

**IMPROVED SAFETY PERFORMANCE  
FUNCTIONS FOR SIGNALIZED  
INTERSECTIONS**

**Appendix E Final Report**

**SPR 756**



Oregon Department of Transportation



**APPENDIX E**

**SITE INFORMATION**



## APPENDIX E – SITE INFORMATION

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## **E. REGION 1 COUNTY LIST**

**Table E.1:Region 1 County List**

| <b>County ID</b> | <b>County Name</b> |
|------------------|--------------------|
| <b>03</b>        | Clackmas           |
| <b>14</b>        | Hood River         |
| <b>26</b>        | Multnomah          |
| <b>34</b>        | Washington         |

**Intersection 1: SE Sunnyside at SE Stevens Rd., Happy Valley (Clackamas County)**



**Aerial Photo**



**Street View**

Figure E.1: Photos for Intersection #1

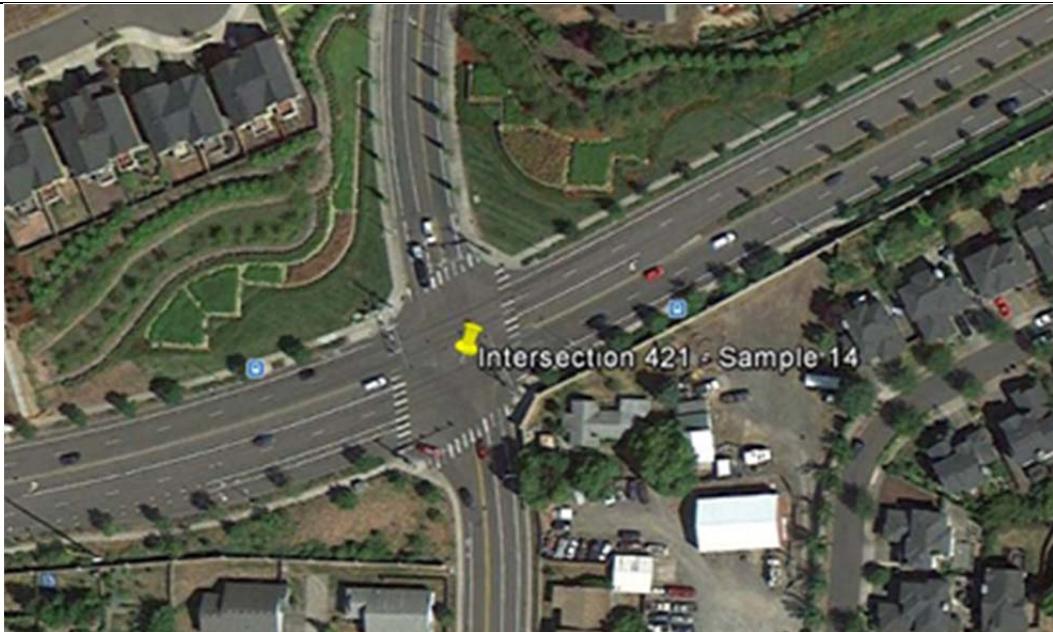
**Table E.2: Location and Geometric Configuration – Intersection #1**

| Location   | Latitude: 45.433403 |          | Longitude: -122.561669    |                |
|--|---------------------|----------|---------------------------|----------------|
| Milepost   | 0.52                |          |                           |                |
| Int. Type <sup>1</sup>   | 1                   |          |                           |                |
| ODOT Region  | Region 1            |          |                           |                |
| Road 1 Name  | SE Sunnyside        |          | Road 2 Name               | SE Stevens Rd. |
| No. of lanes <sup>2</sup>  | 5 (2,2,TWLTL)       |          | No. of lanes <sup>2</sup> | 4 (2,2)        |
| Road No.   | --                  |          | Road No.                  | --             |
| Description  | Road 1              |          | Road 2                    |                |
| Direction (NB, SB, WB, EB)   | WB                  | EB       | NB                        | SB             |
| Speed Limit (mph)  | 40                  | 40       | 10                        | 35             |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 71                  | 88       | 47                        | 62             |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 96                  | 109      | 47                        | 67             |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 135                 | 481      | 255                       | 148            |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 332                 | 512      | 303                       | 423            |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | --                  | --       | --                        | --             |
| Dwy. Location  | 0                   | 0        | 0                         | 0              |
| Dwy. Type  | 0                   | 0        | 0                         | 0              |
| Median Type  | 4                   | 4        | 1                         | 4              |
| On-Street Parking  | 4                   | 4        | 4                         | 4              |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 | N/A      | N/A                       | N/A            |
| Bike Lane  | 3                   | 3        | 4                         | 4              |
| Bus Stop Near Int.   | 3                   | 3        | 3                         | 3              |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 | N/A      | N/A                       | N/A            |
| Traffic Control Device <sup>5</sup>  | 1                   | 12       | 12                        | 1              |
| Signs on Traffic Light Pole/Span wire  | 7, 9, 10            | 7, 2, 11 | 1, 4                      | 1, 4, 2        |
| Pedestrian Crossing Light  | 1                   | 1        | 1                         | 2              |

**Table E.3: Lane Geometry – Intersection #1**

| Description   | Road 1 | Road 2 | Description | Road 1 |
|---|--------|--------|-------------|--------|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1      | 2      | 1           | 1      |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0      | 0      | 0           | 1      |
| Exclusive Thru Lane <sup>6</sup>  | 2      | 2      | 0           | 0      |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1      | 0      | 0           | 0      |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0      | 1      | 0           | 1      |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0      | 0      | 1           | 0      |
| Free Right Turn Lane <sup>6</sup>                                       | 0      | 0      | 0           | 0      |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A    | 143    | N/A         | N/A    |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A    | 132    | N/A         | N/A    |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 166    | 279    | N/A         | 175    |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 74     | 286    | N/A         | 92     |
| Offset Left Turn Lane <sup>8</sup>                                      | 2      | 2      | 2           | 2      |
| Are chevrons properly oriented? <sup>9</sup>                            | 3      | 3      | 3           | 3      |
| Channelization <sup>10</sup>  | 3      | 3      | 3           | 3      |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 3      | 3      | 3           | 3      |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1      | 1      | 1           | 4      |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0      | 5      | 0           | 3      |

**Intersection 2: SE Sunnyside Road at SE 152<sup>nd</sup> Avenue, Happy Valley (Clackamas County)**



**Aerial Photo**



**Street View**

Figure E.2: Photos for Intersection #2

**Table E.4: Location and Geometric Configuration – Intersection #2**

| Location   | Latitude: 45.425264 |      | Longitude: -122.507192    |                                |
|--|---------------------|------|---------------------------|--------------------------------|
| Milepost   | --                  |      |                           |                                |
| Int. Type <sup>1</sup>   | 1                   |      |                           |                                |
| ODOT Region  | Region 1            |      |                           |                                |
| Road 1 Name  | SE Sunnyside Rd.    |      | Road 2 Name               | SE 152 <sup>nd</sup> Ave.      |
| No. of lanes <sup>2</sup>  | 4 (2,2)             |      | No. of lanes <sup>2</sup> | NB: 3 (1,1,TWLTL), SB: 2 (1,1) |
| Road No.   | --                  |      | Road No.                  | --                             |
| Description  | Road 1              |      | Road 2                    |                                |
| Direction (NB, SB, WB, EB)   | WB                  | EB   | NB                        | SB                             |
| Speed Limit (mph)  | 40                  | 40   | 35                        | 35                             |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 71                  | 72   | 45                        | 42                             |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 77                  | 92   | 63                        | 53                             |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 1426                | 1233 | 328                       | 576                            |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 1339                | 1530 | 712                       | 466                            |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | --                  | --   | 217                       | --                             |
| Dwy. Location  | 0                   | 0    | 1                         | 0                              |
| Dwy. Type  | 0                   | 0    | 2                         | 0                              |
| Median Type  | 4                   | 4    | 2                         | 4                              |
| On-Street Parking  | 4                   | 4    | 4                         | 4                              |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 | N/A  | N/A                       | N/A                            |
| Bike Lane  | 3                   | 3    | 3                         | 3                              |
| Bus Stop Near Int.   | 3                   | 3    | 3                         | 3                              |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 | N/A  | N/A                       | N/A                            |
| Traffic Control Device <sup>5</sup>  | 1                   | 1    | 12                        | 12                             |
| Signs on Traffic Light Pole/Span wire  | 0                   | 2    | 0                         | 0                              |
| Pedestrian Crossing Light  | 1                   | 1    | 1                         | 1                              |

**Table E.5: Lane Geometry – Intersection #2**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |     |
|---|---------------|-----|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 1   | 1             | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0   | 0             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 1             | 2   | 0             | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1             | 0   | 1             | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 1   | 0             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 0             | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | 150 | N/A           | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | 113 | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 101           | 289 | 168           | 205 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 684           | 84  | 74            | 108 |
| Offset Left Turn Lane <sup>8</sup>                                      | 2             | 2   | 2             | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             | 3   |
| Channelization <sup>10</sup>  | 3             | 3   | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 5             | 5   | 3             | 3   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 1   | 0             | 0   |

**Intersection 3: NW Evergreen Pkwy. at NW Stucki Place, Hillsboro (Washington County)**



**Aerial Photo**



**Street View**

Figure E.3: Photos for Intersection #3

**Table E.6: Location and Geometric Configuration – Intersection #3**

| Location   | Latitude: 45.540639 |      | Longitude: -122.874272    |                                |
|--|---------------------|------|---------------------------|--------------------------------|
| Milepost   | --                  |      |                           |                                |
| Int. Type <sup>1</sup>   | 1                   |      |                           |                                |
| ODOT Region  | Region 1            |      |                           |                                |
| Road 1 Name  | NW Evergreen Pkwy.  |      | Road 2 Name               | NW Stucki Pl.                  |
| No. of lanes <sup>2</sup>  | 4 (2,2)             |      | No. of lanes <sup>2</sup> | NB: 5 (2,2,TWLTL), SB: 5 (3,2) |
| Road No.   | --                  |      | Road No.                  | --                             |
| Description  | Road 1              |      | Road 2                    |                                |
| Direction (NB, SB, WB, EB)   | WB                  | EB   | NB                        | SB                             |
| Speed Limit (mph)  | 40                  | 40   | 45                        | 45                             |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 68                  | 70   | 71                        | 59                             |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 74                  | 71   | 74                        | 62                             |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 1388                | 572  | 1217                      | 324                            |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 695                 | 1512 | 448                       | 1337                           |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 521                 | 521  | --                        | --                             |
| Dwy. Location  | 1                   | 2    | 0                         | 0                              |
| Dwy. Type  | 2                   | 1    | 0                         | 0                              |
| Median Type  | 4                   | 4    | 2                         | 4                              |
| On-Street Parking  | 4                   | 4    | 4                         | 4                              |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 |      | N/A                       | N/A                            |
| Bike Lane  | 3                   | 3    | 3                         | 4                              |
| Bus Stop Near Int.   | 3                   | 1    | 3                         | 3                              |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 |      | N/A                       | N/A                            |
| Traffic Control Device <sup>5</sup>  | 1                   | 12   | 1                         | 1                              |
| Signs on Traffic Light Pole/Span wire  | 0                   | 0    | 0                         | 0                              |
| Pedestrian Crossing Light  | 1                   | 1    | 1                         | 1                              |

**Table E.7: Lane Geometry – Intersection #3**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |     |
|---|---------------|-----|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 1   | 1             | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0   | 0             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 1             | 1   | 1             | 1   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0             | 1   | 1             | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 0   | 0             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 0             | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | N/A | N/A           | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | N/A | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 171           | 176 | 103           | 99  |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 68            | 69  | 48            | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 2             | 2   | 2             | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             | 3   |
| Channelization <sup>10</sup>  | 3             | 3   | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 3             | 3   | 3             | 3   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 0   | 0             | 0   |

**Intersection 4: SW Hart Road at SW 155<sup>th</sup> Avenue, Beaverton (Washington County)**



Figure E.4: Photos for Intersection #4

**Table E.8: Location and Geometric Configuration – Intersection #4**

| Location   | Latitude: 45.465658 |     | Longitude: -122.836267    |                           |
|--|---------------------|-----|---------------------------|---------------------------|
| Milepost   | --                  |     |                           |                           |
| Int. Type <sup>1</sup>   | 1                   |     |                           |                           |
| ODOT Region  | Region 1            |     |                           |                           |
| Road 1 Name  | SW Hart Rd.         |     | Road 2 Name               | SW 155 <sup>th</sup> Ave. |
| No. of lanes <sup>2</sup>  | 2 (1,1)             |     | No. of lanes <sup>2</sup> | 2 (1,1)                   |
| Road No.   | --                  |     | Road No.                  | --                        |
| Description  | Road 1              |     | Road 2                    |                           |
| Direction (NB, SB, WB, EB)   | WB                  | EB  | NB                        | SB                        |
| Speed Limit (mph)  | 35                  | 35  | 30                        | 25                        |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 44                  | 41  | 47                        | 44                        |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 48                  | 46  | 54                        | 53                        |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 425                 | 742 | 727                       | 142                       |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 831                 | 514 | 225                       | 813                       |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | --                  | --  | 361                       | 455                       |
| Dwy. Location  | 0                   | 0   | 2                         | 2                         |
| Dwy. Type  | 0                   | 0   | 1                         | 1                         |
| Median Type  | 1                   |     | 2                         |                           |
| On-Street Parking  | 4                   |     | 4                         |                           |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 |     | N/A                       | N/A                       |
| Bike Lane  | 3                   |     | 3                         |                           |
| Bus Stop Near Int.   | 2                   |     | 2                         |                           |
| Bus Stops Location (ft. behind stop bar)                                     | 64                  |     | 81                        |                           |
| Traffic Control Device <sup>5</sup>  | 1                   |     | 1                         |                           |
| Signs on Traffic Light Pole/Span wire  | 6                   |     | 6                         |                           |
| Pedestrian Crossing Light  | 1                   |     | 1                         |                           |

**Table E.9: Lane Geometry – Intersection #4**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |     |
|---|---------------|-----|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 1   | 1             | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0   | 0             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 0             | 0   | 0             | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 0   | 0             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 0             | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | N/A | N/A           | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | N/A | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 200           | 109 | 200           | 107 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 109           | 91  | 105           | 87  |
| Offset Left Turn Lane <sup>8</sup>                                      | 2             | 2   | 2             | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             | 3   |
| Channelization <sup>10</sup>  | 3             | 3   | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 6             | 6   | 1             | 1   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 0   | 0             | 0   |

**Intersection 5: Cascade Hwy. (OR 213) at S Douglas Loop / S Molalla Ave., Oregon City (Clackamas County)**



Figure E.5: Photos for Intersection #5

**Table E.10: Location and Geometric Configuration – Intersection #5**

| Location   | Latitude: 45.323166 |                           | Longitude: -122.578744          |     |
|--|---------------------|---------------------------|---------------------------------|-----|
| Milepost   | --                  |                           |                                 |     |
| Int. Type <sup>1</sup>   |                     |                           |                                 |     |
| ODOT Region  | Region 1            |                           |                                 |     |
| Road 1 Name  | Cascade Hwy.        | Road 2 Name               | S Douglas Loop / S Molalla Ave. |     |
| No. of lanes <sup>2</sup>  | 4 (2,2)             | No. of lanes <sup>2</sup> | 2 (1,1)                         |     |
| Road No.   | OR 213              | Road No.                  | --                              |     |
| Description  | Road 1              |                           | Road 2                          |     |
| Direction (NB, SB, WB, EB)   | NB                  | SB                        | WB                              | EB  |
| Speed Limit (mph)  | 45                  | 45                        | 35                              | 35  |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 71                  | 75                        | 48                              | 50  |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 99                  | 102                       | 77                              | 91  |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 1068                | 3086                      | 354                             | 340 |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 3219                | 704                       | 457                             | 486 |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | --                  | --                        | --                              | 179 |
| Dwy. Location  | 0                   | 0                         | 0                               | 2   |
| Dwy. Type  | 0                   | 0                         | 0                               | 2   |
| Median Type  | 4                   | 1                         | 1                               | 1   |
| On-Street Parking  | 4                   | 4                         | 4                               | 4   |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 | N/A                       | N/A                             | N/A |
| Bike Lane  | 3                   | 3                         | 4                               | 3   |
| Bus Stop Near Int.   | 3                   | 3                         | 3                               | 3   |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 | N/A                       | N/A                             | N/A |
| Traffic Control Device <sup>5</sup>  | 2                   | 2                         | 2                               | 13  |
| Signs on Traffic Light Pole/Span wire  | 0                   | 0                         | 2                               | 2   |
| Pedestrian Crossing Light  | 1                   | 1                         | 1                               | 1   |

**Table E.11: Lane Geometry – Intersection #5**

| Description   | Road 1 | Road 2 |     |
|---|--------|--------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1      | 1      | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0      | 0      | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 2      | 2      | 1   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0      | 0      | 0   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 1      | 1      | 1   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0      | 0      | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0      | 0      | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | 100    | 356    | 308 |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | 114    | 166    | 120 |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 621    | 523    | 296 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 140    | 132    | 74  |
| Offset Left Turn Lane <sup>8</sup>                                      | 2      | 2      | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3      | 3      | 3   |
| Channelization <sup>10</sup>  | 3      | 3      | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 3      | 3      | 3   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1      | 1      | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0      | 0      | 1   |
|   |        |        | 5   |

**Intersection 6: SE Division St at SE 11<sup>th</sup> Ave., Portland (Clackamas County)**



**Aerial Photo**



**Street View**

Figure E.6: Photos for Intersection #6

**Table E.12: Location and Geometric Configuration – Intersection #6**

| Location   | Latitude: 45.504858 |     | Longitude: -122.654743    |                          |
|--|---------------------|-----|---------------------------|--------------------------|
| Milepost   | --                  |     |                           |                          |
| Int. Type <sup>1</sup>   | 1                   |     |                           |                          |
| ODOT Region  | Region 1            |     |                           |                          |
| Road 1 Name  | SE Division St.     |     | Road 2 Name               | SE 11 <sup>th</sup> Ave. |
| No. of lanes <sup>2</sup>  | 2 (1,1)             |     | No. of lanes <sup>2</sup> | 2 (2,0)                  |
| Road No.   | --                  |     | Road No.                  | --                       |
| Description  | Road 1              |     | Road 2 (One Way)          |                          |
| Direction (NB, SB, WB, EB)   | WB                  | EB  | SB                        |                          |
| Speed Limit (mph)  | 25                  | 30  | 30                        |                          |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 34                  | 36  | 35                        |                          |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 33                  | 36  | 35                        |                          |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 191                 | 211 | 293                       |                          |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 272                 | 251 | 346                       |                          |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 23                  | 68  | 138                       | --                       |
| Dwy. Location  | 2                   | 2   | 2                         | 0                        |
| Dwy. Type  | 2                   | 2   | 5                         | 0                        |
| Median Type  | 1                   |     | 1                         | 6                        |
| On-Street Parking  | 3                   |     | 3                         | 3                        |
| On-Street Parking Location (ends ft. behind stop bar)                        | 0                   |     | 0                         | 0                        |
| Bike Lane  | 4                   |     | 4                         | 4                        |
| Bus Stop Near Int.   | 1, 2                |     | 3                         | 1                        |
| Bus Stops Location (ft. behind stop bar)                                     | 130, 185            |     | N/A                       | 8                        |
| Traffic Control Device <sup>5</sup>  | 2                   |     | 2                         | 2                        |
| Signs on Traffic Light Pole/Span wire  | 6, 13               |     | 13                        | 0                        |
| Pedestrian Crossing Light  | 1                   |     | 1                         | 1                        |

**Table E.13: Lane Geometry – Intersection #6**

| Description   | Road 1 | Road 2 |     |
|---|--------|--------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 0      | 0      | 0   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 1      | 0      | 1   |
| Exclusive Thru Lane <sup>6</sup>  | 0      | 0      | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0      | 1      | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0      | 0      | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0      | 0      | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0      | 0      | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A    | N/A    | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A    | N/A    | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | N/A    | N/A    | N/A |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | N/A    | N/A    | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 3      | 3      | 3   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3      | 3      | 3   |
| Channelization <sup>10</sup>  | 3      | 3      | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 0      | 0      | 0   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 6 & 2  | 2      | 2   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0      | 0      | 0   |

**Intersection 7: NE Sandy Blvd at NE 22<sup>nd</sup> Ave. / NE Glisan St., Portland (Multnomah County)**



Figure E.7: Photos for Intersection #7

**Table E.14: Location and Geometric Configuration – Intersection #7**

| Location   | Latitude: 45.526500 |     | Longitude: -122.643408    |  |     |
|--|---------------------|-----|---------------------------|--|-----|
| Milepost   | --                  |     |                           |  |     |
| Int. Type <sup>1</sup>   | 1                   |     |                           |  |     |
| ODOT Region  | Region 1            |     |                           |  |     |
| Road 1 Name  | NE Sandy Blvd.      |     | Road 2 Name               | NE 22 <sup>nd</sup> Ave./NE Glisan St. |     |
| No. of lanes <sup>2</sup>  | 4 (2,2)             |     | No. of lanes <sup>2</sup> | 3 (1,1,TWLTL)                          |     |
| Road No.   | --                  |     | Road No.                  | --                                     |     |
| Description  | Road 1              |     |                           | Road 2 (One Way)                       |     |
| Direction (NB, SB, WB, EB)   | NB                  | SB  |                           | NB (NE)                                |     |
| Speed Limit (mph)  | 30                  | 30  |                           | 35                                     |     |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 57                  | 56  |                           | 58                                     |     |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 65                  | 56  |                           | 44                                     |     |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 277                 | 227 |                           | 31                                     |     |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 300                 | 323 |                           | 227                                    |     |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | --                  | --  | 11                        | 94                                     | 154 |
| Dwy. Location  | 0                   | 0   | 2                         | 1                                      | 2   |
| Dwy. Type  | 0                   | 0   | 2                         | 2                                      | 2   |
| Median Type  | 1                   | 1   |                           | 2                                      |     |
| On-Street Parking  | 2                   | 1   |                           | 3                                      |     |
| On-Street Parking Location (ends ft. behind stop bar)                        | 44                  | 25  |                           | 54                                     |     |
| Bike Lane  | 4                   | 4   |                           | 3                                      |     |
| Bus Stop Near Int.   | 3                   | 3   |                           | 3                                      |     |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 | N/A |                           | N/A                                    |     |
| Traffic Control Device <sup>5</sup>  | 1                   | 1   |                           | 1                                      |     |
| Signs on Traffic Light Pole/Span wire  | 0                   | 12  |                           | 0                                      |     |
| Pedestrian Crossing Light  | 1                   | 1   |                           | 1                                      |     |

