52	
Uniform Delay, d1		15.0			19.7		29.5	16.6		29.7	14.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			14.2		7.3	10.4		22.6	2.7	
Delay (s)		15.1			33.9		36.8	27.0		52.3	16.9	
Level of Service		B			C		D	C		D	B	
Approach Delay (s)		15.1			33.9			27.7			21.7	
Approach LOS		B			C			C			C	

Intersection Summary

HCM 2000 Control Delay	26.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	63.6	Sum of lost time (s)	13.5
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection

Intersection Delay, s/veh 3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	45	170	10	5	205	15	20	5	10	5	5	50
Conflicting Peds, #/hr	4	0	1	1	0	4	7	0	0	0	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	11	13	12	0	16	27	6	0	0	75	0	7
Mvmt Flow	58	221	13	6	266	19	26	6	13	6	6	65

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	293	0	0	241
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Follow-up Headway	2	-	-	2
Pot Capacity-1 Maneuver	1219	-	-	1337
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %	-	-	-	-
Mov Capacity-1 Maneuver	1215	-	-	1333
Mov Capacity-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	0	16	12

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	380	1215	-	-	1333	-	-	597
HCM Lane V/C Ratio	0.12	0.048	-	-	0.005	-	-	0.131
HCM Control Delay (s)	15.8	8.113	0	-	7.714	0	-	11.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.404	0.151	-	-	0.015	-	-	0.447

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	680	10	30	710	15	0	0	15	10	0	5
Conflicting Peds, #/hr	15	0	4	4	0	15	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	7	0	0	8	0	0	0	0	0	0	25
Mvmt Flow	5	716	11	32	747	16	0	0	16	11	0	5

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	764	0	0	727
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Follow-up Headway	2	-	-	2
Pot Capacity-1 Maneuver	858	-	-	886
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %	-	-	-	-
Mov Capacity-1 Maneuver	847	-	-	875
Mov Capacity-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	14	42

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	416	847	-	-	875	-	-	114
HCM Lane V/C Ratio	0.038	0.006	-	-	0.036	-	-	0.139
HCM Control Delay (s)	14	9.277	-	-	9.268	-	-	41.6
HCM Lane LOS	B	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.118	0.019	-	-	0.112	-	-	0.465

Notes

- : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	690	10	20	725	15	5	0	20	20	5	15
Conflicting Peds, #/hr	6	0	2	2	0	6	12	0	4	4	0	12
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	8	0	0	6	7	0	0	0	0	0	14
Mvmt Flow	16	726	11	21	763	16	5	0	21	21	5	16

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	791	0	0	749
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Follow-up Headway	2	-	-	2
Pot Capacity-1 Maneuver	838	-	-	869
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %	-	-	-	-
Mov Capacity-1 Maneuver	834	-	-	865
Mov Capacity-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	24	54

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	215	834	-	-	865	-	-	114
HCM Lane V/C Ratio	0.122	0.019	-	-	0.024	-	-	0.369
HCM Control Delay (s)	24.1	9.4	-	-	9.266	-	-	54
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.411	0.058	-	-	0.075	-	-	1.505

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis 2014 Seasonal Balanced (10% Growth) PM (3-Ln)
 3: Hwy 101 & Port Dock Road/OR 38 Reedsport Pedestrian Safety Study



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	30	5	70	235	5	55	40	225	255	50	295	15
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes		1.00			1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.91			0.97		1.00	0.92		1.00	0.99	
Flt Protected		0.99			0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1449			1482		1511	1443		1525	1607	
Flt Permitted		0.87			0.74		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1285			1140		1511	1443		1525	1607	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	5	74	247	5	58	42	237	268	53	311	16
RTOR Reduction (vph)	0	50	0	0	13	0	0	52	0	0	2	0
Lane Group Flow (vph)	0	61	0	0	297	0	42	453	0	53	325	0
Confl. Peds. (#/hr)							3		4	4		3
Confl. Bikes (#/hr)						2						1
Heavy Vehicles (%)	10%	33%	6%	11%	0%	8%	10%	8%	12%	9%	7%	27%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		20.1			20.1		3.1	25.9		3.1	25.9	
Effective Green, g (s)		20.1			20.1		3.1	25.9		3.1	25.9	
Actuated g/C Ratio		0.32			0.32		0.05	0.41		0.05	0.41	
Clearance Time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		412			366		74	597		75	664	
v/s Ratio Prot							0.03	c0.31		c0.03	0.20	
v/s Ratio Perm		0.05			c0.26							
v/c Ratio		0.15			0.81		0.57	0.76		0.71	0.49	
Uniform Delay, d1		15.1			19.5		29.1	15.7		29.3	13.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2			12.8		9.6	8.8		26.1	2.6	
Delay (s)		15.3			32.3		38.7	24.5		55.4	16.1	
Level of Service		B			C		D	C		E	B	
Approach Delay (s)		15.3			32.3			25.6			21.5	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	62.6	Sum of lost time (s)	13.5
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection

Intersection Delay, s/veh 2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	50	185	10	5	225	15	20	5	10	5	5	55
Conflicting Peds, #/hr	4	0	1	1	0	4	7	0	0	0	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	11	13	12	0	16	27	6	0	0	75	0	7
Mvmt Flow	53	195	11	5	237	16	21	5	11	5	5	58

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	260	0	0	212
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Follow-up Headway	2	-	-	2
Pot Capacity-1 Maneuver	1254	-	-	1370
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %	-	-	-	-
Mov Capacity-1 Maneuver	1250	-	-	1365
Mov Capacity-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	0	14	11

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	429	1250	-	-	1365	-	-	646
HCM Lane V/C Ratio	0.086	0.042	-	-	0.004	-	-	0.106
HCM Control Delay (s)	14.2	8.007	0	-	7.648	0	-	11.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.28	0.132	-	-	0.012	-	-	0.354

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis 2014 Seasonal Balanced (10% Growth) PM (3-Ln)
 5: Hwy 101 & 22nd Street Reedsport Pedestrian Safety Study

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8		4		4
Permitted Phases							8			4		
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM 2000 Control Delay		0.0			HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio		0.00										
Actuated Cycle Length (s)		65.0			Sum of lost time (s)			13.5				
Intersection Capacity Utilization		0.0%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

Intersection

Intersection Delay, s/veh 0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	915	5	30	900	5	0	0	5	5	0	5
Conflicting Peds, #/hr	7	0	3	3	0	7	3	0	5	5	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	9	0	0	12	0	100	0	0	0	0	33
Mvmt Flow	5	963	5	32	947	5	0	0	5	5	0	5

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	958	0	0	973
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Follow-up Headway	2	-	-	2
Pot Capacity-1 Maneuver	726	-	-	717
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %	-	-	-	-
Mov Capacity-1 Maneuver	722	-	-	713
Mov Capacity-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	17	62

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	304	722	-	-	713	-	-	73
HCM Lane V/C Ratio	0.017	0.007	-	-	0.044	-	-	0.144
HCM Control Delay (s)	17.1	10.023	-	-	10.283	-	-	62.5
HCM Lane LOS	C	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.053	0.022	-	-	0.139	-	-	0.476

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	20	885	20	20	910	20	0	0	15	15	5	20
Conflicting Peds, #/hr	7	0	3	3	0	7	15	0	0	0	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	15	10	0	7	11	0	0	0	0	10	0	8
Mvmt Flow	21	932	21	21	958	21	0	0	16	16	5	21

Major/Minor

	Major1	Major2	Minor1	Minor2
Conflicting Flow All	994	0	0	968
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Follow-up Headway	2	-	-	2
Pot Capacity-1 Maneuver	647	-	-	692
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %	-	-	-	-
Mov Capacity-1 Maneuver	643	-	-	688
Mov Capacity-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach

HCM Control Delay, s EB 0 WB 0 NB 17 SB 124

Minor Lane / Major Mvmt

	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	306	643	-	-	688	-	-	67
HCM Lane V/C Ratio	0.052	0.033	-	-	0.031	-	-	0.628
HCM Control Delay (s)	17.4	10.788	-	-	10.398	-	-	124.1
HCM Lane LOS	C	B			B			F
HCM 95th %tile Q(veh)	0.162	0.101	-	-	0.095	-	-	2.711

