

US 101/SALISHAN DRIVE



Southbound US 101 Approach



Northbound US 101 Approach



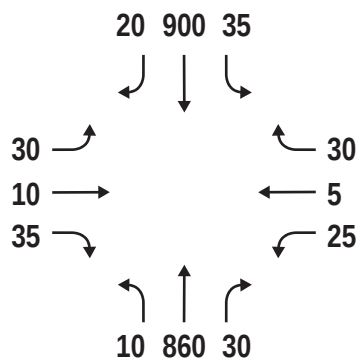
Eastbound Salishan Drive Approach



Westbound Salishan Drive Approach

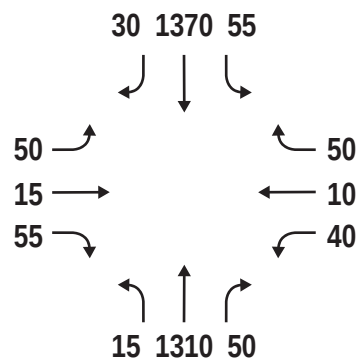
TRAFFIC OPERATIONS 30TH-HIGHEST HOUR CONDITIONS

2005



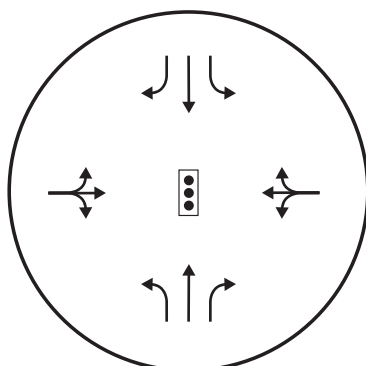
V/C = 0.71
Delay = 14
LOS = B

2027

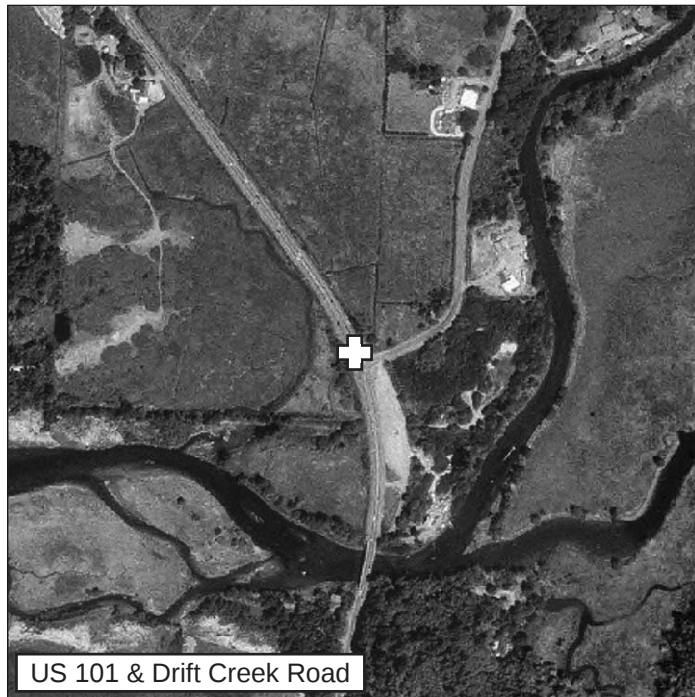


V/C = 1.04
Delay = 93
LOS = F

LANE GEOMETRY



US 101/DRIFT CREEK ROAD



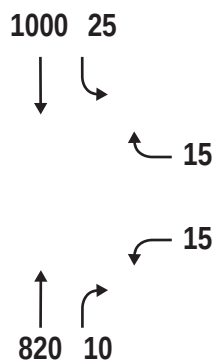
Southbound US 101 Approach



Northbound US 101 Approach

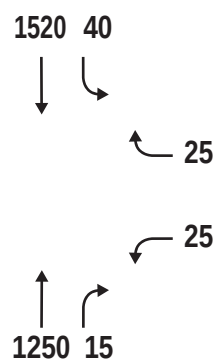
TRAFFIC OPERATIONS 30TH-HIGHEST HOUR CONDITIONS