**Table E.15: Lane Geometry – Intersection #7**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |
|---|---------------|-----|---------------|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 0   | 0             |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0   | 0             |
| Exclusive Thru Lane <sup>6</sup>  | 1             | 1   | 0             |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1             | 1   | 0             |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 0   | 0             |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 1             |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 0             |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | N/A | N/A           |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | N/A | N/A           |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 60            | N/A | N/A           |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 65            | N/A | N/A           |
| Offset Left Turn Lane <sup>8</sup>                                      | 3             | 3   | 3             |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 1             |
| Channelization <sup>10</sup>  | 3             | 3   | 3             |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 5             | 0   | 0             |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 2             | 2   | 1             |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 0   | 0             |

**Intersection 8: SE McLoughlin (OR 99E) Blvd. at SE Courtney Ave. (Clackamas County)**



**Aerial Photo**



**Street View**

Figure E.8: Photos for Intersection #8

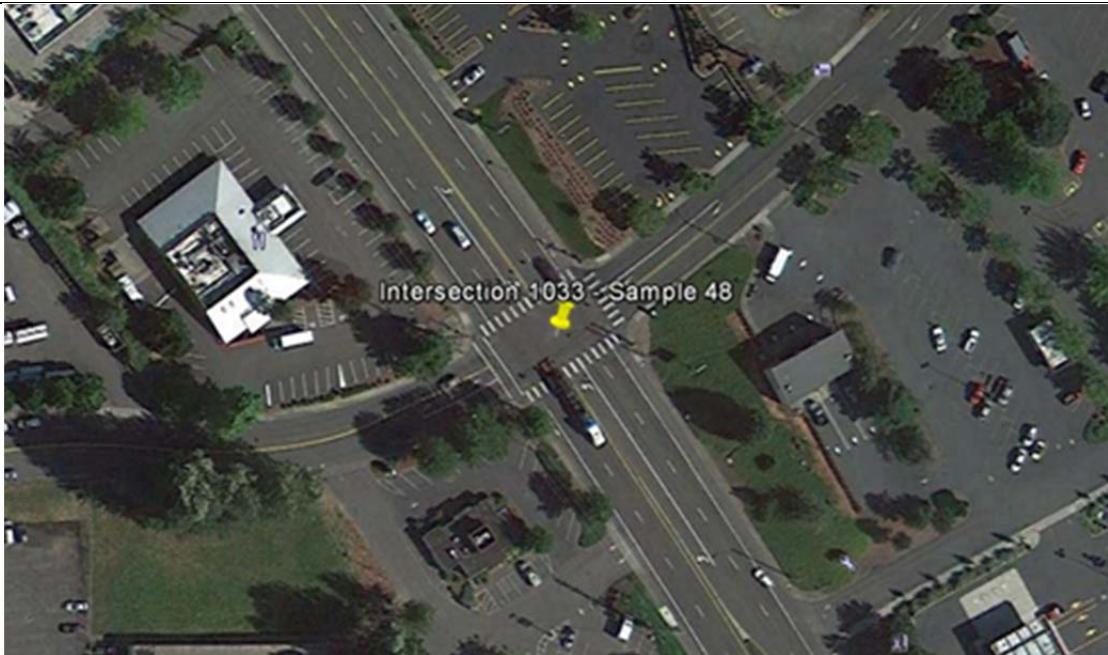
**Table E.16: Location and Geometric Configuration – Intersection #8**

| Location   | Latitude: 45.423099 |         | Longitude: -122.633489    |                  |
|--|---------------------|---------|---------------------------|------------------|
| Milepost   | 7.37                |         |                           |                  |
| Int. Type <sup>1</sup>   | 1                   |         |                           |                  |
| ODOT Region  | Region 1            |         |                           |                  |
| Road 1 Name  | SE McLoughlin Blvd. |         | Road 2 Name               | SE Courtney Ave. |
| No. of lanes <sup>2</sup>  | 5 (2,2,TWLTL)       |         | No. of lanes <sup>2</sup> | 2 (1,1)          |
| Road No.   | OR 99E              |         | Road No.                  | --               |
| Description  | Road 1              |         | Road 2                    |                  |
| Direction (NB, SB, WB, EB)   | NB                  | SB      | WB                        | EB               |
| Speed Limit (mph)  | 40                  | 40      | 30                        | 30               |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 77                  | 84      | 38                        | 40               |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 87                  | 87      | 40                        | 40               |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 879                 | 329     | 495                       | 993              |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 394                 | 949     | 1125                      | 607              |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 29                  | 98      | 365                       | 114              |
| Dwy. Location  | 2                   | 1       | 2                         | 2                |
| Dwy. Type  | 2                   | 2       | 2                         | 2                |
| Median Type  | 2                   | 2       | 1                         | 1                |
| On-Street Parking  | 4                   | 4       | 4                         | 4                |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 |         | N/A                       | N/A              |
| Bike Lane  | 3                   | 3       | 3                         | 3                |
| Bus Stop Near Int.   | 3                   | 2, 1    | 3                         | 3                |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 | 82, 154 | N/A                       | N/A              |
| Traffic Control Device <sup>5</sup>  | 2                   | 2       | 2                         | 2                |
| Signs on Traffic Light Pole/Span wire  | 2                   | 2       | 0                         | 0                |
| Pedestrian Crossing Light  | 1                   | 1       | 1                         | 1                |

**Table E.17: Lane Geometry – Intersection #8**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |     |
|---|---------------|-----|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 1   | 1             | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0   | 0             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 2             | 2   | 0             | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0             | 0   | 1             | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 1             | 1   | 0             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 0             | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | 144           | 99  | 77            | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | 146           | 168 | 591           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 151           | 154 | N/A           | 129 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 142           | 143 | N/A           | 68  |
| Offset Left Turn Lane <sup>8</sup>                                      | 2             | 2   | 2             | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             | 3   |
| Channelization <sup>10</sup>  | 3             | 3   | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 3             | 3   | 3             | 3   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 1             | 0   | 0             | 0   |

**Intersection 9: SE Burnside Rd. at SE 3<sup>rd</sup> St., Gresham (Multnomah County)**



**Aerial Photo**



**Street View**

Figure E.9: Photos for Intersection #9

**Table E.18: Location and Geometric Configuration – Intersection #9**

| Location   | Latitude: 45.496550 |      | Longitude: -122.408231    |                                |
|--|---------------------|------|---------------------------|--------------------------------|
| Milepost   | --                  |      |                           |                                |
| Int. Type <sup>1</sup>   | 1                   |      |                           |                                |
| ODOT Region  | Region 1            |      |                           |                                |
| Road 1 Name  | SE Burnside Rd.     |      | Road 2 Name               | SE 3 <sup>rd</sup> St.         |
| No. of lanes <sup>2</sup>  | 5 (2,2,TWLTL)       |      | No. of lanes <sup>2</sup> | WB: 3 (1,1,TWLTL), EB: 2 (1,1) |
| Road No.   | --                  |      | Road No.                  | --                             |
| Description  | Road 1              |      | Road 2                    |                                |
| Direction (NB, SB, WB, EB)   | SB                  | NB   | WB                        | EB                             |
| Speed Limit (mph)  | 35                  | 35   | 25                        | 25                             |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 74                  | 73   | 37                        | 39                             |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 76                  | 74   | 41                        | 47                             |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 222                 | 466  | 131                       | 606                            |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 522                 | 1198 | 1005                      | 230                            |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | --                  | 298  | 72                        | 124                            |
| Dwy. Location  | 0                   | 0    | 1                         | 1                              |
| Dwy. Type  | 0                   | 0    | 2                         | 2                              |
| Median Type  | 4                   | 2    | 1                         | 1                              |
| On-Street Parking  | 4                   | 4    | 4                         | 3                              |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 |      | N/A                       |                                |
| Bike Lane  | 3                   | 3    | 4                         | 4                              |
| Bus Stop Near Int.   | 3                   | 3    | 3                         | 3                              |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 |      | N/A                       |                                |
| Traffic Control Device <sup>5</sup>  | 2                   | 2    | 2                         | 2                              |
| Signs on Traffic Light Pole/Span wire  | 0                   | 0    | 0                         | 0                              |
| Pedestrian Crossing Light  | 1                   | 1    | 1                         | 1                              |

**Table E.19: Lane Geometry – Intersection #9**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |     |
|---|---------------|-----|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 1   | 1             | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0   | 0             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 1             | 1   | 0             | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 0   | 0             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 0             | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | N/A | N/A           | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | N/A | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 166           | 100 | 101           | 61  |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 85            | 42  | 71            | 50  |
| Offset Left Turn Lane <sup>8</sup>                                      | 2             | 2   | 2             | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             | 3   |
| Channelization <sup>10</sup>  | 3             | 3   | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 3             | 3   | 2             | 2   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 2             | 2   | 2             | 2   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 0   | 0             | 0   |

**Intersection 10: W Burnside St. at 21<sup>st</sup> Ave., Portland (Multnomah County)**



**Aerial Photo**



**Street View**

Figure E.10: Photos for Intersection #10

**Table E.20: Location and Geometric Configuration – Intersection #10**

| Location   | Latitude: 45.522939 |     | Longitude: -122.694283    |                       |
|--|---------------------|-----|---------------------------|-----------------------|
| Milepost   | --                  |     |                           |                       |
| Int. Type <sup>1</sup>   | 1                   |     |                           |                       |
| ODOT Region  | Region 1            |     |                           |                       |
| Road 1 Name  | W Burnside St.      |     | Road 2 Name               | 21 <sup>st</sup> Ave. |
| No. of lanes <sup>2</sup>  | 4 (2,2)             |     | No. of lanes <sup>2</sup> | 2 (1,1)               |
| Road No.   | --                  |     | Road No.                  | --                    |
| Description  | Road 1              |     | Road 2                    |                       |
| Direction (NB, SB, WB, EB)   | WB                  | EB  | NB                        | SB                    |
| Speed Limit (mph)  | 25                  | 25  | 20                        | 20                    |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 44                  | 43  | 36                        | 35                    |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 44                  | 43  | 36                        | 35                    |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 113                 | 224 | 192                       | 281                   |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 278                 | 169 | 348                       | 262                   |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 13                  | 87  | 95                        | 150                   |
| Dwy. Location  | 1                   | 1   | 2                         | 1                     |
| Dwy. Type  | 2                   | 2   | 2                         | 2                     |
| Median Type  | 1                   | 1   | 6                         | 1                     |
| On-Street Parking  | 4                   | 4   | 3                         | 3                     |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 |     | 20                        | 24                    |
| Bike Lane  | 4                   | 4   | 4                         | 4                     |
| Bus Stop Near Int.   | 3                   | 1   | 3                         | 3                     |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 |     | N/A                       | N/A                   |
| Traffic Control Device <sup>5</sup>  | 2                   | 2   | 2                         | 2                     |
| Signs on Traffic Light Pole/Span wire  | 12                  | 12  | 0                         | 0                     |
| Pedestrian Crossing Light  | 1                   | 1   | 1                         | 1                     |

**Table E.21: Lane Geometry – Intersection #10**

| Description   | Road 1 |     | Road 2 |     |
|---|--------|-----|--------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 0      | 0   | 0      | 0   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0      | 0   | 0      | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 1      | 1   | 0      | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1      | 1   | 0      | 0   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0      | 0   | 0      | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0      | 0   | 1      | 1   |
| Free Right Turn Lane <sup>6</sup>                                       | 0      | 0   | 0      | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A    | N/A | N/A    | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A    | N/A | N/A    | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | N/A    | N/A | N/A    | N/A |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | N/A    | N/A | N/A    | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 3      | 3   | 3      | 3   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3      | 3   | 3      | 3   |
| Channelization <sup>10</sup>  | 3      | 3   | 3      | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 0      | 0   | 0      | 0   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1      | 1   | 1      | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0      | 0   | 0      | 0   |

**Intersection 11: SE Powell Blvd. (US 26) at SE 174<sup>th</sup> Ave., Portland (Multnomah County)**



**Aerial Photo**



**Street View**

Figure E.11: Photos for Intersection #11

**Table E.22: Location and Geometric Configuration – Intersection #11**

| Location   | Latitude: 45.492309 |     | Longitude: -122.484673    |                           |
|--|---------------------|-----|---------------------------|---------------------------|
| Milepost   | 9.87                |     |                           |                           |
| Int. Type <sup>1</sup>   | 1                   |     |                           |                           |
| ODOT Region  | Region 1            |     |                           |                           |
| Road 1 Name  | SE Powell Blvd.     |     | Road 2 Name               | SE 174 <sup>th</sup> Ave. |
| No. of lanes <sup>2</sup>  | 3 (1,1,TWLTL)       |     | No. of lanes <sup>2</sup> | 2 (1,1)                   |
| Road No.   | US 26               |     | Road No.                  | --                        |
| Description  | Road 1              |     | Road 2                    |                           |
| Direction (NB, SB, WB, EB)   | WB                  | EB  | NB                        | SB                        |
| Speed Limit (mph)  | 40                  | 40  | 35                        | 35                        |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 65                  | 64  | 54                        | 36                        |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 52                  | 72  | 57                        | 59                        |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 665                 | 447 | 333                       | 575                       |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 530                 | 753 | 683                       | 419                       |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 95                  | 124 | 243                       | 275                       |
| Dwy. Location  | 1                   | 2   | 1                         | 2                         |
| Dwy. Type  | 2                   | 2   | 2                         | 1                         |
| Median Type  | 2                   |     | 2                         | 1                         |
| On-Street Parking  | 4                   |     | 4                         | 1                         |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 |     | N/A                       | Unclear                   |
| Bike Lane  | 3                   |     | 3                         | 4                         |
| Bus Stop Near Int.   | 1                   |     | 3                         | 3                         |
| Bus Stops Location (ft. behind stop bar)                                     | 18                  |     | N/A                       | N/A                       |
| Traffic Control Device <sup>5</sup>  | 2                   |     | 2                         | 2                         |
| Signs on Traffic Light Pole/Span wire  | 0                   |     | 2                         | 3, 2                      |
| Pedestrian Crossing Light  | 1                   |     | 1                         | 1                         |

**Table E.23: Lane Geometry – Intersection #11**

| Description   | Road 1 |     | Road 2 |     |
|---|--------|-----|--------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1      | 1   | 1      | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0      | 0   | 0      | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 0      | 1   | 1      | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1      | 0   | 0      | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0      | 1   | 1      | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0      | 0   | 0      | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0      | 0   | 0      | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A    | 97  | 94     | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A    | 130 | N/A    | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 115    | 106 | 152    | 47  |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 86     | 43  | 118    | 72  |
| Offset Left Turn Lane <sup>8</sup>                                      | 2      | 2   | 2      | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3      | 3   | 3      | 3   |
| Channelization <sup>10</sup>  | 3      | 3   | 3      | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 3      | 3   | 3      | 3   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1      | 1   | 1      | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0      | 1   | 5      | 0   |

**Intersection 12: SE Sunnyside Rd. at SE 132<sup>nd</sup> Ave., Happy Valley (Clackamas County)**



**Aerial Photo**



**Street View**

Figure E.12: Photos for Intersection #12

**Table E.24: Location and Geometric Configuration – Intersection #12**

| Location   | Latitude: 45.426778 |     | Longitude: -122.527736    |                           |
|--|---------------------|-----|---------------------------|---------------------------|
| Milepost   | 2.62                |     |                           |                           |
| Int. Type <sup>1</sup>   | 1                   |     |                           |                           |
| ODOT Region  | Region 1            |     |                           |                           |
| Road 1 Name  | SE Sunnyside Rd.    |     | Road 2 Name               | SE 132 <sup>nd</sup> Ave. |
| No. of lanes <sup>2</sup>  | 4 (2,2)             |     | No. of lanes <sup>2</sup> | 2 (1,1)                   |
| Road No.   | --                  |     | Road No.                  | --                        |
| Description  | Road 1              |     | Road 2                    |                           |
| Direction (NB, SB, WB, EB)   | NB                  | SB  | WB                        | EB                        |
| Speed Limit (mph)  | 30                  | 25  | 40                        | 40                        |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 48                  | 34  | 74                        | 68                        |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 66                  | 58  | 81                        | 76                        |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 71                  | 406 | 1389                      | 497                       |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 530                 | 183 | 604                       | 1499                      |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | --                  | --  | 133                       | 194                       |
| Dwy. Location  | 0                   | 0   | 2                         | 1                         |
| Dwy. Type  | 0                   | 0   | 4                         | 2                         |
| Median Type  | 1                   |     | 1                         |                           |
| On-Street Parking  | 4                   |     | 4                         |                           |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 |     | N/A                       | N/A                       |
| Bike Lane  | 3                   |     | 3                         |                           |
| Bus Stop Near Int.   | 3                   |     | 3                         |                           |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 |     | 25                        | N/A                       |
| Traffic Control Device <sup>5</sup>  | 1                   |     | 1                         |                           |
| Signs on Traffic Light Pole/Span wire  | 2, 5                |     | 5                         | 0                         |
| Pedestrian Crossing Light  | 1                   |     | 1                         | 1                         |

**Table E.25: Lane Geometry – Intersection #12**

| Description   | Road 1 | Road 2 |     |
|---|--------|--------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1      | 1      | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0      | 0      | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 1      | 0      | 1   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0      | 1      | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 1      | 0      | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0      | 0      | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0      | 0      | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | 97     | N/A    | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | 84     | N/A    | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 101    | 132    | 226 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 135    | 64     | 79  |
| Offset Left Turn Lane <sup>8</sup>                                      | 2      | 2      | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3      | 3      | 3   |
| Channelization <sup>10</sup>  | 3      | 3      | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 1      | 1      | 5   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1      | 1      | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 1      | 0      | 0   |

## **REGION 2 SITES FOR MODEL**

**Table E.26: Region 2 County List**

| <b>County ID</b> | <b>County Name</b> |
|------------------|--------------------|
| 02               | Benton             |
| 04               | Clatsop            |
| 05               | Columbia           |
| 20               | Lane               |
| 21               | Lincoln            |
| 22               | Linn               |
| 24               | Marion             |
| 27               | Polk               |
| 29               | Tillamook          |
| 36               | Yamhill            |

**Intersection 13: Pearl St. / Amazon Pkwy. at 19th Ave., Eugene (Lane County)**



**Aerial Photo**



**Street View**

Figure E.13: Photos for Intersection #13

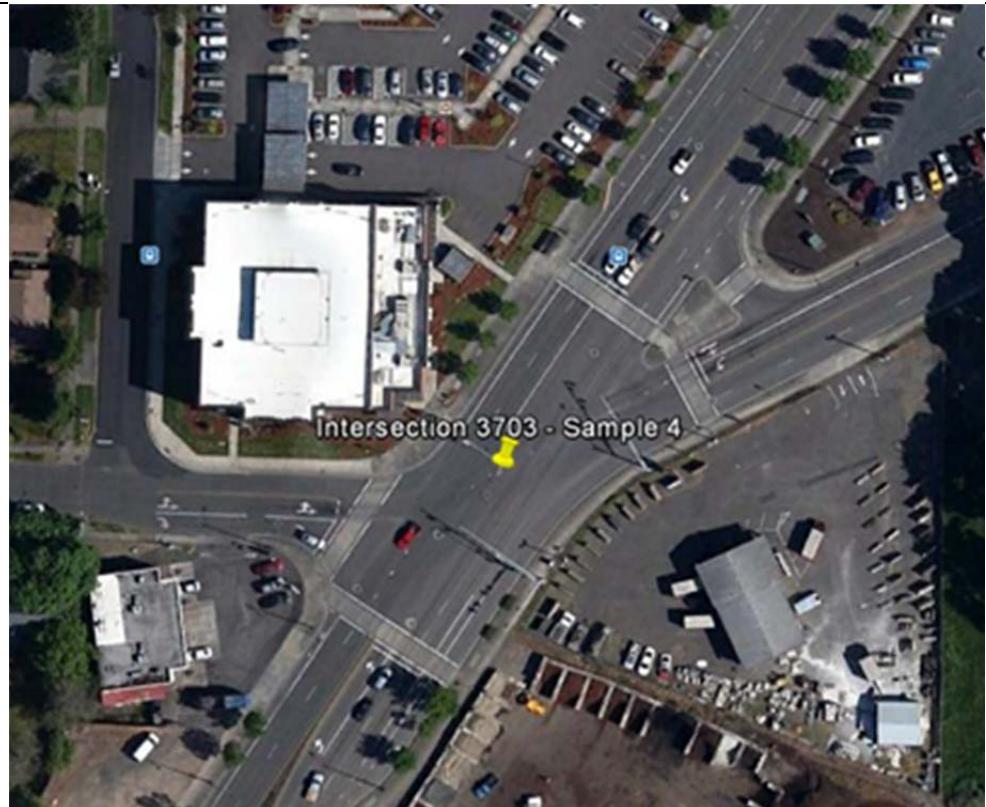
**Table E.27: Location and Geometric Configuration – Intersection #13**

| Location   | Latitude:44.038866       |     |                           | Longitude-123.089685  |      |     |         |  |  |  |
|--|--------------------------|-----|---------------------------|-----------------------|------|-----|---------|--|--|--|
| Milepost   | --                       |     |                           |                       |      |     |         |  |  |  |
| Int. Type <sup>1</sup>   | 1                        |     |                           |                       |      |     |         |  |  |  |
| ODOT Region  | Region 2                 |     |                           |                       |      |     |         |  |  |  |
| Road 1 Name  | Pearl St. / Amazon Pkwy. |     | Road 2 Name               | 19 <sup>th</sup> Ave. |      |     |         |  |  |  |
| No. of lanes <sup>2</sup>  | NB: 2 (1,1), SB: 2 (2,0) |     | No. of lanes <sup>2</sup> | 2 (1,1)               |      |     |         |  |  |  |
| Road No.   | --                       |     | Road No.                  | --                    |      |     |         |  |  |  |
| Description  | Road 1                   |     |                           | Road 2                |      |     |         |  |  |  |
| Direction (NB, SB, WB, EB)   | NB                       |     | SB                        | WB                    |      | EB  |         |  |  |  |
| Speed Limit (mph)  | 35                       |     | 25                        | 25                    |      | 25  |         |  |  |  |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 33                       |     | 40                        | 38                    |      | 32  |         |  |  |  |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 41                       |     | 38                        | 41                    |      | 33  |         |  |  |  |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 1956                     |     | 328                       | 325                   |      | 326 |         |  |  |  |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 410                      |     | 2039                      | 399                   |      | 398 |         |  |  |  |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 72                       | 146 | 85                        | 165                   | 173  | 200 | 47      |  |  |  |
| Dwy. Location  | 2                        | 2   | 1                         | 2                     | 2    | 2   | 1       |  |  |  |
| Dwy. Type  | 1                        | 1   | 1                         | 1                     | 6    | 6   | 1       |  |  |  |
| Median Type  | 1                        |     | 1                         |                       | 1    |     | 1       |  |  |  |
| On-Street Parking  | 4                        |     | 2                         |                       | 4    |     | 3       |  |  |  |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                      |     | 175                       |                       | N/A  |     | unclear |  |  |  |
| Bike Lane  | 3                        |     | 3                         |                       | 1    |     | 4       |  |  |  |
| Bus Stop Near Int.   | 2                        |     | 3                         |                       | 2    |     | 2       |  |  |  |
| Bus Stops Location (ft. behind stop bar)                                     | 212                      |     | N/A                       |                       | 118  |     | 293     |  |  |  |
| Traffic Control Device <sup>5</sup>  | 2                        |     | 2                         |                       | 2    |     | 2       |  |  |  |
| Signs on Traffic Light Pole/Span wire  | 1, 2                     |     | 1                         |                       | 5, 3 |     | 4       |  |  |  |
| Pedestrian Crossing Light  | 1                        |     | 1                         |                       | 1    |     | 1       |  |  |  |

