1. Agenda

   Documents:

   2019-07-03 City Council Agenda.pdf

2. Meeting Materials

   Documents:

   2019-07-03 Charter Certification.pdf
   2019-07-03 Gimlet Access.pdf
   2019-07-03 Oceanview Dr Traffic Circulation Pt 1.Pdf
   2019-07-03 Oceanview Dr Traffic Circulation Pt 2.Pdf
   2019-07-03 Oceanview Dr Traffic Circulation Pt 3.Pdf
   2019-07-03 Organizational Structure Input.pdf
   2019-07-03 Review Of Council Goals.pdf
   2019-07-03 Utility Billing Recommendation.pdf
   2019-07-03 Vacation Rental Information.pdf
   2019-07-03 City Planner Report.pdf

CITY OF YACHATS

CITY COUNCIL WORK SESSION & REGULAR COUNCIL MEETING

441 Hwy 101 N., Yachats Commons, Room 1, Yachats OR

Wednesday, July 3, 2019 at 9:30am

WORK SESSION AGENDA

I. CALL MEETING TO ORDER

II. WORK SESSION DISCUSSION TOPICS

- A. Oceanview Drive Transfer and Traffic Circulation – Guests: County Public Works & Engineer
- B. Vacation Rentals
- C. Emergency Access on Gimlet
- D. Feedback from Commissions on Commission/Committee Structure and Request for Council Input
- E. Review of Council Goals

REGULAR COUNCIL MEETING

I. Announcements, Correspondence and Proclamations

II. Public Comment: **Topics not listed on the agenda**: 5-minute limitation per person

III. New Business

- A. Public Works & Streets Commission Recommendations
- B. Oceanview Drive Traffic Circulation Plan
- C. Emergency Access on Gimlet
- D. Reports
  - i. Finance
  - ii. Planning
- E. Yachats City Charter Certification

IV. Other Business

- A. From Mayor
- B. From Council
- C. From Staff

The work session and regular council meeting are open to the public and interested citizens are invited to attend. These are open meetings under Oregon law, but a work session is not a community forum; audience participation is at the discretion of the Council. Meetings are audio-recorded. Public meeting minutes are available for review at City Hall. The meeting place is accessible to persons with disabilities. For accommodations, please call (541) 547-3565, or Oregon Relay 1-800-735-2900 TDD) two days in advance. City of Yachats does not discriminate on the basis of race, color, religion, creed, gender, national origin, age, disability, marital or veteran status, sexual orientation, or any other legally protected status.

In accordance with ORS 192.630, City of Yachats will make a good faith effort to provide accommodations for any person desiring to attend a public meeting, if the request is made at least 48 hours in advance of the meeting time. The meeting room is physically accessible to persons with mobility devices; a sign language or foreign language interpreter may be available, with advance notice. Call City Hall at 541-547-3565 or Oregon Relay 1-800-735-2900 (TDD) two days in advance. Posted June 25, 2019

Yachats City Council Vision

Our village is a place where natural resources are valued and protected, where diversity is celebrated, and where a vibrant economy and sense of community pride create and recreate a living spirit. Yachats cares not just for its citizens' basic needs but also supports them in their efforts to excel mentally, physically, artistically, and spiritually. It is a community with an enduring sense of itself.

City Council Action Item Cover Sheet

DATE: July 3, 2019

Agenda Item:

Yachats City Charter Certification

Question Before Council:

None

Person/Group Initiating Request:

City Manager

Item Summary/Background:

Yachats Municipal Code 1.08.140 requires certification election results. Attached is the certification document. The Council does not need to take any action on this certification.

The updated Charter will be sent to the City's Code Publisher and updated at City Hall. Amendments will be in effect July 1, 2019.

CITY OF YACHATS

CERTIFICATE OF ELECTION

I, Shannon Beaucaire, Election Officer for the City of Yachats due hereby certify that the Yachats City Charter was amended (Measure 21-195) based on the votes received at the May 21, 2019 Special District Election. Final vote tally was yes: 239 and no: 96.

_____

Shannon Beaucaire
City Manager/Election Officer
City of Yachats

Yachats City Council Vision

Our village is a place where natural resources are valued and protected, where diversity is celebrated, and where a vibrant economy and sense of community pride create and recreate a living spirit. Yachats cares not just for its citizens' basic needs but also supports them in their efforts to excel mentally, physically, artistically, and spiritually. It is a community with an enduring sense of itself.

DATE: June 25, 2019

TO: W. John Moore, Mayor
Yachats City Council

FROM: Shannon Beaucaire, City Manager

SUBJECT: Gimlet Lane Emergency Access

Dear Mayor and Council,

In response to citizen requests, the City's Engineer reviewed the access on Gimlet Lane and provided information in the attached memo. However, the Engineer noted that the City did not appear to have a recorded easement on the Common Tract, lot 6500 or lot 7000. After further research, review, and consultation with Mr. McClung, City Planner, Dave Mattison, has summarized his findings in the attached memo.

I have spoken to our City Attorney about the access and the research findings. He advised speaking to the Fire District to determine if the District thought it was a viable secondary fire access road. If so, to investigate whether a Knox Box[1] would be advisable to install. He also recommended, as part of the research to obtain an easement for the City's pump station to review the process that created the common tract that is owned by the Blackstone Homeowners Association.

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[1] A Knox Box is a small, wall-mounted safe that holds building keys for fire departments, emergency medical services, and sometimes police to retrieve in emergency situations. Local fire departments can hold master keys to all boxes in their response area, so that they can quickly enter a building without having to force entry or find individual keys held in deposit at the station. Sometimes the Knox Master Key is stored in a key retention device such as Sentralok or KeySecure. Knox Master Key retention devices provide accountability on access to the key. KeySecure records an audit trail of when the key is accessed while Sentralok requires a dispatcher to release the key with DTMF tones.

The City Attorney recommended that ***Private Road*** signs be installed at lot 7000 and on the side of the Common Area Tract. Further, the City Attorney agrees that providing keys (or a code should the locking system be changed from key to code access) is not recommended as: 1) in an emergency situation stopping to unlock a gate may take away valuable escape minutes and 2) keys and codes can be distributed widely defeating the purpose of locking the gates.

The City's Engineer, Planner, and staff will be present to answer questions as Council determines how to address the citizen request to allow access for emergency purposes.

WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS & PLANNERS

May 16, 2019

Shannon Beaucaire
City of Yachats
P.O. Box 345
Yachats, OR 97498

RE: Gimlet Lane Gates
JO# 3096.1019.0

Dear Shannon,

Per your request, we have investigated various alternatives to provide emergency access on Gimlet Lane for the residences on Horizon Hill Road. For background, Gimlet lane was constructed years ago at a grade well over 20%. The street was accepted by the City but subsequently determined to be unsafe due to the steep grade. The residences on Horizon Hill Road have expressed concern that in the event of an emergency, they only have a single evacuation route and desire a secondary route down the hill via Gimlet Lane.

Due to the steep grade, we do not recommend opening up Gimlet Lane to daily traffic. We also do not recommend a break away gate system as this will be a continual maintenance problem for Public Works. The best alternative we recommend is an electronically operated gate that will allow vehicle access down the hill. The gate would automatically open when a vehicle passed a detector loop on the uphill side allowing the gate to open automatically and the vehicle to pass down the street. Only emergency vehicles would be allowed to open the gate going up the hill.

Should the Council agree with this recommendation, you should budget $12,000 to $14,000 per gate to make the necessary modifications to allow automatic opening for downhill vehicle traffic and uphill emergency vehicles. Please call if you have any questions regarding this matter.

Sincerely,

WESTECH ENGINEERING, INC.

Steven A. Ward, PE

3841 Fairview Industrial Dr. S.E., Suite 100, Salem, Oregon 97302
Phone: (503) 585-2474 Fax: (503) 585-3986

memo

To: **Yachats City Mayor and City Council Members**

From: **Dave Mattison, City Planner**

Date: **June 21, 2019**

Re: **Driveway through Black Stone Subdivision Common Area (Tract A)**

The gated driveway extending from Gimlet Drive, through the Commons Area (Tract A – Tax Lot 6500) of the Black Stone Subdivision, is not a dedicated public Right-of-Way or a recorded access easement, according to Lincoln County records. Back in 2007, the driveway was shown on a property line adjustment survey that was never recorded with the deeds for 6500 or 7000.

The driveway currently provides access for City Public Works employees to maintain the water pump station at the top of the hill. The driveway does not provide public access to the residents at the top of the hill.

A letter, written in November 2013, from Ryan Harris of Val Fotheringham LLC, Lawyers, presents questions on the ownership and maintenance of the road and the gates. This opens the question to who owns/who maintains the easement.

The driveway is not described or recorded in the deed for Tax Lot 6500 or Tax Lot 7000. Tax Lot 6500 (Tract A) is owned by the Black Stone Homeowners Association. Tax Lot 7000 is privately owned by Jim and Sharon Churchill from Sun Valley, Idaho. Ironically, an access easement, reflecting the driveway location, is identified in the deeds for Tax Lot 6800 and 6900 (Lots 16 and 17) between Tax Lots 6500 (the Common Area - Tract A) and Tax Lot 7000 (Lot 18).

Gates, at the ends of the public Right-of-Way, were placed across the driveway to prevent public access because the driveway exceeds the maximum slope allowed for traffic safety and exceeds City Street Standards for a City public Right-of-Way. The City Public Works crew maintains the driveway by clearing brush alongside the driveway, but has not worked on driveway surface maintenance.

The driveway should only be allowed to be used as a secondary public access if it is re-engineered and reconstructed to meet City standards with adequate slope. The gates are still an issue of contention, and whomever should be allowed to use the

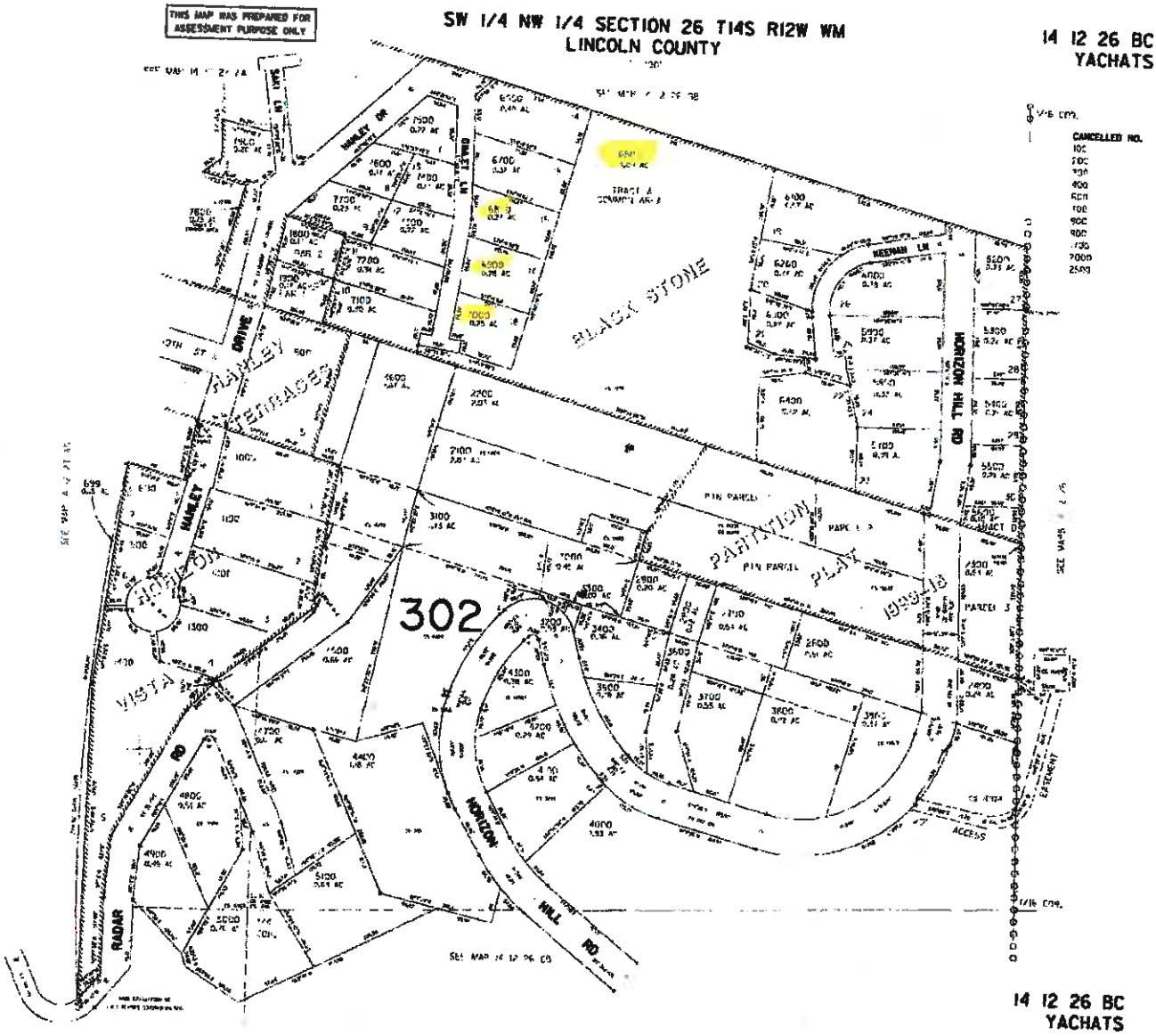
gates – City, Homeowners Association – should be something resolved by our attorney.

Since the driveway is currently not recorded, it should not be considered, for use as a public Right-of-Way or public access easement. However, after further discussion with Rick McClung, City Public Works, and since it is maintained by the City, it appears the only easement that should be granted and recorded on the driveway should be one for access for City Public Works to maintain the pump house.

Below is the Google Image and the Lincoln County Assessors' Map attached for site location and your review.

Google Earth Image of the Site – gates (light white/black lines) are located at each end of the subject driveway.

Assessors' Map of the Site – properties discussed in yellow



DATE: June 25, 2019

TO: W. John Moore, Mayor
Yachats City Council

FROM: Shannon Beaucaire, City Manager

SUBJECT: Oceanview Drive Traffic Circulation

Dear Mayor and Council,

At the last City Council meeting, the Council heard concern from residents regarding traffic flow/volume on 2nd street. An update was provided at that meeting regarding a few options. In addition to inviting the Engineer and the County Public Works Director to the July 3rd work session, I've asked the City's Engineer and the Oregon Cascade West Council of Governments (OCWCOG) to summarize their thoughts and recommendations. Those memos are attached. I've also attached the Lincoln County traffic study conducted in 2017.

Westech's memorandum outlines the major pros and cons of taking a step back and conducting a TSP, while the OCWCOG's memorandum discusses what Yachats can do to become clearer on our objectives for a TSP and increase our potential success at obtaining grant funding for the TSP.

The TSP can provide a holistic look at traffic circulation, multimodal transportation options, parking, and intersection work. It can also provide the rationale for future grant applications for funding projects recommended in the TSP. However, the TSP does not come without risks.

Grant funding for the TSP is a competitive process and we may, or may not, be successful in our application in the Spring of 2020. If we are successful, the TSP will take another year or more to complete. At that point in time, the City would need to find additional funding to implement the recommendations within the TSP.

I've spoken with the County and they are willing to discuss the possibility of completing additional work after the road is accepted by the City. Work could include signage, striping, archeology study, easement recording and guardrails. There are potential temporary striping options, which come with their own pros and cons, and I've asked the County to be present to discuss those options.

Because this project impacts numerous aspects, the Public Works and Streets and Parks and Commons Chairpersons, Mr. McClung, and Mr. Mattison were included in the teleconference with OCWCOG and will continue to be involved as this project progresses.

The Lincoln County Public Works Director, the Engineer, the Planner, and staff will be present to answer questions and discuss options as Council weighs the benefits of a TSP with the risks of project funding and time (staff, grant and study completion).

Attachments:

Westech Engineering Memorandum

OCWCOG Memorandum

2018 Trails Committee Memo to Yachats City Council re: Boardwalk

2017 Reece Engineering Traffic Analysis

2017 Lincoln County Traffic Study; Yachats Request

2011 Oceanview Trail Preliminary Design Report, Dyer Partnership

2001 Settlement Agreement

Waldport 1998-1999 TSP

WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS & PLANNERS

June 25, 2019

Shannon Beaucaire
City of Yachats
P.O. Box 345
Yachats, OR 97498

RE: Ocean View Drive Traffic Circulation
JO# 3096.1019.0

Dear Shannon,

Per your request, we have completed a very preliminary review of the various traffic circulation alternatives discussed as a result of the City taking over responsibility of Ocean View Drive from Lincoln County. Lincoln County is in the process of improving Ocean View Drive between Yachats State Recreation Park and West 7th Street. The City and County has gone through an extensively long process to agree to the required work necessary for the City to accept Ocean View into the City system. The main concept for the upgrades is to upgrade the street and drainage and convert the Ocean View to one way between the Park and 7th Street with a pedestrian path on the ocean side.

The City has raised a number of questions regard this process which are summarized as follows:

1. What is the recommended traffic pattern for the area bordered by 7th to the north, Ocean View to the west and south and Highway 101 to the east?
2. Should 2nd, 3rd or 4th be converted to one way? If so, which street(s) and which direction?
3. Should Ocean View north of the Park and south of 7th be one way north or south?
4. Should Ocean View between the Park and Pontiac be one way east or west?
5. What can the City do to facilitate delivery trucks serving the commercial district along Highway 101?
6. What can be done to improve safety at the intersection of 2nd, Beach and Highway 101 and still maintain good access to the Post Office?

As discussed, the County plans on completing the Ocean View upgrades this summer to be able to turn over the street to the City. Included in the upgrades is signing and striping. At this point in time, we see four alternatives moving forward with the signing and striping.

A. Collect the cost of the signing and striping from the County and do nothing at this time. This option is likely attractive to the surrounding homeowners and businesses allowing better vehicular circulation but will not be popular with those who want a pedestrian path.

3841 Fairview Industrial Dr. S.E., Suite 100, Salem, Oregon 97302
Phone: (503) 585-2474 Fax: (503) 585-3986

B. Do a bare minimum Traffic Study, studying the existing traffic patterns for the area described in #1 above. We estimate the cost of this study to be $5,000.00 to $7,000.00 to gather the minimum amount of data and prepare a short memo report.
C. Apply to ODOT for a Transportation Grown Management (TGM) Grant for a City wide Transportation System Plan (TSP). A City wide TSP will cost between $100,000.00 and $150,000.00 with the ODOT funding 90%. This will be a very comprehensive study of the entire City transportation system (automobile, bikes, and pedestrians). The only real caution, if there is one, is ODOT has significant input on the scope since they are funding so much of the study. ODOT will want to be sure their needs are being met with the study. As part of the grant process, there will be significant public process to insure the citizens of Yachats have a say in the study. We have gone through the TGM process with a couple of our City's and found ODOT to be cooperative in working out a scope that meets both ODOT and City's needs. The grants are only funded once a year and the next cycle does not start until next spring.
D. Take a poll of the neighborhood and make your best guess for the County signing and striping requirements to be without spending anything on engineering studies.

Based upon the four options above, we recommend the City embark on a comprehensive TSP using a State TGM grant. You will not have the study done for at least two years. One year to receive a grant and one year for the study. Once the study is complete, you will have a comprehensive TSP that should last the City for years. In the meantime, collect the cost of the signing and striping from the County and accept Ocean View once all other County work is completed. You can apply the funds received from the County for the signing and striping once the TSP is complete with recommendations.

As requested, I will attend the July 3rd Council Meeting to answer any questions the Council may have. In the meantime, do not hesitate to call if you have any questions.

Sincerely,

WESTECH ENGINEERING, INC.

Steven A. Ward, PE

OREGON CASCADES WEST
Council of Governments

1400 Queen Ave SE • Suite 201 • Albany, OR 97322
(541) 967-8720 • FAX (541) 967-6123

MEMORANDUM

DATE: June 25th, 2019

TO: Shannon Beaucaire, City of Yachats, City Manager

FROM: Dana Nichols, Oregon Cascades West Council of Governments

RE: **Community Survey**

Background

Oregon Cascades West Council of Governments ("OCWCOG") Staff has been working with the City of Yachats ("City") to develop projects in multiple arenas: municipal code updates, transportation planning, and parks and signage. After discussion on how best to move forward with the multitude of projects, OCWCOG and members of the City convened a phone call regarding an idea to look more holistically at the community and develop a Transportation System Plan using funds procured from the Transportation and Growth Management Program (through the Oregon Department of Transportation and the Department of Land Conservation and Development). Since the application process just passed, funds for this project will not be available again until May 2020. The TGM grant is also a competitive statewide process that is generally only able to fund about a third of applicant projects each year.

OCWCOG Staff reached out to David Helton, Region 2 Transportation Planner for ODOT's TGM program to learn more about the TGM application process and how best the City can move forward in preparation of an application. Helton's suggestion was to perform some foundational work in the next 10 months before the application is due to better develop the city's vision for their transportation system. A community survey was proposed that would essentially answer the question: What are the real issues in the community that the TSP will address?

OCWCOG proposes that the next 10 months could be best used to develop a community vision through a community survey and strategic plan. *Yachats 2020* was a strategic plan developed by the community in 1999. While many of the values remain, the path to achieve this vision is unclear and specific projects are not addressed. A community survey and strategic plan may assist the city in not only procuring funding for a Transportation System Plan, but also help guide future decisions and planning. The City Council may wish to use this survey as a way to gauge community interest in various planning processes, and also help prioritize projects in the future.

A robust public participation process will be needed to best develop the vision. While the City may opt to just do a community survey, a better approach would be to try to reach out to all members of the community, not just those who commonly participate in the local government process. The following provides a list of recommended tasks to be completed over the next 10 months, and also an estimated range of hours it might take to accomplish. The end of this memo also provides some other funding sources that may be explored to leverage city funding.

Public Participation Process

While, OCWCOG staff recommends a more robust public participation process, a menu of options has been provided for you below to describe some of the tasks that could be part of a community survey and visioning process. The survey will provide a general overview of the community desires, however further delving into specific topics will help flesh out the particulars of the community vision and help develop a strategic plan for how to move it all forward. The number of hours expected for each task is included for cost referencing. Actual cost will be dependent on the request of the City.

Community survey: OCWCOG staff can develop a community vision survey that either addresses only transportation system related topics, or that addresses community-wide topics (transportation, housing, economic development, tourism, emergency management, etc.). The survey can be made available online and on-paper, available at City Hall. OCWCOG can administer the survey, input any data collected by hand, and provide a brief memo analyzing the details. Input from City Staff will be necessary to ensure survey appropriately and effectively addresses city issues.

> Estimated number of hours: 25-45 (dependent on how many questions are desired, and how many responses are collected.)

Focus Groups: OCWCOG staff can organize and host a series of focus groups targeting specific audiences (business owners, students/parents/educators, city staff, volunteer organizations, etc.). Preparation will include developing guest lists, writing up questions and preparing activities, and setting up locations and time. Focus groups will take place in Yachats, and a brief memo summarizing the responses will be provided to the City.

> Estimated number of hours: 35-40

Intercept Surveys: OCWCOG staff can develop a list of questions to be asked of random people on the street. This task tries to address people who are actively using/experiencing different parts of the city, who may or may not have taken the city-wide survey. This task can target specific audiences, asking about transportation (mode choice, infrastructure experience, and system-wide satisfaction), economy (shopping/restaurant/lodging options, job opportunities, housing, etc.) or other topics as selected by the city. OCWCOG staff can administer the survey, or the city may opt to hire someone else for this task. A summary of responses will be provided to the City.

> Estimated number of hours: 20-40 (dependent on number of survey responses desired, and whether or not OCWCOG administers the survey.)

Stakeholder interviews: Individuals selected by the City of Yachats will be invited to participate in a phone interview conducted by OCWCOG staff. Questions will be reviewed by City staff ahead of time. Raw data and a summary of responses will be provided to the City.

> Estimated number of hours: 15-20 (dependent on the number of interviews requested.)

Town Hall: OCWCOG can host a city-wide community meeting that provides citizens with the opportunity to speak publically about the future of the city, in a less formal format than a council or commission meeting. OCWCOG can develop a brief presentation explaining the meeting format and expectations, and will record all feedback from citizens. Marketing of the event will be the responsibility of OCWCOG and the City.

> Estimated number of hours: 40-50

Finally, OCWCOG can write up a strategic plan to help the City prioritize issues/projects/plans that come out of the community survey. The last document created around community visioning, *Yachats 2020,* provided a concept for the future that addressed the *feelings* that Yachats would exude, but shied

away from developing a list of projects that would be required to get there. This plan would develop a task list to help the city prioritize projects based on public feedback, as well as explain the city's vision for their future systems. This plan could be useful when applying for grants such as the Transportation and Growth Management funding as it would show that the TSP is one component of a larger vision.

Possible Funding Sources:

ODOT TGM: https://www.oregon.gov/LCD/TGM/Pages/Planning-Grants.aspx
ODOT/DLCD Other Grants: https://www.oregon.gov/lcd/TGM/Pages/Other-Grants-and-Incentives.aspx
DLCD Coastal Planning Grants: https://www.oregon.gov/lcd/OCMP/Pages/Grants.aspx
The Ford Family Foundation: https://www.tfff.org/how-we-work/grants/current-funding-opportunities/technical-assistance-grants-0

May 16, 2018

To the City of Yachats
cc Yachats Parks and Commons Commission
cc Shannon Beaucaire, City Manager
cc Dennis Comfort and Doug Sestrich, OPRD

In response to a request from Yachats City Councilor Barbara Frye, we, the Yachats Trails Committee, submit along with this letter our vision for much-needed improvements to the 804 trail along Ocean View and Marine Drives, from highway 101 at the Landmark to the Aqua Vista Loop. Councilor Frye also asked that we speak at the June 6th Council work session. Mayor Stanley favors this and has put us on the agenda. We are copying this to OPRD officers at their request and out of consideration for their safety concerns regarding this section of the Oregon Coast Trail.

The Yachats Trails Committee has for some time had the 804 South at the top of our list of priorities. At our most recent meeting, on May 9th, we discussed Councilor Frye's request and formulated our response, which is embodied in the attached documents.

In 2017 the Oregon State Legislature enacted House Bill 3149 (now 2017 ORS 390.308, see Appendix I), directing the State Parks and Recreation Department, in cooperation with other agencies and organizations, to develop an action plan to complete the Oregon Coast Trail. The statute further suggests giving high priority to improvements in the safety of the trail. The Oregon Coast Trail through Yachats includes the segment referred to in the first paragraph. From highway 101 at the Landmark to the intersection of Beach Avenue, pedestrians take their lives into their hands by being forced to walk on the road itself. Much of the remainder of the trail is not at all user-friendly and is quite unsuitable for persons with physical limitations. For the safety and comfort of pedestrians, we need to complete this section and upgrade the remainder of 804 trail.

We recognize the uncertainties as to the future usage pattern of Ocean View Drive. This precludes finalizing all aspects of the exact placement and structure of a trail alongside this road. Nevertheless, we believe that

an immediate start should be made on improving the most critical section of the trail (Phase 1) and on planning for the remainder (Phase 2).

We respectfully submit the attached recommendations for ameliorating the current major deficiencies in the Oregon Coast Trail through Yachats.

Joanne Kittel, Loren Dickinson, Jan Brown, Bob Langley, Wally Orchard

(Yachats Trails Committee)

Recommendations for action on the 804 Trail South in Yachats

Phase 1 is the improvement of the section from highway 101 to Beach Avenue. Foot traffic is obliged to share the road with motor vehicles, owing to the lack of a usable verge. We suggest a pedestrian trail immediately adjacent to the south margin of the road. One possibility is to build a boardwalk immediately adjacent to the road; we envision a boardwalk approximately 5' wide with wider sections to allow viewing and passing. For maximum safety, the road should have a curb on the south margin to protect boardwalk users. An artist's representation of the boardwalk is attached. This design would be both attractive and practical. Disturbance of the steep, fragile river bank would be minimal, and the boardwalk surface would be excellent for walkers, strollers and wheelchairs. Also, we believe that the cost will not prove prohibitive. We recognize that various alternative designs are possible, some of which may be less costly.

Before construction can begin, archaeological site evaluations are required. The committee sought guidance from Dennis Griffith, Director of the State Historical Preservation Office who recommended that the city have an archaeologist make four excavations along the proposed trail segment, one at the Landmark end, followed by ones at 20, 40 and 60 yards. All dirt should be screened through a 1/8" screen. If this trail is on public land, a state archaeology permit will be needed. If significant archaeological materials are found, the boardwalk plan may have to be revised or abandoned. Assuming that our suggestions are approved, we

propose that the city hires an archaeological firm to do this work as soon as reasonably possible.

Assuming favorable findings from the survey, a detailed design needs to be created and the construction costs estimated prior to obtaining funding. Construction of the boardwalk is beyond the skill levels of our trails crew members, and should be done by a licensed contractor.

Phase 2 will be to improve the trail, from the Phase 1 boardwalk at Beach Avenue to the State Park at the river mouth, and from the State Park to the Aqua Vista Loop. Currently, at various points the trail is potholed, bumpy, and/or too narrow for comfort. Even though there may be ample room for pedestrians to walk on the trail, due to the poor condition of the trail they tend to walk on the pavement. This creates a hazard to both pedestrians and vehicles. We envision a trail suitable for users with a wide range of physical abilities. Based on consultation with State Park officials at a conference last fall, we propose that any resurfacing of the trail in that section should have a 4-inch base of ¾ to 1½ " rock over geotextile fabric. This base layer should be covered by 3 inches of 3/8" minus rock, packed down by a vibrating roller. Granite stone is preferred. This type of surface is excellent for wheelchair users.

(Putting down new paving would be prohibitive because of the need to conduct archaeological site evaluations every 20 meters.)

We believe that completion of these two phases will provide a trail that adds immensely to both the safety of the trail users and their enjoyment of the trail while, at the same time, encouraging people to spend time observing this particularly beautiful section of the river estuary.

Implementation. There are a number of potential sources of funding; some are listed in Appendix II. If we are called upon, the Yachats Trails Committee will provide reasonable assistance, including labor and research like that we have already done, at all stages of the project.

Yachats Trails Committee, May 16, 2018

Appendix I: 2017 ORS 390.308

Oregon Coast Trail

(1) The State Parks and Recreation Department shall, in cooperation with the Department of Transportation, other interested state agencies, local governments, nonprofit organizations and other stakeholders, develop an action plan to complete the Oregon Coast Trail. The plan shall identify and address:

(a) A preferred option for the development, maintenance and operation of each new trail segment intended to address a gap in the trail system, including the costs associated with the development, maintenance and operation, that:

(A) Takes into account the existing uses of the land where trail segments are to be constructed, including public highway right-of-way, private or public ownership and active rail use;

(B) Ensures that the designation of trail segments will not conflict with surrounding private property rights, including rights of way and easements; **and**

(C) Takes into account the concerns of the public and other interested parties;

(b) Prioritization of new trail segment construction based on resulting improved safety, immediacy of implementation, potential project sponsors and sources of funding;

(c) Potential sources of funding for implementation of the plan, including but not limited to federal, state and private sources; **and**

(d) Options for designation of final state agency or other responsible entities for the development, maintenance and operation of the trail and trail facilities as identified in the plan.

(2) The State Parks and Recreation Department may coordinate with nonprofit organizations to raise funds and to develop, maintain and operate the trail and trail facilities as necessary to implement the plan.

(3) The State Parks and Recreation Department shall submit an annual report to the Legislative Assembly on the progress made toward developing and implementing the plan required by this section. [2017 c.674 §1]

Note: **390.308 (Oregon Coast Trail)** was enacted into law by the Legislative Assembly but was not added to or made a part of ORS chapter 390 or any series therein by legislative action. See Preface to Oregon Revised Statutes for further explanation.

Appendix II: Possible sources of funding

Visitors Amenities Fund (Yachats)

Trails Committee budget for 2017-18

About $13,000 remains to be spent, most of which could be immediately directed toward archaeological site evaluations.

804 Mitigation Fund

This is administered by Wayne Belmont, Lincoln County Council (wbelmont@co.lincoln.or.us) The Trails Committee has contacted Wayne Belmont and Janet Harrison, his administrative assistant, as to how much remains in this fund, and for what these restricted funds can be used for. Janet stated she will research this and get that information to us.

Travel Oregon Grants (Annual) (http://industry.traveloregon.com/industry-resources/matching-grants-program/)

Small Competitive Grants Program; opens July 30, 2018, closes August 29. Award announcement on October 17, 2018. Up to $20,000 ask.

Medium Competitive Grants Program; closes June 6, 2018. $20,000 to $100,000 ask.

Large Competitive Grants Program; 50% match required. Greater than $100,000 ask. This program is opened only under the direction of the Oregon Tourism Commission.

OPRD Recreational Trails Grant Program (Annual) (http://www.oregon.gov/OPRD/GRANTS/pages/trails.aspx)

or A minimum 20% match is required, which can be in cash, labor and/or materials.

Boardwalk from Landmark to Beach Avenue (Copyright L. Dickinson)

ENGINEERS ANALYSIS

For

THE CITY OF YACHATS

OCEAN VIEW DRIVE TRANSFER OF OWNERSHIP
December 27, 2017

The Lincoln County Road Department desires to legalize a portion of Ocean View Drive (County Road #813). Below is a list of pavement and roadway conditions and recommendations as observed on December 08, 2017. A site visit was performed to inspect the condition of Ocean View Drive. The road was walked, beginning south at West 2nd street and walking north to Marine Drive and back to Highway 101. The first two items below are not within the scope of the proposed Lincoln County pavement overlay. Refer to exhibit A for exact location of each item listed below.

1) The road narrows down to 11-feet wide and has potholes off the shoulder. The shoulder is gravel and approximately 6-feet wide. (photos 1a & 1b)
2) There is a channel of surface wearing that runs down the center of the road. The surface has roughened by the stormwater runoff concentrated flows in this area. This section is located in the Yachats State Park and therefore will not be the subject of pavement overlay. (photo 2)
3) Minor settlement issues with sub-base repair needed on the southbound edge of pavement. This section is adjacent to the concrete barriers that have been placed to prevent traffic from driving off a cliff caused by erosion to the bank. (photo 3)
4) At the intersection with West 3rd Street there is an area of sub-base repair needed as well as potholes to be fixed. See recommendation strategies below. (photo 4)
5) Between 4th and 6th Streets, there are areas of rough surface and a small section of alligator cracking. (photos 5a & 5b)

Recommended Repairs:

Settlement:

For those areas that have settled adjacent to slopes, it is our opinion that settlement may continue if only the upper few feet of soft subgrade is strengthened. However, complete replacement of poorly compacted fill slopes is likely not economical. As such, we recommend consideration be given to partial removal and replacement of the settlement areas. The pavement of the settlement area and extending out at least 4 feet on all sides, should be removed. At a minimum, we recommend an over-excavation depth of 2 feet below the bottom of the pavement. When the existing material is removed, a representative of the Engineer should evaluate whether the excavation should be extended deeper due to poor soil conditions. For small repair areas, probing with a metal probe rod will be acceptable. For larger areas that allow for access by a loaded, rubber tire dump truck, the exposed subgrade should be proofrolled.

After the over-excavation depth is approved by a representative of the Engineer, we recommend the surface of the exposed soils be recompacted. A stabilization geogrid (i.e. Tensar BX1200 or equivalent) should be placed on the recompacted subgrade and then the area can be backfilled with properly compacted, well graded crushed base rock with a maximum particle size of 2 inches and no more than 5 percent passing a no. 200 sieve. Any of the existing base rock that meets our specification can be reused. We recommend an additional layer of geogrid be placed in the middle of the well graded crushed base rock. If the over-excavation thickness is greater than 4 feet, then 2 layers of geogrid should be placed at one-third and two-thirds of the fill thickness.

Alligator Cracking:

For areas of alligator cracking that are not associated with slope settlement, we recommend the failing pavement area plus 2 feet on all sides be removed. At least the top 12 inches of base rock should be removed and replaced with properly compacted, well graded crushed base rock with a maximum particle size of 2 inches and no more than 5 percent passing a no. 200 sieve.

For small repair areas we recommend a jumping jack or hoepack be used for compaction. For larger areas we recommend a large smooth drum vibrating roller be used for compaction.

Potholes:

For pothole repair, we recommend the asphalt pavement be removed and at least the top 12 inches of base rock be removed and replaced with granular structural fill as described in the structural fill section below. When the existing base rock is removed, a representative of the Engineer should evaluate whether the excavation should be extended deeper due to poor soil conditions. For small repair areas, probing with a metal probe rod will be acceptable. For larger areas that allow for access by a loaded, rubber tire dump truck, the exposed subgrade should be proofrolled.

The pothole repair should extend out at least 1 foot further than the size of the pothole on all sides. In no case, should the pavement removal area be less than 3 feet square in order to facilitate properly compacting the backfill. For small pothole repair areas we recommend a jumping jack or hoepack be used for compaction. In areas where several potholes are clustered together, we anticipate it will be more practical to remove all of the pavement and if the area is large enough then a large, smooth drum roller will be appropriate for compacting backfill.

Traffic and pavement modifications for consideration:

Refer to Exhibit B for further information in regard to the following recommendations for consideration.

1) Closure of road section:
   Remove a portion of Ocean View Drive pavement beginning just west of the intersection with Pontiac Street and ending at the State Park. This can be performed by grinding in place and regrading or by physically removing and disposing the existing pavement. A third option would

be to leave the pavement in place. Install a "Road Closed to Thru Traffic" signs at both ends of the road section with permanent Type III barricades to prevent vehicles from driving through this section. Install a "No Outlet - Dead End" sign at West 2nd Street the entrance to the Yachats State Park. It is recommended that discussions with the State Park and the Fire Marshal be held before taking any action on this closure.

2) Conversion to One-Way travel direction
Convert a portion of Ocean View Drive to have a northbound one-way direction of travel. The portion from West 2nd Street to West 7th street could be converted to one-way travel. This would be performed by utilizing striping delineation and installing signs. This will allow the western side of the road to be used for a pedestrian connection of the Ocean View Trail from 7th Street to the State Park.

Exhibit B - Traffic Patterns

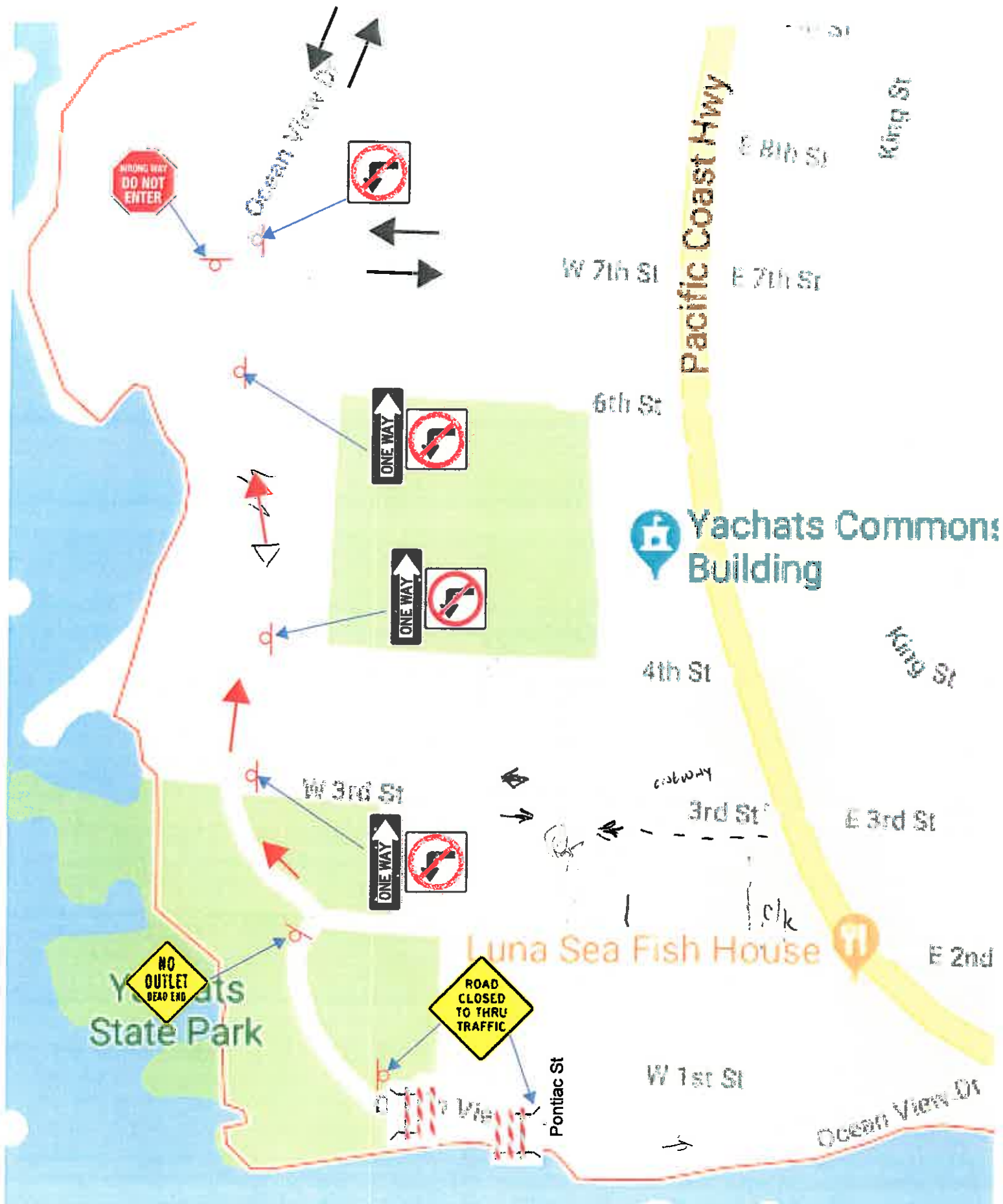
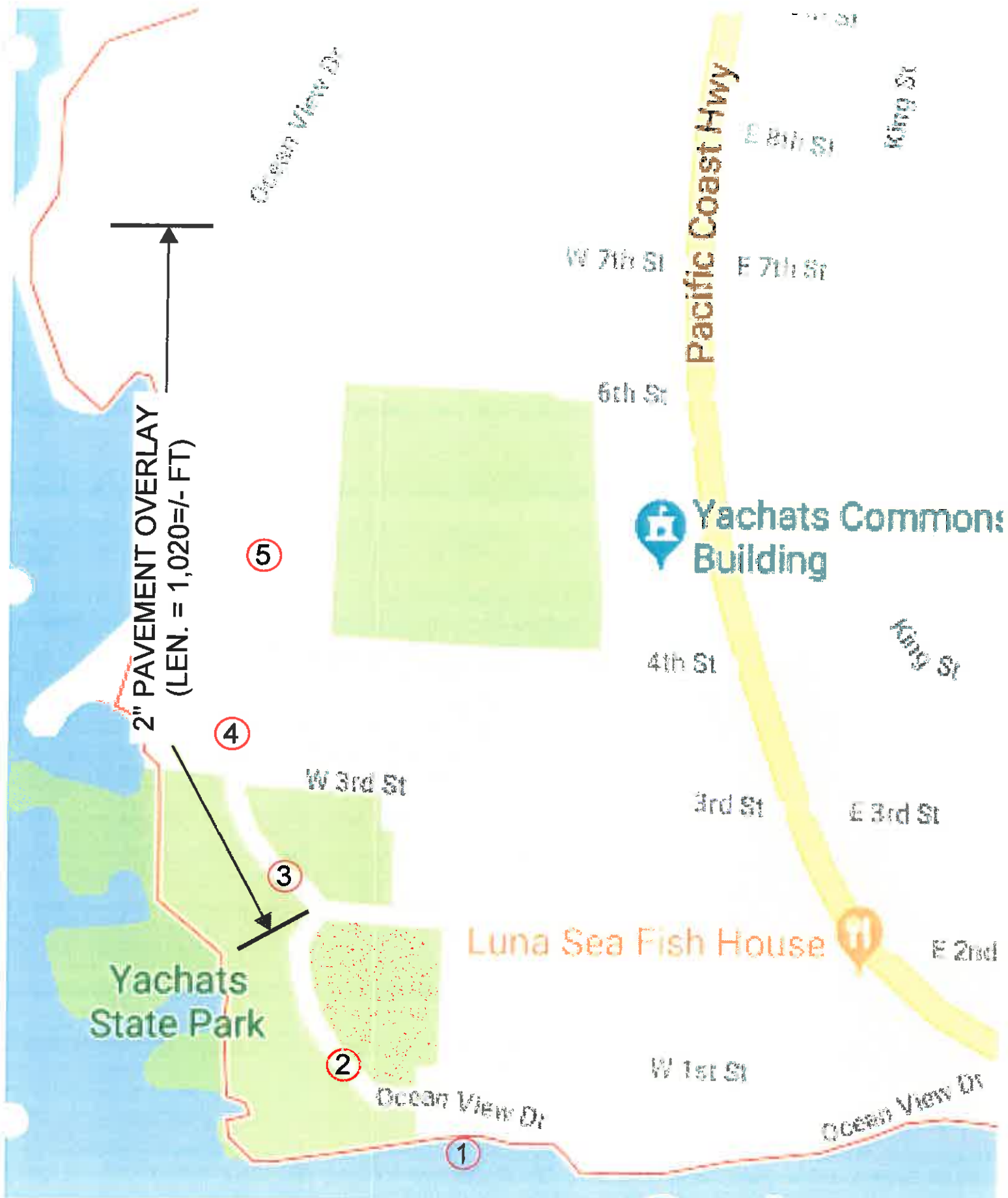


Exhibit A -Site Observation



1a: Road narrows down to 11 feet.

1b: Pot holes near narrow section

2: Surface wearing in State Park

3: Settlement at edge of road

4: Sub-base & pothole repair needed

5a: Alligator cracking

5a: Surface wear

CITY OF YACHATS

PO Box 345 (441 N. Highway 101), Yachats OR 97498

Phone (541) 547-3565 Fax (541) 547-3063 Relay Oregon 800-735-2900 (TDD)

14 July 2017

LINCOLN COUNTY BOARD OF COMMISSIONERS
225 W. Olive Street, Suite 110, Newport OR 97365 ATTN: Wayne Belmont, County Counsel

LINCOLN COUNTY PUBLIC WORKS DEPARTMENT
880 NE 7th Street, Newport OR 97365 ATTN: Roy Kinion, Road Superintendent

LINCOLN COUNTY SHERIFF'S OFFICE
225. W. Olive Street, Newport OR 97365 ATTN: Curtis Landers, Sheriff

OREGON STATE POLICE
PO Box 947, Newport OR 97365 ATTN: Cari Boyd, Lieutenant

Re: Increased large truck traffic on Marine Drive and Oceanview Drive, Yachats
Large trucks blocking traffic on US Hwy 101 in Yachats to unload deliveries

We are sending this letter to all four agencies at once in an effort to get the most immediate and broad response possible. City of Yachats, following our lengthy construction project on Hwy 101, from 2nd Street to 7th Street, is now inundated with truck problems, and we are asking humbly for your help.

During the height of the construction and related delays, trucks delivering to local stores and restaurants developed a habit of turning west on Marine Drive, following around onto Ocean View Drive, then up the numbered streets to their destination. As you know, these county roads are already in bad condition from erosion at the sea cliff edge, to multiple and growing pot holes. The heavy weight of these loaded semi-trucks has resulted in even more damage, and pedestrians report the trucks are speeding.

Additionally, the vendor trucks who deliver to businesses that face onto Hwy 101 have gotten in a very bad and dangerous habit of parking in the traffic lane to unload. We have heavy tourist traffic daily now, from 7am until dusk, and drivers with no patience and knowing the trucks are in the wrong are now swinging over into the other lane, causing near-misses and panicking drivers coming head-on at them.

Please – can you assist us, at your earliest opportunity? Lincoln County, by perhaps putting up signs that say "No thru trucks" and more speed signs of "15mph" or "25mph"? And consider making the county roads ONE-WAY, for some part of it? And Sheriff Landers and Lt. Boyd – could you spare some traffic patrol time for us? Just a few citations for these illegally-parked trucks would help them to find a more creative way to get their supplies into the stores. The construction project is over – truck problem is not.

Sincerely,

GERALD F. STANLEY, Mayor

E-MAIL cityhall@mailyachatsoregon.org WEB SITES www.yachatsoregon.org www.yachatsdocuments.info

The City of Yachats OR does not discriminate on the basis of race, color, religion, creed, gender, national origin, age, disability, marital or veteran status, sexual orientation or any other legally-protected status.

OCEAN VIEW DRIVE
Roy Kinion, LCPW

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Yachats
Street: Oceanview Dr MP .60

A study of vehicle traffic was conducted with the device having serial number 126392. The study was done in the Southbound lane at Oceanview Dr MP .60 in Yachats, OR in Lincoln county. The study began on Aug/25/2017 at 03:00:00 PM and concluded on Sep/01/2017 at 03:00:00 PM, lasting a total of 168.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 730 vehicles passed through the location with a peak volume of 20 on Aug/25/2017 at [16:00-17:00] and a minimum volume of 0 on Aug/25/2017 at [22:00-23:00]. The AADT count for this study was 104.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 15 - 20 MPH range or lower. The average speed for all classifed vehicles was 21 MPH with 3.89% vehicles exceeding the posted speed of 25 MPH. 0.90 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 15MPH and the 85th percentile was 24.74 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >					
0	85	248	247	62	11	4	2	0	2	1	2	1	0	3					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 560 which represents 84 percent of the total classified vehicles. The number of Vans & Pickups in the study was 91 which represents 14 percent of the total classified vehicles. The number of Busses & Trucks in the study was 10 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 7 which represents 1 percent of the total classified vehicles.

< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >												
560	91	8	2	2	0	3	2												

CHART 2

HEADWAY

During the peak traffic period, on Aug/25/2017 at [16:00-17:00] the average headway between vehicles was 171.429 seconds. During the slowest traffic period, on Aug/25/2017 at [22:00-23:00] the average headway between vehicles was 3600 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 52.00 and 115.00 degrees F.

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Yachats
Street: Oceanview Dr MP 0.80

A study of vehicle traffic was conducted with the device having serial number 126390. The study was done in the Southbound lane at Oceanview Dr MP 0.80 in Yachats, OR in Lincoln county. The study began on Aug/09/2017 at 11:00:00 AM and concluded on Aug/16/2017 at 11:00:00 AM, lasting a total of 168.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 2221 vehicles passed through the location with a peak volume of 47 on Aug/13/2017 at [12:00-13:00] and a minimum volume of 0 on Aug/09/2017 at [23:00-00:00]. The AADT count for this study was 317.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 15 - 20 MPH range or lower. The average speed for all classifed vehicles was 18 MPH with 3.23% vehicles exceeding the posted speed of 25 MPH. 0.73 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 15MPH and the 85th percentile was 22.60 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >					
0	545	899	358	54	16	13	10	3	4	2	3	1	1	9					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 1429 which represents 75 percent of the total classified vehicles. The number of Vans & Pickups in the study was 401 which represents 21 percent of the total classified vehicles. The number of Busses & Trucks in the study was 53 which represents 3 percent of the total classified vehicles. The number of Tractor Trailers in the study was 35 which represents 2 percent of the total classified vehicles.

< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >												
1429	401	40	13	11	7	12	5												

CHART 2

HEADWAY

During the peak traffic period, on Aug/13/2017 at [12:00-13:00] the average headway between vehicles was 75 seconds. During the slowest traffic period, on Aug/09/2017 at [23:00-00:00] the average headway between vehicles was 3600 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 57.00 and 117.00 degrees F.

