

APPENDICES

- A. CUT SHEETS
- B. ADDITIONAL IMPROVEMENT OPTIONS CONSIDERED
- C. TURN LANE WARRANTS
- D. ACCESS INVENTORY
- E. SUMMARY EVALUATION MATRIX

APPENDIX A

CUT SHEETS

Location:
Segment 1 - US 101 from Chetco River Bridge to Zimmerman Lane
(Sheet 1 of 1)

Characteristics:

- Milepost: 358.02 - 358.57
- Speed Limit: 45 mph
- Existing Volume (AADT): 18,000
- Cross Section: 5-lane divided
- Average ROW Width: 140 feet
- Crashes/year: 3.5

Needs:

- Confusion with two-way left turn lane (TWLTL)
- Sidewalks
- Street lighting

Improvement Option 1

Description:

- (1) Add sidewalks
- (2) Install bike lanes
- (3) Install LED street lighting
- (4) Add reflectorized two-way turn pavement arrows

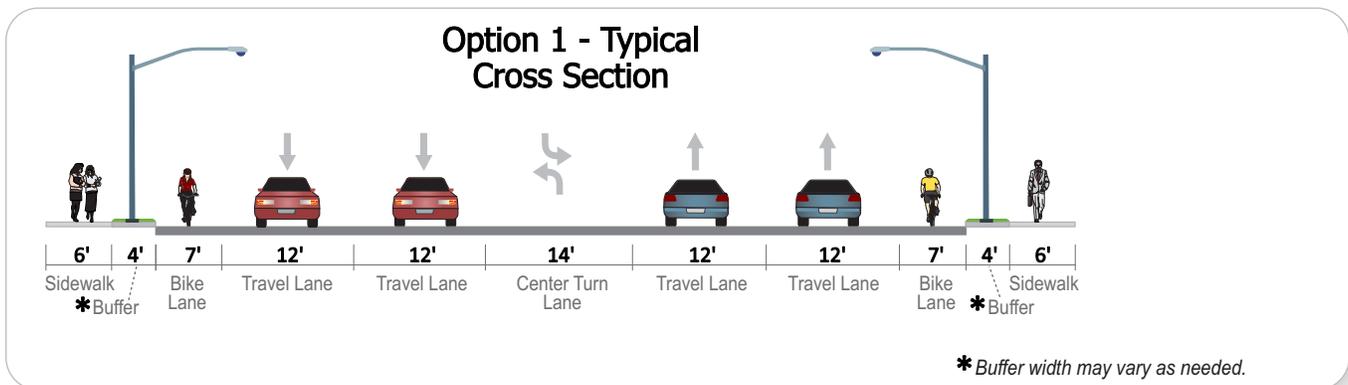
Benefits:

- Enhanced pedestrian and bicyclist environment
- Improved visibility for drivers and pedestrians
- Less driver confusion about TWLTL
- Increased sense of community
- Lighting would result in potential 9% crash reduction

Key Considerations/Notes:

- No additional right-of-way would be needed for this improvement option
- Installation of street lighting subject to findings of lighting analysis

Preliminary Cost Estimate: \$526,000



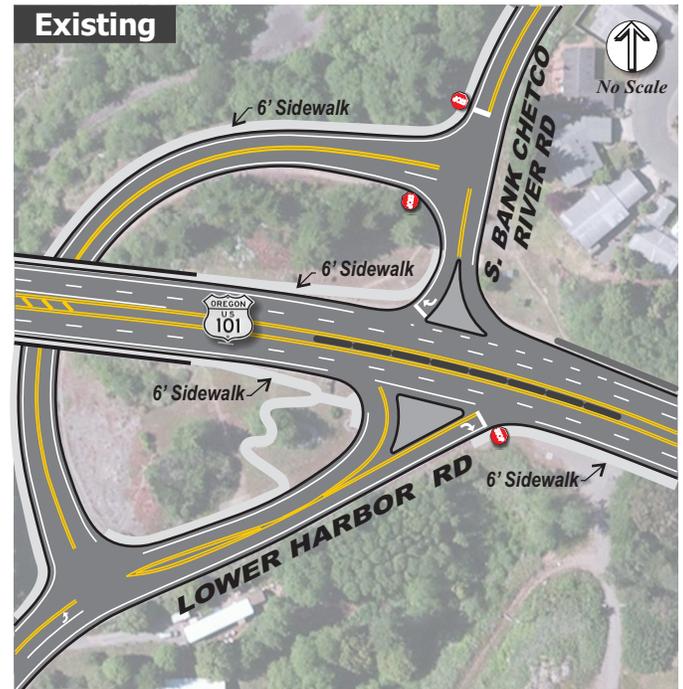
Location:
**US 101/Lower Harbor Road/
 South Bank Chetco River Road**
 (Sheet 1 of 4)

Characteristics:

- Milepost: 358.13
- Speed Limit: 45 mph
- Existing Volume (AADT): 19,000
- Cross Section: 5-lane divided
- ROW Width: 300 feet
- Traffic Control: Unsignalized
- Crashes/year: 1

Need(s):

- Street lighting
- Sidewalks
- Mobility (future need)
- Bike route signage
- Skewed intersection
- Steep northbound approach grade



Improvement Option 1

Description:

- (1) Add sidewalks
- (2) Install LED street lighting
- (3) Add signage for designated bike route to Ocean View Dr.
- (4) Provide guide signs in both directions on US 101 to direct drivers to Lower Harbor Rd. and S. Bank Chetco River Rd.
- (5) Install crosswalk with pedestrian activated High Intensity Activated Crosswalk (HAWK) beacon and raised pedestrian refuge

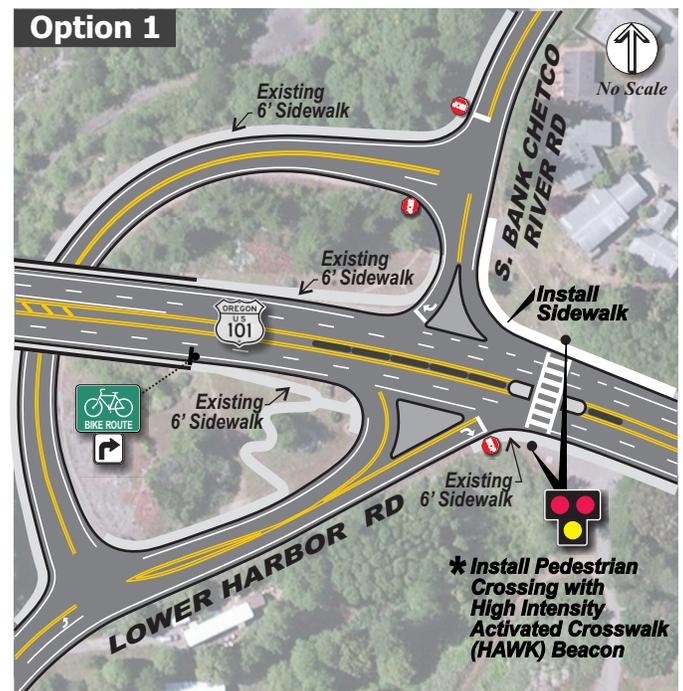
Preliminary Cost Estimate: \$155,000

Benefits:

- Enhanced pedestrian environment
- Improved visibility for drivers and pedestrians
- Improved routing guidance for bicyclists
- Less driver confusion
- Lighting would result in potential 10% crash reduction

Key Considerations/Notes:

- No additional right-of-way would be needed for this improvement option
- Installation of street lighting subject to findings of lighting analysis
- Future mobility need would not be addressed



*HAWK location is approximate and would be determined based on additional analysis.

Location:
**US 101/Lower Harbor Road/
 South Bank Chetco River Road**
 (Sheet 2 of 4)

Improvement Option 2

Description:

- (1) Add sidewalks
- (2) Install LED street lighting
- (3) Add signage for designated bike route to Ocean View Dr.
- (4) Provide guide signs in both directions on US 101 to direct drivers to Lower Harbor Rd. and S. Bank Chetco River Rd.
- (5) Install crossing with Rectangular Rapid Flashing Beacons (RRFBs) and raised pedestrian refuge

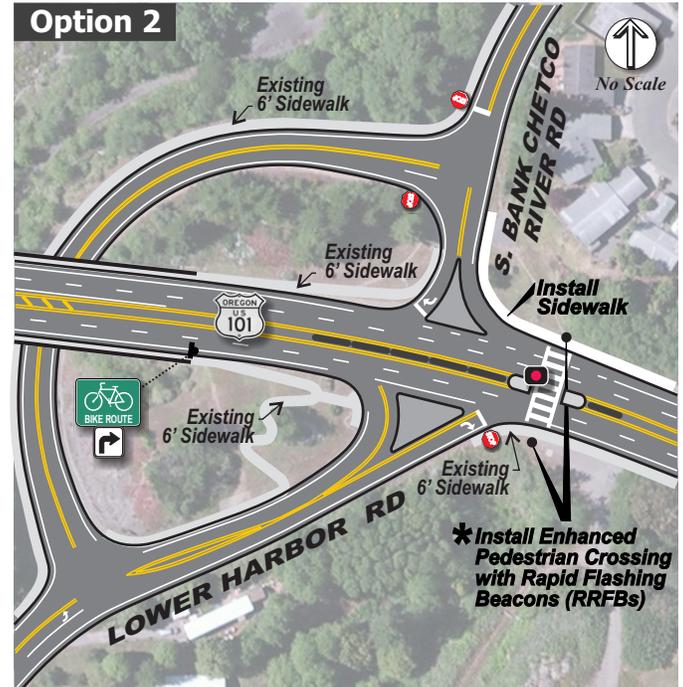
■ **Preliminary Cost Estimate:** \$125,000

Benefits:

- Enhanced pedestrian environment
- Improved visibility for drivers and pedestrians
- Improved route guidance for bicyclists
- Less driver confusion
- Lighting would result in potential 10% crash reduction

Key Considerations/Notes:

- No additional right-of-way would be needed for this improvement option
- Installation of street lighting subject to findings of lighting analysis
- Future mobility need would not be addressed



*RRFB location is approximate and would be determined based on additional analysis.

Location:
**US 101/Lower Harbor Road/
 South Bank Chetco River Road**
 (Sheet 3 of 4)

Improvement Option 3

Description:

- (1) Add sidewalks and ADA-compliant curb ramps
- (2) Install traffic signal
- (3) Install LED street lighting
- (4) Remove traffic separator
- (5) Install left and right turn lanes on US 101, left turn lane on Lower Harbor Rd., and right turn lane on S Bank Chetco River Rd.
- (6) Close access to Underpass Rd. from S. Bank Chetco River Rd. to provide additional southbound storage on South Bank Chetco River Rd. Construct cul-de-sac on Underpass Rd. for emergency vehicle turnaround
- (7) Add signage for designated bike route to Ocean View Dr.

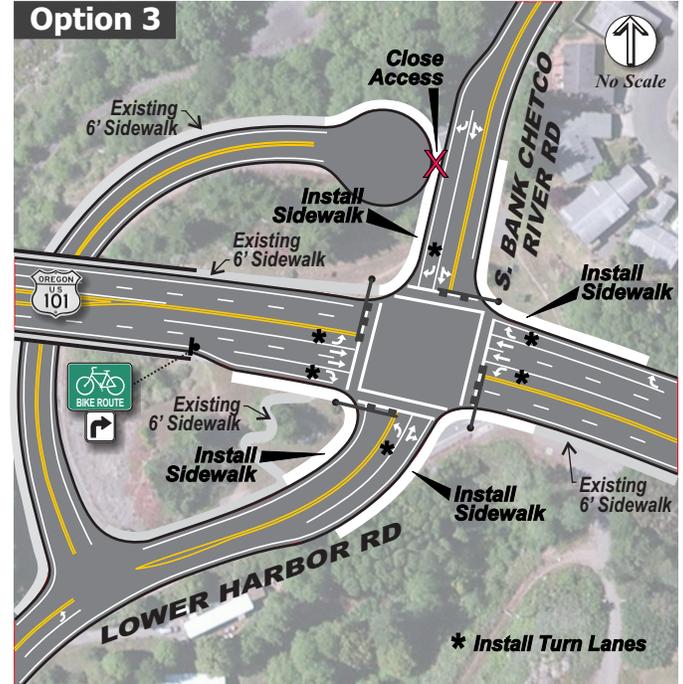
■ **Preliminary Cost Estimate:** \$429,000

Benefits:

- Enhanced pedestrian environment
- Improved visibility for drivers and pedestrians
- Improved route guidance for bicyclists
- Improved mobility and traffic operations
- Reduced speeds along US 101
- Direct access to Lower Harbor Rd./S. Bank Chetco River Rd. from US 101
- Less driver confusion

Key Considerations/Notes:

- Intersection realignment on south leg would be required, with right-of-way impacts
- Future mobility need would be addressed



Location:
**US 101/Lower Harbor Road/
 South Bank Chetco River Road**
 (Sheet 4 of 4)

Improvement Option 4

■ **Description:**

- (1) Add sidewalk on the east side of Lower Harbor Rd between Underpass Rd. and US 101
- (2) Install LED street lighting
- (3) Add signage for pedestrian route to cross US 101 on Underpass Rd.
- (3) Add signage for designated bike route to Ocean View Dr.
- (4) Provide guide signs in both directions on US 101 to direct drivers to Lower Harbor Rd. and S. Bank Chetco River Rd.

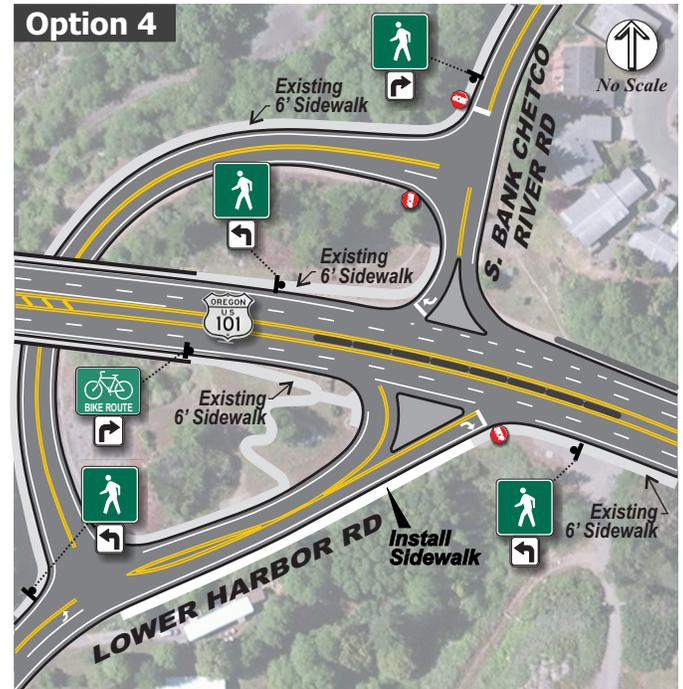
■ **Preliminary Cost Estimate:** \$46,000

■ **Benefits:**

- Improved pedestrian connectivity and routing guidance
- Improved visibility for drivers and pedestrians
- Improved routing guidance for bicyclists
- Less driver confusion
- Lighting would result in potential 10% crash reduction

■ **Key Considerations/Notes:**

- No additional right-of-way would be needed for this improvement option
- Installation of street lighting subject to findings of lighting analysis



Scoring

Evaluation Criterion	Weight	Raw Score			
		Option 1	Option 2	Option 3	Option 4
1. Reduction in crash rate/severity	14	4	3	8	2
2. Type/level of geometric improvement	9	0	0	4	0
3. Type/level of bicycle/pedestrian improvement	9	4	4	7	1
4. Reduction in traffic conflicts	10	0	0	-3	0
5. Reduction in congestion and delay	5	0	0	4	0
6. Reduction in number of access points	9	0	0	0	0
7. Improvement in access design	8	0	0	0	0
8. Minimization of construction cost	13	7	7	4	9
9. Minimization of right-of-way	6	10	10	8	10
10. Number and size of project phases	8	0	0	0	0
11. Minimization of environmental impacts	3	10	10	10	10
12. Minimization of impacts to EEU and developed parcels	4	10	10	10	10
13. Consistency with ODOT standards, local plans and policies	2	10	10	10	10
Total		333	319	391	304

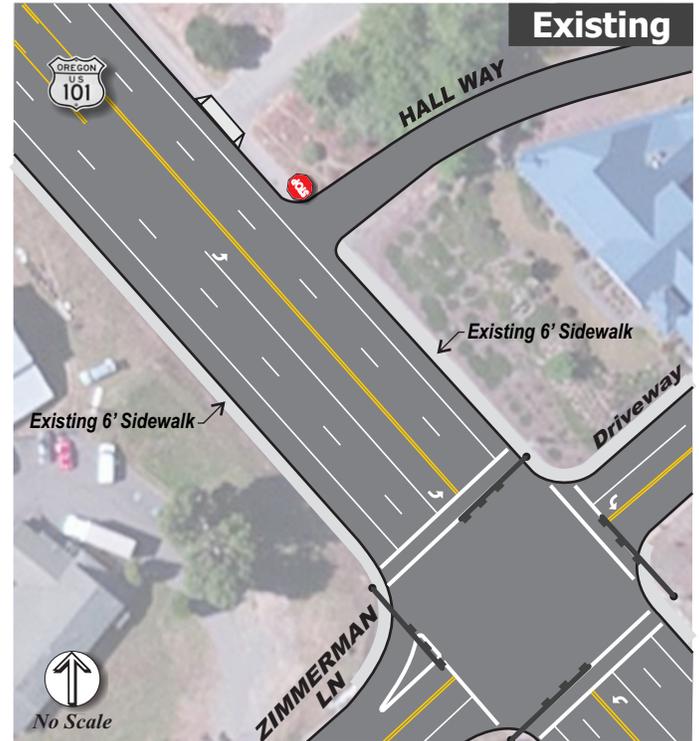
Location:
US 101/Hall Way
 (Sheet 1 of 1)

Characteristics:

- Milepost: 358.52
- Speed Limit: 45 mph
- Existing Volume (AADT): 16,000
- Cross Section: 5-lane divided
- ROW Width: 215 feet
- Traffic Control: Unsignalized
- Crashes/year: <1

Need(s):

- Turn lane - existing need
- Street lighting
- Sidewalks



Improvement Option 1

Description:

- (1) Change striping north of Zimmerman Lane from double-yellow to solid and dashed
- (2) Install LED street lighting
- (3) Add sidewalks

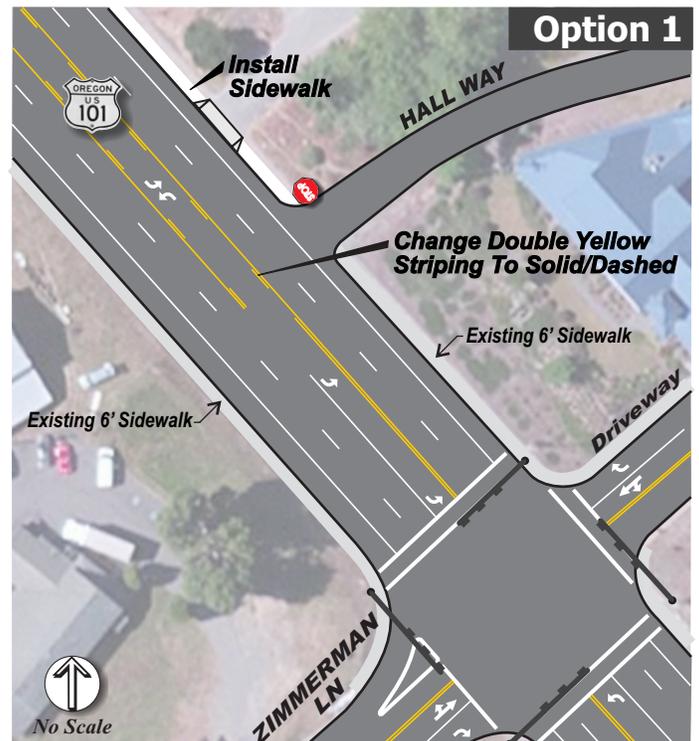
Preliminary Cost Estimate: \$21,000

Benefits:

- Enhanced pedestrian environment
- Improved visibility for drivers and pedestrians
- Improved traffic operations and safety with restriping
- Potential crash reduction of 10% due to lighting

Key Considerations/Notes:

- No additional right-of-way would be needed for this improvement
- Restriping needed to make currently illegal southbound left turns legal
- Installation of street lighting subject to findings of lighting analysis
- Not enough distance between Zimmerman Lane and Hall Way for southbound turn lane at Hall Way



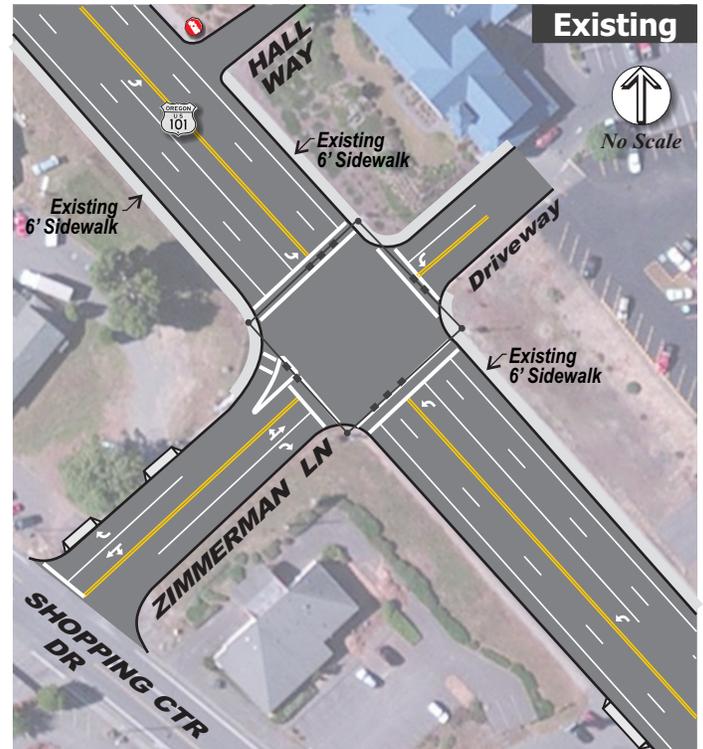
Location:
US 101/Zimmerman Lane
 (Sheet 1 of 2)

Characteristics:

- Milepost: 358.57
- Speed Limit: 45 mph
- Existing Volume (AADT): 15,000
- Cross Section: 5-lane divided
- ROW Width: 205 feet
- Traffic Control: Signalized
- Crashes/year: 2

Need(s):

- ADA-compliant curb ramps
- Mobility (future need)
- Observed crash rate exceeds critical crash rate (critical crash rate methodology from Highway Safety Manual)
- Signal timing that accommodates pedestrians
- Street lighting
- Sidewalk



Improvement Option 1

Description:

- (1) Add LED street lighting
- (2) Traffic signal improvements:
 - Retime signal to better serve pedestrians
 - Replace span wires with mast arms to increase signal conspicuity
 - Install LED signal heads
 - Place 3M reflective tape around border of signal backplates (front and back)
- (3) Pedestrian improvements:
 - Install pedestrian countdown timers
 - Construct ADA-compliant curb ramps on all intersection approaches
 - Add sidewalk

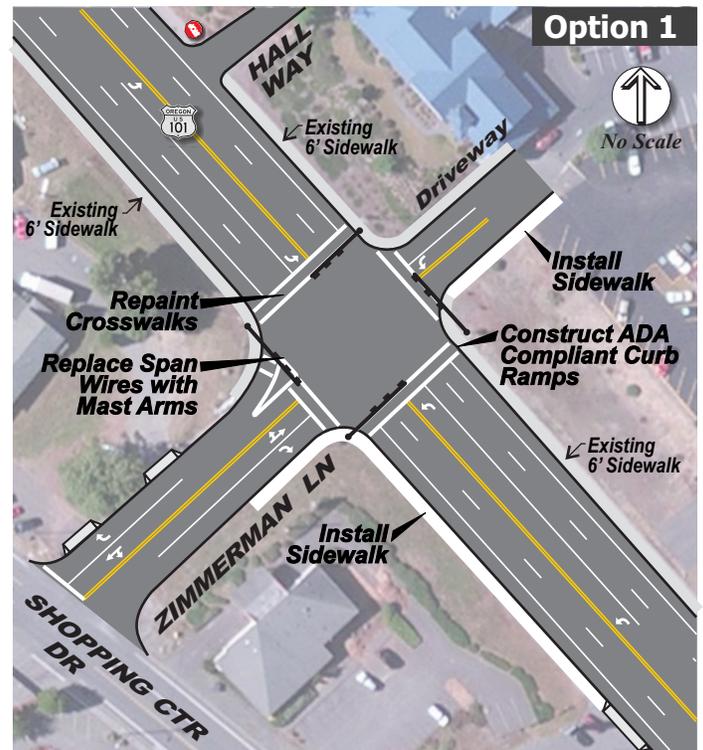
Preliminary Cost Estimate: \$225,000

Benefits:

- Enhanced pedestrian environment
- Improved visibility for drivers and pedestrians
- Improved driver recognition of intersection

Key Considerations/Notes:

- Installation of street lighting subject to findings of lighting analysis
- Future mobility need would not be addressed



Location:
US 101/Zimmerman Lane
 (Sheet 2 of 2)

Improvement Option 2

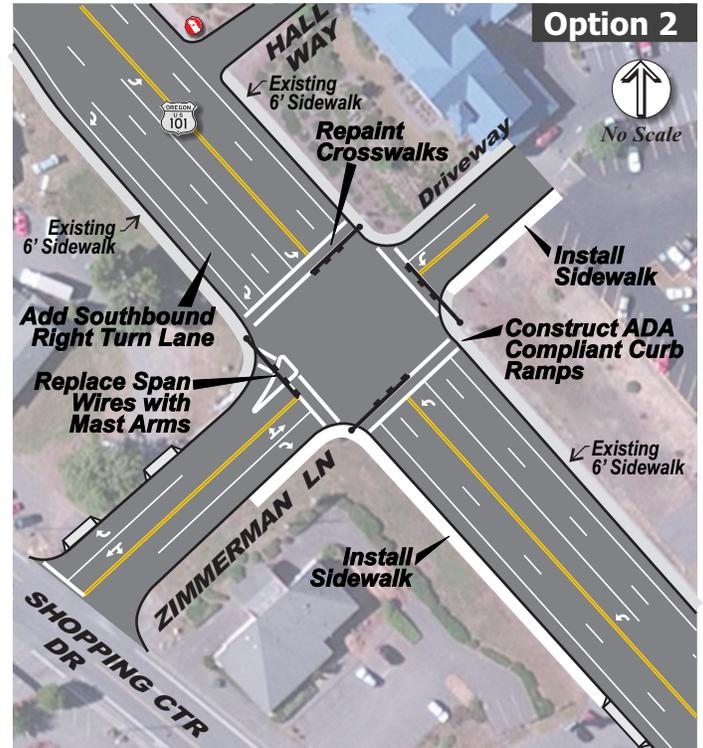
■ **Description:**

- (1) Add LED street lighting
- (2) Traffic signal improvements:
 - Retime signal to better serve pedestrians
 - Replace span wires with mast arms to increase signal conspicuity
 - Install LED signal heads
 - Place 3M reflective tape around border of signal backplates (front and back)
- (3) Pedestrian improvements:
 - Install pedestrian countdown timers
 - Construct ADA-compliant curb ramps on all intersection approaches
 - Add sidewalk
- (4) Add a southbound right turn lane