**Table E.28: Lane Geometry – Intersection #13**

| Description   | Road 1 |     | Road 2 |     |
|---|--------|-----|--------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1      | 1   | 1      | 0   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0      | 0   | 0      | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 0      | 0   | 1      | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0      | 1   | 0      | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 1      | 0   | 0      | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0      | 0   | 0      | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0      | 0   | 0      | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | 75     | 108 | 98     | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | 74     | N/A | N/A    | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 93     | 108 | 86     | N/A |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | --     | --  | 41     | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 1      | 1   | 3      | 3   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3      | 3   | 3      | 3   |
| Channelization <sup>10</sup>  | 3      | 3   | 3      | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 1      | 2   | 2      | 0   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 0      | 2   | 2      | 2   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 1      | 0   | 0      | 0   |

**Intersection 14: Fairgrounds Rd. NE / Portland Rd. NE (OR 99E) at Highland Ave. / Silverton Rd., Salem (Marion County)**



**Aerial Photo**



**Street View**

Figure E.14: Photos for Intersection #14

**Table E.29: Location and Geometric Configuration – Intersection #14**

| Location   | Latitude: 44.960158                  |     | Longitude: -123.015447    |                               |
|--|--------------------------------------|-----|---------------------------|-------------------------------|
| Milepost   | --                                   |     |                           |                               |
| Int. Type <sup>1</sup>   | 1                                    |     |                           |                               |
| ODOT Region  | Region 2                             |     |                           |                               |
| Road 1 Name  | Fairgrounds Rd. NE / Portland Rd. NE |     | Road 2 Name               | Highland Ave. / Silverton Rd. |
| No. of lanes <sup>2</sup>  | 5 (2,2,TWLT)                         |     | No. of lanes <sup>2</sup> | WB: 4 (2,2), EB: 2 (1,1)      |
| Road No.   | OR 99E                               |     | Road No.                  | OR 213                        |
| Description  | Road 1                               |     | Road 2                    |                               |
| Direction (NB, SB, WB, EB)   | NB                                   | SB  | WB                        | EB                            |
| Speed Limit (mph)  | 30                                   | 35  | 35                        | 25                            |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 68                                   | 76  | 43                        | 31                            |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 80                                   | 67  | 39                        | 54                            |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 142                                  | 227 | 51                        | 125                           |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 311                                  | 845 | 361                       | 1280                          |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | --                                   | --  | 74                        | 166                           |
| Dwy. Location  | 0                                    | 0   | 2                         | 1                             |
| Dwy. Type  | 0                                    | 0   | 3                         | 2                             |
| Median Type  | 4                                    | 2   | 1                         | 6                             |
| On-Street Parking  | 4                                    | 2   | 4                         | 4                             |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                                  | 49  | N/A                       | N/A                           |
| Bike Lane  | 3                                    | 3   | 4                         | 4                             |
| Bus Stop Near Int.   | 3                                    | 1   | 3                         | 3                             |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                                  | 5   | N/A                       | N/A                           |
| Traffic Control Device <sup>5</sup>  | 1                                    | 1   | 1                         | 12                            |
| Signs on Traffic Light Pole/Span wire  | 3,2,6                                | 6   | 1,4                       | 4,2                           |
| Pedestrian Crossing Light  | 2                                    | 1   | 2                         | 1                             |

**Table E.30: Lane Geometry – Intersection #14**

| Description   | Road 1 | Road 2 |     |
|---|--------|--------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1      | 1      | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0      | 0      | 1   |
| Exclusive Thru Lane <sup>6</sup>  | 2      | 2      | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0      | 0      | 0   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 1      | 0      | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0      | 0      | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0      | 0      | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | 54     | N/A    | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | 39     | N/A    | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 68     | 74     | 237 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 69     | 61     | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 2      | 2      | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3      | 3      | 3   |
| Channelization <sup>10</sup>  | 3      | 3      | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 6      | 6      | 3   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1      | 1      | 4   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 3      | 0      | 0   |

**Intersection 15: N Pacific Hwy. (OR 99E) at Witham Rd. / E Lincoln St., Woodburn (Marion County)**



**Aerial Photo**



**Street View**

Figure E.15: Photos for Intersection #15

**Table E.31: Location and Geometric Configuration – Intersection #15**

| Location   | Latitude: 45.142633 |    |                           | Longitude: -122.838911     |    |      |    |
|--|---------------------|----|---------------------------|----------------------------|----|------|----|
| Milepost   | 32.41               |    |                           |                            |    |      |    |
| Int. Type <sup>1</sup>   | 1                   |    |                           |                            |    |      |    |
| ODOT Region  | Region 2            |    |                           |                            |    |      |    |
| Road 1 Name  | N Pacific Hwy.      |    | Road 2 Name               | Witham Rd. / E Lincoln St. |    |      |    |
| No. of lanes <sup>2</sup>  | 5 (2,2,TWLTL)       |    | No. of lanes <sup>2</sup> | 2 (1,1)                    |    |      |    |
| Road No.   | OR 99E              |    | Road No.                  | --                         |    |      |    |
| Description  | Road 1              |    |                           | Road 2                     |    |      |    |
| Direction (NB, SB, WB, EB)   | NB                  |    | SB                        | WB                         |    | EB   |    |
| Speed Limit (mph)  | 35                  |    | 35                        | 35                         |    | 25   |    |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 58                  |    | 73                        | 36                         |    | 32   |    |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 60                  |    | 75                        | 41                         |    | 44   |    |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 276                 |    | 539                       | 3945                       |    | 98   |    |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 614                 |    | 349                       | 201                        |    | 4039 |    |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 23                  | 83 | 264                       | 391                        | 39 | 140  | 43 |
| Dwy. Location  | 1                   | 2  | 1                         | 1                          | 2  | 2    | 1  |
| Dwy. Type  | 2                   | 2  | 2                         | 2                          | 2  | 2    | 0  |
| Median Type  | 2                   |    | 2                         | 1                          |    | 1    |    |
| On-Street Parking  | 4                   |    | 4                         | 3                          |    | 4    |    |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 |    | N/A                       | 154                        |    | N/A  |    |
| Bike Lane  | 4                   |    | 3                         | 4                          |    | 4    |    |
| Bus Stop Near Int.   | 3                   |    | 3                         | 3                          |    | 3    |    |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 |    | N/A                       | N/A                        |    | N/A  |    |
| Traffic Control Device <sup>5</sup>  | 1                   |    | 1                         | 1                          |    | 1    |    |
| Signs on Traffic Light Pole/Span wire  | 0                   |    | 0                         | 0                          |    | 0    |    |
| Pedestrian Crossing Light  | 1                   |    | 1                         | 1                          |    | 1    |    |

**Table E.32: Lane Geometry – Intersection #15**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |     |
|---|---------------|-----|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 1   | 0             | 0   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0   | 1             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 1             | 1   | 0             | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1             | 1   | 0             | 0   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 0   | 1             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 0             | 1   |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | N/A | 48            | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | N/A | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 86            | 99  | N/A           | N/A |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 33            | 61  | N/A           | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 2             | 2   | 3             | 3   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             | 3   |
| Channelization <sup>10</sup>  | 3             | 3   | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 5             | 5   | 0             | 0   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 0   | 1             | 0   |

**Intersection 16: Broadway St. at Salem Pkwy. (OR 99E), Salem (Marion County)**



**Aerial Photo**



**Street View**

Figure E.16: Photos for Intersection #16

**Table E.33: Location and Geometric Configuration – Intersection #16**

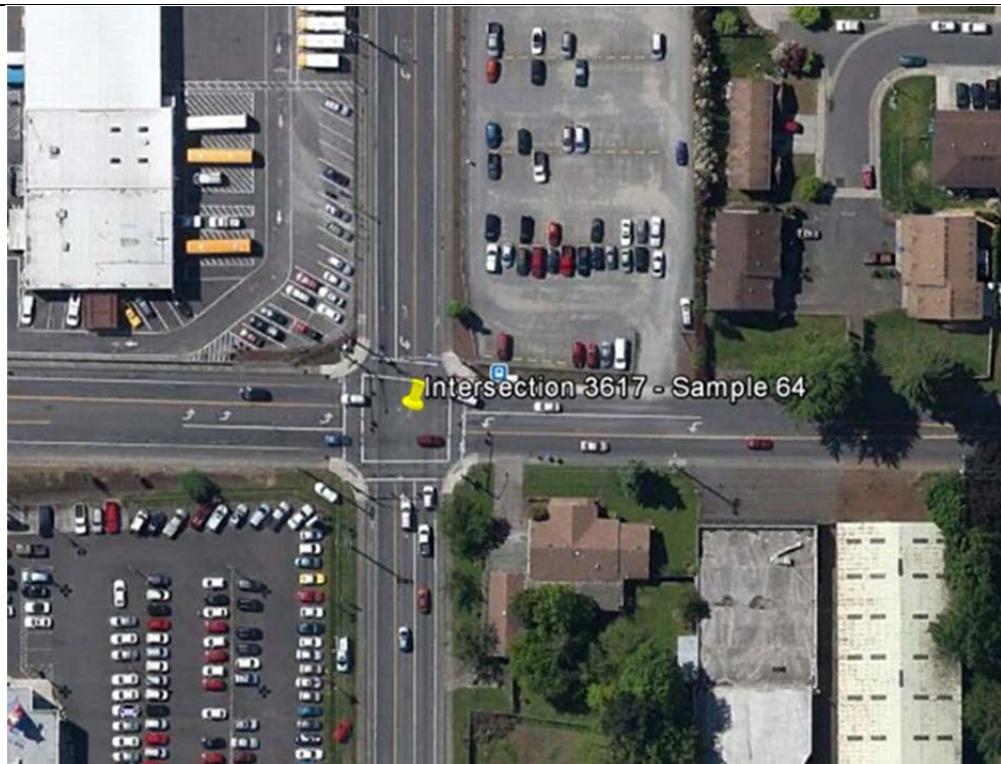
| Location   | Latitude: 44.967682 |    | Longitude: -123.028536    |             |
|--|---------------------|----|---------------------------|-------------|
| Milepost   | 3.16                |    |                           |             |
| Int. Type <sup>1</sup>   | 1                   |    |                           |             |
| ODOT Region  | Region 2            |    |                           |             |
| Road 1 Name  | Broadway St.        |    | Road 2 Name               | Salem Pkwy. |
| No. of lanes <sup>2</sup>  | 4 (2,2)             |    | No. of lanes <sup>2</sup> | 4 (2,2)*    |
| Road No.   | --                  |    | Road No.                  | OR 99E      |
| Description  | Road 1              |    | Road 2                    |             |
| Direction (NB, SB, WB, EB)   | NB                  |    | SB                        | NB          |
| Speed Limit (mph)  | 35                  |    | 35                        | 45          |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 49                  |    | 76                        | 73          |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 107                 |    | 86                        | 97          |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 363                 |    | 457                       | 879         |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 599                 |    | 508                       | 2876        |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | --                  | -- | --                        | --          |
| Dwy. Location  | 0                   | 0  | 0                         | 0           |
| Dwy. Type  | 0                   | 0  | 0                         | 0           |
| Median Type  | 1                   |    | 1                         | 1           |
| On-Street Parking  | 4                   |    | 4                         | 4           |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 |    | N/A                       | N/A         |
| Bike Lane  | 4                   |    | 3                         | 3           |
| Bus Stop Near Int.   | 2                   |    | 3                         | 3           |
| Bus Stops Location (ft. behind stop bar)                                     | 334                 |    | N/A                       | N/A         |
| Traffic Control Device <sup>5</sup>  | 1                   |    | 12                        | 12          |
| Signs on Traffic Light Pole/Span wire  | 2, 24               |    | 0                         | 0           |
| Pedestrian Crossing Light  | 1                   |    | 1                         | 1           |

\*Unusable center lane on Salem Pkwy.

**Table E.34: Lane Geometry – Intersection #16**

| Description   | Road 1 | Road 2 |     |     |
|---|--------|--------|-----|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1      | 1      | 1   | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0      | 0      | 0   | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 2      | 1      | 1   | 2   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0      | 1      | 1   | 0   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 1      | 0      | 0   | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0      | 0      | 0   | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0      | 0      | 0   | 1   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | 99     | N/A    | N/A | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | 197    | N/A    | N/A | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 119    | 201    | 130 | 247 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 78     | 144    | 97  | 145 |
| Offset Left Turn Lane <sup>8</sup>                                      | 2      | 2      | 2   | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3      | 3      | 3   | 3   |
| Channelization <sup>10</sup>  | 3      | 3      | 3   | 1   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 3      | 3      | 3   | 3   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1      | 1      | 1   | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 1      | 0      | 1   | 0   |

**Intersection 17: NE Hawthorne Ave. at NE D St., Salem (Marion County)**



**Aerial Photo**



**Street View**

Figure E.17: Photos for Intersection #17

**Table E.35: Location and Geometric Configuration – Intersection #17**

| Location   | Latitude: 44.943181 |                           | Longitude: -122.991861         |       |
|--|---------------------|---------------------------|--------------------------------|-------|
| Milepost   | --                  |                           |                                |       |
| Int. Type <sup>1</sup>   | 1                   |                           |                                |       |
| ODOT Region  | Region 2            |                           |                                |       |
| Road 1 Name  | NE Hawthorne Ave.   | Road 2 Name               | NE D St.                       |       |
| No. of lanes <sup>2</sup>  | 3 (1,1,TWLTL)       | No. of lanes <sup>2</sup> | WB: 3 (1,1,TWLTL), EB: 2 (1,1) |       |
| Road No.   | --                  | Road No.                  | --                             |       |
| Description  | Road 1              |                           | Road 2                         |       |
| Direction (NB, SB, WB, EB)   | NB                  | SB                        | WB                             | EB    |
| Speed Limit (mph)  | 35                  | 35                        | 30                             | 30    |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 46                  | 46                        | 50                             | 37    |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 49                  | 50                        | 52                             | 42    |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 1267                | 1937                      | 826                            | 406   |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 2009                | 1337                      | 480                            | 898   |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 314                 | 344                       | 1167                           | 201   |
| Dwy. Location  | 1                   | 2                         | 1                              | 1     |
| Dwy. Type  | 5                   | 1                         | 1                              | 3     |
| Median Type  | 2                   | 2                         | 1                              | 1     |
| On-Street Parking  | 4                   | 4                         | 4                              | 4     |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 |                           | N/A                            | N/A   |
| Bike Lane  | 3                   | 3                         | 3                              | 4     |
| Bus Stop Near Int.   | 3                   | 3                         | 3                              | 1     |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 |                           | N/A                            | 29.45 |
| Traffic Control Device <sup>5</sup>  | 1                   | 1                         | 1                              | 1     |
| Signs on Traffic Light Pole/Span wire  | 6, 15               | 6                         | 6                              | 6     |
| Pedestrian Crossing Light  | 1                   | 1                         | 1                              | 1     |

**Table E.36: Lane Geometry – Intersection #17**

| <b>Description</b>  | <b>Road 1</b> |      | <b>Road 2</b> |     |
|---|---------------|------|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 1    | 1             | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0    | 0             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 0             | 0    | 0             | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1             | 1    | 1             | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 0    | 0             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0    | 0             | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0    | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | N/A  | N/A           | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | N/A  | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 196           | 1934 | 97            | 144 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 80            | 78   | 78            | 77  |
| Offset Left Turn Lane <sup>8</sup>                                      | 2             | 2    | 2             | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3    | 3             | 3   |
| Channelization <sup>10</sup>  | 3             | 3    | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 6             | 6    | 6             | 6   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1             | 1    | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 0    | 0             | 0   |

**Intersection 18: NE Commercial St. (OR 99E) at NE Pine St., Salem (Marion County)**



**Aerial Photo**



**Street View**

Figure E.18: Photos for Intersection #18

**Table E.37: Location and Geometric Configuration – Intersection #18**

| Location   | Latitude: 44.962259  |    |                           | Longitude: -123.032736 |        |    |
|--|----------------------|----|---------------------------|------------------------|--------|----|
| Milepost   | 3.64                 |    |                           |                        |        |    |
| Int. Type <sup>1</sup>   | 1                    |    |                           |                        |        |    |
| ODOT Region  | Region 2             |    |                           |                        |        |    |
| Road 1 Name  | Commercial St.<br>NE |    | Road 2 Name               | Pine St. NE            |        |    |
| No. of lanes <sup>2</sup>  | 3                    |    | No. of lanes <sup>2</sup> | 2 (1,1)                |        |    |
| Road No.   | OR 99E               |    | Road No.                  | --                     |        |    |
| Description  | Road 1 (One Way)     |    |                           | Road 2                 |        |    |
| Direction (NB, SB, WB, EB)   | SB                   |    |                           | WB                     | EB     |    |
| Speed Limit (mph)  | 35                   |    |                           | 30                     | 30     |    |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 43                   |    |                           | 44                     | 44     |    |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 46                   |    |                           | 48                     | 47     |    |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 317                  |    |                           | 282                    | 281    |    |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 601                  |    |                           | 349                    | 350    |    |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 17                   | 43 | 45                        | 142                    | 56     | 71 |
| Dwy. Location  | 2                    | 1  | 1                         | 2                      | 1      | 2  |
| Dwy. Type  | 2                    | 2  | 2                         | 2                      | 2      | 2  |
| Median Type  | 6                    |    |                           | 1                      | 1      |    |
| On-Street Parking  | 4                    |    |                           | 4                      | 3      |    |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                  |    |                           | N/A                    | 151    |    |
| Bike Lane  | 2                    |    |                           | 3                      | 4      |    |
| Bus Stop Near Int.   | 1                    |    |                           | 3                      | 3      |    |
| Bus Stops Location (ft. behind stop bar)                                     | 17                   |    |                           | N/A                    | N/A    |    |
| Traffic Control Device <sup>5</sup>  | 1                    |    |                           | 1                      | 1      |    |
| Signs on Traffic Light Pole/Span wire  | 0                    |    |                           | 5, 13                  | 12, 13 |    |
| Pedestrian Crossing Light  | 1                    |    |                           | 1                      | 1      |    |

**Table E.38: Lane Geometry – Intersection #18**

| <b>Description</b>  | <b>Road 1 (One Way)</b> | <b>Road 2</b> |     |
|---|-------------------------|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 0                       | 1             | 0   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 1                       | 0             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 1                       | 1             | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1                       | 0             | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0                       | 0             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0                       | 0             | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0                       | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A                     | N/A           | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A                     | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | N/A                     | 75            | N/A |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | N/A                     | 85            | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 3                       | 3             | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3                       | 3             | 3   |
| Channelization <sup>10</sup>  | 3                       | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 0                       | 1             | 0   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1                       | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0                       | 0             | 0   |

**Intersection 19: Pearl St. at 13th Ave., Eugene (Lane County)**



Figure E.19: Photos for Intersection #19

**Table E.39: Location and Geometric Configuration – Intersection #19**

| Location   | Latitude: 44.045513 |                           | Longitude: -123.089688 |
|--|---------------------|---------------------------|------------------------|
| Milepost   | --                  |                           |                        |
| Int. Type <sup>1</sup>   | 1                   |                           |                        |
| ODOT Region  | Region 2            |                           |                        |
| Road 1 Name  | Pearl St.           | Road 2 Name               | 13 <sup>th</sup> Ave.  |
| No. of lanes <sup>2</sup>  | 2                   | No. of lanes <sup>2</sup> | 2                      |
| Road No.   | --                  | Road No.                  | --                     |
| Description  | Road 1 (One Way)    |                           | Road 2 (One Way)       |
| Direction (NB, SB, WB, EB)   | SB                  |                           | EB                     |
| Speed Limit (mph)  | 25                  |                           | 20                     |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 32                  |                           | 38                     |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 33                  |                           | 39                     |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 348                 |                           | 333                    |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 416                 |                           | 400                    |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 46                  | 167                       | 66                     |
| Dwy. Location  | 1                   | 1                         | 2                      |
| Dwy. Type  | 1                   | 1                         | 2                      |
| Median Type  | 6                   |                           | 6                      |
| On-Street Parking  | 2                   |                           | 1                      |
| On-Street Parking Location (ends ft. behind stop bar)                        | 15                  |                           | 30                     |
| Bike Lane  | 1                   |                           | 2                      |
| Bus Stop Near Int.   | 3                   |                           | 3                      |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 |                           | N/A                    |
| Traffic Control Device <sup>5</sup>  | 2                   |                           | 2                      |
| Signs on Traffic Light Pole/Span wire  | 4, 3                |                           | 3, 16, 2               |
| Pedestrian Crossing Light  | 1                   |                           | 1                      |