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Three-Lane Conversion Travel Time Differential Reports

Arterial Level of Service: EB Hwy 101

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	1	0.4	4.7	0.1	63
	2	0.6	9.9	0.1	28
	17	1.4	39.4	0.3	29
	6	0.9	21.5	0.2	29
	13	1.8	37.8	0.3	29
OR 38	3	4.0	19.0	0.2	30
	7	1.9	17.9	0.1	27
Total		11.0	150.0	1.2	30

Arterial Level of Service: WB Hwy 101

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Port Dock Road	3	7.2	23.5	0.1	20
	13	1.5	21.0	0.2	27
	6	1.2	37.8	0.3	29
	17	0.9	22.0	0.2	28
20th Street	2	2.2	36.7	0.3	31
21st Street	1	0.8	10.1	0.1	28
Total		13.6	151.1	1.2	28

Arterial Level of Service: EB Hwy 101

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	1	0.5	5.4	0.1	60
	2	0.7	10.1	0.1	28
	17	2.4	40.7	0.3	28
	6	1.8	22.5	0.2	28
	13	3.7	39.7	0.3	27
OR 38	3	13.1	28.1	0.2	21
	7	3.4	19.3	0.1	25
Total		25.7	165.7	1.2	27

Arterial Level of Service: WB Hwy 101

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Port Dock Road	3	8.8	24.8	0.1	19
	13	1.9	20.9	0.2	28
	6	2.4	38.6	0.3	28
	17	1.7	22.5	0.2	28
20th Street	2	3.8	38.0	0.3	30
21st Street	1	1.1	10.4	0.1	27
Total		19.7	155.2	1.2	27



Cost Estimates

US 101: 20th STREET (OPTION A) PEDESTRIAN SAFETY CROSSING (REEDSPORT)

	Units	Quantity	Unit Cost	Cost	SUBTOTAL
MOBILIZATION					
Mobilization	LS	All	\$6,500.00	\$6,500.00	
					\$6,500.00
TEMPORARY TRAFFIC CONTROL					
Temporary Protection and Direction of Traffic	LS	All	\$10,000.00	\$10,000.00	
Temporary Signs	Ft ²	200	\$15.00	\$3,000.00	
28" Tubular Markers	Each	40	\$45.00	\$1,800.00	
Temporary Barricades, Type III	Each	4	\$95.00	\$380.00	
Temporary Plastic Drums	Each	32	\$35.00	\$1,120.00	
Sequential Arrow Signs	Each	2	\$2,300.00	\$4,600.00	
					\$20,900.00
ROADWORK					
Erosion Control	LS	All	\$1,000.00	\$1,000.00	
Pollution Control Plan	LS	All	\$1,000.00	\$1,000.00	
Construction Survey Work	LS	All	\$2,000.00	\$2,000.00	
					\$4,000.00
STRUCTURAL					
Removal of Structures and Obstructions	LS	All	\$0.00	\$0.00	
Median Refuge Island	Ft ²	480	\$7.50	\$3,600.00	
Concrete Sidewalk Ramps	Each	2	\$1,900.00	\$3,800.00	
Curb Extensions	Each	0	\$10,000.00	\$0.00	
Truncated Domes	Each	4	\$300.00	\$1,200.00	
					\$8,600.00
STRIPING (See Striping Cost Estimate Spreadsheet)					
Total	LS	1	\$6,232.50	\$6,232.50	
					\$6,232.50
SIGNING					
Type Y-1 Signs	Ft ²	18	\$25.00	\$450.00	
Sign Support Footings	Each	2	\$150.00	\$300.00	
Perforated Steel Square Tube Sign Supports*	Each	2	\$150.00	\$300.00	
*Assumes 7.5' mounting height 2" square tube					\$1,050.00
SIGNALS					
Flashing Beacon Installation	LS	1	\$24,100.00	\$24,100.00	
					\$24,100.00
ILLUMINATION					
Cobrahead style luminaire (250W)	Each	1	\$300.00	\$300.00	
Luminaire Pole and Arm	Each	1	\$3,500.00	\$3,500.00	
Luminaire Foundation	Each	1	\$1,000.00	\$1,000.00	
Current Lighting Rotation	Each	1	\$250.00	\$250.00	
6' Mast Arm for Wood Pole	Each	3	\$200.00	\$600.00	
Cobrahead Style Luminaire - 400W HPS	Each	3	\$250.00	\$750.00	
					\$6,400.00