■ **Preliminary Cost Estimate:** \$272,000

■ **Benefits:**

- Enhanced pedestrian environment
- Improved visibility for drivers and pedestrians
- Improved driver recognition of intersection
- Improved traffic operations and safety with removal of turning vehicles from traffic stream
- Improved mobility



■ **Key Considerations/Notes:**

- Installation of street lighting subject to findings of lighting analysis
- Future mobility need would be addressed

Scoring

Evaluation Criterion	Weight	Raw Score	
		Option 1	Option 2
1. Reduction in crash rate/severity	14	5	6
2. Type/level of geometric improvement	9	0	2
3. Type/level of bicycle/pedestrian improvement	9	7	7
4. Reduction in traffic conflicts	10	0	0
5. Reduction in congestion and delay	5	0	2
6. Reduction in number of access points	9	0	0
7. Improvement in access design	8	0	0
8. Minimization of construction cost	13	6	5
9. Minimization of right-of-way	6	10	10
10. Number and size of project phases	8	7	7
11. Minimization of environmental impacts	3	10	10
12. Minimization of impacts to EEU and developed parcels	4	10	10
13. Consistency with ODOT standards, local plans and policies	2	10	10
Total		417	446



Location:
Segment 2 - US 101 South of Zimmerman Lane to Hoffeldt Lane
(Sheet 1 of 1)

Characteristics:

- Milepost: 358.58 - 358.76
- Speed Limit: 45 mph
- Existing Volume (AADT): 13,500
- Cross Section: 5-lane divided
- Average ROW Width: 90 feet
- Crashes/year: 3.8

Needs:

- Confusion with two-way left turn lane (TWLTL)
- Sidewalks
- Street lighting

Improvement Option 1

Description:

- (1) Add sidewalks
- (2) Install bike lanes
- (3) Install LED street lighting
- (4) Add reflectorized two-way turn pavement arrows

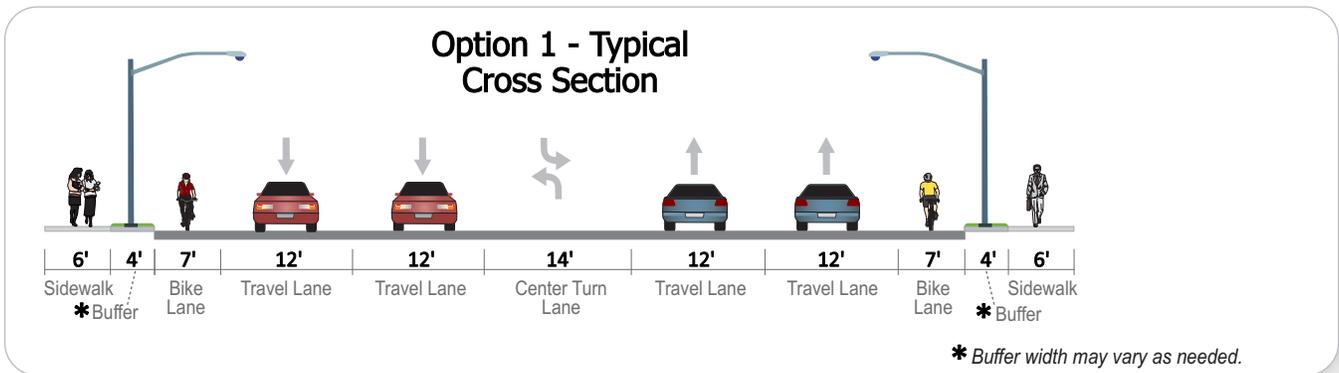
Benefits:

- Enhanced pedestrian and bicyclist environment
- Improved visibility for drivers and pedestrians
- Less driver confusion about TWLTL
- Lighting would result in potential 9% crash reduction

Preliminary Cost Estimate: \$194,000

Key Considerations/Notes:

- No additional right-of-way would be needed for this improvement option
- Installation of street lighting subject to findings of lighting analysis



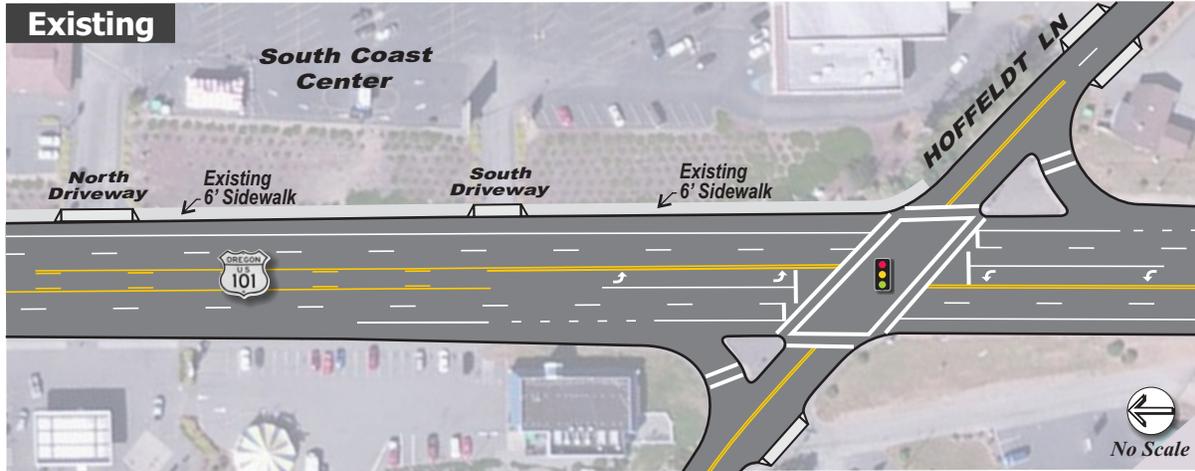
Location:
US 101/South Coast Center
 (Sheet 1 of 2)

Characteristics:

- Milepost: 358.68
- Speed Limit: 45 mph
- Existing Volume (AADT): 13,000
- Cross Section: 5-lane divided
- ROW Width: 160 feet
- Crashes/year: 2

Need(s):

- ADA-compliant curb ramps
- Access management
- Street lighting
- Sidewalks



Improvement Option 1

Description:

- (1) Add sidewalk on both sides of US 101 between South Coast Center north driveway and Hofffeldt Lane
- (2) Install LED street lighting
- (3) Install ADA-compliant curb ramps at shopping center north driveway
- (4) Install crosswalk on south side of north driveway with pedestrian activated High Intensity Activated Crosswalk (HAWK) beacon and raised pedestrian refuge
- (5) Close south driveway (nearest to intersection of Hofffeldt Lane) and route all shopping center traffic to north driveway

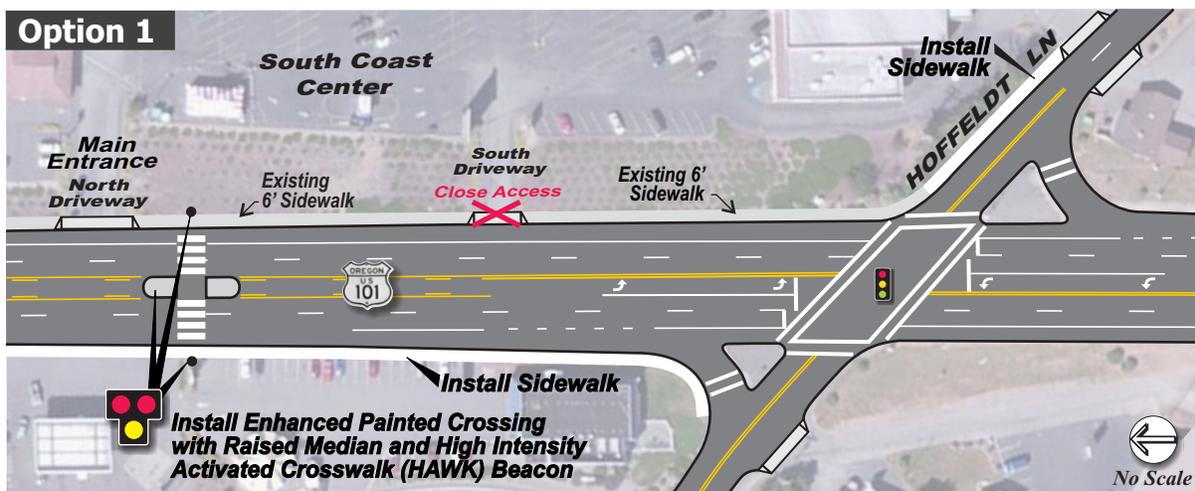
Preliminary Cost Estimate: \$262,000

Benefits:

- Enhanced pedestrian environment
- Improved visibility for drivers and pedestrians
- Reduced number of turning conflicts
- Lighting would result in potential 9% crash reduction

Key Considerations/Notes:

- No additional right-of-way would be needed for this improvement option
- Installation of street lighting subject to findings of lighting analysis



Location:
US 101/South Coast Center
 (Sheet 2 of 2)

Improvement Option 2

■ **Description:**

- (1) Add sidewalk on both sides of US 101 between South Coast Center north driveway and Hoffeldt Lane
- (2) Install LED street lighting
- (3) Install ADA-compliant curb ramps at north and south shopping center driveways
- (4) Change access at shopping center south driveway to right-in/right-out
- (5) Install a two foot wide raised median with post-mounted delineators between the north driveway and Hoffeldt Lane
- (6) Install crosswalk on south side of north driveway, connecting to raised median with pedestrian activated High Intensity Activated Crosswalk (HAWK) beacon and raised pedestrian refuge

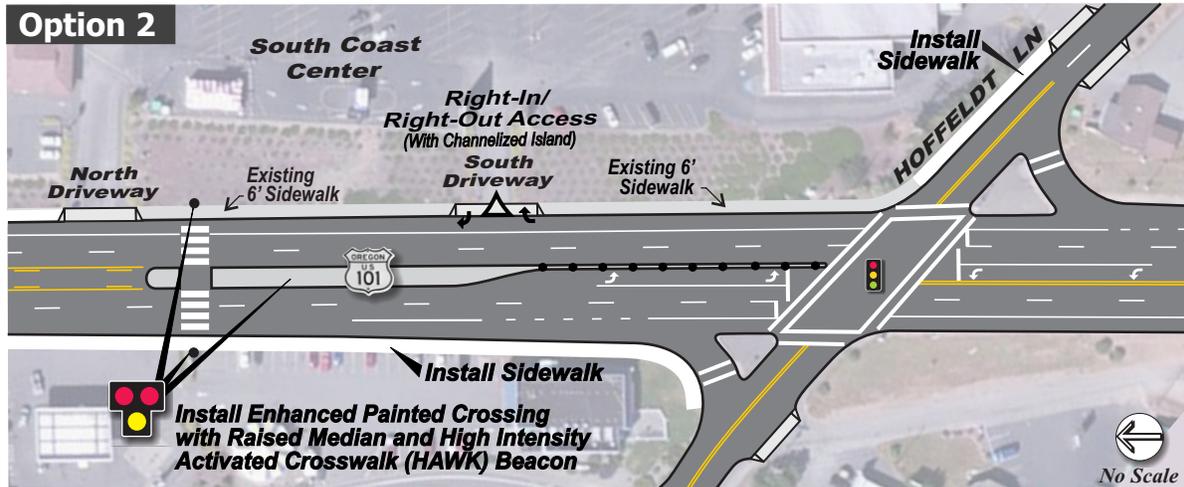
■ **Preliminary Cost Estimate:** \$265,000

■ **Benefits:**

- Enhanced pedestrian environment
- Improved visibility for drivers and pedestrians
- Reduced number of turning conflicts
- Lighting would result in potential 9% crash reduction

■ **Key Considerations/Notes:**

- No additional right-of-way would be needed for this improvement option
- Installation of street lighting subject to findings of lighting analysis
- South driveway modification must accommodate buses



Scoring

Evaluation Criterion	Weight	Raw Score	
		Option 1	Option 2
1. Reduction in crash rate/severity	14	8	8
2. Type/level of geometric improvement	9	0	0
3. Type/level of bicycle/pedestrian improvement	9	7	9
4. Reduction in traffic conflicts	10	8	6
5. Reduction in congestion and delay	5	0	0
6. Reduction in number of access points	9	7	0
7. Improvement in access design	8	0	6
8. Minimization of construction cost	13	5	5
9. Minimization of right-of-way	6	10	10
10. Number and size of project phases	8	8	8
11. Minimization of environmental impacts	3	10	10
12. Minimization of impacts to EEU and developed parcels	4	10	10
13. Consistency with ODOT standards, local plans and policies	2	10	10
Total		597	580

Location:
US 101/Hoffeldt Ln.
(Sheet 1 of 1)

■ **Characteristics:**

- Milepost: 358.76
- Speed Limit: 45 mph
- Existing Volume (AADT): 13,000
- Cross Section: 5-lane divided
- ROW Width: 250 feet
- Traffic Control: Signalized
- Crashes/year: 2

■ **Need(s):**

- ADA-compliant curb ramps
- Skewed intersection angle
- Observed crash rate exceeds critical crash rate (critical crash rate methodology from Highway Safety Manual)
- Signal timing that better serves pedestrians
- Street lighting
- Sidewalks



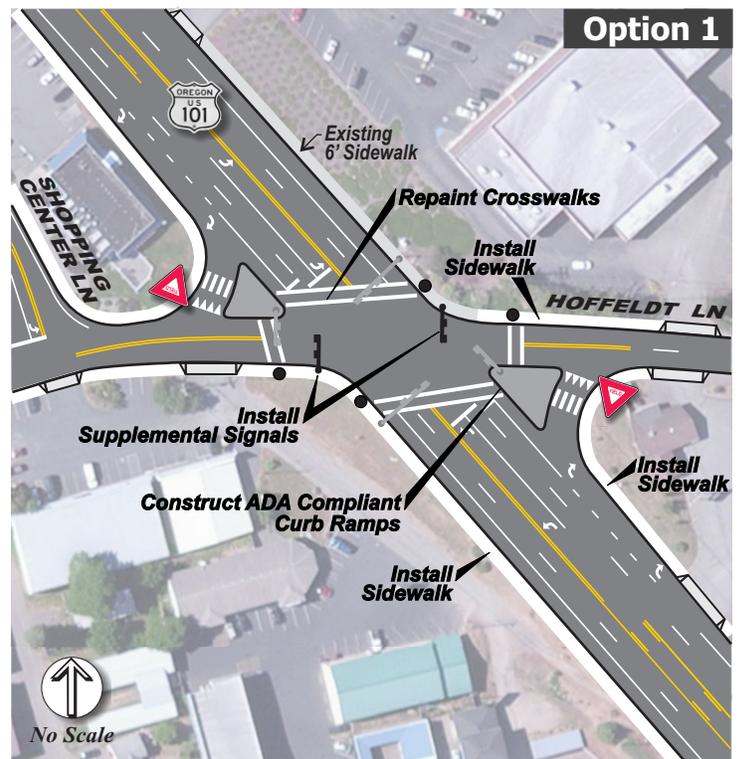
Improvement Option 1

■ **Description:**

- (1) Add LED street lighting
- (2) Traffic signal improvements:
 - Install supplemental signals on nearside approaches of Hoffeldt Ln.
 - Install LED signal heads
 - Place 3M reflective tape around border of signal backplates (front and back)
- (3) Pedestrian improvements:
 - Relocate pedestrian push buttons as shown (●)
 - Install pedestrian countdown timers
 - Construct ADA-compliant curb ramps/realign crosswalks on all intersection approaches
 - Add continental style crosswalk markings across right-turn slip lanes between intersection corners and pork chop islands
 - Add sidewalks
- (4) Repaint crosswalks on all intersection approaches
- (5) Add pavement markings around pork chop islands to match ODOT typical markings
- (6) Add right-turn arrow pavement markings on US 101 approaches
- (7) Install yield signs and striping for right-turn slip lanes from US 101 to Hoffeldt Lane

■ **Benefits:**

- Enhanced pedestrian environment
- Improved visibility for drivers and pedestrians
- Provide driver recognition of intersection
- Improved driver recognition of pork chop islands



■ **Preliminary Cost Estimate:** \$191,000

■ **Key Considerations/Notes:**

- No additional right-of-way would be needed for this improvement
- Installation of street lighting subject to findings of lighting analysis



Location:
Segment 3 - US 101 South of Hoffeldt Lane to Benham Lane
 (Sheet 1 of 1)

Characteristics:

- Milepost: 358.76 - 359.32
- Speed Limit: 45 mph
- Existing Volume (AADT): 14,000
- Cross Section: 5-lane divided
- Average ROW Width: 70 feet
- Crashes/year: 3.6

Needs:

- Confusion with two-way left turn lane (TWLTL)
- Sidewalks
- Street lighting

Improvement Option 1

Description:

- (1) Add sidewalks
- (2) Install bike lanes
- (3) Install LED street lighting
- (4) Add reflectorized two-way turn pavement arrows

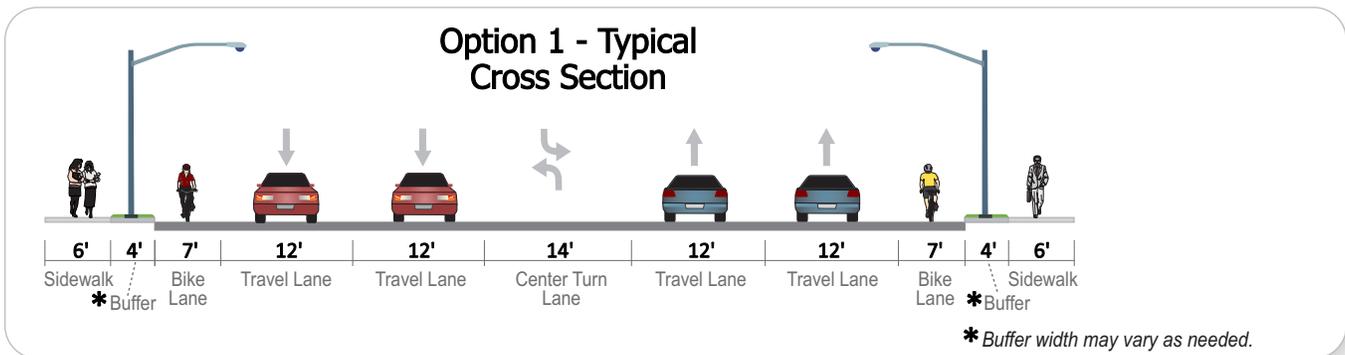
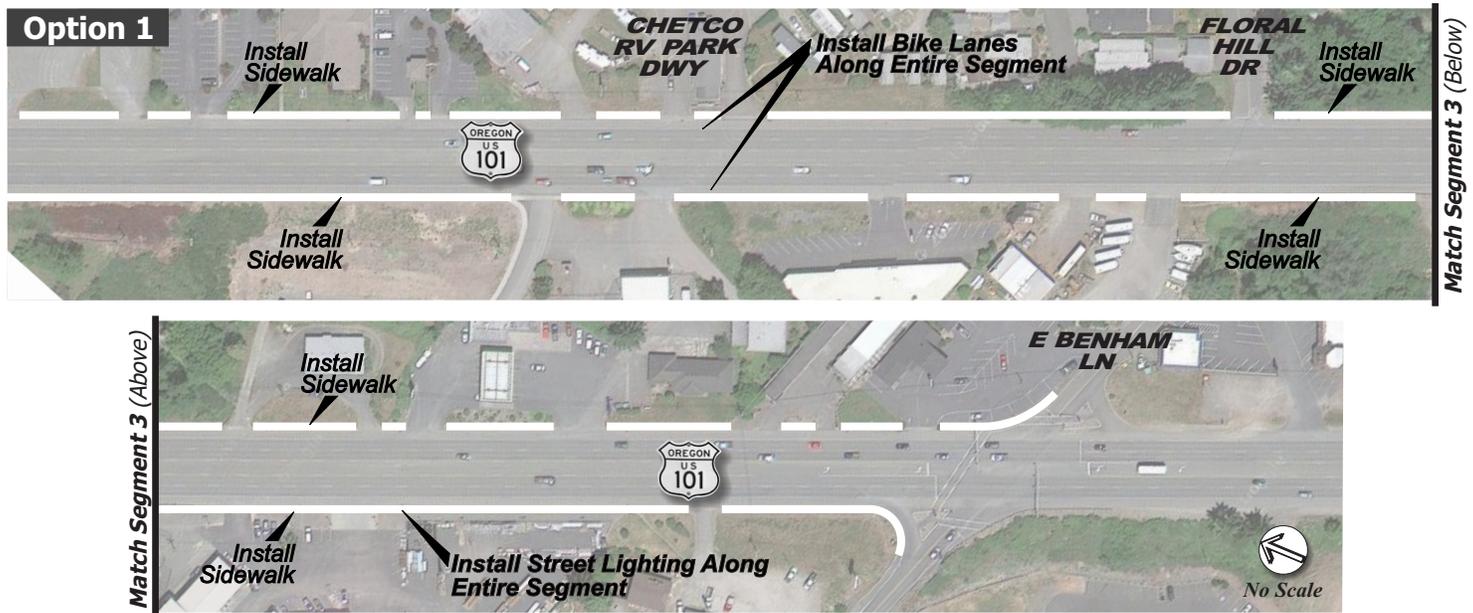
Preliminary Cost Estimate: \$596,000

Benefits:

- Enhanced pedestrian and bicyclist environment
- Improved visibility for drivers and pedestrians
- Less driver confusion about TWLTL
- Lighting would result in potential 9% crash reduction

Key Considerations/Notes:

- No additional right-of-way would be needed for this improvement option
- Installation of street lighting subject to findings of lighting analysis



Location:
US 101/Chetco RV Park Driveway
 (Sheet 1 of 1)

■ **Characteristics:**

- Milepost: 358.97
- Speed Limit: 45 mph
- Existing Volume (AADT): 13,000
- Cross Section: 5-lane divided
- ROW Width: 105 feet
- Traffic Control: Unsignalized
- Crashes/year: 0

■ **Need(s):**

- Turn lane - existing need
- Street lighting
- Sidewalks



Improvement Option 1

■ **Description:**

- (1) Add a southbound left turn lane
- (2) Install LED street lighting
- (3) Add sidewalks

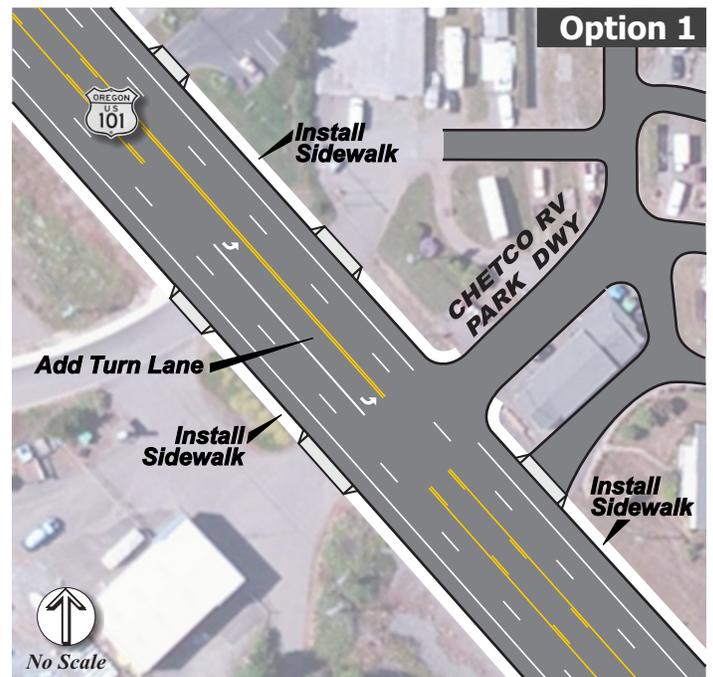
■ **Preliminary Cost Estimate:** \$59,000

■ **Benefits:**

- Enhanced pedestrian environment
- Improved visibility for drivers and pedestrians
- Improved traffic operations and safety with designated southbound left turn lane
- Potential crash reduction of 50% due to lighting and turn lane

■ **Key Considerations/Notes:**

- No additional right-of-way would be needed for this improvement
- Installation of street lighting subject to findings of lighting analysis



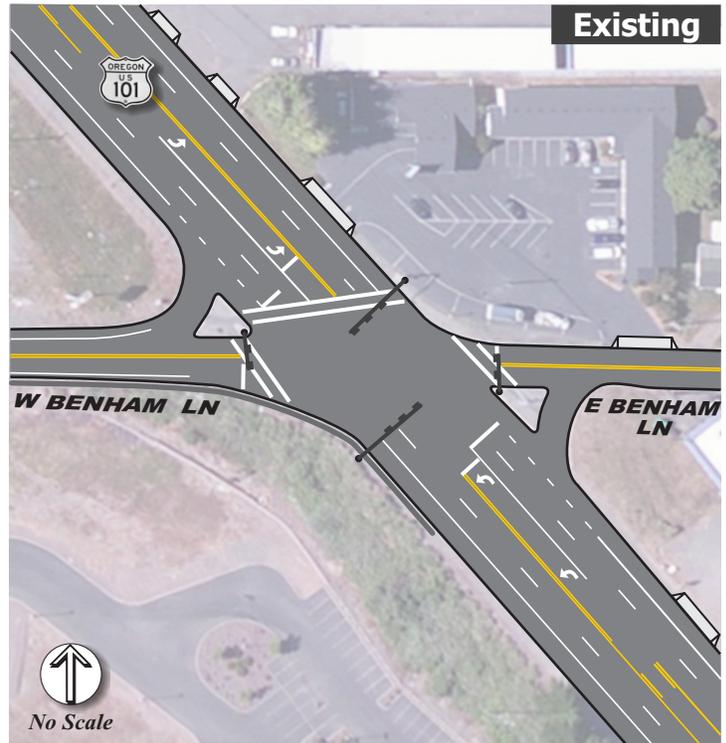
Location: US 101/Benham Lane

■ Characteristics:

- Milepost: 359.32
- Speed Limit: 45 mph
- Existing Volume (AADT): 12,000
- Cross Section: 5-lane divided
- ROW Width: 250 feet
- Traffic Control: Signalized
- Crashes/year: 2.5

■ Need(s):

- ADA-compliant curb ramps
- Skewed intersection angle
- Observed crash rate exceeds critical crash rate (critical crash rate methodology from Highway Safety Manual)
- Safety Priority Index System (SPIS) location - top 10% crash locations statewide
- Mobility (future need)
- Signal timing that better serves pedestrians
- Street lighting
- Sidewalks



Improvement Option 1

■ Description:

- (1) Add LED street lighting
- (2) Traffic signal improvements:
 - Install supplemental signals on nearside approaches of Benham Ln.
 - Install LED signal heads
- (3) Pedestrian improvements:
 - Relocate pedestrian push buttons
 - Install pedestrian countdown timers
 - Construct ADA-compliant curb ramps and add a crosswalk on the south approach
 - Add sidewalks
- (4) Add westbound right-turn lane
- (5) Add southbound right-turn lane
- (6) Add eastbound left-turn lane

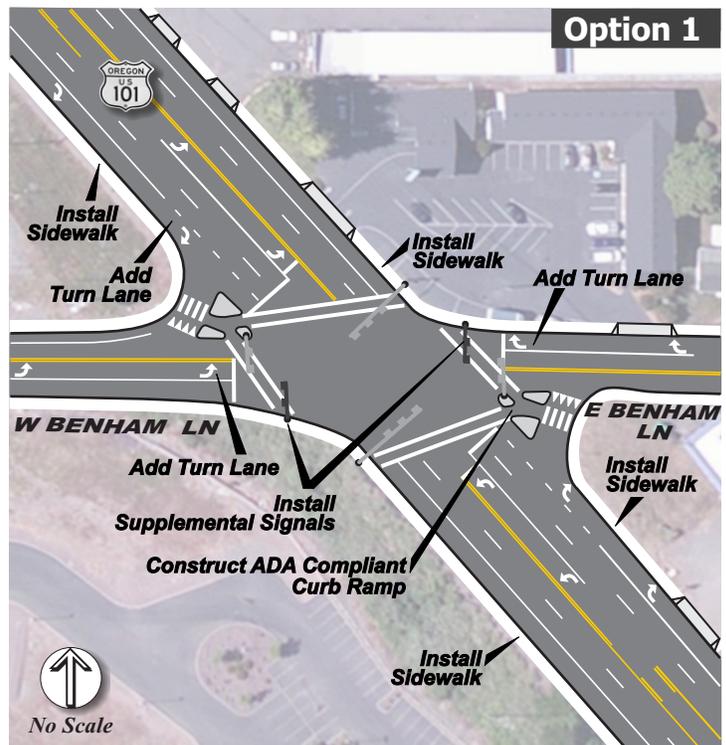
■ Preliminary Cost Estimate: \$377,000

■ Benefits:

- Enhanced pedestrian environment
- Improved visibility through lighting
- Improved mobility

■ Key Considerations/Notes:

- Possible right-of-way needed
- Installation of street lighting subject to findings of lighting analysis





Location:
Segment 4 - US 101 from South of Benham Lane to Raymond Lane
(Sheet 1 of 1)

Characteristics:

- Milepost: 359.32 – 359.94
- Speed Limit: 55 mph
- Existing Volume (AADT): 10,000
- Cross Section: 5-lane divided
- Average ROW Width: 100 feet
- Crashes/year: <1

Need(s):

- Driver confusion with two-way left turn lane (TWLTL)



Improvement Option 1

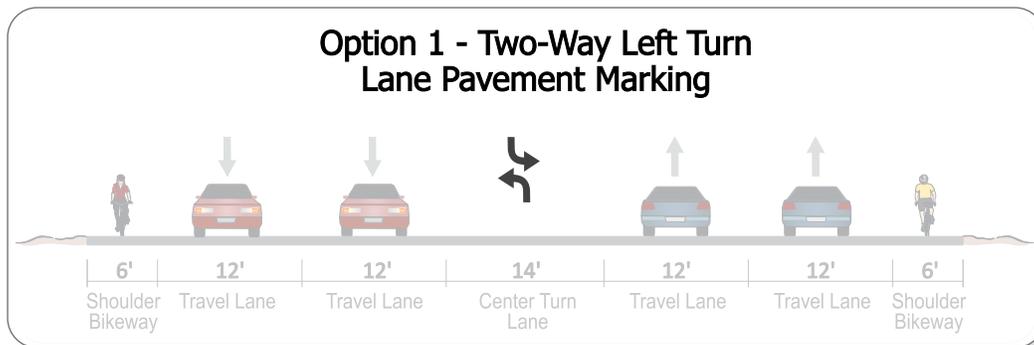
Description:

- (1) Add reflectorized two-way turn pavement arrows

Benefits:

- Less driver confusion about TWLTL

Preliminary Cost Estimate: \$10,000





Location:
US 101 from Pedrioli Lane to Raymond Lane
 (Sheet 1 of 1)

■ Characteristics:

- Milepost: 359.56 – 359.94
- Speed Limit: 55 mph
- Existing Volume (AADT): 10,000
- Cross Section: 5-lane divided
- ROW Width: 100 feet
- Crashes/year: <1

■ Need(s):

- Narrow shoulders for bicycle use



Improvement Option 1

■ Description:

- (1) Widen shoulders on east side of US 101 to 6 feet

■ Preliminary Cost Estimate: \$25,000

■ Benefits:

- Meets minimum width for a shoulder bikeway
- Potential crash reduction of 7% due to wider shoulder width

■ Key Considerations/Notes:

No additional right-of-way would be needed for this improvement

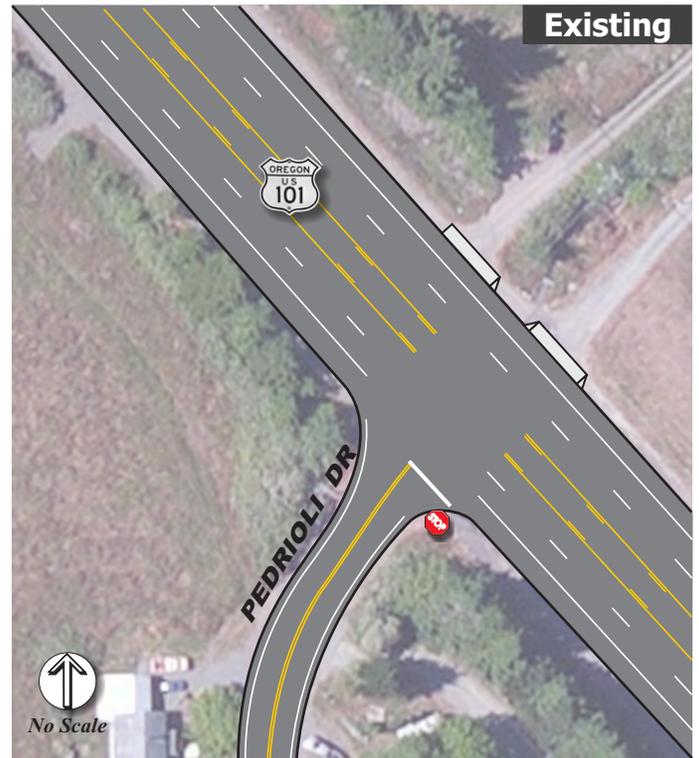
Location:
US 101/Pedrioli Dr.
(Sheet 1 of 1)

■ **Characteristics:**

- Milepost: 359.56
- Speed Limit: 55 mph
- Existing Volume (AADT): 10,000
- Cross Section: 5-lane divided
- ROW Width: 250 feet
- Traffic Control: Unsignalized
- Crashes/year: 0

■ **Need(s):**

- Turn lane - existing need



Improvement Option 1

■ **Description:**

(1) Add a southbound right turn lane

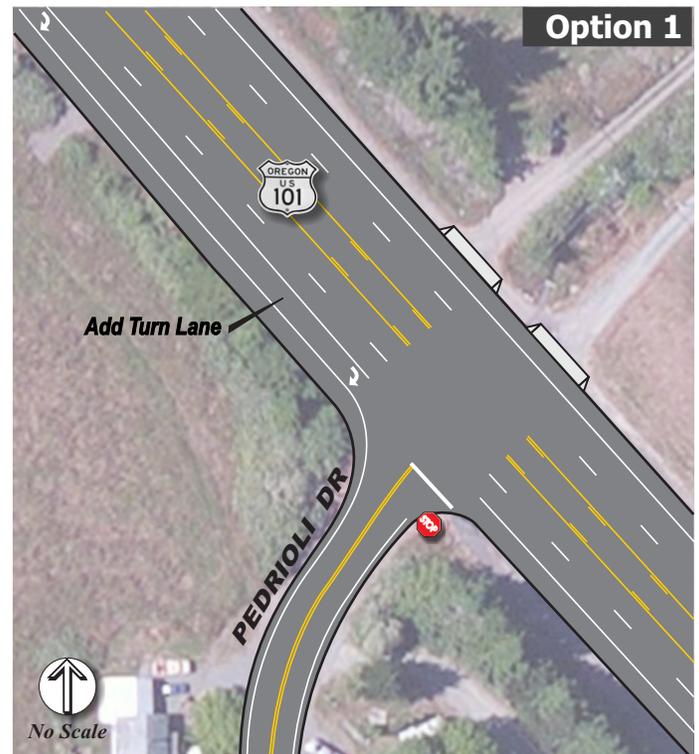
■ **Preliminary Cost Estimate:** \$82,000

■ **Benefits:**

- Improved traffic operations and safety with removal of turning vehicles from traffic stream
- Potential crash reduction of 14% due to turn lane

■ **Key Considerations/Notes:**

No additional right-of-way would be needed for this improvement



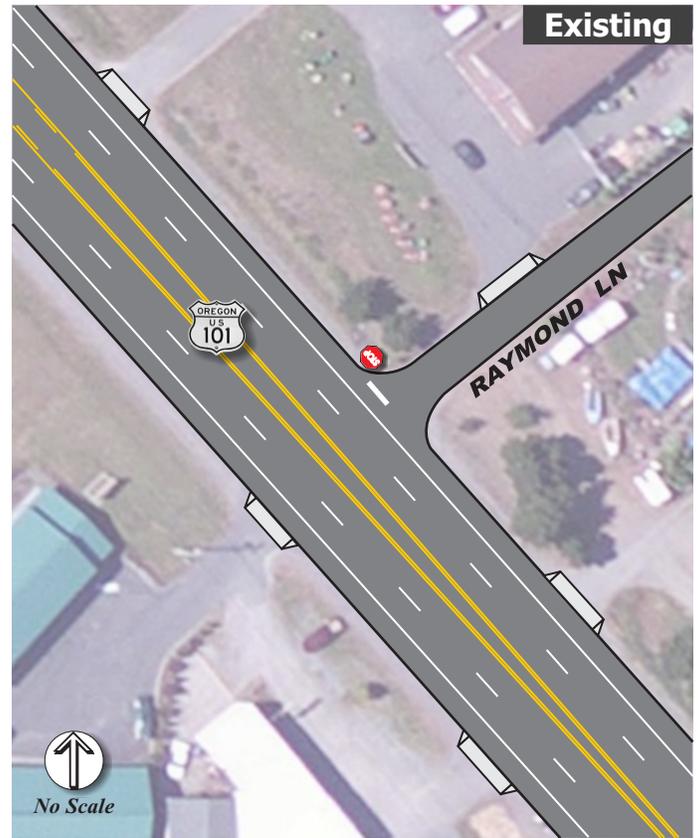
Location:
US 101/Raymond Lane
 (Sheet 1 of 1)

■ **Characteristics:**

- Milepost: 359.94
- Speed Limit: 55 mph
- Existing Volume (AADT): 9,750
- Cross Section: 2-lane undivided
- ROW Width: 100 feet
- Traffic Control: Unsignalized
- Crashes/year: 0

■ **Need(s):**

- Turn lane - future need



Improvement Option 1

■ **Description:**

(1) Add a southbound left turn lane

■ **Preliminary Cost Estimate:** \$82,000

■ **Benefits:**

- Improved traffic operations and safety with removal of turning vehicles from traffic stream
- Crash reduction of 44% due to turn lane

■ **Key Considerations/Notes:**

No additional right-of-way would be needed for this improvement





Location:

Segment 5 - US 101 from South of Raymond Lane to McVay Lane (north)

(Sheet 1 of 1)

Characteristics:

- Milepost: 359.94 – 361.16
- Speed Limit: 55 mph
- Existing Volume (AADT): 10,000
- Cross Section: 4-lane undivided
- Average ROW Width: 100 feet
- Crashes/year: 3

Needs:

- Access management



Improvement Option 1

Description:

- (1) Convert painted median to two-way left-turn lane (TWLTL)
- (2) Add reflectorized two-way turn pavement arrows

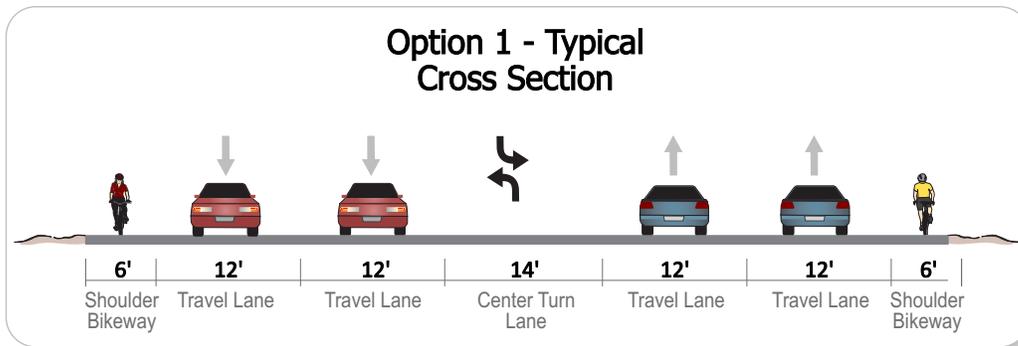
Preliminary Cost Estimate: \$18,000

Key Considerations/Notes:

No additional right-of-way would be needed for this improvement option.

Benefits:

- Removes left-turning vehicles from traffic stream
- Provides greater separation between opposing traffic streams



Location:
US 101/Robin Lane
(Sheet 1 of 1)

■ **Characteristics:**

- Milepost: 359.99
- Speed Limit: 55 mph
- Existing Volume (AADT): 10,000
- Cross Section: 4-lane undivided
- ROW Width: 185 feet
- Traffic Control: Unsignalized
- No crashes

■ **Need(s):**

- Street lighting



Improvement Option 1

■ **Description:**

(1) Install LED street lighting

■ **Preliminary Cost Estimate:** \$6,000

■ **Benefits:**

- Improved visibility for drivers and pedestrians
- Potential crash reduction of 10% due to lighting

■ **Key Considerations/Notes:**

- Installation of street lighting subject to findings of lighting analysis

Location:
US 101/Pelican Bay Drive
 (Sheet 1 of 1)

■ **Characteristics:**

- Milepost: 360.40
- Speed Limit: 55 mph
- Existing Volume (AADT): 9,450
- Cross Section: 2-lane undivided
- ROW Width: 100 feet
- Traffic Control: Unsignalized
- Crashes/year: 0

■ **Need(s):**

- Turn lane - future need



Improvement Option 1

■ **Description:**

(1) Add a southbound left turn lane

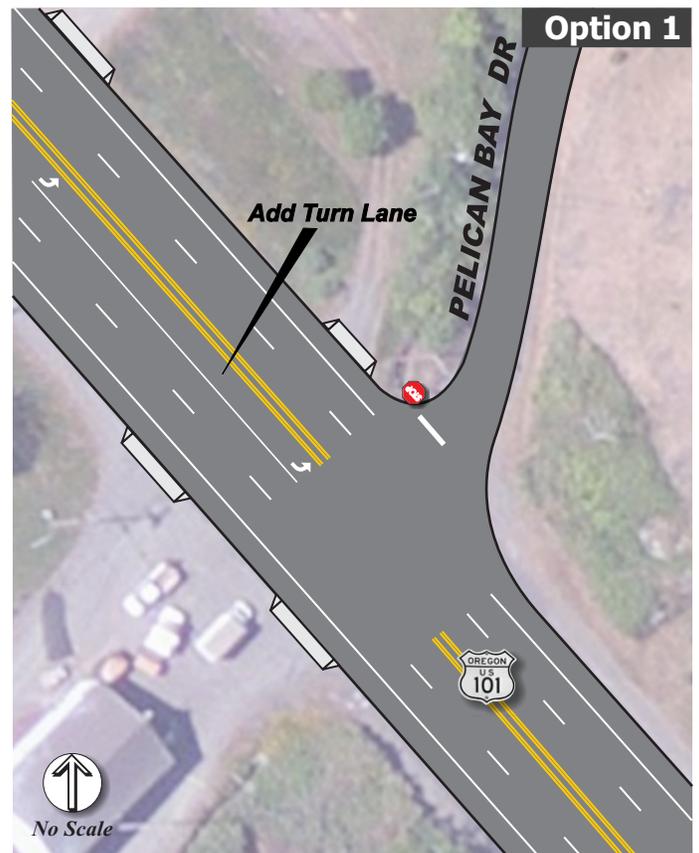
■ **Preliminary Cost Estimate:** \$82,000

■ **Benefits:**

- Improved traffic operations and safety with removal of turning vehicles from traffic stream
- Crash reduction of 44% due to turn lane

■ **Key Considerations/Notes:**

No additional right-of-way would be needed for this improvement



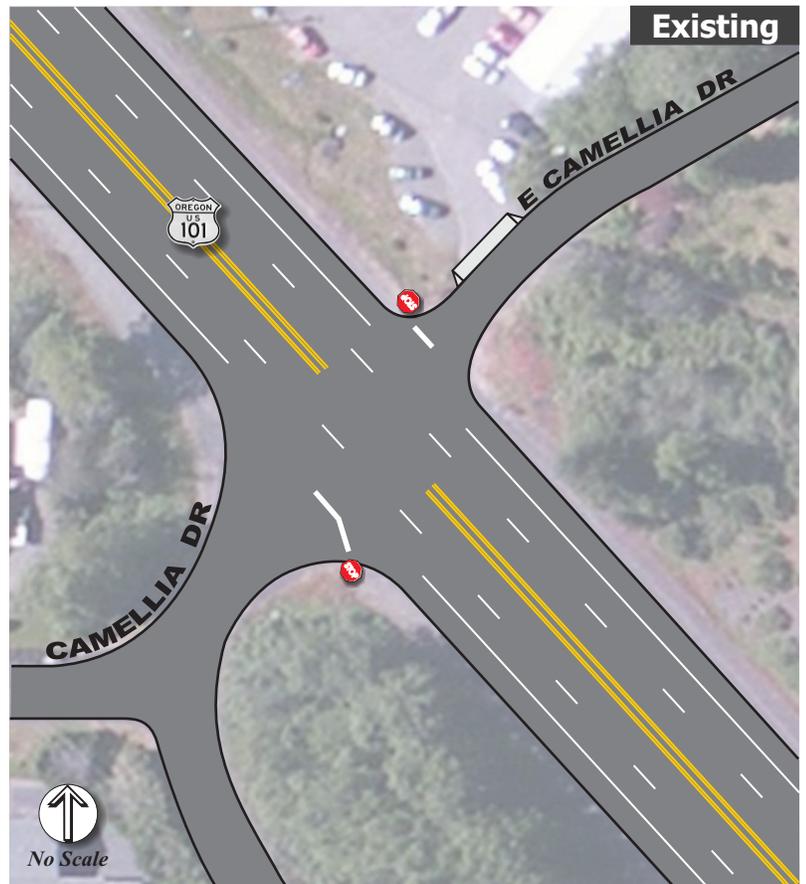
Location:
US 101/Camellia Drive
 (Sheet 1 of 1)

■ **Characteristics:**

- Milepost: 360.91
- Speed Limit: 55 mph
- Existing Volume (AADT): 9,050
- Cross Section: 2-lane undivided
- ROW Width: 100 feet
- Traffic Control: Unsignalized
- Crashes/year: <1

■ **Need(s):**

- Turn lane - future need



Improvement Option 1

■ **Description:**

(1) Add a northbound left turn lane

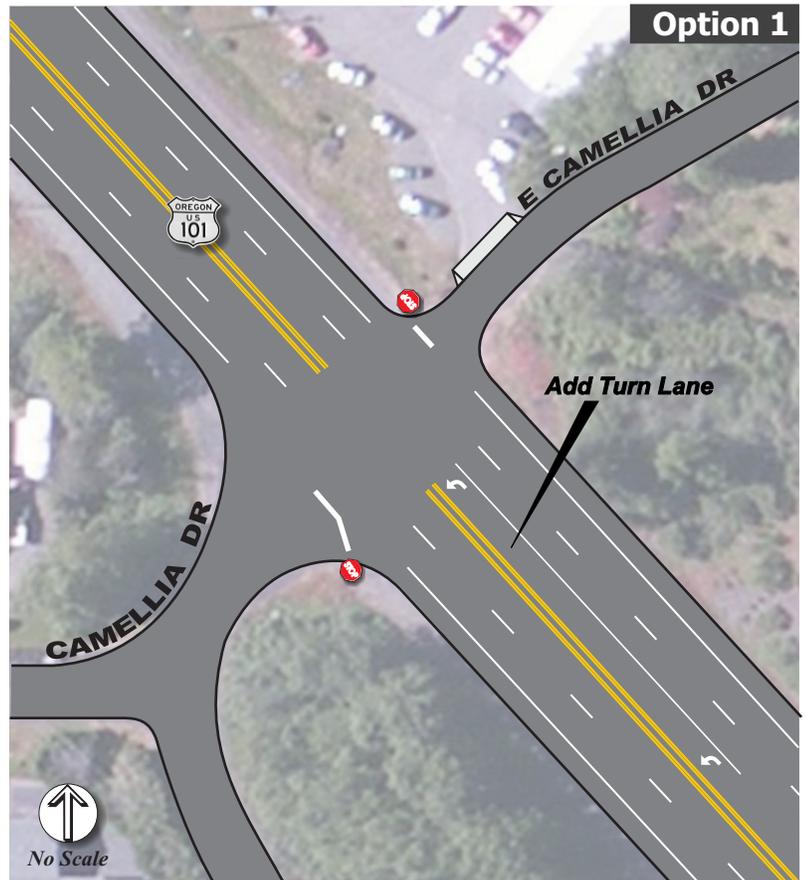
■ **Preliminary Cost Estimate:** \$82,000

■ **Benefits:**

- Improved traffic operations and safety with removal of turning vehicles from traffic stream
- Crash reduction of 44% due to turn lane

■ **Key Considerations/Notes:**

No additional right-of-way would be needed for this improvement





Location:
US 101/McVay Lane (north)
(Sheet 1 of 1)

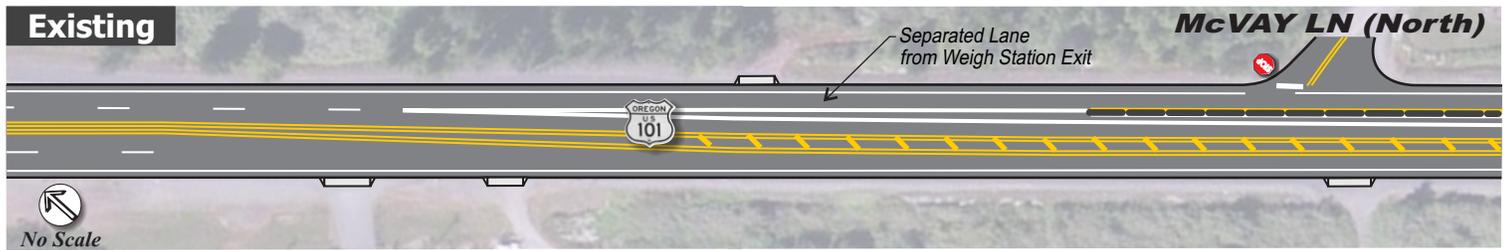
Characteristics:

- Milepost: 361.16
- Speed Limit: 55 mph
- Existing Volume (AADT): 9,000
- Cross Section: 4-lane undivided

- ROW Width: 200 feet
- Crashes/year: <1

Need(s):

- Confusion with southbound lane drop



Improvement Option 1

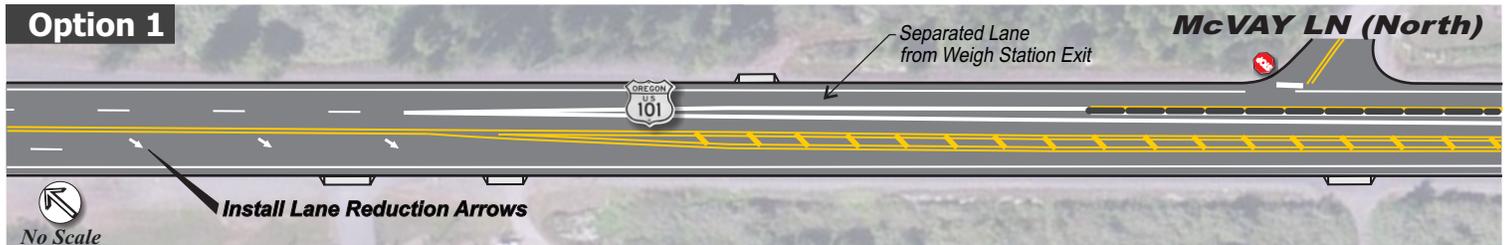
Description:

(1) Install lane reduction arrows consistent with MUTCD

Benefits:

- Reduced merging conflicts at lane drop

Preliminary Cost Estimate: \$4,000



Location:
US 101/McVay Lane (South)
 (Sheet 1 of 1)

■ **Characteristics:**

- Milepost: 361.52
- Speed Limit: 55 mph
- Existing Volume (AADT): 9,000
- Cross Section: 2-lane undivided
- ROW Width: 225 feet
- Traffic Control: Unsignalized
- Crashes/year: 0

■ **Need(s):**

- Turn lane - existing need



Improvement Option 1

■ **Description:**

- (1) Add a southbound left turn lane

■ **Preliminary Cost Estimate:** \$82,000

■ **Benefits:**

- Improved traffic operations and safety with removal of turning vehicles from traffic stream
- Potential crash reduction of 44% due to turn lane

■ **Key Considerations/Notes:**

No additional right-of-way would be needed for this improvement.