**Table E.40: Lane Geometry – Intersection #19**

| <b>Description</b>  | <b>Road 1 (One Way)</b> | <b>Road 2 (One Way)</b> |
|---|-------------------------|-------------------------|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 0                       | 0                       |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 1                       | 0                       |
| Exclusive Thru Lane <sup>6</sup>  | 1                       | 2                       |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0                       | 0                       |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0                       | 1                       |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0                       | 0                       |
| Free Right Turn Lane <sup>6</sup>                                       | 0                       | 0                       |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A                     | 80                      |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A                     | 63                      |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | N/A                     | N/A                     |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | N/A                     | N/A                     |
| Offset Left Turn Lane <sup>8</sup>                                      | 3                       | 3                       |
| Are chevrons properly oriented? <sup>9</sup>                            | 3                       | 3                       |
| Channelization <sup>10</sup>  | 3                       | 3                       |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 0                       | 0                       |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 2                       | 2                       |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0                       | 2                       |

**Intersection 20: Ellendale Ave. at Kings Valley Hwy., Dallas (Polk County)**



**Aerial Photo**



**Street View**

Figure E.20: Photos for Intersection #20

**Table E.41: Location and Geometric Configuration – Intersection #20**

| Location   | Latitude: 44.929422 |     | Longitude: 123.311924     |                   |
|--|---------------------|-----|---------------------------|-------------------|
| Milepost   | 2.63                |     |                           |                   |
| Int. Type <sup>1</sup>   | 1                   |     |                           |                   |
| ODOT Region  | Region 2            |     |                           |                   |
| Road 1 Name  | Ellendale Ave.      |     | Road 2 Name               | Kings Valley Hwy. |
| No. of lanes <sup>2</sup>  | 3 (1,1,TWLTL)       |     | No. of lanes <sup>2</sup> | 3 (1,1,TWLTL)     |
| Road No.   | --                  |     | Road No.                  | OR 223            |
| Description  | Road 1              |     | Road 2                    |                   |
| Direction (NB, SB, WB, EB)   | WB                  |     | EB                        | NB                |
| Speed Limit (mph)  | 35                  |     | 25                        | 30                |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 45                  |     | 45                        | 44                |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 66                  |     | 64                        | 101               |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 972                 |     | 199                       | 385               |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 319                 |     | 1121                      | 362               |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 150                 | 195 | --                        | --                |
| Dwy. Location  | 1                   | 1   | 0                         | 0                 |
| Dwy. Type  | 2                   | 5   | 0                         | 0                 |
| Median Type  | 2                   |     | 2                         | 2                 |
| On-Street Parking  | 4                   |     | 4                         | 4                 |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 |     | N/A                       | N/A               |
| Bike Lane  | 3                   |     | 3                         | 3                 |
| Bus Stop Near Int.   | 3                   |     | 3                         | 3                 |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 |     | N/A                       | N/A               |
| Traffic Control Device <sup>5</sup>  | 1                   |     | 1                         | 12                |
| Signs on Traffic Light Pole/Span wire  | 0                   |     | 0                         | 11                |
| Pedestrian Crossing Light  | 1                   |     | 1                         | 1                 |

**Table E.42: Lane Geometry – Intersection #20**

| Description   | Road 1 | Road 2 |     |     |
|---|--------|--------|-----|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 2      | 1      | 1   | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0      | 0      | 0   | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 1      | 1      | 1   | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0      | 0      | 0   | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0      | 0      | 1   | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0      | 0      | 0   | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 1      | 1      | 0   | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A    | N/A    | 268 | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A    | N/A    | 92  | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 342    | 231    | 204 | 128 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 120    | 92     | 106 | 67  |
| Offset Left Turn Lane <sup>8</sup>                                      | 2      | 2      | 2   | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3      | 3      | 3   | 3   |
| Channelization <sup>10</sup>  | 1      | 1      | 3   | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 3      | 3      | 3   | 3   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1      | 1      | 1   | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0      | 0      | 5   | 0   |

**Intersection 21: N Delta Hwy. at Green Acres Rd., Eugene (Lane County)**



**Aerial Photo**



**Street View**

Figure E.21: Photos for Intersection #21

**Table E.43: Location and Geometric Configuration – Intersection #21**

| Location   | Latitude: 44.094255 |                         | Longitude: -123.097940    |                 |
|--|---------------------|-------------------------|---------------------------|-----------------|
| Milepost   | --                  |                         |                           |                 |
| Int. Type <sup>1</sup>   | 1                   |                         |                           |                 |
| ODOT Region  | Region 2            |                         |                           |                 |
| Road 1 Name  | N Delta Hwy.        |                         | Road 2 Name               | Green Acres Rd. |
| No. of lanes <sup>2</sup>  | NB:<br>3 (2,1)      | SB:<br>3(1,1,TWLT<br>L) | No. of lanes <sup>2</sup> | 3 (3,0)         |
| Road No.   | --                  |                         | Road No.                  | --              |
| Description  | Road 1              |                         | Road 2 (One Way)          |                 |
| Direction (NB, SB, WB, EB)   | NB                  | SB                      | WB                        |                 |
| Speed Limit (mph)  | 45                  | 40                      | 35                        |                 |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 379                 | 41                      | 65                        |                 |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 575                 | 66                      | 59                        |                 |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 477                 | 288                     | 344                       |                 |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 372                 | 574                     | 1686                      |                 |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 258                 | 269                     | --                        | --              |
| Dwy. Location  | 1                   | 2                       | 0                         | 0               |
| Dwy. Type  | 2                   | 3                       | 0                         | 0               |
| Median Type  | 1                   |                         | 2                         |                 |
| On-Street Parking  | 4                   |                         | 4                         |                 |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 |                         | N/A                       |                 |
| Bike Lane  | 3                   |                         | 3                         |                 |
| Bus Stop Near Int.   | 3                   |                         | 1                         |                 |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 |                         | 468                       |                 |
| Traffic Control Device <sup>5</sup>  | 1                   |                         | 1                         |                 |
| Signs on Traffic Light Pole/Span wire  | 12, 3, 2, 11        |                         | 0                         |                 |
| Pedestrian Crossing Light  | 1                   |                         | 2                         |                 |
|  |                     |                         | 1                         |                 |

**Table E.44: Lane Geometry – Intersection #21**

| Description   | Road 1 | Road 2 |
|---|--------|--------|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 0      | 1      |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0      | 0      |
| Exclusive Thru Lane <sup>6</sup>  | 1      | 1      |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0      | 0      |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 1      | 0      |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0      | 0      |
| Free Right Turn Lane <sup>6</sup>                                       | 0      | 0      |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A    | N/A    |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A    | N/A    |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | N/A    | N/A    |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | N/A    | N/A    |
| Offset Left Turn Lane <sup>8</sup>                                      | 3      | 2      |
| Are chevrons properly oriented? <sup>9</sup>                            | 3      | 3      |
| Channelization <sup>10</sup>  | 3      | 3      |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 0      | 3      |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1      | 1      |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 6      | 1      |

**Intersection 22: Lancaster Dr. at Cooley Dr., Salem (Marion County)**



**Aerial Photo**



**Street View**

Figure E.22: Photos for Intersection #22

**Table E.45: Location and Geometric Configuration – Intersection #22**

| Location   | Latitude: 44.977094 |     | Longitude: -122.983351    |                          |
|--|---------------------|-----|---------------------------|--------------------------|
| Milepost   | 4.44                |     |                           |                          |
| Int. Type <sup>1</sup>   | 1                   |     |                           |                          |
| ODOT Region  | Region 2            |     |                           |                          |
| Road 1 Name  | Lancaster Dr.       |     | Road 2 Name               | Cooley Dr.               |
| No. of lanes <sup>2</sup>  | 5 (2,2,TWLTL)       |     | No. of lanes <sup>2</sup> | WB: 2 (1,1), EB: 4 (2,2) |
| Road No.   | --                  |     | Road No.                  | --                       |
| Description  | Road 1              |     | Road 2                    |                          |
| Direction (NB, SB, WB, EB)   | NB                  |     | SB                        | WB EB                    |
| Speed Limit (mph)  | 35                  |     | 35                        | 20 25                    |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 66                  |     | 67                        | 55 33                    |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 82                  |     | 66                        | 63 38                    |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 514                 |     | 813                       | 581 214                  |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 832                 |     | 573                       | 326 677                  |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 118                 | 279 | 231                       | 421 -- -- 48 103         |
| Dwy. Location  | 2                   | 1   | 1                         | 2 0 0 2 2                |
| Dwy. Type  | 1                   | 1   | 4                         | 1 0 0 1 1                |
| Median Type  | 2                   |     | 2                         | 4 6                      |
| On-Street Parking  | 4                   |     | 4                         | 4 3                      |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 |     | N/A                       | N/A 109                  |
| Bike Lane  | 3                   |     | 3                         | 4 4                      |
| Bus Stop Near Int.   | 2                   |     | 2                         | 3 3                      |
| Bus Stops Location (ft. behind stop bar)                                     | 279                 |     | 732                       | N/A N/A                  |
| Traffic Control Device <sup>5</sup>  | 2                   |     | 2                         | 1                        |
| Signs on Traffic Light Pole/Span wire  | 11                  |     | 0                         | 1, 4, 2 0                |
| Pedestrian Crossing Light  | 1                   |     | 1                         | 1 2                      |

**Table E.46: Lane Geometry – Intersection #22**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |      |
|---|---------------|-----|---------------|------|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 1   | 1             | 0    |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0   | 1             | 0    |
| Exclusive Thru Lane <sup>6</sup>  | 2             | 1   | 0             | 0    |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0             | 1   | 0             | 0    |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 1             | 0   | 1             | 0    |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 0             | 1    |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 0             | 0    |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | 107           | N/A | 113           | N/A  |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | 60            | N/A | N/A           | N/A  |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 138           | 151 | 113           | N/A  |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 92            | 73  | 76            | N/A  |
| Offset Left Turn Lane <sup>8</sup>                                      | 2             | 2   | 3             | 3    |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             | 3    |
| Channelization <sup>10</sup>  | 3             | 3   | 3             | 3    |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 3             | 3   | 3             | 0    |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1             | 1   | 4             | 1, 4 |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 5             | 0   | 1             | 0    |

**Intersection 23: NW Doaks Ferry Rd. at NW Orchard Heights Rd., Salem (Polk County)**

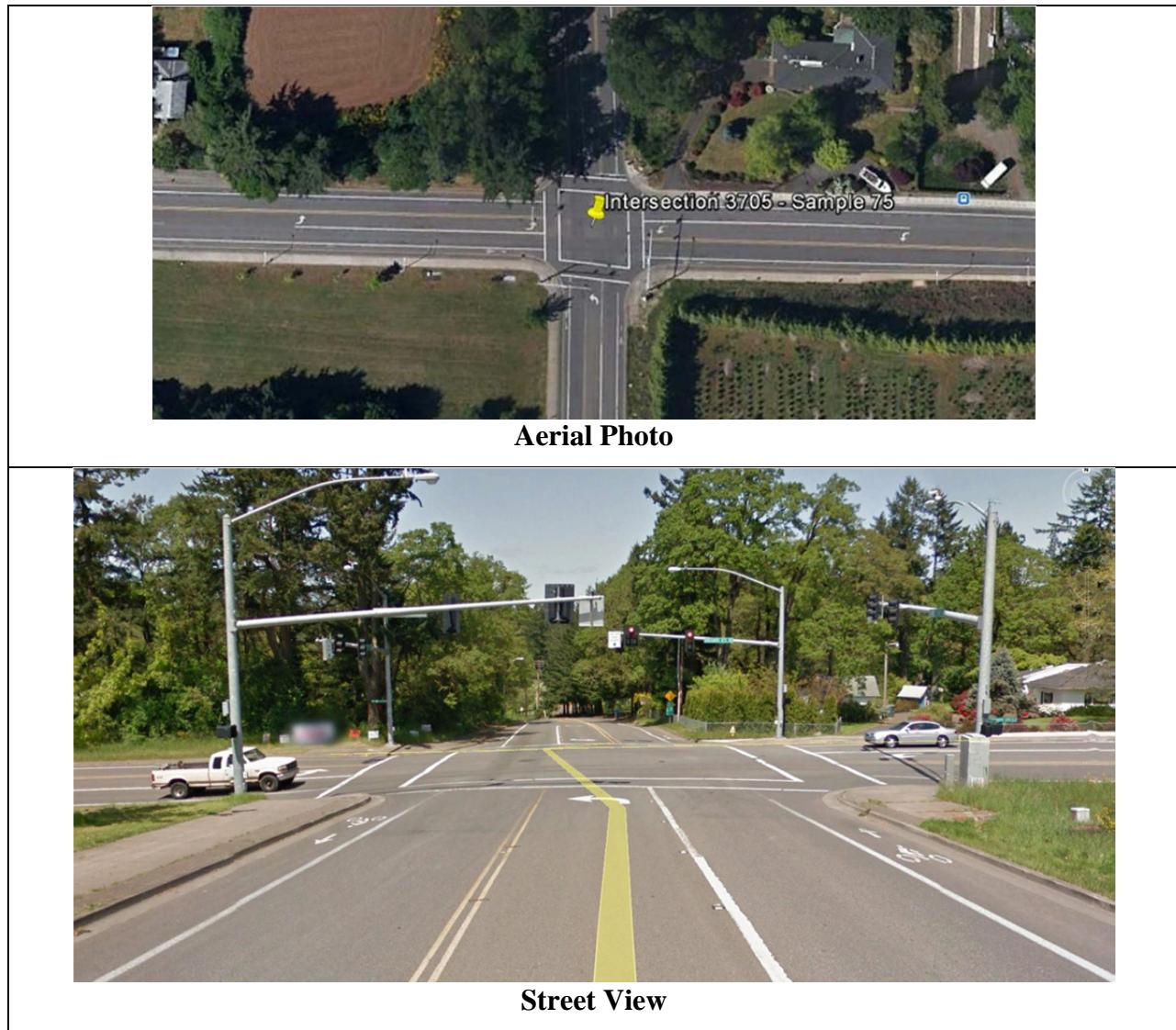


Figure E.23: Photos for Intersection #23

**Table E.47: Location and Geometric Configuration – Intersection #23**

| Location   | Latitude: 44.960461               |      | Longitude: -123.079776    |                     |
|--|-----------------------------------|------|---------------------------|---------------------|
| Milepost   | --                                |      |                           |                     |
| Int. Type <sup>1</sup>   | 1                                 |      |                           |                     |
| ODOT Region  | Region 2                          |      |                           |                     |
| Road 1 Name  | Doaks Ferry Rd.                   |      | Road 2 Name               | Orchard Heights Rd. |
| No. of lanes <sup>2</sup>  | NB: 3 (1,1,TWLTL),<br>SB: 2 (1,1) |      | No. of lanes <sup>2</sup> | 3 (1,1,TWLTL)       |
| Road No.   | --                                |      | Road No.                  | --                  |
| Description  | Road 1                            |      | Road 2                    |                     |
| Direction (NB, SB, WB, EB)   | NB                                | SB   | WB                        | EB                  |
| Speed Limit (mph)  | 35                                | 35   | 40                        | 40                  |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 470                               | 46   | 47                        | 49                  |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 56                                | 523  | 59                        | 54                  |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 508                               | 2656 | 665                       | 887                 |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 2740                              | 569  | 960                       | 742                 |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 277                               | 392  | 236                       | 603                 |
| Dwy. Location  | 2                                 | 1    | 2                         | 2                   |
| Dwy. Type  | 1                                 | 1    | 1                         | 1                   |
| Median Type  | 2                                 | 1    | 2                         | 2                   |
| On-Street Parking  | 4                                 | 4    | 4                         | 4                   |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                               |      | N/A                       |                     |
| Bike Lane  | 3                                 | 3    | 3                         | 3                   |
| Bus Stop Near Int.   | 3                                 | 3    | 2                         | 3                   |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                               |      | 211                       | N/A                 |
| Traffic Control Device <sup>5</sup>  | 1                                 | 1    | 1                         | 1                   |
| Signs on Traffic Light Pole/Span wire  | 5                                 | 6    | 6                         | 6                   |
| Pedestrian Crossing Light  | 1                                 | 1    | 1                         | 1                   |

**Table E.48: Lane Geometry – Intersection #23**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |     |
|---|---------------|-----|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 1   | 1             | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0   | 0             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 0             | 0   | 0             | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 0   | 0             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 0             | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | N/A | N/A           | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | N/A | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 203           | 143 | 201           | 190 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 151           | 69  | 97            | 99  |
| Offset Left Turn Lane <sup>8</sup>                                      | 2             | 2   | 2             | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             | 3   |
| Channelization <sup>10</sup>  | 3             | 3   | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 6             | 6   | 6             | 6   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 0   | 0             | 0   |

**Intersection 24: Main St. / Cascade Hwy. NE (OR 213) at Water St. (OR 214), Silverton (Marion County)**



Figure E.24: Photos for Intersection #24

**Table E.49: Location and Geometric Configuration – Intersection #24**

| Location   | Latitude: 45.005125        |    | Longitude: -122.783105    |           |
|--|----------------------------|----|---------------------------|-----------|
| Milepost   | 50.68                      |    |                           |           |
| Int. Type <sup>1</sup>   | 1                          |    |                           |           |
| ODOT Region  | Region 2                   |    |                           |           |
| Road 1 Name  | Main St. / Cascade Hwy. NE |    | Road 2 Name               | Water St. |
| No. of lanes <sup>2</sup>  | 2 (1,1)                    |    | No. of lanes <sup>2</sup> | 2 (2,0)   |
| Road No.   | OR 213                     |    | Road No.                  | OR 214    |
| Description  | Road 1                     |    |                           | Road 2    |
| Direction (NB, SB, WB, EB)   | WB                         |    | EB                        | SB        |
| Speed Limit (mph)  | 25                         |    | 25                        | 20        |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 44                         |    | 39                        | 41        |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 44                         |    | 38                        | 40        |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 254                        |    | 280                       | 165       |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 337                        |    | 350                       | 229       |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 153                        | -- | 256                       | 261       |
| Dwy. Location  | 1                          | 0  | 1                         | 2         |
| Dwy. Type  | 2                          | 0  | 2                         | 2         |
| Median Type  | 1                          |    | 1                         | 6         |
| On-Street Parking  | 3                          |    | 2                         | 3         |
| On-Street Parking Location (ends ft. behind stop bar)                        | 18                         |    | 153                       | 16        |
| Bike Lane  | 4                          |    | 4                         | 4         |
| Bus Stop Near Int.   | 3                          |    | 3                         | 3         |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                        |    | N/A                       | N/A       |
| Traffic Control Device <sup>5</sup>  | 4                          |    | 4                         | 4         |
| Signs on Traffic Light Pole/Span wire  | 0                          |    | 0                         | 0         |
| Pedestrian Crossing Light  | 2                          |    | 2                         | 2         |

**Table E.50: Lane Geometry – Intersection #24**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |
|---|---------------|-----|---------------|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 0             | 0   | 0             |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 1             | 0   | 1             |
| Exclusive Thru Lane <sup>6</sup>  | 0             | 1   | 0             |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0             | 0   | 1             |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 1   | 0             |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 0             |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 0             |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | 102 | N/A           |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | 45  | N/A           |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | N/A           | N/A | N/A           |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | N/A           | N/A | N/A           |
| Offset Left Turn Lane <sup>8</sup>                                      | 2             | 3   | 3             |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             |
| Channelization <sup>10</sup>  | 3             | 3   | 3             |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 0             | 0   | 0             |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 0             | 0   | 0             |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 0   | 0             |

**Intersection 25: Marion St. (OR 22) at Commercial St., Salem, (Marion County)**



Figure E.25: Photos for Intersection #25

**Table E.51: Location and Geometric Configuration – Intersection #25**

| Location   | Latitude: 44.94485<br>8 | Longitude: -123.038449    |          |    |
|--|-------------------------|---------------------------|----------|----|
| Milepost   | 26.17                   |                           |          |    |
| Int. Type <sup>1</sup>   | 1                       |                           |          |    |
| ODOT Region  | Region 2                |                           |          |    |
| Road 1 Name  | Marion St.              | Road 2 Name               |          |    |
| No. of lanes <sup>2</sup>  | 3 (3,0)                 | No. of lanes <sup>2</sup> |          |    |
| Road No.   | OR 22                   | Road No.                  |          |    |
| Description  | Road 1 (One Way)        | Road 2 (One Way)          |          |    |
| Direction (NB, SB, WB, EB)   | WB                      | SB                        |          |    |
| Speed Limit (mph)  | 25                      | 25                        |          |    |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 65                      | 70                        |          |    |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 69                      | 57                        |          |    |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 351                     | 345                       |          |    |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 3011                    | 416                       |          |    |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 74                      | 123                       | --       | -- |
| Dwy. Location  | 2                       | 2                         | 0        | 0  |
| Dwy. Type  | 2                       | 2                         | 0        | 0  |
| Median Type  | 6                       |                           | 6        |    |
| On-Street Parking  | 3                       |                           | 3        |    |
| On-Street Parking Location (ends ft. behind stop bar)                        | 193                     | 19                        | 25       | 65 |
| Bike Lane  | 4                       |                           | 4        |    |
| Bus Stop Near Int.   | 3                       |                           | 3        |    |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                     |                           | N/A      |    |
| Traffic Control Device <sup>5</sup>  | 1                       |                           | 1        |    |
| Signs on Traffic Light Pole/Span wire  | 1, 4, 3, 3              |                           | 13, 4, 2 |    |
| Pedestrian Crossing Light  | 1                       |                           | 1        |    |

**Table E.52: Lane Geometry – Intersection #25**

| <b>Description</b>  | <b>Road 1 (One Way)</b> | <b>Road 2</b> |
|---|-------------------------|---------------|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1                       | 0             |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 1                       | 0             |
| Exclusive Thru Lane <sup>6</sup>  | 2                       | 2             |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0                       | 1             |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0                       | 1             |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0                       | 0             |
| Free Right Turn Lane <sup>6</sup>                                       | 0                       | 0             |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A                     | 134           |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A                     | N/A           |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 140                     | N/A           |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 51                      | N/A           |
| Offset Left Turn Lane <sup>8</sup>                                      | 3                       | 3             |
| Are chevrons properly oriented? <sup>9</sup>                            | 3                       | 3             |
| Channelization <sup>10</sup>  | 3                       | 3             |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 1                       | 0             |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1                       | 1             |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0                       | 1             |