2005



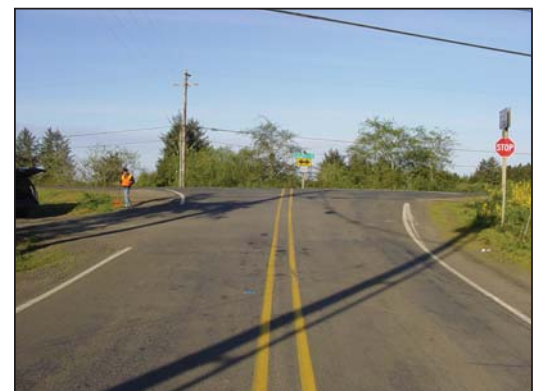
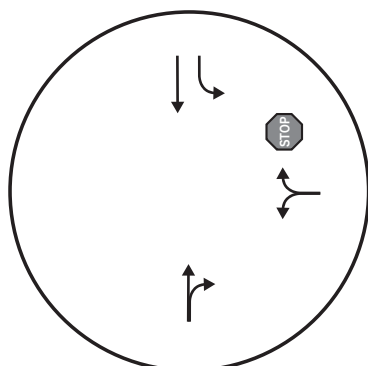
		MAJOR	MINOR
V/C	=	0.65	0.52
Delay	=	1	78
LOS	=	A	F

2027



		MAJOR	MINOR
V/C	=	0.94	>2.0
Delay	=	13	>150
LOS	=	B	F

LANE GEOMETRY



Westbound Drift Creek Road Approach

US 101/IMMONEN ROAD



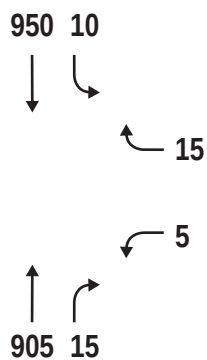
Southbound US 101 Approach



Northbound US 101 Approach

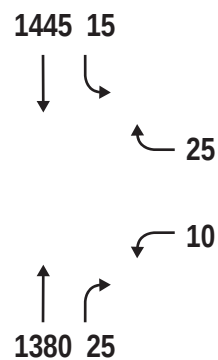
TRAFFIC OPERATIONS 30TH-HIGHEST HOUR CONDITIONS

2005



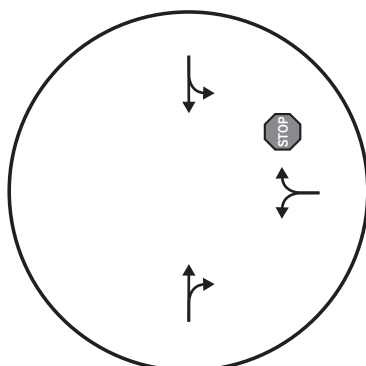
		MAJOR	MINOR
V/C	=	0.59	0.23
Delay	=	1	35
LOS	=	A	D