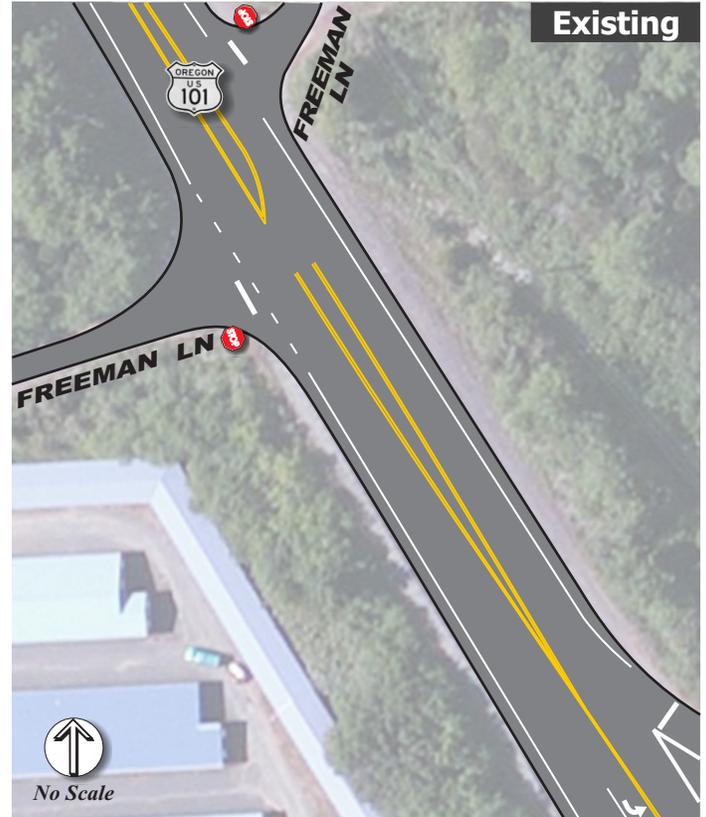
Location:
US 101/Freeman Lane
 (Sheet 1 of 1)

■ **Characteristics:**

- Milepost: 362.10
- Speed Limit: 55 mph
- Existing Volume (AADT): 9,000
- Cross Section: 2-lane undivided
- ROW Width: 205 feet
- Traffic Control: Unsignalized
- Crashes/year: 0

■ **Need(s):**

- Turn lane - existing need



Improvement Option 1

■ **Description:**

(1) Change access on the west leg of Freeman Lane to right-in/right-out

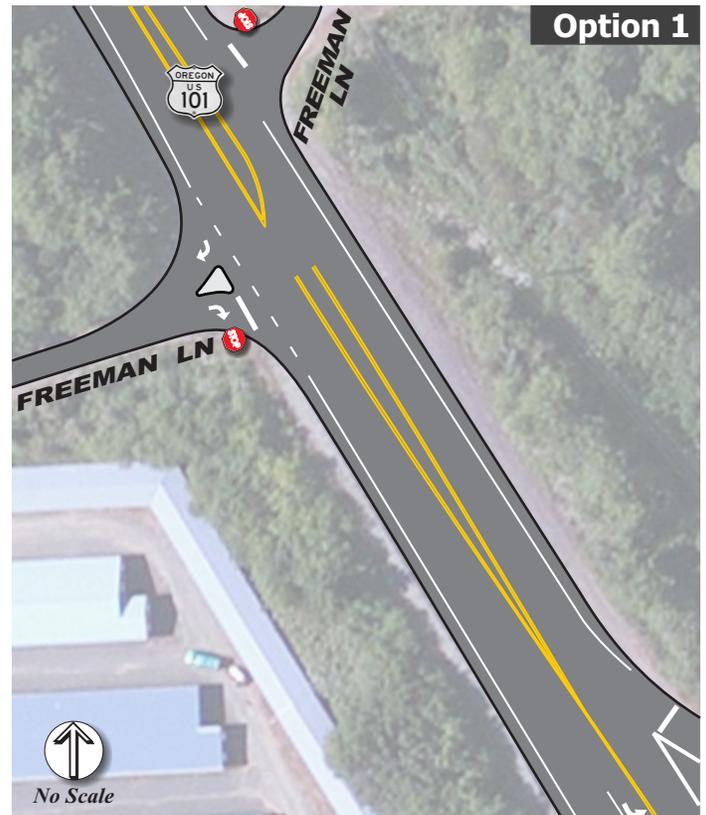
■ **Preliminary Cost Estimate:** \$44,000

■ **Benefits:**

- Reduced number of turning conflicts

■ **Key Considerations/Notes:**

- No additional right-of-way would be needed for this improvement
- Left-turning traffic would be diverted to the US 101/Oceanview Dr. intersection



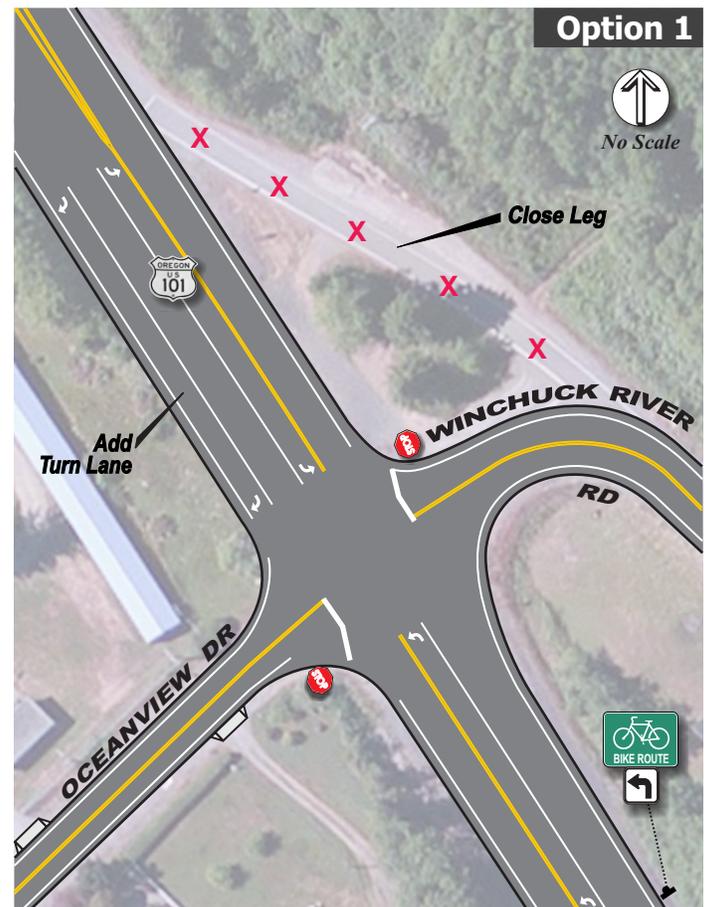
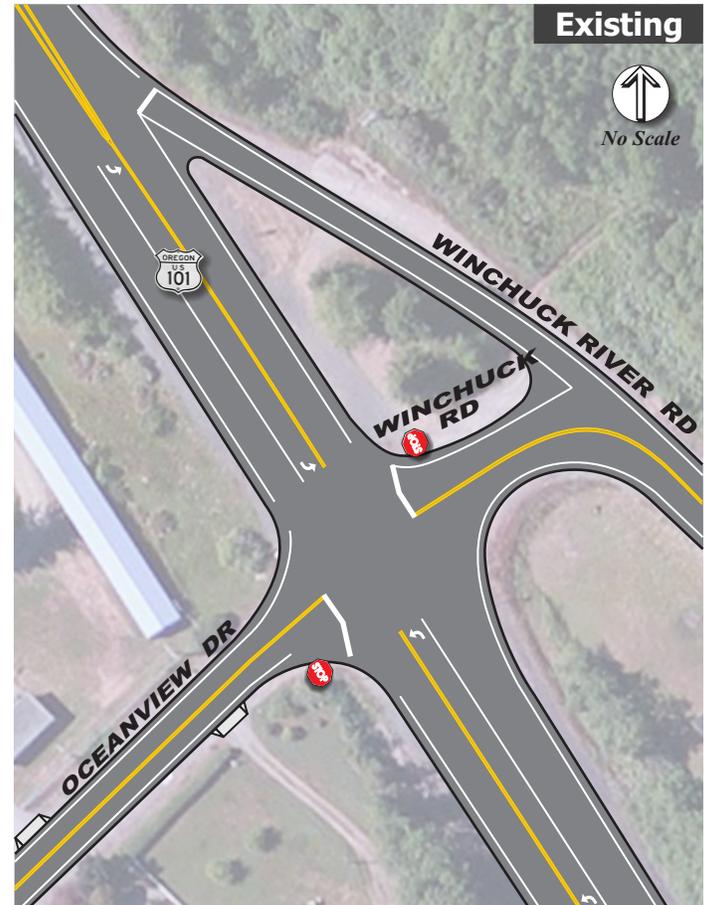
Location:
**US 101/Ocean View Drive/
 Winchuck River Road**
 (Sheet 1 of 1)

■ **Characteristics:**

- Milepost: 362.22
- Speed Limit: 55 mph
- Existing Volume (AADT): 9,000
- Cross Section: 2-lane undivided
- ROW Width: 185 feet
- Traffic Control: Unsignalized
- Crashes/year: <1

■ **Need(s):**

- Skewed intersection angle (north leg)
- Turn lane - future need
- Proximity of Ocean View Drive to north leg of Winchuck River Road
- Lack of designated bike route signage



Improvement Option 1

■ **Description:**

- (1) Install signage for designated bike route to Ocean View Drive
- (2) Close northbound leg of Winchuck River Road and route right turns through Winchuck Road intersection
- (3) Add a southbound right turn lane

■ **Preliminary Cost Estimate:** \$88,000

■ **Benefits:**

- Improved route guidance for bicyclists
- Improved traffic operations and safety with removal of merging traffic from north leg of Winchuck River Rd. and designated southbound right-turn lane
- Rerouting of northbound right-turn traffic to Winchuck Rd. improves drivers' ability to see traffic on US 101
- Potential crash reduction of 39% due to removal of skewed intersection angle and turn lane

■ **Key Considerations/Notes:**

No additional right-of-way would be needed for this improvement.

Location:
US 101/State Line Road

■ **Characteristics:**

- Milepost: 362.95
- Speed Limit: 55 mph
- Existing Volume (AADT): 8,000
- Cross Section: 2-lane undivided
- ROW Width: 150 feet
- Traffic Control: Unsignalized
- Crashes/year: <1

■ **Need(s):**

- Observed crash rate exceeds critical crash rate (critical crash rate methodology from Highway Safety Manual)
- Street lighting
- Restricted sight distance
- Access management



Improvement Option 1

■ **Description:**

- (1) Install LED street lighting
- (2) Close Del-Cur Supply driveway nearest to intersection
- (3) Add northbound right turn lane
- (4) Relocate guardrail on SW corner to west to improve sight distance from eastbound approach of State Line Road

■ **Preliminary Cost Estimate:** \$107,000

■ **Benefits:**

- Improved visibility for drivers and pedestrians
- Reduced number of turning conflicts
- Improved sight distance from eastbound approach of State Line Road
- Lighting and turn lane would result in potential 22% crash reduction

■ **Key Considerations/Notes:**

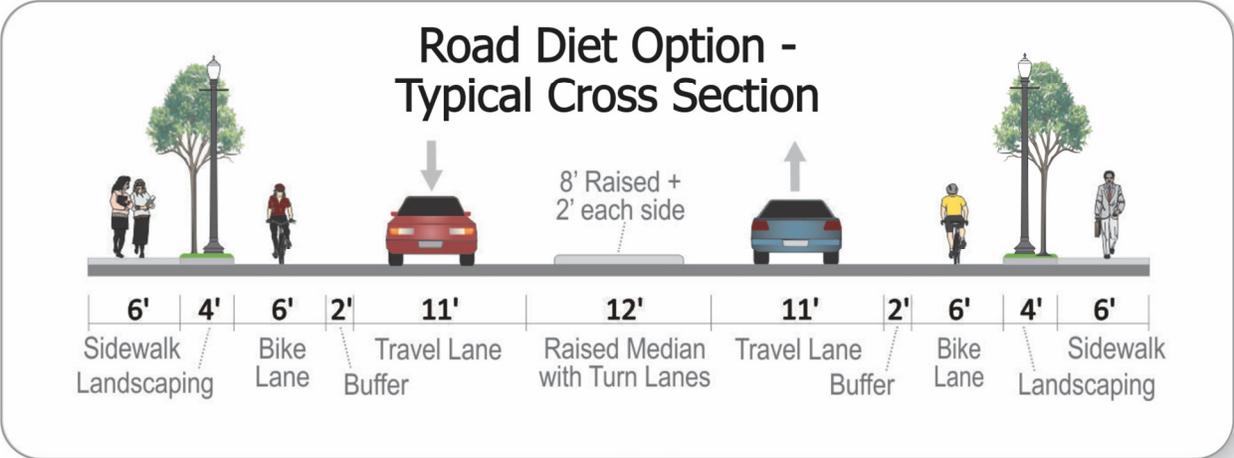
- No additional right-of-way would be needed for this improvement option
- Relocation of guardrail would require fill and retaining wall
- Installation of street lighting subject to findings of lighting analysis



APPENDIX B

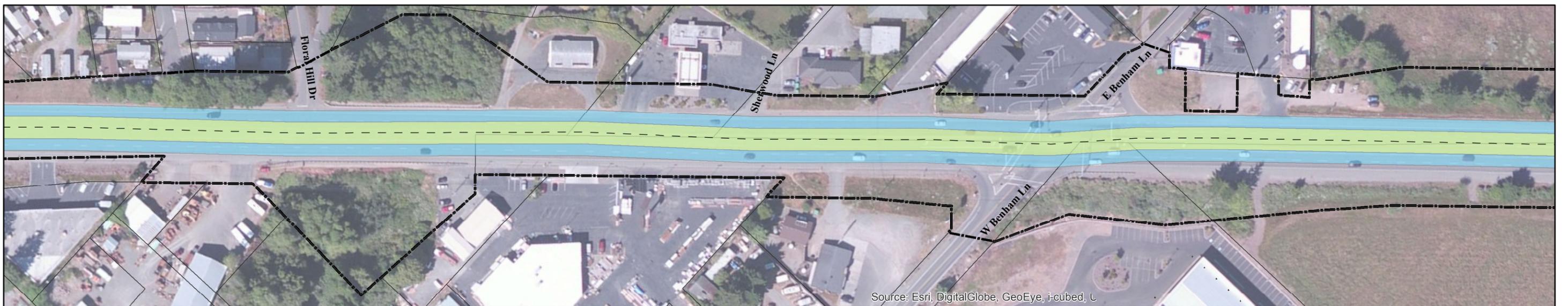
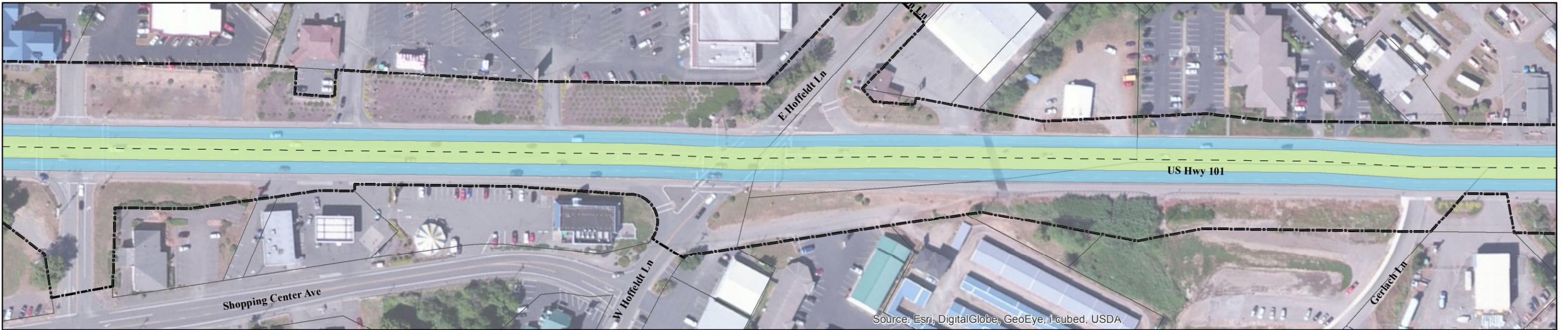
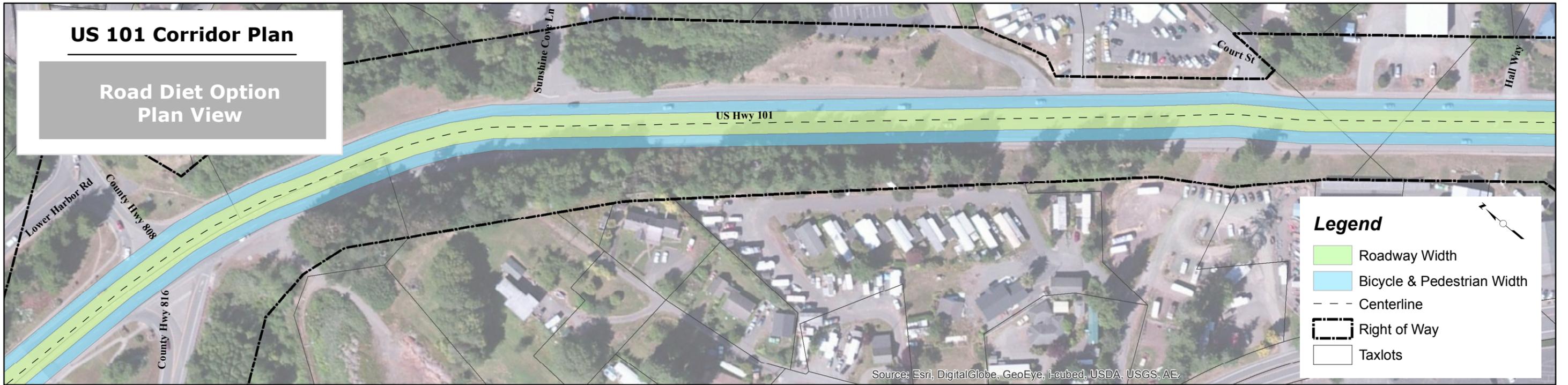
OTHER IMPROVEMENT OPTIONS CONSIDERED

ROAD DIET OPTION



US 101 Corridor Plan

Road Diet Option Plan View



Road Diet Operations for Existing Conditions (2012)

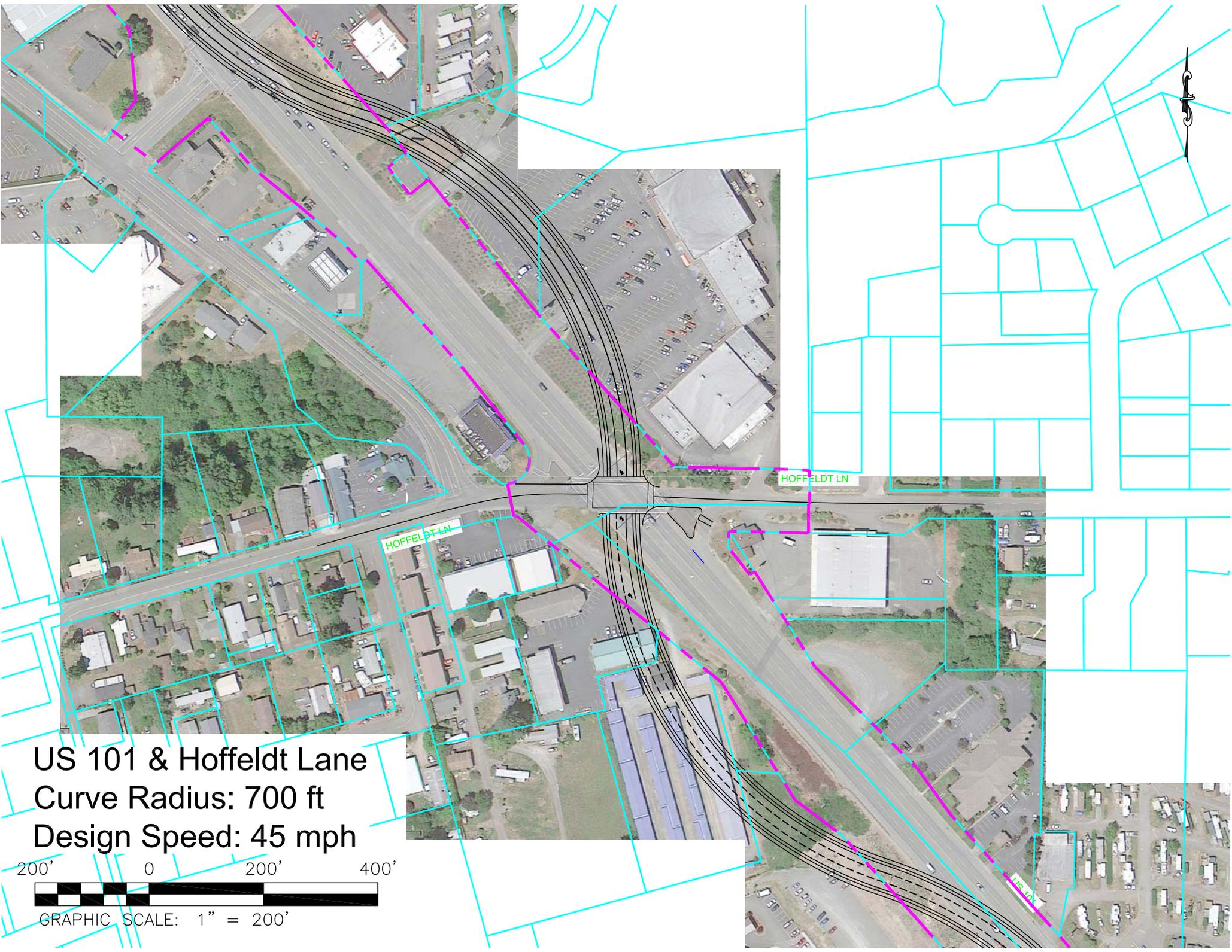
Location	Mobility Target (V/C Ratio)	US 101		Minor Road	
		V/C Ratio	LOS	V/C Ratio	LOS
US 101/Lower Harbor Dr-S Bank Chetco River Rd	0.90	-	-	0.92	F
US 101/Sunshine Cove Ln	0.90	0.05	B	0.11	C
US 101/Court St	0.90	0.05	B	0.24	C
US 101/Hall Way	0.90	0.02	B	0.11	C
US 101/Zimmerman Ln	0.80	0.72	B	-	-
US 101/Hoffeldt Ln	0.80	0.65	B	-	-
US 101/Chetco RV Park Dwy	0.90	0.01	B	0.04	C
US 101/Benham Ln	0.80	0.63	B	-	-
Segment 1: Chetco River Bridge - Zimmerman Ln	0.80	0.72	-	-	-
Segment 2: Zimmerman Ln - Hoffeldt Ln	0.80	0.72	-	-	-
Segment 3: Hoffeldt Ln – Benham Ln	0.80	0.65	-	-	-

Road Diet Operations for Future Conditions (2034)

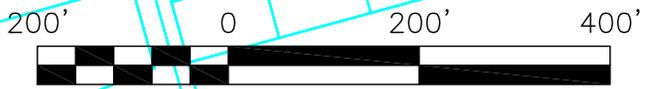
Location	Mobility Target (V/C Ratio)	US 101		Minor Road	
		V/C Ratio	LOS	V/C Ratio	LOS
US 101/Lower Harbor Dr-S Bank Chetco River Rd	0.90	-	-	1.91	F
US 101/Sunshine Cove Ln	0.90	0.09	B	0.25	E
US 101/Court St	0.90	0.09	B	0.58	F
US 101/Hall Way	0.90	0.05	B	0.25	E
US 101/Zimmerman Ln	0.80	1.06	F	-	-
US 101/Hoffeldt Ln	0.80	0.98	D	-	-
US 101/Chetco RV Park Dwy	0.90	0.02	B	0.09	D
US 101/Benham Ln	0.80	0.95	D	-	-
Segment 1: Chetco River Bridge - Zimmerman Ln	0.80	1.06	-	-	-
Segment 2: Zimmerman Ln - Hoffeldt Ln	0.80	1.06	-	-	-
Segment 3: Hoffeldt Ln – Benham Ln	0.80	0.98	-	-	-