**Intersection 26: Pringle Rd. at Madrona Ave., Salem, (Marion County)**



**Aerial Photo**



**Street View**

Figure E.26: Photos for Intersection #26

**Table E.53: Location and Geometric Configuration – Intersection #26**

| Location   | Latitude: 44.904700 |     | Longitude: -123.025923    |                                |     |    |     |     |
|--|---------------------|-----|---------------------------|--------------------------------|-----|----|-----|-----|
| Milepost   | --                  |     |                           |                                |     |    |     |     |
| Int. Type <sup>1</sup>   | 1                   |     |                           |                                |     |    |     |     |
| ODOT Region  | Region 2            |     |                           |                                |     |    |     |     |
| Road 1 Name  | Pringle Rd.         |     | Road 2 Name               | Madrona Ave.                   |     |    |     |     |
| No. of lanes <sup>2</sup>  | 2 (1,1)             |     | No. of lanes <sup>2</sup> | WB: 2 (1,1), EB: 3 (1,1,TWLTL) |     |    |     |     |
| Road No.   | --                  |     | Road No.                  | --                             |     |    |     |     |
| Description  | Road 1              |     | Road 2                    |                                |     |    |     |     |
| Direction (NB, SB, WB, EB)   | NB                  | SB  | WB                        | EB                             |     |    |     |     |
| Speed Limit (mph)  | 25                  | 35  | 35                        | 25                             |     |    |     |     |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 43                  | 43  | 37                        | 36                             |     |    |     |     |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 43                  | 44  | 47                        | 42                             |     |    |     |     |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 185                 | 233 | 492                       | 1173                           |     |    |     |     |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 324                 | 274 | 1263                      | 581                            |     |    |     |     |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 53                  | --  | 58                        | 75                             | 46  | 73 | 59  | 101 |
| Dwy. Location  | 1                   | 0   | 2                         | 1                              | 2   | 1  | 1   | 2   |
| Dwy. Type  | 1                   | 0   | 2                         | 1                              | 1   | 2  | 1   | 1   |
| Median Type  | 1                   |     | 1                         |                                | 1   |    | 2   |     |
| On-Street Parking  | 4                   |     | 4                         |                                | 4   |    | 4   |     |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 |     | N/A                       |                                | N/A |    | N/A |     |
| Bike Lane  | 3                   |     | 3                         |                                | 3   |    | 4   |     |
| Bus Stop Near Int.   | 3                   |     | 1                         |                                | 3   |    | 3   |     |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 |     | 208                       |                                | N/A |    | N/A |     |
| Traffic Control Device <sup>5</sup>  | 1                   |     | 1                         |                                | 1   |    | 1   |     |
| Signs on Traffic Light Pole/Span wire  | 6                   |     | 6                         |                                | 6   |    | 6   |     |
| Pedestrian Crossing Light  | 1                   |     | 1                         |                                | 1   |    | 1   |     |

**Table E.54: Lane Geometry – Intersection #26 Lane Geometry – Intersection #26**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |     |
|---|---------------|-----|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 1   | 1             | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0   | 0             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 0             | 0   | 0             | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 0   | 0             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 0             | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | N/A | N/A           | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | N/A | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 110           | 151 | 146           | 180 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 67            | 71  | 78            | 138 |
| Offset Left Turn Lane <sup>8</sup>                                      | 2             | 2   | 2             | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             | 3   |
| Channelization <sup>10</sup>  | 3             | 3   | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 6             | 6   | 6             | 6   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 0   | 0             | 0   |

**Intersection 27: W Pacific Hwy. (OR 99) at Irving Rd., Eugene (Lane County)**



**Aerial Photo**



**Street View**

Figure E.27: Photos for Intersection #27

**Table E.55: Location and Geometric Configuration – Intersection #27**

| Location   | Latitude: 44.103257 |      | Longitude: -123.172209    |                                 |
|--|---------------------|------|---------------------------|---------------------------------|
| Milepost   | 117.89              |      |                           |                                 |
| Int. Type <sup>1</sup>   | 1                   |      |                           |                                 |
| ODOT Region  | Region 2            |      |                           |                                 |
| Road 1 Name  | W Pacific Hwy.      |      | Road 2 Name               | Irving Rd.                      |
| No. of lanes <sup>2</sup>  | 5 (2,2,TWLTL)       |      | No. of lanes <sup>2</sup> | WB: 3 (1,1,TWLTL) , EB: 2 (1,1) |
| Road No.   | OR 99               |      | Road No.                  | --                              |
| Description  | Road 1              |      | Road 2                    |                                 |
| Direction (NB, SB, WB, EB)   | NB                  | SB   | WB                        | EB                              |
| Speed Limit (mph)  | 55                  | 55   | 35                        | 55                              |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 82                  | 81   | 46                        | 35                              |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 87                  | 84   | 60                        | 42                              |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 1772                | 4381 | 93                        | 9401                            |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 4491                | 1872 | 9547                      | 190                             |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 504                 | 811  | 240                       | 532                             |
| Dwy. Location  | 2                   | 1    | 1                         | 1                               |
| Dwy. Type  | 3                   | 3    | 2                         | 2                               |
| Median Type  | 2                   |      | 2                         | 1                               |
| On-Street Parking  | 4                   |      | 4                         | 4                               |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 |      | N/A                       | N/A                             |
| Bike Lane  | 3                   |      | 3                         | 3                               |
| Bus Stop Near Int.   | 3                   |      | 2, 1                      | 3                               |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 |      | 199, 296                  | N/A                             |
| Traffic Control Device <sup>5</sup>  | 1                   |      | 12                        | 1                               |
| Signs on Traffic Light Pole/Span wire  | 0                   |      | 2                         | 2                               |
| Pedestrian Crossing Light  | 1                   |      | 1                         | 1                               |

**Table E.56: Lane Geometry – Intersection #27**

| Description   | Road 1 | Road 2 |     |
|---|--------|--------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1      | 1      | 0   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0      | 0      | 1   |
| Exclusive Thru Lane <sup>6</sup>  | 2      | 2      | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0      | 0      | 0   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0      | 0      | 1   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0      | 0      | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 1      | 1      | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | 287    | 173    | 93  |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | 136    | 118    | 99  |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 194    | 203    | N/A |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 76     | 84     | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 2      | 2      | 3   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3      | 3      | 3   |
| Channelization <sup>10</sup>  | 1      | 1      | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 3      | 3      | 0   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1      | 1      | 5   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0      | 0      | 1   |

**Intersection 28: 6th Ave. (OR 99) at Garfield St. (OR 126), Eugene (Lane County)**



**Aerial Photo**



**Street View**

Figure E.28: Photos for Intersection #28

**Table E.57: Location and Geometric Configuration – Intersection #28**

| Location   | Latitude: 44.053353  |    |                           | Longitude: -123.122751   |      |    |
|--|----------------------|----|---------------------------|--------------------------|------|----|
| Milepost   | 122.19               |    |                           |                          |      |    |
| Int. Type <sup>1</sup>   | 1                    |    |                           |                          |      |    |
| DOT Region   | Region 2             |    |                           |                          |      |    |
| Road 1 Name  | 6 <sup>th</sup> Ave. |    | Road 2 Name               | Garfield St.             |      |    |
| No. of lanes <sup>2</sup>  | 4 (4,0)              |    | No. of lanes <sup>2</sup> | NB: 4 (2,2), SB: 2 (1,1) |      |    |
| Road No.   | OR 99                |    | Road No.                  | OR 126                   |      |    |
| Description  | Road 1 (One Way)     |    |                           | Road 2                   |      |    |
| Direction (NB, SB, WB, EB)   | NB                   |    |                           | NB                       | SB   |    |
| Speed Limit (mph)  | 30                   |    |                           | 30                       | 30   |    |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 39                   |    |                           | 40                       | 42   |    |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 44                   |    |                           | 39                       | 42   |    |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 623                  |    |                           | 342                      | 394  |    |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 438                  |    |                           | 486                      | 433  |    |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 51                   | 71 | 47                        | 99                       | 23   | 88 |
| Dwy. Location  | 2                    | 1  | 1                         | 2                        | 1    | 2  |
| Dwy. Type  | 2                    | 2  | 2                         | 2                        | 3    | 2  |
| Median Type  | 6                    |    |                           | 1                        | 1    |    |
| On-Street Parking  | 4                    |    |                           | 4                        | 4    |    |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                  |    |                           | N/A                      | N/A  |    |
| Bike Lane  | 4                    |    |                           | 4                        | 4    |    |
| Bus Stop Near Int.   | 3                    |    |                           | 3                        | 3    |    |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                  |    |                           | N/A                      | N/A  |    |
| Traffic Control Device <sup>5</sup>  | 1                    |    |                           | 1                        | 1    |    |
| Signs on Traffic Light Pole/Span wire  | 1, 2, 3, 3           |    |                           | 3, 5                     | 3, 4 |    |
| Pedestrian Crossing Light  | 1                    |    |                           | 1                        | 1    |    |

**Table E.58: Lane Geometry – Intersection #28**

| <b>Description</b>  | <b>Road 1</b> | <b>Road 2</b> |     |
|---|---------------|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 1             | 0   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 2             | 1             | 1   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0             | 0             | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 1             | 0             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0             | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | N/A           | 107 |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | N/A           | N/A           | 107 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | N/A           | N/A           | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 3             | 3             | 3   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3             | 3   |
| Channelization <sup>10</sup>  | 3             | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 1             | 1             | 0   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1             | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 1             | 0             | 0   |

## **REGION 3 SITES FOR MODEL**

**Table E.59: Region 3**

| <b>County ID</b> | <b>County Name</b> |
|------------------|--------------------|
| 06               | Coos               |
| 08               | Curry              |
| 10               | Douglas            |
| 15               | Jackson            |
| 17               | Josephine          |

**Intersection 29: Main St. at Ross / Lozier Ln., Medford (Jackson County)**



**Aerial Photo**



**Street View**

Figure E.29: Photos for Intersection #29

**Table E.60: Location and Geometric Configuration – Intersection #29**

| Location   | Latitude: 42.323642 |     | Longitude: -122.899605    |                       |
|--|---------------------|-----|---------------------------|-----------------------|
| Milepost   | --                  |     |                           |                       |
| Int. Type <sup>1</sup>   | 1                   |     |                           |                       |
| ODOT Region  | Region 3            |     |                           |                       |
| Road 1 Name  | Main St.            |     | Road 2 Name               | Ross Ln. / Lozier Ln. |
| No. of lanes <sup>2</sup>  | 3 (1,1,TWLTL)       |     | No. of lanes <sup>2</sup> | 3 (1,1,TWLTL)         |
| Road No.   | --                  |     | Road No.                  | --                    |
| Description  | Road 1              |     | Road 2                    |                       |
| Direction (NB, SB, WB, EB)   | WB                  |     | EB                        | NB                    |
| Speed Limit (mph)  | 30                  |     | 35                        | 30                    |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 40                  |     | 69                        | 35                    |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 54                  |     | 71                        | 49                    |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 282                 |     | 668                       | 503                   |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 492                 |     | 396                       | 742                   |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 51                  | 103 | 89                        | 255                   |
| Dwy. Location  | 2                   | 2   | 1                         | 1                     |
| Dwy. Type  | 2                   | 2   | 2                         | 2                     |
| Median Type  | 2                   |     | 2                         | 2                     |
| On-Street Parking  | 4                   |     | 4                         | 4                     |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 |     | N/A                       | N/A                   |
| Bike Lane  | 3                   |     | 3                         | 4                     |
| Bus Stop Near Int.   | 1                   |     | 1                         | 3                     |
| Bus Stops Location (ft. behind stop bar)                                     | 422                 |     | 364                       | N/A                   |
| Traffic Control Device <sup>5</sup>  | 1                   |     | 1                         | 1                     |
| Signs on Traffic Light Pole/Span wire  | 0                   |     | 0                         | 2                     |
| Pedestrian Crossing Light  | 1                   |     | 1                         | 1                     |

**Table E.61: Lane Geometry – Intersection #29**

| Description   | Road 1 | Road 2 |     |     |
|---|--------|--------|-----|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1      | 1      | 1   | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0      | 0      | 0   | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 1      | 1      | 0   | 1   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0      | 0      | 1   | 0   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0      | 1      | 0   | 1   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0      | 0      | 0   | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 1      | 0      | 0   | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | 142    | 127    | N/A | 291 |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | 56     | 94     | N/A | 97  |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 102    | 119    | 116 | 131 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 131    | 134    | 77  | 95  |
| Offset Left Turn Lane <sup>8</sup>                                      | 2      | 2      | 2   | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3      | 3      | 3   | 3   |
| Channelization <sup>10</sup>  | 1      | 3      | 3   | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 5      | 3      | 5   | 5   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1      | 1      | 1   | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0      | 1      | 0   | 5   |

**Intersection 30: Ashland St. (OR 66) at Walker Ave., Ashland (Jackson County)**



Aerial Photo



Street View

Figure E.30: Photos for Intersection #30

**Table E.62: Location and Geometric Configuration – Intersection #30**

| Location   | Latitude: 42.185447               |     | Longitude: -122.688144    |             |
|--|-----------------------------------|-----|---------------------------|-------------|
| Milepost   | --                                |     |                           |             |
| Int. Type <sup>1</sup>   | 1                                 |     |                           |             |
| ODOT Region  | Region 3                          |     |                           |             |
| Road 1 Name  | Ashland St.                       |     | Road 2 Name               | Walker Ave. |
| No. of lanes <sup>2</sup>  | WB: 5 (2,2,TWLTL),<br>EB: 4 (2,2) |     | No. of lanes <sup>2</sup> | 2 (1,1)     |
| Road No.   | OR 66                             |     | Road No.                  | --          |
| Description  | Road 1                            |     | Road 2                    |             |
| Direction (NB, SB, WB, EB)   | WB                                | EB  | NB                        | SB          |
| Speed Limit (mph)  | 30                                | 30  | 25                        | 25          |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 68                                | 68  | 34                        | 35          |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 71                                | 71  | 38                        | 38          |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 781                               | 880 | 565                       | 391         |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 376                               | 840 | 485                       | 659         |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 147                               | 212 | 25                        | 263         |
| Dwy. Location  | 1                                 | 1   | 1                         | 1           |
| Dwy. Type  | 2                                 | 2   | 2                         | 2           |
| Median Type  | 2                                 | 4   | 1                         | 1           |
| On-Street Parking  | 4                                 | 4   | 4                         | 2           |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                               |     | N/A                       | 119         |
| Bike Lane  | 3                                 | 3   | 3                         | 3           |
| Bus Stop Near Int.   | 3                                 | 1   | 3                         | 3           |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                               |     | N/A                       | N/A         |
| Traffic Control Device <sup>5</sup>  | 1                                 | 1   | 1                         | 1           |
| Signs on Traffic Light Pole/Span wire  | 17                                | 17  | 0                         | 0           |
| Pedestrian Crossing Light  | 1                                 | 1   | 1                         | 1           |

**Table E.63: Lane Geometry – Intersection #30**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |     |
|---|---------------|-----|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 1   | 0             | 0   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0   | 0             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 1             | 1   | 0             | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1             | 1   | 0             | 0   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 0   | 0             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 1             | 1   |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | N/A | N/A           | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | N/A | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 106           | 112 | N/A           | N/A |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 69            | 71  | N/A           | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 2             | 2   | 3             | 3   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             | 3   |
| Channelization <sup>10</sup>  | 3             | 3   | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 3             | 3   | 0             | 0   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 0   | 0             | 0   |

**Intersection 31: Crater Lake Ave. at Brookhurst St., Medford (Jackson County)**



**Aerial Photo**



**Street View**

Figure E.31: Photos for Intersection #31

**Table E.64: Location and Geometric Configuration – Intersection #31**

| Location   | Latitude: 42.347475 |     | Longitude: -122.856823    |                |
|--|---------------------|-----|---------------------------|----------------|
| Milepost   | --                  |     |                           |                |
| Int. Type <sup>1</sup>   | 1                   |     |                           |                |
| ODOT Region  | Region 3            |     |                           |                |
| Road 1 Name  | Crater Lake Ave.    |     | Road 2 Name               | Brookhurst St. |
| No. of lanes <sup>2</sup>  | 5 (2,2,TWLTL)       |     | No. of lanes <sup>2</sup> | 2 (1,1)        |
| Road No.   | --                  |     | Road No.                  | --             |
| Description  | Road 1              |     | Road 2                    |                |
| Direction (NB, SB, WB, EB)   | NB                  |     | WB                        | EB             |
| Speed Limit (mph)  | 35                  |     | 25                        | 25             |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 59                  |     | 33                        | 33             |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 73                  |     | 31                        | 51             |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 817                 |     | 657                       | 247            |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 721                 |     | 340                       | 750            |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 261                 | 330 | 95                        | 329            |
| Dwy. Location  | 2                   | 2   | 2                         | 1              |
| Dwy. Type  | 1                   | 1   | 1                         | 1              |
| Median Type  | 2                   |     | 1                         | 1              |
| On-Street Parking  | 4                   |     | 4                         | 4              |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 |     | N/A                       | N/A            |
| Bike Lane  | 4                   |     | 4                         | 4              |
| Bus Stop Near Int.   | 3                   |     | 3                         | 3              |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 |     | N/A                       | N/A            |
| Traffic Control Device <sup>5</sup>  | 2                   |     | 2                         | 1              |
| Signs on Traffic Light Pole/Span wire  | 5, 18               |     | 0                         | 0              |
| Pedestrian Crossing Light  | 1                   |     | 1                         | 1              |

**Table E.65: Lane Geometry – Intersection #31**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |     |
|---|---------------|-----|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 1   | 0             | 0   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0   | 1             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 1             | 1   | 0             | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1             | 1   | 0             | 0   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 0   | 0             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 0             | 1   |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 1             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | N/A | N/A           | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | N/A | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 86            | 81  | N/A           | N/A |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 66            | 68  | N/A           | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 2             | 2   | 3             | 3   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             | 3   |
| Channelization <sup>10</sup>  | 3             | 3   | 1             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 0             | 0   | 0             | 0   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 2             | 2   | 2             | 2   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 0   | 0             | 0   |

**Intersection 32: Crater Lake Hwy. (OR 62) at Linn Rd., Eagle Point (Jackson County)**



**Aerial Photo**



**Street View**

Figure E.32: Photos for Intersection #32

**Table E.66: Location and Geometric Configuration – Intersection #32**

| Location   | Latitude: 42.472264       |     |                           | Longitude: -122.811974 |     |     |
|--|---------------------------|-----|---------------------------|------------------------|-----|-----|
| Milepost   | 10.09                     |     |                           |                        |     |     |
| Int. Type <sup>1</sup>   | 1                         |     |                           |                        |     |     |
| ODOT Region  | Region 3                  |     |                           |                        |     |     |
| Road 1 Name  | Crater Lake Hwy.          |     | Road 2 Name               | Linn Rd.               |     |     |
| No. of lanes <sup>2</sup>  | NB: 4 (2,2) , SB: 2 (1,1) |     | No. of lanes <sup>2</sup> | 2 (1,1)                |     |     |
| Road No.   | OR 62                     |     | Road No.                  | --                     |     |     |
| Description  | Road 1                    |     |                           | Road 2                 |     |     |
| Direction (NB, SB, WB, EB)   | NB                        |     | SB                        | WB                     |     | EB  |
| Speed Limit (mph)  | 55                        |     | 55                        | 25                     |     | 35  |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 91                        |     | 42                        | 42                     |     | 62  |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 122                       |     | 96                        | 92                     |     | 107 |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 1027                      |     | 2217                      | 367                    |     | 165 |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 2361                      |     | 1170                      | 308                    |     | 511 |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 221                       | 507 | 1526                      | 2128                   | 151 | 345 |
| Dwy. Location  | 1                         | 1   | 1                         | 1                      | 2   | 2   |
| Dwy. Type  | 2                         | 5   | 1                         | 1                      | 2   | 1   |
| Median Type  | 4                         |     | 1                         | 1                      |     | 4   |
| On-Street Parking  | 4                         |     | 4                         | 4                      |     | 4   |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                       |     | N/A                       | N/A                    |     | N/A |
| Bike Lane  | 3                         |     | 3                         | 3                      |     | 3   |
| Bus Stop Near Int.   | 3                         |     | 3                         | 3                      |     | 3   |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                       |     | N/A                       | N/A                    |     | N/A |
| Traffic Control Device <sup>5</sup>  | 12                        |     | 12                        | 1                      |     | 1   |
| Signs on Traffic Light Pole/Span wire  | 2, 19                     |     | 2                         | 2                      |     | 2   |
| Pedestrian Crossing Light  | 1                         |     | 1                         | 1                      |     | 1   |

**Table E.67: Lane Geometry – Intersection #32**

| Description   | Road 1 | Road 2 |     |
|---|--------|--------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1      | 1      | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0      | 0      | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 2      | 2      | 1   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0      | 0      | 0   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 1      | 1      | 1   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0      | 0      | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0      | 0      | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | 157    | 393    | 134 |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A    | 171    | 62  |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 250    | 135    | 101 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 130    | 129    | 162 |
| Offset Left Turn Lane <sup>8</sup>                                      | 2      | 2      | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3      | 3      | 3   |
| Channelization <sup>10</sup>  | 3      | 3      | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 3      | 3      | 5   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1      | 1      | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 1      | 1      | 1   |