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0 80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed,Aug/09/2017 [11:00-12:00]																
0 -> 17	0	6	8	2	0	0	0	0	0	0	0	0	0	0	0	16
18 -> 23	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	6
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/09/2017 [12:00-13:00]																
0 -> 17	0	4	16	4	1	0	0	0	0	0	0	0	0	0	0	25
18 -> 23	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/09/2017 [13:00-14:00]																
0 -> 17	0	7	9	2	1	0	0	0	0	0	0	0	0	0	0	19
18 -> 23	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/09/2017 [14:00-15:00]																
0 -> 17	0	10	17	2	0	0	0	0	0	0	0	0	0	0	0	29
18 -> 23	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/09/2017 [15:00-16:00]																
0 -> 17	0	8	8	3	1	0	1	0	0	0	0	0	0	0	0	21
18 -> 23	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed,Aug/09/2017 [16:00-17:00]																
0 -> 17	0	6	8	0	0	1	0	0	0	0	0	0	0	0	0	15
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/09/2017 [17:00-18:00]																
0 -> 17	0	3	3	3	1	0	0	0	0	0	0	0	0	0	0	10
18 -> 23	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/09/2017 [18:00-19:00]																
0 -> 17	0	3	8	2	0	0	0	0	0	0	0	0	0	0	0	13
18 -> 23	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/09/2017 [19:00-20:00]																
0 -> 17	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	6
18 -> 23	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/09/2017 [20:00-21:00]																
0 -> 17	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	7
18 -> 23	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
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Wed,Aug/09/2017 [21:00-22:00]																
0 -> 17	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/09/2017 [22:00-23:00]																
0 -> 17	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/09/2017 [23:00-00:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [00:00-01:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [01:00-02:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Thu,Aug/10/2017 [02:00-03:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [03:00-04:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [04:00-05:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [05:00-06:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [06:00-07:00]																
0 -> 17	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Thu,Aug/10/2017 [07:00-08:00]																
0 -> 17	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5
18 -> 23	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [08:00-09:00]																
0 -> 17	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [09:00-10:00]																
0 -> 17	0	3	3	5	0	0	0	0	0	0	0	0	0	0	0	11
18 -> 23	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [10:00-11:00]																
0 -> 17	0	3	8	4	0	0	0	0	0	0	0	0	0	0	0	15
18 -> 23	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [11:00-12:00]																
0 -> 17	0	9	9	4	0	0	0	0	0	0	0	0	0	0	0	22
18 -> 23	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Thu,Aug/10/2017 [12:00-13:00]																
0 -> 17	0	11	4	4	1	0	0	0	0	0	0	0	0	0	0	20
18 -> 23	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Thu,Aug/10/2017 [13:00-14:00]																
0 -> 17	0	8	14	3	0	0	0	0	0	0	0	0	0	0	0	25
18 -> 23	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [14:00-15:00]																
0 -> 17	0	6	4	7	1	0	0	0	0	0	0	0	0	0	0	18
18 -> 23	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	6
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [15:00-16:00]																
0 -> 17	0	3	11	3	0	0	0	0	0	0	0	0	0	0	0	17
18 -> 23	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	7
24 -> 27	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [16:00-17:00]																
0 -> 17	0	8	12	3	0	0	0	0	0	0	0	0	0	0	0	23
18 -> 23	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Thu,Aug/10/2017 [17:00-18:00]																
0 -> 17	0	4	5	3	0	0	1	0	0	0	0	0	0	0	0	13
18 -> 23	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [18:00-19:00]																
0 -> 17	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	11
18 -> 23	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [19:00-20:00]																
0 -> 17	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	8
18 -> 23	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [20:00-21:00]																
0 -> 17	0	4	5	2	0	0	0	0	0	0	0	0	0	0	0	11
18 -> 23	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [21:00-22:00]																
0 -> 17	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Thu,Aug/10/2017 [22:00-23:00]																
0 -> 17	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
18 -> 23	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [23:00-00:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [00:00-01:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [01:00-02:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [02:00-03:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Fri,Aug/11/2017 [03:00-04:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [04:00-05:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [05:00-06:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [06:00-07:00]																
0 -> 17	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [07:00-08:00]																
0 -> 17	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
18 -> 23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Fri,Aug/11/2017 [08:00-09:00]																
0 -> 17	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
38 -> 43	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [09:00-10:00]																
0 -> 17	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
18 -> 23	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [10:00-11:00]																
0 -> 17	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
18 -> 23	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [11:00-12:00]																
0 -> 17	0	7	9	4	0	0	0	0	0	0	0	0	0	0	0	20
18 -> 23	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0	8
24 -> 27	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [12:00-13:00]																
0 -> 17	0	4	9	2	0	0	0	0	0	0	0	0	0	0	0	15
18 -> 23	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	8
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Fri,Aug/11/2017 [13:00-14:00]																
0 -> 17	0	10	11	4	1	0	0	0	0	0	0	0	0	0	0	26
18 -> 23	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	7
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
32 -> 37	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [14:00-15:00]																
0 -> 17	0	9	6	1	1	0	0	0	0	0	0	0	0	0	1	18
18 -> 23	0	1	5	1	1	0	0	0	0	0	0	0	0	0	0	8
24 -> 27	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [15:00-16:00]																
0 -> 17	0	7	11	3	0	0	1	0	0	0	0	0	0	0	0	22
18 -> 23	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [16:00-17:00]																
0 -> 17	0	4	7	6	1	0	0	0	0	0	0	0	0	0	0	18
18 -> 23	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	7
24 -> 27	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [17:00-18:00]																
0 -> 17	0	5	2	4	0	0	0	0	0	0	0	0	0	0	0	11
18 -> 23	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Fri,Aug/11/2017 [18:00-19:00]																
0 -> 17	0	7	10	0	0	0	0	0	0	0	0	0	0	0	0	17
18 -> 23	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [19:00-20:00]																
0 -> 17	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
18 -> 23	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [20:00-21:00]																
0 -> 17	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
18 -> 23	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [21:00-22:00]																
0 -> 17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [22:00-23:00]																
0 -> 17	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Fri,Aug/11/2017	[23:00-00:00]															
0 -> 17	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017	[00:00-01:00]															
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017	[01:00-02:00]															
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017	[02:00-03:00]															
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017	[03:00-04:00]															
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Sat,Aug/12/2017 [04:00-05:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [05:00-06:00]																
0 -> 17	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [06:00-07:00]																
0 -> 17	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [07:00-08:00]																
0 -> 17	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [08:00-09:00]																
0 -> 17	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Sat,Aug/12/2017 [09:00-10:00]																
0 -> 17	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	8
18 -> 23	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [10:00-11:00]																
0 -> 17	0	7	6	1	0	0	0	0	0	0	0	0	0	0	0	14
18 -> 23	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [11:00-12:00]																
0 -> 17	0	8	13	1	1	0	0	0	0	0	0	0	0	0	0	23
18 -> 23	0	2	4	3	1	0	0	0	0	0	0	0	0	0	0	10
24 -> 27	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [12:00-13:00]																
0 -> 17	0	6	15	3	3	0	0	0	0	0	0	0	0	0	0	27
18 -> 23	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [13:00-14:00]																
0 -> 17	0	4	10	4	0	0	0	0	0	0	0	0	0	0	0	18
18 -> 23	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
24 -> 27	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Sat,Aug/12/2017 [14:00-15:00]																
0 -> 17	0	4	7	5	1	0	0	0	0	0	0	0	0	0	0	17
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [15:00-16:00]																
0 -> 17	0	6	6	3	0	0	0	0	0	0	0	0	0	0	0	15
18 -> 23	0	1	3	1	0	0	0	0	0	1	0	0	0	0	0	6
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Sat,Aug/12/2017 [16:00-17:00]																
0 -> 17	0	12	8	3	1	0	0	0	0	0	0	0	0	0	0	24
18 -> 23	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [17:00-18:00]																
0 -> 17	0	5	10	4	0	0	0	0	0	0	0	0	0	0	0	19
18 -> 23	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [18:00-19:00]																
0 -> 17	0	3	8	6	0	0	0	0	0	0	0	0	0	0	0	17
18 -> 23	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Sat,Aug/12/2017 [19:00-20:00]																
0 -> 17	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	5
18 -> 23	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [20:00-21:00]																
0 -> 17	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	9
18 -> 23	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [21:00-22:00]																
0 -> 17	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [22:00-23:00]																
0 -> 17	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [23:00-00:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Sun,Aug/13/2017 [00:00-01:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [01:00-02:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [02:00-03:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [03:00-04:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [04:00-05:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Sun,Aug/13/2017 [05:00-06:00]																
0 -> 17	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [06:00-07:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [07:00-08:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [08:00-09:00]																
0 -> 17	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
18 -> 23	0	1	3	0	2	0	0	0	0	0	0	0	0	0	0	6
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [09:00-10:00]																
0 -> 17	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Sun,Aug/13/2017 [10:00-11:00]																
0 -> 17	0	4	9	1	0	0	0	0	0	0	0	0	0	0	0	14
18 -> 23	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	8
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [11:00-12:00]																
0 -> 17	0	1	4	9	0	0	0	0	0	0	0	0	0	0	0	14
18 -> 23	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [12:00-13:00]																
0 -> 17	0	14	11	3	0	0	0	0	0	0	0	0	0	0	0	28
18 -> 23	0	4	3	4	0	0	0	0	0	0	0	1	0	0	0	12
24 -> 27	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [13:00-14:00]																
0 -> 17	0	9	14	2	1	0	0	0	0	0	0	0	0	0	0	26
18 -> 23	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [14:00-15:00]																
0 -> 17	0	6	15	0	2	0	0	0	0	0	0	0	0	0	0	23
18 -> 23	0	2	1	4	1	0	0	0	0	0	0	0	0	0	0	8
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Sun,Aug/13/2017 [15:00-16:00]																
0 -> 17	0	6	12	5	0	0	0	0	0	0	0	0	0	0	0	23
18 -> 23	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [16:00-17:00]																
0 -> 17	0	8	8	1	0	0	0	0	0	0	0	0	0	0	0	17
18 -> 23	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [17:00-18:00]																
0 -> 17	0	5	10	3	1	0	0	0	0	0	0	0	0	0	0	19
18 -> 23	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [18:00-19:00]																
0 -> 17	0	3	1	2	0	1	0	0	0	0	0	0	0	0	0	7
18 -> 23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [19:00-20:00]																
0 -> 17	0	9	5	2	0	0	0	0	0	0	0	0	0	0	0	16
18 -> 23	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Sun,Aug/13/2017 [20:00-21:00]																
0 -> 17	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
18 -> 23	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [21:00-22:00]																
0 -> 17	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [22:00-23:00]																
0 -> 17	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [23:00-00:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [00:00-01:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Mon,Aug/14/2017 [01:00-02:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [02:00-03:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [03:00-04:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [04:00-05:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [05:00-06:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Mon,Aug/14/2017 [06:00-07:00]																
0 -> 17	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [07:00-08:00]																
0 -> 17	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [08:00-09:00]																
0 -> 17	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [09:00-10:00]																
0 -> 17	0	1	5	4	0	0	0	0	0	0	0	0	0	0	0	10
18 -> 23	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [10:00-11:00]																
0 -> 17	0	5	3	2	0	0	0	0	0	0	0	0	0	0	0	10
18 -> 23	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Mon,Aug/14/2017 [11:00-12:00]																
0 -> 17	0	5	13	5	0	0	0	0	0	0	0	0	0	0	0	23
18 -> 23	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	9
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [12:00-13:00]																
0 -> 17	0	7	11	2	0	0	0	0	0	0	0	0	0	0	0	20
18 -> 23	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [13:00-14:00]																
0 -> 17	0	5	8	6	0	0	0	0	0	0	0	0	0	0	0	19
18 -> 23	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
24 -> 27	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [14:00-15:00]																
0 -> 17	0	9	10	3	1	0	0	0	0	0	0	0	0	0	0	23
18 -> 23	0	3	1	0	0	2	0	0	0	0	0	0	0	0	0	6
24 -> 27	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [15:00-16:00]																
0 -> 17	0	4	7	2	0	0	0	0	0	0	0	0	0	0	0	13
18 -> 23	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Mon,Aug/14/2017 [16:00-17:00]																
0 -> 17	0	5	7	2	1	0	0	0	0	0	1	0	0	0	0	16
18 -> 23	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
28 -> 31	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [17:00-18:00]																
0 -> 17	0	6	11	2	0	0	0	0	0	0	0	0	0	0	0	19
18 -> 23	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [18:00-19:00]																
0 -> 17	0	5	3	2	0	0	0	0	0	0	0	0	0	0	0	10
18 -> 23	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	7
24 -> 27	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [19:00-20:00]																
0 -> 17	0	2	4	4	1	0	0	0	0	0	0	0	0	0	0	11
18 -> 23	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [20:00-21:00]																
0 -> 17	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	9
18 -> 23	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Mon,Aug/14/2017 [21:00-22:00]																
0 -> 17	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [22:00-23:00]																
0 -> 17	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [23:00-00:00]																
0 -> 17	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [00:00-01:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [01:00-02:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue,Aug/15/2017 [02:00-03:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [03:00-04:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [04:00-05:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [05:00-06:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [06:00-07:00]																
0 -> 17	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue,Aug/15/2017 [07:00-08:00]																
0 -> 17	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [08:00-09:00]																
0 -> 17	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
18 -> 23	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [09:00-10:00]																
0 -> 17	0	5	2	4	1	0	0	0	0	0	0	0	0	0	0	12
18 -> 23	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [10:00-11:00]																
0 -> 17	0	6	4	3	0	0	0	0	0	0	0	0	0	0	0	13
18 -> 23	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [11:00-12:00]																
0 -> 17	0	6	10	1	0	0	0	0	0	0	0	0	0	0	0	17
18 -> 23	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue,Aug/15/2017 [12:00-13:00]																
0 -> 17	0	2	11	2	0	0	0	0	0	0	0	0	0	0	0	15
18 -> 23	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	6
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [13:00-14:00]																
0 -> 17	0	6	11	7	1	0	0	0	0	0	0	0	0	0	0	25
18 -> 23	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [14:00-15:00]																
0 -> 17	0	13	16	2	0	1	0	0	0	0	0	0	0	0	0	32
18 -> 23	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Tue,Aug/15/2017 [15:00-16:00]																
0 -> 17	0	12	18	4	1	0	0	0	0	0	0	0	0	0	0	35
18 -> 23	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Tue,Aug/15/2017 [16:00-17:00]																
0 -> 17	0	1	12	5	0	0	0	0	0	0	0	0	0	0	0	18
18 -> 23	0	3	2	1	0	1	0	0	0	0	0	0	0	0	0	7
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue,Aug/15/2017 [17:00-18:00]																
0 -> 17	0	2	8	2	2	0	0	0	0	0	0	0	0	0	0	14
18 -> 23	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [18:00-19:00]																
0 -> 17	0	7	5	1	0	0	0	0	0	0	0	0	0	0	0	13
18 -> 23	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [19:00-20:00]																
0 -> 17	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	5
18 -> 23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [20:00-21:00]																
0 -> 17	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	8
18 -> 23	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [21:00-22:00]																
0 -> 17	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
18 -> 23	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue,Aug/15/2017 [22:00-23:00]																
0 -> 17	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [23:00-00:00]																
0 -> 17	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/16/2017 [00:00-01:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/16/2017 [01:00-02:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/16/2017 [02:00-03:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed,Aug/16/2017 [03:00-04:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/16/2017 [04:00-05:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/16/2017 [05:00-06:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/16/2017 [06:00-07:00]																
0 -> 17	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/16/2017 [07:00-08:00]																
0 -> 17	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126390
Street: Oceanview Dr MP 0.80
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Southbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2221
AADT Count: 317

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed,Aug/16/2017 [08:00-09:00]																
0 -> 17	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
18 -> 23	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/16/2017 [09:00-10:00]																
0 -> 17	0	2	5	3	0	0	0	0	0	0	0	0	0	0	0	10
18 -> 23	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/16/2017 [10:00-11:00]																
0 -> 17	0	1	6	2	1	0	0	1	0	0	0	0	0	0	0	11
18 -> 23	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

OCEAN VIEW DRIVE
Roy Kinion, LCPW

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Yachats
Street: Oceanview Dr MP .60

A study of vehicle traffic was conducted with the device having serial number 116391. The study was done in the Northbound lane at Oceanview Dr MP .60 in Yachats, OR in Lincoln county. The study began on Aug/25/2017 at 03:00:00 PM and concluded on Sep/01/2017 at 03:00:00 PM, lasting a total of 168.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 2255 vehicles passed through the location with a peak volume of 56 on Aug/26/2017 at [15:00-16:00] and a minimum volume of 0 on Aug/28/2017 at [23:00-00:00]. The AADT count for this study was 322.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 20 - 25 MPH range or lower. The average speed for all classifed vehicles was 23 MPH with 8.11% vehicles exceeding the posted speed of 25 MPH. 0.66 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 20MPH and the 85th percentile was 28.23 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >					
0	149	563	833	415	96	34	13	5	7	4	3	2	2	7					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 1651 which represents 77 percent of the total classified vehicles. The number of Vans & Pickups in the study was 418 which represents 20 percent of the total classified vehicles. The number of Busses & Trucks in the study was 37 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 27 which represents 1 percent of the total classified vehicles.

< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >												
1651	418	28	9	10	4	9	4												

CHART 2

HEADWAY

During the peak traffic period, on Aug/26/2017 at [15:00-16:00] the average headway between vehicles was 63.158 seconds. During the slowest traffic period, on Aug/28/2017 at [23:00-00:00] the average headway between vehicles was 3600 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 54.00 and 117.00 degrees F.

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Yachats
Street: Oceanview Dr MP 0.27

A study of vehicle traffic was conducted with the device having serial number 126392. The study was done in the Northbound lane at Oceanview Dr MP 0.27 in Yachats, OR in Lincoln county. The study began on Aug/09/2017 at 11:00:00 AM and concluded on Aug/16/2017 at 11:00:00 AM, lasting a total of 168.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 2293 vehicles passed through the location with a peak volume of 48 on Aug/13/2017 at [14:00-15:00] and a minimum volume of 0 on Aug/13/2017 at [22:00-23:00]. The AADT count for this study was 328.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 20 - 25 MPH range or lower. The average speed for all classifed vehicles was 24 MPH with 10.61% vehicles exceeding the posted speed of 25 MPH. 0.99 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 20MPH and the 85th percentile was 29.02 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >					
0	134	475	814	482	137	32	14	11	6	5	5	0	1	15					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 1646 which represents 77 percent of the total classified vehicles. The number of Vans & Pickups in the study was 413 which represents 19 percent of the total classified vehicles. The number of Busses & Trucks in the study was 42 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 30 which represents 1 percent of the total classified vehicles.

< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >												
1646	413	31	11	9	6	10	5												

CHART 2

HEADWAY

During the peak traffic period, on Aug/13/2017 at [14:00-15:00] the average headway between vehicles was 73.469 seconds. During the slowest traffic period, on Aug/13/2017 at [22:00-23:00] the average headway between vehicles was 3600 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 54.00 and 108.00 degrees F.

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed,Aug/09/2017 [11:00-12:00]																
0 -> 17	0	2	6	14	6	1	0	0	0	0	0	0	0	0	0	29
18 -> 23	0	0	2	4	4	0	0	0	1	0	0	0	0	0	0	11
24 -> 27	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/09/2017 [12:00-13:00]																
0 -> 17	0	3	2	7	7	2	0	0	0	0	0	0	0	0	0	21
18 -> 23	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	4
24 -> 27	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/09/2017 [13:00-14:00]																
0 -> 17	0	2	11	10	9	2	0	0	0	0	0	0	0	0	0	34
18 -> 23	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	4
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/09/2017 [14:00-15:00]																
0 -> 17	0	2	5	9	6	1	0	0	0	0	0	0	0	0	0	23
18 -> 23	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	8
24 -> 27	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/09/2017 [15:00-16:00]																
0 -> 17	0	1	4	7	6	2	1	0	0	1	0	0	0	0	0	22
18 -> 23	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	7
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed,Aug/09/2017 [16:00-17:00]																
0 -> 17	0	1	5	18	1	0	0	0	0	0	0	0	0	0	0	25
18 -> 23	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/09/2017 [17:00-18:00]																
0 -> 17	0	1	5	8	4	2	0	0	0	0	0	0	0	0	0	20
18 -> 23	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/09/2017 [18:00-19:00]																
0 -> 17	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
18 -> 23	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/09/2017 [19:00-20:00]																
0 -> 17	0	2	5	9	1	0	1	0	0	0	0	0	0	0	0	18
18 -> 23	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/09/2017 [20:00-21:00]																
0 -> 17	0	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
18 -> 23	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed,Aug/09/2017 [21:00-22:00]																
0 -> 17	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/09/2017 [22:00-23:00]																
0 -> 17	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/09/2017 [23:00-00:00]																
0 -> 17	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [00:00-01:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [01:00-02:00]																
0 -> 17	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Thu,Aug/10/2017 [02:00-03:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [03:00-04:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [04:00-05:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [05:00-06:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [06:00-07:00]																
0 -> 17	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
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Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
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End: Aug/16/2017 11:00:00 AM
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Period: 60
Raw Count: 2293
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Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Thu,Aug/10/2017 [07:00-08:00]																
0 -> 17	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [08:00-09:00]																
0 -> 17	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [09:00-10:00]																
0 -> 17	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	9
18 -> 23	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [10:00-11:00]																
0 -> 17	0	0	4	4	3	2	0	0	0	0	0	0	0	0	0	13
18 -> 23	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
38 -> 43	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [11:00-12:00]																
0 -> 17	0	3	5	11	4	1	0	0	0	0	0	0	0	0	0	24
18 -> 23	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Thu,Aug/10/2017 [12:00-13:00]																
0 -> 17	0	0	2	13	5	3	1	0	0	0	0	0	0	0	0	24
18 -> 23	0	0	0	5	0	1	1	0	1	0	0	0	0	0	0	8
24 -> 27	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [13:00-14:00]																
0 -> 17	0	4	7	12	4	0	0	0	0	0	0	0	0	0	0	27
18 -> 23	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [14:00-15:00]																
0 -> 17	0	4	10	11	5	2	0	0	0	0	0	0	0	0	0	32
18 -> 23	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	8
24 -> 27	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [15:00-16:00]																
0 -> 17	0	1	9	12	5	1	0	0	0	0	0	0	0	0	0	28
18 -> 23	0	1	0	3	1	2	0	0	0	0	0	0	0	0	0	7
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [16:00-17:00]																
0 -> 17	0	2	3	7	5	1	0	0	0	0	0	0	0	0	0	18
18 -> 23	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Thu,Aug/10/2017 [17:00-18:00]																
0 -> 17	0	2	1	4	0	1	0	0	0	0	0	0	0	0	0	8
18 -> 23	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [18:00-19:00]																
0 -> 17	0	1	6	5	5	2	0	0	0	0	0	0	0	0	0	19
18 -> 23	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [19:00-20:00]																
0 -> 17	0	1	2	1	0	1	0	0	0	0	0	0	0	0	0	5
18 -> 23	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [20:00-21:00]																
0 -> 17	0	0	2	6	2	1	0	0	0	0	0	0	0	0	0	11
18 -> 23	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [21:00-22:00]																
0 -> 17	0	1	1	3	2	1	0	0	0	0	0	0	0	0	0	8
18 -> 23	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Thu,Aug/10/2017 [22:00-23:00]																
0 -> 17	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu,Aug/10/2017 [23:00-00:00]																
0 -> 17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Fri,Aug/11/2017 [00:00-01:00]																
0 -> 17	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [01:00-02:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [02:00-03:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Fri,Aug/11/2017 [03:00-04:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [04:00-05:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [05:00-06:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [06:00-07:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [07:00-08:00]																
0 -> 17	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Fri,Aug/11/2017 [08:00-09:00]																
0 -> 17	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	7
18 -> 23	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [09:00-10:00]																
0 -> 17	0	2	2	4	2	0	0	0	0	0	0	0	0	0	0	10
18 -> 23	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [10:00-11:00]																
0 -> 17	0	2	5	10	4	1	0	0	0	0	0	0	0	0	0	22
18 -> 23	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [11:00-12:00]																
0 -> 17	0	0	4	10	7	2	0	0	0	0	0	0	0	0	0	23
18 -> 23	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [12:00-13:00]																
0 -> 17	0	1	10	10	7	0	1	0	0	0	0	0	0	0	0	29
18 -> 23	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Fri,Aug/11/2017 [13:00-14:00]																
0 -> 17	0	3	4	7	8	3	0	0	0	0	0	0	0	0	1	26
18 -> 23	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [14:00-15:00]																
0 -> 17	0	1	6	11	4	2	0	0	0	0	0	0	0	0	0	24
18 -> 23	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [15:00-16:00]																
0 -> 17	0	2	2	8	10	2	0	1	0	0	0	0	0	0	0	25
18 -> 23	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [16:00-17:00]																
0 -> 17	0	5	7	8	3	0	0	0	0	0	0	0	0	0	0	23
18 -> 23	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [17:00-18:00]																
0 -> 17	0	2	3	8	1	1	0	0	0	0	0	0	0	0	0	15
18 -> 23	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Fri,Aug/11/2017 [18:00-19:00]																
0 -> 17	0	1	2	5	4	0	0	0	0	0	0	0	0	0	0	12
18 -> 23	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	7
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [19:00-20:00]																
0 -> 17	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	7
18 -> 23	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [20:00-21:00]																
0 -> 17	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0	8
18 -> 23	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [21:00-22:00]																
0 -> 17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri,Aug/11/2017 [22:00-23:00]																
0 -> 17	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Fri,Aug/11/2017 [23:00-00:00]																
0 -> 17	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [00:00-01:00]																
0 -> 17	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [01:00-02:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [02:00-03:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [03:00-04:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Sat,Aug/12/2017 [04:00-05:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [05:00-06:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [06:00-07:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [07:00-08:00]																
0 -> 17	0	0	0	2	2	0	0	1	0	0	0	0	0	0	0	5
18 -> 23	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [08:00-09:00]																
0 -> 17	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Sat,Aug/12/2017 [09:00-10:00]																
0 -> 17	0	1	2	3	2	1	0	0	0	0	0	0	0	0	0	9
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Sat,Aug/12/2017 [10:00-11:00]																
0 -> 17	0	2	4	5	3	1	0	0	0	0	0	0	0	1	0	16
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [11:00-12:00]																
0 -> 17	0	0	6	9	3	0	0	0	0	0	0	0	0	0	0	18
18 -> 23	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [12:00-13:00]																
0 -> 17	0	0	6	12	9	2	0	0	0	0	0	0	0	0	0	29
18 -> 23	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [13:00-14:00]																
0 -> 17	0	3	6	12	10	0	0	0	0	0	0	0	0	0	0	31
18 -> 23	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	6
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Sat,Aug/12/2017 [14:00-15:00]																
0 -> 17	0	2	9	10	9	3	0	0	0	1	0	0	0	0	0	34
18 -> 23	0	0	2	4	0	1	1	0	0	0	0	0	0	0	0	8
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [15:00-16:00]																
0 -> 17	0	5	7	9	3	0	0	0	0	0	0	0	0	0	0	24
18 -> 23	0	0	1	4	2	0	1	1	0	0	0	0	0	0	0	9
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [16:00-17:00]																
0 -> 17	0	2	6	12	6	0	0	0	0	0	0	0	0	0	0	26
18 -> 23	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [17:00-18:00]																
0 -> 17	0	2	7	6	3	1	1	0	0	0	0	0	0	0	0	20
18 -> 23	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Sat,Aug/12/2017 [18:00-19:00]																
0 -> 17	0	2	8	2	4	0	0	0	0	0	0	0	0	0	0	16
18 -> 23	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Sat,Aug/12/2017 [19:00-20:00]																
0 -> 17	0	0	0	5	2	0	1	0	0	0	0	0	0	0	0	8
18 -> 23	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [20:00-21:00]																
0 -> 17	0	0	5	2	1	1	0	0	0	0	0	0	0	0	0	9
18 -> 23	0	0	2	3	1	0	1	1	0	0	0	0	0	0	0	8
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [21:00-22:00]																
0 -> 17	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	5
18 -> 23	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Sat,Aug/12/2017 [22:00-23:00]																
0 -> 17	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat,Aug/12/2017 [23:00-00:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Sun,Aug/13/2017 [00:00-01:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [01:00-02:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [02:00-03:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [03:00-04:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [04:00-05:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Sun,Aug/13/2017 [05:00-06:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [06:00-07:00]																
0 -> 17	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [07:00-08:00]																
0 -> 17	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [08:00-09:00]																
0 -> 17	0	2	0	3	1	0	0	0	0	0	0	0	0	0	0	6
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [09:00-10:00]																
0 -> 17	0	2	0	5	2	1	0	0	0	0	0	1	0	0	0	11
18 -> 23	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Sun,Aug/13/2017 [10:00-11:00]																
0 -> 17	0	1	4	8	4	1	0	0	0	0	0	0	0	0	0	18
18 -> 23	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [11:00-12:00]																
0 -> 17	0	4	9	8	3	2	0	0	0	0	0	0	0	0	0	26
18 -> 23	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [12:00-13:00]																
0 -> 17	0	2	7	8	7	0	0	0	0	0	0	0	0	0	0	24
18 -> 23	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [13:00-14:00]																
0 -> 17	0	2	6	10	5	0	1	0	0	0	0	0	0	0	0	24
18 -> 23	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [14:00-15:00]																
0 -> 17	0	4	11	14	6	1	0	0	0	0	0	0	0	0	0	36
18 -> 23	0	0	1	4	2	1	0	1	0	0	0	0	0	0	0	9
24 -> 27	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Sun,Aug/13/2017 [15:00-16:00]																
0 -> 17	0	2	2	6	3	2	0	0	0	0	0	0	0	0	0	15
18 -> 23	0	0	1	3	2	2	0	1	0	0	0	0	0	0	0	9
24 -> 27	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [16:00-17:00]																
0 -> 17	0	1	4	11	2	0	0	0	0	0	0	0	0	0	0	18
18 -> 23	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [17:00-18:00]																
0 -> 17	0	0	6	6	1	1	0	0	0	0	0	0	0	0	0	14
18 -> 23	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [18:00-19:00]																
0 -> 17	0	1	2	8	2	1	0	0	0	0	0	0	0	0	0	14
18 -> 23	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [19:00-20:00]																
0 -> 17	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	7
18 -> 23	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Sun,Aug/13/2017 [20:00-21:00]																
0 -> 17	0	0	4	6	1	0	0	0	0	0	0	0	0	0	0	11
18 -> 23	0	1	1	3	0	1	0	0	0	0	0	0	0	0	0	6
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [21:00-22:00]																
0 -> 17	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
18 -> 23	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [22:00-23:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun,Aug/13/2017 [23:00-00:00]																
0 -> 17	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [00:00-01:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Mon,Aug/14/2017 [01:00-02:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [02:00-03:00]																
0 -> 17	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [03:00-04:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [04:00-05:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [05:00-06:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Mon,Aug/14/2017 [06:00-07:00]																
0 -> 17	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [07:00-08:00]																
0 -> 17	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [08:00-09:00]																
0 -> 17	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5
18 -> 23	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [09:00-10:00]																
0 -> 17	0	1	3	3	0	1	0	0	0	0	0	0	0	0	0	8
18 -> 23	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [10:00-11:00]																
0 -> 17	0	0	6	2	4	0	0	0	0	0	0	0	0	0	0	12
18 -> 23	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Mon,Aug/14/2017 [11:00-12:00]																
0 -> 17	0	0	5	9	4	1	0	0	0	0	0	0	0	0	0	19
18 -> 23	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	6
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [12:00-13:00]																
0 -> 17	0	2	7	7	11	0	0	0	0	0	0	0	0	0	0	27
18 -> 23	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	6
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [13:00-14:00]																
0 -> 17	0	2	3	11	4	0	0	0	0	0	0	0	0	0	0	20
18 -> 23	0	0	1	5	3	2	0	0	1	0	0	0	0	0	0	12
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [14:00-15:00]																
0 -> 17	0	4	5	12	5	0	0	0	0	0	0	0	0	0	0	26
18 -> 23	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0	7
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [15:00-16:00]																
0 -> 17	0	2	6	12	5	4	0	0	0	0	0	0	0	0	0	29
18 -> 23	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Mon,Aug/14/2017 [16:00-17:00]																
0 -> 17	0	1	3	10	1	3	0	0	0	0	0	0	0	0	1	19
18 -> 23	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [17:00-18:00]																
0 -> 17	0	0	4	3	5	0	1	0	0	0	0	0	0	0	0	13
18 -> 23	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [18:00-19:00]																
0 -> 17	0	0	1	9	2	0	1	0	0	0	0	0	0	0	0	13
18 -> 23	0	0	1	1	2	0	1	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [19:00-20:00]																
0 -> 17	0	1	6	6	1	2	0	0	0	0	0	0	0	0	0	16
18 -> 23	0	0	1	3	2	2	0	0	0	0	0	0	0	0	0	8
24 -> 27	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [20:00-21:00]																
0 -> 17	0	1	3	4	1	0	0	0	0	0	0	0	0	0	0	9
18 -> 23	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Mon,Aug/14/2017 [21:00-22:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [22:00-23:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon,Aug/14/2017 [23:00-00:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [00:00-01:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [01:00-02:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue,Aug/15/2017 [02:00-03:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [03:00-04:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [04:00-05:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [05:00-06:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [06:00-07:00]																
0 -> 17	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue,Aug/15/2017 [07:00-08:00]																
0 -> 17	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	4
18 -> 23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [08:00-09:00]																
0 -> 17	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	5
18 -> 23	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [09:00-10:00]																
0 -> 17	0	3	2	7	3	1	0	0	0	0	0	0	0	0	0	16
18 -> 23	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
24 -> 27	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [10:00-11:00]																
0 -> 17	0	1	4	4	3	1	0	0	0	0	0	0	0	0	0	13
18 -> 23	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	6
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [11:00-12:00]																
0 -> 17	0	2	7	7	1	0	0	0	0	0	0	0	0	0	0	17
18 -> 23	0	0	1	2	9	1	0	0	0	0	0	0	0	0	0	13
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue,Aug/15/2017 [12:00-13:00]																
0 -> 17	0	1	7	5	9	0	2	0	0	0	0	0	0	0	0	24
18 -> 23	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [13:00-14:00]																
0 -> 17	0	2	3	9	6	1	1	0	0	0	0	0	0	0	0	22
18 -> 23	0	0	2	2	5	1	0	0	0	0	0	0	0	0	0	10
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [14:00-15:00]																
0 -> 17	0	2	3	10	5	3	0	0	0	0	0	0	0	0	0	23
18 -> 23	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [15:00-16:00]																
0 -> 17	0	1	11	8	2	1	0	0	0	0	0	0	0	0	0	23
18 -> 23	0	0	3	0	2	2	0	0	0	0	0	0	0	0	0	7
24 -> 27	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [16:00-17:00]																
0 -> 17	0	1	7	8	3	0	0	0	1	0	0	0	0	0	0	20
18 -> 23	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	6
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue,Aug/15/2017 [17:00-18:00]																
0 -> 17	0	0	2	9	2	1	0	0	0	0	0	0	0	0	0	14
18 -> 23	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [18:00-19:00]																
0 -> 17	0	0	5	1	3	2	1	0	0	0	0	0	0	0	0	12
18 -> 23	0	1	2	1	0	0	1	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
28 -> 31	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [19:00-20:00]																
0 -> 17	0	1	3	0	2	1	0	0	0	0	0	0	0	0	0	7
18 -> 23	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [20:00-21:00]																
0 -> 17	0	0	5	3	3	1	0	0	0	0	0	1	0	0	0	13
18 -> 23	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [21:00-22:00]																
0 -> 17	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue,Aug/15/2017 [22:00-23:00]																
0 -> 17	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18 -> 23	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,Aug/15/2017 [23:00-00:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/16/2017 [00:00-01:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/16/2017 [01:00-02:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/16/2017 [02:00-03:00]																
0 -> 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
Street: Oceanview Dr MP 0.27
State: OR
City: Yachats
County: Lincoln

Begin: Aug/09/2017 11:00:00 AM
Lane: Northbound
Operator: MB
Speed Limit: 25
AADT Factor: 1

End: Aug/16/2017 11:00:00 AM
Hours: 168.00
Period: 60
Raw Count: 2293
AADT Count: 328

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed,Aug/16/2017 [03:00-04:00]																
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18 -> 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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24 -> 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 -> 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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32 -> 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID: 126392
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38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed,Aug/16/2017 [10:00-11:00]																
0 -> 17	0	1	3	2	3	1	0	0	0	0	0	0	0	0	0	10
18 -> 23	0	0	1	1	2	1	1	0	0	0	0	0	0	0	0	6
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38 -> 43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44 -> 61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CITY OF YACHATS

OCEAN VIEW TRAIL – PRELIMINARY DESIGN REPORT

NOVEMBER 2011

The Dyer Partnership
Engineers & Planners, Inc.

1330 Teakwood Avenue
Coos Bay, Oregon 97420
(541) 269-0732 ■ Fax (541) 269-2044
www.dyerpart.com Project No. 141.14

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1.	Introduction	1
2.	Development of Alternates	1
3.	Design Considerations	1-3
4.	Recommended Improvements	4-6
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FIGURES

Figure 1 Ocean View Trail – Overall Layout

TABLES

Engineers Cost Estimate

A. Introduction

This letter report provides a summarization of the preliminary design study for improving the existing Ocean View Trail that begins at Highway 101, continues thru the Yachats State Park and ties into the existing trail at W. 7th Street. In addition, two beach accesses (one located at 7th Street and a second one located adjacent to the City's Main Wastewater Pump Station near Marine Drive) need to be improved to enhance pedestrian access at each location. The overall project is being developed thru an agreement between the City of Yachats and Lincoln County and the overall improvements required are to be based on that agreement. Oversight and direction were provided by members of the 804 Trail Committee during the preliminary design process. We would like to thank the following members of the 804 Trail Committee:

Ron Brean, Mayor City of Yachats
John McClintock, PW Dir. City of Yachats
Joanne Kittel
Donald Niskanen
Larry Lewis, City Planner
Dennis Comfort – Yachats State Park
Lauralee Svensgaard
Sandy Dunn
Dave Rieseck
John Bowie

Figure No. 1 shows the overall limits of the trail improvements and the two beach accesses. The study also included a preliminary route survey to determine existing rights-of-ways, roads, utilities and site constraints such as bluffs, drainages and other significant features that would affect the overall design.

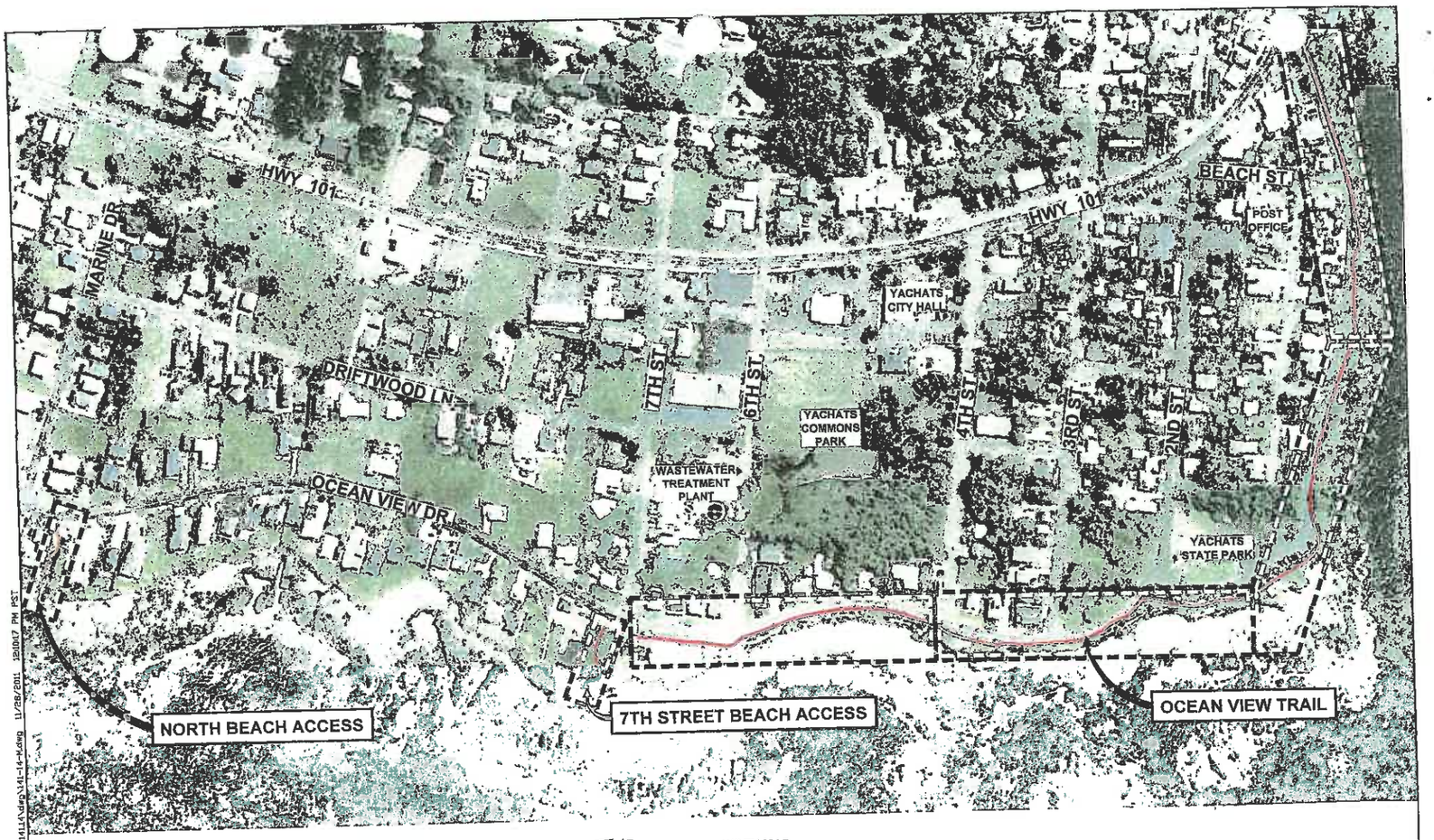
B. Development of Alternates

As part of the preliminary design study, development of alternative methods of improving the trail and beach accesses were evaluated. Since the trail is adjacent to and at times shares the existing roadway, options were reviewed with the Trail Committee to determine the most viable method for addressing this issue in conjunction with right-of-way restrictions, erosion potential along the top of the existing bluff and existing topography restraints. Preliminary plans were developed for three alternatives which included:

- Converting Ocean View Drive into a one-way couplet with a separation barrier.
- Converting Ocean View Drive into a one-way couplet with elevated walkway at the south end.
- Maintaining Ocean View Drive as a two-way road and providing pullouts are various locations where there was insufficient area to provide two travel lanes.

C. Design Considerations

In conjunction with each of the three alternates, there are a number of design parameters that need to be considered in the overall design. Each of these specific items was reviewed with the Trail Committee during design review meetings to help refine the overall project. The following provides a brief summarization of the items discussed and resolution of each option that was determined during meetings with the trail committee:



INDEX MAP

SCALE: 1" = 200'±

THE DYER PARTNERSHIP ENGINEERS & PLANNERS DATE: NOV, 2011 PROJECT NO.: 141.14	CITY OF YACHATS OCEAN VIEW TRAIL - OVERALL LAYOUT	FIGURE NO. 1

\\Dyer\projects\Active\141.14\dwg\141-14.dwg 11/28/2011 12:00:27 PM PST

Trail Surfacing Material. Several types of surfacing materials are available. Options for the at-grade trail include compacted granular fill; ac pavement; concrete and pavers. *Preferred options are either compacted granular fill or ac pavement.* Options for the elevated trail include concrete, wood and simulated wood. *Preferred option is simulated wood.*

Separation between Trail and Roadway. Since the trail will be adjacent to the existing roadway, a separation barrier will be needed to protect the pedestrians using the trail from vehicular traffic. Options for the barrier include placement of a concrete curb; guardrail or concrete barrier. *Preferred option is concrete curb.*

Cultural Issues. The project location will be affected by existing cultural areas and the need to protect these areas from the construction impacts of the proposed trail and roadway improvements. Final design will need to include an archaeological investigation and report that further outlines sensitive areas and what methods may be acceptable to complete the intended improvements.

Elevated Walkway Options. Two options were considered for the elevated walkway at the south portion of the project between Beach Avenue and Highway 101. The first option proposed using hilfiker type retaining walls. The second option utilized a piling support system with structural beams and walkway. *Due to potential impacts of the hilfiker wall to existing slopes, vegetation and cultural areas, the piling system is more feasible. The finished walkway would utilize a simulated wood surface so that it would be consistent with the existing overview located in the Yachats State Park.*

Parking. Due to existing topographical constraints along the project area, very limited parking exists except for the primary parking area that exists in the Yachats State Park. The design provided locations for some limited parking areas along the overall trail area for consideration by the Trail Committee. *The trail committee preferred to consolidate the parking at the Yachats State Park area since this has established parking areas. By doing so, this helps minimize the overall width needed in areas where space is already being constrained by existing bluffs and rights-of-ways.*

Drainage. With the construction of a curb barrier to enhance pedestrian safety along the trail, this will require drainage improvements to address lower lying areas that need to be accommodated to prevent localized ponding behind the new curbs. Design of the overall drainage improvements needs to minimize impacts to cultural areas as well as minimizing erosion potential along the bluff.

Beach Accesses. Construction of a sloped path down to the beach front or construction of a concrete stairway are options to consider at the two beach access locations. Topography constraints will likely dictate which option is more feasible. *The use of concrete stairs at both beach accesses is the preferred method since this lessens the impact on the existing bluffs versus a paved path which would need to be switch backed. The paved trail to the end of the stairs will provide suitable access to the top of each bluff.*

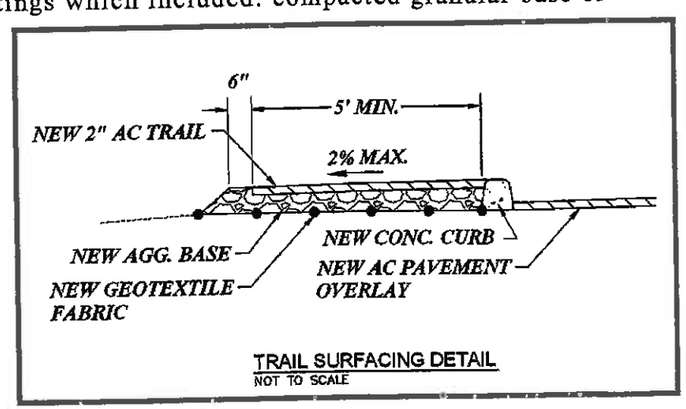
D. Recommended Improvements

Based on the design review meetings with the Trail Committee, the three different alternates were refined to one overall improvement project for review at a public meeting which was held on November 15, 2011. The selected project includes the following features:

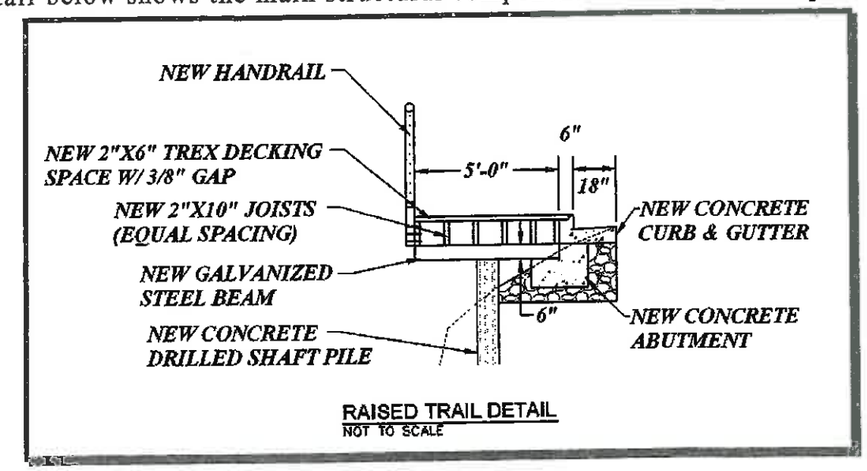
- Maintaining Ocean View Drive as a two-way road and providing pullouts at various locations where there is insufficient area to provide two travel lanes. This will include widening Ocean View Drive on the east side between 4th Street and 6th Street to allow sufficient room for placing the trail adjacent to the roadway.

- Safety Railing Systems. Hand railing along the trail would be required at various locations to enhance pedestrian safety from adjacent bluffs. While the project will try to minimize these railing systems to maintain the overall viewing of the ocean front area, these are still a necessity of this project. The recommended railing system will consist of stainless steel rails and cables that would be consistent with the proposed replacement railing that the State Parks will use located within the overall project area. One item to note is that while the curb is acting somewhat as a barrier between the travel lane and trail, this does not provide the same type of vehicular protection as a guardrail would provide in preventing vehicular traffic from going over the ocean bluff. The final design will need to take into consideration the average daily traffic counts that use this portion of Ocean View Drive. Traffic calming features such as raised crossings; neckdowns in the travel way and speed control may also be needed to address this safety concern. There may be some limited areas of guard rail that will still be required and this determination will be made during final design.

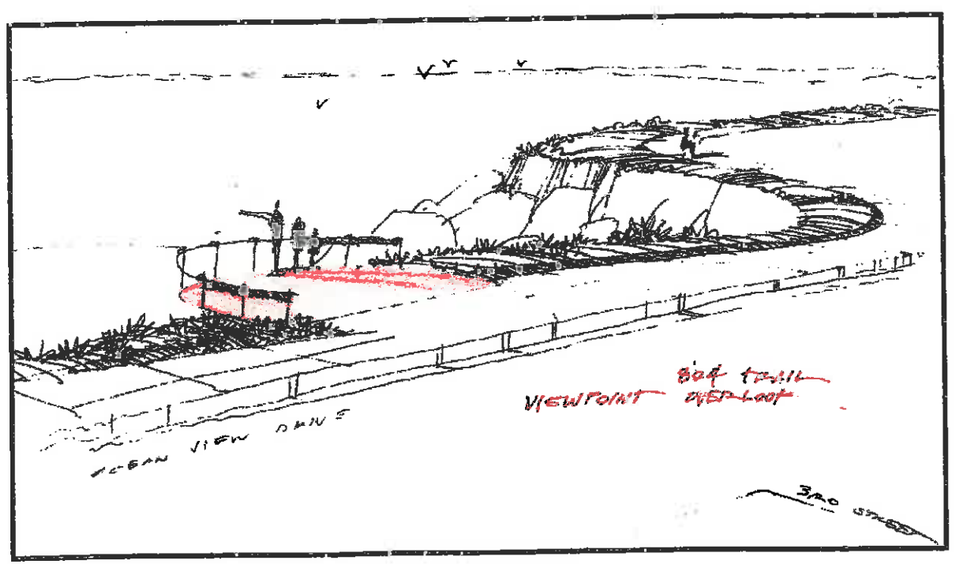
- The at-grade trail construction will utilize a separation curb, aggregate base and ac pavement surface. This item was one of the main focal points during the review meetings. The final surfacing choices were narrowed to two (2) types during the design review meetings which included: compacted granular base or aggregate base / ac pavement. Final determination of the surfacing material was made during the public meeting where broad support for the ac pavement surface was reached. This was primarily due to this type of surface being less prone to erosion and also providing a more uniform surface for wheelchairs and strollers.



- Utilize elevated walkway with piling construction, simulated wood decking. The detail below shows the main structural components that would be required.



- Construction of View Points at three locations. The proposed project includes three additional view points that enhance the trail setting and provide sufficient space for viewing outside of the trail. The <u>first view point</u> is to be placed on the elevated walkway across from Beach Avenue. This will require the structural section to be enhanced to accommodate the longer overhang. The <u>second view point</u> would be located at 3rd Street and would be an at-grade type construction which would utilize similar construction as the trail. The <u>third view point</u> would be located at 5th Street and will likely entail an elevated platform with piling supports due to the locale of the ocean bluff in relation to the trail. The following schematic provides an overview of what the setting would appear like.



- With the construction of the new curbed trail, the existing paved roadway will be impacted. In addition, some segments of the existing road exhibit signs of deterioration. To help counter these issues, a new ac pavement overlay will be completed after the new trail improvements and road widening have been completed. This will include new centerline striping.

- Both beach accesses will include improvements to the existing trails with similar surfacing as the overall Ocean View trail project. Concrete stairways will be constructed at both locations with a tee-head type shape being utilized to help counter the nearby wave action that can impact the stairs. Structural h-piles are anticipated to provide adequate bracing for each of these stairways.

- The beach access located at the City's Main Wastewater Pump Station also has an open ditch that is proposed to be piped and filled in to address the locale of this ditch with respect to the trail. Review of the City's Stormwater Master Plan Addendum dated October 2008 recommends a 36-inch diameter pipe for this drainage system. The attached costs reflect utilizing this size of a pipe and also include a tide gate at the outlet end with a protective outlet structure.

E. Costs / Prioritization

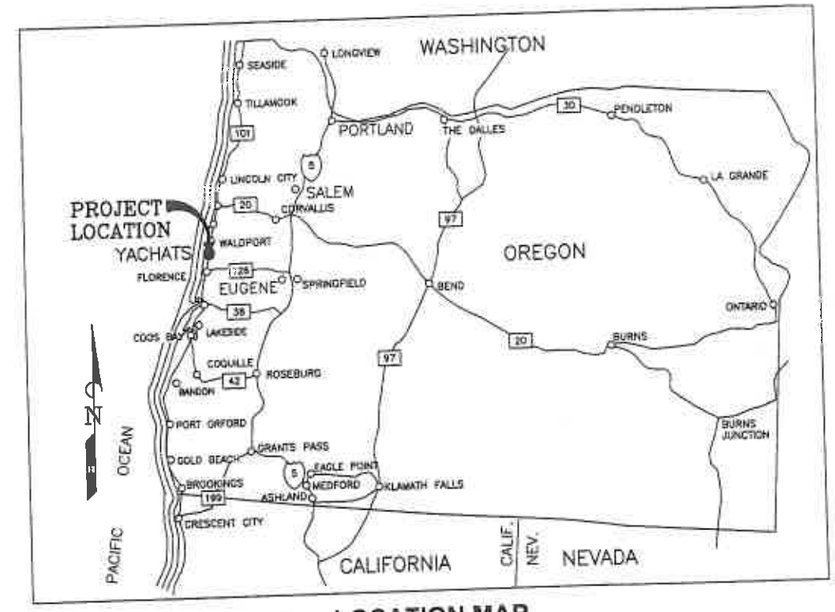
The overall project is comprised of several key components and is outlined on the following sheet. Depending on available funding, this may require the City to prioritize specific components to stay within the available funding. Due to the uncertain bidding climate that currently exists, **Alternate Projects** could be included in the final bidding package. By doing so, this would allow the City to take advantage of the favorable bidding climate that currently exists as well as having a design-ready package if additional funding becomes available. Preliminary design drawings follow this section. The following provides the estimated cost for each main component as well as the total overall cost.

• Paved Trail	**Total Estimated Cost - $1,296,600**
• Street Overlay and Widening	**Total Estimated Cost - $339,200**
• Paved Beach Access	**Total Estimated Cost - $295,800**
TOTAL PROJECT COST	**$1,931,600**

CITY OF YACHATS
OCEAN VIEW TRAIL Street Paving plus Paved Trail plus paved Beach Accesses
Engineers Cost Estimate
Project No. 141.14

			Paved Trail			Street Paving			Paved Beach Access			
No.	Item	Unit	Quantity	Unit Price	Total Price	Quantity	Unit Price	Total Price	Quantity	Unit Price	Total Price	Total Price
1	Construction Facilities and Temp. Controls	LS	1	$115,100	$115,100	1	$32,500	$32,500	1	$26,300	$26,300	$ 173,900
2	Demolition & Site Preparation	LS	1	$21,500	$21,500	1	$21,500	$21,500	1	$10,000	$10,000	$ 53,000
3	Removal & Re-setting of Property Corners	LS	1	$1,000	$1,000	1	$3,500	$3,500	1	$500	$500	$ 5,000
4	Foundation Stabilization	CY	0	$40	$0	100	$40	$4,000	50	$40	$2,000	$ 6,000
5	Import Structural Fill	CY	0	$0	$0	0	$0	$0	500	$25	$12,500	$ 12,500
6	Aggregate Base	Ton	400	$50	$20,000	300	$40	$12,000	50	$50	$2,500	$ 34,500
8	Subgrade Geotextile Fabric	SY	1500	$2	$3,000	400	$2	$800	200	$2	$400	$ 4,200
10	AC Pavement	Ton	200	$160	$32,000	1,000	$120	$120,000	30	$160	$4,800	$ 156,800
15	Painted Striping	LF	0	$0	$0	4,700	$3	$14,100	0	$0	$0	$ 14,100
16	Stop Bars / Crosswalks	LF	0	$0	$0	80	$20	$1,600	0	$0	$0	$ 1,600
17	Structural Piles (for Beach Access Stairs)	EA	0	$0	$0	0	$0	$0	8	$3,000	$24,000	$ 24,000
18	Drilled Shaft Piers	EA	23	$12,500	$287,500	0	$0	$0	0	$0	$0	$ 287,500
19	Galvanized Steel Beam Pile Caps	EA	23	$3,500	$80,500	0	$0	$0	0	$0	$0	$ 80,500
20	Wood Elevated Walkway (includes stringers/joints)	SF	2375	$32	$76,000	0	$0	$0	0	$0	$0	$ 76,000
21	Pedestrian Railing	LF	1420	$80	$113,600	0	$0	$0	80	$80	$6,400	$ 120,000
24	Concrete Stairs (Beach Access - 2 locations)	LS	0	$0	$0	0	$0	$0	1	$60,000	$60,000	$ 60,000
25	Concrete Curb & Gutter (Structural)	LF	400	$50	$20,000	0	$0	$0	0	$0	$0	$ 20,000
26	Concrete Curb - Separation	LF	1750	$10	$17,500	0	$0	$0	0	$0	$0	$ 17,500
27	Concrete Curb - Edge	LF	900	$15	$13,500	0	$0	$0	120	$15	$1,800	$ 15,300
28	Concrete Sidewalk ADA Ramp	SF	120	$25	$3,000	0	$0	$0	0	$0	$0	$ 3,000
29	Catch Basin	EA	4	$2,000	$8,000	3	$2,000	$6,000	1	$2,000	$2,000	$ 16,000
30	Storrm Drain Manhole - 60"	EA	0	$0	$0	0	$0	$0	1	$6,000	$6,000	$ 6,000
31	Area Drain	EA	6	$1,500	$9,000	0	$0	$0	0	$0	$0	$ 9,000
32	4" Storm Drain	LF	500	$20	$10,000	0	$0	$0	0	$0	$0	$ 10,000
33	12" Storm Drain	LF	200	$0	$0	200	$50	$10,000	0	$0	$0	$ 10,000
34	36" Storm Drain	LF	0	$50	$0	0	$0	$0	110	$100	$11,000	$ 11,000
35	Storm Drain Outlet Protection	LS	1	$8,000	$8,000	0	$0	$0	1	$12,000	$12,000	$ 20,000
36	36" Tide Gate	LS	0	$0	$0	0	$0	$0	1	$10,000	$10,000	$ 10,000
37	Signs	SF	100	$30	$3,000	80	$30	$2,400	30	$30	$900	$ 6,300
37	Temporary Protection and Direction of Traffic	LS	1	$20,000	$20,000	1	$16,000	$16,000	0	$0	$0	$ 36,000
38	Landscaping	LS	1	$20,000	$20,000	1	$5,000	$5,000	1	$10,000	$10,000	$ 35,000
	Totals				**$ 882,200**			**$ 249,400**			**$ 203,100**	**$ 1,334,700**
	ENGINEERING (Final Design, Bidding and Construction Period Services)				$ 158,800			$ 44,000			$ 36,600	**$ 239,400**
	GEOTECHNICAL ENGINEERING				$ 25,000			$ -			$ 5,000	**$ 30,000**
	ARCHAEOLOGY				$ 75,000			$ 9,000			$ 16,000	**$ 100,000**
	PERMITTING				$ 25,000			$ -			$ 5,000	**$ 30,000**
	CONTINGENCY				$ 104,100			$ 29,300			$ 24,000	**$ 157,400**
	ADMINISTRATION				$ 26,500			$ 7,500			$ 6,100	**$ 40,100**
	TOTAL PROJECT COST				**$ 1,296,600**			**$ 339,200**			**$ 295,800**	**$ 1,931,600**

OCEAN VIEW TRAIL
PRELIMINARY REVIEW SET



LOCATION MAP

0 20 40 60
SCALE IN MILES

CITY OF YACHATS
LINCOLN COUNTY, OREGON

PROJECT NO. 141.14

NOV., 2011

ENGINEER:

THE DYER PARTNERSHIP
ENGINEERS AND PLANNERS, INC.
COOS BAY, OREGON

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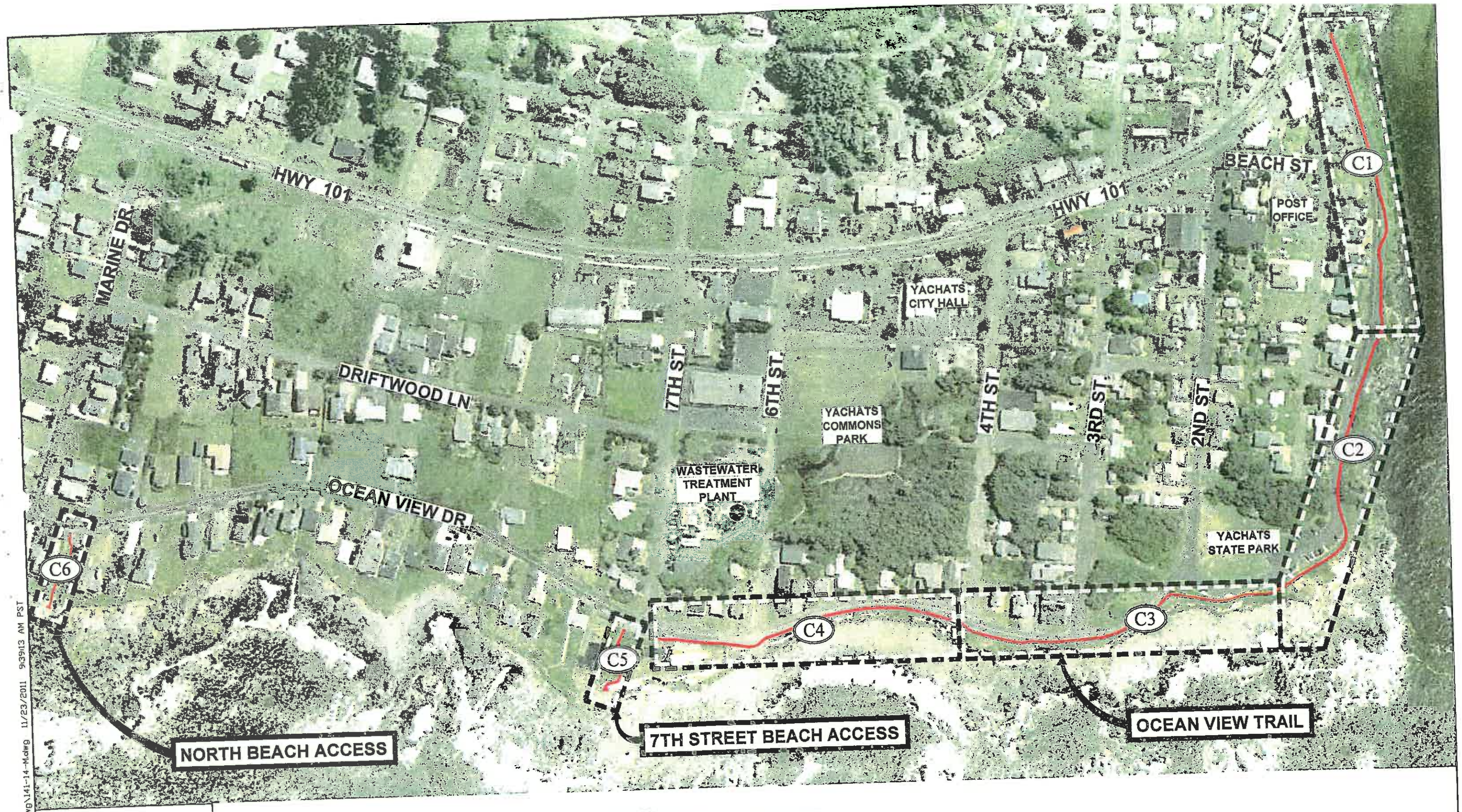

INDEX MAP

SCALE: 1" = 200'±

SUBMITTED BY: _____ DATE: _____

APPROVED BY: _____ DATE: _____

REVISIONS				
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DESIGNED:
DRAWN:
CHECKED:
APPROVED:

THE DYER PARTNERSHIP
ENGINEERS & PLANNERS, INC.
1330 TEAKWOOD AVENUE
COOS BAY, OREGON 97420
TELEPHONE: (541) 269-0732
www.dyerpart.com

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OCEAN VIEW TRAIL PRELIMINARY REVIEW SET
CITY OF YACHATS

INDEX MAP

PROJECT NO.	DRAWING NO.
141.14	G1
DATE	SHEET NO.
NOV., 2011	1 OF 7

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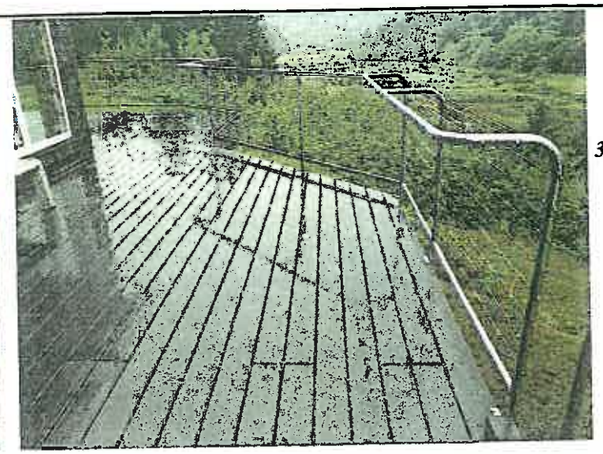