Construction Estimated Total \$77,782.50

Engineering @ 10% \$7,778.25

Contingencies @ 20% \$15,556.50

Construction @ 10% \$7,778.25

Total Contract Costs \$108,895.50

Cost Estim: US 101: 20th STREET (OPTION B) PEDESTRIAN SAFETY CROSSING (REEDSPORT)

	Units	Quantity	Unit Cost	Cost	SUBTOTAL
MOBILIZATION					
Mobilization	LS	All	\$6,500.00	\$6,500.00	
					\$6,500.00
TEMPORARY TRAFFIC CONTROL					
Temporary Protection and Direction of Traffic	LS	All	\$2,000.00	\$2,000.00	
Temporary Signs	Ft ²	200	\$15.00	\$3,000.00	
28" Tubular Markers	Each	40	\$45.00	\$1,800.00	
Temporary Barricades, Type III	Each	4	\$95.00	\$380.00	
Temporary Plastic Drums	Each	32	\$35.00	\$1,120.00	
Sequential Arrow Signs	Each	0	\$2,300.00	\$0.00	
					\$8,300.00
ROADWORK					
Erosion Control	LS	All	\$1,000.00	\$1,000.00	
Pollution Control Plan	LS	All	\$1,000.00	\$1,000.00	
Construction Survey Work	LS	All	\$2,000.00	\$2,000.00	
					\$4,000.00
STRUCTURAL					
Removal of Structures and Obstructions	LS	All	\$0.00	\$0.00	
Median Refuge Island	Ft ²	0	\$7.50	\$0.00	
Concrete Sidewalk Ramps	Each	2	\$1,900.00	\$3,800.00	
Curb Extensions	Each	1000	\$7.50	\$7,500.00	
Truncated Domes	Each	4	\$300.00	\$1,200.00	
					\$12,500.00
STRIPING (See Striping Cost Estimate Spreadsheet)					
Total	LS	1	\$2,605.00	\$2,605.00	\$2,605.00
SIGNING					
Type Y-1 Signs	Ft ²	18	\$25.00	\$450.00	
Sign Support Footings	Each	2	\$150.00	\$300.00	
Perforated Steel Square Tube Sign Supports*	Each	2	\$150.00	\$300.00	
*Assumes 7.5' mounting height 2" square tube					\$1,050.00
SIGNALS					
Overhead Beacon	LS	1	\$125,000.00	\$125,000.00	
					\$125,000.00
ILLUMINATION					
Cobrahead style luminaire (250W)	Each	1	\$300.00	\$300.00	
Luminaire Pole and Arm	Each	1	\$3,500.00	\$3,500.00	
Luminaire Foundation	Each	1	\$1,000.00	\$1,000.00	
Current Lighting Rotation	Each	1	\$250.00	\$250.00	
6' Mast Arm for Wood Pole	Each	3	\$200.00	\$600.00	
Cobrahead Style Luminaire - 400W HPS	Each	3	\$250.00	\$750.00	
					\$6,400.00

Construction Estimated Total \$166,355.00

Engineering @ 10% \$16,635.50

Contingencies @ 20% \$33,271.00

Construction @ 10% \$16,635.50

Total Contract Costs **\$232,897.00**

US 101: 20th STREET (OPTION C) PEDESTRIAN SAFETY CROSSING (REEDSPORT)