**Intersection 33: Lozier Ln. at W Stewart Ave., Medford (Jackson County)**



**Aerial Photo**



**Street View**

Figure E.33: Photos for Intersection #33

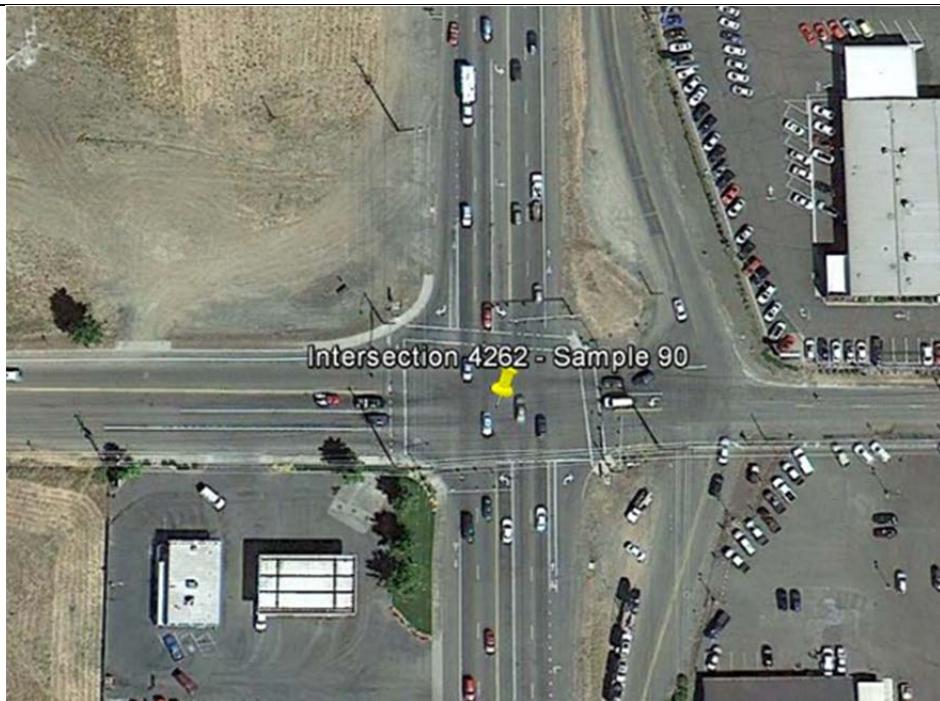
**Table E.68: Location and Geometric Configuration – Intersection #33**

| Location   | Latitude: 42.312233 |    |                           | Longitude: 122.899639 |    |      |     |
|--|---------------------|----|---------------------------|-----------------------|----|------|-----|
| Milepost   | --                  |    |                           |                       |    |      |     |
| Int. Type <sup>1</sup>   | 1                   |    |                           |                       |    |      |     |
| ODOT Region  | Region 3            |    |                           |                       |    |      |     |
| Road 1 Name  | Lozier Ln.          |    | Road 2 Name               | W Stewart Ave.        |    |      |     |
| No. of lanes <sup>2</sup>  | 2 (1,1)             |    | No. of lanes <sup>2</sup> | 2 (1,1)               |    |      |     |
| Road No.   | --                  |    | Road No.                  | --                    |    |      |     |
| Description  | Road 1              |    |                           | Road 2                |    |      |     |
| Direction (NB, SB, WB, EB)   | NB                  |    | SB                        | WB                    |    | EB   |     |
| Speed Limit (mph)  | 30                  |    | 30                        | 35                    |    | 35   |     |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 41                  |    | 24                        | 34                    |    | 27   |     |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 54                  |    | 51                        | 52                    |    | 52   |     |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 367                 |    | 1591                      | 1016                  |    | 749  |     |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 1670                |    | 445                       | 828                   |    | 1095 |     |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 219                 | 0  | 50                        | 172                   | 72 | 148  | 140 |
| Dwy. Location  | 1                   | -- | 2                         | 2                     | 1  | 2    | 1   |
| Dwy. Type  | 0                   | -- | 2                         | 1                     | 2  | 1    | 2   |
| Median Type  | 1                   |    | 1                         | 1                     |    | 1    |     |
| On-Street Parking  | 4                   |    | 4                         | 4                     |    | 4    |     |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 |    | N/A                       | N/A                   |    | N/A  |     |
| Bike Lane  | 3                   |    | 3                         | 3                     |    | 3    |     |
| Bus Stop Near Int.   | 3                   |    | 3                         | 3                     |    | 3    |     |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 |    | N/A                       | N/A                   |    | N/A  |     |
| Traffic Control Device <sup>5</sup>  | 1                   |    | 1                         | 1                     |    | 1    |     |
| Signs on Traffic Light Pole/Span wire  | 5                   |    | 5                         | 6                     |    | 6    |     |
| Pedestrian Crossing Light  | 1                   |    | 1                         | 1                     |    | 1    |     |

**Table E.69: Lane Geometry – Intersection #33**

| Description   | Road 1 | Road 2 |     |
|---|--------|--------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1      | 1      | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0      | 0      | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 0      | 0      | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1      | 1      | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0      | 0      | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0      | 0      | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0      | 0      | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A    | 167    | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A    | 99     | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 100    | N/A    | 137 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 50     | N/A    | 75  |
| Offset Left Turn Lane <sup>8</sup>                                      | 2      | 2      | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3      | 3      | 3   |
| Channelization <sup>10</sup>  | 3      | 3      | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 1      | 1      | 6   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1      | 1      | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0      | 0      | 0   |

**Intersection 34: Crater Lake Hwy. (OR 62) at E Vilas Rd., Medford (Jackson County)**



**Aerial Photo**



**Street View**

Figure E.34: Photos for Intersection #34

**Table E.70: Location and Geometric Configuration – Intersection #34**

| Location   | Latitude: 42.389110 |    | Longitude: -122.855964    |                               |
|--|---------------------|----|---------------------------|-------------------------------|
| Milepost   | 3.64                |    |                           |                               |
| Int. Type <sup>1</sup>   | 1                   |    |                           |                               |
| ODOT Region  | Region 3            |    |                           |                               |
| Road 1 Name  | Crater Lake Hwy.    |    | Road 2 Name               | E Vilas Rd.                   |
| No. of lanes <sup>2</sup>  | 5 (2,2,TWLTL)       |    | No. of lanes <sup>2</sup> | WB: 2(1,1), EB: 3 (1,1,TWLTL) |
| Road No.   | OR 62               |    | Road No.                  | --                            |
| Description  | Road 1              |    | Road 2                    |                               |
| Direction (NB, SB, WB, EB)   | NB                  |    | WB                        | EB                            |
| Speed Limit (mph)  | 45                  |    | 45                        | 45                            |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 79                  |    | 56                        | 48                            |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 111                 |    | 63                        | 81                            |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 1518                |    | 45                        | 1924                          |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 1954                |    | 2069                      | 191                           |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 150                 | -- | 68                        | 126                           |
| Dwy. Location  | 2                   | 0  | 1                         | 1                             |
| Dwy. Type  | 2                   | 0  | 5                         | 5                             |
| Median Type  | 2                   |    | 1                         | 2                             |
| On-Street Parking  | 4                   |    | 4                         | 4                             |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 |    | N/A                       | N/A                           |
| Bike Lane  | 3                   |    | 4                         | 3                             |
| Bus Stop Near Int.   | 3                   |    | 3                         | 3                             |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 |    | N/A                       | N/A                           |
| Traffic Control Device <sup>5</sup>  | 1                   |    | 1                         | 1                             |
| Signs on Traffic Light Pole/Span wire  | 0                   |    | 5                         | 2, 5                          |
| Pedestrian Crossing Light  | 1                   |    | 1                         | 2                             |

**Table E.71: Lane Geometry – Intersection #34**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |     |
|---|---------------|-----|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 1   | 1             | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0   | 0             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 2             | 2   | 0             | 1   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0             | 0   | 1             | 0   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 1             | 1   | 0             | 1   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 0             | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | 92            | 772 | N/A           | 202 |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | 148           | 177 | N/A           | 148 |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 244           | 200 | 43            | 148 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 151           | 139 | N/A           | 175 |
| Offset Left Turn Lane <sup>8</sup>                                      | 2             | 2   | 2             | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             | 3   |
| Channelization <sup>10</sup>  | 3             | 3   | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 3             | 3   | 1             | 1   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 0   | 0             | 1   |

**Intersection 35: Highland Dr. at Barnett Rd., Medford (Jackson County)**



**Aerial Photo**



**Street View**

Figure E.35: Photos for Intersection #35

**Table E.72: Location and Geometric Configuration – Intersection #35**

| Location   | Latitude: 42.315733      |    |                           | Longitude: 122.849750 |       |      |    |     |
|--|--------------------------|----|---------------------------|-----------------------|-------|------|----|-----|
| Milepost   | --                       |    |                           |                       |       |      |    |     |
| Int. Type <sup>1</sup>   | 1                        |    |                           |                       |       |      |    |     |
| ODOT Region  | Region 3                 |    |                           |                       |       |      |    |     |
| Road 1 Name  | Highland Dr.             |    | Road 2 Name               | Barnett Rd.           |       |      |    |     |
| No. of lanes <sup>2</sup>  | NB: 4 (2,2), SB: 2 (1,1) |    | No. of lanes <sup>2</sup> | 4 (2,2)               |       |      |    |     |
| Road No.   | --                       |    | Road No.                  | --                    |       |      |    |     |
| Description  | Road 1                   |    |                           | Road 2                |       |      |    |     |
| Direction (NB, SB, WB, EB)   | NB                       |    | SB                        | WB                    |       | EB   |    |     |
| Speed Limit (mph)  | 35                       |    | 35                        | 35                    |       | 35   |    |     |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 88                       |    | 42                        | 63                    |       | 81   |    |     |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 107                      |    | 77                        | 97                    |       | 101  |    |     |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 1238                     |    | 867                       | 995                   |       | 611  |    |     |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 976                      |    | 1361                      | 732                   |       | 1121 |    |     |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | --                       | -- | 244*                      | 386                   | 105** | 339  | 76 | 124 |
| Dwy. Location  | 0                        | 0  | 2                         | 2                     | 1     | 1    | 1  | 1   |
| Dwy. Type  | 0                        | 0  | 5                         | 2                     | 5     | 2    | 2  | 2   |
| Median Type  | 4                        |    | 1                         | 4                     |       | 4    |    |     |
| On-Street Parking  | 4                        |    | 4                         | 4                     |       | 4    |    |     |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                      |    | N/A                       | N/A                   |       | N/A  |    |     |
| Bike Lane  | 3                        |    | 3                         | 3                     |       | 3    |    |     |
| Bus Stop Near Int.   | 3                        |    | 3                         | 1                     |       | 3    |    |     |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                      |    | N/A                       | 6560                  |       | N/A  |    |     |
| Traffic Control Device <sup>5</sup>  | 1                        |    | 1                         | 1                     |       | 1    |    |     |
| Signs on Traffic Light Pole/Span wire  | 11                       |    | 0                         | 0                     |       | 11   |    |     |
| Pedestrian Crossing Light  | 1                        |    | 1                         | 1                     |       | 1    |    |     |

\*Driveway under construction

\*\*Driveway no longer exists

**Table E.73: Lane Geometry – Intersection #35**

| Description   | Road 1 | Road 2 |     |
|---|--------|--------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1      | 1      | 2   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0      | 0      | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 2      | 1      | 1   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0      | 1      | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 1      | 0      | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0      | 0      | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0      | 0      | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | 602    | N/A    | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | 101    | N/A    | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 464    | 244    | 340 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 77     | 88     | 117 |
| Offset Left Turn Lane <sup>8</sup>                                      | 2      | 2      | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3      | 3      | 3   |
| Channelization <sup>10</sup>  | 3      | 3      | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 3      | 3      | 3   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1      | 1      | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 5      | 0      | 0   |

**Intersection 36: S Riverside Ave. (OR 99) at E 10th St., Medford (Jackson County)**



**Aerial Photo**



**Street View**

Figure E.36:Photos for Intersection #36

**Table E.74: Location and Geometric Configuration – Intersection #36**

| Location   | Latitude: 42.324450 |                           | Longitude: -122.868506   |     |     |
|--|---------------------|---------------------------|--------------------------|-----|-----|
| Milepost   | --                  |                           |                          |     |     |
| Int. Type <sup>1</sup>   | 1                   |                           |                          |     |     |
| ODOT Region  | Region 3            |                           |                          |     |     |
| Road 1 Name  | S Riverside Ave.    | Road 2 Name               | E 10 <sup>th</sup> St.   |     |     |
| No. of lanes <sup>2</sup>  | 3 (3,0)             | No. of lanes <sup>2</sup> | WB: 3 (2,1), EB: 4 (2,2) |     |     |
| Road No.   | OR 99               | Road No.                  | --                       |     |     |
| Description  | Road 1 (One Way)    |                           | Road 2                   |     |     |
| Direction (NB, SB, WB, EB)   | NB                  |                           | WB                       | EB  |     |
| Speed Limit (mph)  | 30                  |                           | 25                       | 25  |     |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 46                  |                           | 44                       | 52  |     |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 44                  |                           | 43                       | 49  |     |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 540                 |                           | 543                      | 328 |     |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 471                 |                           | 400                      | 204 |     |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 80                  | 178                       | --                       | 172 | 204 |
| Dwy. Location  | 2                   | 2                         | 0                        | 2   | 1   |
| Dwy. Type  | 2                   | 2                         | 0                        | 4   | 2   |
| Median Type  | 6                   |                           | 1                        | 1   |     |
| On-Street Parking  | 2                   |                           | 4                        | 4   |     |
| On-Street Parking Location (ends ft. behind stop bar)                        | 127                 |                           | N/A                      | N/A |     |
| Bike Lane  | 5                   |                           | 3                        | 3   |     |
| Bus Stop Near Int.   | 3                   |                           | 3                        | 3   |     |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 |                           | N/A                      | N/A |     |
| Traffic Control Device <sup>5</sup>  | 1                   |                           | 1                        | 1   |     |
| Signs on Traffic Light Pole/Span wire  | 2                   |                           | 13, 2                    | 13  |     |
| Pedestrian Crossing Light  | 1                   |                           | 1                        | 1   |     |

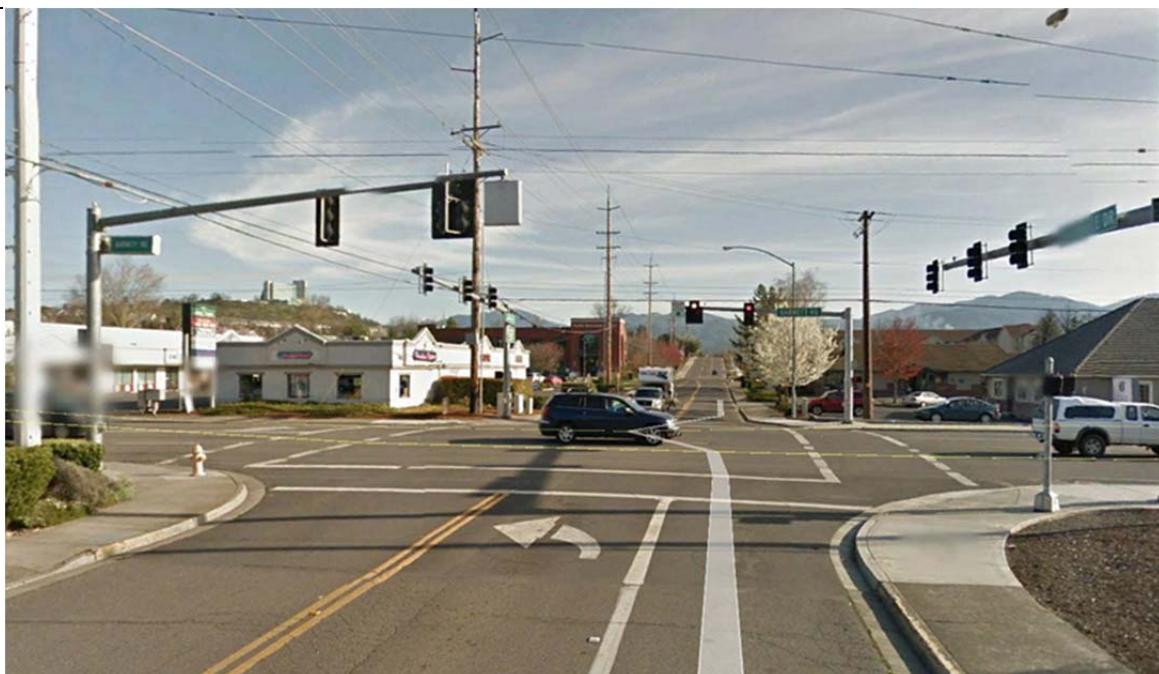
**Table E.75: Lane Geometry – Intersection #36**

| <b>Description</b>  | <b>Road 1 (One Way)</b> | <b>Road 2</b> |     |
|---|-------------------------|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 0                       | 0             | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 1                       | 0             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 2                       | 1             | 1   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0                       | 0             | 0   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 1                       | 1             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0                       | 0             | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0                       | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | 82                      | 89            | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | 41                      | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | N/A                     | N/A           | 125 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | N/A                     | N/A           | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 3                       | 3             | 3   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3                       | 3             | 3   |
| Channelization <sup>10</sup>  | 3                       | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 0                       | 0             | 3   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1                       | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 1                       | 1             | 0   |

**Intersection 37: E Barnett Rd. at Ellendale Dr., Medford (Jackson County)**



**Aerial Photo**



**Street View**

Figure E.37: Photos for Intersection #37

**Table E.76: Location and Geometric Configuration – Intersection #37**

| Location   | Latitude: 42.315761      |                | Longitude: -122.845647    |               |
|--|--------------------------|----------------|---------------------------|---------------|
| Milepost   | --                       |                |                           |               |
| Int. Type <sup>1</sup>   | 1                        |                |                           |               |
| ODOT Region  | Region 3                 |                |                           |               |
| Road 1 Name  | E Barnett Rd.            |                | Road 2 Name               | Ellendale Dr. |
| No. of lanes <sup>2</sup>  | WB: 5<br>(2,2,TWLT<br>L) | EB: 4<br>(2,2) | No. of lanes <sup>2</sup> | 2 (1,1)       |
| Road No.   | --                       |                | Road No.                  | --            |
| Description  | Road 1                   |                | Road 2                    |               |
| Direction (NB, SB, WB, EB)   | WB                       | EB             | NB                        | SB            |
| Speed Limit (mph)  | 35                       | 35             | 35                        | 25            |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 50                       | 78             | 37                        | 36            |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 54                       | 65             | 42                        | 42            |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 1069                     | 998            | 634                       | 640           |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 1070                     | 1148           | 746                       | 731           |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 91   204                 | 209   220      | 92   144                  | 96   140      |
| Dwy. Location  | 2   1                    | 2   1          | 2   1                     | 2   1         |
| Dwy. Type  | 2   2                    | 2   4          | 4   2                     | 2   2         |
| Median Type  | 2                        | 1              | 2                         | 1             |
| On-Street Parking  | 4                        | 4              | 4                         | 4             |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                      |                | N/A                       | N/A           |
| Bike Lane  | 4                        | 3              | 4                         | 4             |
| Bus Stop Near Int.   | 2                        | 1              | 3                         | 3             |
| Bus Stops Location (ft. behind stop bar)                                     | 142                      | 608            | N/A                       | N/A           |
| Traffic Control Device <sup>5</sup>  | 1                        | 1              | 1                         | 12            |
| Signs on Traffic Light Pole/Span wire  | 0                        | 0              | 6                         | 6             |
| Pedestrian Crossing Light  | 1                        | 1              | 1                         | 1             |

**Table E.77: Lane Geometry – Intersection #37**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |     |
|---|---------------|-----|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 1   | 1             | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0   | 0             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 1             | 1   | 0             | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 0   | 0             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 0             | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | N/A | N/A           | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | N/A | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 78            | 144 | 108           | 94  |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 76            | 96  | 97            | 73  |
| Offset Left Turn Lane <sup>8</sup>                                      | 2             | 2   | 2             | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             | 3   |
| Channelization <sup>10</sup>  | 3             | 3   | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 3             | 3   | 6             | 6   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 0   | 0             | 0   |

## **REGION 4 SITES FOR MODEL**

**Table E.78: Region 4**

| <b>County ID</b> | <b>County Name</b> |
|------------------|--------------------|
| 07               | Crook              |
| 09               | Deschutes          |
| 11               | Gilliam            |
| 16               | Jefferson          |
| 18               | Klamath            |
| 19               | Lake               |
| 28               | Sherman            |
| 33               | Wasco              |
| 35               | Wheeler            |

**Intersection 38: 4th St. (US 26) at B St., Madras (Jefferson County)**



Figure E.38: Photos for Intersection #38

**Table E.79: Location and Geometric Configuration – Intersection #38**

| Location   | Latitude: 44.635954 |                           | Longitude: -121.130632   |     |    |    |
|--|---------------------|---------------------------|--------------------------|-----|----|----|
| Milepost   | 92.3                |                           |                          |     |    |    |
| Int. Type <sup>1</sup>   | 1                   |                           |                          |     |    |    |
| ODOT Region  | Region 4            |                           |                          |     |    |    |
| Road 1 Name  | 4 <sup>th</sup> St. | Road 2 Name               | B St.                    |     |    |    |
| No. of lanes <sup>2</sup>  | 2                   | No. of lanes <sup>2</sup> | WB: 4 (2,2), EB: 3 (2,1) |     |    |    |
| Road No.   | US 26               | Road No.                  | --                       |     |    |    |
| Description  | Road 1 (One Way)    |                           | Road 2                   |     |    |    |
| Direction (NB, SB, WB, EB)   | SB                  |                           | WB                       | EB  |    |    |
| Speed Limit (mph)  | 25                  |                           | 25                       | 25  |    |    |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 52                  |                           | 51                       | 52  |    |    |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 52                  |                           | 51                       | 52  |    |    |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 354                 |                           | 214                      | 305 |    |    |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 459                 |                           | 372                      | 277 |    |    |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 45                  | 227                       | 87                       | 149 | 45 | 67 |
| Dwy. Location  | 2                   | 1                         | 2                        | 2   | 2  | 2  |
| Dwy. Type  | 5                   | 2                         | 2                        | 2   | 2  | 2  |
| Median Type  | 6                   |                           | 1                        | 1   |    |    |
| On-Street Parking  | 3                   |                           | 4                        | 1   |    |    |
| On-Street Parking Location (ends ft. behind stop bar)                        | 0                   |                           | N/A                      | 186 |    |    |
| Bike Lane  | 2                   |                           | 4                        | 1   |    |    |
| Bus Stop Near Int.   | 3                   |                           | 3                        | 3   |    |    |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 |                           | N/A                      | N/A |    |    |
| Traffic Control Device <sup>5</sup>  | 1                   |                           | 1                        | 1   |    |    |
| Signs on Traffic Light Pole/Span wire  | 0                   |                           | 5, 13                    | 13  |    |    |
| Pedestrian Crossing Light  | 1                   |                           | 1                        | 1   |    |    |