2027



		MAJOR	MINOR
V/C	=	0.89	0.76
Delay	=	14	>150
LOS	=	B	F

LANE GEOMETRY



Westbound Immonen Road Approach

US 101/GLENEDEN BEACH LOOP NORTH



Southbound US 101 Approach



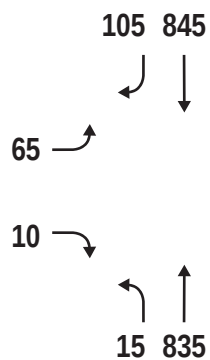
Northbound US 101 Approach



Eastbound Gleneden Beach Loop North Approach

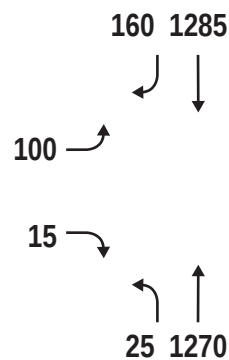
TRAFFIC OPERATIONS 30TH-HIGHEST HOUR CONDITIONS

2005



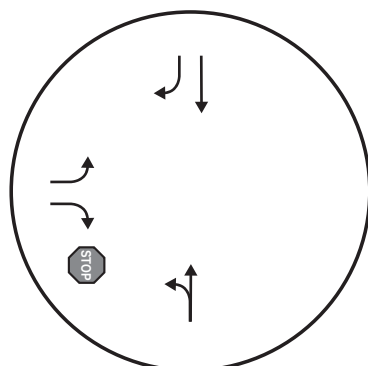
		MAJOR	MINOR
V/C	=	0.52	>2.0
Delay	=	1	>150
LOS	=	A	F

2027



		MAJOR	MINOR
V/C	=	0.80	>2.0
Delay	=	>150	>150
LOS	=	F	F

LANE GEOMETRY



US 101/LANCER STREET-SEAGROVE DRIVE



Southbound US 101 Approach



Northbound US 101 Approach



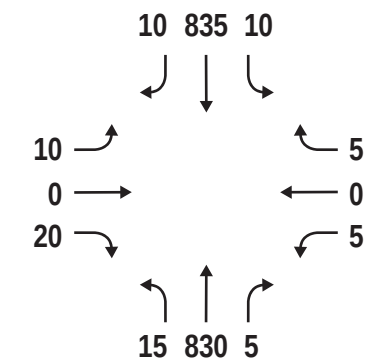
Eastbound Lancer Street Approach



Westbound Lancer Street Approach

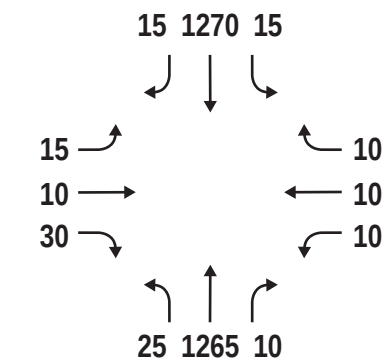
TRAFFIC OPERATIONS 30TH-HIGHEST HOUR CONDITIONS

2005



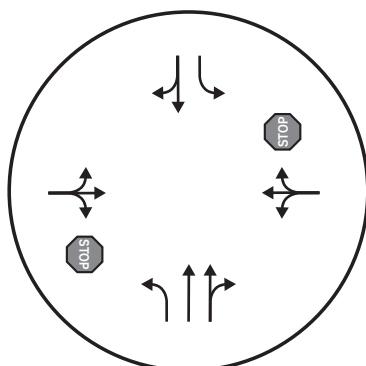
	MAJOR	MINOR
V/C	= 0.53	0.30
Delay	= 1	63
LOS	= A	F

2027



	MAJOR	MINOR
V/C	= 0.80	>2.0
Delay	= 13	>150
LOS	= B	F

LANE GEOMETRY



US 20/BUSINESS 20 (WEST)



US 20 & Business 20 (West)