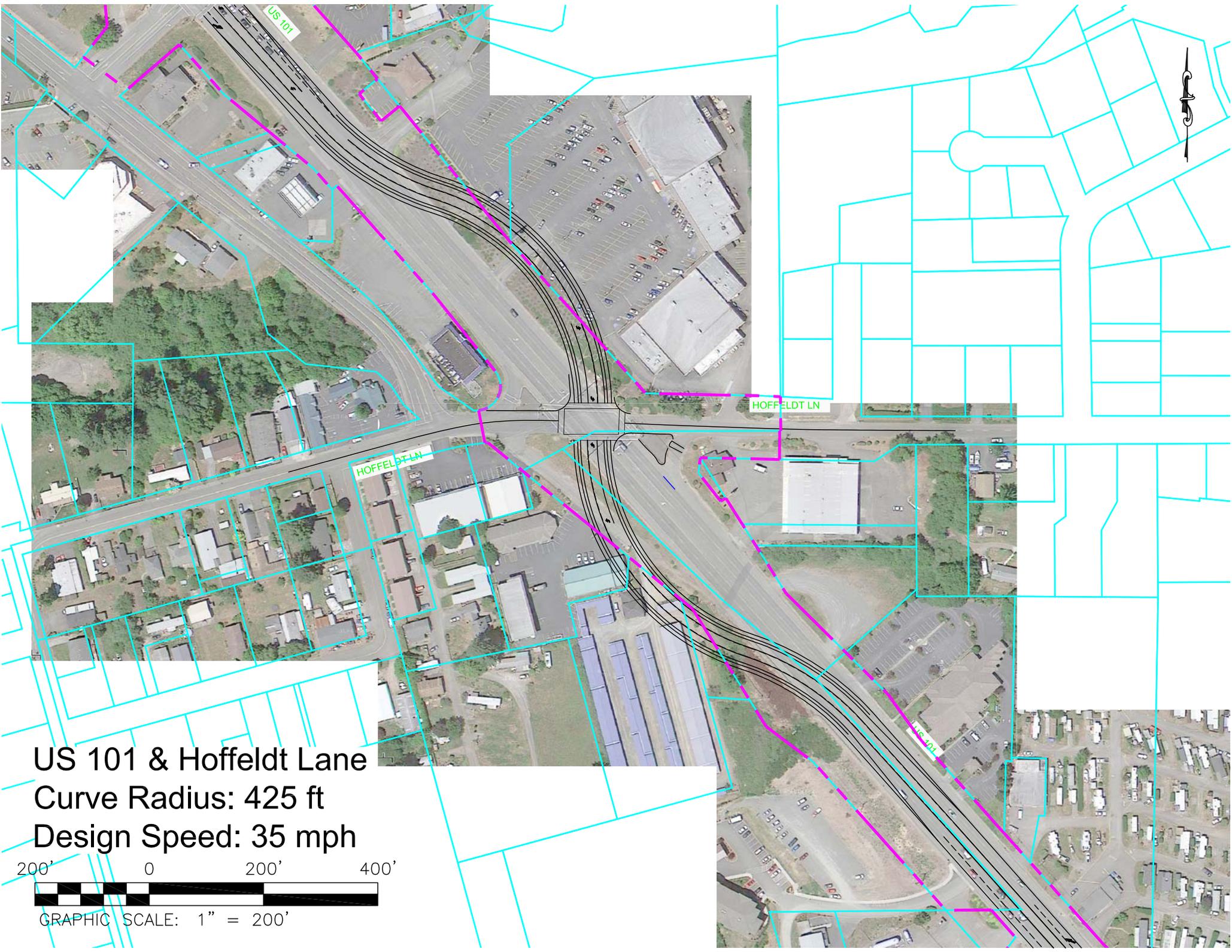
HOFFELDT LANE DESIGN OPTIONS



US 101 & Hoffeldt Lane
Curve Radius: 700 ft
Design Speed: 45 mph



GRAPHIC SCALE: 1" = 200'

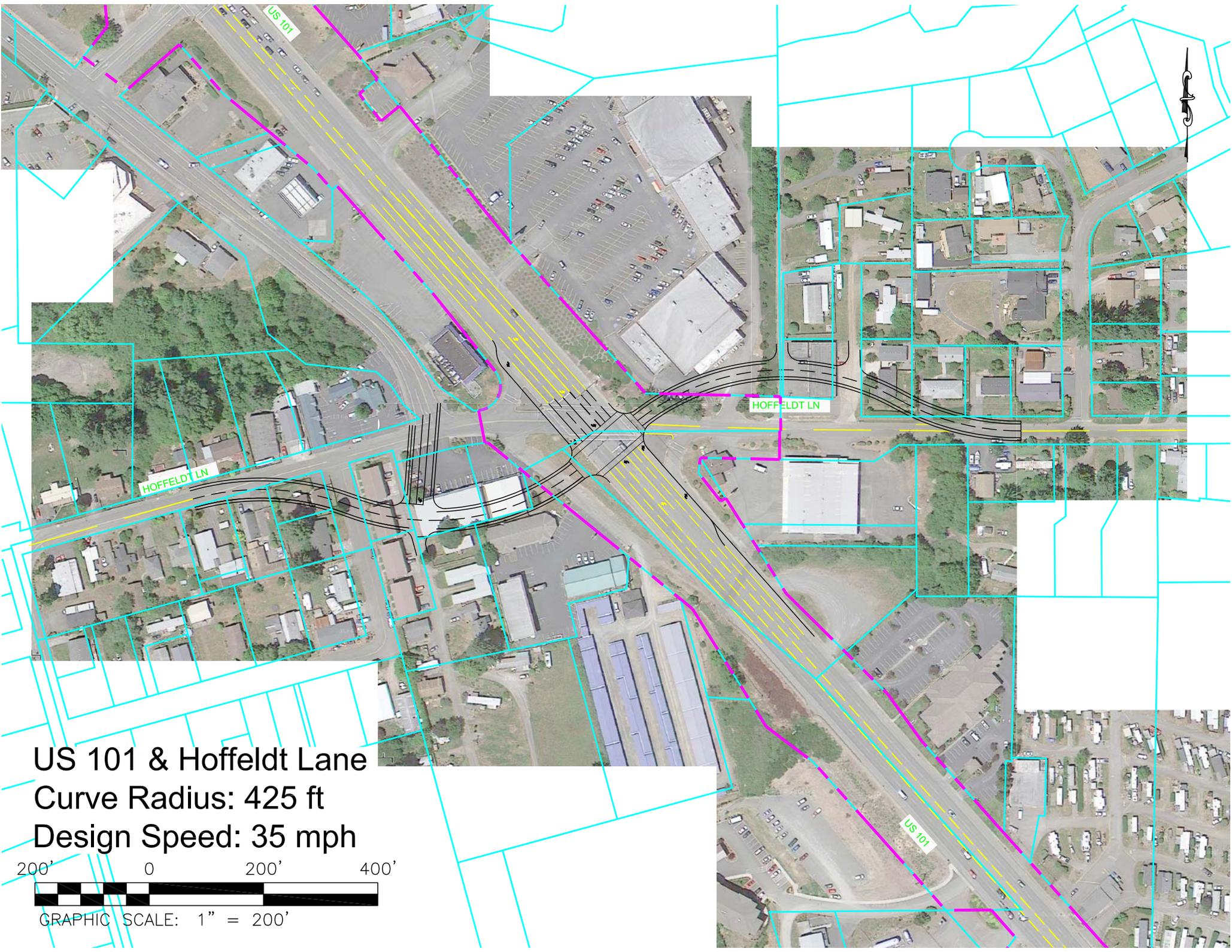


US 101 & Hoffeldt Lane
Curve Radius: 425 ft
Design Speed: 35 mph

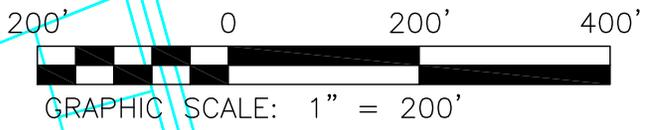
200' 0 200' 400'



GRAPHIC SCALE: 1" = 200'

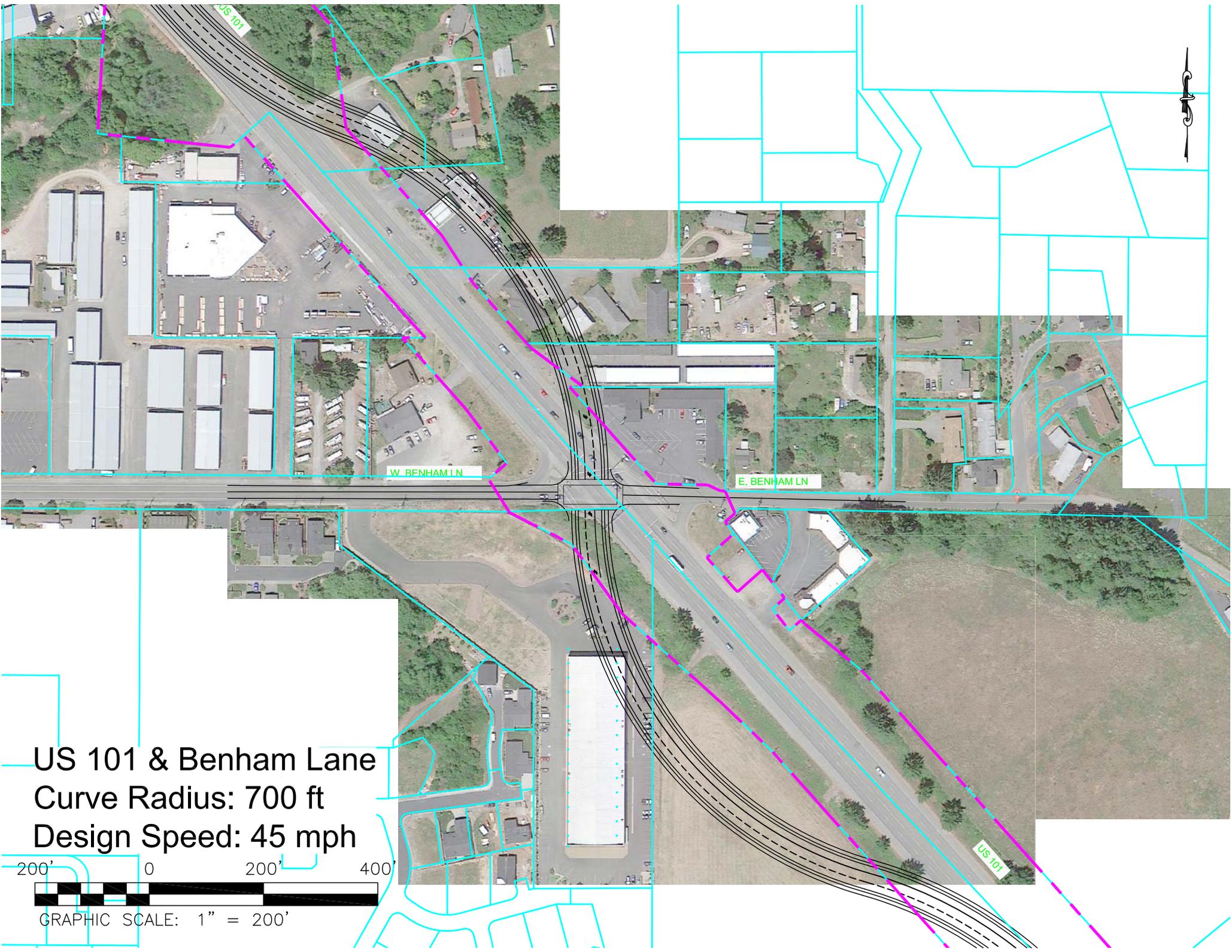


US 101 & Hoffeldt Lane
Curve Radius: 425 ft
Design Speed: 35 mph





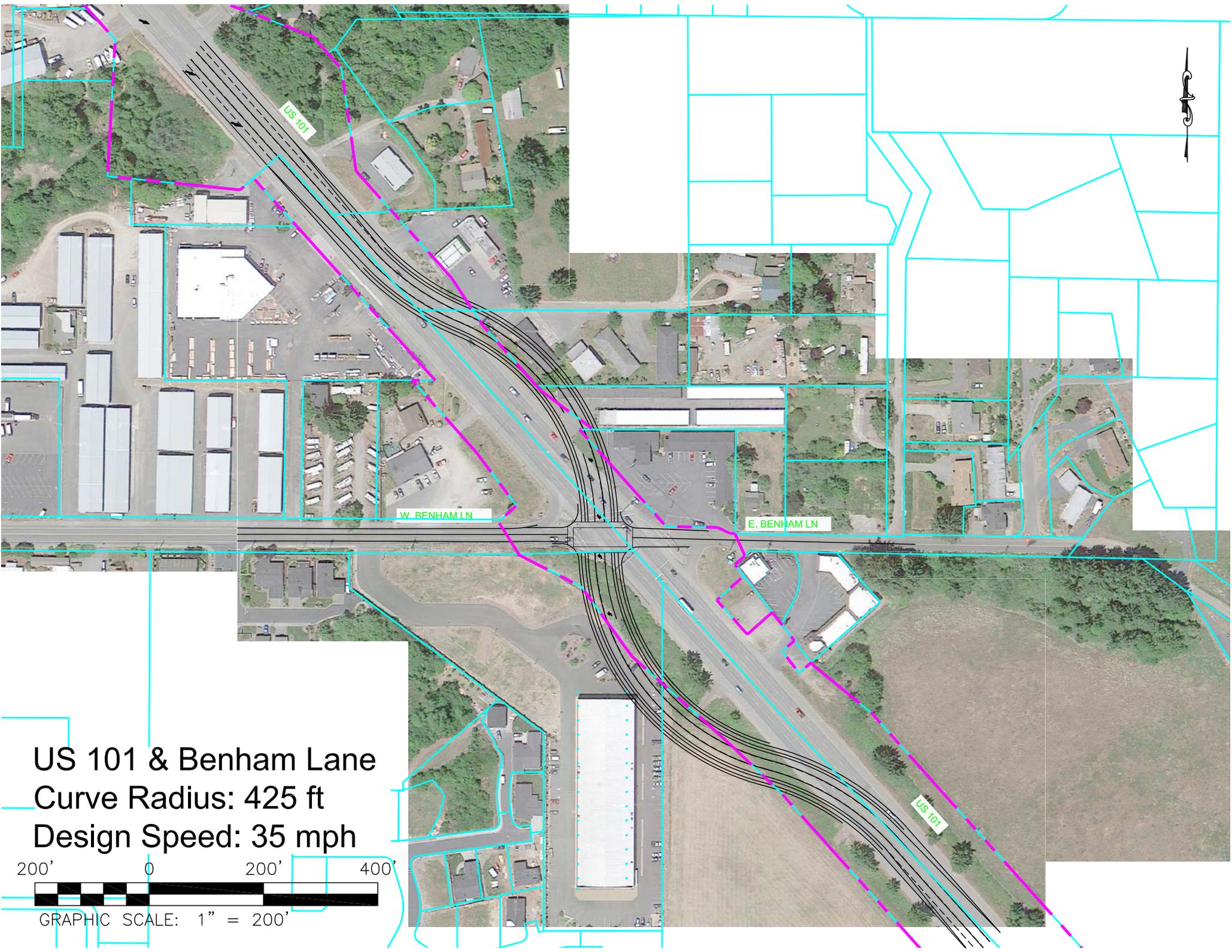
BENHAM LANE DESIGN OPTIONS



US 101 & Benham Lane
Curve Radius: 700 ft
Design Speed: 45 mph

200' 0 200' 400'

GRAPHIC SCALE: 1" = 200'

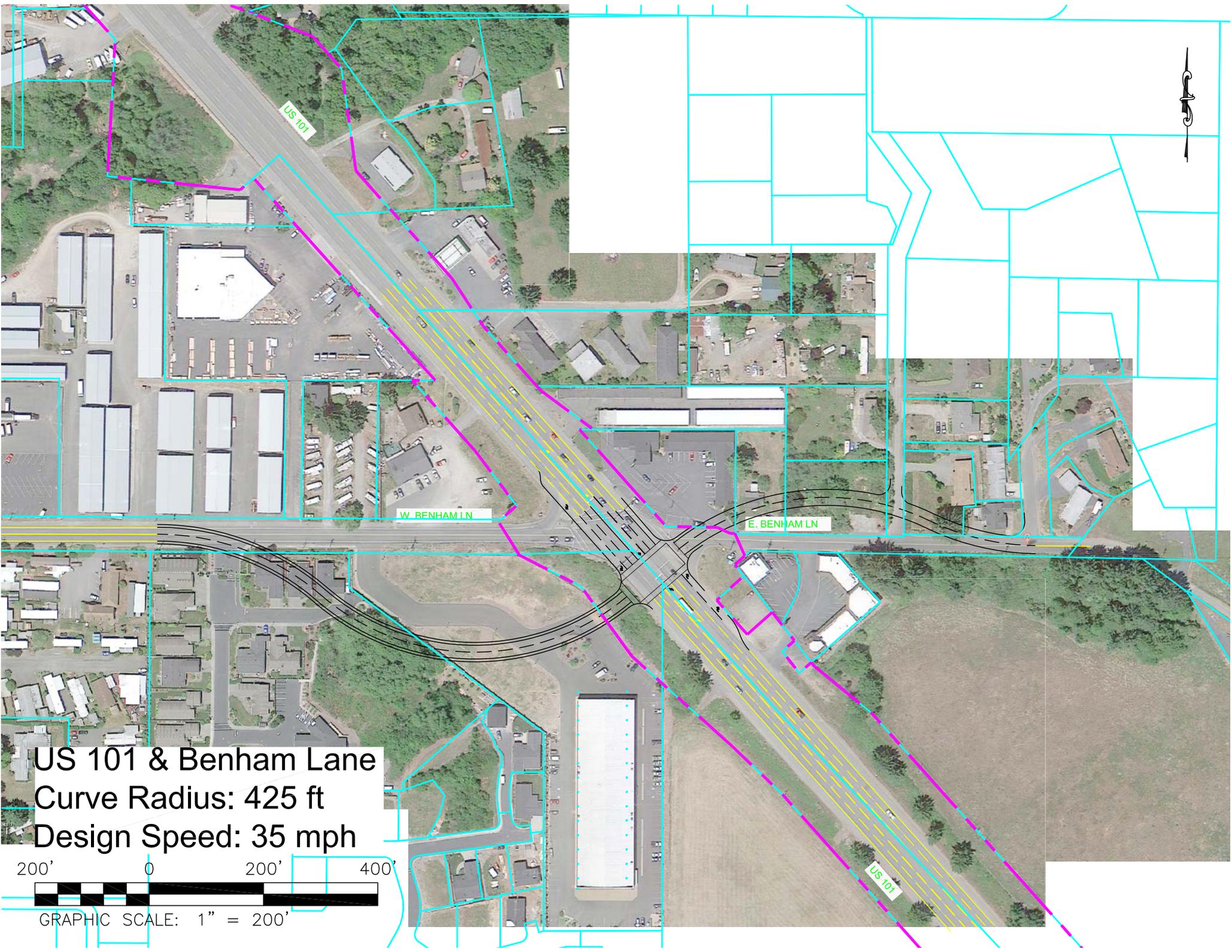


US 101 & Benham Lane
Curve Radius: 425 ft
Design Speed: 35 mph

200' 0 200' 400'



GRAPHIC SCALE: 1" = 200'



US 101 & Benham Lane
Curve Radius: 425 ft
Design Speed: 35 mph

200' 0 200' 400'

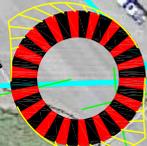


GRAPHIC SCALE: 1" = 200'



W. BENHAM LN

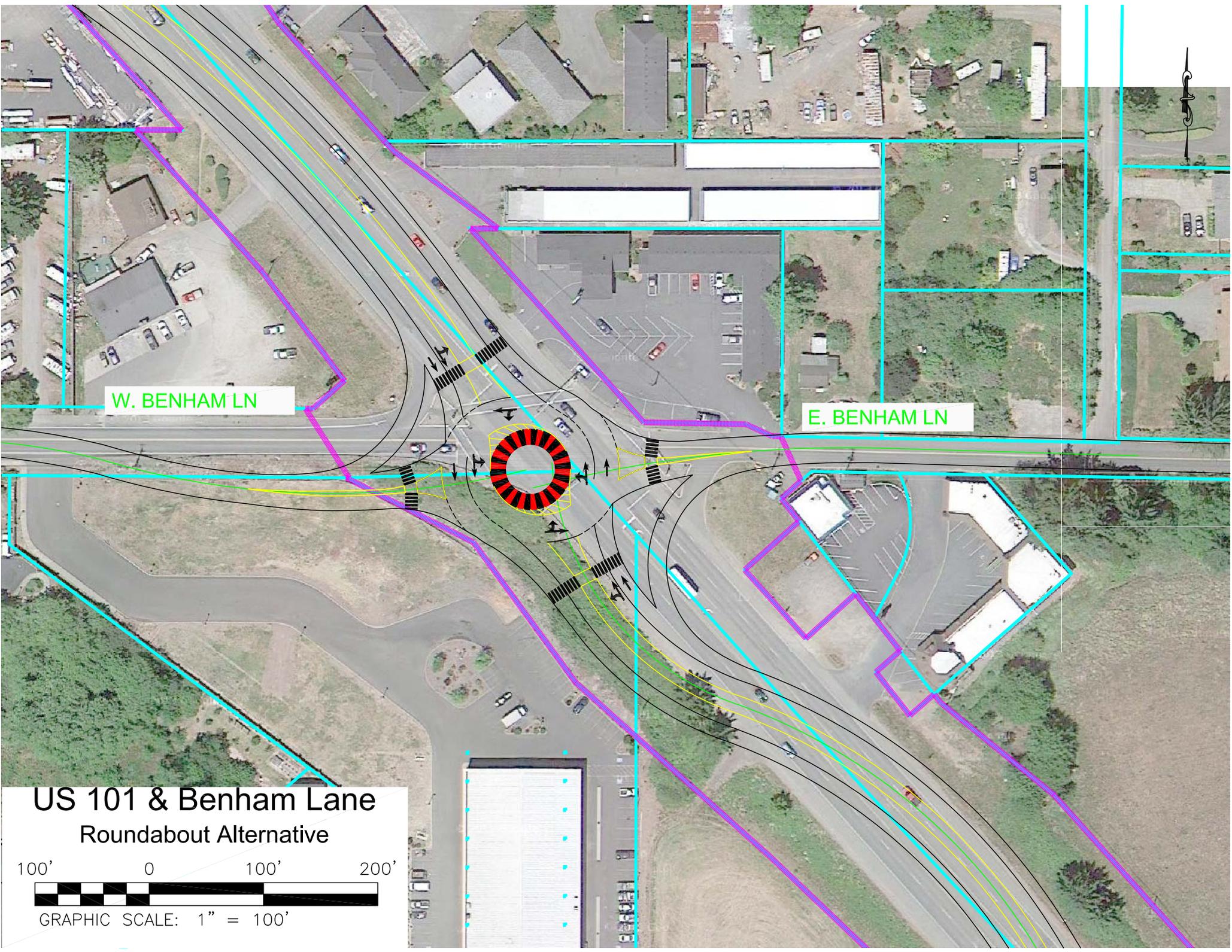
E. BENHAM LN



US 101 & Benham Lane Roundabout Alternative



GRAPHIC SCALE: 1" = 100'





APPENDIX C

TURN LANE WARRANTS

Left Turn Lane Warrant Analysis

Project: US 101 Corridor Plan
 Scenario(s): 2013 Existing PM Peak

2013 Existing PM Peak

Intersection	Approach (NB,SB,EB,WB)	Number of Advancing Lanes	Number of Opposing Lanes	Volume Advancing (Va)	LT Vol	LT %	Volume Opposing (Vo)	Warrant Factor	5% Warrant Va	Va Warrant Threshold	HRB Warrant Met?	ODOT Volume	ODOT LT Threshold	ODOT Criteria Met?	Max. Est. Queue	Storage Length (ft)
Sunshine Cove Ln	NB	2	2	970	0	0%	840	N/A	272	N/A	N/A	905	10	No	#N/A	
Court St	NB	2	2	975	0	0%	820	N/A	277	N/A	N/A	898	10	No	#N/A	
Hall Way	NB	2	2	960	0	0%	825	N/A	276	N/A	N/A	893	10	No	#N/A	
Chetco RV Park Dwy	NB	2	2	705	0	0%	740	N/A	300	N/A	N/A	723	10	No	#N/A	
Pedroli Dr	NB	2	2	545	5	1%	595	2.29	291	665	No	570	11	No	#N/A	
Raymond Ln	NB	2	2	540	0	0%	520	N/A	317	N/A	N/A	530	12	No	#N/A	
Pelican Bay Dr	NB	2	2	530	0	0%	495	N/A	326	N/A	N/A	513	12	No	#N/A	
Museum Rd (north)	NB	2	2	530	0	0%	495	N/A	326	N/A	N/A	513	12	No	#N/A	
Museum Rd (south)	NB	2	2	530	0	0%	490	N/A	328	N/A	N/A	510	12	No	#N/A	
Camellia Dr	NB	2	2	515	5	1%	480	2.22	332	738	No	498	13	No	#N/A	
McVay Ln (north)	NB	1	1	505	0	0%	485	N/A	330	N/A	N/A	990	10	No	#N/A	
McVay Ln (south)	NB	1	1	510	0	0%	480	N/A	332	N/A	N/A	990	10	No	#N/A	
Freeman Ln	NB	1	1	505	5	1%	480	2.20	332	731	No	985	10	Consider	#N/A	
Oceanview Dr/ Winchuck River Rd	NB	1	1	495	20	4%	445	1.11	346	383	Yes	940	10	Yes	2	75
Itzen Dr	NB	1	1	495	5	1%	450	2.18	344	749	No	945	10	Consider	0	
Stateline Rd	NB	1	1	480	5	1%	440	2.15	348	747	No	920	10	Consider	0	

2013 Existing PM Peak

Intersection	Approach (NB,SB,EB,WB)	Number of Advancing Lanes	Number of Opposing Lanes	Volume Advancing (Va)	LT Vol	LT %	Volume Opposing (Vo)	Warrant Factor	5% Warrant Va	Va Warrant Threshold	HRB Warrant Met?	ODOT Volume	ODOT LT Threshold	ODOT Criteria Met?	Max. Est. Queue	Storage Length (ft)
Sunshine Cove Ln	SB	2	2	870	30	3%	970	1.19	245	293	Yes	920	10	Yes	2	75
Court St	SB	2	2	850	30	4%	975	1.18	244	289	Yes	913	10	Yes	2	75
Hall Way	SB	2	2	840	15	2%	960	1.65	247	406	Yes	900	10	Yes	1	75
Chetco RV Park Dwy	SB	2	2	750	10	1%	705	1.90	311	590	Yes	728	10	Yes	1	75
Pedroli Dr	SB	2	2	600	5	1%	540	2.40	310	743	No	570	11	No	0	
Raymond Ln	SB	2	2	530	10	2%	540	1.60	310	496	Yes	535	12	No	1	75
Pelican Bay Dr	SB	2	2	505	10	2%	530	1.56	314	490	Yes	518	12	No	1	75
Museum Rd (north)	SB	2	2	500	5	1%	530	2.19	314	687	No	515	12	No	0	
Museum Rd (south)	SB	2	2	495	5	1%	530	2.18	314	683	No	513	12	No	0	
Camellia Dr	SB	2	2	480	0	0%	510	N/A	321	N/A	N/A	495	13	No	#NUM!	
McVay Ln (north)	SB	1	1	485	0	0%	505	N/A	323	N/A	N/A	990	10	No	#NUM!	
McVay Ln (south)	SB	1	1	485	5	1%	510	2.16	321	692	No	995	10	Consider	0	
Freeman Ln	SB	1	1	480	0	0%	500	N/A	325	N/A	N/A	980	10	No	#NUM!	
Oceanview Dr/ Winchuck River Rd	SB	1	1	480	35	7%	475	0.84	334	280	Yes	955	10	Yes	2	75
Itzen Dr	SB	1	1	450	0	0%	490	N/A	328	N/A	N/A	940	10	No	#NUM!	
Stateline Rd	SB	1	1	450	10	2%	475	1.48	334	494	No	925	10	Yes	1	75

*The "Consider" note applies when there are high through volumes but less than 10 left turning vehicles.