**Table E.80: Lane Geometry – Intersection #38**

| <b>Description</b>  | <b>Road 1 (One Way)</b> | <b>Road 2</b> |     |
|---|-------------------------|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 0                       | 1             | 0   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 1                       | 0             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 0                       | 1             | 1   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1                       | 0             | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0                       | 0             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0                       | 0             | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0                       | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A                     | N/A           | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A                     | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | N/A                     | 103           | N/A |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | N/A                     | N/A           | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 3                       | 3             | 3   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3                       | 3             | 3   |
| Channelization <sup>10</sup>  | 3                       | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 0                       | 1             | 0   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1                       | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0                       | 0             | 1   |

**Intersection 39: NW Newport / NW Greenwood Ave. at NW Wall St., Bend (Deschutes County)**



**Aerial Photo**



**Street View**

Figure E.39: Photos for Intersection #39

**Table E.81: Location and Geometric Configuration – Intersection #39**

| Location   | Latitude: 44.060438                 |    |                           | Longitude: -121.312524 |    |     |
|--|-------------------------------------|----|---------------------------|------------------------|----|-----|
| Milepost   | --                                  |    |                           |                        |    |     |
| Int. Type <sup>1</sup>   | 1                                   |    |                           |                        |    |     |
| ODOT Region  | Region 4                            |    |                           |                        |    |     |
| Road 1 Name  | NW Newport Ave. / NW Greenwood Ave. |    | Road 2 Name               | *NW Wall St.           |    |     |
| No. of lanes <sup>2</sup>  | WB: 4 (2,2), EB: 4 (3,1)            |    | No. of lanes <sup>2</sup> | SB: 3 (2,1)            |    |     |
| Road No.   | --                                  |    | Road No.                  | --                     |    |     |
| Description  | Road 1                              |    |                           | Road 2                 |    |     |
| Direction (NB, SB, WB, EB)   | WB                                  |    | EB                        | SB                     |    |     |
| Speed Limit (mph)  | 20                                  |    | 20                        | 20                     |    |     |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 55                                  |    | 59                        | 55                     |    |     |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 59                                  |    | 66                        | 55                     |    |     |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 300                                 |    | 144                       | 460                    |    |     |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 892                                 |    | 377                       | 369                    |    |     |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 154                                 | -- | 119                       | -                      | 85 | 283 |
| Dwy. Location  | 2                                   | 0  | 1                         | 0                      | 1  | 1   |
| Dwy. Type  | 2                                   | 0  | 2                         | 0                      | 2  | 2   |
| Median Type  | 1                                   |    | 4                         | 1                      |    |     |
| On-Street Parking  | 1                                   |    | 1                         | 3                      |    |     |
| On-Street Parking Location (ends ft. behind stop bar)                        | 26                                  |    | 66                        | 119                    |    |     |
| Bike Lane  | 4                                   |    | 3                         | 4                      |    |     |
| Bus Stop Near Int.   | 3                                   |    | 3                         | 3                      |    |     |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                                 |    | N/A                       | N/A                    |    |     |
| Traffic Control Device <sup>5</sup>  | 1                                   |    | 1                         | 1                      |    |     |
| Signs on Traffic Light Pole/Span wire  | 1, 3                                |    | 0                         | 2                      |    |     |
| Pedestrian Crossing Light  | 1                                   |    | 1                         | 1                      |    |     |

\*NB lane starts at intersection

**Table E.82: Lane Geometry – Intersection #39**

| Description   | Road 1 | Road 2 |
|---|--------|--------|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1      | 1      |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0      | 0      |
| Exclusive Thru Lane <sup>6</sup>  | 1      | 1      |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0      | 1      |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0      | 0      |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0      | 0      |
| Free Right Turn Lane <sup>6</sup>                                       | 0      | 0      |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A    | N/A    |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A    | N/A    |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | N/A    | N/A    |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | N/A    | N/A    |
| Offset Left Turn Lane <sup>8</sup>                                      | 2      | 2      |
| Are chevrons properly oriented? <sup>9</sup>                            | 3      | 3      |
| Channelization <sup>10</sup>  | 3      | 3      |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 3      | 3      |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1      | 1      |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0      | 1      |

**Intersection 40: E 8th St. at Olney / Penn Ave., Bend (Deschutes County)**



**Aerial Photo**



**Street View**

Figure E.40: Photos for Intersection #40

**Table E.83: Location and Geometric Configuration – Intersection #40**

| Location   | Latitude: 44.065621   |    |                           | Longitude: -121.293782 |    |     |     |     |
|--|-----------------------|----|---------------------------|------------------------|----|-----|-----|-----|
| Milepost   | --                    |    |                           |                        |    |     |     |     |
| Int. Type <sup>1</sup>   | 1                     |    |                           |                        |    |     |     |     |
| ODOT Region  | Region 4              |    |                           |                        |    |     |     |     |
| Road 1 Name  | E 8 <sup>th</sup> St. |    | Road 2 Name               | Olney Ave. / Penn Ave. |    |     |     |     |
| No. of lanes <sup>2</sup>  | 3 (1,1,TWLTL)         |    | No. of lanes <sup>2</sup> | 2 (1,1)                |    |     |     |     |
| Road No.   | --                    |    | Road No.                  | --                     |    |     |     |     |
| Description  | Road 1                |    |                           | Road 2                 |    |     |     |     |
| Direction (NB, SB, WB, EB)   | NB                    |    | SB                        | WE                     |    | EB  |     |     |
| Speed Limit (mph)  | 35                    |    | 35                        | 35                     |    | 25  |     |     |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 40                    |    | 40                        | 36                     |    | 34  |     |     |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 52                    |    | 49                        | 53                     |    | 53  |     |     |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 162                   |    | 284                       | 222                    |    | 894 |     |     |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 393                   |    | 274                       | 1000                   |    | 315 |     |     |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 73                    | 95 | 115                       | 121                    | 50 | 106 | 571 | 627 |
| Dwy. Location  | 2                     | 1  | 2                         | 1                      | 2  | 1   | 1   | 2   |
| Dwy. Type  | 2                     | 2  | 2                         | 1                      | 1  | 1   | 1   | 1   |
| Median Type  | 1                     |    | 2                         | 1                      |    | 1   |     |     |
| On-Street Parking  | 4                     |    | 4                         | 4                      |    | 4   |     |     |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                   |    | N/A                       | N/A                    |    | N/A |     |     |
| Bike Lane  | 3                     |    | 3                         | 3                      |    | 3   |     |     |
| Bus Stop Near Int.   | 3                     |    | 3                         | 3                      |    | 3   |     |     |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                   |    | N/A                       | N/A                    |    | N/A |     |     |
| Traffic Control Device <sup>5</sup>  | 1                     |    | 1                         | 1                      |    | 1   |     |     |
| Signs on Traffic Light Pole/Span wire  | 0                     |    | 0                         | 2                      |    | 1   |     |     |
| Pedestrian Crossing Light  | 1                     |    | 1                         | 1                      |    | 1   |     |     |

**Table E.84: Lane Geometry – Intersection #40**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |     |
|---|---------------|-----|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 1   | 1             | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0   | 0             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 0             | 0   | 1             | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1             | 1   | 0             | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 0   | 1             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 0             | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | N/A | 92            | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | N/A | 62            | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | N/A           | 59  | 91            | 213 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | N/A           | N/A | N/A           | 92  |
| Offset Left Turn Lane <sup>8</sup>                                      | 2             | 2   | 2             | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             | 3   |
| Channelization <sup>10</sup>  | 3             | 3   | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 6             | 6   | 6             | 6   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 0   | 0             | 0   |

**Intersection 41: SE 3rd St. (US 97) at Division St. / Brosterhous Rd., Bend (Deschutes County)**



**Aerial Photo**



**Street View**

Figure E.41: Photos for Intersection #41

**Table E.85: Location and Geometric Configuration – Intersection #41**

| Location   | Latitude: 44.036460    |     |         | Longitude: -121.304781    |                                |     |         |
|--|------------------------|-----|---------|---------------------------|--------------------------------|-----|---------|
| Milepost   | --                     |     |         |                           |                                |     |         |
| Int. Type <sup>1</sup>   | 1                      |     |         |                           |                                |     |         |
| ODOT Region  | Region 4               |     |         |                           |                                |     |         |
| Road 1 Name  | SE 3 <sup>rd</sup> St. |     |         | Road 2 Name               | Division St. / Brosterhous Rd. |     |         |
| No. of lanes <sup>2</sup>  | 5 (2,2,TWLTL)          |     |         | No. of lanes <sup>2</sup> | 2 (1,1)                        |     |         |
| Road No.   | US 97                  |     |         | Road No.                  | --                             |     |         |
| Description  | Road 1                 |     |         |                           | Road 2                         |     |         |
| Direction (NB, SB, WB, EB)   | NB (NE)                |     | SB (SW) |                           | WB (NW)                        |     | EB (SE) |
| Speed Limit (mph)  | 35                     |     | 35      |                           | 40                             |     | 30      |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 73                     |     | 72      |                           | 48                             |     | 47      |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 72                     |     | 80      |                           | 46                             |     | 58      |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 905                    |     | 695     |                           | 287                            |     | 229     |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 774                    |     | 983     |                           | 344                            |     | 400     |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 222                    | 291 | 93      | 174                       | 54                             | 276 | 163     |
| Dwy. Location  | 2                      | 1   | 2       | 2                         | 1                              | 2   | 2       |
| Dwy. Type  | 2                      | 2   | 2       | 2                         | 2                              | 2   | 0       |
| Median Type  | 2                      |     | 2       |                           | 1                              |     | 1       |
| On-Street Parking  | 4                      |     | 4       |                           | 4                              |     | 4       |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                    |     | N/A     |                           | N/A                            |     | N/A     |
| Bike Lane  | 3                      |     | 3       |                           | 3                              |     | 3       |
| Bus Stop Near Int.   | 3                      |     | 1       |                           | 3                              |     | 3       |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                    |     | 500     |                           | N/A                            |     | N/A     |
| Traffic Control Device <sup>5</sup>  | 2                      |     | 2       |                           | 2                              |     | 2       |
| Signs on Traffic Light Pole/Span wire  | 0                      |     | 0       |                           | 5                              |     | 5, 2    |
| Pedestrian Crossing Light  | 1                      |     | 1       |                           | 1                              |     | 1       |

**Table E.86: Lane Geometry – Intersection #41**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |     |
|---|---------------|-----|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 1   | 0             | 0   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0   | 1             | 1   |
| Exclusive Thru Lane <sup>6</sup>  | 2             | 2   | 0             | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0             | 0   | 0             | 0   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 0   | 1             | 1   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 0             | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 1             | 1   | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | N/A | N/A           | 88  |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | N/A | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 137           | 112 | N/A           | N/A |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 74            | 83  | N/A           | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 2             | 2   | 2             | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             | 3   |
| Channelization <sup>10</sup>  | 1             | 1   | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 3             | 3   | 0             | 0   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 0   | 0             | 0   |

**Intersection 42: Rimrock Way / NW 19th St. at Antler Ave., Redmond (Deschutes County)**



**Aerial Photo**



**Street View**

Figure E.42: Photos for Intersection #42

**Table E.87: Location and Geometric Configuration – Intersection #42**

| Location   | Latitude: 44.276453                   |     | Longitude: -121.189251    |             |
|--|---------------------------------------|-----|---------------------------|-------------|
| Milepost   | --                                    |     |                           |             |
| Int. Type <sup>1</sup>   | 1                                     |     |                           |             |
| ODOT Region  | Region 4                              |     |                           |             |
| Road 1 Name  | Rimrock Way / NW 19 <sup>th</sup> St. |     | Road 2 Name               | Antler Ave. |
| No. of lanes <sup>2</sup>  | NB: 3 (1,1,TWLTL), SB: 2 (1,1)        |     | No. of lanes <sup>2</sup> | 2 (1,1)     |
| Road No.   | --                                    |     | Road No.                  | --          |
| Description  | Road 1                                |     | Road 2                    |             |
| Direction (NB, SB, WB, EB)   | NB                                    |     | WB                        | EB          |
| Speed Limit (mph)  | 35                                    |     | 25                        | 35          |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 45                                    |     | 35                        | 39          |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 45                                    |     | 54                        | 45          |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 916                                   |     | 595                       | 813         |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 564                                   |     | 1017                      | 916         |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 270                                   | 327 | 258                       | 6456        |
| Dwy. Location  | 2                                     | 1   | 0                         | 2           |
| Dwy. Type  | 5                                     | 1   | 4                         | 0           |
| Median Type  | 2                                     |     | 1                         | 1           |
| On-Street Parking  | 4                                     |     | 4                         | 4           |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                                   |     | N/A                       | N/A         |
| Bike Lane  | 3                                     |     | 3                         | 3           |
| Bus Stop Near Int.   | 3                                     |     | 3                         | 3           |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                                   |     | N/A                       | N/A         |
| Traffic Control Device <sup>5</sup>  | 1                                     |     | 1                         | 1           |
| Signs on Traffic Light Pole/Span wire  | 4                                     |     | 3, 2                      | 4           |
| Pedestrian Crossing Light  | 1                                     |     | 1                         | 1           |

**Table E.88: Lane Geometry – Intersection #42**

| Description   | Road 1 | Road 2 |       |     |
|---|--------|--------|-------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1      | 1      | 1     | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0      | 0      | 0     | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 0      | 0      | 1     | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1      | 1      | 0     | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0      | 0      | 1     | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0      | 0      | 0     | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0      | 0      | 0     | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A    | N/A    | 247   | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A    | N/A    | 91.70 | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 169    | 251    | 150   | 117 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 95     | 78     | 70    | 68  |
| Offset Left Turn Lane <sup>8</sup>                                      | 2      | 2      | 2     | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3      | 3      | 3     | 3   |
| Channelization <sup>10</sup>  | 3      | 3      | 3     | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 5      | 5      | 5     | 5   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1      | 1      | 1     | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0      | 0      | 1     | 0   |

**Intersection 43: Bend Pkwy. (US 97) at Powers Rd., Bend (Deschutes County)**



**Aerial Photo**



**Street View**

Figure E.43: Photos for Intersection #43

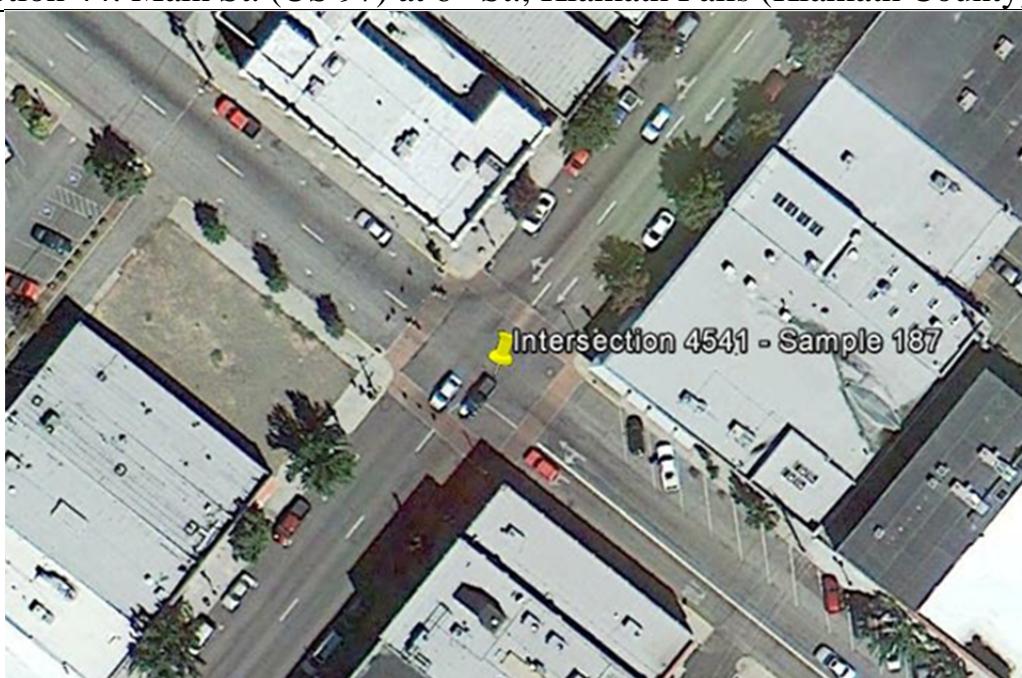
**Table E.89: Location and Geometric Configuration – Intersection #43**

| Location   | Latitude: 44.028700 |    | Longitude: -121.315920    |                          |
|--|---------------------|----|---------------------------|--------------------------|
| Milepost   | 139.98              |    |                           |                          |
| Int. Type <sup>1</sup>   | 1                   |    |                           |                          |
| ODOT Region  | Region 4            |    |                           |                          |
| Road 1 Name  | Bend Pky            |    | Road 2 Name               | Powers Rd.               |
| No. of lanes <sup>2</sup>  | 4 (2,2)             |    | No. of lanes <sup>2</sup> | WB: 3 (1,2), EB: 2 (1,1) |
| Road No.   | US 97               |    | Road No.                  | --                       |
| Description  | Road 1              |    | Road 2                    |                          |
| Direction (NB, SB, WB, EB)   | NB                  |    | SB                        | WB EB                    |
| Speed Limit (mph)  | 45                  |    | 45                        | 35 35                    |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 31                  |    | 31                        | 46 46                    |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 32                  |    | 34                        | 54 52                    |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 1618                |    | 1416                      | 356 289                  |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 593                 |    | 482                       | 430 495                  |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | --                  | -- | --                        | -- -- -- --              |
| Dwy. Location  | 0                   | 0  | 0                         | 0 0 0 0                  |
| Dwy. Type  | 0                   | 0  | 0                         | 0 0 0 0                  |
| Median Type  | 4                   |    | 4                         | 1 1                      |
| On-Street Parking  | 4                   |    | 4                         | 4 4                      |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                 |    | N/A                       | N/A N/A                  |
| Bike Lane  | 3                   |    | 3                         | 3 3                      |
| Bus Stop Near Int.   | 3                   |    | 3                         | 3 3                      |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 |    | N/A                       | N/A N/A                  |
| Traffic Control Device <sup>5</sup>  | 12*                 |    | 12*                       | 1 1                      |
| Signs on Traffic Light Pole/Span wire  | 3                   |    | 3                         | 25 8, 12                 |
| Pedestrian Crossing Light  | 1                   |    | 1                         | 1 1                      |

**Table E.90: Lane Geometry – Intersection #43**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |     |
|---|---------------|-----|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 0             | 0   | 0             | 0   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0   | 0             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 1             | 1   | 1             | 2   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1             | 1   | 0             | 0   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 0   | 0             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 0             | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | N/A | N/A           | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | N/A | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | N/A           | N/A | N/A           | N/A |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | N/A           | N/A | N/A           | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 3             | 3   | 3             | 3   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             | 3   |
| Channelization <sup>10</sup>  | 3             | 3   | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 0             | 0   | 0             | 0   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 0   | 0             | 0   |

Intersection 44: Main St. (US 97) at 6<sup>th</sup> St., Klamath Falls (Klamath County)



Aerial Photo



Street View

Figure E.44: Photos for Intersection #44

**Table E.91: Location and Geometric Configuration – Intersection #44**

| Location   | Latitude: 42.224750 |                           | Longitude: -121.782564 |     |
|--|---------------------|---------------------------|------------------------|-----|
| Milepost   | --                  |                           |                        |     |
| Int. Type <sup>1</sup>   | 1                   |                           |                        |     |
| ODOT Region  | Region 4            |                           |                        |     |
| Road 1 Name  | Main St.            | Road 2 Name               | 6 <sup>th</sup> St.    |     |
| No. of lanes <sup>2</sup>  | 2                   | No. of lanes <sup>2</sup> | 2                      |     |
| Road No.   | US 97               | Road No.                  | --                     |     |
| Description  | Road 1 (One Way)    |                           | Road 2 (One Way)       |     |
| Direction (NB, SB, WB, EB)   | SB (Southwest)      |                           | NB (Northeast)         |     |
| Speed Limit (mph)  | 20                  |                           | 30                     |     |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 47                  |                           | 42                     |     |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 47                  |                           | 42                     |     |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 261                 |                           | 236                    |     |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 319                 |                           | 302                    |     |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | --                  | --                        | 105                    | 145 |
| Dwy. Location  | 0                   | 0                         | 2                      | 2   |
| Dwy. Type  | 0                   | 0                         | 5                      | 2   |
| Median Type  | 6                   |                           | 6                      |     |
| On-Street Parking  | 3*                  |                           | 2                      |     |
| On-Street Parking Location (ends ft. behind stop bar)                        | 22                  |                           | 20                     |     |
| Bike Lane  | 4                   |                           | 4                      |     |
| Bus Stop Near Int.   | 3                   |                           | 3                      |     |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 |                           | N/A                    |     |
| Traffic Control Device <sup>5</sup>  | 2                   |                           | 2                      |     |
| Signs on Traffic Light Pole/Span wire  | 13                  |                           | 1, 4, 13               |     |
| Pedestrian Crossing Light  | 1                   |                           | 1                      |     |

\*2 hour parking and No parking from 3 a.m. to 6 a.m.