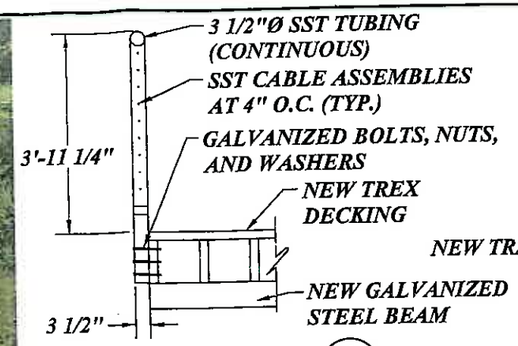

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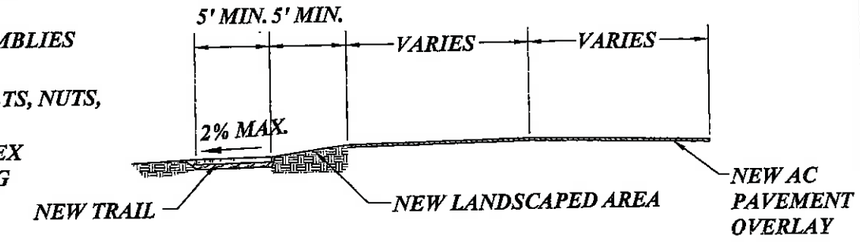

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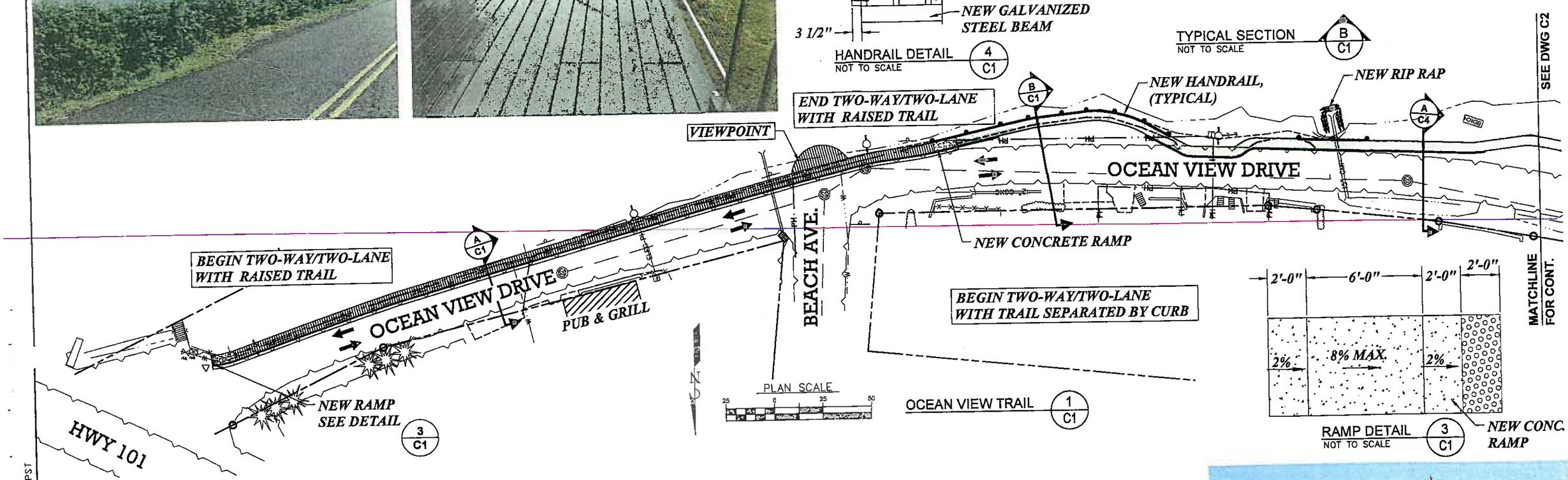

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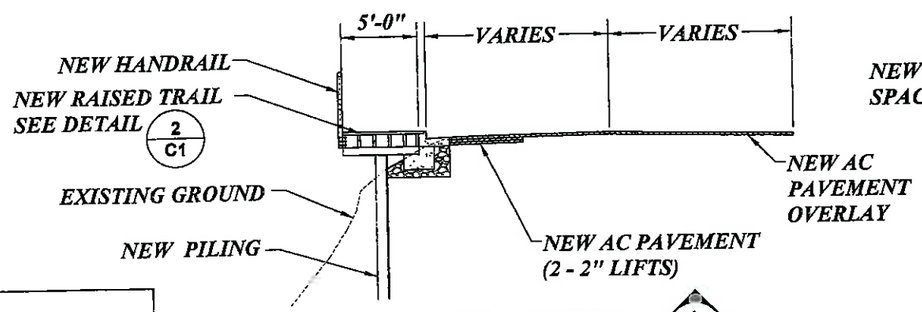

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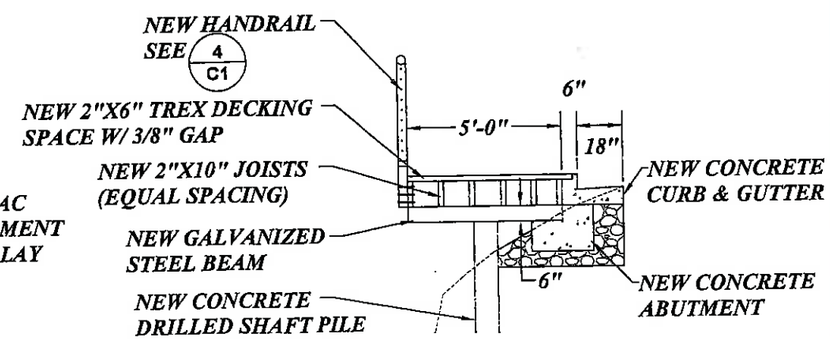

RAISED TRAIL DETAIL 2/C1
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OCEAN VIEW TRAIL PRELIMINARY REVIEW SET
CITY OF YACHATS

OCEAN VIEW TRAIL
TWO-WAY/TWO-LANE TRAFFIC

PROJECT NO.	DRAWING NO.
141.14	C1
DATE	SHEET NO.
NOV., 2011	2 OF 7

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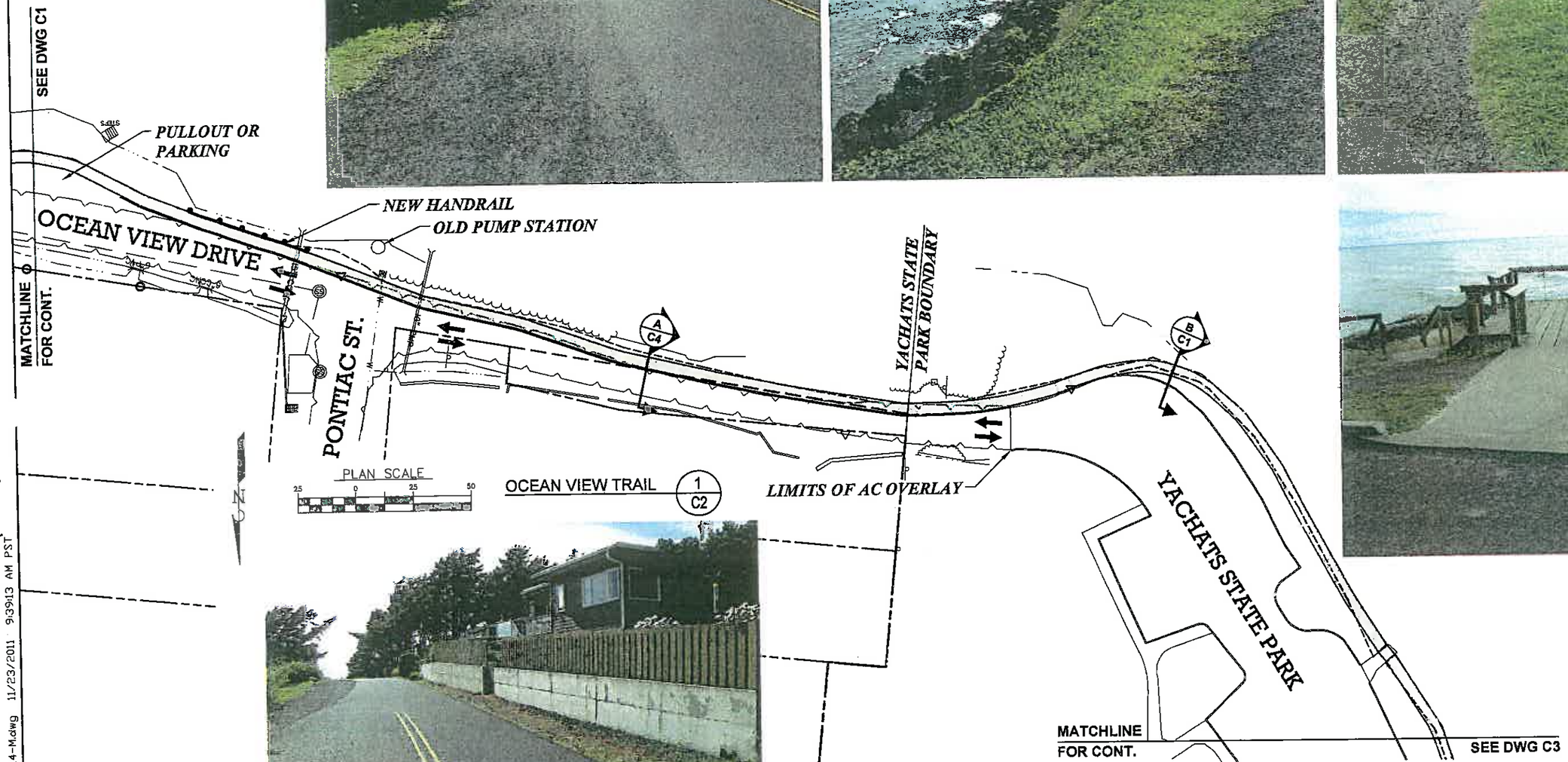

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OCEAN VIEW TRAIL PRELIMINARY REVIEW SET
CITY OF YACHATS

OCEAN VIEW TRAIL
TWO-WAY/TWO-LANE TRAFFIC

PROJECT NO.	DRAWING NO.
141.14	C2
DATE	SHEET NO.
NOV., 2011	3 OF 7

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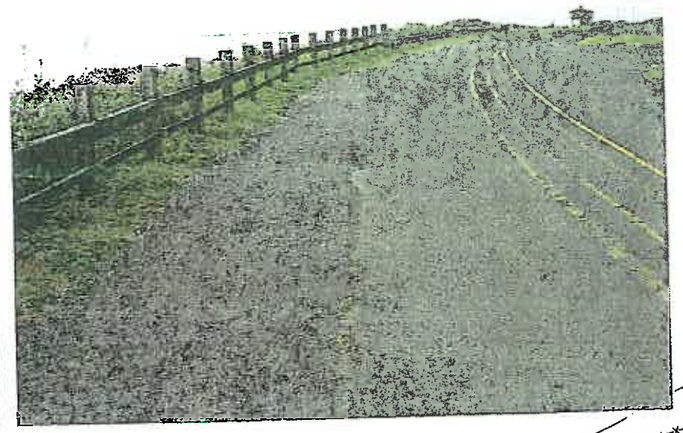

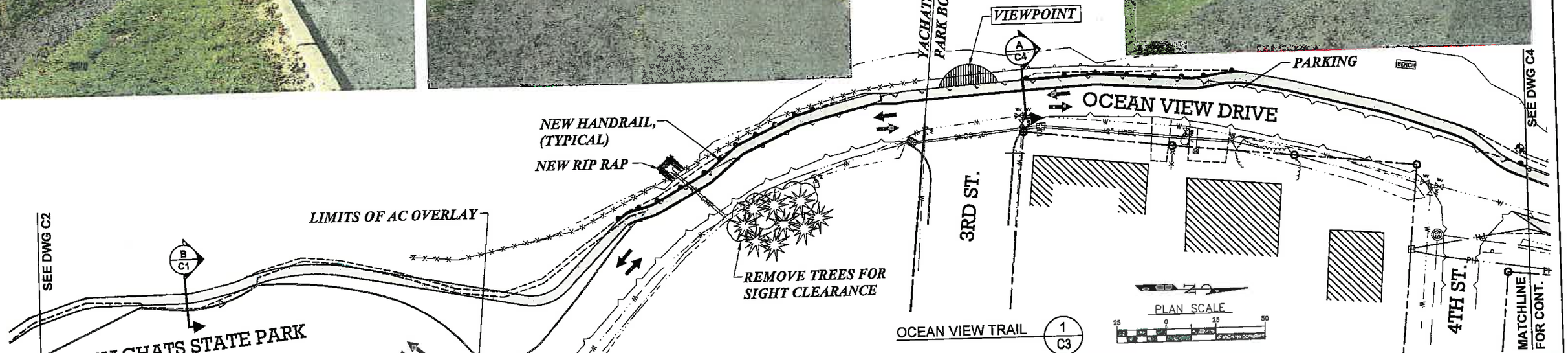

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OCEAN VIEW TRAIL PRELIMINARY REVIEW SET
CITY OF YACHATS

OCEAN VIEW TRAIL
TWO-WAY/TWO-LANE TRAFFIC

PROJECT NO.	DRAWING NO.
141.14	C3
DATE	SHEET NO.
NOV., 2011	4 OF 7

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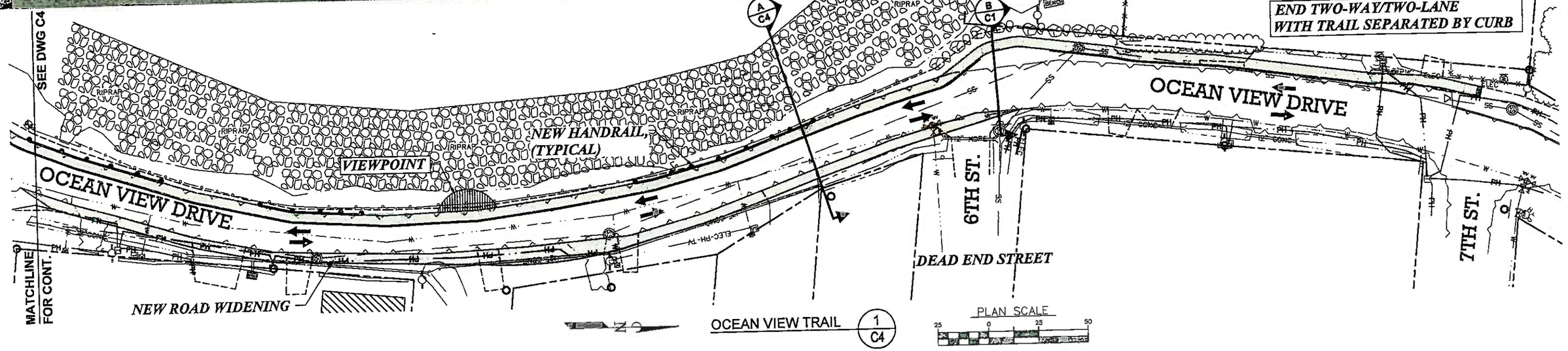

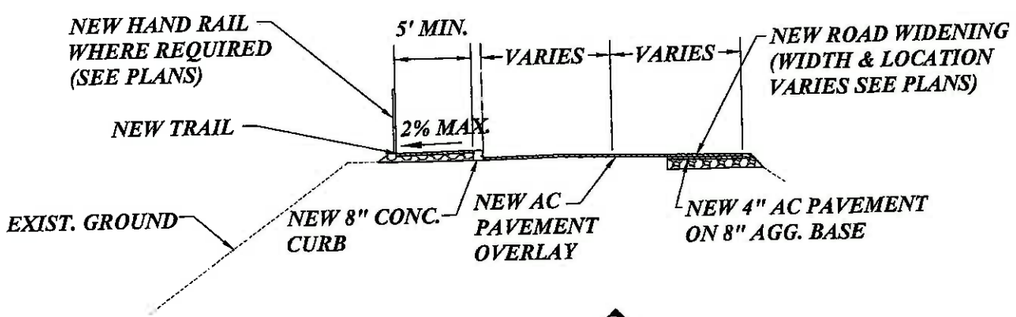

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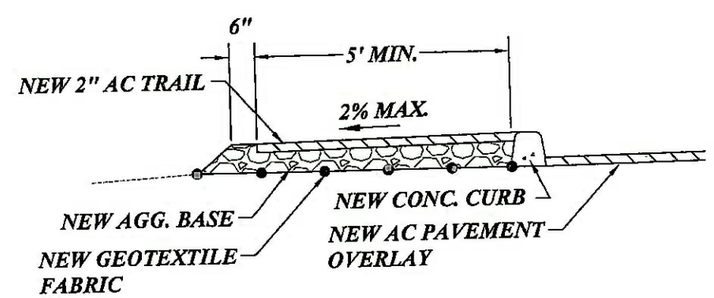

TRAIL SURFACE DETAIL 2 C4
NOT TO SCALE

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OCEAN VIEW TRAIL PRELIMINARY REVIEW SET
CITY OF YACHATS

OCEAN VIEW TRAIL
TWO-LANE/TWO-WAY TRAFFIC

PROJECT NO.	DRAWING NO.
141.14	C4
DATE	SHEET NO.
NOV., 2011	5 OF 7

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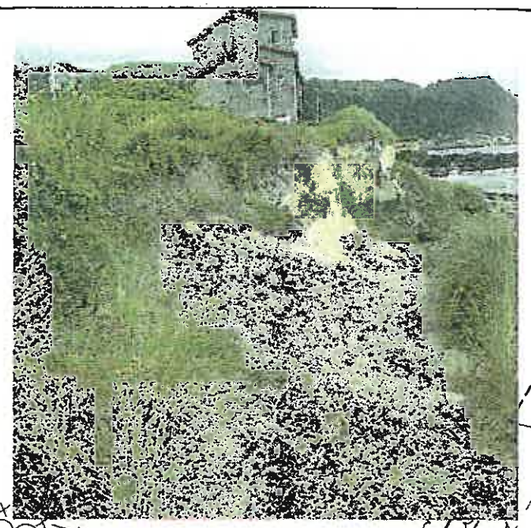

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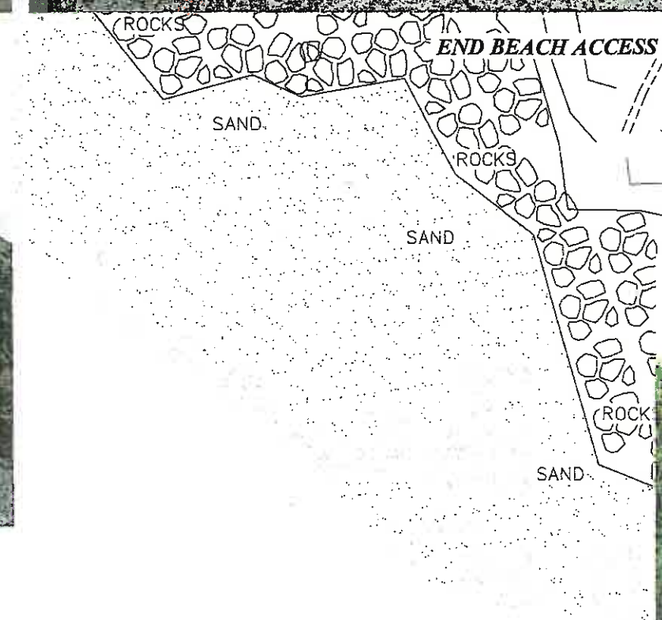

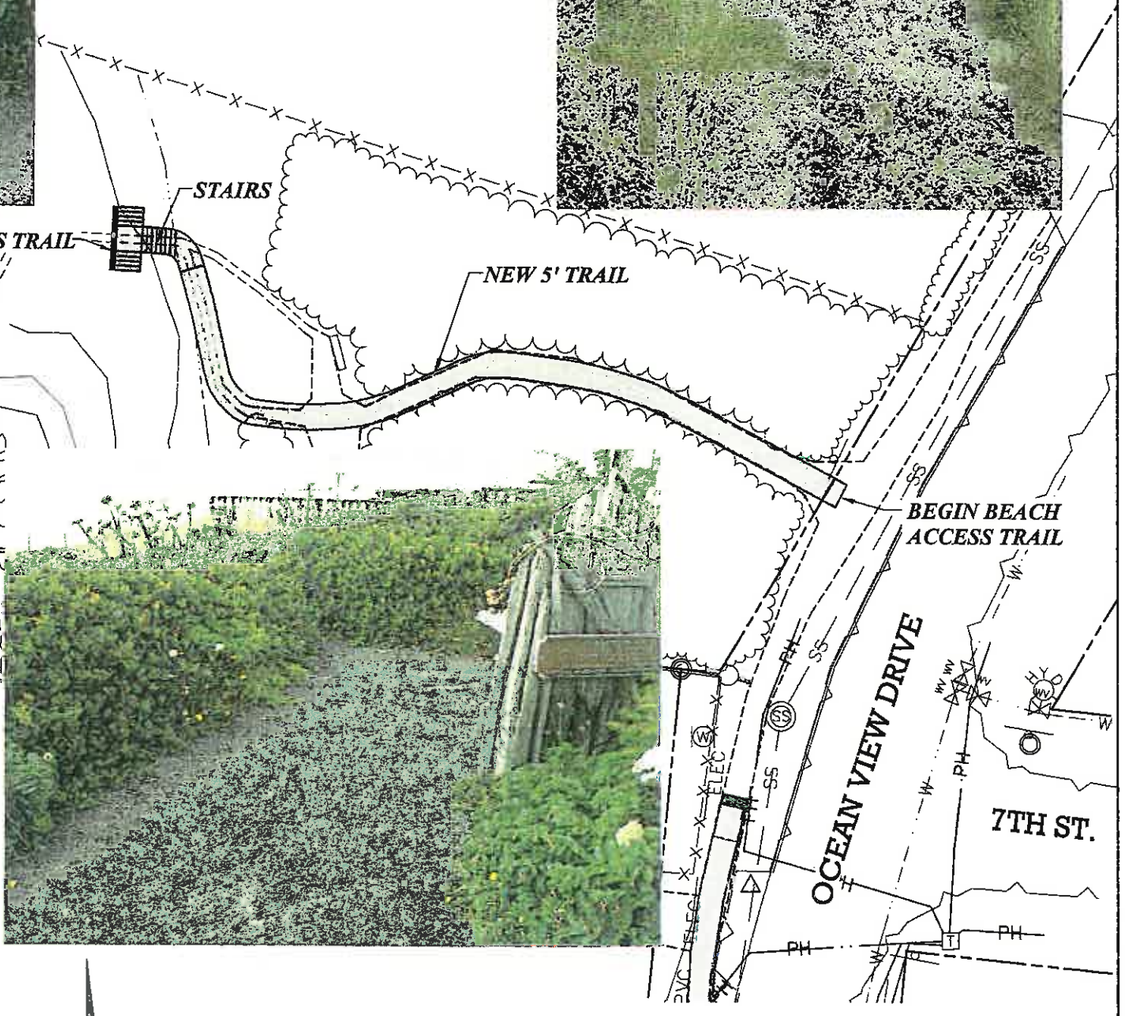

7TH STREET BEACH ACCESS 1 / C5

PLAN SCALE 15 0 15 30

SUBMITTED BY: _____ DATE: _____ APPROVED BY: _____ DATE: _____	REVISIONS: REVISED / DESCRIPTION / SUBMIT. / APPR'D. / DATE	DESIGNED: DRAWN: CHECKED: APPROVED:	THE DYER PARTNERSHIP ENGINEERS & PLANNERS, INC. 1330 TEAKWOOD AVENUE COOS BAY, OREGON 97420 TELEPHONE: (541) 269-0732 www.dyerpart.com LINE IS 1 INCH AT FULL SCALE IF NOT 1-INCH - SCALE ACCORDINGLY	OCEAN VIEW TRAIL PRELIMINARY REVIEW SET CITY OF YACHATS	PROJECT NO. 141.14	DRAWING NO. C5
				7TH STREET BEACH ACCESS	DATE NOV., 2011	SHEET NO. 6 OF 7

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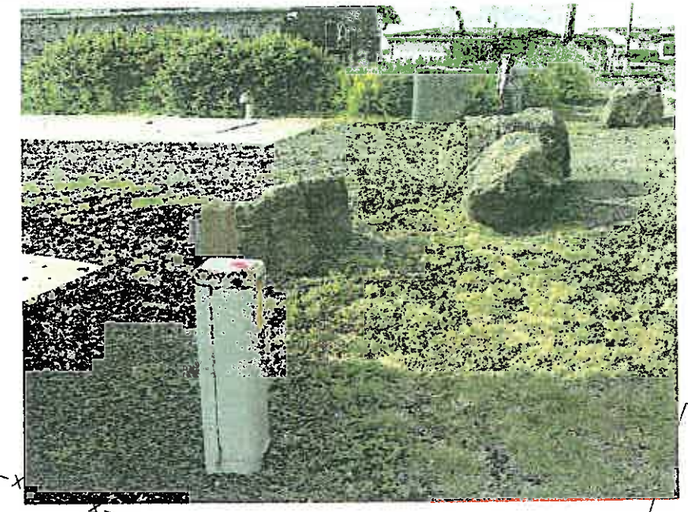

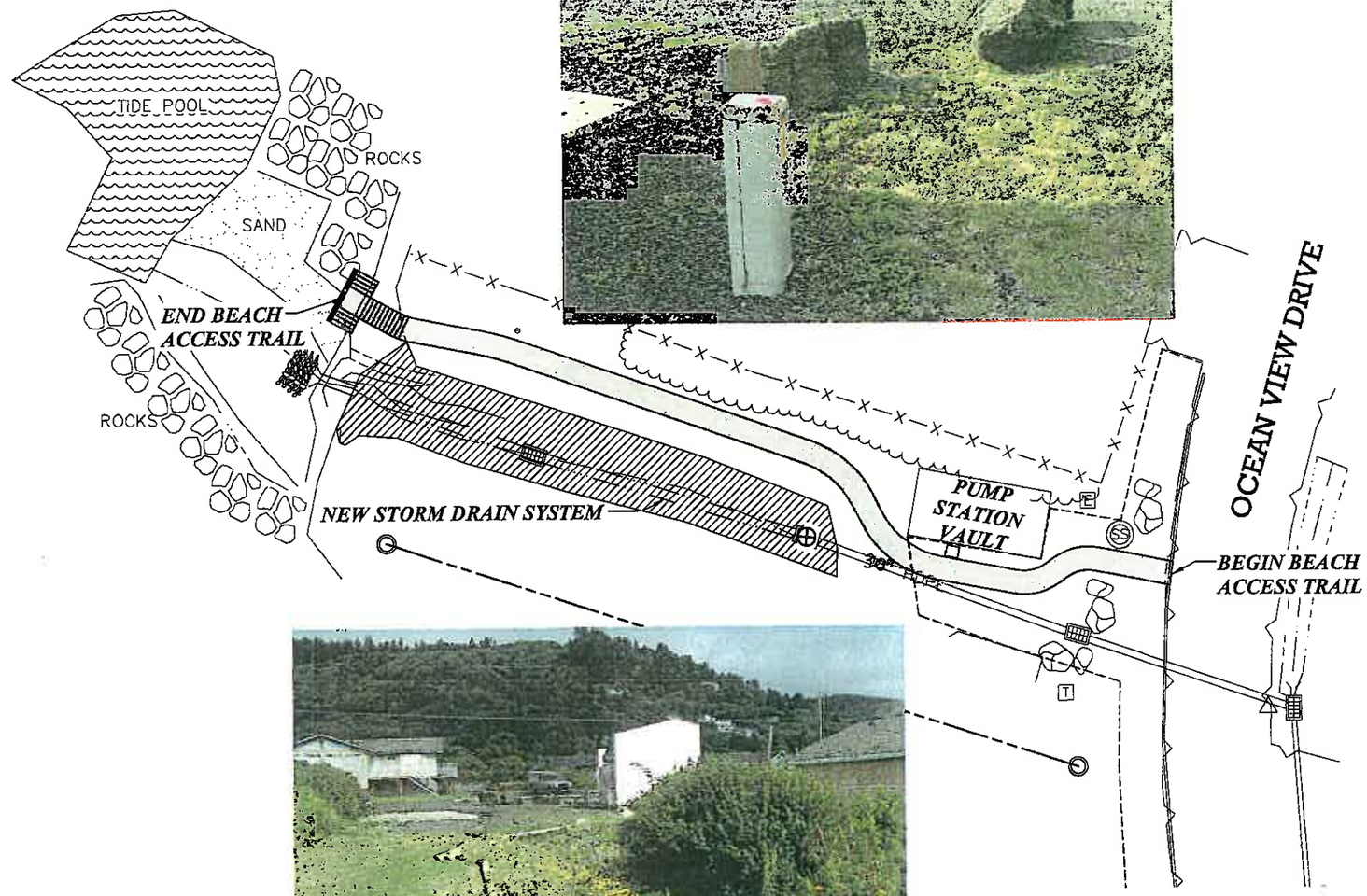

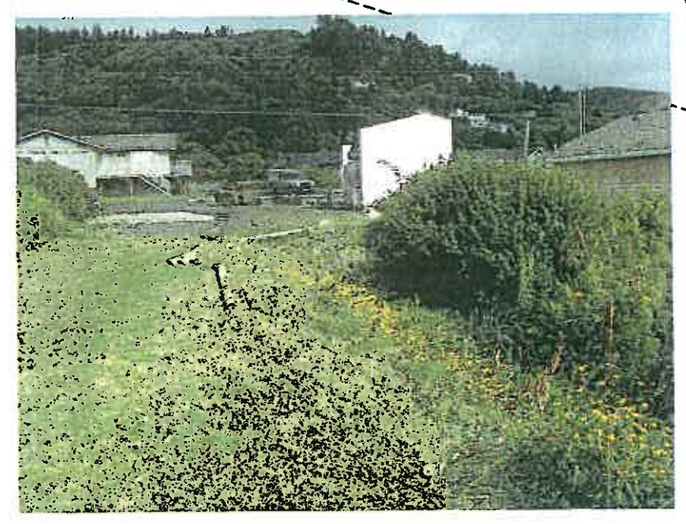

PLAN SCALE
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MAIN PUMP STATION BEACH ACCESS (1 / C6)

N

SUBMITTED BY: _____ DATE: _____

APPROVED BY: _____ DATE: _____

REVISIONS				
REVISED	DESCRIPTION	SUBMIT.	APPR'D.	DATE

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THE DYER PARTNERSHIP
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COOS BAY, OREGON 97420
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OCEAN VIEW TRAIL PRELIMINARY REVIEW SET
CITY OF YACHATS

MAIN PUMP STATION BEACH ACCESS

PROJECT NO.	DRAWING NO.
141.14	C6
DATE	SHEET NO.
NOV., 2011	7 OF 7

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APPROVED BY LINCOLN COUNTY
ORDER NO. 11-01-35

SETTLEMENT AGREEMENT
Yachats County Road 804 Mediation

PARTIES

1. *PAIGs.* 1000 Friends of Oregon, an Oregon nonprofit Corporation, Oregon Shores Conservation Coalition, an Oregon nonprofit Corporation, and The Friends of the Historic 804 County Road and Hiking Trail, Inc., an Oregon nonprofit Corporation, all of their subsidiaries, and all direct or remote predecessor or successor entities of any of the foregoing will be collectively referred to as "Public Access Interest Groups" or "PAIGs."

2. *State.* The State of Oregon is acting exclusively by and through i) the Department of Parks and Recreation and ii) the Oregon Economic and Community Development Department. If a specific term or obligation applies to only one or the other of these Departments, such Department shall be separately referenced. If a specific term or obligation applies to both Departments, the word "State" shall be used.

3. *County.* Lincoln County, Oregon, will be referred to as "the County."

4. *City.* The City of Yachats, in Lincoln County, Oregon, will be referred to as "the City."

5. *Title Companies.* Chicago Title Insurance Company of Oregon is an Oregon Corporation. Security Union Title Insurance Company is a California Corporation. Ticor Title Insurance Company is a California Corporation. Stewart Title Insurance Guaranty Company is a Texas Corporation. First American Title Insurance Company of Oregon is an Oregon Corporation. TransNation Title Insurance Company is an Arizona Corporation. Each such company, any subsidiary or affiliated entity of any such company, and all direct or remote predecessor or successor entity of any of the foregoing will be collectively referred to as "Title Companies."

6. *Reference.* Each of the PAIGs, the State, the County, the City and each of the Title Companies will, collectively, be referred to as "the Parties."

PROPERTY

7. *Lot 1.* Lot 1, Block 4, of Ocean Crest Subdivision, Lincoln County, Oregon is presently owned by the City of Yachats, a municipal Corporation, and will be referred to as "Lot 1."

8. *Lot 26.* Lot 26, Block 4, of Ocean Crest Subdivision, Lincoln County, Oregon, is presently owned by the owners of the platted building lots

within the subdivision of Ocean Crest, their heirs and assigns, and will be referred to as "Lot 26."

9. Lot 13. Lot 13, Block 4, Ocean Crest, Lincoln County, Oregon, is presently owned by Jerry W. Daniels and Terri Lee Daniels, as tenants by the entirety, and will be referred to as "Lot 13."

10. South Road 804. Portions of County South Road 804 in Lincoln County, Oregon, extend or purportedly extend over or along certain real property situated within subdivisions known as Ocean Crest, 1st Addition to the City of Yachats, and the 3rd Addition to the City of Yachats. In this Agreement, any reference to "South Road 804" refers only to that portion of the actual or alleged road which is described in Exhibit A. No references to South Road 804 are intended to imply or admit that South Road 804 was or was not ever legally established, has or has not been properly vacated, does or does not exist and does or does not provide any rights of access, enjoyment, recreation, use or otherwise to any members of the public other than those individuals who own, as of the date of this Agreement, the parcels of property over which the Road is allegedly situated or whose property it allegedly touches (collectively, "Affected Property Owners"). The parcels of property that South Road 804 actually or allegedly touches or crosses will be referred to as "the Affected Properties."

11. Waldport-Starr Creek Road 804. This term refers to the road or alleged road traversing approximately nine miles along or near the Pacific Ocean, between Starr Creek and Waldport, Oregon, as described in Exhibit B. No references to that Road are intended to imply or admit that that Road was or was not ever legally established, has or has not been properly vacated, does or does not exist and does or does not provide any rights of access, enjoyment, use, recreation, or otherwise to any members of the public.

12. Adobe. A retail establishment known as "the Adobe," the real property on which it sits, and two adjoining lots to the north will be referred to as "the Adobe Property." This property is also referred to as tax lots 100, 200, and 300 of Map 14-12-22-DD.

LITIGATION AND DISPUTES

13. Vacation Proceedings. In 1997, the County commenced certain administrative proceedings (In the Matter of Vacation of a portion of Waldport-Yachats County South Road 804 (South), V-109) designed to vacate South Road 804 and vest any and all rights in and to the property traversed by South Road 804 in the Affected Property Owners. Thereafter, the County formally purported to vacate South Road 804 under Order 9-98-309. An appeal was taken from that decision to the Oregon Land Use Board of Appeals (36 Or. LUBA 288), and an appeal to the Oregon Court of Appeals (164 Or. App. 426) followed. Thereafter,

there were further proceedings in the Land Use Board of Appeals (38 Or. LUBA 699), culminating in a remand, to the County. All such Vacation proceedings, whether at or before the County, the City, any administrative agency, tribunal or panel (including the Land Use Board of Appeals), or any court, including the Oregon State Court of Appeals, whether concluded, pending or threatened, shall be referred to as the "Vacation Proceedings."

14. Quiet Title Action. In 2000, certain Affected Property Owners commenced an action in the Circuit Court for Lincoln County, Oregon, under Cause No. 001438, to, among other things, obtain a decree quieting their respective titles in and to the property on which South Road 804 allegedly traverses or touches and for any claims relating to South Road 804. The defendants include the City and the County. Intervenors include Oregon Shores Conservation and Coalition and the Friends of the Historic 804 County Road and Hiking Trail, Inc.

15. Yachats Exception. The Yachats City Council adopted an Exception to Statewide Planning Goal 17 and an amendment of the Yachats Comprehensive Plan and Development Code on December 27, 2000, by Yachats Ordinance No. 218, concerning portions of South Road 804. That action, referred to as the "Yachats Exception" was appealed to LUBA by the PAIGs on January 25, 2001. The appeal is pending.

16. Controversies and Questions. There is a present controversy between and among the PAIGs, the Affected Property Owners, the City, and the County, as to: (a) whether South Road 804 exists and (b) whether any members of the public, other than the Affected Property Owners, have rights to utilize South Road 804 and/or Affected Properties for walking, access to or along the beaches or the ocean, recreation, or any other ingress, egress, use or enjoyment of any type or nature; (c) whether there is a public interest in access over the use of South Road 804 and adjoining land, and (d) whether the Affected Property Owners have exclusive enjoyment of the Affected Properties ("the Controversy"). The Controversy forms the core of the matters at issue in the Vacation Proceedings, the Exception, and the Quiet Title Action. Additionally, there is a question about the exact location of County Road 804 between Waldport and Starr Creek, its relation to roads now in use by motorized vehicles, and its relation to the public beach.

17. Title Companies' Role. Some of the Affected Property Owners have title insurance, which allegedly obligates the Title Companies to defend and/or indemnify their insureds in connection with all or some of the Controversy. The Title Companies join with the other Parties to this Agreement in seeking to resolve the Controversy and, to that end, are prepared to provide part of the consideration necessary to such resolution.

18. State's Role. The State is not a party to the Quiet Title Action or the Vacation Proceedings, but has an interest in (i) obtaining guaranteed public rights of access along portions of South Road 804 and (ii) the continued economic development of the tourist industry in the area.

19. Purpose. To resolve doubtful and disputed claims, and without any admission of liability, rights, or wrongdoing by any Party, but solely for purposes of finally resolving the Controversy and other issues, and to avoid the risk, uncertainty and expense of litigation, the Parties agree as follows:

AGREEMENT

Money

20. Proceeds. "Settlement Proceeds" shall consist of the sum total of, and no more than, the following contributions plus all interest earned in the Settlement Proceeds escrow account described in paragraph 21: (a) the State by and through the Parks and Recreation Department will contribute $25,000; (b) the State by and through the Oregon Economic and Community Development Department will contribute $25,000 from the Strategic Reserve Fund; (c) the County and City will contribute a total of $50,000, to be apportioned among them pursuant to terms of a side agreement between them; and (d) the Title Companies will contribute $190,000, which will be apportioned among them pursuant to terms of a side agreement between them. Collectively, the State, the County, the City, and the Title Companies may be referred to as the 'Payors.'

21. Escrow. The County shall open an interest bearing, insured escrow account with a national bank in the State of Oregon, and the County shall select the bank ("Escrow"). All Settlement Proceeds shall be deposited into Escrow by the County, to whom all Settlement Proceeds shall be paid for the sole purpose of complying with this Settlement Agreement. The Settlement Proceeds shall not be deemed property of the County for any purpose. All Settlement Proceeds shall be paid by check payable to "Lincoln County—South Road 804 Settlement Account." Lincoln County shall open the Escrow as trustee of the escrowed funds. From that time until the period ending eighteen (18) months after the County becomes eligible to disburse funds under paragraph 23, (i) Lincoln County shall be the sole signatory on the Escrow; but (ii) it may not direct disbursement on funds from that account, or draw checks on that account, except in full compliance with the express terms and conditions as set forth in paragraphs 50-56. After 18 months, the fund shall be managed as described in paragraph 57. All Parties (other than the County) who contribute Proceeds to the settlement of this matter and/or the Escrow pursuant to this Agreement are fully and forever released and relieved of any liability, present or future, known

or unknown, in connection with any error or defalcation in the disbursement, expenditure or direction of any of the Settlement Proceeds paid into the Escrow.

22. Tender. All Settlement Proceeds shall be tendered to the County in accordance with the above instructions within 30 days after the Agreement is fully executed.

23. Disbursement. Disbursement of funds from Escrow shall not occur until and unless the following conditions are fully and timely fulfilled:

(a) There shall be a "Final Vacation Order," which shall consist of County issuance of an order vacating South Road 804 pursuant to paragraphs 25-26 hereof, County transmittal of notice of that order to all persons or entities entitled by law to such notice, and either: (i) the passage of 60 days from completion of such notice with no service or filing of any appeal from or collateral attack on the order; or (ii) in the event of such an appeal or attack, a final and unconditional dismissal of same (or full affirmance of the Vacation Order with no further possibility of appeal), all to be fully completed within two years of County issuance of the Vacation Order;

(b) All conditions and requirements imposed on the PAIGs by paragraph 35 (Intervention), 45 (Assurances) and 46 (Covenant: Yachats) have been fully satisfied; and

(c) No PAIG is in material breach of this Agreement.

If each of the foregoing conditions is fully and timely fulfilled, the funds in Escrow shall be distributed in accordance with paragraphs 50-57, and thereafter shall not be returned to Payors.

24. Return of Funds. Funds shall be returned, if necessary, as described in paragraphs 28 (Termination for Failure to Defeat Attack or Appeal) and 42 (Termination).

The Vacation of South Road 804

25. Vacating South Road 804. The County shall act to reopen and/or continue with the Vacation Proceedings in respect to South Road 804 as soon as practicable upon full execution of this Agreement, and shall take all steps required by law and/or this Agreement, including publishing and mailing notice and making all appropriate findings, to fully and finally vacate South Road 804.

26. County Deadline. The County shall approve and issue an order vacating South Road 804 ("the Vacation Order") no later than 150 days from full execution of this agreement. The Vacation shall include, but is not limited to, findings attached as Exhibit C, provided, however, that any such

additional findings make no representations of the facts or circumstances of the case beyond those contained in this Agreement.

27. Best Efforts. If there is an appeal of or collateral attack on the Vacation Order from any source within 60 days of its becoming a "final decision" (i.e., once the County has transmitted notice of that Order to all persons or entities entitled by law to such notice) the Parties, except as provided in paragraph 62 (limiting State's obligations), will make best efforts to defeat it. As used in this paragraph, "best efforts" include (but are not necessarily limited to) defending the decision on appeal as a respondent or an intervenor on the side of the respondent(s) and actively participating in or contributing to appropriate pleadings, briefs and arguments to defend the decision subject to approval by the principal authors of the pleading, brief, or argument in question.

28. Termination for Failure to Defeat Attack or Appeal. This agreement shall be terminated (with the consequences specified in paragraph 42) unless the appeal and/or collateral attack, if any, is fully, finally, and unconditionally resolved (i.e., the Vacation Order is affirmed and there is no further possibility of appeal) within two years of County issuance of the Vacation Order.

29. Notices from County. No later than 4:30 p.m. one business day after the date it *issues* the Vacation Order, the County shall deliver written notice of such action and a copy of the Order to counsel for the Parties to this Agreement and counsel for plaintiffs in the Quiet Title Action. If any appeal from or collateral attack on the Vacation Order is ever served, filed or threatened in writing, the County shall immediately provide written notice thereof, with copies of all related documents, to all such counsel.

30. No Opposition. No Party shall directly or indirectly oppose or delay the Vacation of South Road 804 or Waldport-Starr Creek Road, pursuant to this agreement, or directly or indirectly support or encourage any individual or entity seeking to delay, block or frustrate any such vacation. Each Party, except as provided by paragraph 62, shall make its best efforts to further the Vacation Order applicable to South 804, and to defend against any efforts by any individual or entity to delay, block, frustrate, appeal or attack any such order, as required by paragraph 27.

31. Yachats Exception. If and when the South Road 804 Vacation decision is final and the appeal period has expired without appeal (or the decision has been affirmed on appeal and not further appealed), the City shall withdraw and rescind the Yachats Exception decision (Ordinance No. 218), such process being initiated at the first possible meeting of the City Council subsequent to the finalization (as discussed above) of the Vacation decision.

Waldport-Starr Creek Road 804

32. Vacation. Within 60 days of the Vacation Order pursuant to paragraphs 24-26 hereof becoming a final decision, the County shall initiate vacation and/or legalization proceedings with respect to the Waldport-Starr Creek portion of County Road 804, as described in Exhibit B). Provided, however, that if, on the 60th day following the date the Vacation Order becomes a final decision, an appeal or collateral attack on that order is pending, the County's responsibilities under this paragraph are postponed until such appeal or collateral attack is fully, finally, and unconditionally resolved. The County shall diligently prosecute those proceedings to achieve the goal of vacating/legalizing (as the terms legalize or legalization are used in ORS 368.201-221) all portions of said Waldport-Starr Creek portion of County Road 804 that allegedly or actually touch, cross or affect any privately-owned parcels of property. Provided, however, that (a) such Road shall continue to exist on the public beach and (b) such Road shall continue to exist over those portions of such Road that, at the date of this Agreement, are actually utilized by the public for motor vehicles and utilities.

33. Relation to other aspects of Agreement. The County's obligation under paragraph *32* shall survive the full execution, closing and performance of and under this Agreement. Each of the signatories to this Agreement shall have the right to demand performance by the County under paragraph *32*. However, failure of the County to honor its obligations under this paragraph, or non-vacation/legalization of any portion of the Waldport-Starr Creek Road 804 despite the County's diligent efforts to obtain that result, shall not affect the enforceability or validity of this Agreement or the rights and obligations it creates, shall not be a condition to performance under any other provision of this Agreement, and shall not be a basis for termination of this Agreement, notwithstanding any other provisions to the contrary.

34. Consideration. Nothing in this paragraph or in this Agreement is intended to be, or shall constitute, a waiver or relinquishment by the Title Companies or their insureds (past, present or future) of the right to contest the actual, alleged or proposed existence or location of the Waldport-Starr Creek portion of County Road 804 insofar as it allegedly or actually touches, crosses, or is situated on any portion of any property owned or allegedly owned by any such insured. The consideration paid by the Title Companies for the promises and undertakings contained in this paragraph is the bargained-for additional amount that the Title Companies will pay, which is part of the overall settlement amount set forth in paragraph 20 hereof; an amount that would have been lower but for the promises and undertakings contained in this paragraph.

The Quiet Title Action

35. PAIGs' Intervention. As a condition precedent to this Agreement, the PAIGs must obtain, within 60 days of full execution of this Agreement an order unconditionally permitting their intervention in the Quiet Title Action, as real parties in interest. All parties to the Quiet Title Action shall cooperate in obtaining that order.

36. Joinder of Affected Property Owners. Within ten days of full execution of this Agreement, the plaintiffs shall begin and continue in the exercise of their best efforts to persuade Affected Property Owners who are not plaintiffs in the Quiet Title Action to join in that Action as plaintiffs. The failure of any such Affected Property owner to agree to become a plaintiff shall not affect the validity or enforceability of this Agreement.

37. Decree. After this Agreement is fully executed, the intervention order required in paragraph 35 has been obtained, and 60 days have passed from *issuance* of the Vacation Order, the Plaintiffs in the Quiet Title Action shall present a Decree quieting title in the Affected Property Owners to the Circuit Court of Lincoln County and shall obtain a hearing date for ruling on the proposed Decree. The Decree shall be identical in form and substance to Exhibit D. Provided, however, that the Quiet Title Decree shall not be presented for entry (or shall be withdrawn, if already presented) if, on the 60th day from issuance of the Vacation Order, an appeal or collateral attack on that order is pending. However, if there is a Final Vacation Order within two years of county issuance of a Vacation Order pursuant to paragraphs 25-26, the Plaintiffs shall promptly present, for entry, a Decree in form and substance identical to Exhibit D, and the provisions of paragraph 38 and 39 shall fully apply.

38. Condition for Setting Aside. If an appeal or collateral attack on the Vacation Order is pending two years after the date of its issuance, and this Agreement Terminates as a result, any Quiet Title Decree previously entered will be set aside, as further provided in Exhibit D, and the parties to the Quiet Title Action will promptly cooperate to obtain that result.

39. No Opposition. Provided the Quiet Title proceeding is concluded after the final land use decision in the vacation proceeding and is based on the order of vacation, none of the Parties, except as provided in paragraph 62, shall directly or indirectly encourage, support or take action to oppose or delay the entry of the Quiet Title Decree pursuant to this Agreement. Once that Decree is entered in substantially unmodified form, no Party shall appeal or directly or collaterally attack the Decree, or directly or indirectly encourage or support delay of, appeal from or direct or collateral attack on the Decree or its entry pursuant to this Agreement.

40. Appeal or Collateral Attack. If there is an appeal of or collateral attack on the Quiet Title Decree as specified in paragraph 37, from any source at any time, the PAIGs shall promptly and unequivocally file with the court a statement that they support the enforcement and validity of the Quiet Title Decree previously entered, provided the Quiet Title proceeding is concluded after the final land use decision in the vacation proceeding and is based on the order of vacation. The PAIGs need not articulate any particular legal theory in support of that joinder other than the validity of the underlying Agreement and Quiet Title Decree. The PAIGs shall take no steps or positions that undermine the enforcement and validity of the Quiet Title Decree previously entered.

Remedies and Termination

41. Conditions to Finalized Agreement. The Agreement, and all obligations under it, are conditioned on timely and strict compliance with the provisions and conditions in paragraphs 23 and 25-28, 35 and 45-46 and failure of such compliance will cause Termination of the Agreement, with the consequences set forth in paragraph 42.

42. Termination. Upon failure of any condition or material breach of any provision in this Agreement, except those in paragraphs 32-34 (the Waldport-Starr Creek provisions), or failure to tender Settlement Proceeds in the time and manner specified in paragraph 22, (i) all Settlement Proceeds, including accrued interest, shall be returned to the Payors in proportion to their payments; and (ii) all other rights or obligations under this Agreement shall immediately terminate without further action or agreement ("Termination" or "is Terminated"). Provided, however, that once disbursement occurs pursuant to paragraph 23, funds may not be returned, as stated in that paragraph. Upon Termination, all other legal and/or governmental action initiated in furtherance of this Agreement (i.e., the Vacation and Decree contemplated by this Agreement) that are in process or would otherwise commence shall cease pursuant to this agreement and if previously finalized, shall be nullified, if possible. Upon Termination, each party to the Vacation Proceeding and each party to the Quiet Title Action shall return to the status quo ante (immediately preceding full execution of this Agreement) as far as possible, with all rights that they possessed immediately before full execution of this Agreement, and may proceed as if this Agreement had never been made.

43. Mediation. The Parties shall participate in mediation if this agreement is Terminated. In such case, the Title Companies jointly, and the PAIGs jointly, shall each appoint one representative to choose a mediator, and

the City and the County shall each appoint one representative to choose the mediator. The costs of the mediator shall be shared equally among those four groups. Any Party may terminate the mediation process after sixty days for any or no reason. If any individual or entity not party to this agreement challenges or appeals the County Road Vacation Order for South Road 804 on the grounds that the findings are insufficient to support the County's decision, then the Parties shall participate in mediation.

Further Assurances, and Implementation

44. Notice. The Title Companies shall, within ten (10) business days after full execution of this Agreement, and again approximately 45 days thereafter, cause to be published, in the newspaper with the largest daily or weekly circulation in Lincoln County, and if different, the newspaper with the largest daily or weekly circulation in Yachats, as well as in the Portland Oregonian and the general circulation newspapers in Salem and Eugene, a notice of the Quiet Title Action and Vacation Proceeding. The notice shall occupy no less than one-sixteenth (1/16th) of a newspaper page. The Title Companies may waive this provision, or reduce the scope of notice, in their sole discretion.

45. Assurances. All Parties shall take all steps necessary or reasonable to effectuate the intent and terms of this Agreement. No Party shall take any steps to directly or indirectly obstruct, delay, or make more difficult full implementation of and compliance with this Agreement or any its terms.

46. Covenant: Yachats. The PAIGs represent, covenant and agree, now and forever, that they will neither directly nor indirectly undertake, support, or encourage any claims or attempts to claim rights of access, ingress or egress, use, ownership, or any right, title or interest, or use rights of any type (including, without limitation, rights of access, rights of recreational use, rights of enjoyment, or otherwise) in or to any of the Affected Properties, insofar as any such claims or assertions touch on, stem from, or bear in any way on the existence or alleged existence of South Road 804 or rights or interests relating thereto. Without limiting the generality of the foregoing, the PAIGs represent and agree that they will never assert any prescriptive rights or rights under the public trust or any doctrine related to (a) South Road 804; or (b) any of the Affected Properties. However, nothing in the foregoing prohibits consensual efforts to purchase any interest in the referenced properties. Neither the City nor the County will ever take any action to privatize or diminish the public access to and along the shore and open space that will be acquired pursuant to this Agreement. These agreements, covenants and representations are necessary and critical inducements to the decision by all other Parties to enter into this

Agreement, and shall forever survive full execution, closing and performance of and under this Agreement.

47. Covenant: Waldport-Starr Creek. The PAIGs represent, covenant and agree, now and forever, that they will neither directly nor indirectly undertake, support, or encourage any claims or attempts to claim rights of access, ingress or egress, use, ownership, or any right, title or interest, or use rights of any type (including, without limitation, rights of access, rights of recreational use, rights of enjoyment, or otherwise) in or to those portions of Waldport-Starr Creek Road 804 which are to be vacated or from which a legalized portion of the Road has been moved. Without limiting the generality of the foregoing, the PAIGs represent and agree that they will never assert any prescriptive rights or rights under the public trust or any doctrine related to any parcels or land touched or allegedly touched by those portions of Waldport-Starr Creek Road 804 which are to be vacated, or from which a legalized portion of the Road has been moved. However, nothing in the foregoing prohibits consensual efforts to purchase any interest in the referenced properties. These agreements, covenants and representations are necessary and critical inducements to the decision by all other Parties to enter into this Agreement, and shall forever survive full execution, closing and performance of and under this Agreement.

Stay of Yachats Exception Decision Appeal (LUBA No. 2001-026)

48. Stay. The City and the PAIGs, which are parties to LUBA Appeal No. 2001-026, will not oppose an indefinite stay or extension of time to file the record in the LUBA proceedings in that case. The extension granted by LUBA shall remain in effect until either the City withdraws and rescinds the Yachats Exception Decision (Ordinance No. 218) or the PAIGS, petitioners in the LUBA appeal, give written notice to the parties to the appeal that they desire to proceed with the appeal, whichever comes first. Upon receipt of the written notice, City shall have ten (10) days within which to transmit the record of the City's proceeding to LUBA.

Use of Funds

49. Use and Disbursement of Funds. The County shall distribute no Proceeds or other funds from Escrow except as permitted under paragraph 23.

50. Initial Permitted Expenditures. The Settlement Proceeds shall be used, subject to the conditions and terms of this Agreement, to

(a) to acquire Lot 13, if and only if the then-owner(s) of any such lot, fully agree to the fact, consideration for, and terms of any such proposed acquisition, or

(b) to acquire any other ocean front lot or lots in the Ocean Crest subdivision, but if and only if the then-owner(s) of any such lot, fully agree to the fact, consideration for, and terms of any such proposed acquisition.

Negotiations for the possible acquisition of Lot 13 shall be undertaken by a neutral third party, who shall be Carie Fox unless otherwise agreed by the County, City and the PAIGs.

51. Second Tier Class of Permitted Expenditures. The Settlement Proceeds shall be used, after six weeks from the date settlement proceeds first become available, subject to the conditions and terms of this Agreement, to :

(a) acquire Lot 26;

(b) acquire any other ocean front lot or lots in the Aqua Vista or Ocean Crest subdivisions, including Lot 13 if possible and if not completed above, but if and only if the then-owner(s) of any such lot, fully agree to the fact, consideration for, and terms of any such proposed acquisition and terms of any such acquisition and acquisition of lots other than 13 is unanimously agreed to by the County, the City and the PAIGs.

(c) acquire a public access easement over the Adobe Property, at the actual and necessary cost of (1) relocating the sewer and water lines, subject to approval by appropriate regulatory agencies including the Oregon Department of Environmental Quality and the Oregon Health Division of the Department of Human Services, or (2) $50,000, whichever is less. "Actual and necessary cost" should be determined by multiple competitive bids or proposals, and should not exceed the amount of the lowest responsive and responsible bid or proposal. This easement shall be granted to the State of Oregon Parks and Recreation Department. The easement would be at least 8 feet wide and within 20' from the westward side of the Adobe Motel, or at the sewer line if that is preferable to the Grantor, the PAIGs, the County, and the City. None of the landowner's rights to apply for rip-rap protection shall be affected by this agreement;

(d) acquire and improve a pedestrian connection of no more than eight (8) feet in width between Marine Drive and Aqua Vista Drive within 250' of the intersection of Ocean View Drive and Marine Drive, as envisioned in the Yachats Circulation Plan;

(e) construct improvements on the easements or lots purchased pursuant to paragraphs 50 and 51 to develop access, buffer/screen adjoining properties, and protect vegetation, as well as to place signage on any lot acquired pursuant to this agreement, which would give notice that the lots are

public and that they provide shoreline access. All signage erected within the Ocean Crest Subdivision shall be approved by the City.

52. Final Permitted Expenditures. After either completion of paragraph 51 (a)-(e), or after twelve months and upon unanimous agreement of the City, the County, and the PAIGs, Settlement Funds may be expended on the following projects:

(a) acquire and improve a pedestrian connection of no more than eight (8) feet in width between the Adobe Property and Aqua Vista Drive, but only if the fact, consideration for, and terms of any such acquisition and improvements are unanimously agreed to by the County, the City and the PAIGs;

(b) construct a stairway access to the beach within and on property acquired pursuant to paragraphs 50(a) or (b) or 51 or on Lot 1.

(c) acquire up to two unpaved parking spaces on Lot 1, Lot 26, or other lot acquired pursuant to the terms of this paragraph (parking spaces are optional).

(d) construct improvements on the easements or lots purchased to develop access, buffer/screen adjoining properties, protect vegetation and place signage on any lot acquired pursuant to this agreement, which would give notice that the lots are public and that they provide shoreline access.

53. Prohibition. No Settlement Proceeds may be used for condemnation or other involuntary transfers, except to acquire Lot 26.

54. Covenant of Good Faith. No Party shall directly or indirectly oppose or delay the acquisitions referenced above, nor otherwise, or directly or indirectly support or encourage any individual or entity seeking to delay, block or frustrate the acquisitions. The City, the County, and the PAIGS represent that they shall make their best efforts to further the acquisitions.