ODOT LEFT TURN CRITERIA IS BASED ON THE 8-13-03 LEFT TURN CRITERIA
 MAX QUEUE AND STORAGE ESTIMATES BASED ON GARD METHOD

Right-Turn Lane Analysis

Project: US 101 Corridor Plan
 Scenario(s): 2013 Existing PM Peak

2013 Existing PM Peak

Intersection	Approach (NB,SB,EB,WB)	2-lane or Multi-lane Highway	Volume Advancing (Va)	RT Vol	ODOT RT Lane Criteria	ODOT RT Lane?	NCHRP RT Volume	Taper Criteria	RT Lane Criteria	NCHRP Taper?	NCHRP RT Lane?
Sunshine Cove Ln	NB	Multi-lane	970	20	21	Shoulder	20	10.9	56	Yes	No
Court St	NB	Multi-lane	975	45	20	Yes	45	10.9	56	Yes	No
Hall Way	NB	Multi-lane	960	10	21	Shoulder	10	11.2	56	No	No
Chetco RV Park Dwy	NB	Multi-lane	705	5	31	Shoulder	5	19	75	No	No
Pedroli Dr	NB	Multi-lane	545	0	38	No	0	23.8	86	No	No
Raymond Ln	NB	Multi-lane	540	5	38	No	5	23.8	86	No	No
Pelican Bay Dr	NB	Multi-lane	530	5	38	No	5	24.1	87	No	No
Museum Rd (north)	NB	Multi-lane	530	5	38	No	5	24.1	87	No	No
Museum Rd (south)	NB	Multi-lane	530	5	38	No	5	24.1	87	No	No
Camellia Dr	NB	Multi-lane	515	5	39	No	5	24.7	89	No	No
McVay Ln (north)	NB	2-lane	505	0	20	No	0	20	53	No	No
McVay Ln (south)	NB	2-lane	510	5	20	No	5	20	52	No	No
Freeman Ln	NB	2-lane	505	0	20	No	0	20	53	No	No
Oceanview Dr/ Winchuck River Rd	NB	2-lane	495	5	20	No	5	21	55	No	No
Itzen Dr	NB	2-lane	495	0	20	No	0	21	55	No	No
Stateline Rd	NB	2-lane	480	5	21	No	5	22	56	No	No

2013 Existing PM Peak

Intersection	Approach (NB,SB,EB,WB)	2-lane or Multi-lane Highway	Volume Advancing (Va)	RT Vol	ODOT RT Lane Criteria	ODOT RT Lane?	NCHRP RT Volume	Taper Criteria	RT Lane Criteria	NCHRP Taper?	NCHRP RT Lane?
Sunshine Cove Ln	SB	Multi-lane	870	0	25	Shoulder	0	13.9	63	No	No
Court St	SB	Multi-lane	850	0	25	Shoulder	0	14.5	64	No	No
Hall Way	SB	Multi-lane	840	0	26	Shoulder	0	14.8	65	No	No
Chetco RV Park Dwy	SB	Multi-lane	750	0	29	Shoulder	0	17.5	71	No	No
Pedroli Dr	SB	Multi-lane	600	50	35	Yes	50	22	82	Yes	No
Raymond Ln	SB	Multi-lane	530	0	38	No	0	24.1	87	No	No
Pelican Bay Dr	SB	Multi-lane	505	0	39	No	0	25	89	No	No
Museum Rd (north)	SB	Multi-lane	500	0	39	No	0	25	89	No	No
Museum Rd (south)	SB	Multi-lane	495	0	80	No	0	25.3	90	No	No
Camellia Dr	SB	Multi-lane	480	0	81	No	0	25.6	90	No	No
McVay Ln (north)	SB	2-lane	485	0	21	No	0	22	56	No	No
McVay Ln (south)	SB	2-lane	485	0	21	No	0	22	56	No	No
Freeman Ln	SB	2-lane	480	0	21	No	0	22	56	No	No
Oceanview Dr/ Winchuck River Rd	SB	2-lane	480	20	21	No	20	22	56	No	No
Itzen Dr	SB	2-lane	450	5	23	No	5	25	60	No	No
Stateline Rd	WB	2-lane	25	15	109	No	15	68	117	No	No

Left Turn Lane Warrant Analysis

Project: US 101 Corridor Plan
 Scenario(s): 2033 Future PM Peak

2033 Future PM Peak

Intersection	Approach (NB,SB,EB,WB)	Number of Advancing Lanes	Number of Opposing Lanes	Volume Advancing (Va)	LT Vol	LT %	Volume Opposing (Vo)	Warrant Factor	5% Warrant Va	Va Warrant Threshold	HRB Warrant Met?	ODOT Volume	ODOT LT Threshold	ODOT Criteria Met?	Max. Est. Queue	Storage Length (ft)
Sunshine Cove Ln	NB	2	2	1425	0	0%	1320	N/A	221	N/A	N/A	1373	10	No	#N/A	
Court St	NB	2	2	1445	0	0%	1295	N/A	220	N/A	N/A	1370	10	No	#N/A	
Hall Way	NB	2	2	1425	0	0%	1300	N/A	220	N/A	N/A	1363	10	No	#N/A	
Chetco RV Park Dwy	NB	2	2	1235	0	0%	1200	N/A	221	N/A	N/A	1218	10	No	#N/A	
Pedroli Dr	NB	2	2	805	5	1%	820	2.77	224	622	Yes	813	10	Consider	#N/A	#N/A
Raymond Ln	NB	2	2	730	0	0%	675	N/A	265	N/A	N/A	703	10	No	#N/A	
Pelican Bay Dr	NB	2	2	665	0	0%	615	N/A	284	N/A	N/A	640	10	No	#N/A	
Museum Rd (north)	NB	2	2	665	0	0%	625	N/A	281	N/A	N/A	645	10	No	#N/A	
Museum Rd (south)	NB	2	2	665	0	0%	620	N/A	282	N/A	N/A	643	10	No	#N/A	
Camellia Dr	NB	2	2	655	20	3%	610	1.27	286	362	Yes	633	10	Yes	#N/A	#N/A
McVay Ln (north)	NB	1	1	645	0	0%	610	N/A	286	N/A	N/A	1255	10	No	#N/A	
McVay Ln (south)	NB	1	1	650	0	0%	610	N/A	286	N/A	N/A	1260	10	No	#N/A	
Freeman Ln	NB	1	1	650	5	1%	610	2.49	286	713	No	1260	10	Consider	#N/A	
Oceanview Dr/ Winchuck River Rd	NB	1	1	640	25	4%	570	1.12	299	337	Yes	1210	10	Yes	2	75
Itzen Dr	NB	1	1	640	5	1%	575	2.48	298	737	No	1215	10	Consider	0	
Stateline Rd	NB	1	1	620	5	1%	565	2.44	301	734	No	1185	10	Consider	0	

2033 Future PM Peak

Intersection	Approach (NB,SB,EB,WB)	Number of Advancing Lanes	Number of Opposing Lanes	Volume Advancing (Va)	LT Vol	LT %	Volume Opposing (Vo)	Warrant Factor	5% Warrant Va	Va Warrant Threshold	HRB Warrant Met?	ODOT Volume	ODOT LT Threshold	ODOT Criteria Met?	Max. Est. Queue	Storage Length (ft)
Sunshine Cove Ln	SB	2	2	1355	35	3%	1425	1.37	225	309	Yes	1390	10	Yes	2	75
Court St	SB	2	2	1330	35	3%	1445	1.36	225	306	Yes	1388	10	Yes	2	75
Hall Way	SB	2	2	1320	20	2%	1425	1.78	225	401	Yes	1373	10	Yes	2	75
Chetco RV Park Dwy	SB	2	2	1210	10	1%	1235	2.41	220	530	Yes	1223	10	Yes	1	75
Pedroli Dr	SB	2	2	825	5	1%	800	2.81	229	644	Yes	813	10	Consider	0	75
Raymond Ln	SB	2	2	770	95	12%	730	0.66	248	165	Yes	750	10	Yes	4	100
Pelican Bay Dr	SB	2	2	710	95	13%	665	0.64	268	172	Yes	688	10	Yes	4	100
Museum Rd (north)	SB	2	2	630	5	1%	665	2.46	268	658	No	648	10	Consider	0	
Museum Rd (south)	SB	2	2	625	5	1%	665	2.45	268	656	No	645	10	Consider	0	
Camellia Dr	SB	2	2	610	0	0%	635	N/A	277	N/A	N/A	623	10	No	#NUM!	
McVay Ln (north)	SB	1	1	620	10	2%	645	1.73	274	474	Yes	1265	10	Yes	1	75
McVay Ln (south)	SB	1	1	615	5	1%	650	2.43	273	662	No	1265	10	Consider	0	
Freeman Ln	SB	1	1	610	0	0%	645	N/A	274	N/A	N/A	1255	10	No	#NUM!	
Oceanview Dr/ Winchuck River Rd	SB	1	1	610	40	7%	615	0.88	284	250	Yes	1225	10	Yes	3	75
Itzen Dr	SB	1	1	575	0	0%	635	N/A	277	N/A	N/A	1210	10	No	#NUM!	
Stateline Rd	SB	1	1	575	10	2%	615	1.67	284	474	Yes	1190	10	Yes	1	75

*The "Consider" note applies when there are high through volumes but less than 10 left turning vehicles.

ODOT LEFT TURN CRITERIA IS BASED ON THE 8-13-03 LEFT TURN CRITERIA
 MAX QUEUE AND STORAGE ESTIMATES BASED ON GARD METHOD

Right-Turn Lane Analysis

Project: US 101 Corridor Plan
 Scenario(s): 2033 Future PM Peak

2033 Future PM Peak

Intersection	Approach (NB,SB,EB,WB)	2-lane or Multi-lane Highway	Volume Advancing (Va)	RT Vol	ODOT RT Lane Criteria	ODOT RT Lane?	NCHRP RT Volume	Taper Criteria	RT Lane Criteria	NCHRP Taper?	NCHRP RT Lane?
Sunshine Cove Ln	NB	Multi-lane	1425	20	20	Yes	20	10	40	Yes	No
Court St	NB	Multi-lane	1445	55	20	Yes	55	10	40	Yes	Yes
Hall Way	NB	Multi-lane	1425	10	20	Shoulder	10	10	40	Yes	No
Chetco RV Park Dwy	NB	Multi-lane	1235	5	20	Shoulder	5	10	40	No	No
Pedroli Dr	NB	Multi-lane	805	0	27	Shoulder	0	16	68	No	No
Raymond Ln	NB	Multi-lane	730	20	30	Shoulder	20	18.1	73	Yes	No
Pelican Bay Dr	NB	Multi-lane	665	20	33	No	20	20.2	78	No	No
Museum Rd (north)	NB	Multi-lane	665	5	33	No	5	20.2	78	No	No
Museum Rd (south)	NB	Multi-lane	665	5	33	No	5	20.2	78	No	No
Camellia Dr	NB	Multi-lane	655	5	33	No	5	20.5	79	No	No
McVay Ln (north)	NB	2-lane	645	5	20	No	5	20	40	No	No
McVay Ln (south)	NB	2-lane	650	5	20	No	5	20	40	No	No
Freeman Ln	NB	2-lane	650	0	20	No	0	20	40	No	No
Oceanview Dr/ Winchuck River Rd	NB	2-lane	640	5	20	No	5	20	40	No	No
Itzen Dr	NB	2-lane	640	0	20	No	0	20	40	No	No
Stateline Rd	NB	2-lane	620	5	20	No	5	20	40	No	No

2033 Future PM Peak

Intersection	Approach (NB,SB,EB,WB)	2-lane or Multi-lane Highway	Volume Advancing (Va)	RT Vol	ODOT RT Lane Criteria	ODOT RT Lane?	NCHRP RT Volume	Taper Criteria	RT Lane Criteria	NCHRP Taper?	NCHRP RT Lane?
Sunshine Cove Ln	SB	Multi-lane	1355	0	20	Shoulder	0	10	40	No	No
Court St	SB	Multi-lane	1330	0	20	Shoulder	0	10	40	No	No
Hall Way	SB	Multi-lane	1320	0	20	Shoulder	0	10	40	No	No
Chetco RV Park Dwy	SB	Multi-lane	1210	0	20	Shoulder	0	10	40	No	No
Pedroli Dr	SB	Multi-lane	825	75	26	Yes	75	15.4	66	Yes	Yes
Raymond Ln	SB	Multi-lane	770	0	29	Shoulder	0	16.9	70	No	No
Pelican Bay Dr	SB	Multi-lane	710	0	31	Shoulder	0	18.7	74	No	No
Museum Rd (north)	SB	Multi-lane	630	0	34	No	0	21.1	80	No	No
Museum Rd (south)	SB	Multi-lane	625	0	34	No	0	21.4	81	No	No
Camellia Dr	SB	Multi-lane	610	0	35	No	0	21.7	81	No	No
McVay Ln (north)	SB	2-lane	620	0	20	No	0	20	40	No	No
McVay Ln (south)	SB	2-lane	615	0	20	No	0	20	40	No	No
Freeman Ln	SB	2-lane	610	0	20	No	0	20	40	No	No
Oceanview Dr/ Winchuck River Rd	SB	2-lane	610	25	20	Yes	25	20	40	Yes	No
Itzen Dr	SB	2-lane	575	5	20	No	5	20	44	No	No
Stateline Rd	WB	2-lane	30	20	109	No	20	67	116	No	No



APPENDIX D

ACCESS INVENTORY

**US 101 Corridor Plan
Existing Approaches**

Approach Number	Side of Hwy.	Milepost	Width (ft.)	Material	Public/Private	Tax ID#	Property Owner(s)	Business Address – US 101	Business Name	Use
1	West	358.11	30	Paved	Public		Curry County		-	Public Street – Harbor Road
2	West	358.11	24	Paved	Public		Curry County		-	Public Street – Harbor Road
3	East	358.13	36	Paved	Public		Curry County		-	Public Street – S. Bank Chetco Rd
4	West	358.17	23	Paved	Private	200	WILSON, RICHARD R TRUSTEE ETAL		vacant-not used	Roadway
5	East	358.24	40	Paved	Private	100	JODEL, LLC		Sea Bird RV Park	RV Park
6	East	358.39	28	Paved	Public		Curry County		-	Public Street – Sunshine Cove Lane
7	East	358.41	24	Concrete	Private	800	KEMP, KEVIN K		Kemp Auto Sales	Auto
8	East	358.45	55	Paved	Public		Curry County		-	Public Street – Court Street
9	East	358.48	20	Paved	Private	3200	RUCKER, KENNETH A & CYNTHIA J		Ken's Auto Repair	Mechanic
10	East	358.51	20	Paved	Private	3200	RUCKER, KENNETH A & CYNTHIA J		Ken's Auto Repair	Mechanic
11	East	358.52	19	Paved	Public		Curry County		-	Public Street – Hall Way
12	East	358.57	36	Paved	Public		Curry County		-	Public Street – Zimmerman Lane
13	West	358.57	36	Paved	Public		Curry County		-	Public Street – Zimmerman Lane
14	West	358.63	40	Paved	Private	1800	COLVIN STATIONS, INC		Chevron Gas Station	Utilities
15	East	358.64	32	Paved	Private	300 & 3800	DUTCH BROTHERS COFFEE, et.al.		Driveway	Roadway
16	West	358.65	39	Paved	Private	1800	COLVIN STATIONS, INC		Chevron Gas Station	Utilities
17	East	358.69	24	Paved	Private	200	GOH PROPERTIES, LLC		S. Coast Center	Shops
18	West	358.73	24	Paved	Public		Curry County		W. Hoffeldt Rd Rt Turn Lane	Public Street – Zimmerman Lane
19	East	358.76	33	Paved	Public		Curry County		-	Public Street – W. Hoffeldt Road
20	West	358.75	36	Paved	Public		Curry County		-	Public Street – E. Hoffeldt Road
21	East	358.8	28	Paved	Public		Curry County		-	Public Street – E. Hoffeldt Road Rt. Turn Lane

**US 101 Corridor Plan
Existing Approaches**

Approach Number	Side of Hwy.	Milepost	Width (ft.)	Material	Public/Private	Tax ID#	Property Owner(s)	Business Address – US 101	Business Name	Use
22	East	358.87	30	Paved	Private	7600 & 7700	KENT, E GREG	16187	Juanita's Kitchen	Food
23	East	358.89	28	Gravel	Private	7800	CHETCO FEDERAL CREDIT UNION	16147	Chetco Federal Credit Union	Overflow Parking
24	East	358.92	30	Gravel	Private	7800	CHETCO FEDERAL CREDIT UNION	16147	Chetco Federal Credit Union	Overflow Parking
25	East	358.93	37	Paved	Private	800	CHETCO FEDERAL CREDIT UNION	16147	Chetco Federal Credit Union	Bank
26	East	358.97	18	Concrete	Private	800	CHETCO FEDERAL CREDIT UNION	16147	Chetco Federal Credit Union	Bank
27	East	358.98	18	Paved	Private	800	CHETCO FEDERAL CREDIT UNION	16147	Chetco Federal Credit Union	Bank
28	West	358.94	24	Paved	Public		Curry County		-	Public Street – Gerlach Lane
29	East	359.01	30	Paved	Private	600, 700 & 1100	WILSON, RICHARD R TRUSTEE ETAL	16131	Floors N More	Commercial
30	West	359.01	36	Paved	Private	4600	BLUE STAR GAS - COAST CO	16160	Blue Star Gas	Utilities
31	East	359.03	26	Paved	Private	600, 700 & 1100	WILSON, RICHARD R TRUSTEE ETAL	16117	Chetco RV Park	RV Park
32	East	359.05	35	Paved	Private	600, 700 & 1100	WILSON, RICHARD R TRUSTEE ETAL	16117	Chetco RV Park	RV Park
33	West	359.04	34	Paved	Private	4900	SCRUGGS, DAVID	16094	Appels Home Furnishing	Shop
34	West	359.05	25	Paved	Private	5300	BURGER, DONOLD ET AL	16078	Village Smitty	Blacksmith
35	West	359.05	36	Paved	Private	5400	GLAZEBROOK, NORMAN A & BARBARA	16070	B & B Excavation	Mechanic
36	East	359.11	36	Paved	Public		Curry County		-	Public Street – Floral Hill Drive
37	West	359.12	24	Paved	Private	2400	RINGER, REED A & ELNORA K	16044	Gold Beach Lumber	Lumber
38	East	359.16	20	Paved	Private	4300	LAMP, JAMES L SR & SARAH J	16053	Driveway	Comm/Resid
39	West	359.13	36	Concrete	Private	2301	RINGER, REED A & ELNORA K	16016	Gold Beach Lumber	Lumber
40	East	359.13	24	Paved	Private	4500	FORBES, MARCIA HELEN TRUSTEE	16039	South Coast Computers	Computers
41	East	359.16	40	Paved	Private	5100	R W HAYES PROPERTIES, LLC	16021	Shell Gas Station	Utilities
42	West	359.15	26	Paved	Private	2301	RINGER, REED A & ELNORA K	16016	Gold Beach Lumber (Fenced)	Lumber
43	East	359.21	50	Paved	Public		Curry County		-	Public Street – Sherwood Lane

**US 101 Corridor Plan
Existing Approaches**

Approach Number	Side of Hwy.	Milepost	Width (ft.)	Material	Public/Private	Tax ID#	Property Owner(s)	Business Address – US 101	Business Name	Use
44	West	359.2	20	Paved	Private	2100	GERAGHTY, JOHN & MARSHA	98141 W. Benham Ln	Tavern	Tavern
45	East	359.26	20	Paved	Private	2500	U S NATIONAL BANK OF OREGON TRST	16003	Mini Storage	Storage
46	East	359.27	18	Paved	Private	2500	U S NATIONAL BANK OF OREGON TRST	16003	Mini Storage	Storage
47	West	359.28	22	Paved	Public		Curry County		-	Public Street – W. Benham Lane Rt. Turn Lane
48	East	359.29	30	Paved	Private	2400	WILSON, RICHARD R;WESTEREN, GLENDA	15991	Harbor Inn Motel	Motel
49	West	359.32	33	Paved	Public		Curry County		-	Public Street – W. Benham Lane
50	East	359.32	26	Paved	Public		Curry County		-	Public Street – E. Benham Lane
51	East	359.34	22	Paved	Public		Curry County		-	Public Street – E. Benham Lane Rt. Turn Lane
52	East	359.37	30	Paved	Private	2700, 2800 & 3000	RETTKE, DALE A & JACQUELINE S	15975	Parking Area	Parking
53	West	359.39	18	Paved	Private	100	HUTMAN, STEVEN H ETAL	15870	Gated Access	Farm
54	East	359.38	40	Paved	Private	2700, 2800 & 3100	RETTKE, DALE A & JACQUELINE S, et.al.	15957	English Village Shoppes	Shops
55	West	359.45	18	Paved	Private	100	HUTMAN, STEVEN H ETAL	15870	Gated Access	Farm
56	West	359.53	19	Paved	Private	100	HUTMAN, STEVEN H ETAL	15870	Gated Access	Farm
57	East	359.56	18	Paved	Private	2900	SHAFER, HARVEY G & ETTA TRUSTEES	15887	Driveway	Residential/Farm
58	West	359.56	25	Paved	Public		Curry County		-	Public Street – Pedrioli Lane
59	East	359.57	26	Paved	Private	1900 & 2000	CHRISTENSEN, D G & LORRAINE TRST	15881	Driveway	Residential
60	West	359.61	24	Paved	Private	100 & 200	BLOOMFIELD, DAVID & LYNE H		Driveway	
61	East	359.62	23	Paved	Private	2000, 2100 & 2200	SHAW, RANDY P & LOUISE S	15861	Vacant Lot	Residential
62	West	359.63	22	Paved	Private	300	BALDIVID, FRANK & LORETTA	15848	The Boat	Residential

**US 101 Corridor Plan
Existing Approaches**

Approach Number	Side of Hwy.	Milepost	Width (ft.)	Material	Public/Private	Tax ID#	Property Owner(s)	Business Address – US 101	Business Name	Use
63	East	359.65	24	Paved	Private	2300	RIGHETTI, RONALD J & CHRISTINE	15855	Driveway	Residential
64	East	359.67	24	Paved	Private	2400	MACIVOR, RUTH J ET AL	15841	Driveway	Residential
65	East	359.68	18	Paved	Private	2500	MAPLE, LOVONA	15835	Driveway	Residential
66	East	359.69	16	Paved	Private	2600	GOW, LUCILLE M TRUSTEE	15831	Driveway	Residential
67	East	359.72	24	Paved	Private	2700	HITZMAN, DAVE R & SHARON M	15819	Driveway	Residential
68	East	359.74	24	Paved	Private	2800	LIGHTHOUSE ASSEMBLY OF GOD	15803	Not Used	Commercial
69	East	359.76	22	Paved	Private	2800	LIGHTHOUSE ASSEMBLY OF GOD	15803	Lighthouse Church Entrance	Church/Residential
70	West	359.78	32	Paved	Private	3200	EMMANUAL BAPTIST CHURCH OF	15776	Christian Family Fellowship	Church
71	West	359.79	20	Paved	Private	400	BROOKINGS	15776	Driveway	Residential
72	East	359.86	20	Paved	Private	2800	LIGHTHOUSE ASSEMBLY OF GOD	15765	Lighthouse Church Exit	Church/Resid
73	West	359.87	22	Paved	Private	500	FEASEL INVESTMENTS LLC	15756	Fenced Access	Not Used
74	East	359.89	26	Paved	Private	3000	SCHMEER, ALLAN V & LEANNE R	15765	Harbor Hills Mobile Home Park	Mobile Home Park
75	West	359.89	16	Paved	Private	500	FEASEL INVESTMENTS LLC	15756	Let's Go Fishing mini Storage	Storage
76	West	359.89	24	Paved	Private	600	TOWN & COUNTRY ANIMAL CLINIC P O BOX 788 BROOKINGS, OR 97415	15740	Town & Country animal Clinic	Veterinary
77	East	359.91	19	Paved	Private	100	JODEL, LLC	15745	Driveway	Residential
78	West	359.93	25	Paved	Private	700	SPENCER, RONALD J & SANDRA J	15724	Spencer Doors & Mini Storage	Commercial
79	East	359.94	20	Paved	Public		Curry County		-	Public Street – Raymond Road
80	East	359.96	18	Paved	Private	202	LAJUETT, FRED E	15721	Mile 360 Event Hall	Event Hall
81	West	359.96	24	Paved	Private	700 & 800	GUMM, STEVE ET AL	15714	misc. shops	Shops
82	East	359.99	19	Paved	Public		Curry County		-	Public Street – Robin Lane
83	West	360	26	Paved	Private	900	SHARP, JAMES F & TANA J	15698	Sharp's Marine	Mechanic

**US 101 Corridor Plan
Existing Approaches**

Approach Number	Side of Hwy.	Milepost	Width (ft.)	Material	Public/Private	Tax ID#	Property Owner(s)	Business Address – US 101	Business Name	Use
84	East	360	24	Paved	Private	3000	CHANDLER, DONALD G & ROBERTA L	15667	Little Bay Motor	Auto Sales
85	West	360.01	18	Paved	Private	900	SHARP, JAMES F & TANA J	15692	Driveway	Farm
86	West	360.02	16	Paved	Private	3300 & 6800	JONES, THOMAS RUSSELL	15694	Gated Access	Residential
87	East	360.01	21	Paved	Private	3200	OUTREACH GOSPEL MISSION	15669	Outreach Gospel Mission	Mission
88	East	360.08	24	Paved	Private	3000	CHANDLER, DONALD G & ROBERTA L	15667	Little Bay Motor	Auto Sales
89	East	360.08	18	Paved	Private	2900	MILLER, JOHN SHERMAN ETAL	15657	Pacific Stone & Tile	Commercial
90	West	360.11	18	Paved	Private	3300	JONES, THOMAS RUSSELL	15652	Driveway	Residential
91	East	360.1	20	Paved	Private	2800 & 3400	MYERS, L D SR & NANCY TRUSTEES	15657	Smokehouse & Seafood	Food
92	West	360.13	17	Paved	Private	3300	JONES, THOMAS RUSSELL	15644	Driveway	Residential
93	East	360.11	15	Paved	Private	2800 & 3400	MYERS, L D SR & NANCY TRUSTEES	15651	Smokehouse & Seafood	Commercial
94	West	360.16	18	Paved	Private	400	TRIBBLE, JEFFREY S	15630	Brookings-Harbor Vet. Clinic	Veterinary
95	East	360.15	40	Paved	Private	2700, 2800 & 3400	PRICE, J KING & CLARE B, et.al.	15631	Old West Barber Shop & Residence	Comm/Residential
96	West	360.19	22	Paved	Private	700	THE COLE FAMILY TRUST	15694	Easter Lily Research	Farm
97	West	360.22	24	Paved	Private	500 & 702	PENDLETON, RICHARD & JUDITH, et.al.	15608	The Bead Niche	Residential
98	East	360.2	25	Paved	Private	2600 & 202	VANCE, ROY C & TERESA G, et.al.	15609	Brookings-Harbor Truck & Auto	Auto
99	West	360.29	24	Paved	Private	600	LAGUNAS, LISA RENEE YOCK ETAL	15564	Gated Access	Farm
100	East	360.28	25	Paved	Private	101	THIES, MALCOM M & PAMELA K	15577	Harbor Terrace RV Park	RV Park
101	West	360.33	22	Paved	Private	600	LAGUNAS, LISA RENEE YOCK ETAL	15564	Driveway	Residential
102	West	360.37	20	Paved	Private	1300	HEDDING, JOHN E & GAIL L	15546	Winchuck Garden Nursery	Nursery
103	East	360.36	18	Paved	Private	100 & 102	MJR PROPERTIES, LLC, et.al.	15549	Driveway	Residential
104	West	360.39	20	Paved	Private	600, 1300 & 1400	LAGUNAS, LISA RENEE YOCK ETAL	15564	Driveway	Residential