	Units	Quantity	Unit Cost	Cost	SUBTOTAL
MOBILIZATION					
Mobilization	LS	All	\$6,500.00	\$6,500.00	
					\$6,500.00
TEMPORARY TRAFFIC CONTROL					
Temporary Protection and Direction of Traffic	LS	All	\$10,000.00	\$10,000.00	
Temporary Signs	Ft ²	200	\$15.00	\$3,000.00	
28" Tubular Markers	Each	40	\$45.00	\$1,800.00	
Temporary Barricades, Type III	Each	4	\$95.00	\$380.00	
Temporary Plastic Drums	Each	32	\$35.00	\$1,120.00	
Sequential Arrow Signs	Each	2	\$2,300.00	\$4,600.00	
					\$20,900.00
ROADWORK					
Erosion Control	LS	All	\$1,000.00	\$1,000.00	
Pollution Control Plan	LS	All	\$1,000.00	\$1,000.00	
Construction Survey Work	LS	All	\$2,000.00	\$2,000.00	
					\$4,000.00
STRUCTURAL					
Removal of Structures and Obstructions	LS	All	\$0.00	\$0.00	
Median Refuge Island	Ft ²	480	\$7.50	\$3,600.00	
Concrete Sidewalk Ramps	Each	2	\$1,900.00	\$3,800.00	
Curb Extensions	Each	1000	\$7.50	\$7,500.00	
Truncated Domes	Each	4	\$300.00	\$1,200.00	
					\$16,100.00
STRIPING (See Striping Cost Estimate Spreadsheet)					
Total	LS	1	\$6,232.50	\$6,232.50	
					\$6,232.50
SIGNING					
Type Y-1 Signs	Ft ²	18	\$25.00	\$450.00	
Sign Support Footings	Each	2	\$150.00	\$300.00	
Perforated Steel Square Tube Sign Supports*	Each	2	\$150.00	\$300.00	
*Assumes 7.5' mounting height 2" square tube					\$1,050.00
SIGNALS					
Flashing Beacon Installation	LS	1	\$24,100.00	\$24,100.00	
					\$24,100.00
ILLUMINATION					
Cobrahead style luminaire (250W)	Each	1	\$300.00	\$300.00	
Luminaire Pole and Arm	Each	1	\$3,500.00	\$3,500.00	
Luminaire Foundation	Each	1	\$1,000.00	\$1,000.00	
Current Lighting Rotation	Each	1	\$250.00	\$250.00	
6' Mast Arm for Wood Pole	Each	3	\$200.00	\$600.00	
Cobrahead Style Luminaire - 400W HPS	Each	3	\$250.00	\$750.00	
					\$6,400.00

Construction Estimated Total \$85,282.50

Engineering @ 10% \$8,528.25

Contingencies @ 20% \$17,056.50

Construction @ 10% \$8,528.25

Total Contract Costs \$119,395.50

US 101: 14th STREET PEDESTRIAN SAFETY CROSSING (REEDSPORT)

	Units	Quantity	Unit Cost	Cost	SUBTOTAL
MOBILIZATION					
Mobilization	LS	All	\$1,500.00	\$1,500.00	\$1,500.00
TEMPORARY TRAFFIC CONTROL					
Temporary Protection and Direction of Traffic	LS	All	\$0.00	\$0.00	
Temporary Signs	Ft ²	100	\$15.00	\$1,500.00	
28" Tubular Markers	Each	0	\$45.00	\$0.00	
Temporary Barricades, Type III	Each	0	\$95.00	\$0.00	
Temporary Plastic Drums	Each	0	\$35.00	\$0.00	
Sequential Arrow Signs	Each	0	\$2,300.00	\$0.00	
					\$1,500.00
ROADWORK					
Erosion Control	LS	All	\$0.00	\$0.00	
Pollution Control Plan	LS	All	\$0.00	\$0.00	
Construction Survey Work	LS	All	\$2,000.00	\$2,000.00	
					\$2,000.00
STRUCTURAL					
Removal of Structures and Obstructions	LS	All	\$0.00	\$0.00	
Median Refuge Island	Ft ²	0	\$7.50	\$0.00	
Concrete Sidewalk Ramps	Each	0	\$1,900.00	\$0.00	
Curb Extensions	Each	0	\$10,000.00	\$0.00	
Truncated Domes	Each	0	\$300.00	\$0.00	
					\$0.00
STRIPING (See Striping Cost Estimate Spreadsheet)					
Total	LS	0	\$300.00	\$300.00	\$300.00
SIGNING					
Type Y-1 Signs	Ft ²	0	\$25.00	\$0.00	
Sign Support Footings	Each	0	\$150.00	\$0.00	
Perforated Steel Square Tube Sign Supports*	Each	0	\$150.00	\$0.00	
*Assumes 7.5' mounting height 2" square tube					\$0.00
SIGNALS					
Flashing Beacon Installation	LS	0	\$24,100.00	\$0.00	
					\$0.00
ILLUMINATION					
Cobrahead style luminaire (250W)	Each	3	\$300.00	\$900.00	
Luminaire Pole and Arm	Each	3	\$3,500.00	\$10,500.00	
Luminaire Foundation	Each	3	\$1,000.00	\$3,000.00	
Current Lighting Rotation	Each	0	\$250.00	\$0.00	
6' Mast Arm for Wood Pole	Each	1	\$200.00	\$200.00	
Cobrahead Style Luminaire - 400W HPS	Each	1	\$250.00	\$250.00	
					\$14,850.00