55. County Ownership. All of the real property interests to be acquired with Settlement Proceeds shall be owned by and title shall be vested in the County, except for the Adobe easement, which shall be granted directly to the State of Oregon Parks and Recreation Department, and except as required by paragraph 63. However, the County shall, as soon as practicable after acquisition of title by deed, dedicate the property thus acquired to the public by execution of a Conservation Easement, pursuant to Oregon Revised Statute 271.715 et seq., solely as open space and to provide public access to the shore. Language shall reflect that this is a permanent easement made pursuant to this negotiated settlement. The County shall then transfer its remaining right, title and interest in and to the property, subject to the Conservation Easement, to the City.

56. Management. The order in which the funds are spent and the projects (selected from those listed in paragraphs 50 through 52) on which the Settlement Proceeds are spent, shall, subject to the conditions and terms in this

Agreement, be determined by the County during the eighteen (18) months it is manager, and thereafter, by the manager appointed in accordance with paragraph 57. Failure of the relevant manager to make a decision(s) respecting use of the Settlement Proceeds shall not affect the binding nature of this Agreement or deprive any Party contributing Settlement Proceeds of all rights and benefits under this Agreement.

57. New Manager. If any Settlement Proceeds are not expended eighteen (18) months after the County is eligible to disburse funds, the County shall relinquish control of the Escrow and all Proceeds remaining in it to a New Manager to be appointed by unanimous agreement of the PAIGs, City and County, who shall have the obligation to diligently pursue acquisitions in paragraphs 50-52 until all funds are expended. If these parties are not able to reach unanimous agreement within thirty (30) days after the eighteen (18) months have run, the City and County shall jointly appoint one representative to choose a manager, and the PAIGs shall jointly appoint one representative to choose a manager. If either the City and County or the PAIGs have not appointed their representative within sixty (60) days after eighteen (18) months, the other representative shall choose the fund manager. If the two representative cannot agree on a fund manager within thirty (30) days, the manager shall be chosen by majority decision of the two representatives and Carle Fox. The new manager may spend any residual funds to purchase additional trail easements/property along the existing County Road 804 (north or south) Trail/Ocean View Drive Trail from Starr Creek on the north, south to US Highway101.

Other City Obligations

58. Adobe. The City, to the full extent permitted by law, shall make its best efforts to assure that the water and sewer lines presently serving the Adobe Property are relocated in accordance with law as needed to allow for conveyance of the Adobe Property easement. Without limiting the generality of the foregoing, the City shall not delay or obstruct such movement, and shall issue all permits, orders, or instruments necessary or reasonable to facilitate such movement.

59. Maintenance. The City shall develop and maintain Lot 1 and all lots transferred to it pursuant to this Agreement for public access to and along the shore and for open space, and shall maintain existing native vegetation on such lots consistent with good conservation practices and reasonable public access (at a minimum, a safe, unimpeded trail) to and along the ocean shore. The City shall be responsible for removal of any invasive species, such as

blackberries or scotchbroom, but removal shall be by means other than herbicides.

60. Lot 1. Lot 1 shall be dedicated by a conservation easement pursuant to ORS 271.715, et seq. solely as open space and to provide public access to the shore. Language shall reflect that this is a permanent easement made pursuant to this negotiated settlement.

61. New Manager. The City shall pay one third of the cost for the New Manager under paragraph 57.

State of Oregon Obligations

62. Costs and Cost Share. The State will contribute to the Settlement Fund as described in paragraph 20 above. The State shall not be required to make any payment, nor pledge any public resources except as expressly set forth in this paragraph 62. In particular and without limitation, the State shall have no obligation to support or participate in the activities described in paragraphs 23-47.

63. State Real Property Interest. Upon or after the acquisition of property from the Settlement Proceeds as described in paragraphs 50-52, the State, by and through the Parks and Recreation Department, shall be granted a co-ownership interest, a public access right of way, or a conservation easement. Upon request from the County or City, the Parks and Recreation Department may waive the right to receive such real property, so long as the aggregate value of the other real property interests transferred or to be transferred to the Department equals or exceeds its contribution to the Settlement Proceeds.

Other County Obligations

64. Costs. The County shall pay, in addition to the $50,000 County/City Settlement Proceeds it is contributing pursuant to paragraph 20 above, the actual and reasonable costs, charges and attorneys' fees for any transfer of any property, including easements, that is transferred pursuant to this Agreement, and shall pay the reasonable and necessary costs and fees of any appraiser who is retained, including in connection with an acquisition of property, including easements, contemplated hereunder.

65. Improvements. The County shall appropriate $150,000 for fiscal year 2001-2002, and beyond that time period, as necessary, to improve Marine Drive and Ocean View Drive, to construct a trail or path from the intersection of Marine Drive and Ocean View Drive (or the interconnection of the Aqua Vista and Marine Drive under paragraphs 51-52, if acquired) south to Yachats State

Park, which shall be adjacent to and along the west side of the road or set off from the paved surface of the road, as rights-of-way allow, and which shall provide direct access to all lots within Ocean Crest acquired pursuant to the terms of this Agreement. The County shall notify the public through clear signage that all lots within Ocean Crest acquired pursuant to this agreement are public lots that provide shoreline access. The $150,000 appropriated pursuant to this paragraph shall be appropriated subject to Oregon Local Budget Law, ORS Chapter 294. The County shall make its best effort to construct and provide storm water drainage facilities, from the $150,000 to be appropriated hereunder, on and in connection with the project, to the extent practicable within the budget.

66. City Ownership. By separate agreement, the County shall transfer Marine Drive and Ocean View Drive, and the trail referred to in the preceding subparagraph, to the City for transportation and pedestrian usage, and to implement the Village Circulation Plan adopted by the City.

67. The County shall pay one third of the cost for the New Manager under paragraph 57.

68. The County shall pay Carie Fox for negotiating for Lot 13.

PAIG Obligations

69. New Manager. The PAIGs shall pay one third of the costs of the New Manager.

Further Representations

70. Representations. Each signatory and each Party represents and warrants that he/she/it: (a) has not assigned, hypothecated or transferred any claim, or any rights to any such claim, in whole or in part, and whether by conveyance, contract, operation of law or otherwise that has been or could be asserted in the Vacation Proceedings or the Quiet Title Action; (b) has authority to fully bind the entity, estate, individuals or community for whom that signatory purports to sign; (c) has discussed this Agreement and its implications with counsel, who has explained same; and (d) has independently investigated the claims and defenses pertinent to the Quiet Title Action and the South Road 804 Vacation Proceedings, and the merits of this Agreement, has not relied on any information provided or statements made by any other Party or its attorneys in deciding to enter into this Agreement, and that no such representations were made. These representations and warranties are unconditional, and are material and necessary inducements to all other Parties

to enter into this Agreement, and shall survive the closing and performance of this Agreement.

71. Integration. With the exception of the side agreement referenced in paragraph 20, this is a fully integrated Agreement. It contains the full and final expression of the Parties relative to its subject matter.

72. Construction. Each Party had substantial input into this Agreement, which was negotiated among the Parties. Each Party was or had the opportunity to be represented by counsel in connection with negotiating and drafting this Agreement, and no ambiguity in it shall be construed against any Party by virtue of draftsmanship. The conjunctive includes the disjunctive, and *vice versa*. Titles are solely for convenience and are not aids in construction.

73. Counterparts. This Agreement may be executed in counterparts, and by facsimile. Each counterpart, even if signed but transmitted by facsimile, shall be deemed an original.

74. Binding. This Agreement is binding on, and benefits, all entities, groups, organizations and governmental units (of any type) which are referred to in paragraphs 1 through 5, and each of their subsidiaries, and each direct or remote predecessor or successor of any of the foregoing.

75. Arbitration. An arbitrator shall be the sole determiner of whether a material breach of the Agreement has occurred and of any other dispute relating to or arising from or under this Agreement, including, without limitation, whether any condition to this Agreement has or has not been timely and fully satisfied. Any Party may request arbitration. The Title Companies, jointly; the PAIGs, jointly and the City and County shall each appoint one representative to choose an arbitrator. The prevailing party as determined by the arbitrator shall be entitled to attorneys' fees, and the losing party as determined by the arbitrator shall be responsible for the arbitrator's fees and expenses. There shall be no appeal from the arbitrator's rulings. Unless it otherwise elects to participate, the State shall not be required to participate in, nor share the costs/expenses/fees of, the above described arbitration.

76. Effective Date. This agreement is dated as of the date that it is signed and dated by the last party to sign and date it.

Miscellaneous

77. Signage. All signage erected within the Ocean Crest Subdivision shall be approved by the City and if credited, credited to the Village Circulation Plan.

78. Stairway. The east-west stairway or path providing beach access on lot 13 (if acquired) shall, to the extent practicable, be located with a 20'

setback from the boundary lines of the adjacent northern and southern lots, provided however, that this provision does not limit the public's right to full use of the whole of Lot 13 for open space, recreation and public access to and along the ocean shore.

SIGNATURES:

1000 FRIENDS OF OREGON

DATED: 9/12/01 By _____
Robert L. Liberty

Its Executive Director

and authorized agent

OREGON SHORES CONSERVATION COALITION

DATED: _____ By _____

Its _____

and authorized agent

The Friends of the Historic 804 County Road and Hiking Trail, Inc.

DATED: _____ By _____

Its _____

and authorized agent

setback from the boundary lines of the adjacent northern and southern lots, provided however, that this provision does not limit the public's right to full use of the whole of Lot 13 for open space, recreation and public access to and along the ocean shore.

SIGNATURES:

1000 FRIENDS OF OREGON

DATED: ____ By _____

_____

Its _____

and authorized agent

OREGON SHORES CONSERVATION COALITION

DATED: 10/19/01 By Caroline Baumann

Its president

and authorized agent

The Friends of the Historic 804 County Road and Hiking Trail, Inc.

DATED: 10/19/2001 By Janice M. Granbetham

Its President

and authorized agent

STATE OF OREGON

BY THE DEPARTMENT OF PARKS AND RECREATION

DATED: 9/11/01 By Michael Ainsworth

Its Director

and authorized agent

STATE OF OREGON

BY THE ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

DATED: ____ By _____

Its _____

and authorized agent

LINCOLN COUNTY, OREGON

DATED: ____ By _____

Its _____

and authorized agent

CITY OF YACHATS

DATED: ____ By _____

Its _____

and authorized agent

STATE OF OREGON

BY THE DEPARTMENT OF PARKS AND RECREATION

DATED: ____ By _____

Its _____

and authorized agent

STATE OF OREGON

BY THE ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

DATED: 9/20 By _____

Its Director

and authorized agent

LINCOLN COUNTY, OREGON

DATED: ____ By _____

Its _____

and authorized agent

CITY OF YACHATS

DATED: ____ By _____

Its _____

and authorized agent

STATE OF OREGON
BY THE DEPARTMENT OF PARKS AND RECREATION

DATED: ____ By _____

Its _____

and authorized agent

STATE OF OREGON
BY THE ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

DATED: ____ By _____

Its _____

and authorized agent

LINCOLN COUNTY, OREGON

DATED: 9.20.01 By _____

Its Chair of the Lincoln County Board of Commissioners

and authorized agent

CITY OF YACHATS

DATED: ____ By _____

Its _____

and authorized agent

STATE OF OREGON

BY THE DEPARTMENT OF PARKS AND RECREATION

DATED: ____ By _____

Its _____

and authorized agent

STATE OF OREGON

BY THE ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

DATED: ____ By _____

Its _____

and authorized agent

LINCOLN COUNTY, OREGON

DATED: ____ By _____

Its _____

and authorized agent

CITY OF YACHATS

DATED: 9/20/01 By _____

Its MAYOR

and authorized agent

RECEIVED
OCT 2 6 2001
OFFICE OF
CHARLES SCHUTZ

CHICAGO TITLE INSURANCE COMPANY OF OREGON

DATED: 10/23/01 By _____
Its V-P & Senior Counsel
and authorized agent

TICOR TITLE INSURANCE COMPANY

DATED: 10/22/01 By Scott Noble
Scott Noble
Its Vice President and Senior Claims Counsel
and authorized agent

STEWART TITLE INSURANCE GUARANTY COMPANY

DATED: ____ By _____
Its _____
and authorized agent

FIRST AMERICAN TITLE INSURANCE COMPANY

DATED: ____ By _____
Its _____
and authorized agent

CHICAGO TITLE INSURANCE COMPANY OF OREGON

DATED: ____ By _____

Its _____

and authorized agent

TICOR TITLE INSURANCE COMPANY

DATED: ____ By _____

Its _____

and authorized agent

Karen L Storlie

STEWART TITLE INSURANCE GUARANTY COMPANY

DATED: 10/25/01 By Karen L. Storlie as

Its Vice President and National Claims Counsel

and authorized agent

FIRST AMERICAN TITLE INSURANCE COMPANY

DATED: ____ By _____

Its _____

and authorized agent

CHICAGO TITLE INSURANCE COMPANY OF OREGON

DATED: ____ By _____

Its _____

and authorized agent

TICOR TITLE INSURANCE COMPANY

DATED: ____ By _____

Its _____

and authorized agent

STEWART TITLE INSURANCE GUARANTY COMPANY

DATED: ____ By _____

Its _____

and authorized agent

FIRST AMERICAN TITLE INSURANCE COMPANY

DATED: 9/19/01 By Dan McKelvey

Its Vice President

and authorized agent

TRANSNATION TITLE INSURANCE COMPANY

DATED: 10/02/01 By William H Roetz

Its VICE PRESIDENT + CLAIM CENTER MANAGER
SEATTLE, WA.

And authorized agent

Exhibit A Description of Area to be Vacated 804 South:

A portion of County Road 804 as described in Lincoln County Book of Road Plats, BOOK 1, PAGE 206, and located in Sections 26 and 27, Township 14 South, Range 12 West, Willamette Meridian, and being more particularly described as follows:

Beginning at the southerly terminus of that portion of County Road 804 vacated by Commissioners Order dated July 16, 1974, and recorded in Lincoln County Book of Deeds and Mortgages, BOOK 50, PAGE 1231, said terminus being on the subdivision boundary line between "Aqua Vista," as recorded in Lincoln County Book of Plats, BOOK 9, PAGE 21, and "Ocean Crest," as recorded in Lincoln County Book of Plats, BOOK 8, PAGE 66, thence southerly and easterly to the intersection of County Road 804 and the easternmost corner of that property described in the Warranty Deed recorded February 2, 1994, in Lincoln County Book of Deeds and Mortgages, BOOK 276, PAGE 0076, excepting the following:

(1) That portion of County Road 804 right-of-way which crosses Lot 26, Block 4, "Ocean Crest," as recorded in Lincoln County Book of Plats, BOOK 8 PAGE 66;

(2) That portion of County Road 804 right-of-way which lies northerly of the South right-of-way line of "1st Street County Road" as depicted on the "Plat of Yachats," as recorded in the Lincoln County Book of Plats, BOOK 6, PAGE 25.

Exhibit B Waldport-Starr Creek Portion of County Road 804

Beginning at the head of Broadway on the south side of Alsea Bay in Section 18, Township 13 South, Range 11 West, Willamette Meridian, as described in the establishment of the Waldport and Yahutes Road in 1890.

Thence continuing in a southwesterly and southerly direction to the northerly end of the county road as shown on County Survey # 11,905 in Section 23, Township 14 South, Range 12 West, Willamette Meridian.

Exhibit C Findings and Conclusions To Be Included In Vacation Order

Findings:

Lincoln County, the City of Yachats, the State of Oregon, Friends of Historic 804 County Road and Hiking Trail, Inc. Oregon Shores Conservation Coalition, and 1000 Friends of Oregon entered into a Settlement Agreement dated _____, which by this reference is incorporated herein as if fully set forth and which is attached to this Order as Exhibit _____. The agreement contains the sole description of the unique facts and circumstances related to this vacation request and upon which this vacation is based. It also sets forth replacement access options.

Conclusions:

This vacation order is made based on the unique facts and circumstances particular to South Road 804, and the availability of replacement access pursuant to the Settlement Agreement. The Settlement Agreement supports the decision. This vacation is not legal or factual precedent for other decisions by Lincoln County concerning public roads or access. The vacation is not intended to imply or admit that South 804 was or was not ever legally established, has or has not been previously vacated, does or does not exist and does or does not provide any rights of access, enjoyment, use, recreation, or otherwise to any members of the public. It is intended to bring certainty and finality to the status of the Road through the affected properties.

All public rights—if any—in South Road 804 as legally described herein are fully, forever, and unconditionally vacated, including, without limitation, any and all rights based on prescription, dedication, conveyance, implication, necessity, or the "public trust" or related doctrines.

Exhibit D Quiet Title Decree

Jonathan M. Radmacher
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Attorneys for Plaintiffs

IN THE CIRCUIT COURT
FOR LINCOLN COUNTY, OREGON

_____, et al., Plaintiffs,	NO. 001438
v.	JUDGMENT AND DECREE QUIETING TITLE
LINCOLN COUNTY, et al., Defendants.	

All Parties have agreed to the entry of the judgment set forth below. Given the unique circumstances of this case, the settlement that the Parties have reached, and the final Vacation Order that has resulted from that Settlement, defendants and intervenors have not objected to the entry of this Order. That settlement requires, among other things, that the City, County and intervenors be provided with valuable and unique access that would otherwise not be available, in order to replace and maintain public access to the coastal shoreline at Yachats. This Court has reviewed the settlement agreement, and finds it reasonable and appropriate in all respects. Therefore, and based on the foregoing, it is, hereby,

ORDERED, ADJUDGED AND DECREED, that:

1. Title is hereby fully, finally and unconditionally quieted in each plaintiff and its direct and remote successors in interest, to the entirety of that parcel of real estate which *Exhibit A* shows is owned by that plaintiff, as against each and every defendant, all affiliates or members of any defendant, and any and all direct and remote successors or assigns of any such defendant,

affiliate or member, and against all other individuals or entities, whether or not parties to this case.

2. Without limiting the generality of the foregoing, all rights or claims to Lincoln County Road 804 (South) are fully, finally and forever extinguished as to the record owners and record mortgages or trust deed beneficiaries of or to the properties described on *Exhibit A* insofar as that Road actually or purportedly touches or crosses any of those properties. The actual or putative rights and interests relating to South Road 804 that are extinguished by this judgment include, without limitation, rights of access, rights to traverse, prescriptive rights of any type or nature, and/or rights based on or relating to the "public trust" or any related doctrine.

3. This is a final judgment; there is no just reason for delay. However, pursuant to ORCP 71 B(1)(e), this final judgment will be set aside upon the motion of any party to this action if the settlement agreement pursuant to which it is entered is terminated pursuant to ¶ 42 of that Agreement.

Dated: _____, 2001.

_____
Judge

Presented by:

McEwen, Gisvold, Rankin,
Carter & Streinz, LLP

By_____
Jonathan M. Radmacher
Attorneys for Plaintiffs

CITY OF WALDPORT

TRANSPORTATION SYSTEM PLAN

1998-1999

Prepared For:

City of Waldport
P.O. Box 1120
Waldport, Oregon 97394

Prepared By:

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This project is partially funded by a grant from the **Transportation and Growth Management (TGM) Program,** a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. The TGM grant is funded with federal Intermodal Surface Transportation Efficiency Act and local government funds.

The contents of this document do not necessarily reflect the views or policies of the State of Oregon.

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I. INTRODUCTION

PROJECT DESCRIPTION

The City of Waldport has received a State of Oregon grant to prepare a Transportation System Plan (TSP). The Plan will result in a plan to satisfy the community's transportation needs and desires for the 20 year planning period. For purposes of this effort, the year 2020 will be used for the 20 year planning period. The TSP will be developed for land within the Waldport Urban Growth Boundary. The plan will be in compliance with the State's Transportation Planning rule (TPR) and with other State and Federal policies and mandates.

The Transportation System Plan will address and provide recommendations for the following elements:

- Development of a multi-modal circulation system to and from schools, parks and recreational amenities, and commercial and residential uses;
- Development of a functional transportation classification system of streets, roads, highways, pedestrian and bicycle ways, and unimproved easements/rights-of-way;
- Local street connections;
- Provide transportation routes that promote safety, reduce pedestrian/bicycle - automobile conflicts, and are aesthetically pleasing;
- Improve access to recreational facilities;
- Connect recreational facilities with a pedestrian/bicycle system;
- Utilize existing unimproved easements and rights-of-way in developing the pedestrian /bicycle system;
- Improve street surfaces;
- Improve parking;
- Establish priorities;
- Identify funding strategies for different modal improvements;
- Consider positive and negative consequences of designating the downtown as a Special Transportation Area (STA) consistent with the State Highway Plan;
- Ensure public involvement throughout the planning process.

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD). The TGM grant is funded with federal Intermodal Surface Transportation Efficiency Act and local government funds. The contents of this document do no necessarily reflect views or policies of the State of Oregon.

PROJECT OBJECTIVES

The primary objectives of the Waldport TSP are to:

- Develop and adopt a Transportation System Plan which provides for street connectivity, bicycle and pedestrian needs, decreased dependence on the private automobile, and pleasing transportation routes which promote safety by reducing conflicts between pedestrian/bicycles and automobiles;

- Promote increased understanding of planning, transportation and public facility issues through a clear citizen involvement program;
- Promote increased use of recreational facilities by developing a system of pedestrian and bicycle ways that connect such facilities and encourage and support the City's Park Master Plan which anticipates the development of such facilities;
- Encourage and maintain the existing positive working relationship with ODOT regarding management of Highways 34 and 101 within the UGB;
- Develop, to the extent feasible, a system of hiker/biker paths throughout the City using existing unimproved easements and rights-of-way.

PLANNING PROCESS

A well-conceived plan is the result of a planning process that follows a series of sequential tasks. For the Waldport TSP the planning process consists of the following four primary tasks and objectives:

Task A. Goal Setting and Establish Public Involvement Program

Objectives:

- For primary participants to gain a thorough understanding and reach consensus on the planning process and schedule, project goals, the public involvement process, and project responsibilities. Primary participants include representatives from the City Council, Waldport Transportation Safety Commission, SR Enterprises (City's Project Manager), Lincoln County, ODOT and the TriLand Team;
- Ensure an adequate public participation process is in place that includes a broad range of constituents.

Task B. Research and Analysis

Objectives:

- To develop a thorough understanding of physical characteristics of the City/UGB and inventory of existing transportation elements;
- To become familiar with the regulatory environment which may affect future transportation planning;
- Assess existing and future traffic conditions;
- Prepare citywide/UGB base map.

Task C. Alternative Scenarios

Objectives:

- Identify, for the 20 year (2020) planning period, potential transportation improvements that will provide for connectivity; pedestrian/bicycle facilities within and connecting recreational facilities; street/highway improvements that address safety concerns; address LOS standards, right-of-way/easement improvements, and multi-modal approaches to meeting community needs;
- Educate the public about the Transportation System Plan and solicit input regarding transportation needs and desires from a broad range of public constituents.

Task D. Transportation System Plan

Objectives:

- To prepare a comprehensive transportation system plan that identifies and recommends physical improvements;
- To prepare proposed City Comprehensive Plan and Code amendment language that comply with the Oregon Transportation Planning Rule (TPR);
- To develop implementation strategies for recommended improvements.

PUBLIC INVOLVEMENT PROCESS

Public involvement is an important component of the planning process. It provides useful technical and community input to determine community needs and desires while establishing a program for future planning. Public involvement provides opportunities for community leaders and citizenry to become knowledgeable and involved in the future development of the city, leading to broad-based community review that aids in the acceptance of the plan in later stages of the process. Building public consensus and giving ownership of the plan to the public is critical to implementation. For the Waldport TSP, four public involvement mechanisms will be utilized:

- Workshops throughout the planning process with the primary participants (representatives from the City, City Council, Transportation Safety Committee, Lincoln County and ODOT);
- Interviews & Questionnaires with a wide cross-section of the community to review alternative transportation system diagrams and solicit input regarding transportation-related needs, desires and issues;
- Open House where the entire community is invited to review and comment on the alternative circulation system plans;
- Public Presentations & Public Hearings to the City Council and up to three other groups for review and approval of the Waldport Transportation.

II. RESEARCH & ANALYSIS

The purpose for the Research & Analysis is to gain a thorough understanding of the existing transportation system in Waldport; and to identify transportation-related plans, policies and regulations that affect future transportation improvements. The Research & Analysis is divided into four sections:

- Existing Transportation System
- Existing Highway 101 and Highway 34 Conditions
- Forecast Traffic Conditions Analysis
- Existing Plans, Policies and Regulations

EXISTING TRANSPORTATION SYSTEM

THE PHYSICAL FRAMEWORK OF WALDPORT

Waldport is a prime example of a community built upon a strong framework of open spaces and roadways. Waldport and the surrounding area has a wealth of natural open space amenities including the Pacific Ocean, Alsea Bay, Alsea River, Siuslaw National Forest, beaches, hillsides, sloughs and wetlands.

The physical limits of Waldport are well-defined by the Pacific Ocean and Alsea Bay to the west, Alsea Bay, Alsea River to the north, and Siuslaw National Forest to the east-southeast. Waldport has developed as a two-tier city defined by the "old" Waldport with downtown commercial and residential uses located in the lowland areas adjacent to the bay and ocean; and the newer, developing residential and industrial uses located on the upland.

Highway 101 and Highway 34 provide the primary access to Waldport. State Highway 101 provides the north-south connection and Highway 34 provides access from the east. Local collector and residential streets provide access to Highways 101 and 34. The older part of Waldport, located between Highway 34 and Alsea Bay, is a grid system of local streets. Crestline Drive, Range Drive and Cedar Street are collector streets providing connection from Highways 101 and 34 to the upland area. Other local streets provide direct connections to Highways 101 and 34.

STREETS

The street network is the most dominant component of the transportation system. The following summary of the existing street system is identified by the existing street hierarchy (principal highways, collectors and local streets) and by geographic location.

Highway 101 and Highway 34

The following table provides a summary of the existing facilities on Highways 101 and 34. This section also includes a technical memorandum prepared by Kittelson & Associates, Inc. The technical memorandum focuses on Highways 101 and 34 including existing transportation facilities, traffic counts and volumes, intersection level-of-service analysis, accident history, and access locations.

HIGHWAY 101 AND HIGHWAY 34 EXISTING CONDITIONS

Street	ROW Width	Lanes	Pvmnt Width	Bike Ln Width	Sdwlk Width	Notable Features/Elements
Highway 101						
Alsea Bridge		4	±60' AC	6' AC	5-6' AC	
Bridge – S. of Maple	80'	4-5	58 AC	Shared	±6' Conc.	Parallel parking both sides, some turn lanes
S. of Maple – S. UGB	80'	2		Shared		
Highway 34						
Hwy 101 - Mill	80'	3	60' AC	Shared	6' Conc.	Parallel parking both sides
Mill - Rio Vista	80' *	2		Shared		

Collector Streets

Collector streets provide both access and traffic circulation within residential neighborhoods, commercial, and industrial areas; distribute trips from arterials and highways through these areas to their final destination, and conversely, collect traffic from local streets and channel it onto arterials and highways.

Crestline Drive

Crestline Drive is the primary collector street accessing residential, public and industrial uses on the upland area. Crestline Drive connects to Hwy. 34 and to Highway 101 south of Waldport.

Range Drive

Range Drive provides a connection between Hwy. 101 and Crestline Drive.

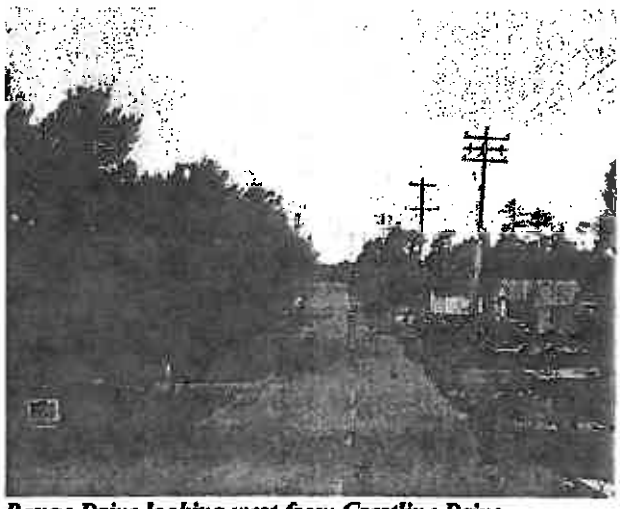
Cedar Street

Cedar Street provides a connection between Hwy. 34 and Crestline Drive.

COLLECTOR STREET EXISTING CONDITIONS

Segment	ROW Width	Travel Lanes	Pvmt Width/Type	Bike Lin Width/Type	Sidwlk Width/Type	Notable Features/Comments
Crestline Drive						
Hwy. 34 – Lint Slough (High School Dr.)	60'	2	24' AC	-	-	25 mph; 20 mph near schools when children present
Lint Slough – Edgecliff	60'	2	24' AC	-	-	
Edgecliff – Cedar	60'	2	24' AC	-	-	stop sign @ Cedar
Cedar - View	60'	2	24' AC	-	-	
View - Salmon	60'	2	24' AC	-	-	
Salmon - South UGB	60'	2	32' AC	5' AC	-	County maintained; 11' travel lanes
Range Drive						
Range (101-OceanT.)	60'	2	20' AC	-	-	25 mph sign
Range (OceanTer.-Crestline)	60'	2	28' AC	-	-	25 mph sign
Cedar Street						
Cedar St. (n. of Starr)	60'	2	44' AC	-	Limited	5' conc. Sidewalk n. of Starr/Willow
Cedar St. (s. of Starr)	60'	2	30' AC	-	-	3' AC shoulder w. side, 1' e. side

Crestline Drive looking north from Midge Lane



Range Drive looking west from Crestline Drive

Local Streets

Local streets provide access to adjacent land and access to higher classified roads; provide the lowest level of travel mobility; and typically carry less than 1,500 vehicles per day. The majority of streets in Waldport are classified as local streets. The following inventory of local streets is divided into geographical areas.

LOCAL STREET EXISTING CONDITIONS

Street	ROW Width	Travel Lanes	Pavement Width/Type	Curb Width/Type	Sidewalk Width/Type	Notable Features/Comments
East Waldport						
Rio Vista Dr.	50'	2	24' AC	-	-	w/ grass ditches, some culverts
Lucy Lane	50'	2	24' AC	-	-	AC to Jefferson, then gravel
Merten Dr.	50'	2	24' AC	-	-	
Washington St.	50'	2	24' AC	-	-	
Jefferson St.	50'	2	24' AC	-	-	
Alsea Way	80'-90'	2	24' AC	-	-	
Waldport Heights Dr.	60'	2	20' AC	-	-	Grass shoulders
High St.	60'	2	20' gravel	-	-	
Rebel Rd.	50'	2	16-20' AC	-	-	
Hillside Dr.	50'	1+	10' gravel	-	-	
Old Town (North of Hwy. 34)						
Mill St. (south of Grant)	60'	2	24' AC	-	-	AC and gravel shoulders
Mill St. (north of Grant)	60'	2	40' AC	-	w. side 6' conc.	N. of Ruble - curbs on both sides Bad shape
Broadway St.	80'	2	34' AC	5' AC	Limited	12' gravel parking-no curb
Broadway St. (Keady-Pine)	80'	2	18' AC		w. side 4' conc.	Head-in parking
Commercial St.	60'	2	24' AC	-	Limited	12' gravel parking-no curb
Bay St.	60'	2	24'AC	-	Limited	10' gravel shoulder both sides
Alder St.	60'	2	20' AC	-	-	10' gravel shoulder both sides
Cedar St.	60'	2	24' AC	-	-	Gravel shoulder; head-in parking @ Huckleberry (church) & w. side Spruce to Spring (old-school)
John St.	80'	2		-	-	
Spring St.	80'	2	20' AC	-	ex-school frontage	Gravel shoulder both sides-commercial uses. Needs parking & sidewalk
Spruce St.	60'	2	20' AC	-	-	10' grass shoulder
Huckleberry St.	60'	2	24' AC	-	Limited	4' conc. sidewalk Bay to Alder mostly gravel shoulders; church pk'g
Fayette St.	60'	2	20' AC	-	-	10' south side gravel/grass shoulders
Pine St.	60'	2	24' AC	-	Limited	Gravel shoulders; church parking
Keady St.	60'	2	16' conc.	-	Limited	Gravel/grass shoulders; 16' AC shoulder @ k-school frontage
Grant St.	60'	2	20' AC	-	-	Gravel parking both sides
Ruble St.	60'	2	20' AC	-	N. side 4' conc.-ag.	10' gravel parking-n. side; no sidewalk w. of Broadway
Spencer St.	60'	2	24' AC	-	N. side 4' conc.-ag.	12' gravel parking - both sides
Port St.	50'	1	15' AC	-	6' conc.	1-way east-bound; diag. parking; curbs

Street	ROW Width	Travel Lanes	Pvmnt Wid/Typ	Bike Ln Wid/Type	Sdwlk Wid/Type	Notable Features/Comments
(Lowland) East of Hwy. 101/South of Hwy. 34						
Willow St.	60'	2	20' AC	-	-	Street disconnected @ Post Office
Alder St.	60'	2	20' AC			
John St.	60'	2	48' AC	-	5' conc.	No sidewalk 1/2 block on west side.
Verbina St.	80'	2	66' AC	-	5' conc.	Diagonal parking - both sides.
Strawberry Ln.	20'					Narrow pavement for 2-way traffic
Starr St.	100'	2	22' AC		-	gravel shoulder; ditch/canal NW side
Pacific View Dr.	40'	1	12' gravel	-	-	connects Norwood to Starr; sloped
Norwood Dr.	50'-80'	2	24' AC			
Lily Ln.	50'	2	24' AC		-	future extension to Norwood Dr.
Dolores Dr.	50'	2	32' AC		-	
Skyline Terr.	50'	2	24' AC	-		
Norwood Park Pl.	50'			-	-	
West of Hwy 101						
Maple St.	30'-40'	2	20' AC	-	-	
Willow	30'	1	24' AC	-	-	1-way west-bound off Hwy. 101
Hemlock St.	80'	2	58' AC	-	Partial	Head-in parking - both sides
Aziyata Ave.	50'	1-2	15' AC	-	-	Trail to beach
Adahl Ave.	50'	1-2	15' AC	-	-	
Cornona Ct.	30'	1	15' gravel	-	-	Pedestrian trail to beach
La Barre Dr.	50'	1	15' gravel	-	-	
Sherwood Terr.	50'	1	15' gravel	-	-	
Alicia Ln.	50'	1-2	15' gravel	-	-	
Range Drive Area						
Seabrook Ln.	60'	2	20' AC		-	Terminates @ "Public Water Supply" gate -possible extension?
Seabrook Way	40'	2	24' gravel	-	-	
Southmayd Way	40'	2	24' AC		-	
Southmayd Ln.	40'	1-2	15' gravel	-		
Tera Ln.	60'	2	15' gravel	-		
Ocean Terrace	50'	2	24' AC			
Crest Circle	50'	2	24' AC			
Kelsie Way	50'	2	28' AC			
Fairway Drive	50'	2	28' AC	-	-	
Forest Park Way	50'	2	28' AC			
Chad Dr.	50'	2	28' AC			
Double Eagle Dr.	60'	2	28' AC	-	4' conc.	
Ironwood Dr.	60'	2	28' AC	-	4' conc.	

Street	ROW Width	Travel Lanes	Pvmnt Wid/Typ	Bike Ln Wid/Typ	Sdwlk Wid/Type	Notable Features/Comments
Off Crestline Drive						
Lint Slough Rd.	60'	2	24' AC	-	-	AC pavement for 300', then gravel
Edgecliff Dr.	50'	2	24' AC	-	-	
Bay St.	60' +	2	24' AC	-	-	
View Dr.	50'	2	24' AC	-	-	
Greenwood Way	50'	2	24' AC	-	-	
Brentwood Dr.	50'	2	24' AC	-	-	
Canyon Dr.	50'	2	24' AC	-	-	
Park Dr.	50'	2	24' AC	-	-	rough trail extends W from end of park
Hill St.	30'	1	12' AC	-	-	
Ball Blvd.	50'	2	30' AC	-	4' AC	Township 13 Gated Subdivision; 4' AC sidewalks
Lundy Ln.	50'	2	30' AC	-	4' AC	Township 13 Gated Subdivision; 4' AC sidewalks
Rolph Ct.	50'	2	30' AC	-	4' AC	Township 13 Gated Subdivision; 4' AC sidewalks
Salmon St.	50'	2	37' AC	-	-	asphalt curbs
Rose St.	50'	2	37' AC	-	-	asphalt curbs
Michael St.	50'	2	37'AC	-	-	asphalt curbs
Midge Ln.	50'	2	24" gravel	-	-	
Green Dr.	60'	2	36' AC	-	-	Potential future extension to west; golf course on north side
Fairway Circle	50'	2	24' AC	-	-	
New industrial street		2	30' AC	-	-	only 1/2 block long - to be extended
West of Alsea Bay						
Highland Dr.	40'	2	20' AC	-	-	
Highland Circle	40'	2	20' AC	-	-	

PUBLIC TRANSPORTATION AND PARK-AND-RIDE FACILITIES

A summary of existing public transportation is provided later in this section under the summary of the 1993 Lincoln County Transit Plan. Currently, there are no designated park-and-ride facilities located in Waldport.

EXISTING BICYCLE WAYS

- U.S. Highway 101 is a designated bicycle route. Through downtown Waldport, U.S. Highway 101 generally consists of four travel lanes with shared bicycle lanes. South of downtown, U.S. Highway 101 is a two-lane road with shoulder bicycle lanes.
- State Highway 34 through Waldport generally consists of two travel lanes, a center turn lane, and shared bicycle lanes.
- Crestline Drive, south of Salmon Street, is a county maintained road and consists of two travel lanes and 5' shoulder bicycle lanes.
- Cedar Street, south of Starr Street has a 3' shoulder bicycle lane on the west and north side.
- Broadway Street has 5' bicycle lanes on both sides.

EXISTING PEDESTRIAN WAYS

- U.S. Highway 101, through downtown from the Alsea Bridge south to Maple and Starr Streets, has continuous sidewalks that vary in width from six to nine feet.
- State Highway 34 has six foot continuous sidewalks from Hwy. 101 east to Crestline and Mill Streets.
- A limited section of Cedar Street has a 5' sidewalk on the north side, south of Crestline Drive.
- Streets in the Old Town section of Waldport, north of Hwy. 34, have limited sections of sidewalk ranging from four to six feet and consisting of concrete and concrete aggregate. Sidewalks are often on one side only and do not provide a continuous pedestrian system. Some sidewalks are in poor condition.
- Hemlock Street, west of Hwy. 101 and across from Hwy. 34, has limited sections of sidewalk.
- North of Range Drive, near the east end, Double Eagle Drive and Ironwood Drive have four foot sidewalks.
- Within Township 13, a gated subdivision accessed off Crestline Drive, Ball Boulevard, Lundy Lane, and Rolph Court have four foot sidewalks.
- Undeveloped land, between the lowland (downtown) and upland area (Crestline and adjacent streets) has unimproved pathways that currently provide limited pedestrian access. Most of these unimproved trails are within utility easements and there are some topographic constraints associated with portions of the pathways.
- A pedestrian beach access is located off Waziyata Avenue.
- The beach, along the Alsea Bay, from the Alsea Bridge northeast to the Port of Alsea, provides pedestrian access.
- The beach, along the Alsea Bay, from the Alsea Bridge south, provides pedestrian access at low tide. When accessible, this portion of the beach provides pedestrian access for approximately seven miles south to Yachats.

EXISTING AIR, FREIGHT, RAIL, WATER, PIPELINE TRANSPORTATION

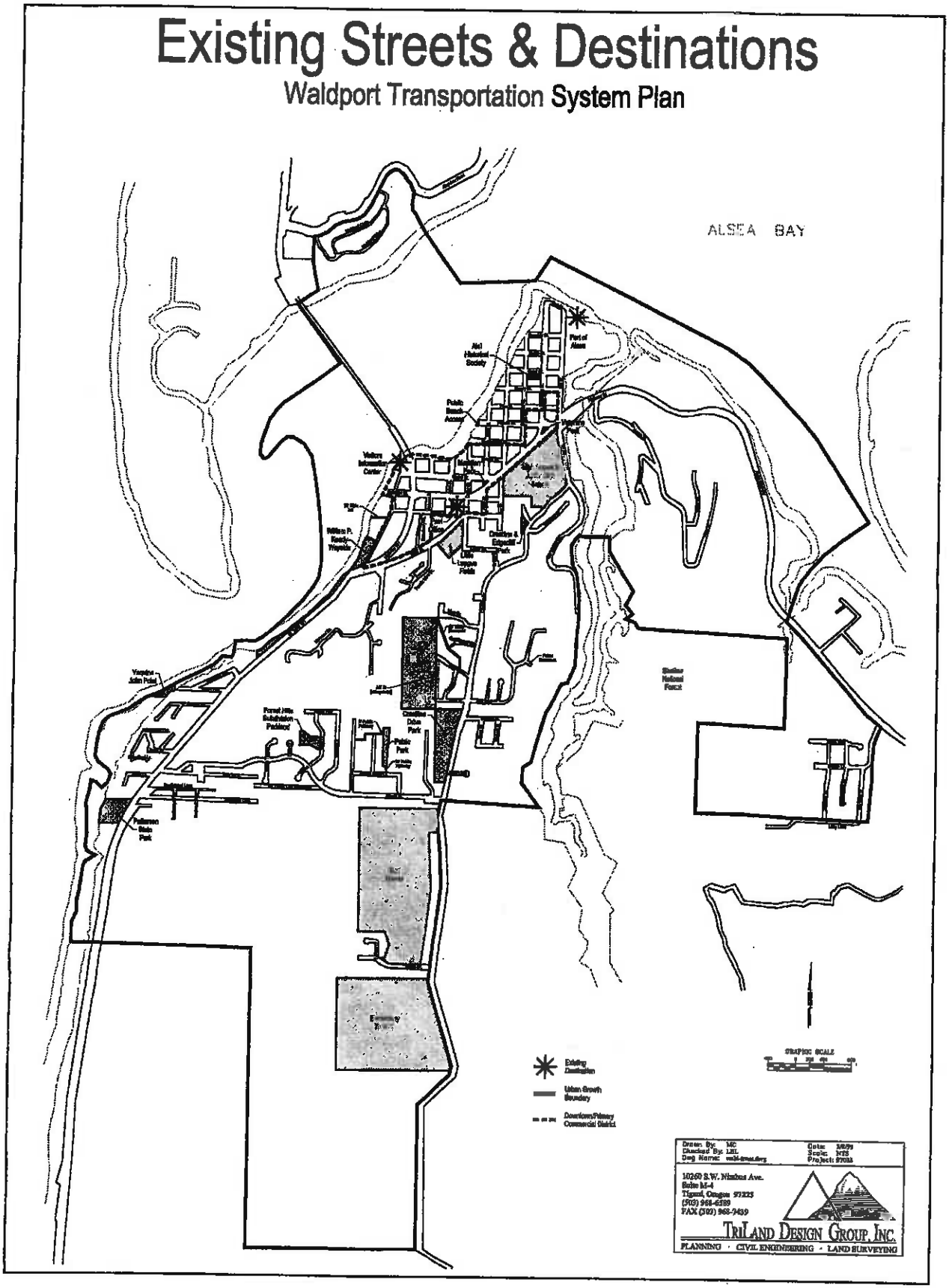
Freight services are generally limited to trucking as no air or rail facilities exist. Alsea Bay and The Port of Alsea are primarily used for commercial and recreational fishing, and not as a facility for transport of freight or destination of ocean going vessels. The marina at the Port of Alsea is used to access the Alsea River which is known for its fishing.

ENVIRONMENTAL CONSTRAINTS - NATURAL & CULTURAL

Environmental constraints play a significant role in shaping Waldport's existing and future transportation system. The City is bordered by the Pacific Ocean and Alsea Bay on the west and north sides. These natural features limit transportation to vehicular access across the Alsea Bridge and to boat traffic. The eastern limits of Waldport are primarily defined by the Lint Slough which includes significant topographical constraints and wetlands, and by the Siuslaw National Forest. Access from Waldport to the east is limited to Highway 34 which crosses Lint Slough or by boat via the Alsea River.

Existing Streets & Destinations

Waldport Transportation System Plan



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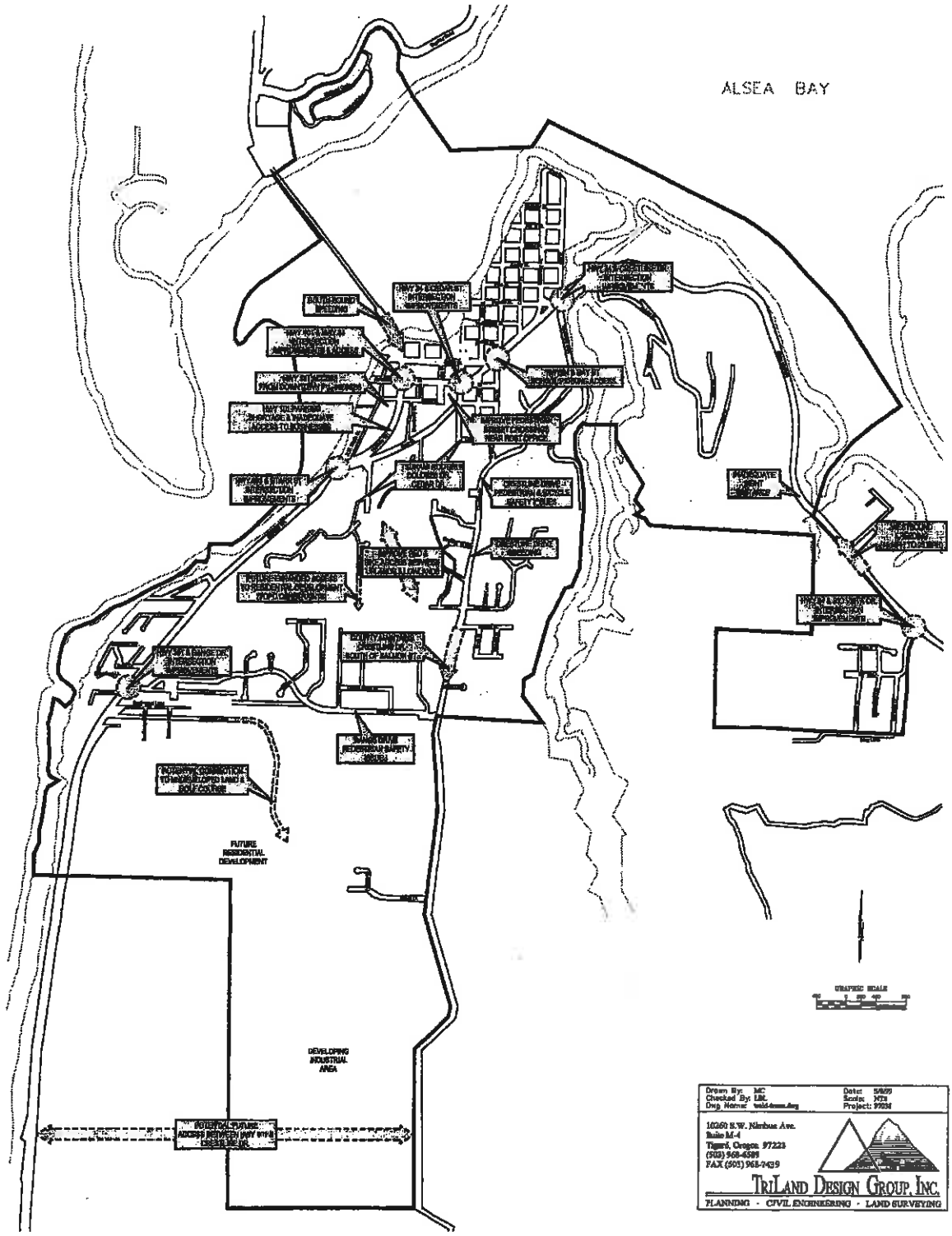
Transportation Issues

Waldport Transportation System Plan



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EXISTING HIGHWAY 101 AND HIGHWAY 34 TRANSPORTATION SYSTEM

Key elements addressed in this section include:

- Existing transportation facilities, including lane configurations and traffic-control devices
- Existing traffic counts and estimated summer peak period traffic volumes
- Intersection level-of-service analysis under summer peak traffic conditions
- Review of accident history in the study area
- Review of access locations on US 101 and Oregon 34.

EXISTING TRANSPORTATION FACILITIES

Highway 101 and Highway 34 provide access to the study area, and are operated and maintained by ODOT. Both highways are classified in the 1991 Oregon Highway Plan as highways of *Statewide* level of importance (LOI). The primary function of highways at this level is to provide connections and links to larger urban areas, ports, and major recreation areas that are not directly served by interstate highways. Statewide highways provide links and connections for intra-urban and intra-regional trips. Connections are primarily with roadways that serve areas of regional significance or scope. Additionally, Highway 34 is designated as an Access Oregon Highway (AOH). According to the Highway Plan, the objective of highways of this designation is to provide for safe and efficient high-speed continuous-flow operation in the rural areas and high-to-moderate-speed operations with limited interruptions of flow in urban and urbanizing areas.

Bayview Road, which is just north of the Alsea Bay, is maintained by Lincoln County, as is the portion of Crestline Drive south of Salmon Street. All other roadways within the study area are maintained by the City of Waldport (see Figure 1). Figure 2 shows the existing lane configurations and stop control devices at the study intersections.

EXISTING PEAK HOUR TRAFFIC VOLUMES AND OPERATIONS

Manual traffic counts were conducted at the study intersections during weekday a.m. and p.m. peak periods in December 1998. Historic traffic volume data obtained from ODOT (Reference 1) were evaluated to determine the degree of monthly variation in traffic volume on Highways 101 and 34. The data indicate that August is the peak demand on these facilities occurs during August. Therefore, the December traffic counts were adjusted to reflect August peak volumes. Existing traffic volume estimates at Highway 101 and Highway 34 intersections are provided in the following table. Estimated weekday a.m. and p.m. traffic volume and LOS diagrams are provided at the end of this subsection.

ESTIMATED HIGHWAY 101 & HIGHWAY 34 TRAFFIC VOLUMES, WEEKDAY AM PEAK HOUR (SUMMER)

Intersection	Northbound			Southbound			Eastbound			Westbound		
	Strt	LT	RT	Strt	LT	RT	Strt	LT	RT	Strt	LT	RT
Hwy 34/Mill St.-Crestline	10	75	15	5	5	15	100	5	85	240	80	5
Hwy 34/Hwy 101	215	<5	115	195	175	<5	15	10	<5	5	125	155
Hwy 101/Starr St.	325	-	25	300	5	-	-	-	-	-	25	15
Hwy 101/Range Dr.	275	-	10	175	30	-	-	-	-	-	10	55

ESTIMATED HIGHWAY 101 & HIGHWAY 34 TRAFFIC VOLUMES, WEEKDAY PM PEAK HOUR (SUMMER)

Intersection	Northbound			Southbound			Eastbound			Westbound		
	Strt	LT	RT	Strt	LT	RT	Strt	LT	RT	Strt	LT	RT
Hwy 34/Mill St.-Crestline	<5	15	15	5	10	25	240	15	15	125	10	<5
Hwy 34/Hwy 101	195	5	130	305	230	<5	30	5	10	10	185	100
Hwy 101/Starr St.	285	-	25	475	15	-	-	-	-	-	40	20
Hwy 101/Range Dr.	280	-	10	345	45	-	-	-	-	-	5	30

Strt = Straight LT = Left Turn RT = Right Turn

Level-of-service (LOS) analysis was conducted to evaluate traffic operations at the study intersections under the estimated (summer) weekday peak hour conditions. All LOS analyses described in this report were performed in accordance with the procedures described in the *Highway Capacity Manual* (HCM, Reference 2). In order to ensure that this analysis is based upon worst-case conditions, the peak 15-minute flow rates during the peak hours were used in the evaluation of all intersection levels of service.

Level-of-Service Analysis Results
The estimated traffic volumes for the weekday a.m. and p.m. peak hours in August are shown in Figures 4 and 5, along with a summary of the level-of-service results. The summary for the signalized intersection of Highway 101 and Highway 34 includes the intersection volume-to-capacity ratio and the average delay in seconds per vehicle. For unsignalized intersections, the critical approach is identified along with the corresponding volume-to-capacity ratio and average delay at that approach. *Level-of-service analysis worksheets are provided in the Appendix.*

The Oregon Highway Plan specifies an operating standard of LOS C for intersections on facilities of statewide LOI in urbanizing areas. The City of Waldport does not have specific LOS standards for intersection operations. Typically, local jurisdictions in Oregon consider LOS E or better to be the standard for unsignalized intersections. At signalized intersections, LOS D or better is a typical standard for acceptable operations. This standard has been applied in this analysis. As the figures show, the study intersections operate at acceptable levels of service under existing weekday peak hour traffic conditions.

The HCM level-of-service methodology was modified to analyze the intersection of Highway 101 with Norwood Drive and Starr Street due to the irregular lane configuration. Volumes from both local streets were combined to reflect a single westbound approach lane.

No capacity problems were revealed in the analysis.

Left-Turn Lane Warrant Analysis
The need for left-turn lanes was evaluated at the unsignalized intersections in the study area. The results are summarized in the following table.

HIGHWAY 101 & HIGHWAY 34 LEFT-TURN LANE WARRANT ANALYSIS

Intersection	Warrant Met?	
	Southbound	Northbound
US 101/Range Drive	Yes	N/A
US 101/Starr-Norwood	No	N/A
	Eastbound	Westbound
ORE 34/Cedar Street	No	No
ORE 34/Mill-Crestline	No	Yes
* Methodology developed by MD Harmelink (Reference 3)		

The results indicate that a left-turn lane is not warranted for either the westbound or the eastbound traffic at the Highway 34/Mill-Crestline intersection, although a left-turn lane is currently provided for westbound vehicles. Also, a southbound left-turn lane is warranted at the Highway 101/Range Drive intersection, which is currently not provided. *The left-turn warrant analysis worksheets are provided in the Appendix.*

Traffic Signal Warrant Analysis
Signal warrants were evaluated at all of the unsignalized intersections in the study area. The Minimum Vehicular Volumes (Warrant 1), Interruption of Continuous Traffic (Warrant 2), and the Peak Hour Volume (Warrant 11) warrants were evaluated, as described in the Manual of Uniform Traffic Control Devices (MUTCD, Reference 4).

The analysis results indicate that signals are not warranted at any of the unsignalized study intersections under current traffic conditions. *The signal warrant analysis worksheets are provided in the Appendix.*

Existing Intersection Geometry Issues
Although no capacity issues are apparent at the Highway 101/Starr-Norwood intersection, the unconventional lane configuration (two westbound approaches intersecting a single north-south street), the skew of the approaches, and the grade of Norwood Drive may result in safety problems, particularly as traffic volumes increase.

The off-set of the minor street approaches at the Highway 34/Mill-Crestline intersection poses potential safety problems. Eastbound left-turning traffic is not provided with a storage lane and must make the left-turn movement from the through-traffic lane, cutting through the westbound left-turn lane. However, frequently eastbound left-turning vehicles wait in the left-turn lane provided for westbound traffic, causing potential conflicts with the intended traffic as well as with drivers making the correct maneuver from the through lane.

ACCIDENT ANALYSIS

A review of accident data was conducted for the most recent three-year period for which data are available. ODOT provided accident data on Highways 101 (milepost 155.89 to 156.21) and 34 (milepost 0.0 to 1.62) in the study area. The following table shows a summary of the accident history.

ACCIDENT HISTORY

Time Period	Accident Severity			Accident Type				Total
	PDO*	Injury	Fatal	Rear-end	Turning	Pedestrian	Other	
Highway 101, MP 155.89 to MP 156.21								
1995	1	0	0	0	0	0	1	1
1996	3	1	0	2	1	0	1	4
1997	3	4	0	2	2	1	2	7
3-Year	7	5	0	4	3	1	4	12
Highway 34, MP 0.0 to 1.62								
1995	6	2	0	2	3	0	3	8
1996	1	2	0	2	1	0	0	3
1997	3	1	0	2	1	0	1	4
3-Year	10	5	0	6	5	0	4	15

*Property Damage Only

Accidents have occurred with increasing frequency on Highway 101 during the three-year period reviewed. Approximately 58 percent of the accidents in the study area were caused by rear-end or turning movement collisions. There were no fatal accidents within the study area during the three-year period for which data were obtained.

The frequency of accidents on Highway 34 has decreased during the three years under review, with four accidents during 1997, down from eight accidents in 1995. Similar to Highway 101, most of the accidents involved rear-end collisions or turning movements.

The accident rates for both highways are shown in the following table, along with the statewide average for comparable facilities. Accident rates on arterials are measured in terms of accidents per million vehicle miles.

ACCIDENT RATES IN STUDY AREA AND STATEWIDE FACILITIES

Facility	Accident Rate
Highway 101, MP 155.89 to MP 156.21	
1995	1.07
1996	4.38
1997	6.44
Three-Year Average	3.95
Statewide Average for Urban Non-Freeways (among State Highways)	3.52
Highway 34, MP 0.00 to 1.62	
1995	2.65
1996	0.99
1997	1.33
Three-Year Average	1.66
Statewide Average for Rural Non-Freeways (among State Highways)	0.79

*Accident rates are expressed in Accidents per Million Vehicle Miles of Travel (acc/mvm)

The 1997 accident rate on Highway 101 was 6.44 acc/mvm, compared to 1.07 acc/mvm in 1995. The three-year average accident rate on Highway 101 (3.95 acc/mvm) is slightly higher than the statewide average on similar urban facilities (3.52 acc/mvm). The accident rate on Highway 34 within the study area has consistently been higher than the statewide average for similar rural state highways.

The accident locations are shown in a diagram at the end of this section. The figure shows that the accident locations have been clustered in the high activity area near the intersection of Highway 101 and Highway 34. Out of the twelve accidents reported on Highway 101, nine occurred within 0.05 miles of the intersection with Highway 34. Two other occurred near the Highway 101 intersection with Starr Street and Norwood Drive, and the remaining accident was near the Range Drive intersection. Twelve of the 15 reported accidents (or 80%) took place along the high activity area within a half-mile of the Highway 101 intersection.

ACCESS MANAGEMENT

Per the 1999 Oregon Highway Plan, Access Management Spacing Standards for urban statewide highways is as follows:

ACCESS MANAGEMENT SPACING STANDARDS FOR URBAN STATEWIDE HIGHWAYS

Posted Speed	Spacing Standard (in feet)*
≥55	1320
50	1100
40 & 45	990
30 & 35	770
≤25	550

* Measurement of the approach road spacing is from center to center on the same side of the roadway.

Access management on Highway 101 in its urban section within Waldport is an important element to maintaining needed arterial capacity. Accordingly, an inventory was conducted of the current access in the 2000-foot section from Spruce Street to Maple Street. The following tables show the number of observed driveways in each section, as defined by intersection public street intersections.