TRAFFIC OPERATIONS 30TH-HIGHEST HOUR CONDITIONS

2005

380 → ← 400
 215 ↘ ↙ 5
 ↖ ↗
 155 30

		MAJOR	MINOR
V/C	=	0.38	0.68
Delay	=	1	39
LOS	=	A	E

2027

570 → ← 600
 325 ↘ ↙ 10
 ↖ ↗
 235 45

		MAJOR	MINOR
V/C	=	0.55	1.97
Delay	=	1	>150
LOS	=	A	F

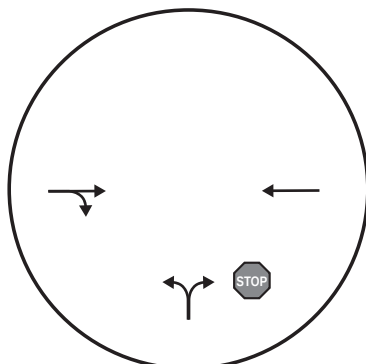


Northbound Business 20 Approach



Eastbound US 20 Approach

LANE GEOMETRY



Westbound US 20 Approach

US 20/OR 229



Southbound OR 229 Approach



Northbound OR 229 Approach



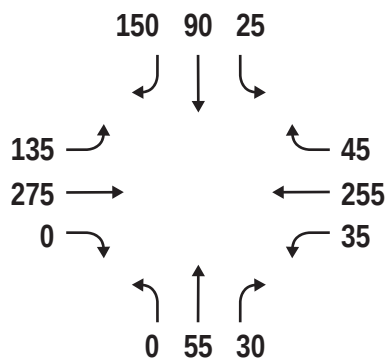
Eastbound US 20 Approach



Westbound US 20 Approach

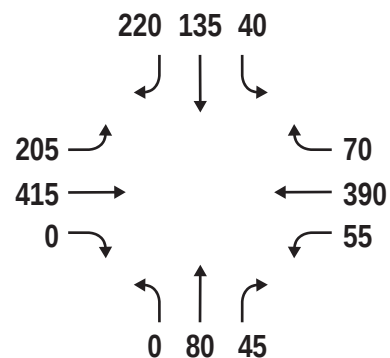
TRAFFIC OPERATIONS 30TH-HIGHEST HOUR CONDITIONS

2005



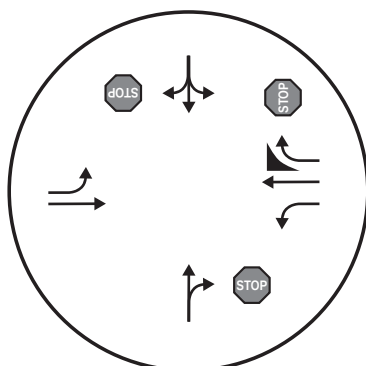
		MAJOR	MINOR
V/C	=	0.18	0.84
Delay	=	3	54
LOS	=	A	F