**Table E.92: Lane Geometry – Intersection #44**

| <b>Description</b>  | <b>Road 1</b> | <b>Road 2</b> |
|---|---------------|---------------|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 0             | 1             |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 1             |
| Exclusive Thru Lane <sup>6</sup>  | 1             | 0             |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1             | 0             |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 0             |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0             |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0             |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | N/A           |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | N/A           |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | N/A           | N/A           |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | N/A           | N/A           |
| Offset Left Turn Lane <sup>8</sup>                                      | 3             | 3             |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3             |
| Channelization <sup>10</sup>  | 3             | 3             |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 0             | 1             |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1             | 1             |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 0             |

## **REGION 5 SITES FOR MODEL**

**Table E.93: Region 5**

| <b>County ID</b> | <b>County Name</b> |
|------------------|--------------------|
| 01               | Baker              |
| 12               | Grant              |
| 13               | Harney             |
| 23               | Malheur            |
| 25               | Morrow             |
| 30               | Umatilla           |
| 31               | Union              |
| 32               | Wallowa            |

**Intersection 45: Court Ave. (US 30) at S Main St., Pendleton (Umatilla County)**



**Aerial Photo**



**Street View**

Figure E.45: Photos for Intersection #45

**Table E.94: Location and Geometric Configuration – Intersection #45**

| Location   | Latitude: 45.672959  |                           |            | Longitude: -118.786542 |    |    |
|--|----------------------|---------------------------|------------|------------------------|----|----|
| Milepost   | 3.42                 |                           |            |                        |    |    |
| Int. Type <sup>1</sup>   | 1                    |                           |            |                        |    |    |
| ODOT Region  | Region 4             |                           |            |                        |    |    |
| Road 1 Name  | Court Ave. (One Way) | Road 2 Name               | S Main St. |                        |    |    |
| No. of lanes <sup>2</sup>  | 2                    | No. of lanes <sup>2</sup> | 4 (2,2)    |                        |    |    |
| Road No.   | US 30                | Road No.                  | --         |                        |    |    |
| Description  | Road 1 (One Way)     |                           | Road 2     |                        |    |    |
| Direction (NB, SB, WB, EB)   | WB                   |                           | NB         | SB                     |    |    |
| Speed Limit (mph)  | 20                   |                           | 25         | 25                     |    |    |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 53                   |                           | 56         | 55                     |    |    |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 53                   |                           | 56         | 55                     |    |    |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 204                  |                           | 338        | 301                    |    |    |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 277                  |                           | 373        | 410                    |    |    |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | --                   | --                        | --         | --                     | -- | -- |
| Dwy. Location  | 0                    | 0                         | 0          | 0                      | 0  | 0  |
| Dwy. Type  | 0                    | 0                         | 0          | 0                      | 0  | 0  |
| Median Type  | 6                    |                           | 1          | 1                      |    |    |
| On-Street Parking  | 3                    |                           | 3          | 3                      |    |    |
| On-Street Parking Location (ends ft. behind stop bar)                        | 20                   |                           | 16         | 11                     |    |    |
| Bike Lane  | 4                    |                           | 4          | 4                      |    |    |
| Bus Stop Near Int.   | 3                    |                           | 3          | 3                      |    |    |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                  |                           | N/A        | N/A                    |    |    |
| Traffic Control Device <sup>5</sup>  | 12                   |                           | 1          | 1                      |    |    |
| Signs on Traffic Light Pole/Span wire  | 0                    |                           | 13         | 13                     |    |    |
| Pedestrian Crossing Light  | 1                    |                           | 1          | 1                      |    |    |

**Table E.95: Lane Geometry – Intersection #45**

| <b>Description</b>  | <b>Road 1 (One Way)</b> | <b>Road 2</b> |     |
|---|-------------------------|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 0                       | 0             | 0   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 1                       | 1             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 0                       | 1             | 1   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1                       | 0             | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0                       | 0             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0                       | 0             | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0                       | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A                     | N/A           | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A                     | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | N/A                     | N/A           | N/A |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | N/A                     | N/A           | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 3                       | 3             | 3   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3                       | 3             | 3   |
| Channelization <sup>10</sup>  | 3                       | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 0                       | 0             | 0   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 2                       | 2             | 2   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0                       | 0             | 0   |

**Intersection 46: SW 4th Ave. at SW 4th St., Ontario (Malheur County)**



**Aerial Photo**



**Street View**

Figure E.46: Photos for Intersection #46

**Table E.96: Location and Geometric Configuration – Intersection #46**

| Location   | Latitude: 44.023925     |     |     | Longitude: -116.969067    |                        |     |         |    |
|--|-------------------------|-----|-----|---------------------------|------------------------|-----|---------|----|
| Milepost   | --                      |     |     |                           |                        |     |         |    |
| Int. Type <sup>1</sup>   | 1                       |     |     |                           |                        |     |         |    |
| ODOT Region  | Region 5                |     |     |                           |                        |     |         |    |
| Road 1 Name  | SW 4 <sup>th</sup> Ave. |     |     | Road 2 Name               | SW 4 <sup>th</sup> St. |     |         |    |
| No. of lanes <sup>2</sup>  | 5 (2,2,TWLTL)           |     |     | No. of lanes <sup>2</sup> | 2 (1,1)                |     |         |    |
| Road No.   | --                      |     |     | Road No.                  | --                     |     |         |    |
| Description  | Road 1                  |     |     |                           | Road 2                 |     |         |    |
| Direction (NB, SB, WB, EB)   | WB                      |     | EB  |                           | NB                     | SB  |         |    |
| Speed Limit (mph)  | 30                      |     | 30  |                           | 25                     | 25  |         |    |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 63                      |     | 62  |                           | 46                     | 46  |         |    |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 70                      |     | 74  |                           | 54                     | 58  |         |    |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 260                     |     | 273 |                           | 247                    | 254 |         |    |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 347                     |     | 333 |                           | 342                    | 334 |         |    |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 64                      | 102 | 38  | 128                       | 45                     | 62  | 71      | 89 |
| Dwy. Location  | 1                       | 1   | 2   | 2                         | 1                      | 2   | 2       | 1  |
| Dwy. Type  | 2                       | 2   | 2   | 2                         | 5                      | 2   | 2       | 2  |
| Median Type  | 2                       |     | 2   |                           | 1                      |     | 1       |    |
| On-Street Parking  | 4                       |     | 4   |                           | 4                      |     | 4       |    |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                     |     | N/A |                           | N/A                    |     | N/A     |    |
| Bike Lane  | 4                       |     | 4   |                           | 1                      |     | 4       |    |
| Bus Stop Near Int.   | 3                       |     | 3   |                           | 3                      |     | 3       |    |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                     |     | N/A |                           | N/A                    |     | N/A     |    |
| Traffic Control Device <sup>5</sup>  | 1                       |     | 1   |                           | 1                      |     | 1       |    |
| Signs on Traffic Light Pole/Span wire  | 0                       |     | 20  |                           | 5, 1, 4                |     | 5, 2, 4 |    |
| Pedestrian Crossing Light  | 1                       |     | 1   |                           | 1                      |     | 1       |    |

**Table E.97: Lane Geometry – Intersection #46**

| Description   | Road 1 | Road 2 |     |
|---|--------|--------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1      | 1      | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0      | 0      | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 1      | 1      | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1      | 1      | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0      | 0      | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0      | 1      | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0      | 1      | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A    | N/A    | 136 |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A    | N/A    | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 99     | 80     | 136 |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 63     | 62     | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 2      | 2      | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3      | 3      | 3   |
| Channelization <sup>10</sup>  | 3      | 3      | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 3      | 3      | 1   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1      | 1      | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0      | 0      | 0   |

**Intersection 47: John Day Hwy. (US 26) at N Canyon Rd. (US 395), John Day (Grant County)**



**Aerial Photo**



**Street View**

Figure E.47: Photos for Intersection #47

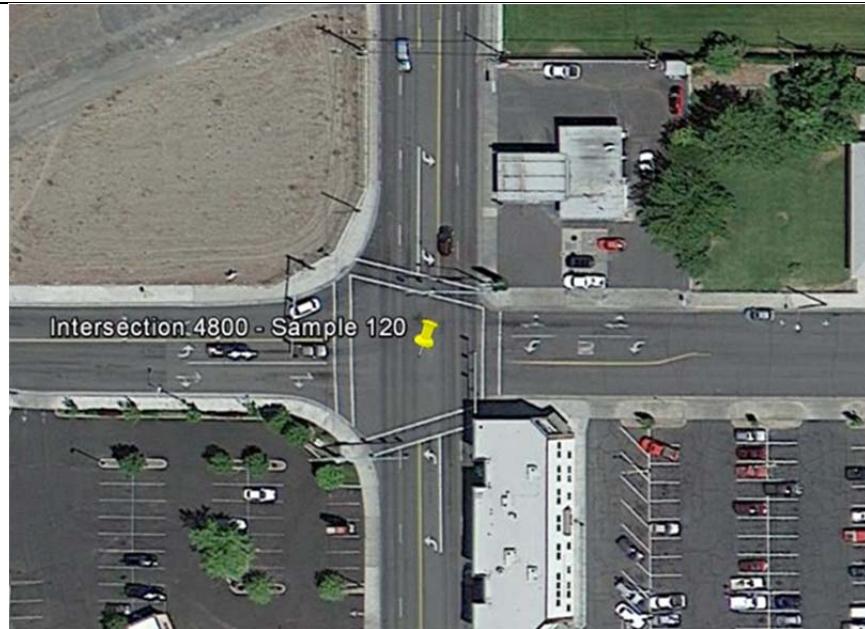
**Table E.98: Location and Geometric Configuration – Intersection #47**

| Location   | Latitude: 44.416104 |    | Longitude: -118.952667    |                   |
|--|---------------------|----|---------------------------|-------------------|
| Milepost   | 162.29              |    |                           |                   |
| Int. Type <sup>1</sup>   | 1                   |    |                           |                   |
| ODOT Region  | Region 5            |    |                           |                   |
| Road 1 Name  | John Day Hwy.       |    | Road 2 Name               | N Canyon Blvd.    |
| No. of lanes <sup>2</sup>  | 2 (1,1)             |    | No. of lanes <sup>2</sup> | 2 (1,1)           |
| Road No.   | US 26               |    | Road No.                  | US 395            |
| Description  | Road 1              |    |                           | Road 2            |
| Direction (NB, SB, WB, EB)   | WB                  |    | EB                        | NB SB             |
| Speed Limit (mph)  | 25                  |    | 25                        | 25 20             |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 46                  |    | 43                        | 48 36             |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 49                  |    | 46                        | 61 36             |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 317                 |    | 197                       | 308 567           |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 280                 |    | 399                       | 647 386           |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | --                  | -- | 104 122                   | 86 134 65 118     |
| Dwy. Location  | 0                   | 0  | 1 1                       | 2 1 1 2           |
| Dwy. Type  | 0                   | 0  | 2 2                       | 2 2 2 2           |
| Median Type  | 1                   |    | 1                         | 1 6               |
| On-Street Parking  | 3                   |    | 3                         | 3 3               |
| On-Street Parking Location (ends ft. behind stop bar)                        | 17 / 70             |    | 132 / 56                  | 141 / 163 96 / 26 |
| Bike Lane  | 4                   |    | 4                         | 4 4               |
| Bus Stop Near Int.   | 3                   |    | 3                         | 3 3               |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                 |    | N/A                       | N/A N/A           |
| Traffic Control Device <sup>5</sup>  | 1                   |    | 1                         | 1 1               |
| Signs on Traffic Light Pole/Span wire  | 0                   |    | 0                         | 0 1               |
| Pedestrian Crossing Light  | 1                   |    | 1                         | 1 1               |

**Table E.99: Lane Geometry – Intersection #47**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |     |
|---|---------------|-----|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 0             | 0   | 0             | 0   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 1   | 1             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 0             | 0   | 1             | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 0             | 0   | 0             | 0   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 1   | 0             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 1             | 0   | 0             | 1   |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | 131 | 112           | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | N/A | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | N/A           | N/A | N/A           | N/A |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | N/A           | N/A | N/A           | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 3             | 3   | 3             | 3   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             | 3   |
| Channelization <sup>10</sup>  | 3             | 3   | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 0             | 0   | 0             | 0   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 1   | 1             | 0   |

**Intersection 48: N 1st St. (US 395) at E Gladys Ave., Hermiston (Umatilla County)**



**Aerial Photo**



**Street View**

Figure E.48: Photos for Intersection #48

**Table E.100: Location and Geometric Configuration – Intersection #48**

| Location   | Latitude: 45.841428               |     | Longitude: -119.290220    |               |
|--|-----------------------------------|-----|---------------------------|---------------|
| Milepost   | 5.4                               |     |                           |               |
| Int. Type <sup>1</sup>   | 1                                 |     |                           |               |
| ODOT Region  | Region 5                          |     |                           |               |
| Road 1 Name  | N 1 <sup>st</sup> St.             |     | Road 2 Name               | E Gladys Ave. |
| No. of lanes <sup>2</sup>  | NB: 4 (2,2),<br>SB: 5 (2,2,TWLTL) |     | No. of lanes <sup>2</sup> | 2 (1,1)       |
| Road No.   | US 395                            |     | Road No.                  | --            |
| Description  | Road 1                            |     | Road 2                    |               |
| Direction (NB, SB, WB, EB)   | NB                                |     | WB                        | EB            |
| Speed Limit (mph)  | 30                                |     | 25                        | 25            |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 54                                |     | 47                        | 34            |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 59                                |     | 44                        | 71            |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 248                               |     | 306                       | 388           |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 974                               |     | 485                       | 396           |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 97                                | 120 | 219                       | 91            |
| Dwy. Location  | 2                                 | 1   | 2                         | 2             |
| Dwy. Type  | 2                                 | 2   | 2                         | 2             |
| Median Type  | 1                                 |     | 2                         | 6             |
| On-Street Parking  | 4                                 |     | 2                         | 4             |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                               |     | 151                       | N/A           |
| Bike Lane  | 4                                 |     | 4                         | 4             |
| Bus Stop Near Int.   | 3                                 |     | 3                         | 3             |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                               |     | N/A                       | N/A           |
| Traffic Control Device <sup>5</sup>  | 1                                 |     | 1                         | 1             |
| Signs on Traffic Light Pole/Span wire  | 0                                 |     | 0                         | 0             |
| Pedestrian Crossing Light  | 1                                 |     | 1                         | 1             |

**Table E.101: Lane Geometry – Intersection #48**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |     |
|---|---------------|-----|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 1   | 1             | 1   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0   | 0             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 1             | 1   | 0             | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 0   | 0             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 0             | 0   |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | N/A | N/A           | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | N/A | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 63            | 69  | 79            | 79  |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 56            | 51  | 29            | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 2             | 2   | 2             | 2   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             | 3   |
| Channelization <sup>10</sup>  | 3             | 3   | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 5             | 5   | 5             | 5   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 0   | 0             | 0   |

**Intersection 49: Umatilla Stanfield Hwy. (US 395) at 4th St., Hermiston (Umatilla County)**



**Aerial Photo**



**Street View**

Figure E.49: Photos for Intersection #49

**Table E.102: Location and Geometric Configuration – Intersection #49**

| Location   | Latitude: 45.833340     |     | Longitude: -119.285113 |                     |
|--|-------------------------|-----|------------------------|---------------------|
| Milepost   | 6.03                    |     |                        |                     |
| Int. Type <sup>1</sup>   | 1                       |     |                        |                     |
| ODOT Region  | Region 5                |     |                        |                     |
| Road 1 Name  | Umatilla Stanfield Hwy. |     | Road 2 Name            | 4 <sup>th</sup> St. |
| No. of lanes <sup>2</sup>  | NB: 5 (2,2,TWLTL)       |     | SB: 6 (3,2,TWLTL )     | 2 (1,1)             |
| Road No.   | US 395                  |     | Road No.               | --                  |
| Description  | Road 1                  |     | Road 2                 |                     |
| Direction (NB, SB, WB, EB)   | NB (NW)                 |     | SB (SE)                | NB SB               |
| Speed Limit (mph)  | 35                      |     | 35                     | 25 25               |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 67                      |     | 75                     | 38 42               |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 86                      |     | 110                    | 45 57               |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 763                     |     | 714                    | 1960 496            |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 822                     |     | 860                    | 635 20962           |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 187                     | 245 | 259 277                | 52 181 89 106       |
| Dwy. Location  | 2                       | 2   | 1 2                    | 2 1 2 1             |
| Dwy. Type  | 2                       | 2   | 2 2                    | 2 2 4 2             |
| Median Type  | 2                       |     | 2                      | 1 1                 |
| On-Street Parking  | 4                       |     | 4                      | 4 3                 |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A                     |     | N/A                    | Unclear             |
| Bike Lane  | 4                       |     | 4                      | 4                   |
| Bus Stop Near Int.   | 3                       |     | 3                      | 3                   |
| Bus Stops Location (ft. behind stop bar)                                     | N/A                     |     | N/A                    | N/A                 |
| Traffic Control Device <sup>5</sup>  | 1                       |     | 1                      | 1                   |
| Signs on Traffic Light Pole/Span wire  | 5                       |     | 5, 2                   | 0 0                 |
| Pedestrian Crossing Light  | 1                       |     | 1                      | 1                   |

**Table E.103: Lane Geometry – Intersection #49**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |     |
|---|---------------|-----|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 1   | 0             | 0   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0   | 0             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 1             | 2   | 0             | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1             | 0   | 0             | 0   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 1   | 0             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 1             | 1   |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | N/A | N/A           | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | N/A | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 103           | N/A | N/A           | N/A |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 46            | N/A | N/A           | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 2             | 2   | 3             | 3   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             | 3   |
| Channelization <sup>10</sup>  | 3             | 3   | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 1             | 1   | 0             | 0   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 1             | 1   | 1             | 1   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 1   | 0             | 0   |

**Intersection 50: N 1st St./Umatilla-Stanfield Hwy. (US 395) at Jennie Ave., Hermiston (Umatilla County)**



**Aerial Photo**



**Street View**

Figure E.50: Photos for Intersection #50

**Table E.104: Location and Geometric Configuration – Intersection #50**

| Location   | Latitude: 45.845858                             |     |                           | Longitude: -119.290173 |             |     |     |     |
|--|---|-----|---------------------------|------------------------|-------------|-----|-----|-----|
| Milepost   | 5.09  |     |                           |                        |             |     |     |     |
| Int. Type <sup>1</sup>   | 1   |     |                           |                        |             |     |     |     |
| ODOT Region  | Region 5  |     |                           |                        |             |     |     |     |
| Road 1 Name  | N 1 <sup>st</sup> St. / Umatilla-Stanfield Hwy. |     | Road 2 Name               |                        | Jennie Ave. |     |     |     |
| No. of lanes <sup>2</sup>  | 5 (2,2,TWLTL)                                   |     | No. of lanes <sup>2</sup> |                        | 2 (1,1)     |     |     |     |
| Road No.   | US 395  |     | Road No.                  |                        | --          |     |     |     |
| Description  | Road 1  |     |                           | Road 2                 |             |     |     |     |
| Direction (NB, SB, WB, EB)   | NB  |     | SB                        |                        | WB          |     | EB  |     |
| Speed Limit (mph)  | 30  |     | 30                        |                        | 25          |     | 25  |     |
| Road Width <sup>3</sup> (Face-face, ft)                                      | 66  |     | 65                        |                        | 32          |     | 41  |     |
| Road Width at Int. <sup>3</sup> (Face-face at stop bar, ft)                  | 69  |     | 71                        |                        | 33          |     | 41  |     |
| Closest Int. Upstream <sup>4</sup> (ft. behind stop bar)                     | 417   |     | 287                       |                        | 225         |     | 440 |     |
| Closest Int. Downstream <sup>4</sup> (ft. behind stop bar)                   | 352   |     | 479                       |                        | 536         |     | 312 |     |
| 1 <sup>st</sup> & 2 <sup>nd</sup> Closest Dwy. to Int. (ft. behind stop bar) | 156   | 290 | 70                        | 184                    | 67*         | 107 | 35  | 191 |
| Dwy. Location  | 2   | 1   | 1                         | 2                      | 2           | 1   | 1   | 1   |
| Dwy. Type  | 2   | 2   | 2                         | 2                      | 2           | 2   | 2   | 2   |
| Median Type  | 2   |     | 2                         |                        | 6           |     | 6   |     |
| On-Street Parking  | 4   |     | 4                         |                        | 4           |     | 4   |     |
| On-Street Parking Location (ends ft. behind stop bar)                        | N/A   |     | N/A                       |                        | N/A         |     | N/A |     |
| Bike Lane  | 4   |     | 4                         |                        | 4           |     | 4   |     |
| Bus Stop Near Int.   | 3   |     | 3                         |                        | 3           |     | 3   |     |
| Bus Stops Location (ft. behind stop bar)                                     | N/A   |     | N/A                       |                        | N/A         |     | N/A |     |
| Traffic Control Device <sup>5</sup>  | 1   |     | 1                         |                        | 12          |     | 12  |     |
| Signs on Traffic Light Pole/Span wire  | 0   |     | 0                         |                        | 0           |     | 0   |     |
| Pedestrian Crossing Light  | 1   |     | 1                         |                        | 1           |     | 1   |     |

\*Recently added driveway. Added after September 2012

**Table E.105: Lane Geometry – Intersection #50**

| <b>Description</b>  | <b>Road 1</b> |     | <b>Road 2</b> |     |
|---|---------------|-----|---------------|-----|
| Exclusive Left Turn Lane per direction <sup>6</sup>                     | 1             | 1   | 0             | 0   |
| Shared - Left Turn & Thru Lane <sup>6</sup>                             | 0             | 0   | 0             | 0   |
| Exclusive Thru Lane <sup>6</sup>  | 1             | 1   | 0             | 0   |
| Shared - Right Turn & Thru Lane <sup>6</sup>                            | 1             | 1   | 0             | 0   |
| Exclusive Right Turn Lane <sup>6</sup>                                  | 0             | 0   | 0             | 0   |
| Shared – Left turn / thru / right turn lane <sup>6</sup>                | 0             | 0   | 1             | 1   |
| Free Right Turn Lane <sup>6</sup>                                       | 0             | 0   | 0             | 0   |
| Right Turn Lane Length <sup>7</sup> (ft. behind stop bar)               | N/A           | N/A | N/A           | N/A |
| Right Turn Lane - Taper Length <sup>7</sup> (ft.)                       | N/A           | N/A | N/A           | N/A |
| Left Turn Lane Length <sup>7</sup> (ft. behind stop bar)                | 89            | 86  | N/A           | N/A |
| Left Turn Lane - Taper Length <sup>7</sup> (ft.)                        | 60            | 70  | N/A           | N/A |
| Offset Left Turn Lane <sup>8</sup>                                      | 2             | 2   | 3             | 3   |
| Are chevrons properly oriented? <sup>9</sup>                            | 3             | 3   | 3             | 3   |
| Channelization <sup>10</sup>  | 3             | 3   | 3             | 3   |
| Exclusive Left Turn Lane Signalization <sup>11</sup>                    | 3             | 3   | 0             | 0   |
| Shared turn & thru lane/Exclusive Thru Lane Signalization <sup>11</sup> | 2             | 2   | 2             | 2   |
| Exclusive Right Turn Lane Signalization <sup>11</sup>                   | 0             | 0   | 0             | 0   |