HIGHWAY 101 ACCESS LOCATIONS
2000' SECTION FROM SPRUCE TO MAPLE

Cross Street	Number of Driveways	
	West Side	East Side
Spruce to Spring	-	0
Spring to Highway 34	3	2
Highway 34 to Willow	0	2
Willow to Starr/Norwood	6	6
Starr/Norwood to Maple	1	0

The following table summarizes the access locations on Highway 34 near the intersection with Highway 101.

HIGHWAY 34 ACCESS LOCATIONS
2,500' SECTION FROM HIGHWAY 101 TO MILL STREET

Cross Street	Number of Driveways	
	North Side	South Side
US 101 to Verbena	3	10*
Verbena to John	1	2
John to Cedar	0	1
Cedar to Spring	0	0
Spring to Bay	1	1
Bay to Broadway	0	1
Broadway to Mill	0	0
Total	5	15

* This section has 10 head-in parking spaces which require backing onto Highway 34 for exit maneuvers.

The following table shows a summary of the access data collected. As shown, there are a total of ten driveways entering onto U.S. 101 on each side, in addition to the four public streets. This amounts to an average access spacing in this 2000-foot section of 143 feet. This compares to an ODOT policy of 550 feet, as indicated in the March 18, 1999 Oregon Highway Plan (January 1999). An access management plan will be developed for this section, using ODOT policy, traffic volumes and composition, accident history, economic development, and physical characteristics to assist in its development.

SUMMARY OF ACCESS DATA
HIGHWAY 101 FROM SPRUCE TO MAPLE

	West Side	East Side
Number of driveways	10	10
Number of public streets	4	4
Total accesses	14	14
Average Access Spacing (ft)	143	143
ODOT Spacing Standard (ft)*	550	550

*According to the 1998 Draft Oregon Highway Plan, dated January 1999.

Careful comparison of the accident data and the number of driveways shown by section in the previous three tables reveals a direct correlation between driveway access and accidents. This indicates a particular need for

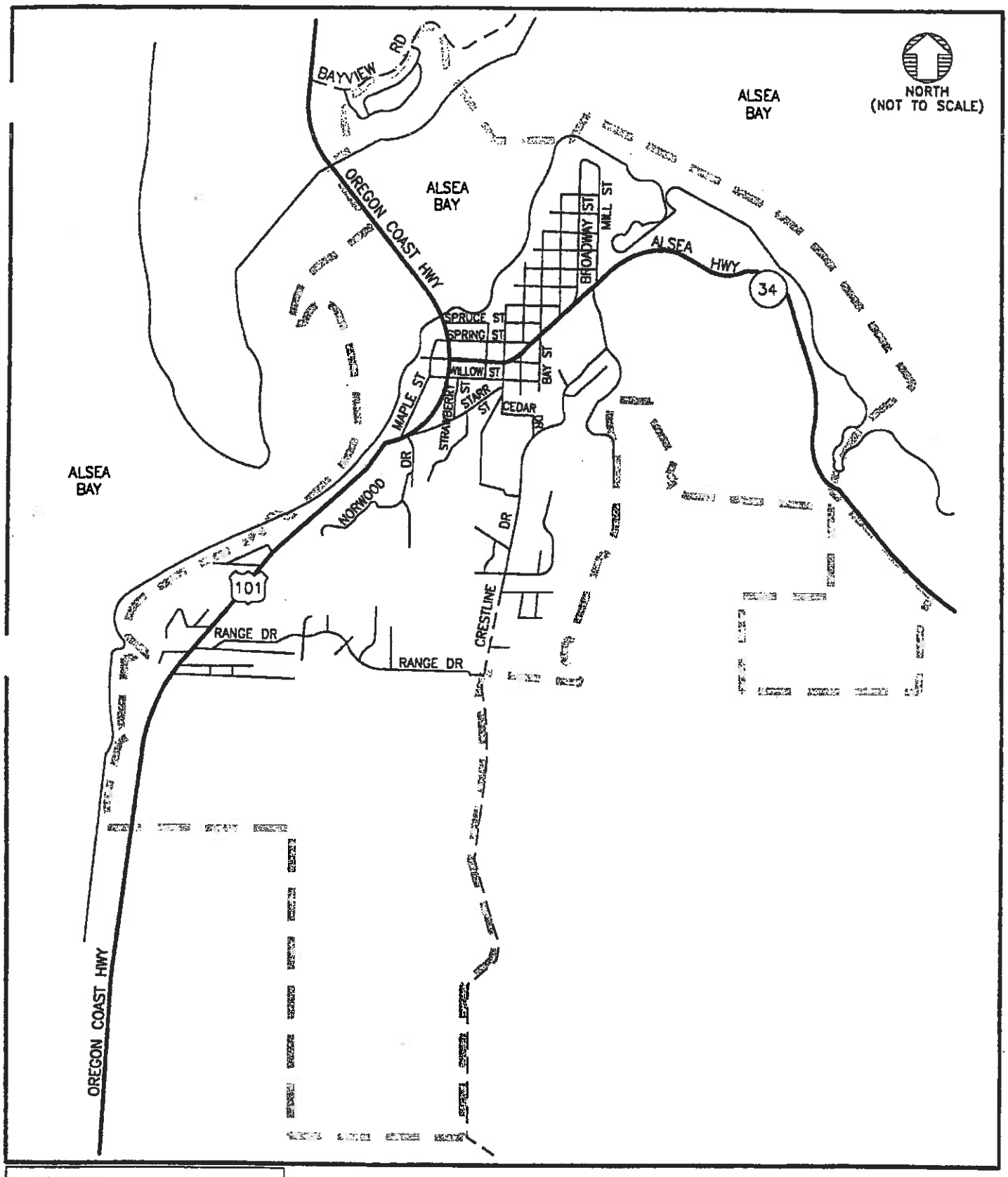
Waldport and ODOT to reduce the number of conflicting driveways within close proximity of the Highway 101/Highway 34 intersection, over time.

FINDINGS

- Traffic volumes on Highways 101 and 34 are highest during the summer months, with peak volumes typically occurring in August.
- All study intersections operate at acceptable levels of service during the weekday a.m. and p.m. peak hours under estimated peak summer volumes.
- A southbound left-turn lane is warranted at the intersection of Highway 101 and Range Drive.
- The lane configuration at the Highway 101/Starr-Norwood intersection (two westbound approaches merge at the confluence with Highway 101), as well as the high skew of the intersection and the sharp grade on Norwood Drive are a potential safety problem, particularly as traffic volumes increase.
- The off-set of the minor street approaches at the Highway 34/Mill-Crestline intersection results in potential turn-movement and storage conflicts between eastbound and westbound left-turning vehicles.
- Accidents on Highway 101 within the City of Waldport have occurred with increasing frequency in recent years. The average accident rate for the three-year period was 3.95 accidents per million vehicle miles (Acc/MVM), which is somewhat higher than the statewide average rate of 3.52 for similar facilities. Similarly, the three-year accident rate on Highway 34 within city limits is higher than the statewide average for similar facilities.
- Most of the accidents within the study area occurred in high-activity areas near the intersection of Highway 101 and Highway 34.
- Access spacing of driveways and public streets on Highway 101 are inconsistent with ODOT's access spacing standards.

REFERENCES

1. Oregon Department of Transportation. *1997 Traffic Volume Tables.* 1998.
2. Transportation Research Board. *Highway Capacity Manual. Special Report No. 209, Third Edition.* 1994.
3. MD Harmelink, *Volume Warrants for Left-Turn Storage at Unsignalized Grade Intersection,* Highway Research Record 211.
4. United States Department of Transportation: *Manual on Uniform Traffic Control Devices,* 1988 Edition.



LEGEND

- CITY STREETS
- COUNTY STREETS
- STATE HIGHWAYS
- URBAN GROWTH BOUNDARY

STUDY AREA MAP

CITY OF WALDPORT TSP
WALDPORT, OREGON
MAY 1999

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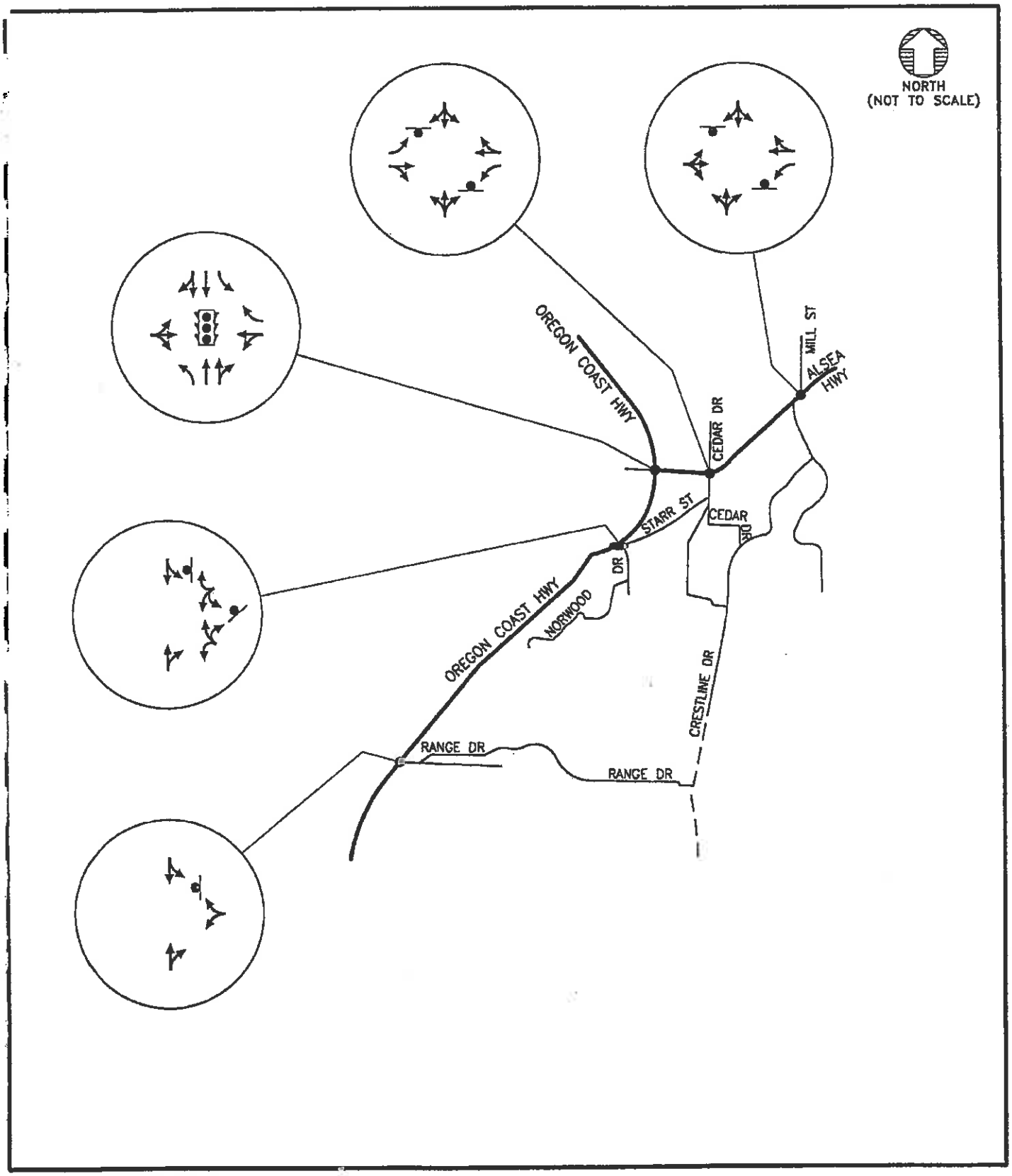

LEGEND

- STOP SIGN
- TRAFFIC SIGNAL

EXISTING LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES

CITY OF WALDPORT TSP
WALDPORT, OREGON
MAY 1999

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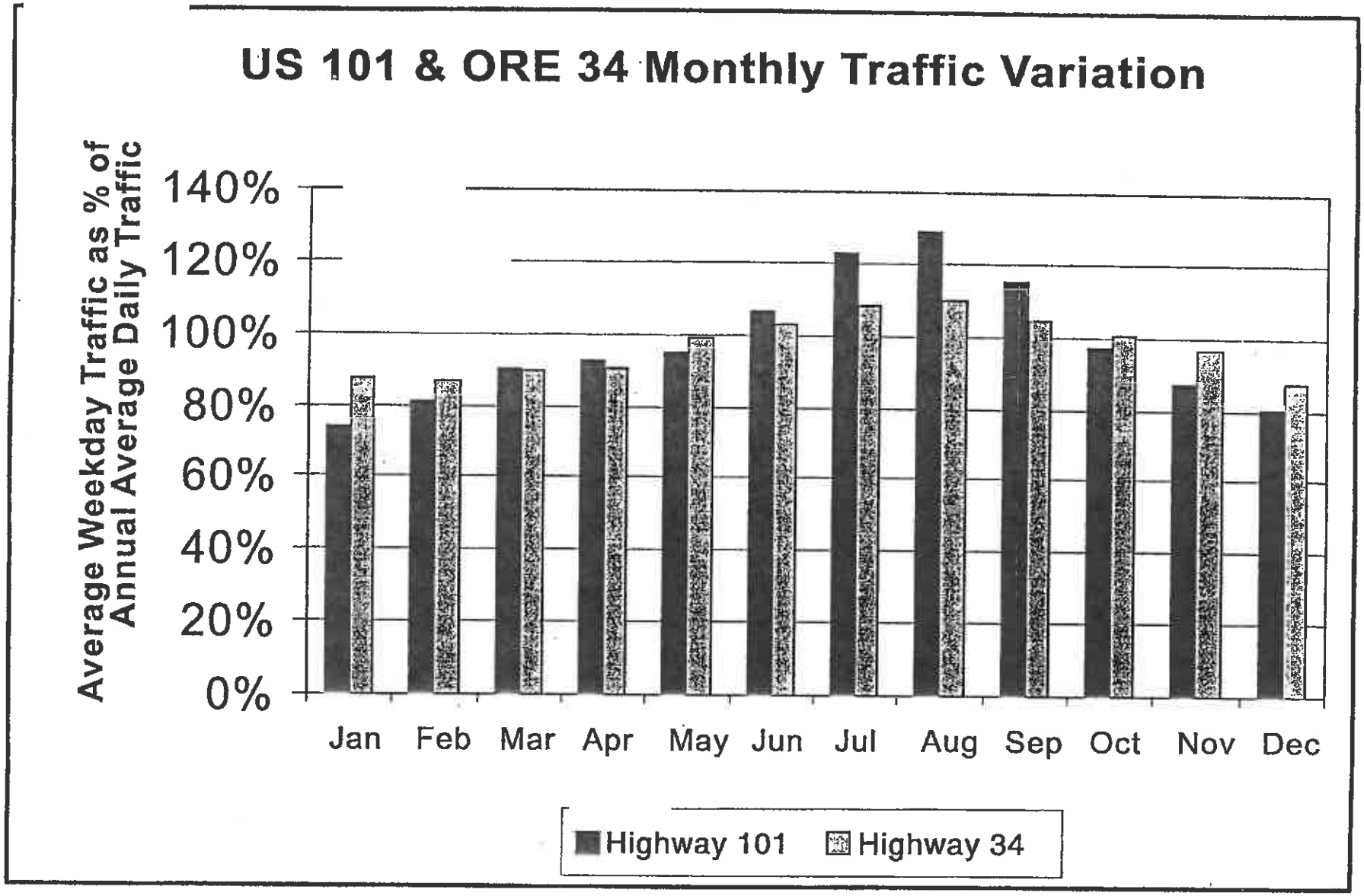
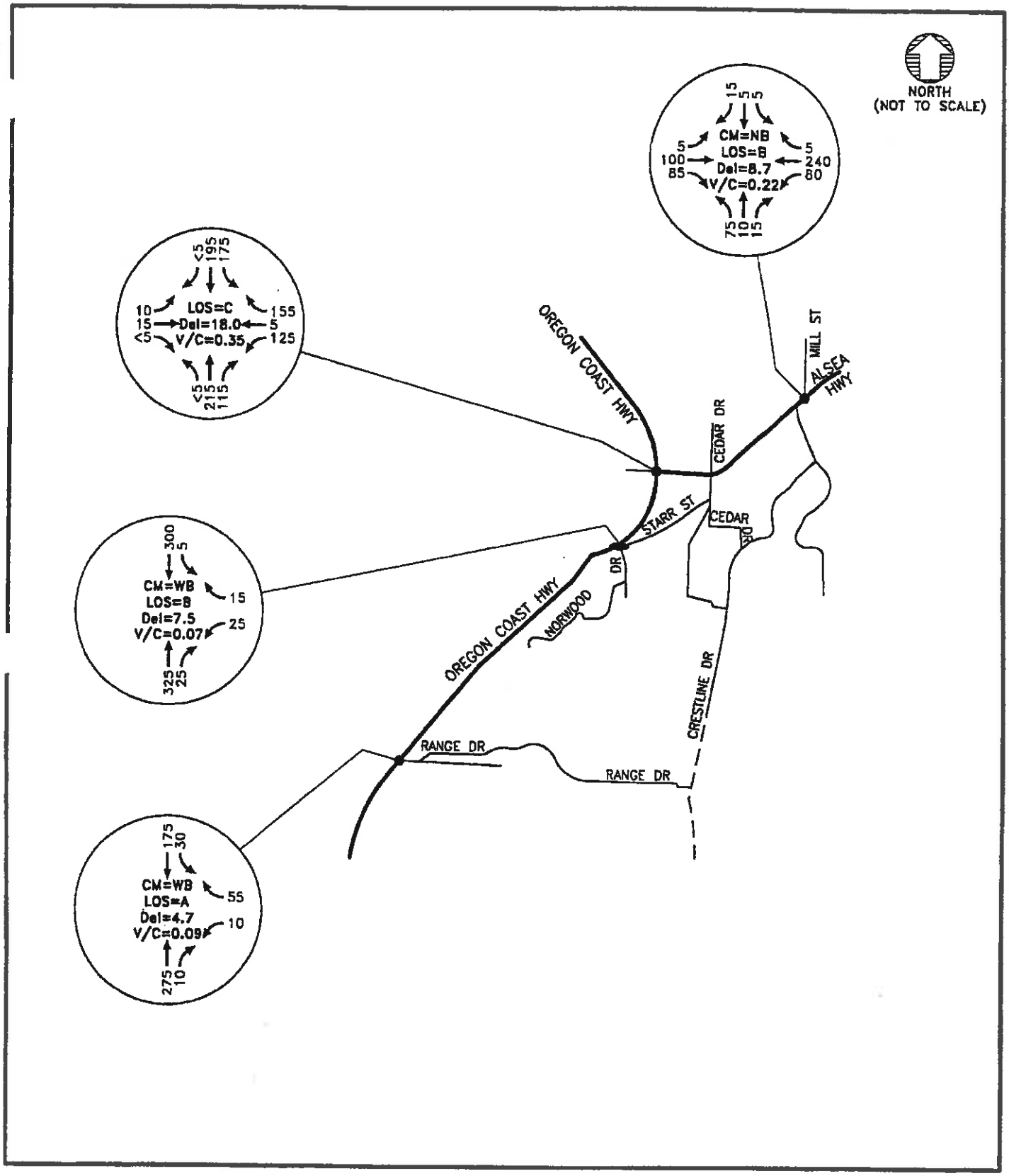


MONTHLY TRAFFIC VARIATION

CITY OF WALDPORT TSP
WALDPORT, OREGON
MAY 1999



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/ CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE DELAY (SIGNALIZED)/ CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

ESTIMATED TRAFFIC VOLUMES & LOS RESULTS, WEEKDAY AM PEAK HOUR (SUMMER)

CITY OF WALDPORT TSP
WALDPORT, OREGON
MAY 1999

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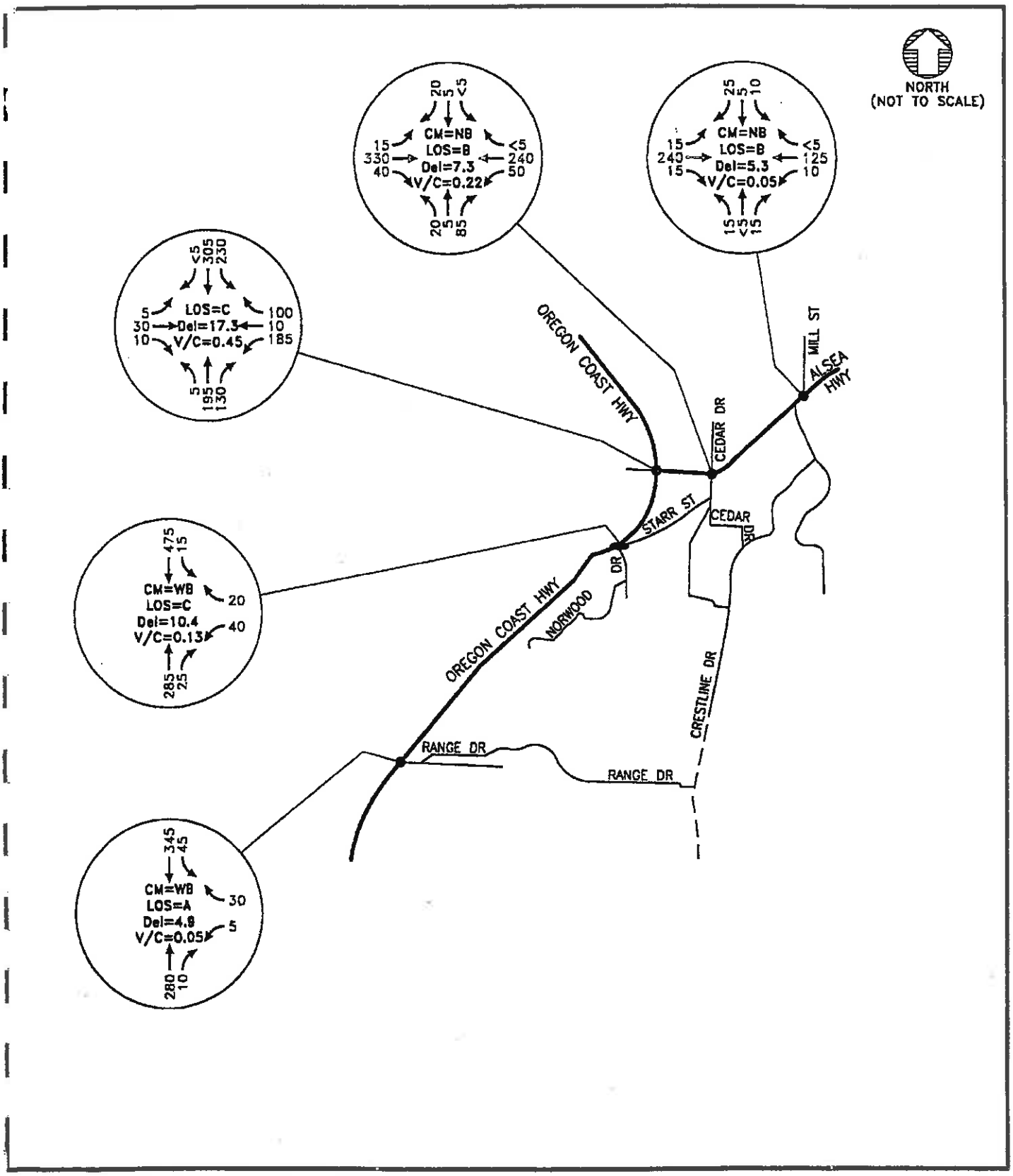

LEGEND

- = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/ CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE DELAY (SIGNALIZED)/ CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

ESTIMATED TRAFFIC VOLUMES & LOS RESULTS, WEEKDAY PM PEAK HOUR (SUMMER)

CITY OF WALDPORT TSP
WALDPORT, OREGON
MAY 1999

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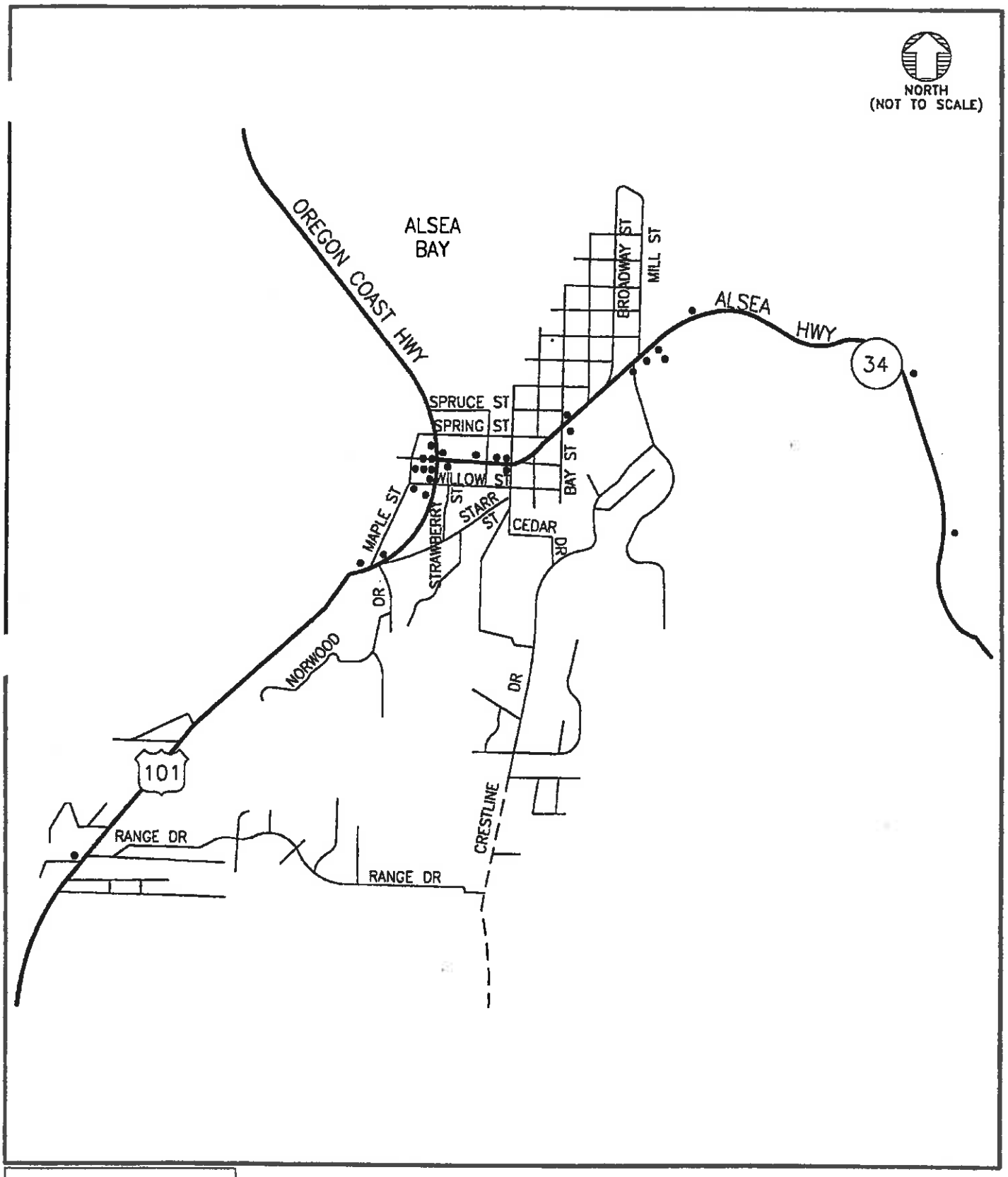

LEGEND

- ACCIDENT LOCATIONS

HIGHWAY ACCIDENT LOCATIONS 1995 THROUGH 1997

CITY OF WALDPORT TSP
WALDPORT, OREGON
MAY 1999

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EXISTING POPULATION AND GROWTH FORECASTS

In order to prepare a future conditions analysis, growth assumptions for the city of Waldport have been determined. This section identifies the existing Waldport population, estimates future population, and includes an estimate of the proportion of workers living in Waldport who travel out of the city to work.

The current city population is approximately 1,870 people. Future population for the year 2020 is estimated to increase 2,2,15 to approximately 4,085. At a residential density of 1.3 persons per household, this corresponds to 290 additional dwelling units. This estimate is based on the growth forecast for Lincoln County as provided by the Office of the State Economist.

Additional commercial and industrial development is estimated at 10 and 51 acres, respectively. Typical floor area ratios (FAR) were applied to these estimates to arrive at the following conclusions:

WALDPORT COMMERCIAL AND INDUSTRIAL GROWTH FORECASTS

Land Use	Developed Land	Assumed FAR	Total Building Area
Commercial	10 acres (or 435.60 ksf)	0.20	87 ksf
Industrial	51 acres (or 2,221.56 ksf)	0.15	333 ksf

Assuming one employee per new dwelling unit (a relatively high estimate given the average occupancy rate of 1.3), an additional 290 dwelling units would create the need for 290 new jobs. Based on data summarized in the *ITE Trip Generation* manual, the 87 ksf of new commercial space would accommodate approximately 158 employees. If the remaining 132 employees were associated with industrial uses, the corresponding area would be approximately 57 ksf, or 8.75 acres.

To summarize, calculations indicate that growth in Waldport through the year 2020 will be comprised of:

290 additional dwelling units
87 ksf commercial development
57 ksf industrial development

Further to the growth estimates, the number of workers living in Waldport who travel out of the city to work is estimated at approximately 50%. This is based on US Census Data indicating that the median travel time for residents in the Waldport area is 17.5 minutes. This 50% factor will be applied in the distribution of trips to and from new dwelling units and employment developments.

FORECAST TRAFFIC CONDITIONS ANALYSIS

This memorandum summarizes the results of the traffic conditions analysis based on 20-year traffic forecasts in Waldport. Specifically, the following issues were addressed:

- Population and employment forecasts for the City of Waldport were developed with City staff based on growth forecasts for Lincoln County.
- Traffic growth on the Highways 101 and 34 was estimated based on historic traffic trends obtained from automatic traffic recorder data.
- A model was developed to evaluate traffic operations at key study intersections under future peak hour traffic conditions.
- System deficiencies were identified under future no-build traffic conditions.

Summary of Existing Conditions Analysis
The existing traffic conditions analysis determined that the study intersections currently operate at acceptable levels of service during the weekday a.m. and p.m. peak hours. No capacity issues were identified in the existing conditions analysis. However, several other system deficiencies were identified, including irregular intersection configuration and the high frequency of access driveways. The key findings from the existing conditions analysis are as follows:

- Traffic volumes on Highways 101 and 34 are highest during the summer months, with peak volumes typically occurring in August.
- All study intersections operate at acceptable levels of service during the weekday a.m. and p.m. peak hours under estimated peak summer volumes.
- A southbound left-turn lane is warranted at the intersection of Highway 101 and Range Drive.
- The lane configuration at the Highway 101/Starr-Norwood intersection (two westbound approaches merge at the confluence with Highway 101), as well as the high skew of the intersection and the sharp grade on Norwood Drive are a potential safety problem, particularly as traffic volumes increase.
- The off-set of the minor street approaches at the Highway 34/Mill-Crestline intersection results in potential turn-movement and storage conflicts between eastbound and westbound left-turning vehicles.
- Accidents on Highway 101 within the City of Waldport have occurred with increasing frequency in recent years. The average accident rate for the three-year period was 3.95 accidents per million vehicle miles (Acc/MVM), which is somewhat higher than the statewide average rate of 3.52 for similar facilities. Similarly, the three-year accident rate on Highway 34 within city limits is higher than the statewide average for similar facilities.
- Most of the accidents within the study area occurred in high-activity areas near the intersection of Highway 101 and Highway 34.
- Access spacing of driveways and public streets on Highway 101 are inconsistent with ODOT's access spacing standards.

20-Year Forecast Conditions Analysis
Traffic growth within the 20-year planning horizon was estimated based on anticipated development within the UGB evaluation, as well as traffic volume trends on the Highway 101 and Highway 34. Forecasts of future development in the study area were developed based in consultation with planning staff for the City of Waldport. The estimated future residential, industrial, and commercial developments in the study area were based on the projection of population growth in Lincoln County, as provided by the Office of the State Economist. In summary, the development was estimated to include:

- 290 residential units
- 87,000 square feet of commercial development
- 57,000 square feet of industrial development

It was estimated that approximately 50% of peak hour trips associated with the new development begin or end outside of the study area. This estimate was based on US Census data regarding travel time to work for Waldport residents. Trip generation estimates from the future developments were assigned to the transportation network based on existing traffic and development patterns, as well as future development forecasts. *See the Appendix for details of the land use and trip generation/distribution forecasts.*

Vehicles traveling through Waldport on Highway 101 or Highway 34 were estimated based on historic traffic count data from ODOT's Traffic Volumes Tables (Reference 1). Annual average daily traffic (AADT) volumes are shown in Figure 1 for the years 1978 through 1997. The traffic volume figures for Highway 101 and Highway 34 reflect average annual growth rates of 0.2% and 1.4%, respectively, or a combined growth rate of 0.7%. The 20-year forecast was developed based on average annual growth in traffic of 1% for both facilities.

Finally, hourly traffic counts were obtained from ODOT's traffic data section. These data are shown graphically in Figure 2. As Figure 2 shows, traffic volumes are highest during the period between 4 and 6 p.m. The remainder of the analysis focused on the critical p.m. peak hour.

Future Conditions Intersection Operations Analysis

Level-of-service (LOS) analysis was conducted to evaluate traffic operations at the study intersections under the forecast traffic conditions for the weekday p.m. peak hour. As in the existing conditions analysis, all LOS analyses described in this report were performed in accordance with the procedures described in the *Highway Capacity Manual* (HCM, Reference 2). The 20-year Forecast Traffic Volume diagram for the weekday p.m. peak hour is shown at the end of this section, along with a summary of the level-of-service results. The summary for the signalized intersection of Highway 101 and Highway 34 includes the intersection volume-to-capacity ratio and the average delay in seconds per vehicle. For unsignalized intersections, the critical approach is identified along with the corresponding volume-to-capacity ratio and average delay at that approach.

As the diagram shows, all of the study intersections are expected to operate at acceptable levels of service under the 20-year forecast conditions. *Level-of-service analysis worksheets are provided in the Appendix.*

20-YEAR FORECAST TRAFFIC VOLUMES, WEEKDAY PM PEAK HOUR

Intersection	Northbound			Southbound			Eastbound			Westbound		
	Strt	LT	RT	Strt	LT	RT	Strt	LT	RT	Strt	LT	RT
Hwy 34/Mill St.-Crestline	<5	20	20	5	10	30	365	20	20	195	15	<5
Hwy 34/Cedar St.	5	25	105	5	<5	25	470	20	50	335	60	<5
Hwy 34/Hwy 101	295	5	215	405	290	<5	35	5	10	10	260	130
Hwy 101/Starr St.	460	-	35	650	20	-	-	-	-	-	50	25
Hwy 101/Range Dr.	345	-	35	420	130	-	-	-	-	-	40	155

Strt = Straight **LT** = Left Turn **RT** = Right Turn

Left-Turn Lane Warrant Analysis

The need for left-turn lanes was evaluated at the unsignalized intersections in the study area. The methodology developed by Harmelink (Reference 3) was used in the analysis. The results are summarized in the following table. The table shows that a southbound left-turn lane will be warranted on Highway 101 at Starr Street-Norwood Drive (in addition to the Range Drive location at which left-turn lane warrants were met under existing conditions). A westbound left-turn lane will also be warranted at the Highway 34/Cedar Street intersection. This movement is already served by the existing two-way-left-turn lane on Highway 34. *The left-turn lane warrant analysis worksheets are provided in the Appendix.*

LEFT-TURN LANE WARRANT ANALYSIS

Intersection	Warrant Met?	
	Southbound	Northbound
US 101/Range Drive	Yes	N/A
US 101/Starr-Norwood	Yes	N/A
	Eastbound	Westbound
ORE 34/Cedar Street	No	Yes*
ORE 34/Mill-Crestline	No	No
* A two-way-left-turn lane is provided in this section of Highway 34.		

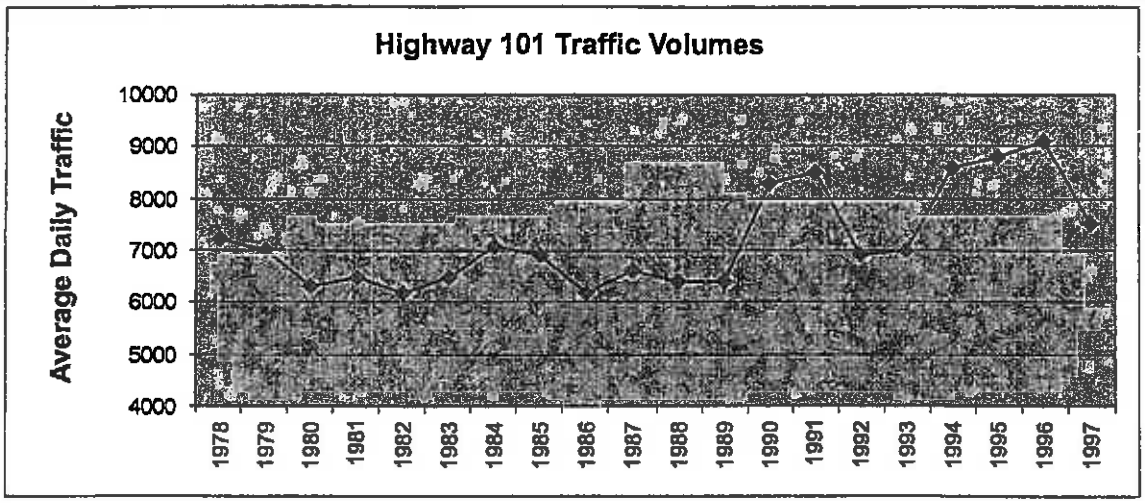
Signal Warrant Analysis
Signal warrants were evaluated at all of the unsignalized intersections in the study area. The Minimum Vehicular Volumes (Warrant 1), Interruption of Continuous Traffic (Warrant 2), and the Peak Hour Volume (Warrant 11) warrants were evaluated, as described in the Manual of Uniform Traffic Control Devices (MUTCD, Reference 3). All three of the warrants will be met at the intersection of Highway 101 and Range Drive. No other intersections warrant signalization under the forecast conditions. *The signal warrant analysis worksheets are provided in the Appendix.*

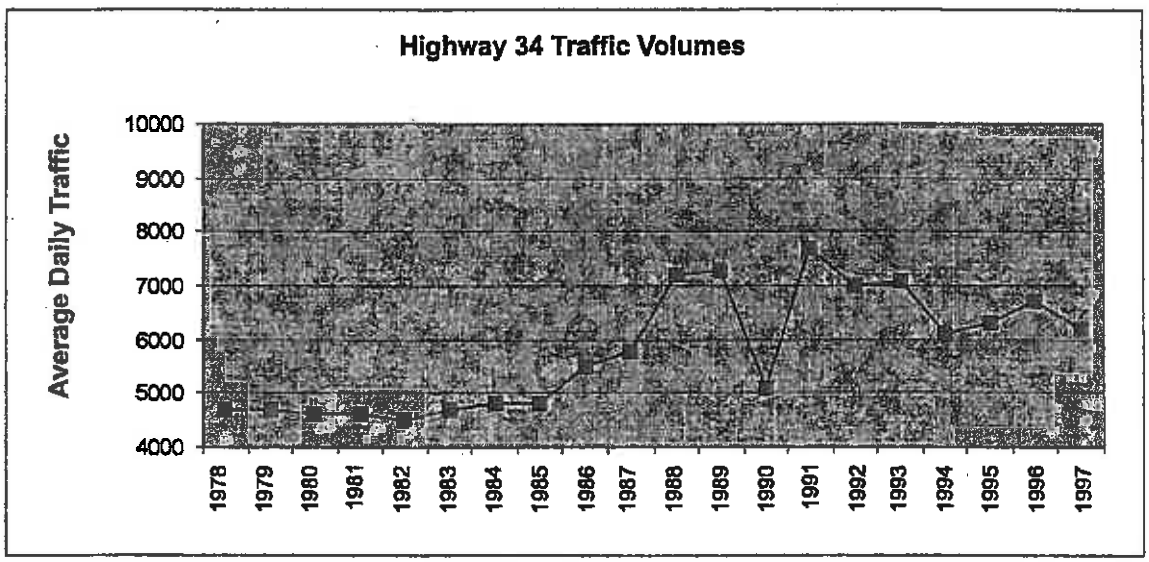
Findings

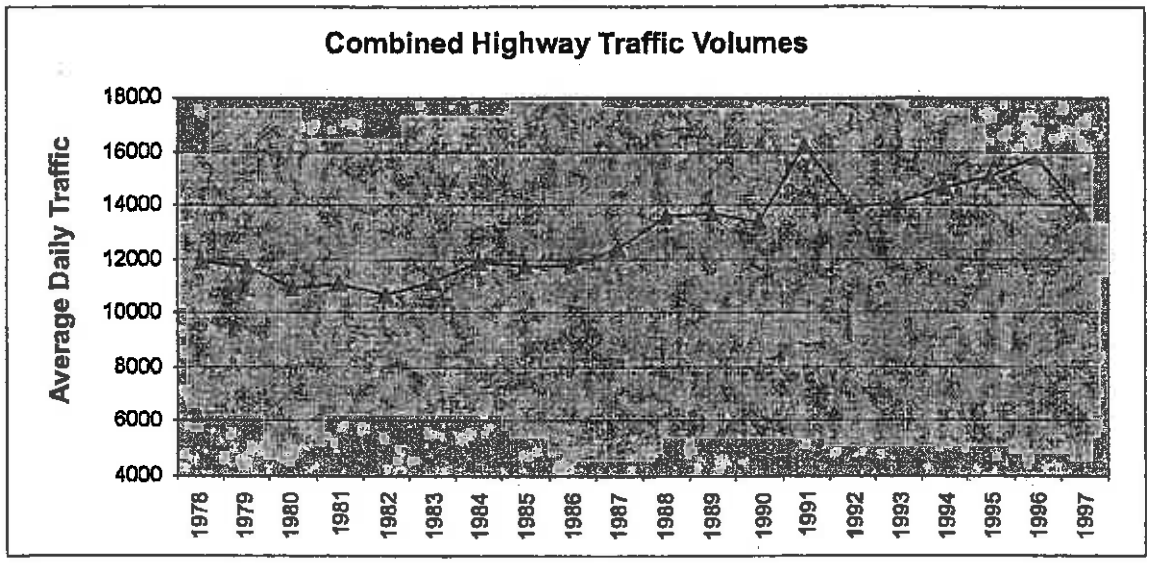
- Anticipated development in the City of Waldport during the 20-year analysis period is estimated to be approximately 190 residential units, 87,000 square feet of commercial space, and 57,000 square feet of industrial space.
- The Annual Average Daily Traffic volumes for Highway 101 and Highway 34 reflect average annual growth rates of 0.2% and 1.4%, respectively, or a combined growth rate of 0.7%. For the purposes of this study, an annual growth rate of 1.0% was assumed.
- Hourly traffic counts on Highway 101 and Highway 34 reveals that the highest traffic volumes occur during the p.m. peak period.
- Level of service analysis indicates that all study intersection will operate at acceptable levels of service during the weekday p.m. peak hour under 20-year forecast traffic conditions.
- A southbound left-turn lane will be warranted on Highway 101 at the Starr-Norwood intersection under 20-year forecast traffic volumes.
- Signal warrants will be met at the Highway 101/Range Drive intersection under 20-year forecast traffic volumes.

References

Oregon Department of Transportation. *Traffic Volume Tables.* 1978 through 1997.
Transportation Research Board. *Highway Capacity Manual. Special Report No. 209, Third*
United States Department of Transportation: *Manual on Uniform Traffic Control Devices,* 1988 Edition.



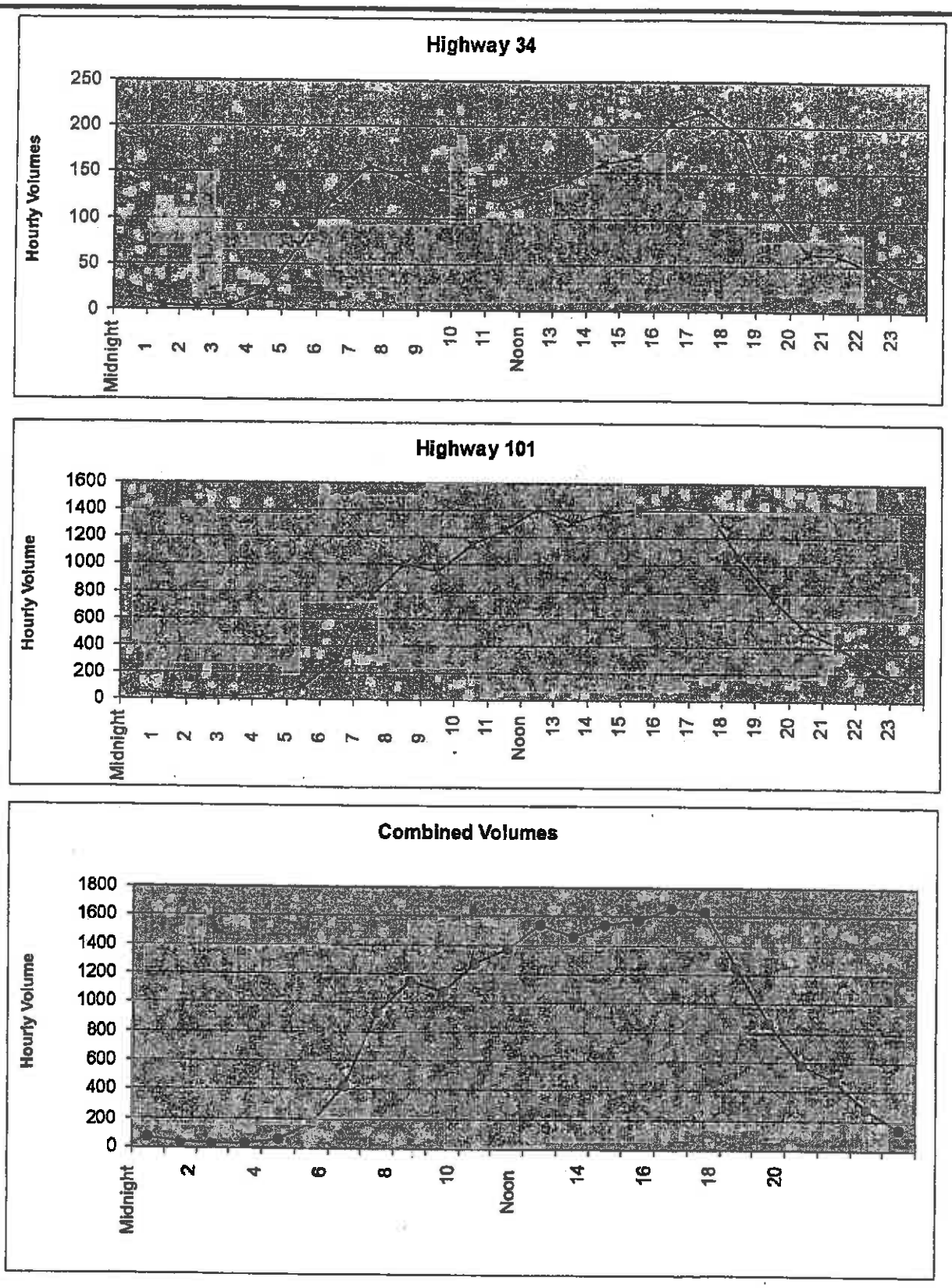




HISTORIC HIGHWAY TRAFFIC VOLUME TRENDS

CITY OF WALDPORT TSP WALDPORT, OREGON	
MAY 1999	

DWGS\2890F001.CDR



HOURLY TRAFFIC VOLUMES
HIGHWAY 34 AND HIGHWAY 101

CITY OF WALDPORT TSP WALDPORT, OREGON	
MAY 1999	

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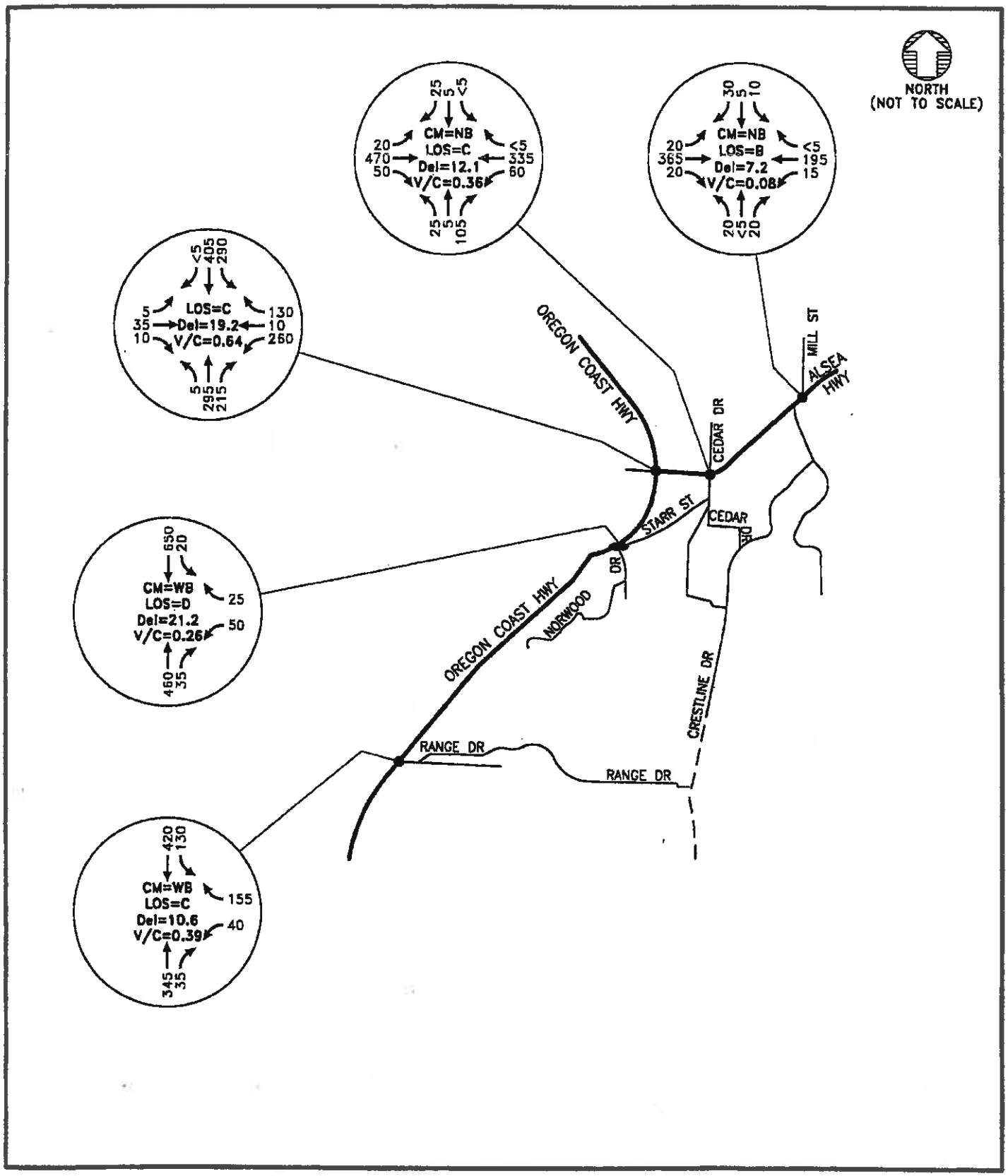


LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)

LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/ CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)

Del = INTERSECTION AVERAGE DELAY (SIGNALIZED)/ CRITICAL MOVEMENT DELAY (UNSIGNALIZED)

V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

20-YEAR FORECAST TRAFFIC VOLUMES AND LEVEL-OF-SERVICE RESULTS WEEKDAY PM PEAK HOUR

CITY OF WALDPORT TSP
WALDPORT, OREGON
MAY 1999

2890F203

EXISTING PLANS, POLICIES & STANDARDS

WALDPORT COMPREHENSIVE PLAN GOALS & POLICIES

Goal V: ... to conserve open space

Policy 1: Additional access to public space lands should be developed, especially to ocean beaches and the Alsea Bay, where practicable.

Policy 3: Publicly owned lands, including street rights-of-way, will be examined for their potential open space use before their disposition.

Policy 5. The City of Waldport supports the development and maintenance of the Oregon Coast Hiking Trail and the Oregon Coast Bicycle Route by the Oregon Sate Parks Division.

Goal XII: ... transportation

Policy 6e: Designation and improvement of inter- and intra-city pedestrian and bicycle routes.

A. Goal XIII: ... energy conservation

Policy 4: The City of Waldport shall develop a pedestrian access plan that will encourage foot traffic from the City's residential areas to commercial and recreational areas.

WALDPORT DEVELOPMENT CODE

Definition 111. Road (Street): A public or private way created to provide vehicular access to one or more lots, parcels, areas of tracts of land, excluding a private way that is created to provide access to such land in conjunction with its use for forestry, mining, or agricultural purposes.

A) Arterial or Major Highway:

Section 10.080 Street Widths and Improvement Standards (page 113-114)

1. Street Widths:

Type of Street	Street Width	Surface Width
a. Collector streets and all business streets other than arterials:	60-80'+	36-48'
b. Local streets in single family density areas:		
1) Streets which in the judgement of the City will never be more than 2400 feet in length and which will have a relatively even distribution of traffic to two or more exits:	50'	28'
2) Other such street:	60'	36'
c. Cul-de-Sacs:	50'	28'
d. Circular ends of cul-de-sacs:	90'+++	70'+++
e. Hammerheads:		++++
f. All streets not specifically provided for above:	60'	40'

+ Measured from face to face of curbs or shoulders.
++ The City may require a width within the limits shown based upon adjacent physical conditions, safety of the public and the traffic needs of the community.
+++ Measured by diameter of circle constituting circular end.
++++ Hammerheads will be of such width and length as to allow for adequate turn-a-round of all emergency vehicles as determined by the City Superintendent.

2. Improvements: Improvements shall have the following minimum standards unless increased at the request of the City Engineer.

   a. All streets shall be rough graded for the full width.
   b. All streets shall have a minimum of 8" well graded quality crushed aggregate base material with a minimum width of 28'.
   c. All streets shall have a leveling course of 1" 00 crushed rock. 2" deep-compacted.
   d. All streets shall be paved with 4" of asphalt concrete to be applied in 2" lifts with each lift compacted to a minimum of 28" in wid5th.
   e. All street improvements shall be certified by an engineer licensed in the State of Oregon as meeting the required standards.
   f. All bridges, or other drainage structures shall have a thirty year minimum life expectancy and shall be constructed to load limit and other standards as approved by the City Superintendent.
   g. Street lighting: Adequate street lighting shall be provided and arranged in cooperation with the Central Lincoln P.U.D.
   h. Sidewalks and service driveways shall conform to standards established under City Ordinance or any amendments or standards as established by the City Council.

WALDPORT PARKS AND RECREATION PRELIMINARY MASTER PLAN

V. Park Development Policies

Policy 5. The City of Waldport shall work with the Port of Alsea, the State of Oregon, and other federal, state, and local agencies to identify and improve access to public open space on the Alsea Bay and ocean beaches.

Policy 10. The City of Waldport shall review all proposed property vacations and other City-owned property for park or recreational value prior to change of use ownership.

This is an important policy in that many property vacations are associated with public right-of-way, often where a street terminates, and there is potential pedestrian access to a natural amenity, i.e. beach, bay or river. Also, street vacation requests occur where, although automobile access does not occur, there is potential for pedestrian and bicycle access which provides connectivity where it otherwise would not occur.

The Parks Development Policies identify the above state Comprehensive Plan goals, that have a bearing on park planning, as well as transportation.

The Parks Development Policies also acknowledges that a Transportation Master Plan is being underway, and that new goals and policies (from the Transportation Master Plan) may impinge on park planning and development, requiring future amendments to the Parks Plan.

VI. Park Development Standards and Strategies

Crestline Park - A City of Waldport Strategy is to develop Crestline Park as a community park. Transportation-related development within the park should include parking, and access into the natural area by development of trails and pathways.

Crestline Park - 15 Acre Park Connection - Additional land requirements, identified in this section, include a parcel of land through the Cedar Heights development adequate to connect the Crestline Park parcel to the 15-acre reserve parcel. (This connection should include a pedestrian/bicycle linkage between the two parks.)

Lint Slough - Access for a nature trail along Lint Slough.

VII. Financial Strategies

A. Park Development
   2. Grants: Elements of the park, park features, or specific programs may be eligible for grant support. For example, certain bike or pedestrian paths may be eligible for funding from the Oregon Department of Transportation (ODOT).

VIII. Twenty-Year Plan For Parks (Transportation-related improvements)

1998-2003
- *15 Acre PF Parcel* - Solicit easements for connecting trails between Crestline Park and Starr Street.

By 2003
- *Crestline Park* - Parking; exercise/nature trail, with connecting trail to 15-acre PF Reserve parcel.
- *15 Acre PF Parcel* - Trail access to Crestline Park and Starr Street (pedestrian/bicycle trails for both recreation and alternate intra-city transportation route).

By 2013
- *Nature Trail, Lint Slough* - Obtain easements, explore volunteer and training possibilities, possibly in conjunction with ODFW.

By 2018
- *Nature Trail, Lint Slough* - Finish and use.

Appendix A: City-Owned Properties
Crestline Drive Park
PF Property
Yaquina John Point
Waldport Heights
Keady Wayside
Forest Hills Subdivision Parkland
West end of Fayette Street
Crestline and Edgecliff
Meridian Park
Alsi Historical Museum
Veteran's Park
Other Unused Street Easements and Right-of-Way: The City owns a number of street rights-of-way which may be usable for walking or biking paths. These routes should be considered for such use, in coordination with the City's Transportation Plan.

WALDPORT URBAN RENEWAL PLAN - UPDATE #2

The Waldport Urban Renewal Area boundary is generally defined by Alsea Bay, Highway 34 including most tax lots adjacent and southeast of Hwy. 34, and Mill Street. This area if often referred to as "old town". The Urban Renewal Area includes a mix of uses including commercial, residential, and the recreation oriented port property. The primary objectives of the Urban Renewal Plan are to improve the function, condition and appearance of the Urban Renewal Area and to eliminate existing blight and blighting influences in order to strengthen the local economy.

II. Goals and Objectives of Urban Renewal Plan

Transportation-related goals include:

Goal 2. Provide pedestrian linkages, including sidewalks throughout the area, particularly between residence and the downtown.
Goal 3. Provide pedestrian and street amenities throughout the Plan area.
Goal 4. Require the installation and maintenance of adequate off-street parking.

The original Urban Renewal Plan also identified the need to develop a street tree program to enhance the physical and visual environment.

III. Relationship of Urban Renewal Goals and Objectives to Local Land Use Plans

The Urban Renewal Plan promotes many local objectives of the Waldport Comprehensive Plan.