**US 101 Corridor Plan
Existing Approaches**

Approach Number	Side of Hwy.	Milepost	Width (ft.)	Material	Public/Private	Tax ID#	Property Owner(s)	Business Address – US 101	Business Name	Use
105	West	360.41	18	Paved	Private	1400	ANDREASON, BENJAMIN & EVANGELINE	15528	Driveway	Residential
106	East	360.39	21	Paved	Private	100	MJR PROPERTIES, LLC	15533	Driveway	Residential
107	East	360.4	25	Paved	Public		Curry County			Public Street – Pelican Bay Drive
108	West	360.4	24	Paved	Private	1500	CHIADO, CAROL A	15526	DK Builders	Commercial
109	East	360.48	37	Paved	Public		Curry County			Public Street – Museum Rd (N)
110	West	360.55	18	Paved	Private	5800	DK BUILDERS		Gated Access	Farm
111	West	360.59	18	Paved	Private	5700	GOWMAN, MILTON J & BETTY L TRUSTEES	15454	Driveway	Residence
112	West	360.79	24	Paved	Private	1000	LEONARD, ANN TRSTEE	15358	Driveway	Commercial
113	East	360.85	35	Paved	Public		Curry County			Public Street – Museum Rd (S)
114	West	360.85	23	Paved	Private	1100	OCHOA, ROBERTO & FRANCISCA AYALA	15346	Cat Cove	Commercial
115	East	360.86	20	Paved	Private	400 & 1300	HORTON BROS, INC, et.al.	15363	Shared	Auto Sales/Residence
116	West	360.86	19	Paved	Private	1200	SULLIVAN, RICHARD W	15358	Apartment Units	Apartments
117	West	360.91	45	Paved	Public		Curry County			Public Street – Camellia Drive
118	East	360.91	17	Paved	Public		Curry County			Public Street – E. Camellia Drive-Private
119	West	361.03	25	Paved	Private	301 & 306	FREEMAN, SUSANNE M ET AL	15264	Ocean View Homes/Mini Storage	Storage
120	West	361.06	15	Paved	Private	400 & 401	TIDWELL, MICHAEL O	15264	Driveway	Residential
121	East	361.09	18	Paved	Private	201	WEBB, KEVIN L & KAREN R	98825 McVay Ck Rd	not used	Not Used
122	East	361.14	45	Paved	Public		Curry County		-	Public Street – not signed
123	West	361.15	23	Paved	Private	202	FREEMAN, CINDY C	15266	Gated Access	Farm
124	East	361.22		Paved	Public		State of Oregon		Weigh Station On Ramp	Scales

**US 101 Corridor Plan
Existing Approaches**

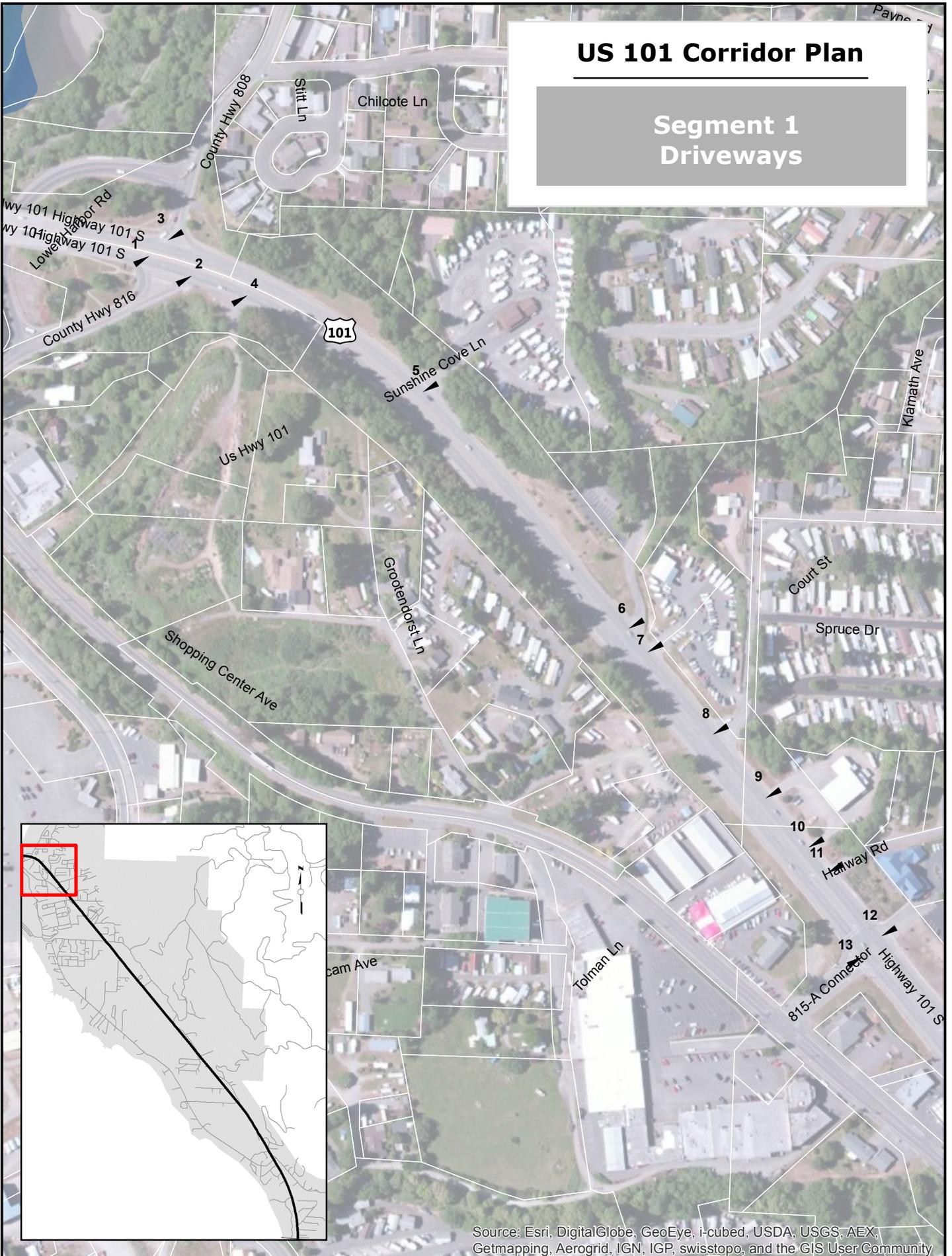
Approach Number	Side of Hwy.	Milepost	Width (ft.)	Material	Public/Private	Tax ID#	Property Owner(s)	Business Address – US 101	Business Name	Use
125	West	361.3	24	Gravel	Private	200	CROCKETT, CAROL L	15160	Driveway	Farm
126	West	361.37	18	Paved	Private	202	FREEMAN, CINDY C	15130	Gated Access	Farm
127	East	361.47		Paved	Public		State of Oregon		Weigh Station Off Ramp	Scales
128	East	361.52	40	Paved	Public		Curry County		-	Public Street – McVay Lane
129	East	361.57	18	Paved	Private	600	JACKSON, MARTHA J ETAL	15061	Applehill RV Park/Residence	RV Park
130	West	361.61	19	Gravel	Private	300	HASTINGS BULB GROWERS, INC	14906	Gated Access	Farm
131	West	361.74	18	Gravel	Private	500	HASTINGS BULB GROWERS, INC	14906	Gated Access	Farm
132	East	361.89	20	Gravel	Private	103	HOUSTON, MARK E & CHANG S		Gated Access	Not Used
133	West	361.89	40	Gravel	Private	105	FREEMAN PROPERTIES WEST, LLC	14906	Driveway	Farm
134	East	362.09	20	Paved	Public		Curry County		-	Public Street – East Freeman Road
135	West	362.1	25	Paved	Public		Curry County		-	Public Street – Freeman Lane
136	East	362.13	20	Paved	Public		Curry County		-	Public Street – Winchuck Road (one way)
137	East	362.22	40	Paved	Public		Curry County		-	Public Street – Winchuck Road
138	West	362.22	30	Paved	Public		Curry County		-	Public Street – Ocean view Drive
139	West	362.37	27	Gravel	Public		Curry County		-	Public Street – Itzen Drive
140	West	362.46	30	Gravel	Public	1202	Oregon State Parks & Rec.		Winchuck State Park	Park Access
141	East	362.95	24	Paved	Public		Curry County		-	Public Street – Stateline Road
142	West	362.96	24	Paved	Public	300	Oregon State Parks	14433	Chrissy Field State Park	Park Access
143	East	362.98	31	Paved	Private	2800	DEL CUR SUPPLY COOP	14397	Driveway	Comm.

**US 101 Corridor Plan
Existing Approaches**

Approach Number	Side of Hwy.	Milepost	Width (ft.)	Material	Public/Private	Tax ID#	Property Owner(s)	Business Address – US 101	Business Name	Use
144	East	363	24	Paved	Private	2800	DEL CUR SUPPLY COOP	14397	Private Road	Comm. & Pvt. Rd (Shared)
145	East	363.02	20	Gravel	Private	2900	JAMES, STEVEN & PAMELA Z	14377	Driveway	Commercial
146	East	363.03	20	Gravel	Private	2900	JAMES, STEVEN & PAMELA Z	14377	Driveway	Commercial
147	East	363.04	18	Paved	Private	3000	VIPOND, TERIL D & H JOANN	14387	Driveway	Residential
148	East	363.06	12	Paved	Private	3000	VIPOND, TERIL D & H JOANN	14387	Driveway	Not Used
149	East	363.06	10	Paved	Private	3200	MARIASCH, ANATOL TRUSTEE	14355	Driveway	Residential
150	East	363.08	12	Gravel	Private	3300	WEATHERFORD, RAYMOND E & LINDA D	14345	Driveway	Residential
151	East	363.09	17	Paved	Private	3400	ELIAS, CARLOS & MARGARET TRSTEES	14339	Driveway	Residential