2027

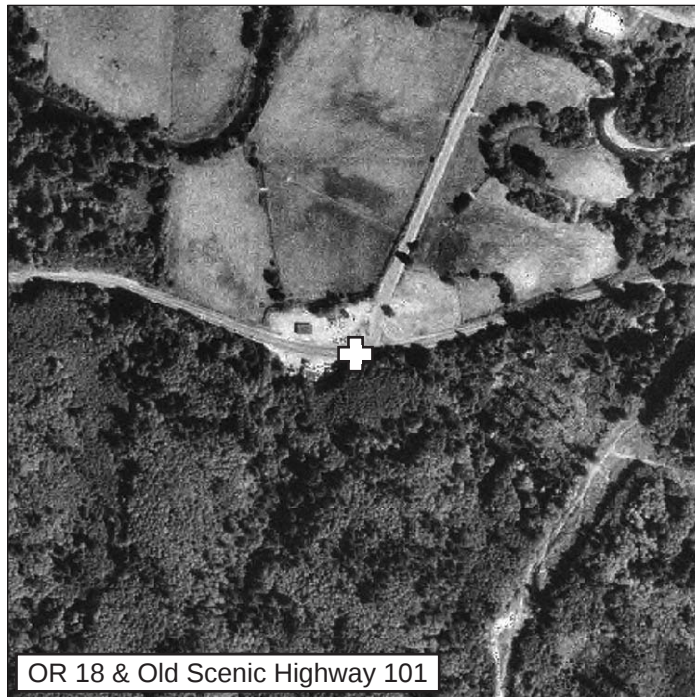


		MAJOR	MINOR
V/C	=	0.26	>2.0
Delay	=	9	>150
LOS	=	A	F

LANE GEOMETRY



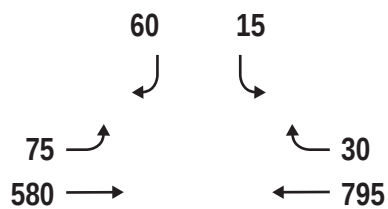
OR 18/OLD SCENIC HIGHWAY 101



Southbound Old Scenic Highway Approach

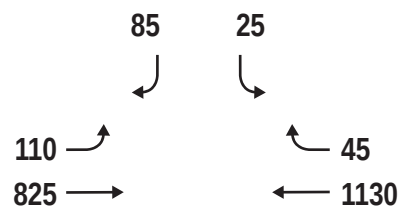
TRAFFIC OPERATIONS 30TH-HIGHEST HOUR CONDITIONS

2005



		MAJOR	MINOR
V/C	=	0.56	0.41
Delay	=	2	34
LOS	=	A	D

2027

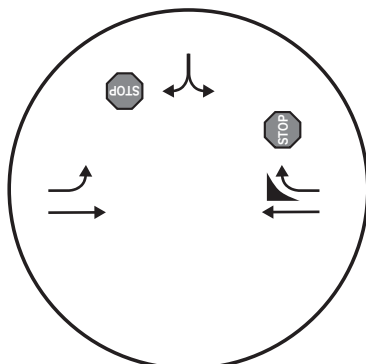


		MAJOR	MINOR
V/C	=	0.70	1.15
Delay	=	13	>150
LOS	=	B	F



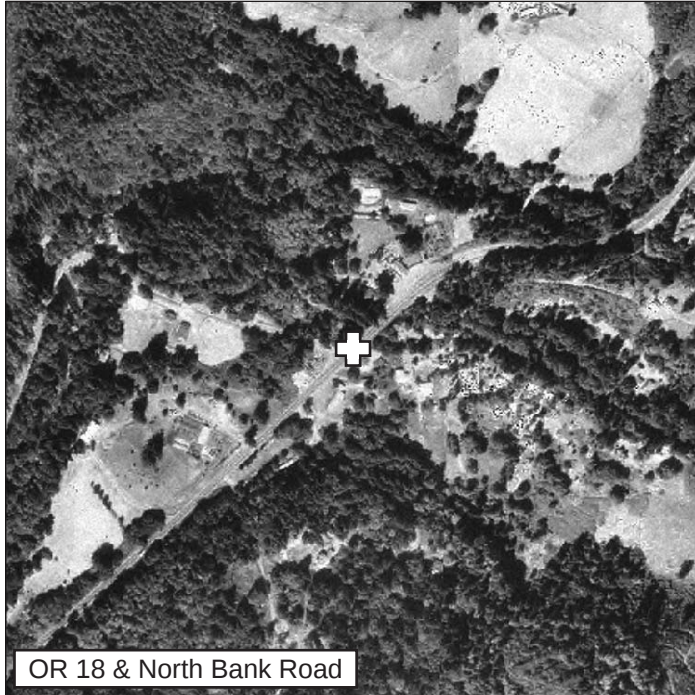
Eastbound OR 18 Approach

LANE GEOMETRY



Westbound OR 18 Approach

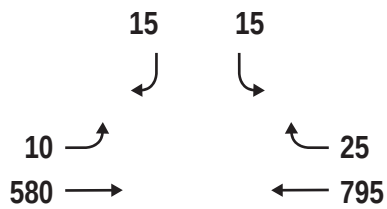
OR 18/NORTH BANK ROAD



Southbound North Bank Road Approach

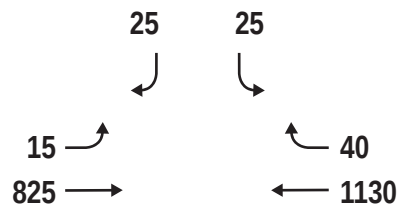