C. Transportation

The City of Waldport should work with Lincoln County and other jurisdictions, agencies, and private enterprises to improve access from Waldport to other areas and within the city by encouraging improvement and maintenance of roadways, sidewalks and pedestrian ways.

The original Urban Renewal Plan included a section "Open Space, Natural, Scenic and Historic Resources" that identified the need for additional access to public space lands should be developed, especially to ocean beaches and the Alsea Bay, where practicable; and to development of the Maple Street area along the Alsea Bay shore west of the Alsea Bay Bridge, including public access to the Bay and scenic views of the bridge and estuary.

IV. Why The Urban Renewal Plan is Necessary

A. Inefficient Land Use

Among other uses and conditions identified, the lack of pedestrian walkways contribute to create blight in the "old town" area and impede development.

B. Inadequate Public Infrastructure

3. Storm Drainage

Most storm drainage improvements are constructed in conjunction with new street improvements. The City of Waldport should adopt a policy requiring that necessary storm drainage be constructed prior to or during street improvements. In order for new storm drainage improvements to be effective in controlling surface runoff, curbs and gutters should be required along with the street construction.

4. Streets

A survey of existing street conditions conducted in 1985 indicated that Waldport's local streets were in need of the most improvement.

There are currently no designated bike paths within the City's boundary, although there is considerable bicycle use of the existing road and highway shoulders.

C. Inadequate Parking for Commercial Use

Expansion of commercial activities in the central business area is partially dependent on provision of adequate public parking in proximity to main street businesses. Convenient parking also provides an incentive for visitors to stop and do business in Waldport.

Currently, parking for commercial uses along Highway 101 is limited for the most part to on-street parking. Parking alternatives are not visible to motorists driving through Waldport and therefore potential tourists and visitor may not stop.

VI. Outline of Projects and Activities

B. Public Improvements

(All identified public improvements have a transportation-related component, therefore, the majority of this entire subsection is repeated below.)

1. Intent

   Public facilities and utilities may be improved or constructed within public rights-of-way, easements, or on public property. These improvements may include storm and sanitary sewer improvements, water system improvements, street improvements, street lighting and traffic signalization, landscaping, pedestrian amenities, parking facilities, and open space development.

2. Anticipated Improvements

   Public improvements which may be installed under this Plan include, but are not limited to, the improvement of the street system, sidewalks, signage, marine recreation development, parking lot development, and boardwalk development.

   f. Construction of sidewalks throughout the Urban Renewal Area.
   g. Provision of off-street parking for downtown businesses and matching funds for parking in the north section of Old Town.
   h. Construction of an overlay on Cedar Street from Alsea Highway to Huckleberry Street.

   The original Urban Renewal Plan also identified:

   - Construction of a pedestrian boardwalk from the bridge to the Port of Alsea property to provide a link from the city center to the recreation area.
   - Improved signage directing traffic to the visitor center, city center and port recreation area.
   - Addition of street trees along Highway 101 between it's intersection with Maple Street and Spring Street.
   - Construction of a sidewalk along the east side of Broadway from the Alsea Highway to the Port's recreation area.

C. Acquisition & Disposition of Real Property

1. Acquisition

   It is the intent of the Plan to acquire properties within the downtown area and easily accessible from Highway 101 to provide off-street parking for downtown merchants.

The original Urban Renewal Plan also identified the need to acquire land:

- Between downtown and the Port recreation property to provide off-street parking near the boardwalk.
- The block bounded by Highway 101, Maple Street, and Willow Street to provide off-street parking for downtown merchants.

Highway 34
- Pedestrian street crossings near sidewalks

Intersections
- Highway 101/Highway 34 intersection
- Highway 101/Starr Street intersection
- Highway 101/Range Drive intersection
- Highway 34/Cedar Street intersection
- Highway 34/Crestline Drive/Mill Street intersection
- Highway 34/Bay Street school parking access

Crestline Drive
- Pedestrian and bicycle safety issues
- Speeding
- County maintenance south of Salmon Street

Range Drive
- Pedestrian safety issues

South Waldport
- Potential new connections between Highway 101 and Crestline Drive

East Waldport
- Inadequate sight distance on Highway 34
- Westbound speeding traffic on Highway 34 entering Waldport
- Highway 34/Rio Vista intersection

Old Town
- Street terminating near the bay have not been vacated and therefore, provide potential access to the bayfront.

Future Development/Redevelopment
- Improvements to some existing transportation problems can only occur with redevelopment of private property, e.g. the ingress/egress on Highways 34 and 101 at the Chevron Station and adjacent business.

Tsunami Plan
- Expand tsunami evacuation routes to include Dolores Drive, as well as Range Drive, Cedar Street and Crestline Drive

SUMMARY OF MARCH 16-17, 1999 INTERVIEWS

Interviews were held with eleven Waldport citizens and public agency employees to solicit input on transportation issues and needed improvements. Recommended transportation improvements identified by the interviewees are described below.

Primary Recommended Transportation Improvements Identified By Four Or More Interviewees
- Crestline Drive - Improvements are especially needed at the north end of Crestline at the hill and curves. Improvements should include widening and bicycle/pedestrian facilities. Bicycle/pedestrian facilities should be provided from Highway 34 to the elementary school. Bicycle/pedestrian facilities are preferred on both sides of Crestline Drive however one side may be adequate. Existing conditions may make it more feasible to have a pedestrian pathway or sidewalk on the east side of Crestline north of Range Drive and on the west side south of Range Drive. It may also be appropriate to incorporate the bicycle/pedestrian facility within Crestline Park located on the west side, north of Range Drive. (8 of 11 interviewees identified this need.)

How important are these potential transportation improvements?
Fourteen potential transportation improvements were identified. Participants were asked to circle one number with 1 = Most Important, 2 = More Important, 3 = Important, 4 = Minimally Important, 5 = Not Important. The total score and average score of each potential improvement was used to determine the following prioritized ranking.

		Total Score	Avg. Score
1.	Safe pedestrian/bicycle crossings on Hwy. 101 and Hwy. 34	232	1.58
2.	Safe pedestrian/bicycle facilities on Crestline Drive	272	1.85
3.	Safe and connected community-wide bicycle/pedestrian system	280	1.90
4.	Additional or improved public transportation (i.e. bus service)	283	1.93
5.	Traffic speed enforcement	290	1.97
6.	Safe pedestrian/bicycle facilities on Range Drive	296	2.01
7.	Improve the Hwy. 101/Range Drive intersection	304	2.07
8.	Bicycle/pedestrian connections between downtown and Crestline Drive	312	2.12
9.	Improve the Hwy. 101/Starr intersection	313	2.13
10.	Improve the Hwy. 34/Crestline intersection	319	2.17
11.	Improve the Hwy. 34/Cedar intersection	338	2.30
12.	Improve access to local businesses (parking, walking, driveways)	340	2.31
13.	Additional public parking	369	2.51
14.	Improve the Hwy. 101/Hwy. 34 intersection	385	2.62

What is the single most important transportation improvement needed?
(number of times identified in parenthesis)
1. Street maintenance (28)
2. Community-wide bicycle/pedestrian system (25)
3. Public bus/van service (24)
4. Pedestrian Crossings on Hwys. 101 and 34 (16)
5. Enforce speed limits (12)
6. Post Office access, circulation and parking improvements (8)
7. Range Drive improvements (6)
8. Additional public parking (4)

What is the 2nd most important transportation improvement needed?
1. Community-wide bicycle/pedestrian system (18)
2t. Street maintenance (15)
2t. Pedestrian Crossings on Hwys. 101 and 34 (15)
4. Enforce speed limits (14)
5. Public bus/van service (12)
6t. Range Drive improvements (6)
6t. Hwy. 101/Range Drive intersection improvements (6)
8t. Post Office access, circulation and parking improvements (5)
8t. Crestline Drive improvements (5)
10t. Additional public parking (4)
10t. Cedar Street improvements (4)

What other transportation-related improvements would you like that will make Waldport a better place to live in and visit?
1. Street maintenance (22)
2. Community-wide bicycle/pedestrian system (10)
3. Additional public parking (9)
4. Enforce speed limits (6)
5. Public bus/van service (5)
6. No transportation improvements needed (4)

DRAFT RECOMMENDED TRANSPORTATION IMPROVEMENTS

The following draft recommended transportation improvements for Waldport are based on 1) review of existing and forecasted conditions, 2) input provided by the Waldport Transportation Safety Committee, 3) results of interviews with eleven Waldport citizens and public agency representatives, and 4) results of 147 questionnaires returned by Waldport citizens and surrounding residents. The draft list of recommended improvements are generally prioritized according the input received.

A. Connected Community-Wide Pedestrian/Bicycle System

Establish an interconnected pedestrian/bicycle system throughout Waldport. The system should provide connections between the lowland and upland areas, i.e. downtown and Crestline Drive; connect destinations (activity centers), i.e. downtown, residential areas, schools, parks; and provide alternative connections and "loops" for recreational bicyclists, walkers and runners.

Potential pedestrian/bicycle connections identified in the public involvement process included:

- The ball fields (Kyle Field) to Crestline Drive through existing utility easements and two public park parcels located off Crestline Drive, View Drive, Greenwood Way, Brentwood Drive and Park Drive;
- Pedestrian access between Crestline Drive and Waldport High School. There is an existing partial, unimproved pedestrian connection.
- The elementary school to Range Drive via the west side of the golf course. The specific location of this pedestrian/bicycle facility needs to consider the safety of people walking/bicycling through woods;
- A pathway along the slough;
- A pathway along the entire bay frontage (realizing that high tide may restrict access);
- Continuous pedestrian/bicycle facilities on major streets, i.e. Highway 101, Highway 34, Crestline Drive, Range Drive, Cedar Drive;
- Connections between residential developments, i.e. from Norwood Drive and Dolores Drive to Kelsie Way and Forest Parkway, along Pacific View Drive, etc.

B. Street Maintenance

Improve and maintain existing streets, i.e. potholes, paving, and striping.

C. Pedestrian Crossings on Highway 101 and Highway 34

Provide safe pedestrian crossings at intersections on Highway 101 and Highway 34. Potential crosswalk improvements could include striping and other markings making motorists aware of pedestrians, pavement color and texture improvements, signage, lighting, and curb extensions.

D. Public Transportation

Increased public transit (bus and van) service between Waldport and other cities, i.e. Newport, Lincoln City, Corvallis, Salem, and Portland.

E. Speeding

Enforce and reduce speeding at the three main entrances (gateways) into the community including:

- Southbound Highway 101 traffic coming off the bridge;
- Northbound Highway 101 traffic;
- Westbound Highway 34 traffic.

Standards methods for reducing speed include reducing maximum speed limit, enforcement signs, and pavement striping, etc. Traffic calming and reduced speeds can also occur through "gateway" improvements, i.e. landscaping, community entry/welcome signs, etc.

F. Range Drive Improvements
Widening, eliminating or mitigating curves and sight distance inadequacies, and providing pedestrian/bicycle facilities on both sides of the street.

G. Additional Downtown Parking
Provide additional parking for downtown businesses, particularly for Highway 101 businesses. This may occur through a central parking lot(s) located close to downtown businesses

H. Crestline Drive Improvements
Continuous pedestrian/bicycle facilities are needed between Highway 34 and the elementary school. Bicycle lanes and pedestrian pathways are preferred on both sides of the street, however, they need to at least be continuous on one side. Initially, it may be more feasible to construct a pedestrian facility (sidewalk or pathway) on the east side of Crestline Drive north of Range Drive, and on the west side south of Range Drive. However, it may be appropriate to extend the pathway along the west side, through Crestline Park, just north of Range Drive. The northern portion of Crestline Drive, where the hill and curves are located, is currently an unsafe section of road, especially for bicyclists and pedestrians..

I. Highway 101/Range Drive Intersection Improvements
The most important improvement at this intersection is the need for a center turn lane for southbound Highway 101 traffic.

J. Post Office Access, Circulation, and Parking Improvements
Improve ingress and egress to the post office including better circulation and parking.

K. Highway 101/Starr Street/Norwood Drive Intersection Improvements
Norwood Drive and Starr Street intersect Highway 101 in the same location and at an odd angle. Ultimate improvements would include one street intersecting Highway 101 at a ninety degree angle.

L. Highway 34/Crestline Drive/Mill Street Intersection Improvements
The Highway 34/Crestline Drive intersection is offset from the Highway 34/Mill Street intersection. In addition, it is currently confusing and unsafe for eastbound Highway 34 traffic to turn north on to Mill Street.

M. Cedar Street Improvements
Widening improvements including bicycle and pedestrian facilities to provide safer and easier access between this Crestline Drive - Highway 34 connection.

N. Downtown Access Management and Pedestrian Circulation Improvements
Potential improvements include consolidation of driveways and a continuous, consistent pedestrian facility (sidewalk) on both sides of Highway 101 and Highway 34.

O. Highway 101/Highway 34 Intersection Improvements
Improvements will primarily occur with redevelopment to ensure that better ingress and egress is provided to businesses located on or near the intersection.

P. New East-West Road in south Waldport Connecting Highway 101 and Crestline Drive
A new east-west road(s) connecting Highway 101 and Crestline Drive. This would serve the developing industrial area and reduce truck traffic on Range Drive. It would also serve the developing residential zoned land and the elementary school, particularly for traffic approaching this area from Highway 101, south of the City.

Potential locations include 1) from Crestline Drive west through the industrial zoned land and through land currently located outside the Urban Growth Boundary; 2) extending Seabrook Lane east and south, connecting to Crestline Drive south of the Golf Course, i.e. Green Drive.

Q. Pavement Striping Improvements
Crosswalk, bicycle lane, and fog line improvements to provide better demarcation and vision for motorists.

R. Highway 34/Bay Street Intersection and Parking Access Improvements
Eastbound Highway 34 traffic exits to the school parking lot at the location where vehicles entering Highway 34 from city hall and the school are stopped for Highway 34 traffic.

S. Highway 34/Cedar Street Intersection Improvements
Cedar Street is one of two existing roads connecting Highway 34 and Crestline Drive. Improvements are needed to create better traffic flow, especially for motorists on Cedar Street making a westbound turn on to Highway 34.

T. Sight Distance on Highway 34
Inadequate sight distance at the curve near the east edge of Waldport.

U. Vehicular, Bicycle, and Pedestrian Improvements at the South Edge of the High School
Better define circulation for vehicles, bicyclists and pedestrians.

V. Additional High School Parking and Improved Bus Circulation
Provide additional student parking and better circulation for school buses at the high school.

W. Red Ditch Improvements
Improvements can vary from creating a landscaped drainage way with pedestrian and bicycle path to covering Red Ditch to provide for additional parking.

X. Additional Tsunami Routes
Designate additional routes from the lowland areas to the upland.

Y. (South) Highway 101 Continuous Center Turn Lane to Patterson State Park
Long term, provide a continuous center turn lane from south of Maple Street to Patterson State Park on Highway 101.

Z. Prohibiting Street Vacations
Prohibit street vacations where they provide access to amenities, i.e. the bay, or provide better connectivity to adjacent land.

AB. Highway 34/Spring Street Improvements
Improvements to prevent southbound Highway 101 traffic from accessing eastbound Spring Street which is currently not allowed.

AC. Circulation Connectivity with New Development
Require new development to provide connections to adjacent streets and pedestrian/bicycle facilities.

AD. Access Improvements with Redevelopment
When redevelopment occurs, ensure adequate and safe access occurs, i.e. ingress and egress issues near intersections such as the service station and tire store at the Highway 101/Highway 34 intersection.

TRANSPORTATION SYSTEM IMPROVEMENT ALTERNATIVES

This section addresses existing and anticipated safety and capacity issues that were identified in the two previous memoranda. Improvement alternatives were developed and a comparative evaluation of the alternatives was conducted in terms of safety and operational improvements, impacts to the surrounding area, the cost of implementation, and constructability.

SUMMARY OF EXISTING AND FORECAST CONDITIONS ANALYSIS

No fundamental capacity problems were identified on the study roadways based on the analysis of the transportation system under existing and forecast peak hour traffic conditions. All study intersections are expected to continue operating at acceptable levels of service. However, specific system deficiencies were identified in the study area including:

- The need for a southbound left-turn lane at the Highway 101/Range Road intersection,
- Unconventional lane configuration, the skew of approaches, and topographic issues at the Highway 101/Starr-Norwood intersection,
- Turn-movement conflicts related to the off-set of the side streets at Highway 34/Mill-Crestline intersection, and
- High accident rates near the intersection of Highway 101 and Highway 34.

During the course of this study, circulation issues related to Strawberry Street were brought to the attention of the project team. This issue was also addressed in this memorandum.

FUTURE CIRCULATION

As development occurs south of Range Road, a new east/west connection will be needed to minimize the need for out-of-direction travel between Highway 101 and the large acreage of residential and industrial land to the east. One option will be to extend the Ocean Hills Retirement Community access eastward to connect Highway 101 with Crestline Drive. Another alternative is to extend Breakers Drive to connect with Crestline Drive. This would require a roadway connection outside of the Urban Growth Boundary, which is inconsistent with the policies of the Department of Land Conservation and Development, and would require the City to apply for an exception to general policy.

INTERSECTION IMPROVEMENTS

US 101/Range Drive

Short Term Treatment

The Highway 101/Range Drive intersection is shown in Figure 1. Left-turn lane and signal warrants were evaluated for this intersection under existing traffic conditions (see Technical Memorandum 1). The analysis showed that a left-turn lane in the southbound direction is warranted at this intersection. Accordingly, it is recommended that a southbound left-turn lane be installed at the Highway 101/Range Drive intersection in the immediate practical future.

Additional safety improvements would be gained by realigning the commercial access west of the highway to align with Range Drive, and providing a northbound left-turn pocket to remove turning vehicles from the path of through-traffic. A second access driveway at the northern edge of the commercial parking lot would improve internal circulation and allow southbound vehicles to access the property prior to the Range Drive intersection.

Long Term Treatment
A significant share of the forecast residential, commercial, and industrial development within the UGB is expected to use Range Drive for access to Highway 101. Based on this development pattern, the increased traffic volumes will result in the need for a traffic signal at this intersection. Based on traffic projections, a signal will be warranted at this location.

Design Considerations
- A northbound left-turn lane should be constructed to shadow the southbound left-turn lane. This would provide access to the commercial property to the west of Highway 101.
- Separate right- and left-turn lanes at the westbound approach would improve Range Drive operations and could be constructed simultaneous to the Highway 101 turn lane construction.
- Side streets intersecting Highway 101 near Range Drive may influence the design of left-turn storage and transition on the highway. A two-way-left-turn-lane may be needed for some distance from the intersection in order to maintain highway access to adjacent properties.

US 101/Starr-Norwood
Existing geometric issues at the Highway 101 intersection with Starr Street and Norwood Drive include the merge of the two minor streets at the intersection confluence, the skewed approach of the minor streets, and the steep grade on Norwood Drive (see diagram at the end of this subsection). Several improvement alternatives were considered to address these existing deficiencies. The improvement alternatives are shown in diagrams at the end of this subsection. The following table provides a summary of the comparative evaluation of the alternatives.

Under the 20-year forecast traffic conditions, a southbound left-turn lane will be warranted on Highway 101 at this intersection. Highway 101 widens to a four-lane facility immediately north of this intersection. As such, the existing pavement width could be used to provide a southbound left-turn lane, continuing the single northbound lane north of the Starr Street intersection before widening to two northbound lanes. This treatment is included in all of the improvement alternatives.

Do Nothing Alternative
Under this alternative, potential safety problems will be compounded as traffic volumes increase.

Alternative A: Starr Street Primary
The main objective of Alternatives A and B is to reconfigure the intersection so that only one roadway intersects with Highway 101, while providing a connection to the remaining minor street at the maximum possible distance from the highway. The topography of the Norwood Drive alignment is the most significant challenge to this objective.

As shown in the diagram, Norwood Drive could be realigned to a T-intersection with Starr Street. Starr Street would be maintained as the primary roadway since it provides a direct connection to Cedar Street and Highway 34. However, the realignment of Norwood Drive would increase the already steep grade and would require considerable grading and retaining walls to partially mitigate the slope.

Alternative B: Norwood Drive Primary
Starr Street could be realigned to form a T-intersection with Norwood Drive (see diagram at the end of this subsection). This alternative has the advantage of reducing the skew at the Highway 101 approach, but has the same topographic issues related to the steep slope of Norwood Drive as identified in Alternative A. Furthermore, only minimal storage would be available on Norwood Drive between Starr Street and Highway 101. Vehicles queued on Norwood Drive could block the Starr Street access, potentially resulting in vehicles spilling back onto Highway 101.

Alternative C: Starr Street Closure
Under this alternative, the Starr Street connection to Highway 101 would be closed, allowing only Norwood Drive traffic to access Highway 101 at this intersection. Although some out-of-direction travel would be required, alternative outlets are available for traffic on Starr Street. Sufficient pavement width should be maintained to allow a turn-around area at the closure.

Alternative D: Starr Street-Norwood Drive Realignment
As shown in the following diagram, Alternative D would connect Starr Street and Norwood Drive along a common alignment, and provide a single connection to Highway 101. This alternative meets the objective of limiting the intersection to a single connecting roadway while maximizing the spacing from Highway 101. Also, the new connecting roadway could be aligned perpendicular to the highway, eliminating the high skew that currently exists. Both of the newly aligned side street approaches would have STOP signs at the intersection with the new Highway 101 connecting street. This would ensure adequate clearance for traffic to exit Highway 101 without being hindered by westbound queues.

Unlike the other improvement alternatives, this alternative would require some right-of-way acquisition from the adjacent property. However, it could be implemented without directly impacting existing structures.

The following table summarizes the findings of the comparative evaluation of improvement alternatives.

HIGHWAY 101/STARR-NORWOOD ALTERNATIVES EVALUATION

Evaluation Factor	Do Nothing	Starr Primary	Norwood Primary	Close Starr	Realign Starr-Norwood
Operations & Safety	Poor	Fair	Fair	Good	Good
Impact to Surrounding Area	Good	Good	Good	Fair	Fair
Cost to Implement	Good	Fair	Fair	Good	Fair
Constructability	Good	Poor	Poor	Good	Fair

Recommended Treatment
Each of the alternatives evaluated poses challenges in terms of topography and/or impacts to surrounding land uses. However, as traffic volumes grow on all of the intersection roadways, the potential for safety problems will increase. Traffic conditions should be monitored as development occurs in the area and through traffic volumes on Highway 101 increase.

The closure of Starr Street at Highway 101 is a relatively inexpensive and low-impact improvement that could be implemented in the near-term. Although it will restrict local circulation to some extent, alternative routes are available for access from Starr Street to Highway 101 with only moderate out-of-direction travel required.

The preferred long-term solution is Alternative D because it improves the Highway intersection configuration and does not require increasing the slope on Norwood Drive. As redevelopment occurs, the City should seek opportunities to acquire the needed right-of-way in a manner that minimizes impacts to the adjacent properties.

As traffic increases, a southbound left-turn lane will be warranted at this approach. This improvement will likely be warranted in the 10 to 15 year future.

Highway 34/Mill Street– Crestline Drive
Operational issues related to the off-set of the minor streets at the Highway 34 intersection with Mill Street-Crestline Drive were identified in the analysis of existing conditions (Technical Memorandum 1). The following diagram shows a turn lane is provided on Highway 34 for westbound left turns but not for eastbound left turns. The asymmetry in eastbound and westbound approaches, coupled with fact that Highway 34 has a two-way-left-turn-lane west of the intersection, apparently results in the perception that eastbound left-turning vehicles have a

left-turn lane. Frequently, eastbound left-turning vehicles wait in the left-turn lane provided for westbound traffic, causing potential conflicts with the intended traffic as well as with drivers making the correct maneuver from the through lane. A left-turn lane cannot currently be provided in the eastbound direction due to the offset of the side streets at this intersection.

Do Nothing Alternative
The conflicting movements and potential for accidents will increase as traffic volumes grow.

Alternative A: Realign Mill Street Directly Opposite Crestline Drive
This alternative would improve operations significantly by realigning Mill Street to directly Crestline Drive (see diagram at the end of this subsection). However, the realignment would require acquisition and removal of the existing commercial structure in the northwest corner of the intersection. The acquisition of the hardware store on the northwest corner would be expensive and would have a significant impact on the community.

Alternative B: Realign Crestline Drive Directly Opposite Mill Street
Similar to Alternative A, realigning the Crestline Drive approach to directly oppose Mill Street would improve operations significantly (Alternative 5B). However, construction of the realigned Crestline Drive would require filling wetlands on the southeast corner at a very high expense, and would raise considerable environmental mitigation issues. A pump station that was recently installed in the southeast corner of the intersection would need to be relocated. Furthermore, due to the bridge located approximately 300 feet east of the intersection, the available distance for left-turn storage and transition is inadequate. Therefore, this alternative was REJECTED.

Alternative C: Prohibit Eastbound Left Turns onto Mill Street
Alternative C would prohibit eastbound left turns from Highway 34 onto Mill Street. This alternative serves to separate potential conflicting movements at minimal cost, with minimal diversion of traffic. The relatively low demand for this movement (approximately 15 vehicles during the peak hour) could be served by Broadway Street or other parallel streets. This alternative may include improvements on Broadway Street to provide an improved alternative route for the diverted traffic. The restriction could be implemented initially by signing and striping. In case violation of the eastbound left-turn restriction becomes a problem, the placement of physical barriers may be required. However, since such barriers would also preclude southbound left turns at the intersection, this action should only be taken for the purpose of enforcement of the eastbound left turn prohibition.

Alternative D: Realign Both Minor Street Approaches
Under Alternative D, both Mill Street and Crestline Drive were realigned to directly oppose each other at an approximate mid-point, thus sharing the impact to adjacent property. However, the commercial property in the northwest corner would still be impacted, and impacts to the wetlands would still require considerable cost and environmental mitigation. Furthermore, the location of the bridge east of the intersection precludes the provision of adequate storage and transition distance. Therefore, this alternative was REJECTED.

Alternative E: Install a Roundabout
A roundabout treatment was considered to mitigate the existing geometric issues at this intersection. Similar to Alternative D, this alternative would significantly impact adjacent properties but would distribute the impact. However, it was determined that this site does not meet ODOT's minimum site standards for a roundabout. This alternative was REJECTED.

HIGHWAY 34/MILL-CRESTLINE ALTERNATIVES EVALUATION

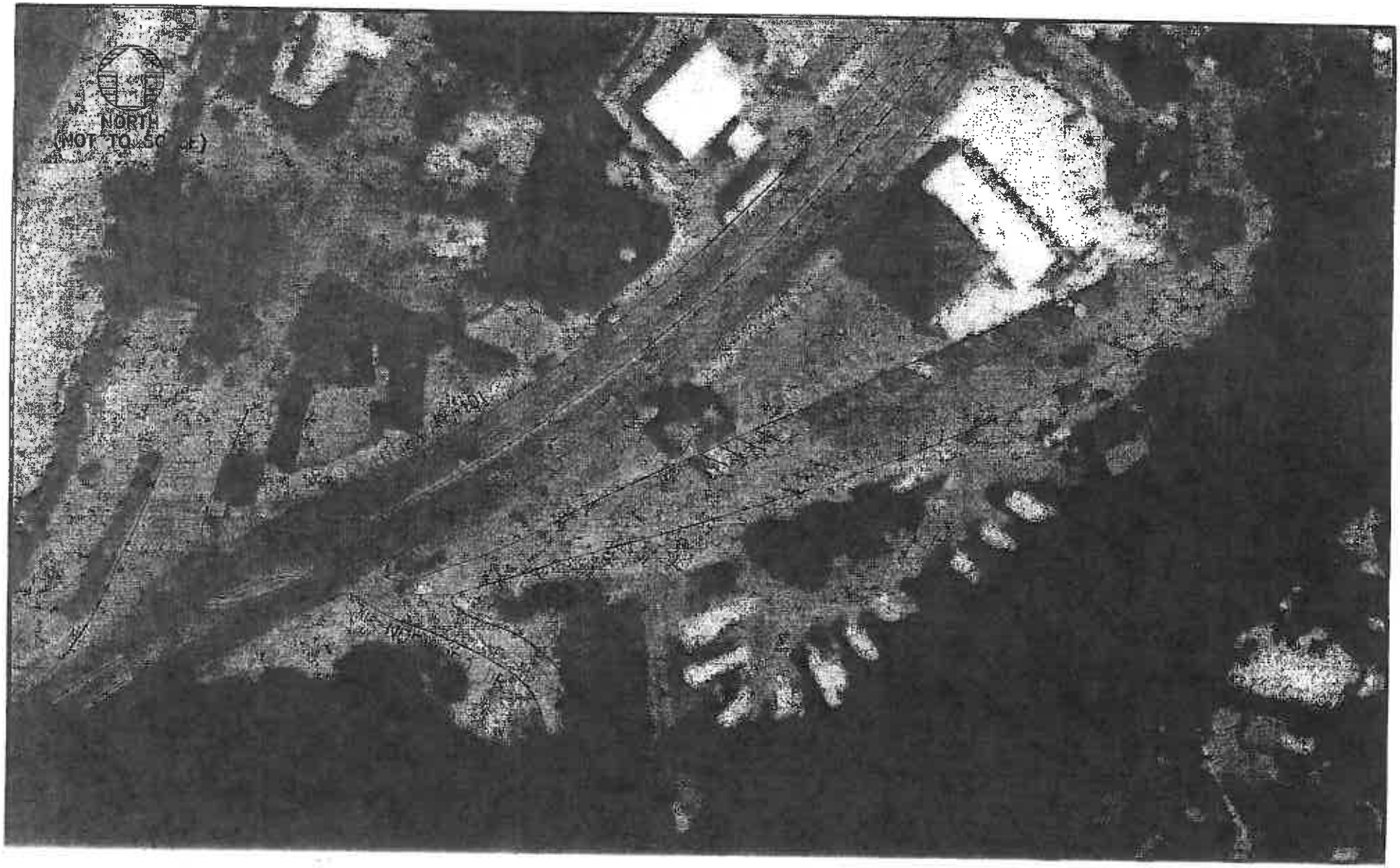
Evaluation Factor	Do Nothing	Realign Mill	Realign Crestline	Prohibit Left Turns	Realign Both Side Streets	Round-about
Operational/Safety Improvements	Poor	Good	Fair	Fair	Fair	Poor
Impact to Surrounding Area	Good	Poor	Poor	Good	Poor	Poor
Cost to Implement	Good	Poor	Poor	Good	Poor	Poor
Constructability	Good	Fair	Poor	Good	Poor	Poor

Recommended Treatment
Roadway realignment alternatives at this intersection would pose significant impacts to adjacent properties and/or very high construction and wetland mitigation costs. Prohibition of eastbound left turns was determined to be the preferred solution, given the low volumes of traffic making this movement and the availability of alternative routes. This project could be implemented with relatively simple signing. In the event that significant and persistent violations occur, raised barriers could be considered.

Strawberry Street
During the course of this study, circulation issues related to Strawberry Street were brought to the attention of the project team. Specifically, property owners in the area were concerned about the possibility of restricting Strawberry Street to one-way travel. Also, residents perceive a potential for excess speeds along the roadway.

Although the pavement width is generally sufficient to allow two vehicles travelling in opposite directions to pass each other at slow speeds, the frequent power poles obstruct simultaneous flow of traffic in both directions. Due to the low volume of traffic on the road, and in the absence of a demonstrated safety problem, limiting Strawberry Street to one-way travel would be overly restrictive. Furthermore, such a restriction would sharply hinder circulation in the event that the Starr Street access to Highway 101 is closed (under Alternative C of the Highway 101/Starr-Norwood intersection alternatives).

No existing speeding problem has been identified. If travel speeds become excessive, a speed study could be conducted and the installation of speed bumps could be considered, along with other traffic calming measures.



HIGHWAY 101/STARR–NORWOOD
EXISTING INTERSECTION CONFIGURATION

CITY OF WALDPORT TSP WALDPORT, OREGON MAY 1999	

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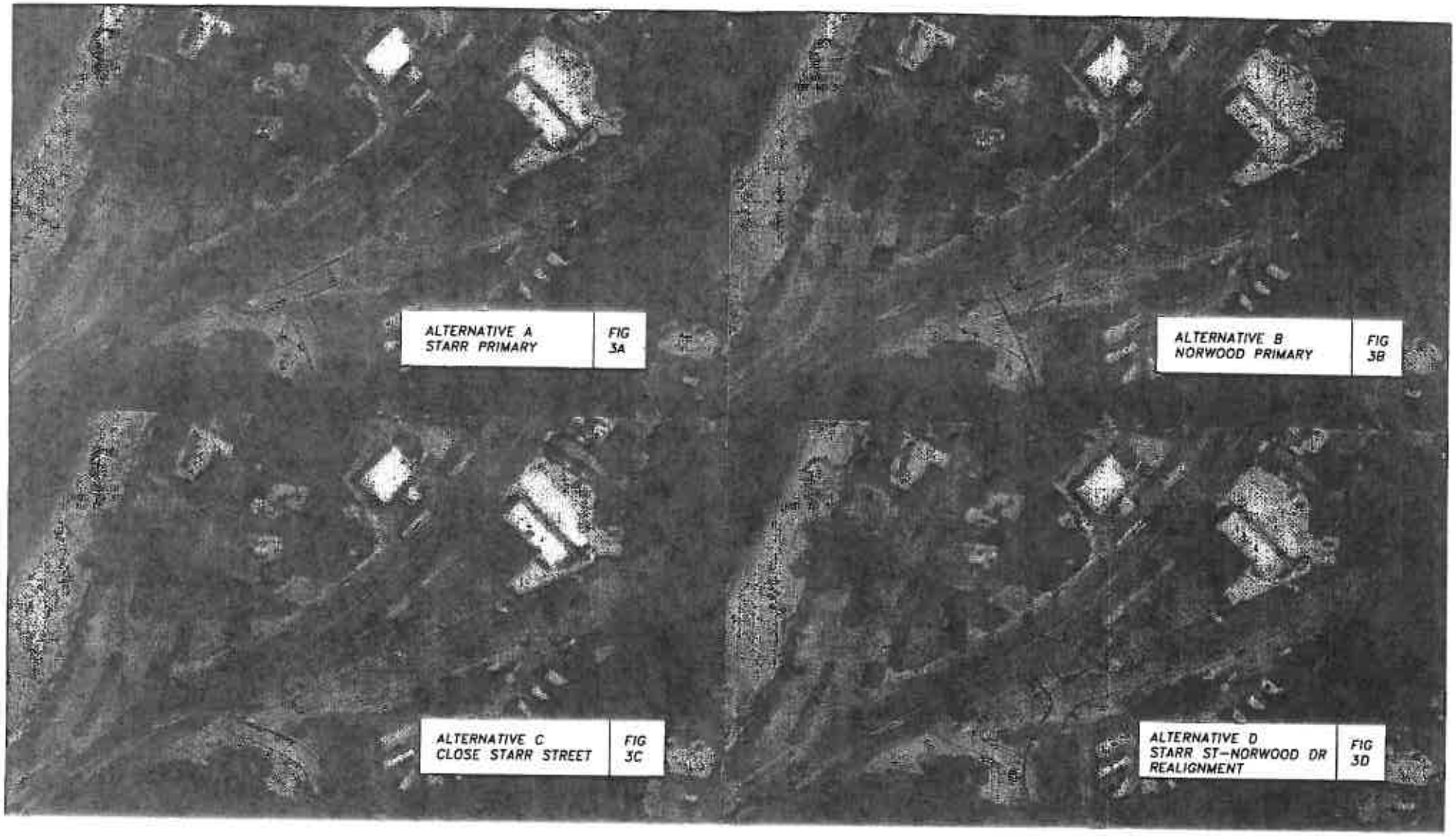

HIGHWAY 101/STARR–NORWOOD

CITY OF WALDPORT TSP WALDPORT, OREGON MAY 1999	K

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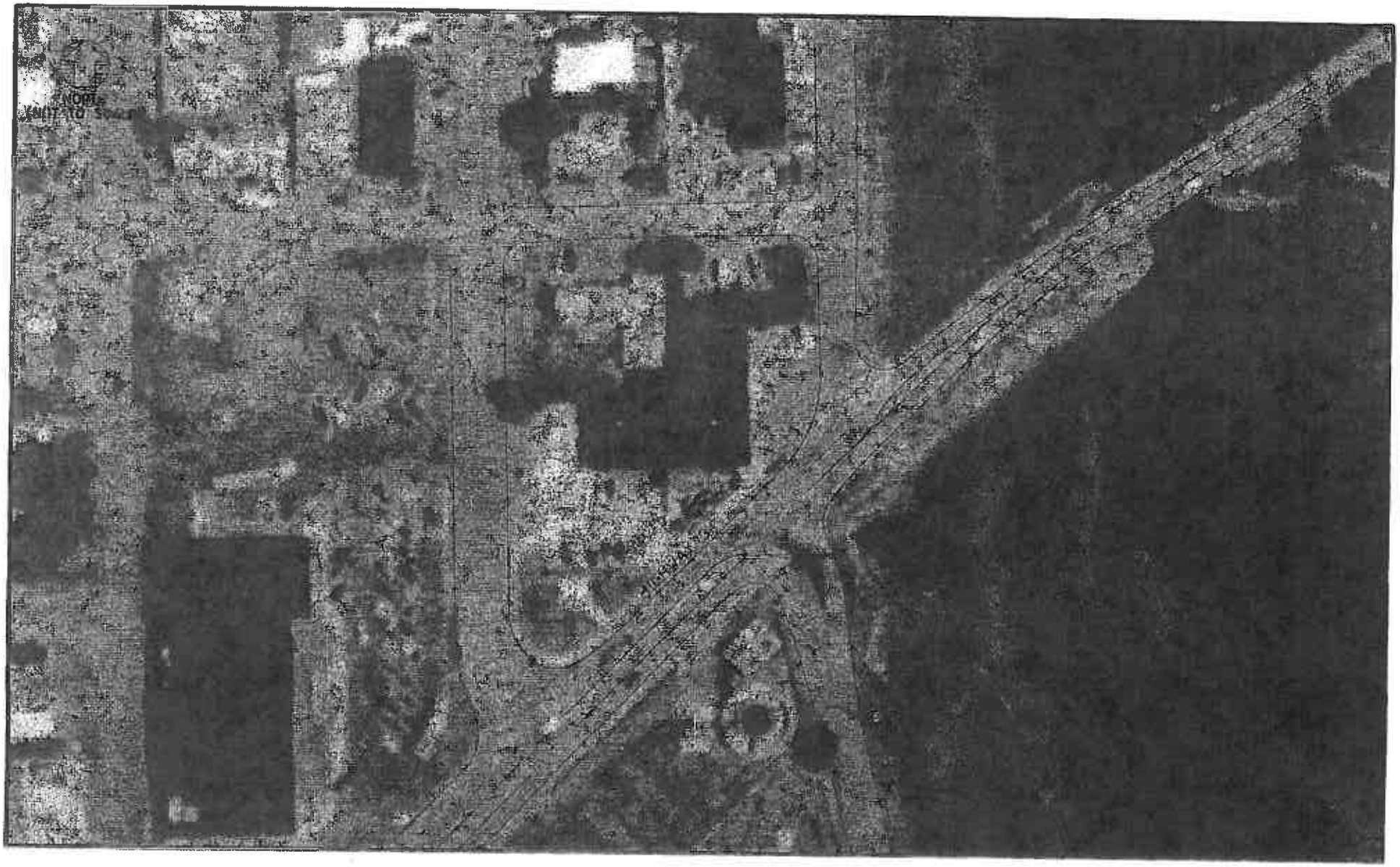

HIGHWAY 34/CRESTLINE–MILL
EXISTING INTERSECTION CONFIGURATION

CITY OF WALDPORT TSP WALDPORT, OREGON MAY 1999		K

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HIGHWAY 101/MILL-CRESTLINE
IMPROVEMENT ALTERNATIVES

CITY OF WALDPORT TSP
WALDPORT, OREGON
MAY 1999

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EVALUATION OF WALDPORT AS A SPECIAL TRANSPORTATION DISTRICT (STA)

The Waldport Transportation System Plan includes this evaluation to determine the appropriateness of designating Waldport's downtown area as a Special Transportation Area (STA). This section includes the definition, objective, location, traffic characteristics, and design characteristics of an STA as defined by "A Primer on Special Transportation Areas From the 1999 Oregon Highway Plan" *(identified in italics)*. Each subsection is followed an evaluation of how Waldport's downtown area is in accordance with the STA characteristics.

Definition. *A Special Transportation Area (STA) is a highway segment designation that may be applied to a highway segment when a downtown, business district or community center straddles the state highway within an urban growth boundary or in an unincorporated community.*

Evaluation: Waldport's existing downtown straddles both Highway 101 and Highway 34 within an urban growth boundary, therefore meeting this criteria.

Objective. *The primary objective of an STA is to provide access to community activities, businesses and residences and to accommodate pedestrian, bicycle and transit movement along and across the highway in a downtown, business district and/or community center. The need for appropriate access outweighs the considerations of highway mobility except on designated Freight Highways where accessibility and mobility needs are balanced.*

Evaluation: Existing Waldport downtown area land uses, adjacent and near Highway 101 and Highway 34 include community activities such as the senior community center, library, post office, and city hall. Businesses are adjacent to both Highways 101 and 34 throughout the downtown, and residences are located within one block on both sides of Highways 101 and 34. The STA would help facilitate the accommodation of pedestrian, bicycle, and transit movement along and across both highways within a downtown that also functions as a business district and is clearly to central focus of the community. Neither Highway 101 or Highway 34 are designated Freight Highways in Waldport. The objective criteria appears to be satisfied in the Waldport downtown area.

Location of STAs.

1. *An STA is located in:*
   a. *An urban growth boundary, or*
   b. *An unincorporated community as defined by OAR 660-22.*
2. *AN STA is either:*
   a. *An existing or planned downtown, business district or community center, or*
   b. *A redevelopment of an area within city limits or between city limits and an UGB to eliminate an existing pattern of strip development.*
3. *The STA must straddle a state highway.*
4. *The STA cannot be located on a freeway or expressway.*
5. *An STA does not apply to an entire city or the majority of a city or to strip development areas.*

Evaluation: The Waldport downtown area:

(1) is located in an urban growth boundary;
(2) is an existing downtown;
(3) straddles both Highway 101 and Highway 34;
(4) is not located on a freeway or expressway and;
(5) does not comprise the entire city, majority of the city, or consist of a strip development area.

Waldport's downtown area appears to satisfy the criteria for the location of an STA.

Traffic Characteristics of an STA

1. *A compact area with interconnected local street networks to facilitate local automobile and pedestrian circulation, except where topography severely constrains the potential for street connections;*
2. *While automobiles move through and access an STA, convenience of movement is focused on pedestrians, bicyclists and transit where available.*
3. *Traffic speeds are slow, generally 25 mph (40 kilometers) or less.*
4. *Highway mobility standards allow for more congestion than on other urban highways.*

Evaluation: The Waldport downtown area:

(1) is a compact area defined by natural features including the Alsea Bay approximately one block west of Highway 101, a ridgeline with severe topographic constraints east of Highway 101 and south of Highway 101, and the urban renewal district located north of Highway 34. There is an existing interconnected local street network that facilitates local automobile and pedestrian circulation within the downtown area;

(2) Currently, movement is primarily focused on movement of automobiles. However, there are existing sidewalks on the state highways and some local streets within the downtown area. The designation of the Waldport downtown area as an STA would help facilitate improvements that would focus on the pedestrian, bicycle, and transit movement within the downtown area;

(3) Traffic speeds within the downtown area are generally 25 mph;

(4) Existing conditions and standards allow for more congestion than on other urban highways by incorporating a mix of land uses, many closely spaced buildings with setbacks to the highways consisting of sidewalks, and crosswalks at key intersections.

Waldport's downtown area appears to satisfy the traffic characteristics of an STA.

Design Characteristics of an STA.

1. *Mixed uses;*
2. *Buildings spaced close together and located adjacent to the street with little or no setback that accommodate pedestrian and bicycle circulation;*
3. *Sidewalks with ample width which are located adjacent to the highway and the buildings;*
4. *Convenient automobile and pedestrian circulation within the center and off the state highway;*
5. *Public road connections preferred over private driveways; minimum spacing is 175 feet or mid-block, a smaller distance than other classifications;*
6. *On street parking and shared or general purpose parking lots which are located behind or to the side of buildings;*
7. *Streets designed for ease of crossing by pedestrians.*

Evaluation:

(1) The Waldport downtown area includes a mix of uses including retail, office, residential, and institutional/public uses;

(2) The majority of buildings fronting Highways 101 and 34 are close together with setbacks limited to sidewalks.

(3) Sidewalks adjacent to Highways 101 and 34 are generally a minimum of 5-6 feet wide and located adjacent to the highway curb and buildings;

(4) The existing downtown street system is generally a grid system of local streets that directly access Highways 101 and 34, therefore providing convenient automobile and pedestrian circulation.

(5) Highways 101 and 34 currently have a mix of public road and private driveway connections. Typical block spacing is approximately 225 feet.

(6) Both highways have on street parallel parking. In addition there appear to be shared or general purpose parking lots located in such places as the Visitors Information Center near the northwest corner of Highways 101 and 34; at Clark's Market on Highway 101; and at the Senior Community Center on Highway 34. In addition there is general head-in parking located on Starr Street within two blocks of the Highway 101 downtown area.

(7) There are existing pedestrian crossings located at key intersections on Highways 101 and 34. This TSP recommends enhancements to highway pedestrian crossings including additional striping, signage, pavement texture and color, and landscaping.

The Waldport downtown area appears to satisfy the design characteristics of an STA.

Conclusion

The Waldport downtown area appears to meet the criteria for STA designation including the definition, objective, location, traffic characteristics, and design characteristics. The City of Waldport and ODOT should consider joint identification of downtown Waldport as an STA and pursue development of a management plan. Throughout the TSP planning process, there was general consensus amongst the community that improved pedestrian, bicycle, and transit facilities would reduce reliance on the automobile, provide a safe environment for pedestrians and bicyclists, and provide a more pedestrian-friendly atmosphere within a compact downtown area.

IV. TRANSPORTATION SYSTEM PLAN

The purpose of the Transportation System Plan is to guide the development of a safe, convenient and efficient transportation system that promotes economic prosperity and livability for all City residents.

As required by the Transportation Planning Rule (TPR), the City of Waldport proposes to adopt standards and policies in this Transportation System Plan (TSP) that comply with the requirements to provide a multi-modal approach to solving transportation issues. The TPR identifies the specifications required of jurisdictions based on their population. For most urban areas, the TPR requires an alternative analysis to compare various new project options versus an alternative that proposes to build only existing funded and committed projects. Many of the alternatives have goals such as an increase in mode split share and reduced vehicle miles traveled (VMT). These goals are measurable in many urban areas or areas with a Metropolitan Planning Organization (MPO), but not in small communities or rural areas. The logical alternative choices in rural areas would be to:

- Pursue an alternative that programs only the identified projects in current City capital improvement plans and gradually shifts funding from new capital projects to more preservation and maintenance. Over time, capital improvements to address traffic and safety problem areas will proceed on a prioritized basis. The long-term effect is that preservation and maintenance of the existing system becomes a higher priority than relieving congestion and solving safety issues. This is often referred to as the "no build" alternative.
- Adopt a 'build" alternative, which tries to keep pace with anticipated growth by focusing funding on building capacity-enhancing and safety oriented projects, while also attempting to maintain the existing road network.
- Adopt a combination alternative, as recommended in this TSP, which includes a mixture of new projects to enhance roadway capacity, improve safety while also maximizing preservation and maintenance. The alternative also shifts emphasis to non-auto modes as much as is practical to meet the intent of the TPR.

This Plan balances the need to reduce the reliance on single occupant vehicles given the community's needs, geography and demographics, with the need to solve safety and operational problems. At the same time, the system needs a significant effort in maintenance over the next twenty years to preserve the investment already made by the community.

This Plan contains brief descriptions of required transportation facilities including listing of policies and recommended transportation projects that cover the following areas:

- Coordination and Implementation of the Transportation System Plan;
- Streets Plan Element ;
- Public Transportation Plan;
- Bicycle / Pedestrian Plan;
- Air/Rail/Water/Pipeline Plan;
- Transportation System and Demand Management Plan (TSM & TDM).
- The Plan also provides identification of potential implementation mechanisms and a spreadsheet that prioritizes projects according to high, medium, or low; identifies cost implications, and potential implementation mechanisms.

TRANSPORTATION POLICIES AND IMPLEMENTING STRATEGIES

Based on the requirements of the Transportation Planning Rule (TPR), the City of Waldport intends to have the Transportation System Plan be the beginning of an ongoing procedure to periodically analyze, prepare and plan for the transportation needs of Waldport residents and visitors. Toward this end, the following goals and policies are intended to assist in the implementation of the Waldport Transportation System Plan, and thereby meet the requirements of the TPR.

Goals

1. **Achieve an efficient, safe, convenient and economically viable transportation, air, communication system. This system includes roads, rail lines, public transit, pipeline, pedestrian and bicycle facilities. The Waldport transportation system shall be designed to serve the existing and projected needs of the City. The system shall provide connections between different modes of transportation to reduce reliance on the single-occupancy vehicle.**

2. **Have an ongoing transportation planning process and maintain a transportation plan that meets the needs of the City and its residents. The transportation plan and facilities of Waldport shall be coordinated with the plans and facilities of Lincoln County and the State of Oregon.**

Policies

1. **The City of Waldport shall:**
   a. **Identify local, regional and state transportation needs;**
   b. **Develop a transportation plan that shall address those needs;**
   c. **Review and update the plan every three to five years;**
   d. **Continue to coordinate transportation planning with local, regional and state plans by reviewing any changes to regional transportation plans, the Oregon Transportation Plan, and ODOT's State Transportation Improvement Plan (STIP); and**
   e. **Continue public and interagency involvement in the transportation planning process.**

2. **The City of Waldport shall notify ODOT concerning:**
   a. **All land use proposals or actions that would create access onto a state highway or add >100 ADT to any County road intersection with a state highway;**
   b. **Any proposed land use or development within 500 feet of a state highway; and**
   c. **Required ODOT road approach permits.**

3. **The City of Waldport shall protect approved or proposed transportation project sites through:**
   a. **Access control measures;**
   b. **Review of future large development and transportation projects that significantly transportation affect the City transportation system; and**
   c. **The imposition of conditions of approval on developments and transportation projects that have a significant effect on the City's transportation system.**

4. **The City of Waldport shall coordinate local plans and land use decisions with state transportation plans, including the Oregon Transportation Plan, modal plans, and corridor plans. These plans provide ODOT policies and performance standards for statewide highways within Waldport. The statewide plans also provide the framework for access management on statewide to protect the capacity and function of the highways.**

5. **The lead agency for transportation project review in Waldport shall be:**

   a. **The City of Waldport for projects within the city limits;**

   b. **The City of Waldport and Lincoln County for projects within the UGB but outside the city limits projects involving county-owned facilities; and**

   c. **The State of Oregon and the City of Waldport on projects involving state-owned facilities.**

6. **Transportation Projects**

   a. **The City shall have a list of transportation projects, adopted by the Waldport City Council, in accordance with the policies set forth below.**

   b. **The initial Transportation Project List shall be set forth in the Transportation System Plan adopted as part of the Resource Element of the Comprehensive Plan. The City Council shall update the Transportation Project List periodically by resolution adopted by the City Council, without need of a formal amendment to the TSP.**

   c. **New transportation projects shall be included on the City's Transportation Project List. A transportation project proposed for addition to the list shall be subject to an individual land use review only if applicable administrative rules or land use regulations require such review.**

   d. **Transportation or development projects that require a plan text amendment or a conditional use permit may be required to fulfill conditions or implement mitigation measures before approval is granted. Mitigation and conditions may include, but are not limited to:**
      - **Improvement of surrounding roads;**
      - **Limits on level of development;**
      - **Revision of development placement;**
      - **Addition or redesign of access;**
      - **Addition of traffic management devices such as traffic signals, medians, turn lanes or signage; and/or**
      - **Improvements that reduce transportation impacts.**

      The City of Waldport acknowledges that land use designations have a significant impact on the overall transportation system and any alterations shall be completed with consideration to traffic impacts on the City road system.

   e. **The findings of compliance with applicable statewide planning goals, acknowledged comprehensive plan policies, and land use regulations, shall be coordinated with the preparation of any Environmental Impact Statement (EIS) required for a proposed transportation facility that is identified in the Waldport Transportation System Plan.**

STREETS PLAN ELEMENT

The findings in this Plan conclude that the existing street network within and connecting Waldport is adequate to serve the City needs over the next twenty years. Exceptions to this are transportation-related needs associated with new development. Given that the central and northern portions of the Waldport Urban Growth Boundary are primarily developed, new streets that will be created will be the result of new residential subdivisions and developing industrial zoned land located in the southern half of Waldport. These new roads will primarily be local streets that will be approved as part of land use development applications. The exception to this may be the recommended new collector street connection(s) between Highway 101 and Crestline Drive in the southern part of the City.

The majority of street-related projects will consist of :
- Safety-related improvements;
- Upgrades to provide multi-modal transportation facilities, and
- Maintenance and repair.

Safety, maintenance, and repair should be actively pursued to maintain the integrity of the system and not jeopardize current conditions. Pedestrian, bicycle, and transit modes of transportation typically require wider, smoother roadways. These improvements also benefit automobile and truck traffic by making the roads safer and more efficient. Providing pedestrian and bicycle facilities, as well as transit modes of transportation, within the street system promote the Oregon Transportation Plan policy of encouraging alternatives to the auto.

This Street Plan Element is divided into the following subsections:
- Functional Street Classification
- Street Design Standards
- Access Management Plan
- Truck Route Plan
- Recommended Street Projects

FUNCTIONAL STREET CLASSIFICATION

Functional street classification describes how the public street system should operate. Streets are grouped by their similar characteristics in providing mobility and/or land access. Within the City, there are three general street classifications including principal arterials, minor collectors, and local streets.

Principal Arterial
The primary function of a primary arterial is to provides for trips passing through a community and connecting regional centers. Principal arterials in Waldport include:
- U.S. Highway 101 - the north-south oriented highway along the Oregon coastline
- State Highway 34 - the east-west oriented highway connects Highway 101 in Waldport and Highway 20 approximately 6 miles west of Corvallis.

Minor Collectors
Minor collector streets channel traffic from local streets to major collectors and arterial streets, and provide property access. The primary difference between minor and major collectors is that minor collectors provide property access whereas major collectors provide limited property access. Minor collectors in Waldport include:
- Crestline Drive - channels traffic to Highway 34 and to Highway 101 via Wicanda Beach Drive.
- Range Drive - channels traffic between Highway 101 and Crestline Drive.
- Cedar Street - channels traffic between Highway 34 and Crestline Drive.

Each of these collector streets provide direct access to local streets as well as to private property. Recent development abutting the collector streets, primarily off Range Drive, have limited direct access to local streets, and do not provide direct property access.

Local Streets
Local streets provide direct access to individual properties. The remaining streets in Waldport, not identified as principal arterials or collectors, are considered local streets. Local streets can be further classified as local commercial and local residential streets according to the adjacent land uses.

Functional Street Classification Policy
Policy 1. The City of Waldport shall periodically review functions of existing streets to ensure appropriate functional street classifications are designated for streets.

STREET DESIGN STANDARDS

Street design standards are provisions for the construction of roads. Street design standards are developed for each type of functional classification, i.e. arterials, collectors, and local streets. Waldport street design standards are identified in the recommended street plan projects.

Street Design Standards Policy
Policy 2. Upon City adoption of the Waldport Minimum Street Design Standards, all new and reconstructed City of Waldport streets shall be built to those identified standards.

ACCESS MANAGEMENT PLAN

Streets accommodate two types of traffic: local travel and through traffic. Arterial streets are intended for through movement of traffic while local streets are designed to give direct access to the abutting properties. Collector streets provide a link between the local and arterial streets, balancing accessibility and function.

Without access management, arterial streets can become overused for short distance trips and local access to property. Land use changes along arterials also contribute to increased trip generation and traffic conflicts, as businesses normally desire to locate on high traffic arterials. The lack of adequate access management and insufficient coordination of land use development, property division, and access review can contribute to the deterioration of both the arterial and collector road network. Partial access control, which is often found on major arterials and highways, is provided by limiting or prohibiting driveway access, left turn movements, and cross traffic at intersections. These limitations increase the capacity of an arterial to carry through traffic at the desired speeds without requiring the additions of more travel lanes. Coordination, planning, and proper policies can help avoid these problems and costly solutions.

An inventory of existing accesses to Highway 101 and Highway 34 was conducted and summarized in the existing conditions analysis. Accordingly, the sections of Highways 101 and 34, close to their intersection, have been identified as having particular access management issues.

Highway 101
In the section of Highway 101 one block north and south of Highway 34 (from Spring Street to Hemlock Street), there are 5 total driveways. These driveways provide access to adjacent businesses, and based on the building locations cannot be removed without significant hardship. In recognition of this, ODOT and the City should monitor traffic operations and safety in this section. If traffic accidents in this section increase beyond an acceptable threshold based on ODOT criteria, modifications to the existing driveways (i.e. driveway closures or consolidation) should be considered. Moreover, in the event that land use actions (i.e. redevelopment) are

requested for parcels in this section, serious consideration should be given to modifying the number and locations of driveways. Particular attention should be given to accesses to the following uses:

- Chevron Station in the northeast corner of US 101/Highway 34 intersection.
- Retail uses in the southeast corner of the US 101/Highway 34 intersection.

Highway 34
In the section of Highway 34 immediately east of US 101 (between Highway 101 and Verbena Street), the number and location of driveway accesses conflicts with the efficient operation of the intersection and highways. In particular, the three driveways to the Chevron Station and the Auto Parts store on the north side could be consolidated and/or removed if these properties redevelop. Based on the existing configuration of the buildings on the site, it would be difficult to modify these driveways prior to redevelopment.

On the south side of Highway 34, parking for the adjacent furniture store is provided with ten front-in spaces directly on Highway 34. Motorists exiting these spaces must back into Highway 34, thereby creating safety and operational problems. Traffic safety should be monitored. If traffic accidents in this section increase beyond an acceptable threshold based on ODOT criteria, this direct head-in driveway access should be removed. In addition, in the event that land use actions (i.e. redevelopment) are requested for this parcel, direct head-in parking should be eliminated.

Collector Streets
Crestline Drive, Range Drive and Cedar Street are currently the only streets that connect Highway 101 and Highway 34 with Waldport's upland area. These three streets originally served as local streets for initial residential development in the upland area. The original residential upland development occurred fronting and providing direct access to Crestline Drive, Range Drive, and Cedar Street. Over time, additional upland development occurred. This resulted in additional local streets that accessed Crestline Drive, Range Drive, and Cedar Street, thereby making these three streets collector streets since they were (are) the only connections to the arterials.