US 101 Corridor Plan

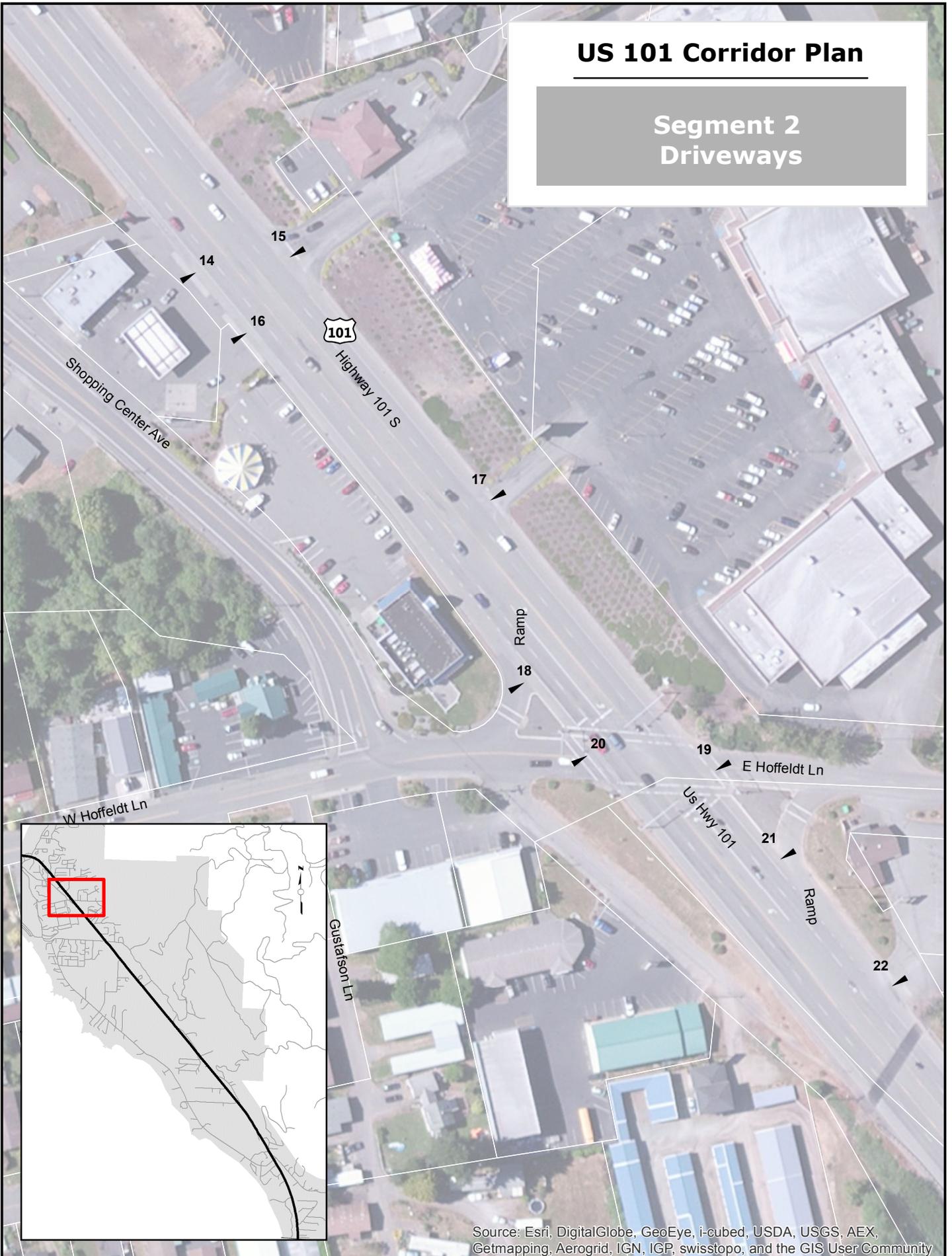
Segment 1 Driveways



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

US 101 Corridor Plan

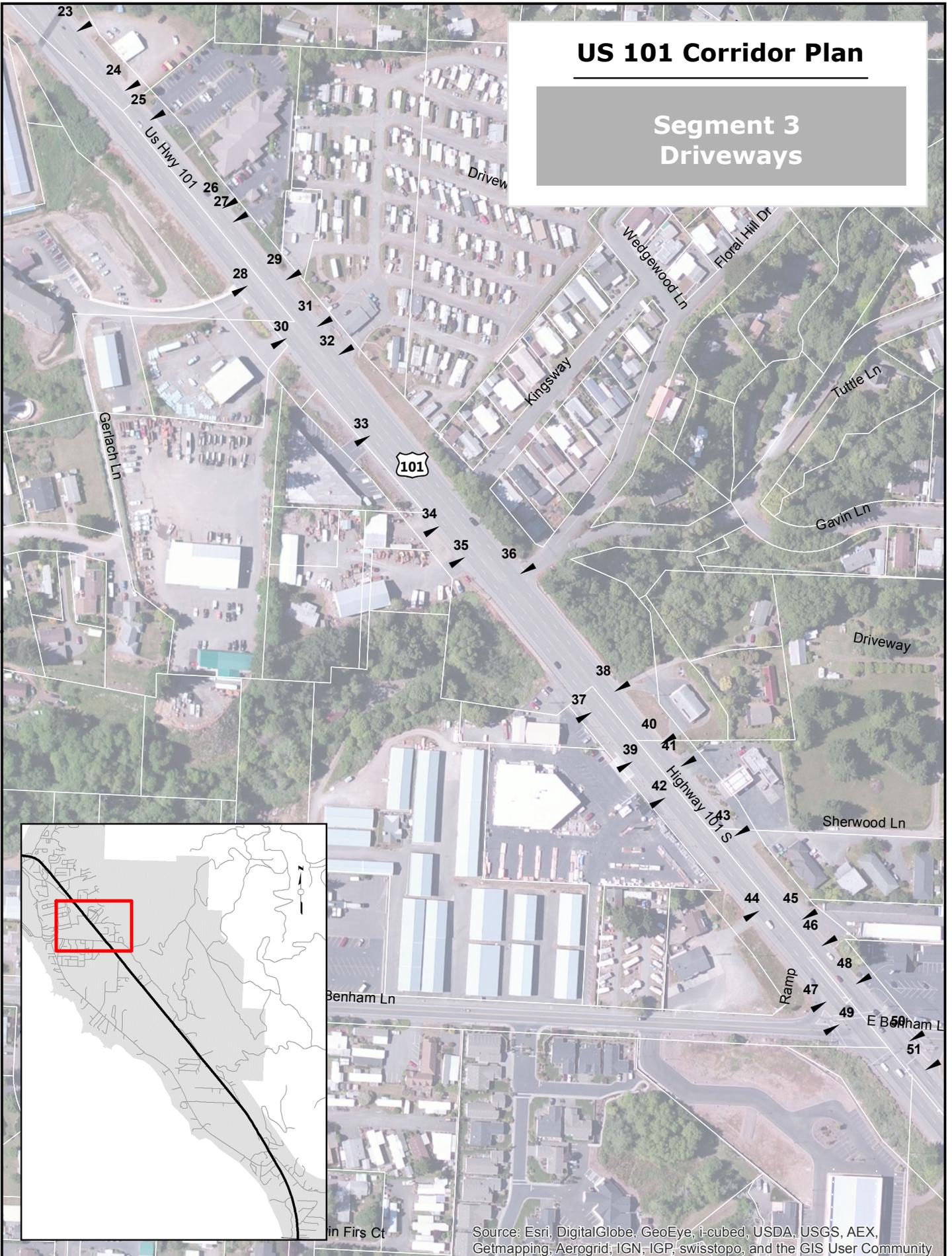
Segment 2 Driveways



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

US 101 Corridor Plan

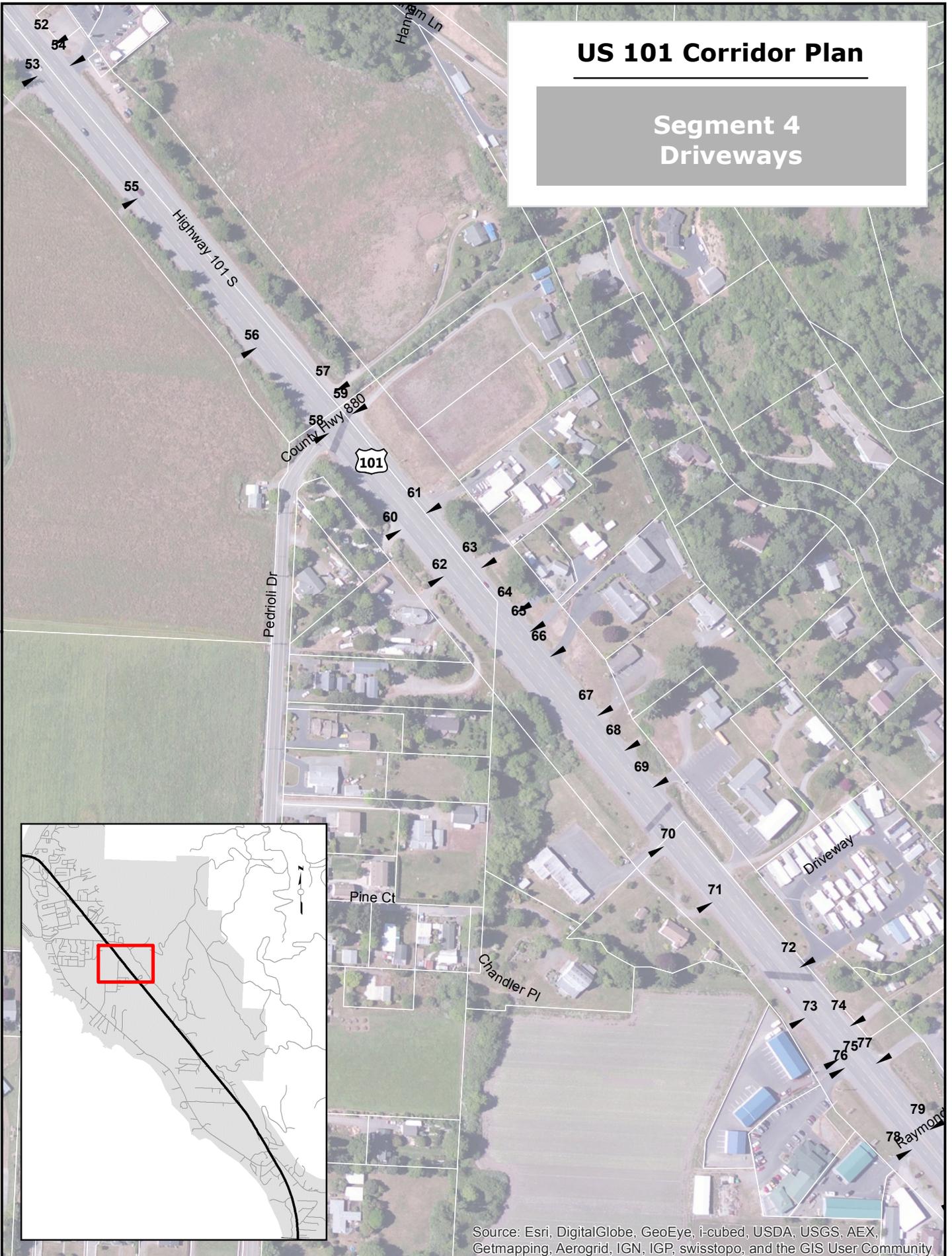
Segment 3 Driveways



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

US 101 Corridor Plan

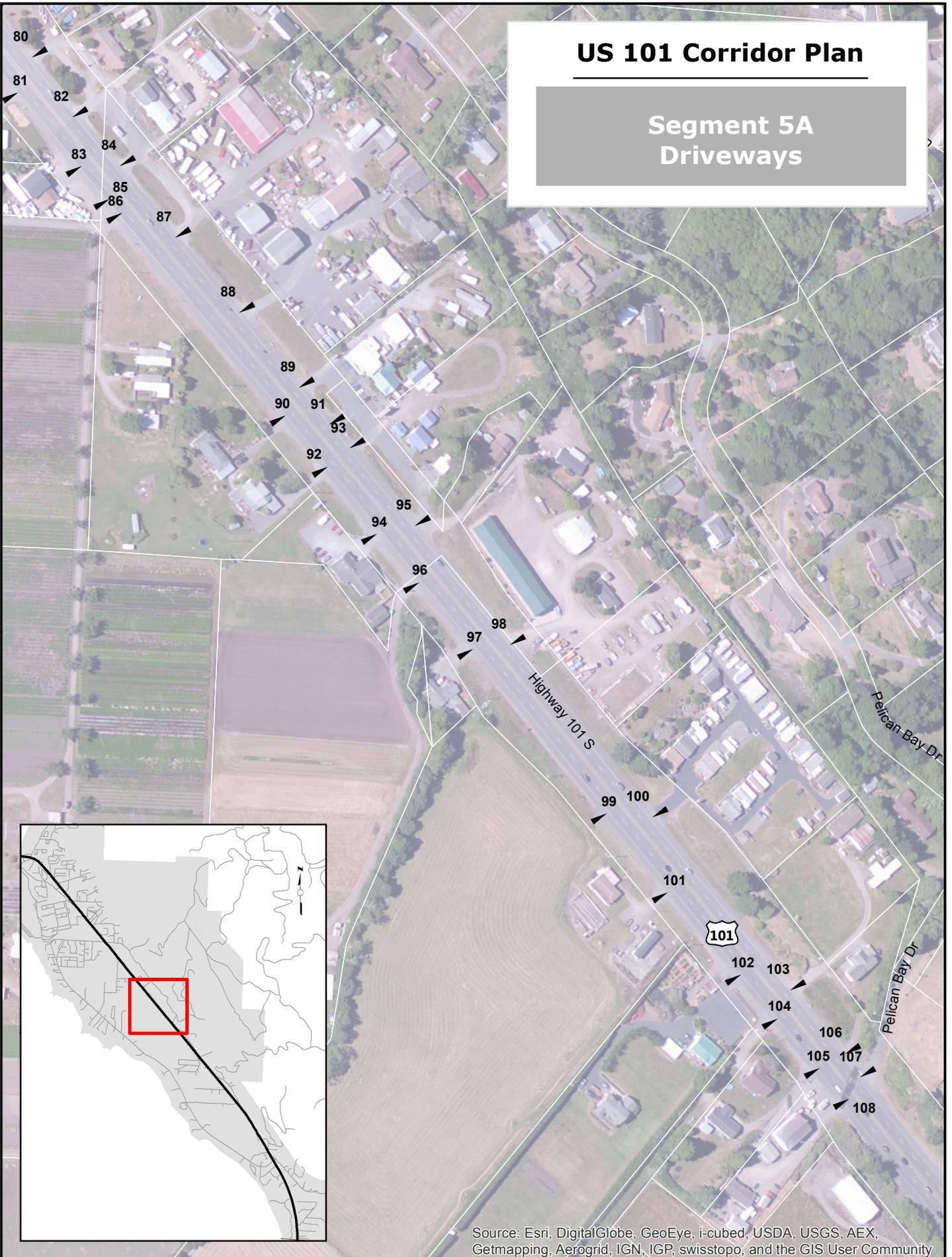
Segment 4 Driveways



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

US 101 Corridor Plan

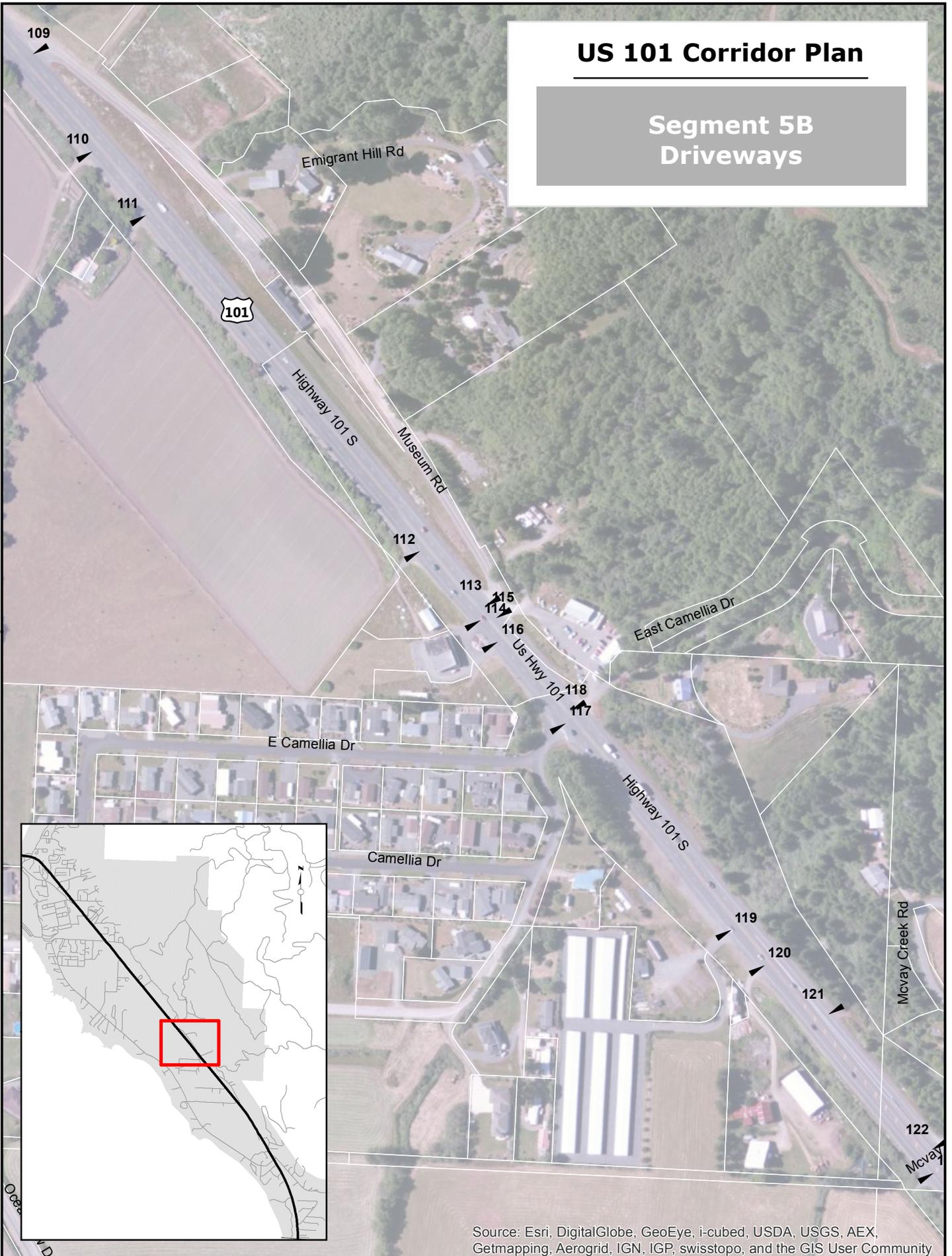
Segment 5A Driveways



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

US 101 Corridor Plan

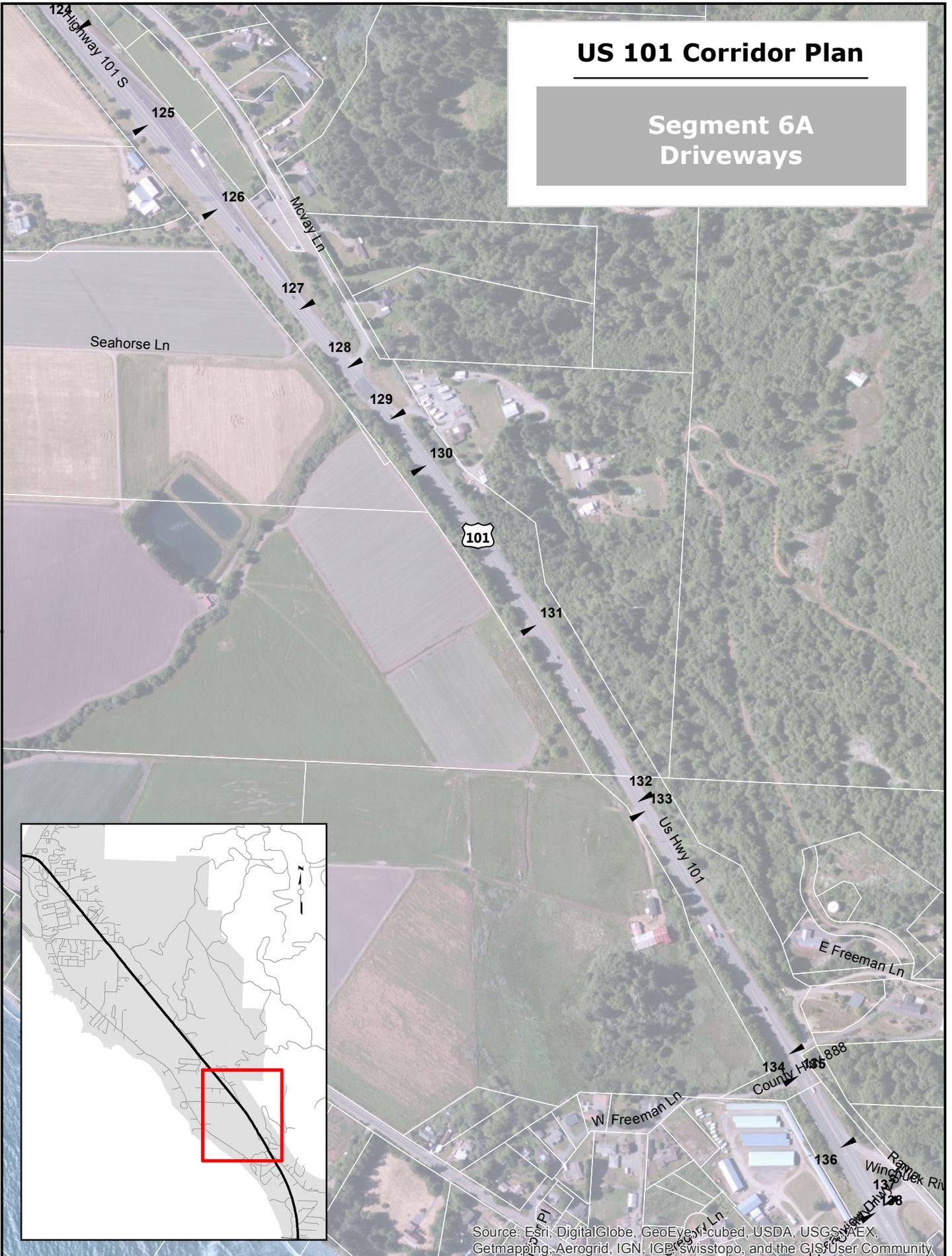
Segment 5B Driveways



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

US 101 Corridor Plan

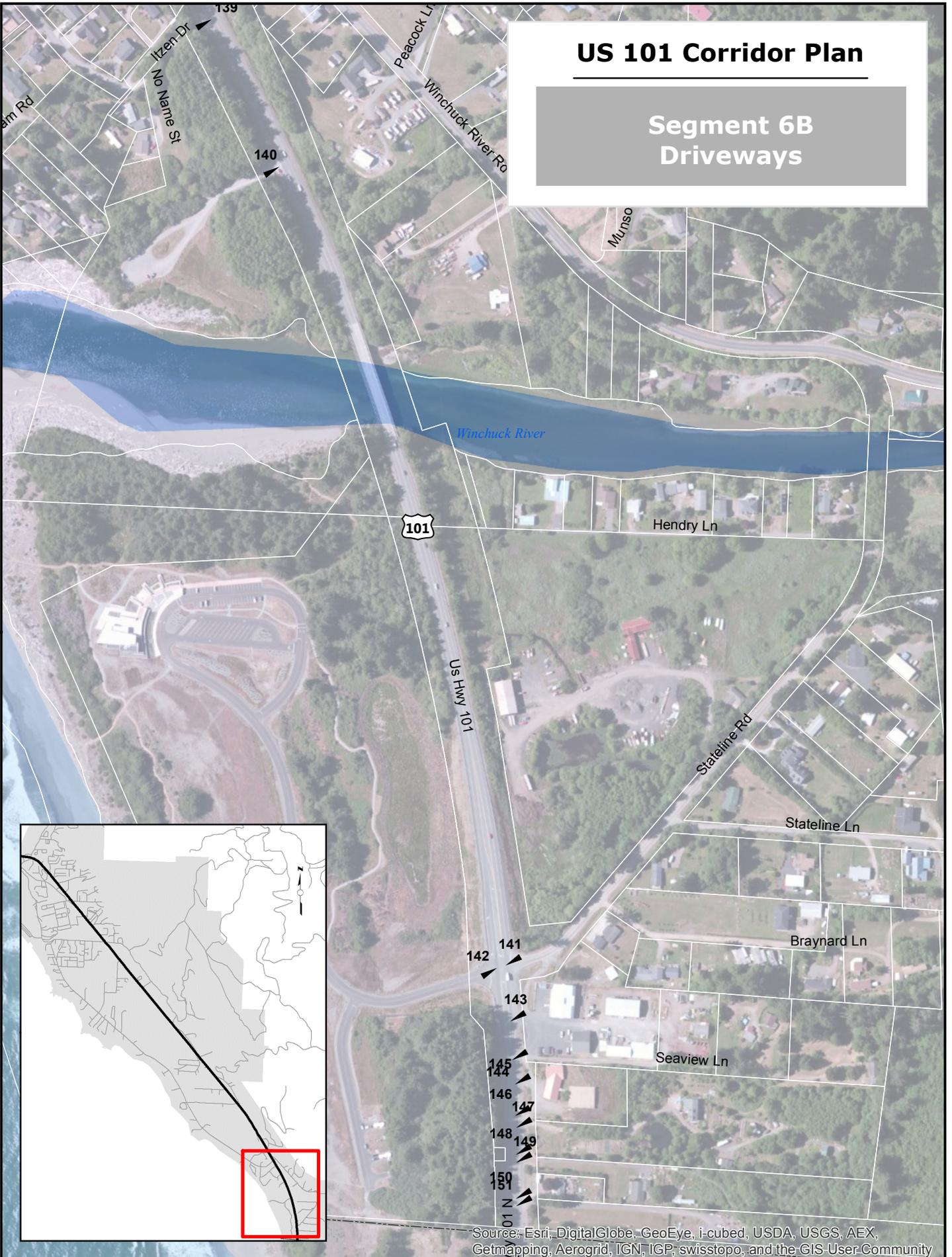
Segment 6A Driveways



Source: Esri, DigitalGlobe, GeoEye, iCubed, USDA, USGS, AeroX, Getmapping, Aerogrid, IGN, ICB, swisstopo, and the GIS User Community

US 101 Corridor Plan

Segment 6B Driveways



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

APPENDIX E

SUMMARY EVALUATION MATRIX

**US 101 Corridor Plan
Summary Evaluation Matrix**

Location	Milepost(s)	General Description	Purpose/Need	Environmental/ Land Use Impacts	Cost Opinion	Scoring	Notes
Segment 1 US 101 from Chetco River Bridge to Zimmerman Ln.	358.02 –358.57	<ul style="list-style-type: none"> Add sidewalks Install bike lanes Install LED street lighting Add reflectorized two-way turn pavement arrows 	<ul style="list-style-type: none"> Crash rate exceeds statewide average Confusion with two-way left turn lane (TWLTL) Sidewalks Street lighting 	None	\$526,000	N/A	<ul style="list-style-type: none"> No additional right-of-way would be needed. Installation of street lighting subject to findings of lighting analysis.
US 101/Lower Harbor Dr.- S. Bank Chetco River Rd.	358.13	<p><u>All Options:</u> Add sidewalks, LED street lighting, and signage for designated bike route to Ocean View Dr.</p> <p><u>Option 1</u></p> <ul style="list-style-type: none"> Provide guide signs in both directions on US 101 to direct drivers to Lower Harbor Rd. and S. Bank Chetco River Rd. Install crosswalk with pedestrian activated High Intensity Activated Crosswalk (HAWK) beacon and raised pedestrian refuge. <p><u>Option 2</u></p> <ul style="list-style-type: none"> Same as Option 1 except install a Rectangular Rapid Flashing Beacon (RRFB) rather than a HAWK beacon. <p><u>Option 3</u></p> <ul style="list-style-type: none"> Add sidewalks and ADA-compliant curb ramps Install traffic signal Remove traffic separator Install left and right turn lanes on US 101, left turn lane on Lower Harbor Rd., and right turn lane on S Bank Chetco River Rd. Close access to Underpass Rd. from S. Bank Chetco River Rd. to provide additional southbound storage on South Bank Chetco River Rd. Construct cul-de-sac on Underpass Rd. for emergency vehicle turnaround. <p><u>Option 4</u></p> <ul style="list-style-type: none"> Provide guide signs in both directions on US 101 to 	<ul style="list-style-type: none"> Crash rate exceeds statewide average Street lighting Sidewalks Mobility (future need) Bike route signage Skewed intersection Steep northbound approach grade 	None	<ul style="list-style-type: none"> Option 1: \$155,000 Option 2: \$125,000 Option 3: \$429,000 Option 4: \$46,000 	<ul style="list-style-type: none"> Option 1: 333 Option 2: 319 Option 3: 391 Option 4: 304 	<ul style="list-style-type: none"> No additional right-of-way would be needed for Options 1, 2, and 4. Option 3 may require right-of-way to realign the south leg of the intersection. Installation of street lighting subject to findings of lighting analysis. Future mobility need would only be addressed with Option 3.

**US 101 Corridor Plan
Summary Evaluation Matrix**

Location	Milepost(s)	General Description	Purpose/Need	Environmental/ Land Use Impacts	Cost Opinion	Scoring	Notes
		<p>direct drivers to Lower Harbor Rd. and S. Bank Chetco River Rd.</p> <ul style="list-style-type: none"> Provide signage for pedestrian route on Underpass Rd. 					
US 101/Hall Way	358.52	<ul style="list-style-type: none"> Change striping north of Zimmerman Lane from double-yellow to solid and dashed. Install LED street lighting Add sidewalks 	<ul style="list-style-type: none"> Turn lane Street lighting Sidewalks 	None	\$21,000	N/A	<ul style="list-style-type: none"> No additional right-of-way would be needed. Restriping needed to make currently illegal southbound left turns legal. Installation of street lighting subject to findings of lighting analysis. Not enough distance between Zimmerman Lane and Hall Way for southbound turn lane at Hall Way.
US 101/Zimmerman Ln	358.57	<p><u>Option 1</u></p> <ul style="list-style-type: none"> Add LED street lighting. Retime signal to better serve pedestrians. Replace span wires with mast arms to increase signal conspicuity. Install LED signal heads. Place 3M reflective tape around border of signal backplates (front and back). Install pedestrian countdown timers. Construct ADA-compliant curb ramps on all intersection approaches. Add sidewalk <p><u>Option 2</u></p> <ul style="list-style-type: none"> Same as Option 1 with the addition of a southbound right turn lane. 	<ul style="list-style-type: none"> ADA-compliant curb ramps Mobility (future need) Observed crash rate that exceeds the critical crash rate Signal timing that accommodates pedestrians Street lighting Sidewalk 	None	<ul style="list-style-type: none"> Option 1: \$225,000 Option 2: \$272,000 	<ul style="list-style-type: none"> Option 1: 417 Option 2: 446 	<ul style="list-style-type: none"> No additional right-of-way would be needed. Installation of street lighting subject to findings of lighting analysis. Future mobility need would only be addressed with Option 2.
Segment 2 US 101 from South of Zimmerman Ln. to Hoffeldt Ln.	358.58 – 358.76	<ul style="list-style-type: none"> Add sidewalks Install bike lanes Install LED street lighting Add reflectorized two-way turn pavement arrows 	<ul style="list-style-type: none"> Crash rate exceeds statewide average Confusion with two-way left turn lane (TWLTL) Sidewalks Street lighting 	None	\$194,000	N/A	<ul style="list-style-type: none"> No additional right-of-way would be needed. Installation of street lighting subject to findings of lighting analysis.

**US 101 Corridor Plan
Summary Evaluation Matrix**

Location	Milepost(s)	General Description	Purpose/Need	Environmental/ Land Use Impacts	Cost Opinion	Scoring	Notes
South Coast Center	358.68	<p><u>All Options</u> Install LED street lighting.</p> <p><u>Option 1</u></p> <ul style="list-style-type: none"> • Add sidewalk on both sides of US 101 between South Coast Center north driveway and Hoffeldt Lane. • Install ADA-compliant curb ramps at shopping center north driveway. • Install crosswalk on south side of north driveway with pedestrian activated High Intensity Activated Crosswalk (HAWK) beacon and raised pedestrian refuge. • Close south driveway (nearest to intersection of Hoffeldt Lane) and route all shopping center traffic to north driveway. <p><u>Option 2</u></p> <ul style="list-style-type: none"> • Add sidewalk on both sides of US 101 between South Coast Center north driveway and Hoffeldt Lane. • Install ADA-compliant curb ramps at north and south shopping center driveways. • Change access at shopping center south driveway to right-in/right-out. • Install a two foot wide raised median with post-mounted delineators between the north driveway and Hoffeldt Lane. • Install crosswalk on south side of north driveway, connecting to raised median with pedestrian activated High Intensity Activated Crosswalk (HAWK) beacon and raised pedestrian refuge. 	<ul style="list-style-type: none"> • ADA-compliant curb ramps • Access management • Street lighting • Sidewalks 	None	<ul style="list-style-type: none"> • Option 1: \$262,000 • Option 2: \$265,000 	<ul style="list-style-type: none"> • Option 1: 597 • Option 2: 580 	<ul style="list-style-type: none"> • No additional right-of-way would be needed. • Installation of street lighting subject to findings of lighting analysis. • For Option 2, the south driveway modification must accommodate buses.

**US 101 Corridor Plan
Summary Evaluation Matrix**

Location	Milepost(s)	General Description	Purpose/Need	Environmental/ Land Use Impacts	Cost Opinion	Scoring	Notes
US 101/Hoffeldt Ln.	358.76	<ul style="list-style-type: none"> • Add LED street lighting • Install supplemental signals on nearside approaches of Hoffeldt Ln. • Install LED signal heads • Place 3M reflective tape around border of signal backplates (front and back). • Relocate pedestrian push buttons • Install pedestrian countdown timers • Construct ADA-compliant curb ramps/realign crosswalks on all intersection approaches. • Add continental style crosswalk markings across right-turn slip lanes between intersection corners and pork chop islands. • Add sidewalks • Repaint crosswalks on all intersection approaches • Add pavement markings around pork chop islands to match ODOT typical markings. • Add right-turn arrow pavement markings on US 101 approaches. • Install yield signs and striping for right-turn slip lanes from US 101 to Hoffeldt Lane. 	<ul style="list-style-type: none"> • ADA-compliant curb ramps • Skewed intersection angle • Observed crash rate exceeds critical crash rate • Signal timing that better serves pedestrians • Street lighting • Sidewalks 	None	\$191,000	N/A	<ul style="list-style-type: none"> • No additional right-of-way would be needed • Installation of street lighting subject to findings of lighting analysis
Segment 3 US 101 from South of Hoffeldt Ln. to Benham Ln.	358.76 – 359.32	<ul style="list-style-type: none"> • Add sidewalks • Install bike lanes • Install LED street lighting • Add reflectorized two-way turn pavement arrows. 	<ul style="list-style-type: none"> • Crash rate exceeds statewide average • Confusion with two-way left turn lane (TWLTL) • Sidewalks • Street lighting 	None	\$596,000	N/A	<ul style="list-style-type: none"> • No additional right-of-way would be needed. • Installation of street lighting subject to findings of lighting analysis.
US 101/Chetco RV Park Dwy.	358.97	<ul style="list-style-type: none"> • Add a southbound left turn lane • Install LED street lighting • Add sidewalks 	<ul style="list-style-type: none"> • Turn lane • Street lighting • Sidewalks 	None	\$59,000	N/A	<ul style="list-style-type: none"> • No additional right-of-way would be needed. • Installation of street lighting subject to findings of lighting analysis.

**US 101 Corridor Plan
Summary Evaluation Matrix**

Location	Milepost(s)	General Description	Purpose/Need	Environmental/ Land Use Impacts	Cost Opinion	Scoring	Notes
US 101/Benham Ln.	359.32	<ul style="list-style-type: none"> Add LED street lighting Install supplemental signals on nearside approaches of Benham Ln. Install LED signal heads Relocate pedestrian push buttons Install pedestrian countdown timers Construct ADA-compliant curb ramps and add a crosswalk on the south approach. Add sidewalks Add westbound right-turn lane, southbound right-turn lane, and eastbound left-turn lane. 	<ul style="list-style-type: none"> ADA-compliant curb ramps Skewed intersection angle Observed crash rate that exceeds the critical crash rate Mobility (future need) Signal timing that better serves pedestrians Street lighting Sidewalks 	None	\$377,000	N/A	<ul style="list-style-type: none"> Possible right-of-way needed Installation of street lighting subject to findings of lighting analysis.
Segment 4 US 101 from South of Benham Ln. to Raymond Ln.	359.32 – 359.94	<ul style="list-style-type: none"> Add reflectorized two-way turn pavement arrows 	<ul style="list-style-type: none"> Driver confusion with two-way left turn lane (TWLTL) 	None	\$10,000	N/A	<ul style="list-style-type: none"> No additional right-of-way would be needed.
US 101 from Pedrioli Ln. to Raymond Ln.	359.56 – 359.94	<ul style="list-style-type: none"> Widen shoulders on east side of US 101 to 6 feet 	<ul style="list-style-type: none"> Narrow shoulders for bicycle use 	None	\$25,000	N/A	<ul style="list-style-type: none"> No additional right-of-way would be needed.
US 101/Pedrioli Dr.	359.56	<ul style="list-style-type: none"> Add a southbound right turn lane 	<ul style="list-style-type: none"> Turn lane 	None	\$82,000	N/A	<ul style="list-style-type: none"> No additional right-of-way would be needed.
US 101/Raymond Ln.	359.94	<ul style="list-style-type: none"> Add a southbound left turn lane 	<ul style="list-style-type: none"> Turn lane 	None	\$82,000	N/A	<ul style="list-style-type: none"> No additional right-of-way would be needed
Segment 5 US 101 from South of Raymond Ln. to McVay Ln. (north)	359.94 – 361.16	<ul style="list-style-type: none"> Convert painted median to two-way left-turn lane (TWLTL) Add reflectorized two-way turn pavement arrows 	<ul style="list-style-type: none"> Crash rate exceeds statewide average Access management 	None	\$18,000	N/A	<ul style="list-style-type: none"> No additional right-of-way would be needed.
US 101/Robin Ln.	359.99	<ul style="list-style-type: none"> Install LED street lighting 	<ul style="list-style-type: none"> Street lighting 	None	\$6,000	N/A	<ul style="list-style-type: none"> No additional right-of-way would be needed. Installation of street lighting subject to findings of lighting analysis.
US 101/Pelican Bay Dr.	360.40	<ul style="list-style-type: none"> Add a southbound left turn lane 	<ul style="list-style-type: none"> Turn lane 	None	\$82,000	N/A	<ul style="list-style-type: none"> No additional right-of-way would be needed.
US 101/Camellia Dr.	360.91	<ul style="list-style-type: none"> Add a northbound left turn lane 	<ul style="list-style-type: none"> Turn lane 	None	\$82,000	N/A	<ul style="list-style-type: none"> No additional right-of-way would be needed.

**US 101 Corridor Plan
Summary Evaluation Matrix**

Location	Milepost(s)	General Description	Purpose/Need	Environmental/ Land Use Impacts	Cost Opinion	Scoring	Notes
US 101/McVay Ln. (North)	361.16	<ul style="list-style-type: none"> Install lane reduction arrows consistent with MUTCD 	<ul style="list-style-type: none"> Confusion with southbound lane drop 	None	\$4,000	N/A	<ul style="list-style-type: none"> No additional right-of-way would be needed.
US 101/McVay Ln. (South)	361.52	<ul style="list-style-type: none"> Add a southbound left turn lane 	<ul style="list-style-type: none"> Turn lane 	None	\$82,000	N/A	<ul style="list-style-type: none"> No additional right-of-way would be needed.
US 101/Freeman Ln.	362.10	<ul style="list-style-type: none"> Change access on west leg of Freeman Lane to right-in/right-out 	<ul style="list-style-type: none"> Turn lane 	None	\$44,000	N/A	<ul style="list-style-type: none"> No additional right-of-way would be needed. Left-turning traffic would be diverted to US 101/Oceanview Dr. intersection.
US 101/Ocean View Dr.- Winchuck River Rd.	362.22	<ul style="list-style-type: none"> Install signage for designated bike route to Ocean View Drive. Close northbound leg of Winchuck River Road and route right turns through Winchuck Road intersection. Add a southbound right turn lane 	<ul style="list-style-type: none"> Skewed intersection angle (north leg) Turn lane Proximity of Ocean View Drive to north leg of Winchuck River Road Lack of designated bike route signage 	None	\$88,000	N/A	<ul style="list-style-type: none"> No additional right-of-way would be needed.
US 101/State Line Rd.	362.95	<ul style="list-style-type: none"> Install LED street lighting Close Del-Cur Supply driveway nearest to intersection. Add northbound right turn lane Relocate guardrail on SW corner to west to improve sight distance from eastbound approach of State Line Road. 	<ul style="list-style-type: none"> Observed crash rate exceeds critical crash rate Street lighting Restricted sight distance Access management 	None	\$107,000	N/A	<ul style="list-style-type: none"> No additional right-of-way would be needed. Relocation of guardrail would require fill and retaining wall. Installation of street lighting subject to findings of lighting analysis.