TRAFFIC OPERATIONS 30TH-HIGHEST HOUR CONDITIONS

2005



		MAJOR	MINOR
V/C	=	0.54	0.23
Delay	=	1	31
LOS	=	A	D

2027

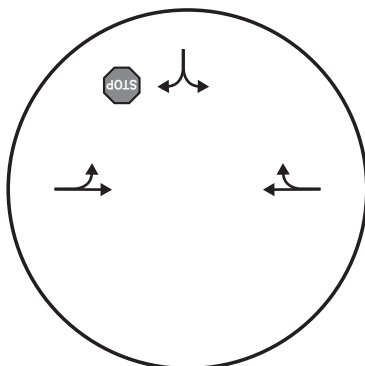


		MAJOR	MINOR
V/C	=	0.72	0.56
Delay	=	1	88
LOS	=	A	F



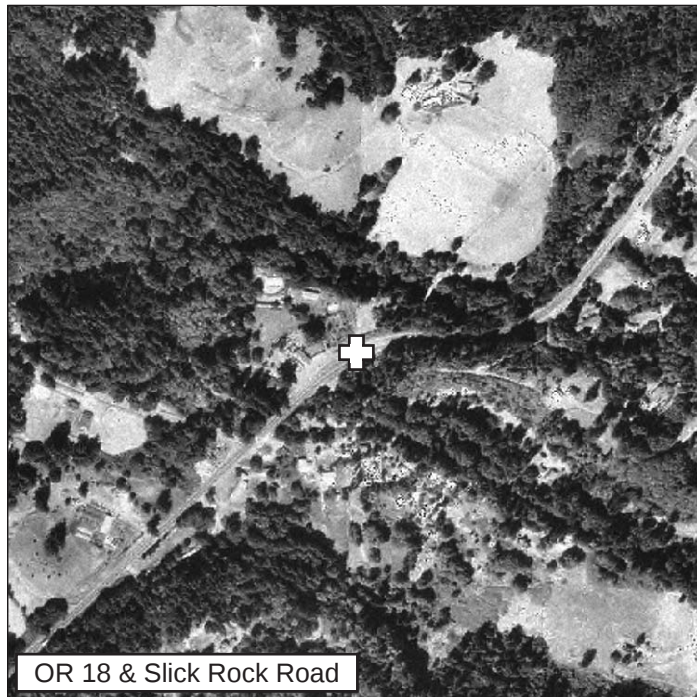
Eastbound OR 18 Approach

LANE GEOMETRY



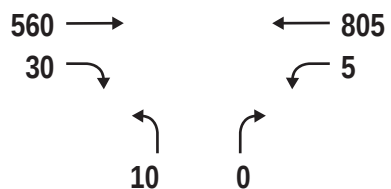
Westbound OR 18 Approach

OR 18/SLICK ROCK ROAD



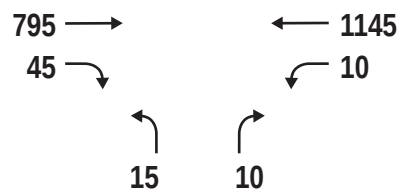
TRAFFIC OPERATIONS 30TH-HIGHEST HOUR CONDITIONS

2005



		MAJOR	MINOR
V/C	=	0.53	0.13
Delay	=	1	39
LOS	=	A	E

2027



		MAJOR	MINOR
V/C	=	0.52	0.31
Delay	=	10	67
LOS	=	A	F

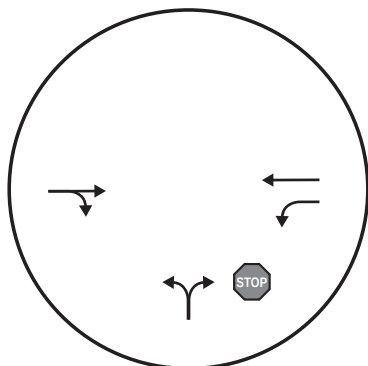


Northbound Slick Rock Road Approach



Eastbound OR 18 Approach

LANE GEOMETRY



Westbound OR 18 Approach