Construction Estimated Total \$20,150.00

Engineering @ 10% \$2,015.00

Contingencies @ 20% \$4,030.00

Construction @ 10% \$2,015.00

Total Contract Costs **\$28,210.00**

OR 38: 3rd STREET PEDESTRIAN SAFETY CROSSING (REEDSPORT)

	Units	Quantity	Unit Cost	Cost	SUBTOTAL
MOBILIZATION					
Mobilization	LS	All	\$6,500.00	\$6,500.00	
					\$6,500.00
TEMPORARY TRAFFIC CONTROL					
Temporary Protection and Direction of Traffic	LS	All	\$1,000.00	\$1,000.00	
Temporary Signs	Ft ²	200	\$15.00	\$3,000.00	
28" Tubular Markers	Each	40	\$45.00	\$1,800.00	
Temporary Barricades, Type III	Each	4	\$95.00	\$380.00	
Temporary Plastic Drums	Each	32	\$35.00	\$1,120.00	
Sequential Arrow Signs	Each	0	\$2,300.00	\$0.00	
					\$7,300.00
ROADWORK					
Erosion Control	LS	All	\$1,000.00	\$1,000.00	
Pollution Control Plan	LS	All	\$0.00	\$0.00	
Construction Survey Work	LS	All	\$0.00	\$0.00	
					\$1,000.00
STRUCTURAL					
Removal of Structures and Obstructions	LS	All	\$0.00	\$0.00	
Median Refuge Island	Ft ²	0	\$7.50	\$0.00	
Concrete Sidewalk Ramps	Each	2	\$1,900.00	\$3,800.00	
Curb Extensions	Each	1000	\$7.50	\$7,500.00	
Truncated Domes	Each	2	\$300.00	\$600.00	
					\$11,900.00
STRIPING (See Striping Cost Estimate Spreadsheet)					
Total	LS	1	\$2,362.50	\$2,362.50	\$2,362.50
SIGNING					
Type Y-1 Signs	Ft ²	36	\$25.00	\$900.00	
Sign Support Footings	Each	4	\$150.00	\$600.00	
Perforated Steel Square Tube Sign Supports*	Each	4	\$150.00	\$600.00	
*Assumes 7.5' mounting height 2" square tube					\$2,100.00
SIGNALS					
Flashing Beacon Installation	LS	0	\$24,100.00	\$0.00	
					\$0.00
ILLUMINATION					
Cobrahead style luminaire (250W)	Each	3	\$300.00	\$900.00	
Luminaire Pole and Arm	Each	3	\$3,500.00	\$10,500.00	
Luminaire Foundation	Each	3	\$1,000.00	\$3,000.00	
Current Lighting Rotation	Each	0	\$250.00	\$0.00	
6' Mast Arm for Wood Pole	Each	0	\$200.00	\$0.00	
Cobrahead Style Luminaire - 400W HPS	Each	0	\$250.00	\$0.00	
					\$14,400.00

Construction Estimated Total \$45,562.50

Engineering @ 10% \$4,556.25

Contingencies @ 20% \$9,112.50

Construction @ 10% \$4,556.25

Total Contract Costs \$63,787.50

US 101/OR 38 JUNCTION SIGNAL (REEDSPORT)