The majority of future development will occur in the upland area of Waldport which will place an increased burden on the three collector streets. Therefore, it is prudent to establish an access management system for collector streets to ensure the quality and function of the collector street system is maintained.

Direct property access to collector streets should be limited to infill development in those specific areas where direct access has occurred, e.g. the west side of Crestline Drive between Range Drive and Green Drive, the east side of Crestline Drive north of Range Drive, and the eastern part of Range Drive. That is, where a single tax lot cannot be developed without direct access to a collector street, an exception can be made to allow direct collector street access. Surrounding development should access collector streets via local streets. Local streets should be spaced at no less than 300 feet on collectors.

Access Management Plan Policies

Policy 3. The City of Waldport shall designate access and land uses appropriate to the function of a given road.

Policy 4. The City of Waldport shall require new development to minimize direct access points onto arterials and collectors by encouraging the utilization of new local streets that access arterials and collectors, and by encouraging the utilization of common driveways.

TRUCK ROUTE PLAN

Truck traffic is generally confined to industrial, commercial, and surface mining areas. State highways serve the majority of truck traffic and are most suitable for truck use. This is true in Waldport where Highway 101 and Highway 34 serve a majority of truck traffic.

Range Drive and Crestline Drive provide access for trucks accessing the limited commercial and industrial development in the upland area. As the industrial zoned area continues to development Range Drive and Crestline Drive will experience additional truck traffic unless a new collector road is constructed. If constructed, a new Highway 101 - Crestline Drive connection will need to provide a more convenient access to the industrial development in order to alleviate truck traffic on Range Drive and Crestline Drive. If the new collector road is constructed consideration should be given to limiting truck traffic on Range Drive and Crestline Drive since these streets primarily service residential uses. The City should monitor the need to construct a new road and limit truck traffic on Range Drive and Crestline Drive as growth and development of the industrial zoned land occurs.

Truck Route Plan Policies

Policy 5. **The City of Waldport shall designate that long-haul, through trucks, be limited to operating on arterial roads as designated in the City transportation network, except in emergency situations and when no reasonable alternative arterial road is available for access to commercial or industrial uses.**

Policy 6. **If, in the future, a new collector road is constructed in south Waldport from Highway 101 to the industrial zoned land, the City shall consider restricting truck access on Range Drive and Crestline Drive.**

RECOMMENDED STREET PLAN PROJECTS

A. Street Design Standards (High Priority)

Street design standards are provisions for the construction of roads. Street design standards are developed for each type of functional classification, i.e. arterials, collectors, and local streets. Waldport street design standards are identified in the following table.

MINIMUM STREET DESIGN STANDARDS

Functional Class	Right-of-Way Width	Surface Width	Turn Lane Width	Surface Type	Base Depth	Maximum Grade	Design Speed	Minimum Tangent	Minimum Curve	Curb Type
Principal Arterial	80'	60-80'(1)	14'	(see note #1)		6%	(see note #1)			16"
Minor Collector	60'	36-48'	14"	3" AC	8"	15%	(see note #2)			16"
Local Commercial	50-60'	36-48'	--	3" AC	6"	15%	(see note #2)			12"
Local Residential	50'	24-28'	--	3" AC	6"	15%	(see note #2)			12"

(1) Design shall be in accordance with Oregon Department of Transportation Design Standards.
(2) Design shall be in accordance with AASHTO standards.

B. Street Maintenance (High Priority)

Improve and maintain existing streets, i.e. potholes, paving, and striping. Additionally, there is a lack of street identification signs or existing street signs old, faded and difficult to read. On Highways 101 and 34 ODOT may provide street signs are improvements if requested.

C. Enforce and Reduce Speeding (High Priority)

Enforce and reduce speeding at the three main entrances (gateways) into the community including:

- Southbound Highway 101 traffic coming off the bridge;

One potential improvement at this location is for the City to request ODOT to determine appropriate transition speed limits. Currently the southbound speed limit is 55 mph approaching the bridge, whereas a reduced speed of 40-45 mph may be more appropriate prior to the 25 mph speed limit. Additional signage, i.e. "speed zone ahead" may also help.

- Northbound Highway 101 traffic;
- Westbound Highway 34 traffic.

Standards methods for reducing speed include reducing maximum speed limit, enforcement signs, pavement striping, traffic speed detectors, etc. Traffic calming and reduced speeds can also occur through "gateway" improvements, i.e. landscaping, community entry/welcome signs, etc.

D. Range Drive Improvements (High Priority)
Widening, eliminating or mitigating curves and sight distance inadequacies, and providing pedestrian/bicycle facilities on both sides of the street.

E. Highway 101/Range Drive Intersection (High Priority)
The most important improvement at this intersection is the need for a center turn lane for southbound Highway 101 traffic. Additional improvements may include access improvements to the commercial establishments on the west side of Highway 101 so that access to this commercial area aligns with the realigned Range Drive.

F. Crestline Drive Improvements (High Priority)
Continuous pedestrian/bicycle facilities are needed between Highway 34 and the elementary school. Bicycle lanes and pedestrian pathways are preferred on both sides of the street, however, they need to at least be continuous on one side. Initially, it may be more feasible to construct a pedestrian facility (sidewalk or pathway) on the east side of Crestline Drive north of Range Drive, and on the west side south of Range Drive. However, it may be appropriate to extend the pathway along the west side, through Crestline Park, just north of Range Drive. The northern portion of Crestline Drive, where the hill and curves are located, is currently an unsafe section of road, especially for bicyclists and pedestrians.

G. Maintain Access To Amenities And To Undeveloped Land (High Priority)
Maintain public access to amenities and to improve connectivity. This includes prohibiting street vacations where they provide access to amenities, i.e. the bay, or provide better connectivity to adjacent land.

H. Circulation Connectivity with New Development (High Priority)
Require new development to provide connections to adjacent streets and pedestrian/bicycle facilities. This should occur through the land use application process and include provisions that transportation improvements be constructed concurrent with development, that right-of-way be dedicated, and that connections to adjacent properties occur to ensure future development connectivity.

I. Access Improvements With Redevelopment (High Priority)
When redevelopment occurs, ensure adequate and safe access occurs, i.e. ingress and egress issues near intersections such as the service station and auto store at the Highway 101/Highway 34 intersection.

J. Ensure Transportation Facilities and Services Accommodate Special Needs (High Priority)
Ensure transportation facilities are in accordance with Americans with Disability Act standards wherever possible, and that public transportation services accommodate special needs, i.e. disabled and elderly.

K. New East-West Road in South Waldport Connecting Hwy. 101 and Crestline Drive (Medium Priority)
A new east-west road(s) connecting Highway 101 and Crestline Drive. This would serve the developing industrial area and reduce truck traffic on Range Drive and Crestline Drive. It would also serve the developing residential zoned land and the elementary school, particularly for traffic approaching this area from Highway 101, south of the City. Potential locations include:

- West from Crestline Drive through the industrial zoned land and through land currently located outside the Urban Growth Boundary. This would necessitate an exception to the statewide goal of prohibiting development of new roads outside urban growth boundaries;

- Extend Seabrook Lane east and south, connecting to Crestline Drive south of the Golf Course, i.e. Green Dr.

L. Highway 101/Starr Street/Norwood Drive Intersection (Medium Priority)
Starr Street and Norwood Drive intersect Highway 101 in the same location and at an odd angle. Ultimate improvements would include one street intersecting Highway 101 at a ninety degree angle.

M. Highway 34/Crestline Drive/Mill Street Intersection (Medium Priority)
The Highway 34/Crestline Drive intersection is offset from the Highway 34/Mill Street intersection. In addition, it is currently confusing and unsafe for eastbound Highway 34 traffic to turn north on to Mill Street. The recommended alternative is to reroute northbound turning traffic from Highway 34 to Broadway Street and prohibit the northbound turn on Mill Street from eastbound Highway 34. If high school redevelopment/improvements occur, consider realigning Crestline Drive to align with Broadway Street.

N. Highway 34/Bay Street Intersection Improvements (Medium Priority)
Eastbound Highway 34 traffic exits to the school parking lot at the location where vehicles entering Highway 34 from city hall and the school are stopped for Highway 34 traffic.

O. Highway 101/Highway 34 Intersection Improvements (Low Priority)
Improvements will primarily occur with redevelopment to ensure that better ingress and egress is provided to businesses located on or near the intersection. However, improved (safer) pedestrian crossing improvements could occur sooner.

P. Pavement Striping Improvements (Low Priority)
Crosswalk, bicycle lane, and fog line improvements to provide better demarcation and vision for motorists.

Q. Improve the Inadequate Sight Distance at the Curve in East Waldport (Low Priority)
Inadequate sight distance at the curve near the east edge of Waldport (east of slough bridge, near the RV Park).

R. Red Ditch Improvements (Low Priority)
Conduct a study to determine appropriate improvements, i.e. that vary from creating a landscaped drainageway with pedestrian and bicycle path to covering Red Ditch to provide for additional parking.

S. (South) Highway 101 Continuous Center Turn Lane to Beachside State Park (Low Priority)
Long term, provide a continuous center turn lane between the seawall and Beachside State Park on Highway 101.

T. Highway 101/Spring Street Turning Movement Improvements (Low Priority)
Improvements to prevent southbound Highway 101 traffic from accessing eastbound Spring Street which is currently prohibited but physically possible.

U. Additional Downtown Parking (Low Priority)
Provide additional parking for downtown businesses, particularly for Highway 101 businesses. This may occur through a central parking lot(s) located close to downtown businesses. Potential sites, near Hwy. 101, were identified in the planning process. However, a decision was made not to specifically identify (in the TSP) privately-owned parcels that may be utilized for future downtown parking. This decision was made in order to be sensitive to the needs of existing property owners, and to help ensure that land asking prices are not escalated due to a perception that the City is interested in acquiring specific parcels. The City should pursue acquisition of parcels near Highway 101 for additional public parking in the future.

V. Downtown Access Management and Pedestrian Circulation Improvements (Low Priority)
Potential improvements include consolidation of driveways and a continuous, consistent pedestrian facility (sidewalk) on both sides of Highway 101 and Highway 34.

W. Improve Auto, Bus, Bicycle, and Pedestrian Improvements at Waldport High School (Low Priority)
Better define circulation for automobile, bus, bicycle, and pedestrian circulation and provide additional parking.

PUBLIC TRANSPORTATION ELEMENT

The need for public transportation in Waldport is an intercity system that provides services to Newport, Lincoln City, and the Willamette Valley. Currently, there is a bus/van weekday service that provides two a.m. and two p.m. trips to Newport and Lincoln City. Although this existing service appears adequate to accommodate existing weekday demand, there is a perception that many Waldport citizens are not aware of the existing service. In addition, there appears to be a need for weekend, early morning, and evening public transportation services.

Public transportation services need to accommodate the elderly and transit disadvantaged.

Public Transportation Policies

Policy 7. The City of Waldport shall work with ODOT, Lincoln County, the cities of Newport and Lincoln City, and transit service providers to study public transit needs and possibilities.

Policy 8. The City of Waldport shall work with special service providers, ODOT, Lincoln County, and the cities of Newport and Lincoln City to secure additional funding and promote transit services that may be underutilized.

Policy 9. The City of Waldport shall identify and monitor transportation needs of the elderly and disadvantaged, and attempt to fulfill those needs.

PUBLIC TRANSPORTATION PROJECTS

X. Increase Public Transportation Service (High Priority)

Increase public transit (bus and van) service between Waldport and other cities, i.e. Newport, Lincoln City, Corvallis, Salem, and Portland. Improved public transit service and increased ridership can occur through alternative mechanisms:

- Increasing public awareness of the existing service that currently runs four times a day during the week;
- Increasing public transportation trips to include weekend, early morning, and evening services;
- Physical public transportation-related improvements within Waldport, i.e. ensuring an adequate number and easily identifiable drop-off/pick-up locations; and attractive bus/van shelters with routing and scheduling information.

PEDESTRIAN AND BIKEWAY SYSTEM ELEMENT

There are two types of pedestrian/bicycle facilities - those associated with the street system and off-street multi-modal pathways. Pedestrian/bicycle facilities associated with the street system are preferred because of funding, maintenance, and safety issues. However, in Waldport it is appropriate to create a pedestrian/bikeway system that incorporates both on-street and off-street facilities. The need for off-street multi-modal pathways is due to the need to provide connections between the upland and lowland areas of the City, the topographic constraints of connecting the upland and lowland areas, and the opportunities for multi-modal pathways through existing utility easements and parkland.

The planned interconnected pedestrian/bicycle system throughout Waldport will provide connections between the lowland and upland areas; connect destinations (activity centers); and provide connections and "loops" for recreational bicyclists, walkers and runners.

On-Street Pedestrian/Bicycle Facilities
Based on need and street characteristics, all streets open for public use should be considered for the potential to improve bicycling and walking. Facilities should safely accommodate the majority of users. Streets designed to accommodate cyclists with moderate skills will meet the needs of most riders with special consideration given to close proximity to school areas where facilities designed specifically for children should be provided. Streets designed to accommodate young, elderly, and disabled pedestrians serve all users well.

Pedestrian/bicycle facilities are considered in the development of street design standards according to functional classifications. The following pedestrian/bicycle facilities are appropriate on the street system in Waldport.

Bicycle Lanes and Sidewalks
Principal arterial design standards through an urban area include the provision for designated bicycle lanes with a minimum 6-foot width, and 6-foot wide sidewalks. This is appropriate on Highway 101 and Highway 34.

Shoulder Bikeways
Collector streets (Crestline Drive, Range Drive, and Cedar Street) typically would have shoulder bikeways. Shoulder bikeways are paved shoulders that are adjacent but typically differentiated from the travel lane by a stripe. Paved shoulders are typically 4-6 feet wide according to average daily vehicle traffic (ADT). A four foot paved shoulder is appropriate on streets with an ADT of 400 or less. Shoulder bikeways can also serve pedestrians.

In Waldport, shoulder bikeways are recommended for Crestline Drive and Range Drive. In addition, separate pedestrian facilities (sidewalks or pathways) are recommended on or adjacent to these two street rights-of-way. Bicycle and pedestrian facilities are not recommended on (upper) Cedar Street due to topographic constraints and opportunities for multi-modal pathways in close proximity to Cedar Street. In addition to the collector streets, Broadway Street, located in the "old town" section of Waldport has 5-foot shoulder bikeways.

Shared Roadways
Shared roadways are appropriate on local streets that do not experience high traffic volumes, i.e. less than 250 ADT. Shared roadways are simply the streets pavement width as constructed and provide for shared motor vehicle, bicycle, and pedestrian usage. Local residential streets in Waldport have shared facilities, although many local residential streets have also have sidewalks. Sidewalks are appropriate on local commercial streets in Waldport.

Off-Street Multi-Modal Pathways
Off-street pathways can be paved or unpaved. If unpaved, the surface material should be packed hard enough to be usable by wheelchairs and bicycles. Recycled pavement grindings provide a suitable material and they are usually inexpensive and easy to grade.

Though originally conceived to provide a facility for bicyclists separated from motor-vehicle traffic, paths often see greater use by pedestrians, joggers, and skaters, and sometimes equestrians. The planning and design of multi-use paths must therefore take into account the various skills, experience and characteristics of these different users. Additionally, a primary consideration to designing and constructing the multi-modal pathways in Waldport will be the topography and trying to maintain grades that pedestrians, cyclists, and disabled people can use.

Well-planned and designed multi-use paths can provide good pedestrian and bicycle mobility. They can have their own alignment along drainageways and greenways, and may be components of a community trail system.

Paths can serve both commuter and recreational pedestrians and cyclists. Many inexperienced cyclists fear motor vehicle traffic and will not ride on streets until they gain experience and confidence. A separated path provides a learning ground for potential bicycle commuters and can attract experienced cyclists who prefer an aesthetic ride. Key components to successful paths include:

- Connection to land uses, such as downtown and commercial areas, schools, parks, and other community destinations;
- Well-designed street crossings, with measures such as bike and pedestrian activated signals, median refuges, and warning signs for both motor vehicles and path users;
- Shorter trip lengths than the road network, with connections between dead-end streets or cul-de-sacs; or as short-cuts through open spaces;
- Visibility: proximity to housing and businesses increases safety. Despite fears of some property owners, paths have not attracted crime into adjacent neighborhoods;
- Good design, by providing adequate width and sight distance, and avoiding problems such as poor drainage, blind corners, and steep slopes; and
- Proper maintenance, with regular sweeping and repairs. The separation from motor vehicle traffic can reduce some maintenance requirements, such as sweeping the debris that accumulates on roads.
- Continuous separation from traffic, by locating paths along a river or a greenbelt with few street or driveway crossings;
- Scenic qualities, offering an aesthetic experience that attracts cyclists and pedestrians;

The topographical change between Waldport's lowland and upland creates a challenge in providing a safe, well-connected pedestrian/bikeway system. Limited street connections between the lowland and upland provide limited pedestrian/bikeway opportunities. The steepness of these collector roads also creates challenging ped/bike sections. Because of these limitations it is appropriate to consider off-street multi-modal pathways that will assist in providing a connected pedestrian/bikeway system.

Much of the land between the lowland and upland is steep, heavily wooded, and therefore will remain as open space. The City visualizes this undevelopable area as an open space amenity that becomes part of the parks and open space system. The park lands, combined with existing utility easements, provide opportunities to link the lowland and upland areas with pedestrian/bicycle facilities. In addition, most of the streets that terminate near the park land and utility easements have unimproved trail connections. This includes View Drive, Greenwood Way, Brentwood Drive, and Park Drive. This connection is the shortest and most direct route between the lowland and upland areas.

There are additional opportunities to provide a connected pedestrian/bicycle system through off-street pathways. These opportunities are identified and described below as transportation projects.

Pedestrian and Bicycle Transportation Policy

Policy 10. Establish an interconnected pedestrian/bicycle system throughout Waldport. The system should provide connections between the lowland and upland areas; connect destinations (activity centers); and provide connections and "loops" for recreational bicyclists, walkers, runners, skaters, and equestrian needs.

PEDESTRIAN AND BICYCLE TRANSPORTATION PROJECTS

Y. Pedestrian Crossings On Highway 101 and Highway 34 (High Priority)

Provide safe pedestrian crossings at intersections on Highway 101 and Highway 34. Potential crosswalk improvements could include striping and other markings making motorists aware of pedestrians, pavement color and texture improvements, signage, lighting, and curb extensions. Pedestrian crossings on Highway 101 and Highway 34 are recommended at the following locations:

- Highway 101/Highway 34
- Highway 101/Willow Street
- Highway 101 near the Bakery and Flounders
- Highway 101 near the Texaco Station
- Highway 34/Verbena Street
- Highway 34/John Street
- Highway 34/Cedar Street
- Highway 34/Commercial Street
- Highway 34/Crestline Drive

Z. Arterial and Collector Street Bicycle/Pedestrian Facilities (High Priority)

Provide continuous pedestrian/bicycle facilities on major streets, i.e. Highway 101, Highway 34, Crestline Drive, Range Drive, and (lower) Cedar Drive.

AA. Connected Community-wide Pedestrian/Bicycle System

AA1. Crestline Drive – Ball Fields Connection (High Priority)

Crestline Drive to the ball fields (Kyle Field) through existing utility easements and two public park parcels located off Crestline Drive, View Drive, Greenwood Way, Brentwood Drive and Park Drive.

AA2. Elementary School – Range Drive Connection (High Priority)

The elementary school to Range Drive via the west side of the golf course. The specific location of this pedestrian/bicycle facility needs to consider the safety of people walking/bicycling through woods.

AA3. Crestline Drive – Waldport High School Connection (Medium Priority)

Pedestrian access between Crestline Drive and Waldport High School. There is an existing partial, unimproved pedestrian connection. This connection would likely require right-of-way acquisition or an easement through private property. Due to topographic constraints, this connection would likely be pedestrian-only.

AA4. Norwood Drive – Range Drive Connections (Medium Priority)

Connections between residential developments, i.e. from Norwood Drive and Dolores Drive to Kelsie Way and Forest Parkway, along Pacific View Drive, etc. These ped/bike connections would typically occur through the land use application process where the City will require connections concurrent with land development.

AA5. Kelsie Way – Highway 101 Connection (Low Priority)

An east-west oriented pathway connection. There is an existing unimproved pathway along this route.

AA6. Slough Loop (Low Priority)

An east Waldport loop including a pathway along the slough.

AA7. Bay Path (Low Priority)

A pathway along the entire bay frontage (realizing that high tide may restrict access).

AIR, RAIL, WATER, AND PIPELINE SYSTEM ELEMENT

Air and rail transportation planning is not applicable in Waldport.

Water-borne transportation planning is applicable to the Alsea River and Bay, and the Pacific Ocean. The Port of Alsea provides a major facility for boaters, and will continue to be the primary facility for water transportation. Alsea Bay and the Port of Alsea are primarily used for commercial and recreational fishing, and not as a facility for transport of freight or destination of ocean going vessels.

Pipelines currently carry power transmission lines, cable television, telephone, natural gas, water and sewage. The City encourages the continued use of pipelines to carry goods across City boundaries and for distribution within the City.

TRANSPORTATION SYSTEM AND DEMAND MANAGEMENT ELEMENT

TRANSPORTATION SYSTEM MANAGEMENT

Transportation System Management (TSM) improvements focus on optimizing the carrying capacity of streets by alleviating congestion and reducing accidents. Examples of TSM strategies include:

- Minimizing the number of access points
- Channelization of turning movements
- Creation of continuous turning and merging lanes
- Raised medians
- Signalization

An important aspect of TSM is that public agencies work closely with affected businesses to fully evaluate impacts from changes to access. In addition, TSM must account equally for the needs of all modes of travel, particularly that bike, pedestrian, and transit movements and safety are not compromised in exchange for improving roadway capacity.

Several TSM strategies are incorporated in this Plan and identified in the Transportation Projects. Examples include access management, intersection improvements, and turn lane improvements.

TRANSPORTATION DEMAND MANAGEMENT

Unlike TSM strategies, which focus on physical changes, Transportation Demand Management (TDM) measures target driver behavior, mode choice and employers to lower the traffic demands on the roads, especially during the peak travel times of the day. Examples of TDM strategies include:

- Alternative or flexible work schedules
- Ridesharing/carpooling
- Transit use
- Bicycling/walking
- Parking management
- Working at home/telecommuting (teleworking)

Transportation Demand Management (TDM) measures identify opportunities to reduce the impact of trips generated by various land uses, particularly during peak travel hours. TDM techniques typically seek to reduce reliance on single-occupancy vehicle trips and promote the use of alternative travel modes by persons accessing a

given area or facility. The Oregon Transportation Planning Rule encourages the evaluation of TDM measures as part of the TSP development process.

TDM strategies often focus on major employers or other sources of traffic that can be influenced through measures such as scheduling changes, or alternative transit opportunities such as carpools and buses. Oftentimes, financial disincentives are included in programs to generate revenue that can be used to support other elements of an overall TDM program. The success of fee parking and other commonly used disincentives is dependent on the environment in which a given employer is located.

Given the small population of Waldport, the TDM measures available to the city are limited in scope as compared to larger metropolitan areas. Typical TDM measures such as fee parking are not practical in a community where employee-paid parking does not exist. Although no major employers are located within the city, residents can still be encouraged to carpool when appropriate. Provision of sidewalks and bicycle lanes will at least provide the community's residents with viable alternative travel modes for some local travel. Development patterns that encourage non-auto-oriented travel should be promoted.

TDM and TSM Policies

Policy 12. The City of Waldport shall adopt land use regulations to limit the location and number of driveways and access points on all collector and arterial roads.

Policy 13. The City of Waldport shall ensure that land use actions support the access management policies of the Oregon Department of Transportation (ODOT) along state highways.

Policy 14. The City of Waldport shall promote safety and encourage adequate traffic flow along arterials by forwarding speed limit recommendations to the State Speed Control Board.

RECOMMENDED WALDPORT DEVELOPMENT CODE REVISIONS

Several policies and recommendations previously identified in this section should be implemented and regulated through the Waldport Development Code. A list of these recommended improvements is provided below:

ACCESS MANAGEMENT PLAN POLICY

Require new development to minimize direct access points onto arterials and collectors by encouraging the utilization of new local streets that access arterials and collectors, and by encouraging the utilization of common driveways.

STREET PLAN PROVISIONS

Street Design Standards (High Priority)

Street design standards are provisions for the construction of roads. Street design standards are developed for each type of functional classification, i.e. arterials, collectors, and local streets. Waldport street design standards are identified in the following table.

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(1) Design shall be in accordance with Oregon Department of Transportation Design Standards.
(2) Design shall be in accordance with AASHTO standards.

Maintain Access To Amenities And To Undeveloped Land (High Priority)

Require development/redevelopment to maintain public access to amenities and to improve connectivity. This includes prohibiting street vacations where they provide access to amenities, i.e. the bay, or provide better connectivity to adjacent land.

Circulation Connectivity with New Development (High Priority)

Require development/redevelopment to provide connections to adjacent streets and pedestrian/bicycle facilities. This should occur through the land use application process and include provisions that transportation improvements be constructed concurrent with development, that right-of-way be dedicated, and that connections to adjacent properties occur to ensure future development connectivity.

Access Improvements With Redevelopment (High Priority)

When redevelopment occurs, ensure adequate and safe access occurs, i.e. ingress and egress issues near intersections such as the service station and auto store at the Highway 101/Highway 34 intersection.

Ensure Transportation Facilities and Services Accommodate Special Needs (High Priority)

Ensure transportation facilities are in accordance with Americans with Disability Act standards wherever possible, and that public transportation services accommodate special needs, i.e. disabled and elderly.

RECOMMENDED PEDESTRIAN AND BICYCLE PROVISIONS

Arterial and Collector Street Bicycle/Pedestrian Facilities (High Priority)
Provide continuous pedestrian/bicycle facilities on major streets, i.e. Highway 101, Highway 34, Crestline Drive, Range Drive, and (lower) Cedar Drive.

Norwood Drive – Range Drive Connections (Medium Priority)
Provide pedestrian/bicycle connections between residential developments, i.e. from Norwood Drive and Dolores Drive to Kelsie Way and Forest Parkway, along Pacific View Drive, etc. These pedestrian/bicycle connections should occur through the land use application process where the City will require connections concurrent with land development.

TRANSPORTATION SYSTEM MANAGEMENT (TSM) AND TRANSPORTATION DEMAND MANAGEMENT (TDM)

Adopt land use regulations to limit the location and number of driveways and access points on all collector and arterial roads.

Ensure that land use actions support the access management policies of the Oregon Department of Transportation (ODOT) along state highways.

POTENTIAL IMPLEMENTATION MECHANISMS

There are several potential mechanisms available for implementing transportation improvements in Waldport. This section identifies the potential mechanisms according to the following categories:

- Revenue Resources
- Grants and Loans
- ODOT Funding Sources
- Volunteer Labor and Material Donation

REVENUE RESOURCES

In order to finance the recommended transportation system improvements requiring expenditure of capital resources, it will be important to consider a range of funding sources. Although the property tax has traditionally served as the primary revenue source for local governments, property tax revenue goes into general fund operations, and is typically not available for street improvements or maintenance. Despite this limitation, the use of alternative revenue funding has been a trend throughout Oregon as the full implementation of Measure 5 and 47 has significantly reduced property tax revenues (see below). *The alternative revenue sources described in this section may not all be appropriate in Waldport; however, this overview is being provided to illustrate the range of options currently available to finance transportation improvements during the next 20 years.*

Property Taxes

Property taxes have historically been the primary revenue source for local governments. However, property tax revenue goes into general fund operations, and is not typically available for street improvements or maintenance. The dependence of local governments on this revenue source is due, in large part, to the fact that property taxes are easy to implement and enforce. Property taxes are based on real property (i.e., land and buildings) which has a predictable value and appreciation to base taxes upon. This is as opposed to income or sales taxes that can fluctuate with economic trends or unforeseen events.

Property taxes can be levied through: 1) tax base levies, 2) serial levies, and 3) bond levies. The most common method uses tax base levies, which do not expire and are allowed to increase by six percent per annum. Serial levies are limited by amount and time they can be imposed. Bond levies are for specific projects and are limited by time based on the debt load of the local government on the project.

The historic dependence on property taxes is changing with the passage of Ballot Measure 5 in the early 1990s. Ballot Measure 5 limits the property tax rate for purposes other than payment of certain voter-approved general obligation indebtedness. Under full implementation, the tax rate for all local taxing authorities is limited to $15 per $1,000 of assessed valuation. As a group, all non-school taxing authorities are limited to $10 per $1,000 of assessed valuation. All tax base, serial, and special levies are subject to the tax rate limitation. Ballot Measure 5 requires that all non-school taxing districts' property tax rate be reduced if together they exceed $10 per $1,000 of assessed valuation, then all of the taxing districts' tax rates are reduced on a proportional basis. The proportional reduction in the tax rate is commonly referred to as compression of the tax rate.

Measure 47, an initiative petition, was passed by Oregon voters in November 1996. It is a constitutional amendment that reduces and limits property taxes and limits local revenues and replacement fees. The measure limits 1997-98 property taxes to the lesser of the 1995-96 tax minus 10 percent, or the 1994-95 tax. It limits future annual property tax increases to three percent, with exceptions. Local governments' lost revenue may be replaced only with state income tax, unless voters approve replacement fees or charges. Tax levy approvals in certain elections require 50 percent voter participation.

The state legislature created Measure 50 which retains the tax relief of Measure 47 but clarifies some legal issues. This revised tax measure was approved by voters in May 1997.

The League of Oregon Cities (LOC) estimated that direct revenue losses to local governments, including school districts, will total $467 million in fiscal year 1998, $553 million in 1999, and increase thereafter. The actual revenue losses to local governments will depend on actions of the Oregon legislature. LOC also estimates that the state will have revenue gains of $23 million in 1998, $27 million in 1999, and increase thereafter because of increased personal and corporate tax receipts due to lower property tax deduction.

Measure 50 ads another layer of restrictions to those which govern the adoption of tax bases and levies outside the tax base, as well as Measure 5's tax rate limits for schools and non-schools and tax rate exceptions for voter approved debt. Each new levy and the imposition of a property tax must be tested against a longer series of criteria before the collectible tax amount on a parcel of property can be determined.

System Development Charges
System Development Charges (SDCs) are becoming increasingly popular in funding public works infrastructure needed for new local development. Generally, the objective of systems development charges is to allocate portions of the costs associated with capital improvements upon the developments, which increase demand on transportation, sewer or other infrastructure systems.

Local governments have the legal authority to charge property owners and/or developers fees for improving the local public works infrastructure based on projected demand resulting from their development. The charges are most often targeted towards improving community water, sewer, or transportation systems. Cities and counties must have specific infrastructure plans in place that comply with state guidelines in order to collect SDCs.

Typically, the fee is collected when new building permits are issued. Transportation SDCs are based on trip generation of the proposed development. Residential calculations would be based on the assumption that a typical household will generate a given number of vehicle trips per day.

Nonresidential use calculations are based on employee ratios for the type of business or industrial uses. The SDC revenues would help fund the construction of transportation facilities necessitated by new development. A key legislative requirement for charging SDCs is the link between the need for the improvements and the developments being charged.

State Highway Fund
Gas tax revenues received from the State of Oregon are used by all counties and cities to fund street and road construction and maintenance. In Oregon, the State collects gas taxes, vehicle registration fees, overweight/overheight fines and weight/mile taxes, and returns a portion of the revenues to cities and counties through an allocation formula. The revenue share to cities is divided among all incorporated cities based on population. Oregon cities typically use state gas tax allocations to fund street construction and maintenance.

Local Gas Taxes
The Oregon Constitution permits counties and incorporated cities to levy additional local gas taxes with the stipulation that the moneys generated from the taxes will be dedicated to street-related improvements and maintenance within the jurisdiction. At present, only a few local governments (including the cities of Woodburn and The Dalles, and Multnomah and Washington Counties) levy a local gas tax. The City of Waldport may consider raising its local gas tax as a way to generate additional street improvement funds. However, with relatively few jurisdictions exercising this tax, an increase in the cost differential between gas purchased in Waldport and gas purchased in neighboring communities may encourage drivers to seek less expensive fuel elsewhere. Any action will need to be supported by careful analysis to minimize the unintended consequences of such an action.

Vehicle Registration Fees
The Oregon Vehicle Registration Fee is allocated to state, counties and cities for road funding. Oregon counties are granted authority to impose a vehicle registration fee covering the entire county. The Oregon Revised Statutes would allow Lincoln County to impose a biannual registration fee for all passenger cars licensed within the County. Although both counties and special districts have this legal authority, vehicle registration fees have not been imposed by local jurisdictions. A disincentive to employing such a fee may be the cost of collection and administration. In order for a local vehicle registration fee program to be viable in Lincoln County, all incorporated cities and the county would need to formulate an agreement which would detail how the fees would be spent on future street construction and maintenance.

Local Improvement Districts
The Oregon Revised Statues allow local governments to form Local Improvement Districts (LIDs) to construct public improvements. LIDs are most often used by cities to construct localized projects such as streets, sidewalks, bikeways, or utilities. The statues allow formation of a district by either the city government or property owners. Cities that use LIDs are required to have a local LID ordinance that provides a process for district formation and payback property owners within a specified area. The cost can be allocated based on property frontage or other methods such as traffic trip generation. The types of allocation methods are only limited by the Local Improvement Ordinance. The cost of LID participation is considered an assessment against the property which is a lien equivalent to a tax lien. Individual property owners typically have the option of paying the assessment in cash or applying for assessment financing through the city. Since the passage of Ballot Measure 5, cities have most often funded local improvement districts through the sale of special assessment bonds.

GRANTS AND LOANS

There are a variety of grant and loan programs available, most with specific requirements relating to economic development or specific transportation issues, rather than for the general construction of new streets. Many programs require a match from the local jurisdiction as a condition of approval. Because grant and loan programs are subject to change as well as statewide competition, they should not be considered a secure long-term funding source for Waldport. Most of the programs available for transportation projects are funded and administered through ODOT and/or the Oregon Economic Development Department (OEDD).

Bike-Pedestrian Grants
By law (ORS 366.514), all road street or highway construction or reconstruction projects must include facilities for pedestrians and bicyclists, with some exceptions. ODOTs Bike and Pedestrian Program administers two programs to assist in the development of walking and bicycling improvements: local grants, and Small-Scale Urban Projects. Cities and counties with projects on local streets are eligible for local grant funds. An 80 percent state/20 percent local match ratio is required. Eligible projects include curb extensions, pedestrian crossings and intersection improvements, shoulder widening and restriping for bike lanes. Projects on urban state highways with little or no right-of-way taking and few environmental impacts are eligible for Small-Scale Urban Project Funds. Both programs are limited to projects costing up to $100,000. Projects that cost more than $100,000 require right-of-way acquisition or have environmental impacts should be submitted to ODOT for inclusion in the STIP.

Enhancement Program
This federally funded program earmarks $8 million annually for projects in Oregon. Projects must demonstrate a link to the intermodal transportation system, compatibility with approved plans, and local financial support. A 10.27 percent local match is required for eligibility. Each proposed project is evaluated against all other proposed projects in the region. Within the five Oregon regions, the funds are distributed on a formula based on population, vehicle miles traveled, number of vehicles registered and other transportation-related criteria. The initial solicitation for applications was mailed to cities and counties the last week of October 1998. Local

jurisdictions had until January 1999 to complete and file their applications for funding available during the 2000-2003 fiscal years, which begin October 1999.

Highway Bridge Rehabilitation or Replacement Program
The Highway Bridge Rehabilitation Program (HBRR) provides federal funding for the replacement and rehabilitation of bridges of all functional classifications. A portion of the HBRR funding is allocated for the improvement of bridges under local jurisdiction. A quantitative ranking system is applied to the proposed projects based on sufficiency rating, cost factor, and load capacity. They are ranked against other projects statewide, and require state and local matches of 10 percent each. It includes the Local Bridge Inspection Program and the Bridge Load Rating Program.

Transportation Safety Grant Program
Managed by ODOT's Transportation Safety Section (TSS), this program's objective is to reduce the number of transportation-related accidents and fatalities by coordination a number of statewide programs. These funds are intended to be used as seed money, funding a program for three years. Eligible programs include programs in impaired driving, occupant protection, youth, pedestrian, speed, enforcement, bicycle and motorcycle safety. Every year, TSS produces a Highway Safety Plan that identifies the major safety programs, suggests counter measures to existing safety problems, and lists successful projects selected for funding, rather than granting funds through an application process.

Special Transportation Fund
The Special Transportation Fund (STF) awards funds to maintain, develop, and improve transportation services for people with disabilities and people over 60 years of age. Financed by a two-cent tax on each pack of cigarettes sold in the state, the annual distribution is approximately $5 million. Three-quarters of these funds are distributed to mass transit districts, transportation districts, and where such districts do not exist, counties, or a per-capita formula. The remaining funds are distributed on a discretionary basis.

Special Small City Allotment Program
The Special Small City Allotment Program (SCA) is restricted to cities with populations under 5,000 residents. Unlike some other grant programs, no locally funded match is required for participation. Grant amounts are limited to $25,000 and must be earmarked for surface projects (drainage, curbs, sidewalks, etc.) However, the program does allow jurisdictions to use the grants to leverage local funds on non-surface projects if the grant is used specifically to repair the affected area. Criteria for the $1 million in total annual grant funds include traffic volume, the five-year rate of population growth, surface wear of the road, and the times since the last SCA grant.

Immediate Opportunity Grant Program
The Oregon Economic Development Department (OEDD) and ODOT collaborate to administer a grant program designed to assist local and regional economic development efforts. The program is funded to a level of approximately $7 million per year through state gas tax revenues. The following are primary factors in determining eligible projects:

- Improvement of public roads;
- Inclusion of an economic development-related project of regional significance;
- Creation of retention of primary employment; and
- Ability to provide local funds (50/50) to match grant.

The maximum amount of any grant under the program is $500,000. Local governments which have received grants under the program include: Washington County, Multnomah County, Douglas County, the City of Hermiston, Port of St. Helens, and the City of Newport.

Oregon Special Public Works Fund
The Special Public Works Fund (SPWF) program was created by the 1995 State Legislature as one of several programs for the distribution of funds from the Oregon Lottery to economic development projects in communities throughout the state. The program provides grant and loan assistance to eligible municipalities primarily for the construction of public infrastructure which support commercial and industrial development that result in permanent job creation or job retention. To be awarded funds, each infrastructure project must support businesses wishing to locate, expand, or remain in Oregon. SPWF awards can be used for improvement, expansion, and new construction of public sewage treatment plants, water supply works, public roads, and transportation facilities.

While SPWF program assistance is provided in the form of both loans and grants, the program emphasizes loans in order to assure that funds will return to the state over time for reinvestment in local economic development infrastructure projects. Jurisdictions that have received SPWF funding for projects that include some type of transportation-related improvement include the cities of Baker City, Bend, Cornelius, Forest Grove, Madras, Portland, Redmond, Reedsport, Toledo, Wilsonville, Woodburn, and Douglas County.

Oregon Transportation Infrastructure Bank
The Oregon Transportation Infrastructure Bank (OTIB) program is a revolving loan fund administered by ODOT to provide loans to local jurisdictions (including cities, counties, special districts, transit districts, tribal governments, ports, and state agencies). Eligible projects include construction of federal-aid highways, bridges, roads, streets, bikeways, pedestrian accesses, and right-of-way costs. Capital outlays such as buses, light-rail cars and lines, maintenance years and passenger facilities are also eligible.

ODOT FUNDING OPTIONS

The State of Oregon provides funding for all highway related transportation projects through the Statewide Transportation Improvement Program (STIP) administered by the Oregon Department of Transportation. The STIP outlines the schedule for ODOT projects throughout the State. The STIP, which identifies projects for a three-year funding cycle, is updated on an annual basis. Starting with the 1998 budget year, ODOT will then identify projects for a four-year funding cycle. In developing this funding program, ODOT must verify that the identified projects comply with the Oregon Transportation Plan (OTP), ODOT Modal Plans, Corridor Plans, local comprehensive plans, and TEA-21 planning requirements. The STIP must fulfill federal planning requirements for staged, multi-year, statewide, intermodal program of transportation projects. Specific transportation projects are prioritized based on federal panning requirements and the different State plans. ODOT consults with local jurisdictions before highway related projects are added to the STIP.

The highway-related projects identified in Waldport's TSP will be considered for future inclusion on the STIP. The timing of including specific projects will be determined by ODOT based on an analysis of all the project needs within Region . The City of Waldport, Lincoln County, and ODOT will need to communicate on an annual basis to review the status of the STIP and the prioritization of individual projects within the project area. Ongoing communication will be important for the city, county, and ODOT to coordinate the construction of both local and state transportation projects.
ODOT also has the option of making some small highway improvements as part of their ongoing highway maintenance program. Types of road construction projects that can be included within the ODOT maintenance programs are intersection realignments, additional turn lanes, and striping for bike lanes. Maintenance related construction projects are usually done by ODOT field crews using state equipment. The maintenance crews do not have the staff or specialized road equipment needed for large construction projects.

An ODOT funding technique that may have future application to Waldport's TSP is the use of state and federal transportation dollars for off-system improvements. ODOT has the authority and ability to fund transportation projects that are located outside the boundaries of the highway corridors. It is expected that this funding

technique will be used to finance local system improvements that reduce traffic on state highways or reduce the number of access points for future development along state highways.

Financing Tools
In addition to funding options, the recommended improvements listed in this plan may benefit from a variety of financing options. Although often used interchangeably, the words financing and funding are not the same. Funding is the actual generation of revenue by which a jurisdiction pays for improvements, some examples include the sources discussed above: property taxes, SDCs, fuel taxes, vehicle registration fees, LIDs, and various grant programs. In contrast, financing refers to the collecting of funds through debt obligations.

There are a number of debt financing options available to the City of Waldport. The use of debt to finance capital improvements must be balanced with the ability to make future debt service payments and to deal with the impact on its overall debt capacity and underlying credit rating. Again, debt financing should be viewed not as a source of funding, but as a time shifting of funds. The use of debt to financing these transportation-system improvements is appropriate since the benefits from the transportation improvements will extend over the period of years. If such improvements were to be tax financed immediately, a large short-term increase in the tax rate would be required. By utilizing debt financing, local governments are essential; spreading the burden of the costs of these improvements to more of the people who are likely to benefit from the improvements and lowering immediate payments.

General Obligation Bonds
General obligation (GO) bonds are voter-approved bond issues which represent the least expensive borrowing mechanism available to municipalities. GO bonds are typically supported by a separate property tax levy specifically approved for the purposes of retiring debt. The levy does not terminate until all debt is paid off. The property tax levy is distributed equally throughout the taxing jurisdiction according to assessed value of property. GO debts typically are used to make public improvement projects that will benefit the entire community.

State statutes require that the GO indebtedness of a city not exceed three percent of the real market value of all taxable property in the city. Since GO bonds would be issued subsequent to voter approval, they would not be restricted to the limitations set forth in Ballot Measures 5, 47, and 50. Although new bonds must be specifically voter approved, Measure 47 and 50 provisions are not applicable to outstanding bonds, unissued voter-approved bonds, or refunding bonds.

Limited Tax Bonds
Limited tax general obligation (LTGO) bonds are similar to general obligation bonds in that they represent an obligation of the municipality. However, a municipality's obligation is limited to its current revenue sources and is not secured by the public entity's ability to raise taxes. As a result, LTGO bonds to not require voter approval. However, since the LTGO bonds are not secured by the full taxing power of the issuer, the limited tax bond represents a higher borrowing cost than GO bonds. The municipality must pledge to levy the maximum amount under constitutional and statutory limits, but are not the unlimited taxing authority pledged with GO bonds. Because LTGO bonds are not voter approved, they are subject to the limitations of Ballot Measures 5, 47, and 50.

Bancroft Bonds
Under Oregon Statute, municipalities are allowed to issue Bancroft bonds which pledge the city's full faith and credit to assessment bonds. As a result, the bonds become general obligations of the city but are paid with assessments. Historically, these bonds provided a city with the ability to pledge its full faith and credit in order to obtain a lower borrowing cost without requiring voter approval. However, since Bancroft bonds are not voter approved, taxes levied to pay debt service on them are subject to the limitations of Ballot Measures 5, 47, and 50. As a result, since 1991, Bancroft bonds have not been used by municipalities who were required to compress their tax rates.

VOLUNTEER LABOR AND MATERIAL DONATION

Volunteer labor and material donation is a potential mechanism for implementing transportation related improvements. This type of implementation mechanism typically should not be viewed as an ongoing long-term solution for making improvements. However, Waldport may have an opportunity to capitalize upon a local resource that could provide volunteer labor. The Mt. Angel Jobs Corps is located just south of the Waldport city limits. One activity that the job corps participates in is community service projects for local jurisdictions. The city should investigate potential opportunities to utilize services provided by the job corps for transportation related improvements.

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WALDPORT TRANSPORTATION PROJECT LIST

#	Project	Priority	Cost Implications	Constraints	Potential Implementation Mechanisms
A.	STREET DESIGN STANDARDS				
	Develop Street Design Standards	High	--	--	City of Waldport
B.	STREET MAINTENANCE				
	Improve and maintain existing streets	High	--	Limited funding	City, County, ODOT
C.	ENFORCE AND REDUCE SPEEDING AT COMMUNITY GATEWAYS				
C.1	Southbound Highway 101 traffic coming off the bridge.	High	Funding for increased enforcement	--	City, ODOT
C.2	Northbound Highway 101 traffic	High	Funding for increased enforcement; Gateways improvement costs	--	State and Federal Grants, City, Job Corps, Volunteers
C.3	Westbound Highway 34 traffic	High	Funding for increased enforcement; Gateways improvement costs	--	State and Federal Grants, City, Job Corps, Volunteers
D.	RANGE DRIVE IMPROVEMENTS				
	Widening, ped/bike facilities, curve and sight distance improvements	High	Potential land acquisition near curves to improve sight distance	Topography; sight distance at curves	City, State and Federal Grants
E.	HIGHWAY 101/RANGE DRIVE INTERSECTION IMPROVEMENTS				
	Realignment and center turn-lane	High	--	--	City, ODOT
F.	CRESTLINE DRIVE IMPROVEMENTS				
	Continuous ped/bike facilities and safety improvements at the hill/curves section	High	Potential land acquisition for hill/curve improvements	Topography; sight distance at curves; ADA compliance at hill	City, County
G.	MAINTAIN ACCESS TO AMENITIES AND TO UNDEVELOPED LAND				
	Maintain public access to amenities and to improve connectivity.	High	--	--	City of Waldport

#	Project	Priority	Cost Implications	Constraints	Potential Implementation Mechanisms
H.	NEW DEVELOPMENT - CONNECTIONS TO EXISTING TRANSPORTATION SYSTEM				
	Require new development to provide connections to the existing transportation system	High	--	Topography	City, Developers
I.	REDEVELOPMENT - ACCESS IMPROVEMENTS				
	Ensure adequate and safe access occurs with redevelopment	High	--	Timing of redevelopment	City, County, ODOT, Property owners/developers
J.	ENSURE TRANSPORTATION FACILITIES AND SERVICES ACCOMMODATE SPECIAL NEEDS				
	Ensure transportation facilities are in accordance with Americans with Disability Act (ADA) standards wherever possible, and that public transportation services accommodate special needs, i.e. disabled and elderly.	High	--	Topography	City, County, ODOT
K.	NEW EAST-WEST ROAD IN SOUTH WALDPORT				
	New road(s) connecting Highway 101 and Crestline Drive.	Medium	--	Statewide Goal exception if outside UGB	City, County, ODOT, Developers
L.	HIGHWAY 101/SEARR STREET/NORWOOD DRIVE INTERSECTION IMPROVEMENTS				
	Realign this intersection for safer and more efficient traffic flow	Medium	--	Maintaining efficient traffic flow, Norwood Drive topography	City, ODOT, State and Federal Grants
M.	HIGHWAY 34/CRESTLINE DRIVE/MILL STREET INTERSECTION IMPROVEMENTS				
	Turning movement improvements for improved safety and traffic flow	Medium	--	--	City, ODOT
N.	HIGHWAY 34/BAY STREET INTERSECTION IMPROVEMENT				
	Improvements to improve ingress and egress at the Middle School and City Hall	Medium	--	--	City, ODOT
O.	HIGHWAY 101/HIGHWAY 34 INTERSECTION IMPROVEMENTS				
	Improve ingress and egress when redevelopment occurs	Low	--	Timing of redevelopment	City, ODOT

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#	Project	Priority	Cost Implications	Constraints	Potential Implementation Mechanisms
P.	**PAVEMENT STRIPING IMPROVEMENTS**				
	Crosswalk, bicycle lane, and fog line improvements	Low	Limited funding	--	City, County, ODOT
Q.	**HIGHWAY 34 SIGHT DISTANCE IMPROVEMENT**				
	Improve the inadequate sight distance on Highway 34 in east Waldport, east of the bridge near the RV Park.	Low	Potential land acquisition	Physical features – topography	ODOT
R.	**RED DITCH IMPROVEMENTS**				
	Conduct detailed study to determine appropriate improvements	Low	--	Potential storm drainage issues	City, Job Corps, Volunteers
S.	**(SOUTH) HIGHWAY 101 CONTINUOUS CENTER TURN LANE**				
	Long-term, provide a continuous center turn lane from just south of the seawall to Beachside State Park	Low	--	--	ODOT
T.	**HIGHWAY 101/SPRING STREET TURNING MOVEMENT IMPROVEMENT**				
	Improvements to physically prevent southbound Highway 101 traffic turning eastbound on Spring Street.	Low	--	--	ODOT
U.	**ADDITIONAL DOWNTOWN PARKING**				
	Provide additional parking for downtown businesses	Low	Land acquisition	Limited location opportunities	City, ODOT
V.	**DOWNTOWN ACCESS MANAGEMENT AND PEDESTRIAN CIRCULATION IMPROVEMENTS**				
	Detailed study to ensure safe and efficient highway access, and pedestrian connectivity	Low	--	Limited highway ingress/egress improvement opportunities w/out redevelopment	City, ODOT
W.	**IMPROVED HIGH SCHOOL AUTOMOBILE, BUS, BICYCLE, AND PEDESTRIAN CIRCULATION**				
	Better define vehicular and ped/bike circulation with additional parking	Low	--	--	School District
Y.	**PUBLIC TRANSPORTATION**				
	Increase public transportation (bus and van service between Waldport and other cities	High	--	--	City, County, Private Entities

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#	Project	Priority	Cost Implications	Constraints	Potential Implementation Mechanisms
Z	PEDESTRIAN CROSSINGS ON HIGHWAY 101 AND HIGHWAY 34				
	Provide safe pedestrian crossings at intersections on Highway 101 and Highway 34	High	--	--	ODOT, State and Federal Grants
AA	CONNECTED COMMUNITY-WIDE PEDESTRIAN/BICYCLE SYSTEM				
AA1	Arterial and Collector Street Ped/Bike Facilities	High	--	--	City, County, ODOT, State and Federal Grants, Property Owners/Developers
AA2	Crestline Drive - Ball Field Ped/Bike Connection	High	--	Topography, ADA compliance	State and Federal Grants, City, Job Corps, Volunteers
AA3	Elementary School - Range Drive Connection	High	Potential land acquisition	Land acquisition, easements, safe route	State and Federal Grants, City, Job Corps, Volunteers
AA4	Crestline Drive - High School Connection	Medium	Potential land acquisition	Public access, topography, ADA compliance	State and Federal Grants, City, Job Corps, Volunteers
AA5	Norwood Drive - Range Drive Connection	Medium	--	Public access, topography	Property Owners, Developers
AA6	Kelsie Way – Highway 101 Connection	Low	--	Public access, topography	State and Federal Grants, Oregon State Parks, City, Job Corps, Volunteers
AA7	Slough Pathway	Low	--	Environmental issues, physical feature limitations - wetlands, trees, topography	State and Federal Grants, U.S. Forest Service, City, Job Corps, Volunteers
AA8	Bay Pathway	Low	--	Environmental issues, high tide, winter weather	State and Federal Grants, Oregon State Parks, City, Job Corps, Volunteers

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APPENDIX

Traffic Volume Data
Existing Analysis Worksheets for Level of Service, Left-Turn Warrants, Signal Warrants
Worksheets for Growth Forecasts, Trip Generation, Trip Assignment
Future Conditions Analysis Worksheets for Level of Service, Left-Turn Warrants, Signal Warrants
Conceptual Intersection Layouts
Questionnaire

Traffic Volume Data

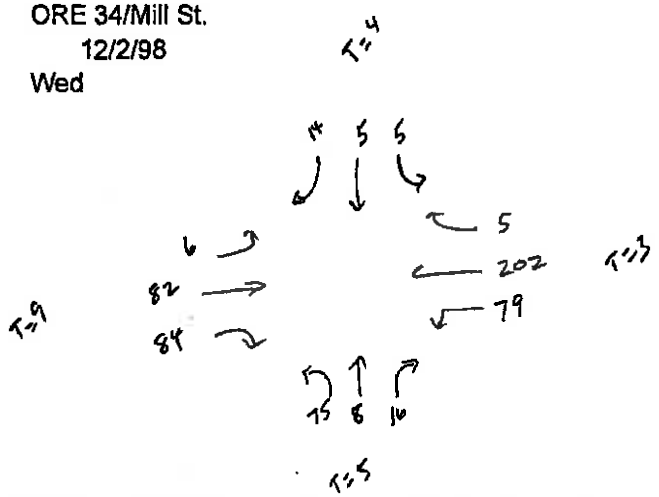
April 30, 1999

Kittelson & Associates, Inc.
Project 2890

Turning Movement Worksheet

Project: 2890
Intersection: ORE 34/Mill St.
Count Date: 12/2/98
Wed

Count Time: 7-9 a.m.
Peak Hour: 7:30-8:30
PHF: .69

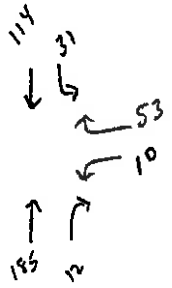


	Northbound			Westbound			Southbound			Eastbound		
	Left 1	Through 2	Right 3	Left 4	Through 5	Right 6	Left 7	Through 8	Right 9	Left 10	Through 11	Right 12
7:00-7:15	2	0	2	0	20	0	0	0	0	0	4	2
trucks			1									
7:15-7:30	4	0	3	2	51	0	1	0	1	1	6	8
trucks											1	
7:30-7:45	6	1	1	9	49	3	1	0	3	1	19	17
trucks	0	0	0	0	2	0	0	0	0	0	4	1
7:45-8:00	16	0	3	31	51	0	1	0	4	1	11	16
trucks					2					1		
8:00-8:15	32	4	3	29	58	2	2	3	5	2	23	38
trucks			1	2				1			2	3
8:15-8:30	9	3	6	8	38		1	1	2	2	18	9
trucks	2		2		2						4	
8:30-8:45	4	2	4	1	28	2		2	4	2	18	2
trucks	2				3		1				4	
8:45-9:00	3	2	3	2	25			1	2	3	20	1
trucks		1	1								1	1
PH Trucks	2	0	3	2	6	0	0	1	0	1	11	4
PH All Traffic	75	8	16	79	202	5	5	5	14	6	82	84
PH Truck %		5%			3%			4%			9%	

Turning Movement Worksheet

Project: 2890
Intersection: US 101/Range
Count Date: 12/2/98
Wed

Count Time: 7-9 a.m.
Peak Hour: 7:45-8:45
PHF: 0.90

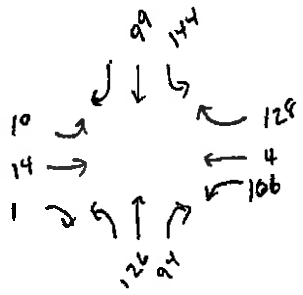


	Northbound			Westbound			Southbound			Eastbound		
	Left 1	Thru 2	Right 3	Left 4	hroug 5	Right 6	Left 7	hroug 8	Right 9	Left 10	hroug 11	Right 12
7:00-7:15		24	1	1	1	7	2	16	1			
truc		1						2				
7:15-7:30		33	0	2	0	10	2	19	0			
truc		2						2				
7:30-7:45		33	3	3	0	10	7	20				
truc		2						1				
7:45-8:00		55	1	2		8	7	32				
truc		5				1	1					
8:00-8:15		40	2	2		10	10	22				
truc		1										
8:15-8:30		37	5	4		18	16	26				
truc		3				2		2				
8:30-8:45		44	4	2		16	3	29				
truc		2						3				
8:45-9:00		31				7	4	43				
truc		1						1				
PH Trucks	0	9	0	0	0	1	1	3	0	0	0	0
PH All Traf	0	174	11	11	0	47	35	103	0	0	0	0
PH Truck %		5%			2%			3%			#####	

Turning Movement Worksheet

Project: 2890
Intersection: US Highway 101/ORE 34
Count Date: 12/2/98
Wed

Count Time: 7-9 a.m.
Peak Hour: 7:30-8:30
PHF: 0.96

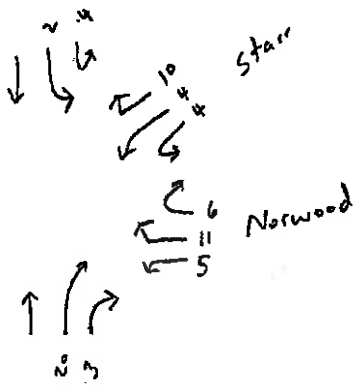


	Northbound			Westbound			Southbound			Eastbound		
	Left 1	Through 2	Right 3	Left 4	Through 5	Right 6	Left 7	Through 8	Right 9	Left 10	Through 11	Right 12
7:00-7:15		25	3	17	2	17	8	9		0	0	0
trucks		1	0	3	0	1	0	1		0	0	0
7:15-7:30		25	5	10	0	24	15	12		1	0	0
trucks		2	5	0	0	0	1	1		0	0	0
7:30-7:45		45	18	22	3	36	31	21		2	4	1
trucks		0	1	0	0	2	3	1		0	0	0
7:45-8:00		23	22	27	0	24	42	28		7	2	0
trucks		1	4	2	0	0	1	0		0	0	0
8:00-8:15		23	28	25	1	28	33	17		1	6	0
trucks		1	0	0	0	1	6	0		0	0	0
8:15-8:30		31	24	29	0	37	28	29		0	2	0
trucks		2	2	1	0	0	0	3		0	0	0
8:30-8:45		34	20	15	1	17	22	27		3	3	2
trucks		2	0	1	0	3	0	2		0	0	0
8:45-9:00		27	15	33	4	16	17	23		4	1	3
trucks		1	1	1	0	0	0	1		0	0	0
PH Trucks	0	4	7	3	0	3	10	4	0	0	0	0
PH All Traffic	0	126	94	106	4	128	144	99	0	10	14	1
PH Truck %		5%			3%			6%			0%	