	Units	Quantity	Unit Cost	Cost	SUBTOTAL
MOBILIZATION					
Mobilization	LS	All	\$1,000.00	\$1,000.00	
					\$1,000.00
TEMPORARY TRAFFIC CONTROL					
Temporary Protection and Direction of Traffic	LS	All	\$1,000.00	\$1,000.00	
Temporary Signs	Ft ²	100	\$15.00	\$1,500.00	
28" Tubular Markers	Each	0	\$45.00	\$0.00	
Temporary Barricades, Type III	Each	0	\$95.00	\$0.00	
Temporary Plastic Drums	Each	0	\$35.00	\$0.00	
Sequential Arrow Signs	Each	0	\$2,300.00	\$0.00	
					\$2,500.00
ROADWORK					
Erosion Control	LS	All	\$1,000.00	\$1,000.00	
Pollution Control Plan	LS	All	\$0.00	\$0.00	
Construction Survey Work	LS	All	\$0.00	\$0.00	
					\$1,000.00
STRUCTURAL					
Removal of Structures and Obstructions	LS	All	\$0.00	\$0.00	
Median Refuge Island	Ft ²	0	\$7.50	\$0.00	
Concrete Sidewalk Ramps	Each	0	\$1,900.00	\$0.00	
Curb Extensions	Each	0	\$10,000.00	\$0.00	
Truncated Domes	Each	0	\$300.00	\$0.00	
					\$0.00
STRIPING (See Striping Cost Estimate Spreadsheet)					
Total	LS	1	\$0.00	\$0.00	
					\$0.00
SIGNING					
Type Y-1 Signs	Ft ²	0	\$25.00	\$0.00	
Sign Support Footings	Each	0	\$150.00	\$0.00	
Perforated Steel Square Tube Sign Supports*	Each	0	\$150.00	\$0.00	
*Assumes 7.5' mounting height 2" square tube					\$0.00
SIGNALS					
Flashing Beacon Installation	LS	0	\$24,100.00	\$0.00	
Pedestrian Countdown Timers	Each	2	\$700.00	\$1,400.00	
					\$1,400.00
ILLUMINATION					
Cobrahead style luminaire (250W)	Each	2	\$300.00	\$600.00	
Luminaire Pole and Arm	Each	2	\$3,500.00	\$7,000.00	
Luminaire Foundation	Each	2	\$1,000.00	\$2,000.00	
Current Lighting Rotation	Each	1	\$250.00	\$250.00	
6' Mast Arm for Wood Pole	Each	0	\$200.00	\$0.00	
Cobrahead Style Luminaire - 400W HPS	Each	0	\$250.00	\$0.00	
					\$9,850.00

Construction Estimated Total \$15,750.00

Engineering @ 10% \$1,575.00

Contingencies @ 20% \$3,150.00

Construction @ 10% \$1,575.00

Total Contract Costs \$22,050.00

US 101: 22nd STREET SIGNAL (REEDSPORT)

	Units	Quantity	Unit Cost	Cost	SUBTOTAL
MOBILIZATION					
Mobilization	LS	All	\$1,000.00	\$1,000.00	
					\$1,000.00
TEMPORARY TRAFFIC CONTROL					
Temporary Protection and Direction of Traffic	LS	All	\$1,000.00	\$1,000.00	
Temporary Signs	Ft ²	100	\$15.00	\$1,500.00	
28" Tubular Markers	Each	0	\$45.00	\$0.00	
Temporary Barricades, Type III	Each	0	\$95.00	\$0.00	
Temporary Plastic Drums	Each	0	\$35.00	\$0.00	
Sequential Arrow Signs	Each	0	\$2,300.00	\$0.00	
					\$2,500.00
ROADWORK					
Erosion Control	LS	All	\$1,000.00	\$1,000.00	
Pollution Control Plan	LS	All	\$0.00	\$0.00	
Construction Survey Work	LS	All	\$0.00	\$0.00	
					\$1,000.00
STRUCTURAL					
Removal of Structures and Obstructions	LS	All	\$0.00	\$0.00	
Median Refuge Island	Ft ²	0	\$7.50	\$0.00	
Concrete Sidewalk Ramps	Each	0	\$1,900.00	\$0.00	
Curb Extensions	Each	0	\$10,000.00	\$0.00	
Truncated Domes	Each	0	\$300.00	\$0.00	
					\$0.00
STRIPING (See Striping Cost Estimate Spreadsheet)					
Total	LS	1	\$5,755.00	\$5,755.00	\$5,755.00
SIGNING					
Type Y-1 Signs	Ft ²	0	\$25.00	\$0.00	
Sign Support Footings	Each	0	\$150.00	\$0.00	
Perforated Steel Square Tube Sign Supports*	Each	0	\$150.00	\$0.00	
*Assumes 7.5' mounting height 2" square tube					\$0.00
SIGNALS					
Flashing Beacon Installation	LS	0	\$24,100.00	\$0.00	
Pedestrian Countdown Timers	Each	4	\$700.00	\$2,800.00	
					\$2,800.00
ILLUMINATION					
Cobrahead style luminaire (250W)	Each	1	\$300.00	\$300.00	
Luminaire Pole and Arm	Each	1	\$3,500.00	\$3,500.00	
Luminaire Foundation	Each	1	\$1,000.00	\$1,000.00	
Current Lighting Rotation	Each	2	\$250.00	\$500.00	
6' Mast Arm for Wood Pole	Each	1	\$200.00	\$200.00	
Cobrahead Style Luminaire - 400W HPS	Each	1	\$250.00	\$250.00	
					\$5,750.00

Construction Estimated Total \$18,805.00

Engineering @ 10% \$1,880.50

Contingencies @ 20% \$3,761.00

Construction @ 10% \$1,880.50

Total Contract Costs **\$26,327.00**

*Assuming signal controller upgrade is included in a separate ODOT project

US 101: CORRIDOR WIDE TREATMENT - PEDESTRIAN COUNTDOWN TIMERS (REEDSPOR

Signalized Intersection Location	Number of Pedestrian Countdown Timers Needed
US 101/19th Street	4
US 101/Winchester Avenue	4
US 101/13th Street	4
Total	12

SIGNALS

Pedestrian Countdown Timers	Each	12	\$700.00	\$8,400.00
Speed Feedback Signs	Each	4	\$5,500.00	\$22,000.00

Construction Estimated Total	\$30,400.00
Engineering @ 10%	\$3,040.00
Contingencies @ 20%	\$6,080.00
Construction @ 10%	\$3,040.00
Total Contract Costs	\$42,560.00

US 101: RESTRIPING TO 3 LANES

REMOVAL (from 16th to 22nd)				
Length (ft)	# 4" lines	Total	BAR (ft)	Legends
220	6.5	1430	25	5
945	4.5	4252.5	25	
350	4.5	1575	25	
350	4.5	1575	25	
350	2.5	875		
150	4.5	675		
75	6.5	487.5		
75	4.5	337.5		
75	6.5	487.5		
850	6.5	5525		
Total Length:		17220	100	5
Cost/unit:		\$0.75	\$2.00	\$100
Total Cost:		\$12,915.00	\$200.00	\$500.00

NEW Striping						
Alternative	Length	# 4" lines per cross-section	Total	Cost/Unit	Total Cost	
Alt. #1	3450	9	31050	\$1.00	\$31,050.00	
Alt. #2	3450	10.75	37087.5	\$1.00	\$37,087.50	
				# of Legends	Cost/unit	Total Cost
New Legends: Bike				8	\$250	\$2,000
(both alternatives) Arrows				20	\$250	\$5,000

SUMMARY		
	Alt 1	Alt 2
Total Removal Cost:	\$13,615.00	\$13,615.00
New Striping Cost:	\$38,050.00	\$44,087.50
Update Signs:	\$2,000.00	\$2,000.00
22nd Signal:	\$25,000.00	\$25,000.00
19th Signal:	\$35,000.00	\$35,000.00
Subtotal:	\$113,665.00	\$119,702.50
Contingency and Design	\$79,600.00	\$83,800.00
TOTAL:	\$193,000.00	\$204,000.00

Assumes North/South left turn phasing and signal heads and wiring

Assumes left turn phasing for all approaches and signal heads and wiring

Assumes 10% contingency, 10% construction engineering, 10% mobilization, 10% TP & DT, 30% design and delivery cost