Turning Movement Worksheet

Project: 2890
Intersection: 101/Starr/Norwood
Count Date: 12/2/98
Wed

Count Time: 7-9 a.m.
Peak Hour:
PHF:

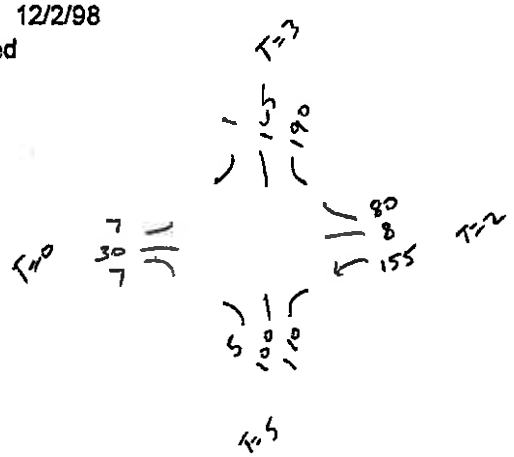


	Northbound			Norwood			Starr			Southbound		
	Throug	Starr 1	orwoo 2	SB101 4	NB101 5	Starr 6	orwoo 7	SB101 8	NB101 9	Starr S 10	orwood 11	hroug
7:00-7:15		4			2							
trucks												
7:15-7:30		6				1		4	3	1		
trucks												
7:30-7:45		3	1		5			3	3	1	1	
trucks												
7:45-8:00		9	1	1	1	1	1		1	1		
trucks												
8:00-8:15		5		3	3	5	2	1	2	2	1	
trucks												
8:15-8:30		3			1		1	1	4			
trucks												
8:30-8:45		8		1	1		2	5	3	1	1	
trucks												
8:45-9:00		2	2	1	4		2	3	4		1	
trucks												
PH Trucks	0	0	0	0	0	0	0	0	0	0	0	0
PH All Traffic	0	20	3	5	11	6	4	4	10	4	2	0
PH Truck %		0%			0%			0%			0%	

Turning Movement Worksheet

Project: 2890
Intersection: US Highway 101/ORE 34
Count Date: 12/2/98
Wed

Count Time: 4-6 pm
Peak Hour: 4-5
PHF: 0.91

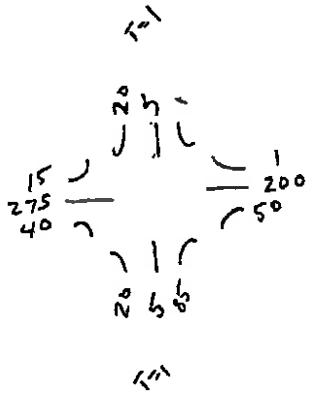


	Northbound			Westbound			Southbound			Eastbound		
	Left 1	Through 2	Right 3	Left 4	Through 5	Right 6	Left 7	Through 8	Right 9	Left 10	Through 11	Right 12
4:00-4:15	2	28	33	33	4	26	55	38	0	1	7	3
trucks		2	1			2	1	1				
4:15-4:30	0	23	24	42	1	23	51	54		3	8	0
trucks		2			0	1	2	0				
4:30-4:45	2	22	28	40	1	16	33	39		1	9	0
trucks		2	3	2	0	0	4	0				
4:45-5:00	2	20	22	40	2	10	41	34		2	6	4
trucks			1				1	1				
5:00-5:15	1	27	22	45	7	18	33	54		6	9	3
trucks		1	2			2		2				
5:15-5:30	0	17	13	18	0	18	29	54	2	1	4	0
trucks				0	0	0	0	0				
5:30-5:45	1	18	22	26	2	5	40	32		1	3	0
trucks	0	1	0									
5:45-6:00	0	16	19	13	4	10	33	24	1	1	3	1
trucks	0	0	0					1				
PH Trucks	0	6	5	2	0	3	8	2	0	0	0	0
PH All Traffic	6	99	112	157	8	78	188	167	0	7	30	7
PH Truck %		5%			2%			3%			0%	

Turning Movement Worksheet

Project: 2890
Intersection: ORE 34/Cedar St.
Count Date: 12/2/98
Wed

Count Time: 4-6 p.m.
Peak Hour: 4:30-5:30
PHF: 0.82

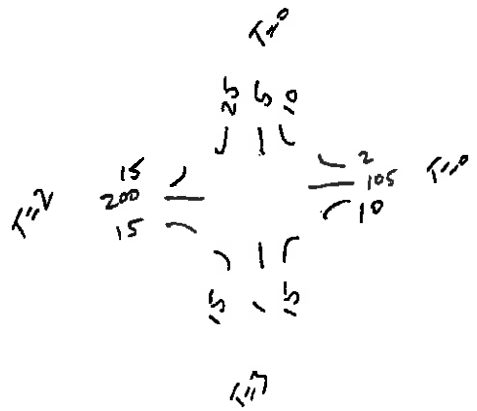


	Northbound			Westbound			Southbound			Eastbound		
	Left 1	Through 2	Right 3	Left 4	Through 5	Right 6	Left 7	Through 8	Right 9	Left 10	Through 11	Right 12
4:00-4:15	10	4	33	14	52	1			6	10	74	13
trucks												
4:15-4:30	5	0	13	15	46	0	0	3	0	3	49	4
trucks					1							
4:30-4:45	10	3	22	15	47	0	0	2	4	3	69	9
trucks											1	
4:45-5:00	3	0	17	10	50	0	1	3	4	7	64	9
trucks											2	
5:00-5:15	5	2	30	15	68	0	0	0	8	4	77	8
trucks	1						0					
5:15-5:30	2	1	15	10	34	0	0	2	2	0	62	15
trucks												
5:30-5:45	4	0	16	8	30	0	0	0	1	0	71	11
trucks											2	
6:00	5	1	13	9	33	0	0	0	2	1	59	6
trucks											1	
PH Trucks	1	0	0	0	0		0	0	0	0	3	0
PH All Traffic	21	6	84	50	199		1	7	18	14	275	41
PH Truck %		1%			0%			0%			1%	

Turning Movement Worksheet

Project: 2890
Intersection: ORE 34/Mill St.
Count Date: 12/2/98
Wed

Count Time: 4-6 pm
Peak Hour: 4:30-5:30
PHF: 0.91

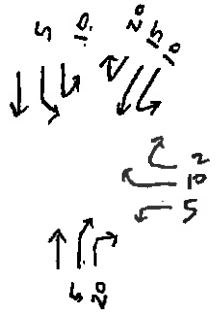


	Northbound			Westbound			Southbound			Eastbound		
	Left 1	Through 2	Right 3	Left 4	Through 5	Right 6	Left 7	Through 8	Right 9	Left 10	Through 11	Right 12
4:00-4:15	10	1	6	1	25	1	4	0	5	4	33	2
trucks											2	
4:15-4:30	2	2	1	1	20	1	0	1	5	2	40	5
trucks												
4:30-4:45	4	2	2	2	16	0	1	0	4	1	41	9
trucks						1					1	1
4:45-5:00	4	0	3	3	27	1	3	3	6	6	48	4
trucks			1								4	
5:00-5:15	13	0	3		29	1	3	0	6	5	54	3
trucks												
5:15-5:30	2		5	3	25	0	3	0	6		45	3
trucks												
5:30-5:45	7	0	2	4	22	0	3	0	8	4	46	3
trucks												
6:00	4	0	0	3	21	1	2	0	4	1	49	3
trucks												
PH Trucks	0	0	1	0	0	0	0	0	0	0	5	0
PH All Traffic	16	0	14	10	103	2	12	3	25	15	198	13
PH Truck %		3%			0%			0%			2%	

Turning Movement Worksheet

Project: 2890
Intersection: 101/Starr/Norwood
Count Date: 12/2/98
Wed

Count Time: 4-6 pm
Peak Hour: 4:15-5:15
PHF: 0.83



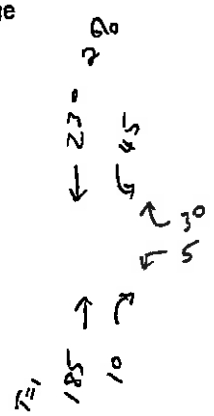
	Northbound			Norwood			Starr			Southbound		
	Throug	Starr 1	orwoo 2	SB101 4	NB101 5	Starr 6	orwoo 7	SB101 8	NB101 9	Starr S 10	orwood 11	hroug
4:00-4:15 trucks		1	2		2	1	1	3	5	3	1	
4:15-4:30 trucks		2	3	2	1		2	5	2	4	0	
4:30-4:45 trucks		2	5	1	4		1	21	6	1	3	
4:45-5:00 trucks		1	7	1	2	1	2	6	7	3	0	
5:00-5:15 trucks		1	3	2	1	1	3	2	7	0	1	
5:15-5:30 trucks		1		1	1	3	1	3	2	3	6	
5:30-5:45 trucks		1						3	2		1	
5:45-6:00 trucks			2		1		1	3	3			

PH Trucks 0
PH All Traffic
PH Truck % 0% 0% 0% 0%

Turning Movement Worksheet

Project: 2890
Intersection: US 101/Range
Count Date: 12/2/98
Wed

Count Time: 7-9 a.m.
Peak Hour: ~~4:45-5:45~~ 4-5
PHF: ~~0.00~~ .90



	Northbound			Westbound			Southbound			Eastbound		
	Left 1	Thru 2	Right 3	Left 4	hroug 5	Right 6	Left 7	hroug 8	Right 9	Left 10	hroug 11	Right 12
4:00- 4:15 truc		44	2	1		11	3	66				
4:00- 4:15 ks		1					2					
4:15- 4:30 truc		41	3	0		9	15	53				
4:15- 4:30 ks								1				
4:30- 4:45 truc		45	3	1		7	17	67				
4:30- 4:45 ks		1						1				
4:45- 5:00 truc		54	2	1		4	8	43				
4:45- 5:00 ks								1				
5:00- 5:15 truc		44	3	5		3	4	70				
5:00- 5:15 ks												
5:15- 5:30 truc		30		1		4	3	54				
5:15- 5:30 ks		1										
5:30- 5:45 truc		29	5	2		9	11	47				
5:30- 5:45 ks		1						2				
5:45- 6:00 truc		24	2	4		5	17	41				
5:45- 6:00 ks		2										
PH Trucks		1	0	0		0	2	3				
PH All Traffic		185	10	3		31	45	232				
PH Truck %		1%	0%	0%		0%	4%	1%				

2 Ro

Existing Conditions Analysis Worksheets for

Level of Service,
Left-Turn Lane Warrants,
Signal Warrants

April 30, 1999

Kittelson & Associates, Inc.
Project 2890

Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday AM Peak Hour

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 US 101/ORE 34													
Base	1	215	115	175	195	1	10	15	1	125	5	155	1013
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	215	115	175	195	1	10	15	1	125	5	155	1013
#2 US 101/Norwood/Starr													
Base	0	325	25	5	300	0	0	0	0	25	0	15	695
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	325	25	5	300	0	0	0	0	25	0	15	695
#3 US 101/Range													
Base	0	275	10	30	175	0	0	0	0	10	0	55	555
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	275	10	30	175	0	0	0	0	10	0	55	555
#4 Highway 34/Cedar													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#5 Highway 34/Mill													
Base	75	10	15	5	5	15	5	100	85	80	240	5	640
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	75	10	15	5	5	15	5	100	85	80	240	5	640

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 US 101/ORE 34	C	18.0	0.353	C	18.0	0.353	+ 0.000 D/V
# 2 US 101/Norwood/Starr	B	0.4	0.000	B	0.4	0.000	+ 0.000 V/C
# 3 US 101/Range	A	0.7	0.000	A	0.7	0.000	+ 0.000 V/C
# 5 Highway 34/Mill	B	1.9	0.000	B	1.9	0.000	+ 0.000 V/C

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 US 101/ORE 34

Cycle (sec): 110 Critical Vol./Cap. (X): 0.353
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 33 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	3	10	10	3	10	10	5	5	5	5	5	5
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	215	115	175	195	1	10	15	1	125	5	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	215	115	175	195	1	10	15	1	125	5	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	1	224	120	182	203	1	10	16	1	130	5	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	224	120	182	203	1	10	16	1	130	5	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	235	126	182	213	1	10	16	1	130	5	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.94	0.94	0.79	0.79	0.79	0.82	0.82	0.83
Lanes:	1.00	1.30	0.70	1.00	1.99	0.01	0.37	0.59	0.04	0.96	0.04	1.00
Final Sat.:	1719	2238	1200	1703	3568	17	557	892	56	1492	57	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.11	0.06	0.06	0.02	0.02	0.02	0.09	0.09	0.10
Crit Moves:		****		****								****
Green/Cycle:	0.14	0.30	0.30	0.30	0.46	0.46	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.00	0.35	0.35	0.35	0.13	0.13	0.06	0.06	0.06	0.30	0.30	0.35
Level Of Service Module:												
Delay/Veh:	26.4	19.7	19.7	19.5	11.0	11.0	18.2	18.2	18.2	19.7	19.7	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	19.7	19.7	19.5	11.0	11.0	18.2	18.2	18.2	19.7	19.7	20.1
Queue:	0	6	3	4	4	0	0	0	0	3	0	4

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday AM Peak Hour

Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative

Intersection #1 US 101/ORE 34

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Lane Group:	L	RT	RT	L	RT	RT	LTR	LTR	LTR	LT	LT	R
#LnsInGrps:	1	2	2	1	2	2	1	1	1	1	1	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
% Hev Veh:		5			6			0			3	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(rt) and f(lt) Adj Case Module:												
f(rt) Case:	xxxx	5	5	xxxx	5	5	7	7	7	xxxx	xxxx	2
f(lt) Case:	1	xxxx	xxxx	1	xxxx	xxxx	5	5	5	5	5	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hev Veh Adj:	0.95	0.95	0.95	0.94	0.94	0.94	1.00	1.00	1.00	0.97	0.97	0.97
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	1.00	1.00	1.00	xxxx	xxxx	1.00
Bus Stp Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	1.00	1.00	1.00	xxxx	xxxx	1.00
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	xxxx	0.95	0.95	xxxx	1.00	1.00	0.89	0.89	0.89	xxxx	xxxx	0.85
LT Adj:	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.89	0.89	0.89	0.84	0.84	xxxxx
HCM Sat Adj:	0.90	0.90	0.90	0.90	0.94	0.94	0.79	0.79	0.79	0.82	0.82	0.83
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fnl Sat Adj:	0.90	0.90	0.90	0.90	0.94	0.94	0.79	0.79	0.79	0.82	0.82	0.83
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > >											
DelAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday AM Peak Hour

Level Of Service Detailed Computation Report (Permitted Left Turn Sat Adj)
1994 HCM Operations Method
Base Volume Alternative

Intersection #1 US 101/ORE 34

Approach:	North	South	East	West
Cycle Length, C:	xxxxxx	xxxxxx	110	110
Actual Green Time Per Lane Group, G:	xxxxxx	xxxxxx	31.99	31.99
Effective Green Time Per Lane Group, g:	xxxxxx	xxxxxx	31.99	31.99
Opposing Effective Green Time, go:	xxxxxx	xxxxxx	31.99	31.99
Number Of Opposing Lanes, No:	xxxxxx	xxxxxx	1	1
Number Of Lanes In Lane Group, N:	xxxxxx	xxxxxx	1	1
Adjusted Left-Turn Flow Rate, Vlt:	xxxxxx	xxxxxx	10	130
Proportion of Left Turns in Lane Group, Plt:	xxxxxx	xxxxxx	0.37	0.96
Proportion of Left Turns in Opp Flow, Plto:	xxxxxx	xxxxxx	xxxxxx	0.37
Left Turns Per Cycle, LTC:	xxxxxx	xxxxxx	0.31	3.97
Adjusted Opposing Flow Rate, Vo:	xxxxxx	xxxxxx	135	27
Opposing Flow Per Lane Per Cycle, Volc:	xxxxxx	xxxxxx	4.13	0.82
Opposing Platoon Ratio, Rpo:	xxxxxx	xxxxxx	1.00	1.00
Lost Time Per Phase, tl:	xxxxxx	xxxxxx	4.00	4.00
Eff grn until arrival of left-turn car, gf:	xxxxxx	xxxxxx	17.27	0.00
Opposing Queue Ratio, qro:	xxxxxx	xxxxxx	0.71	0.71
Eff grn blocked by opposing queue, gq:	xxxxxx	xxxxxx	2.33	0.00
Eff grn while left turns filter thru, gu:	xxxxxx	xxxxxx	14.72	31.99
Max opposing cars arriving during gq-gf, n:	xxxxxx	xxxxxx	xxxxxx	0.00
Proportion of Opposing Thru & RT cars, ptho:	xxxxxx	xxxxxx	xxxxxx	0.63
Left-turn Saturation Factor, fs:	xxxxxx	xxxxxx	0.79	xxxxxx
Proportion of Left Turns in Shared Lane, pl:	xxxxxx	xxxxxx	0.37	0.96
Through-car Equivalents, el1:	xxxxxx	xxxxxx	1.83	1.21
Single Lane Through-car Equivalents, el2:	xxxxxx	xxxxxx	xxxxxx	0.00
Minimum Left Turn Adjustment Factor, fmin:	xxxxxx	xxxxxx	0.09	0.12
Single Lane Left Turn Adjustment Factor, fm:	xxxxxx	xxxxxx	0.89	0.84
Left Turn Adjustment Factor, flt:	xxxxxx	xxxxxx	0.89	0.84

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City of Waldport TSP
1998 Existing Conditions -- Weekday AM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 US 101/Norwood/Starr

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	325	25	5	300	0	0	0	0	25	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	325	25	5	300	0	0	0	0	25	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	349	27	5	323	0	0	0	0	27	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	349	27	5	323	0	0	0	0	27	0	16
Adjusted Volume Module:												
Grade:	0%			0%			0%			-4%		
% Cycle/Cars:	0.00	0.95		0.00	0.96		xxxx	xxxx		0.00	0.99	
% Truck/Comb:	0.05	0.00		0.04	0.00		xxxx	xxxx		0.01	0.00	
PCE Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	1.10	1.10	1.10	xxxx	xxxx	xxxxx
Cycl/Car PCE:	0.50	1.00		0.50	1.00		xxxx	xxxx		0.30	0.80	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		xxxx	xxxx		1.00	1.20	
Adj Vol.:	0	349	27	5	323	0	0	0	0	22	0	13
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	376	xxxx	xxxxx	xxxx	xxxx	xxxxx	691	xxxx	363
Potent Cap.:	xxxx	xxxx	xxxxx	1134	xxxx	xxxxx	xxxx	xxxx	xxxxx	421	xxxx	907
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.99	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	1134	xxxx	xxxxx	xxxx	xxxx	xxxxx	419	xxxx	907
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	3.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	4.0
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	525	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	7.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:		0.0			0.1			0.0			7.3	

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City of Waldport TSP
1998 Existing Conditions -- Weekday AM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 US 101/Range

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1	0	0 1	0	0	0 0	0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	275	10	30	175	0	0	0	0	10	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	275	10	30	175	0	0	0	0	10	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	306	11	33	194	0	0	0	0	11	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	306	11	33	194	0	0	0	0	11	0	61
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.95		0.00	0.97		xxxx	xxxx		0.00	0.98	
% Truck/Comb:	0.05	0.00		0.03	0.00		xxxx	xxxx		0.02	0.00	
PCE Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	1.10	1.10	1.10	xxxx	xxxx	xxxxx
Cycl/Car PCE:	0.50	1.00		0.50	1.00		xxxx	xxxx		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		xxxx	xxxx		1.50	2.00	
Adj Vol.:	0	306	11	34	194	0	0	0	0	11	0	62
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	317	xxxx	xxxxx	xxxx	xxxx	xxxxx	539	xxxx	311
Potent Cap.:	xxxx	xxxx	xxxxx	1211	xxxx	xxxxx	xxxx	xxxx	xxxxx	516	xxxx	963
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.97	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	1211	xxxx	xxxxx	xxxx	xxxx	xxxxx	500	xxxx	963
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	3.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	4.0
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	843	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	0.0			0.5			0.0			4.5		

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City of Waldport TSP
1998 Existing Conditions -- Weekday AM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Highway 34/Mill

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	75	10	15	5	5	15	5	100	85	80	240	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	10	15	5	5	15	5	100	85	80	240	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	84	11	17	6	6	17	6	112	96	90	270	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	84	11	17	6	6	17	6	112	96	90	270	6
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.95		0.00	0.96		0.00	0.91		0.00	0.97	
% Truck/Comb:	0.05	0.00		0.04	0.00		0.09	0.00		0.03	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	86	12	17	6	6	17	6	112	96	91	270	6
Critical Gap Module:												
MoveUp Time:	3.4	3.3	2.6	3.4	3.3	2.6	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	6.0	5.5	6.5	6.0	5.5	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	539	531	160	542	576	272	275	xxxx	xxxxx	208	xxxx	xxxxx
Potent Cap.:	516	574	1149	514	544	1008	1267	xxxx	xxxxx	1365	xxxx	xxxxx
Adj Cap:	0.92	0.93	1.00	0.92	0.93	1.00	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	475	533	1149	471	505	1008	1267	xxxx	xxxxx	1365	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	9.2	6.9	3.2	7.7	7.2	3.6	2.9	xxxx	xxxxx	2.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	527	xxxxx	xxxx	706	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	8.7	xxxxx	xxxxx	5.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	8.1			5.2			0.1			0.7		

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City of Waldport TSP
1998 Existing Conditions -- Weekday PM Peak Hour

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 US 101/ORE 34													
Base	5	195	130	230	305	1	5	30	10	185	10	100	1206
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	195	130	230	305	1	5	30	10	185	10	100	1206
#2 US 101/Norwood/Starr													
Base	0	285	25	15	475	0	0	0	0	40	0	20	860
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	285	25	15	475	0	0	0	0	40	0	20	860
#3 US 101/Range													
Base	0	280	10	45	345	0	0	0	0	5	0	30	715
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	280	10	45	345	0	0	0	0	5	0	30	715
#4 Highway 34/Cedar													
Base	20	5	85	1	5	20	15	330	40	50	240	1	812
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	5	85	1	5	20	15	330	40	50	240	1	812
#5 Highway 34/Mill													
Base	15	1	15	10	5	25	15	240	15	10	125	2	478
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	1	15	10	5	25	15	240	15	10	125	2	478

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City of Waldport TSP
1998 Existing Conditions -- Weekday PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 US 101/ORE 34	C	17.3	0.447	C	17.3	0.447	+ 0.000 D/V
# 2 US 101/Norwood/Starr	C	0.6	0.000	C	0.6	0.000	+ 0.000 V/C
# 3 US 101/Range	A	0.4	0.000	A	0.4	0.000	+ 0.000 V/C
# 4 Highway 34/Cedar	B	1.3	0.000	B	1.3	0.000	+ 0.000 V/C
# 5 Highway 34/Mill	B	0.8	0.000	B	0.8	0.000	+ 0.000 V/C

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 US 101/ORE 34

Cycle (sec): 110 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	3	10	10		3	10	10		5	5	5		5	5	5	
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	1	0	0 1
Volume Module:																
Base Vol:	5	195	130		230	305	1		5	30	10		185	10	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	195	130		230	305	1		5	30	10		185	10	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	5	214	143		253	335	1		5	33	11		203	11	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	214	143		253	335	1		5	33	11		203	11	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.05	1.05		1.00	1.05	1.05		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	5	225	150		253	352	1		5	33	11		203	11	110	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.90	0.90		0.92	0.97	0.97		0.84	0.84	0.84		0.78	0.78	0.83	
Lanes:	1.00	1.20	0.80		1.00	1.99	0.01		0.10	0.68	0.22		0.95	0.05	1.00	
Final Sat.:	1719	2041	1361		1752	3679	10		162	1069	356		1414	77	1583	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.11		0.14	0.10	0.10		0.03	0.03	0.03		0.14	0.14	0.07	
Crit Moves:		****			****									****		
Green/Cycle:	0.03	0.25	0.25		0.32	0.54	0.54		0.32	0.32	0.32		0.32	0.32	0.32	
Volume/Cap:	0.11	0.45	0.45		0.45	0.18	0.18		0.10	0.10	0.10		0.45	0.45	0.22	
Level Of Service Module:																
Delay/Veh:	33.8	22.9	22.9		19.4	8.2	8.2		16.9	16.9	16.9		19.6	19.6	17.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.8	22.9	22.9		19.4	8.2	8.2		16.9	16.9	16.9		19.6	19.6	17.6	
Queue:	0	6	4		6	5	0		0	1	0		5	0	2	

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday PM Peak Hour

Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative

Intersection #1 US 101/ORE 34

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	1	0	0 1
Lane Group:	L	RT		RT	L	RT		RT	LTR	LTR		LTR	LT	LT		R
#LnsInGrps:	1	2		2	1	2		2	1	1		1	1	1		1
HCM Ops Input Saturation Adj Module:																
Lane Width:	12	12		12	12	12		12	12	12		12	12	12		12
% Hev Veh:		5				3				0				2		
Grade:		0%				0%				0%				0%		
Parking/Hr:		No				No				No				No		
Bus Stp/Hr:		0				0				0				0		
Area Type:	< < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > >															
Cnft Ped/Hr:		0				0				0				0		
ExclusiveRT:		Include				Include				Include				Include		
% RT Prtct:		0				0				0				0		
HCM Ops f(rt) and f(lt) Adj Case Module:																
f(rt) Case:	xxxx	5	5	xxxx	5	5		7	7	7	xxxx	xxxx	2			
f(lt) Case:	1	xxxx	xxxx	1	xxxx	xxxx		5	5	5	5	5	xxxx			
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Hev Veh Adj:	0.95	0.95	0.95	0.97	0.97	0.97	1.00	1.00	1.00	0.98	0.98	0.98				
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Parking Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	1.00	1.00	1.00	xxxx	xxxx	1.00				
Bus Stp Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	1.00	1.00	1.00	xxxx	xxxx	1.00				
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
RT Adj:	xxxx	0.94	0.94	xxxx	1.00	1.00	0.87	0.87	0.87	xxxx	xxxx	0.85				
LT Adj:	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.96	0.96	0.96	0.80	0.80	xxxxx				
HCM Sat Adj:	0.90	0.90	0.90	0.92	0.97	0.97	0.84	0.84	0.84	0.78	0.78	0.83				
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Fnl Sat Adj:	0.90	0.90	0.90	0.92	0.97	0.97	0.84	0.84	0.84	0.78	0.78	0.83				
Delay Adjustment Factor Module:																
Coordinated:	< < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > >															
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > >															
DelAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85				

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday PM Peak Hour

Level Of Service Detailed Computation Report (Permitted Left Turn Sat Adj)
1994 HCM Operations Method
Base Volume Alternative

Intersection #1 US 101/ORE 34

Approach:	North	South	East	West
Cycle Length, C:	xxxxxx	xxxxxx	110	110
Actual Green Time Per Lane Group, G:	xxxxxx	xxxxxx	35.42	35.42
Effective Green Time Per Lane Group, g:	xxxxxx	xxxxxx	35.42	35.42
Opposing Effective Green Time, go:	xxxxxx	xxxxxx	35.42	35.42
Number Of Opposing Lanes, No:	xxxxxx	xxxxxx	1	1
Number Of Lanes In Lane Group, N:	xxxxxx	xxxxxx	1	1
Adjusted Left-Turn Flow Rate, Vlt:	xxxxxx	xxxxxx	5	203
Proportion of Left Turns in Lane Group, Plt:	xxxxxx	xxxxxx	0.10	0.95
Proportion of Left Turns in Opp Flow, Plto:	xxxxxx	xxxxxx	xxxxxx	0.10
Left Turns Per Cycle, LTC:	xxxxxx	xxxxxx	0.15	6.20
Adjusted Opposing Flow Rate, Vo:	xxxxxx	xxxxxx	214	49
Opposing Flow Per Lane Per Cycle, Volc:	xxxxxx	xxxxxx	6.54	1.50
Opposing Platoon Ratio, Rpo:	xxxxxx	xxxxxx	1.00	1.00
Lost Time Per Phase, tl:	xxxxxx	xxxxxx	4.00	4.00
Eff grn until arrival of left-turn car, gf:	xxxxxx	xxxxxx	23.20	0.00
Opposing Queue Ratio, qro:	xxxxxx	xxxxxx	0.68	0.68
Eff grn blocked by opposing queue, gq:	xxxxxx	xxxxxx	6.06	0.45
Eff grn while left turns filter thru, gu:	xxxxxx	xxxxxx	12.21	34.96
Max opposing cars arriving during gq-gf, n:	xxxxxx	xxxxxx	xxxxxx	0.23
Proportion of Opposing Thru & RT cars, ptho:	xxxxxx	xxxxxx	xxxxxx	0.90
Left-turn Saturation Factor, fs:	xxxxxx	xxxxxx	0.74	xxxxxx
Proportion of Left Turns in Shared Lane, pl:	xxxxxx	xxxxxx	0.10	0.95
Through-car Equivalents, el1:	xxxxxx	xxxxxx	2.36	1.33
Single Lane Through-car Equivalents, el2:	xxxxxx	xxxxxx	xxxxxx	0.24
Minimum Left Turn Adjustment Factor, fmin:	xxxxxx	xxxxxx	0.06	0.11
Single Lane Left Turn Adjustment Factor, fm:	xxxxxx	xxxxxx	0.96	0.80
Left Turn Adjustment Factor, flt:	xxxxxx	xxxxxx	0.96	0.80

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 US 101/Norwood/Starr

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	285	25	15	475	0	0	0	0	40	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	285	25	15	475	0	0	0	0	40	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	317	28	17	528	0	0	0	0	44	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	317	28	17	528	0	0	0	0	44	0	22
Adjusted Volume Module:												
Grade:	0%			0%			0%			-4%		
% Cycle/Cars:	0.00	0.99		0.00	0.98		0.00	0.92		0.00	0.99	
% Truck/Comb:	0.01	0.00		0.02	0.00		0.06	0.02		0.01	0.00	
PCE Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.30	0.80	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.00	1.20	
Adj Vol.:	0	317	28	17	528	0	0	0	0	36	0	18
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	344	xxxx	xxxxx	xxxx	xxxx	xxxxx	875	xxxx	331
Potent Cap.:	xxxx	xxxx	xxxxx	1175	xxxx	xxxxx	xxxx	xxxx	xxxxx	330	xxxx	942
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.98	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	1175	xxxx	xxxxx	xxxx	xxxx	xxxxx	323	xxxx	942
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	3.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.9	xxxx	3.9
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	413	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	0.0			0.1			0.0			9.9		

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 US 101/Range

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1	0	0 1	0	0	0 0	0	0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	280	10	45	345	0	0	0	0	5	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	280	10	45	345	0	0	0	0	5	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	311	11	50	383	0	0	0	0	6	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	311	11	50	383	0	0	0	0	6	0	33
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.99		0.00	0.98		xxxx	xxxx		0.00	0.99	
% Truck/Comb:	0.01	0.00		0.02	0.00		xxxx	xxxx		0.01	0.00	
PCE Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	1.10	1.10	1.10	xxxx	xxxx	xxxxx
Cycl/Car PCE:	0.50	1.00		0.50	1.00		xxxx	xxxx		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		xxxx	xxxx		1.50	2.00	
Adj Vol.:	0	311	11	51	383	0	0	0	0	6	0	34
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	322	xxxx	xxxxx	xxxx	xxxx	xxxxx	750	xxxx	317
Potent Cap.:	xxxx	xxxx	xxxxx	1204	xxxx	xxxxx	xxxx	xxxx	xxxxx	390	xxxx	957
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.95	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	1204	xxxx	xxxxx	xxxx	xxxx	xxxxx	368	xxxx	957
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	3.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	3.9
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	779	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	0.0			0.4			0.0			4.8		

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City of Waldport TSP
1998 Existing Conditions -- Weekday PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Highway 34/Cedar

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1!	0 0	0 0	1!	0 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	20	5	85	1	5	20	15	330	40	50	240	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	5	85	1	5	20	15	330	40	50	240	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	24	6	104	1	6	24	18	402	49	61	293	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	24	6	104	1	6	24	18	402	49	61	293	1
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.99		0.00	0.99		0.00	0.98		0.00	0.98	
% Truck/Comb:	0.01	0.00		0.01	0.00		0.02	0.00		0.02	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	25	6	104	1	6	25	18	402	49	62	293	1
Critical Gap Module:												
MoveUp Time:	3.4	3.3	2.6	3.4	3.3	2.6	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	6.0	5.5	6.5	6.0	5.5	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	815	800	427	854	824	293	294	xxxx	xxxxx	451	xxxx	xxxxx
Potent Cap.:	357	415	842	339	403	983	1242	xxxx	xxxxx	1045	xxxx	xxxxx
Adj Cap:	0.91	0.93	1.00	0.82	0.93	1.00	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	325	385	842	277	374	983	1242	xxxx	xxxxx	1045	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	12.0	9.5	4.9	13.1	9.8	3.8	2.9	xxxx	xxxxx	3.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	627	xxxxx	xxxx	697	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	7.3	xxxxx	xxxxx	5.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	6.4			5.3			0.1			0.6		

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #5 Highway 34/Mill

****

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	1	0	0	1	0
Volume Module:																				
Base Vol:	15		1		15	10		5		25	15		240		15	10		125		2
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	15		1		15	10		5		25	15		240		15	10		125		2
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.91	0.91		0.91		0.91	0.91		0.91		0.91	0.91		0.91		0.91	0.91		0.91	
PHF Volume:	16		1		16	11		5		27	16		264		16	11		137		2
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	16		1		16	11		5		27	16		264		16	11		137		2
Adjusted Volume Module:																				
Grade:	0%					0%					0%					0%				
% Cycle/Cars:	0.00		0.97			0.00		0.99			0.00		0.98			0.00		0.98		
% Truck/Comb:	0.03		0.00			0.01		0.00			0.02		0.00			0.02		0.00		
PCE Adj:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	1.00		1.00		xxxx	1.00		1.00	
Cycl/Car PCE:	0.50		1.00			0.50		1.00			0.50		1.00			0.50		1.00		
Trck/Cmb PCE:	1.50		2.00			1.50		2.00			1.50		2.00			1.50		2.00		
Adj Vol.:	17		1		17	11		6		28	17		264		16	11		137		2
Critical Gap Module:																				
MoveUp Time:	3.4	3.3		2.6		3.4	3.3		2.6		2.1	xxxx	xxxxx			2.1	xxxx	xxxxx		
Critical Gp:	6.5	6.0		5.5		6.5	6.0		5.5		5.0	xxxx	xxxxx			5.0	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	454	439		272		447	446		138		140	xxxx	xxxxx			280	xxxx	xxxxx		
Potent Cap.:	578	642		1008		584	636		1178		1471	xxxx	xxxxx			1261	xxxx	xxxxx		
Adj Cap:	0.95	0.98		1.00		0.97	0.98		1.00		1.00	xxxx	xxxxx			1.00	xxxx	xxxxx		
Move Cap.:	551	628		1008		563	622		1178		1471	xxxx	xxxxx			1261	xxxx	xxxxx		
Level Of Service Module:																				
Stopped Del:	6.7	5.7		3.6		6.5	5.8		3.1		2.5	xxxx	xxxxx			2.9	xxxx	xxxxx		
LOS by Move:	*	*		*		*	*		*		A	*		*		A	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	709		xxxxx		xxxx	851		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Shrd StpDel:	xxxxx	5.3		xxxxx		xxxxx	4.5		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	B		*		*	A		*		*	*		*		*	*		*	
ApproachDel:		5.2					4.3					0.1					0.2			

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LEFT-TURN LANE WARRANT ANALYSIS

Project Name:	Waldport TSP
Project Number:	2890
Analyst:	JAG
Date:	25-Apr-99
Filename:	H:\PROJFILE\2890\QPRO\LT-ST

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection:	US 101/Starr-Norwood
Conditions (yr, alt., etc.):	Existing PM Peak
Storage Length/Vehicle:	25 feet

INPUTS & WARRANTS:	**NB**	**SB**
Advancing Volume	310	490
Opposing Volume	475	310
Left-Turn Volume	0	15
%Left Turns (L)	0.0%	3.1%
Speed (mph)	60	60
Storage Probability	0.00000100	0.00000100
Warrant Utilization (3-veh)	0.0100	0.0100
4-vehicle	0.0316	0.0316
5-vehicle	0.0631	0.0631
6-vehicle	0.1000	0.1000
7-vehicle	0.1389	0.1389
8-vehicle	0.1778	0.1778
9-vehicle	0.2154	0.2154
10-vehicle	0.2512	0.2512
11-vehicle	0.2848	0.2848
12-vehicle	0.3162	0.3162

CALCULATIONS:	**SB**
Critical Gap (Gc)	5.0
Exit Time (Te)	1.9
Wait Time (Tw)	1.25
Manuever Time (T1)	3.0
Usable Gaps	132
Blocked Time/hr	718.3
Mean Headway (Ta)	7.35
Mean Arrival Rate	9.3
Mean Service Rate	960.6

RESULTS:

Utilization Factor	0.0097
LT Lane Warranted?	NO
Storage Length (ft)	

Source: M.D. Harmelink, "Volume Warrants for Left-Turn Storage at Unsignalized Grade Intersections", Highway Research Record 211.

SIGNAL WARRANT ANALYSIS

Project Name: Waldport TSP
Project Number: 2890
Analyst: JAG
Date: 25-Apr-99
Filename: H:\PROJFILE\2890\QPRO\LT-STA

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection: US 101/Starr-Norwood
Conditions (yr, alt., etc.): Existing PM Peak

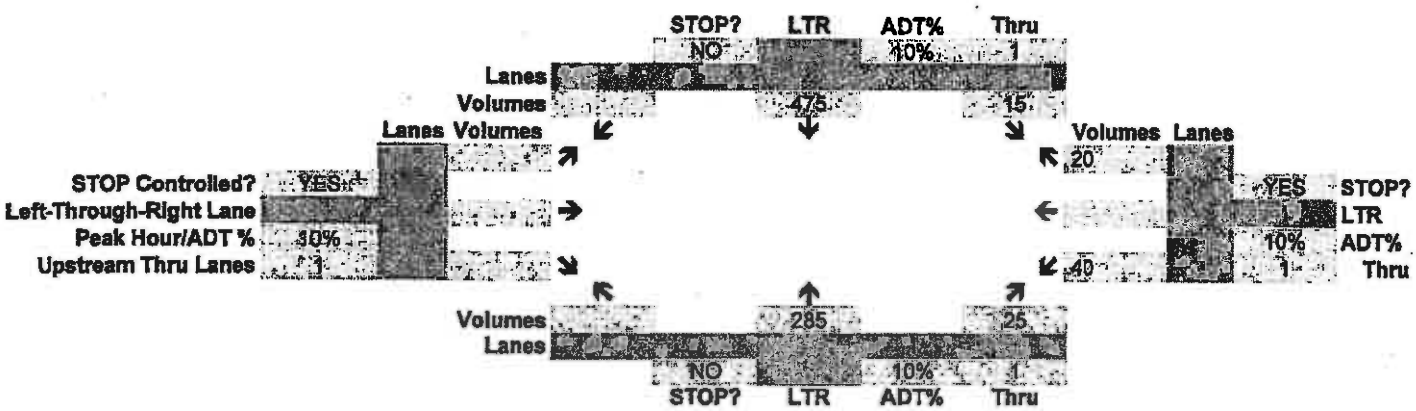
GENERAL INPUT PARAMETERS:

Number of lanes for moving traffic:	
Major approach:	1
Minor approach:	1
Peak Hour Approach Volumes*:	
Sum of major approaches:	800 vph
Highest minor approach:	60 vph
Factor Peak Hour --> 8th Highest Hour	
Major approach:	80% (60-80% acceptable)
Minor approach:	60% (60-80% acceptable)
Is the population < 10,000 or speed > 40	YES
Warrant Factor	70%

	REQUIRED				ACTUAL VOLUMES		8TH HIGHEST HOUR		
	# LANES MAJOR STREET	# LANES MINOR STREET	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	WARRANT MET ?
WARRANT 1 Minimum Vehicular Volume	1	1	350	105	[illegible]	[illegible]	640	38	NO
WARRANT 2 Interruption of Continuous Traffi	1	1	525	52.5	[illegible]	[illegible]	640	38	NO
WARRANT 11 Peak Hour Volume	1	1	800	115	[illegible]	[illegible]	800	60	NO

UNSIGNALIZED INTERSECTION ANALYSIS

Project Name:	Waldport TSP	Intersection:	US 101/Starr-Norwood	
Project Number:	2890	Conditions (year, alt.):	Existing PM Peak	
Analyst:	JAG	Major Street Direction:	NS	(NS or EW)
Date:	25-Apr-99	Major Street Speed:	55	mph
Filename:	H:\PROJFILE\2890\QPRO\LT-STARR.W	Population<10,000?	NO	(YES or NO)
		Factor Peak Hour -> 8th-Highest Hour:		
		Major Street:	80%	
		Minor Street:	60%	
		Peak Hour Factor:	90%	



LEFT-TURN LANE WARRANT ANALYSIS

Project Name:	Waldport TSP
Project Number:	2890
Analyst:	JAG
Date:	25-Apr-99
Filename:	H:\PROJFILE\2890\QPRO\LT-CE

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection:	ORE 34/Cedar
Conditions (yr, alt., etc.):	Existing PM Peak
Storage Length/Vehicle:	25 feet

INPUTS & WARRANTS:	**EB**	**WB**
Advancing Volume	385	292
Opposing Volume	242	370
Left-Turn Volume	15	50
%Left Turns (L)	3.9%	17.1%
Speed (mph)	40	40
Storage Probability	0.00000800	0.00000800
Warrant Utilization (3-veh)	0.0200	0.0200
4-vehicle	0.0532	0.0532
5-vehicle	0.0956	0.0956
6-vehicle	0.1414	0.1414
7-vehicle	0.1870	0.1870
8-vehicle	0.2306	0.2306
9-vehicle	0.2714	0.2714
10-vehicle	0.3092	0.3092
11-vehicle	0.3441	0.3441
12-vehicle	0.3761	0.3761

CALCULATIONS:	**EB**	**WB**
Critical Gap (Gc)	5.0	5.0
Exit Time (Te)	1.9	1.9
Wait Time (Tw)	0.94	1.54
Manuever Time (T1)	3.0	3.0
Usable Gaps	121	145
Blocked Time/hr	565.7	851.4
Mean Headway (Ta)	9.35	12.33
Mean Arrival Rate	6.6	17.3
Mean Service Rate	1011.4	916.2

RESULTS:

Utilization Factor	0.0065	0.0189
LT Lane Warranted?	NO	NO
Storage Length (ft)		

Source: M.D. Harmelink, "Volume Warrants for Left-Turn Storage at Unsignalized Grade Intersections", Highway Research Record 211.

SIGNAL WARRANT ANALYSIS

Project Name: Waldport TSP
Project Number: 2890
Analyst: JAG
Date: 25-Apr-99
Filename: H:\PROJFILE\2890\QPRO\LT-CED

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection: ORE 34/Cedar
Conditions (yr, alt., etc.): Existing PM Peak

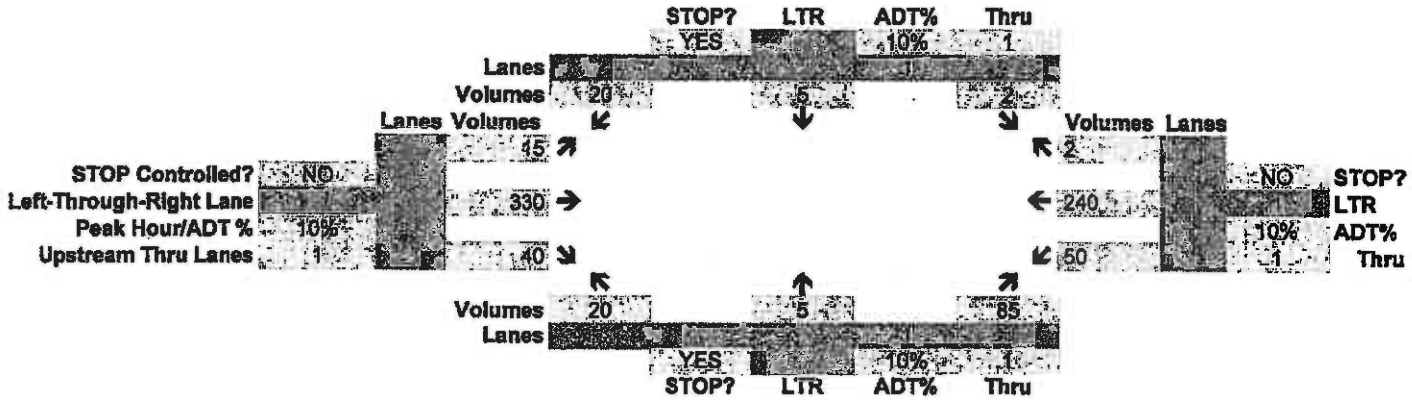
GENERAL INPUT PARAMETERS:

Number of lanes for moving traffic:	
Major approach:	1
Minor approach:	1
Peak Hour Approach Volumes*:	
Sum of major approaches:	677 vph
Highest minor approach:	110 vph
Factor Peak Hour --> 8th Highest Hour	
Major approach:	80% (60-80% acceptable)
Minor approach:	60% (60-80% acceptable)
Is the population < 10,000 or speed > 40	NO
Warrant Factor	100%

	REQUIRED				ACTUAL VOLUMES		8TH HIGHEST HOUR		
	# LANES MAJOR STREET	# LANES MINOR STREET	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	WARRANT MET ?
WARRANT 1 Minimum Vehicular Volume	1	1	500	150			541.6	66	NO
WARRANT 2 Interruption of Continuous Traffi	1	1	750	75			541.6	66	NO
WARRANT 11 Peak Hour Volume	1	1	677	340	677	110	677	110	NO

UNSIGNALIZED INTERSECTION ANALYSIS

Project Name:	Waldport TSP	Intersection:	ORE 34/Cedar	
Project Number:	2890	Conditions (year, alt.):	Existing PM Peak	
Analyst:	JAG	Major Street Direction:	EW	(NS or EW)
Date:	25-Apr-99	Major Street Speed:	40	mph
Filename:	H:\PROJFILE\2890\QPRO\LT-CEDAR.	Population<10,000?	NO	(YES or NO)
		Factor Peak Hour -> 8th-Highest Hour:		
		Major Street:	80%	
		Minor Street:	60%	
		Peak Hour Factor:	90%	



SIGNAL WARRANT ANALYSIS

Project Name: Waldport TSP
Project Number: 2890
Analyst: JAG
Date: 23-Apr-99
Filename: H:\PROJFILE\2890\QPRO\UNSIG2

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection: US 101/Range Road
Conditions (yr, alt., etc.): Existing PM Peak

GENERAL INPUT PARAMETERS:

Number of lanes for moving traffic:	
Major approach:	1
Minor approach:	1
Peak Hour Approach Volumes*:	
Sum of major approaches:	680 vph
Highest minor approach:	35 vph
Factor Peak Hour –> 8th Highest Hour	
Major approach:	80% (60-80% acceptable)
Minor approach:	60% (60-80% acceptable)
Is the population < 10,000 or speed > 40	YES
Warrant Factor	70%

	REQUIRED				ACTUAL VOLUMES		8TH HIGHEST HOUR		
	# LANES MAJOR STREET	# LANES MINOR STREET	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	WARRANT MET ?
WARRANT 1 Minimum Vehicular Volume	1	1	350	105	680		544	21	NO
WARRANT 2 Interruption of Continuous Traffi	1	1	525	52.5	680		544	21	NO
WARRANT 11 Peak Hour Volume	1	1	680	160	680		680	35	

LEFT-TURN LANE WARRANT ANALYSIS

Project Name:	Waldport TSP
Project Number:	2890
Analyst:	JAG
Date:	23-Apr-99
Filename:	H:\PROJFILE\2890\QPRO\UNSIG

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection:	US 101/Range Road
Conditions (yr, alt., etc.):	Existing PM Peak
Storage Length/Vehicle:	25 feet

INPUTS & WARRANTS:	**NB**	**SB**
Advancing Volume	290	390
Opposing Volume	345	290
Left-Turn Volume	0	45
%Left Turns (L)	0.0%	11.5%
Speed (mph)	60	60
Storage Probability	0.00000100	0.00000100
Warrant Utilization (3-veh)	0.0100	0.0100
4-vehicle	0.0316	0.0316
5-vehicle	0.0631	0.0631
6-vehicle	0.1000	0.1000
7-vehicle	0.1389	0.1389
8-vehicle	0.1778	0.1778
9-vehicle	0.2154	0.2154
10-vehicle	0.2512	0.2512
11-vehicle	0.2848	0.2848
12-vehicle	0.3162	0.3162

CALCULATIONS:	**SB**
Critical Gap (Gc)	5.0
Exit Time (Te)	1.9
Wait Time (Tw)	1.16
Manuever Time (T1)	3.0
Usable Gaps	131
Blocked Time/hr	671.2
Mean Headway (Ta)	9.23
Mean Arrival Rate	19.8
Mean Service Rate	976.3

RESULTS:

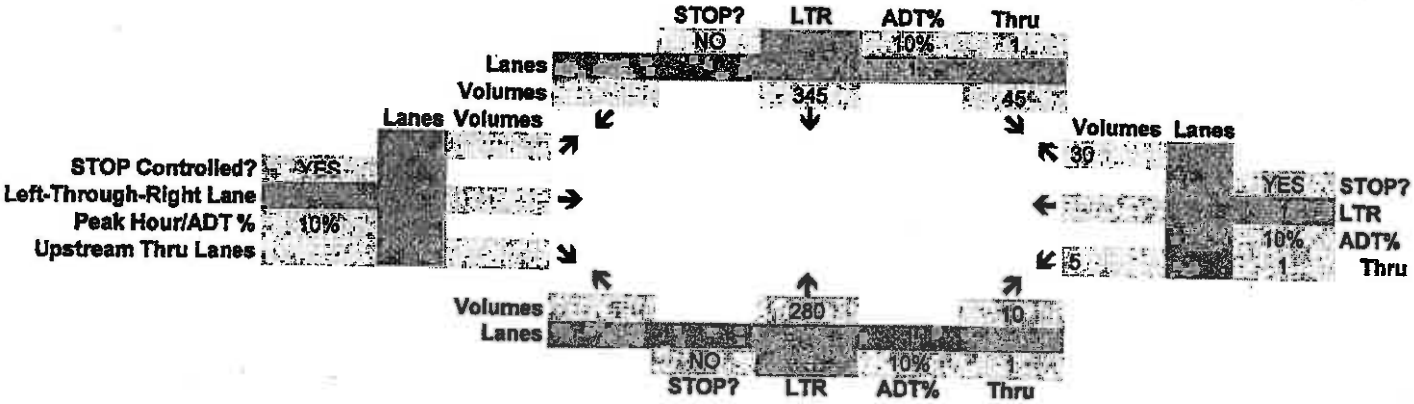
Utilization Factor	0.0203
LT Lane Warranted?	YES
Storage Length (ft)	75

Source: M.D. Harmelink, "Volume Warrants for Left-Turn Storage at Unsignalized Grade Intersections", Highway Research Record 211.

UNSIGNALIZED INTERSECTION ANALYSIS

Project Name: Waldport TSP
Project Number: 2890
Analyst: JAG
Date: 23-Apr-99
Filename: H:\PROJFILE\2890\QPRO\UNSIG2.WB

Intersection: US 101/Range Road
Conditions (year, alt.): Existing PM Peak
Major Street Direction: NS (NS or EW)
Major Street Speed: 55 mph
Population<10,000? NO (YES or NO)
Factor Peak Hour -> 8th-Highest Hour:
Major Street: 80%
Minor Street: 60%
Peak Hour Factor: 90%



LEFT-TURN LANE WARRANT ANALYSIS

Project Name:	Waldport TSP
Project Number:	2890
Analyst:	JAG
Date:	26-Apr-99
Filename:	H:\PROJFILE\2890\QPRO\LT-MIL

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection:	ORE 34/Mill-Crestline
Conditions (yr, alt., etc.):	Existing PM Peak
Storage Length/Vehicle:	25 feet

INPUTS & WARRANTS:	**EB**	**WB**
Advancing Volume	270	137
Opposing Volume	127	255
Left-Turn Volume	15	10
%Left Turns (L)	5.6%	7.3%
Speed (mph)	40	40
Storage Probability	0.00000800	0.00000800
Warrant Utilization (3-veh)	0.0200	0.0200
4-vehicle	0.0532	0.0532
5-vehicle	0.0956	0.0956
6-vehicle	0.1414	0.1414
7-vehicle	0.1870	0.1870
8-vehicle	0.2306	0.2306
9-vehicle	0.2714	0.2714
10-vehicle	0.3092	0.3092
11-vehicle	0.3441	0.3441
12-vehicle	0.3761	0.3761

CALCULATIONS:	**EB**	**WB**
Critical Gap (Gc)	5.0	5.0
Exit Time (Te)	1.9	1.9
Wait Time (Tw)	0.47	1.00
Manuever Time (T1)	3.0	3.0
Usable Gaps	82	121
Blocked Time/hr	308.6	593.6
Mean Headway (Ta)	13.33	26.28
Mean Arrival Rate	3.8	1.5
Mean Service Rate	1097.1	1002.1

RESULTS:

Utilization Factor	0.0034	0.0015
LT Lane Warranted?	NO	NO
Storage Length (ft)		

Source: M.D. Harmelink, "Volume Warrants for Left-Turn Storage at Unsignalized Grade Intersections", Highway Research Record 211.

SIGNAL WARRANT ANALYSIS

Project Name: Waldport TSP
Project Number: 2890
Analyst: JAG
Date: 26-Apr-99
Filename: H:\PROJFILE\2890\QPRO\LT-MILL

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection: ORE 34/Mill-Crestline
Conditions (yr, alt., etc.): Existing PM Peak

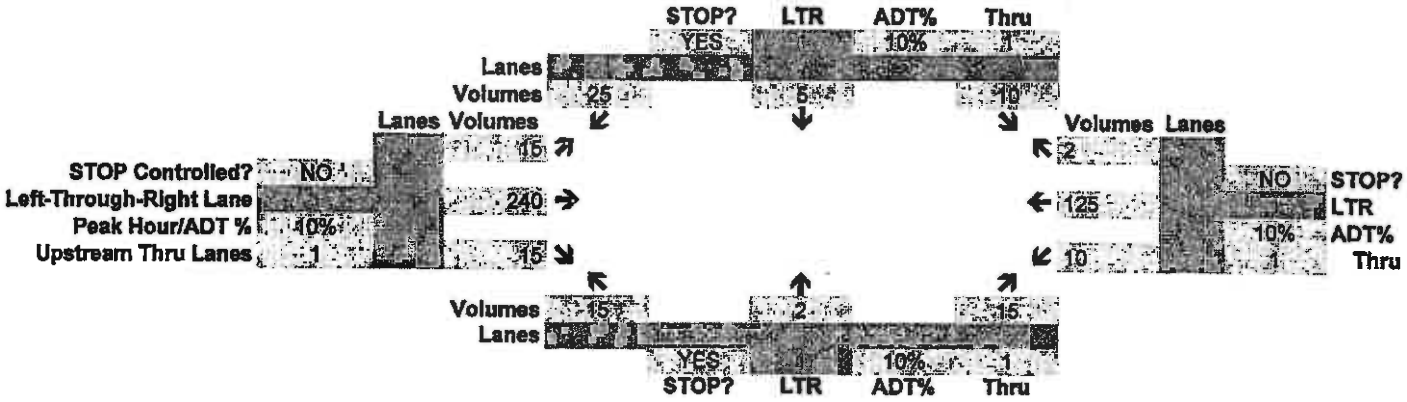
GENERAL INPUT PARAMETERS:

Number of lanes for moving traffic:	
Major approach:	1
Minor approach:	1
Peak Hour Approach Volumes*:	
Sum of major approaches:	407 vph
Highest minor approach:	40 vph
Factor Peak Hour --> 8th Highest Hour	
Major approach:	80% (60-80% acceptable)
Minor approach:	60% (60-80% acceptable)
Is the population < 10,000 or speed > 40	NO
Warrant Factor	100%

	REQUIRED				ACTUAL VOLUMES		8TH HIGHEST HOUR		
	# LANES MAJOR STREET	# LANES MINOR STREET	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	WARRANT MET ?
WARRANT 1 Minimum Vehicular Volume	1	1	500	150			325.6	24	
WARRANT 2 Interruption of Continuous Traffi	1	1	750	75			325.6	24	
WARRANT 11 Peak Hour Volume	1	1	407	NA			407	40	

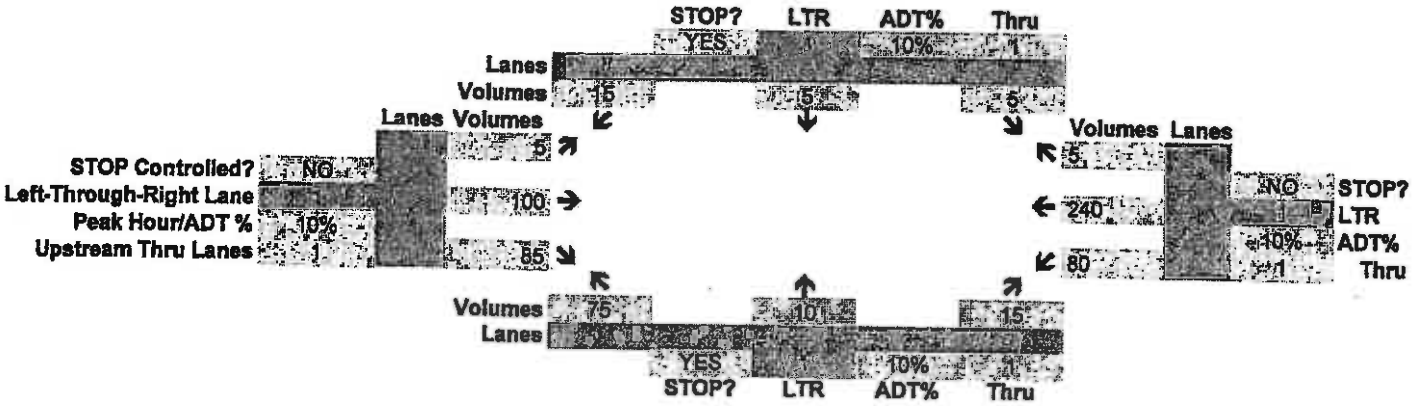
UNSIGNALIZED INTERSECTION ANALYSIS

Project Name:	Waldport TSP	Intersection:	ORE 34/Mill-Crestline	
Project Number:	2890	Conditions (year, alt.):	Existing PM Peak	
Analyst:	JAG	Major Street Direction:	EW	(NS or EW)
Date:	26-Apr-99	Major Street Speed:	40	mph
Filename:	H:\PROJFILE\2890\QPRO\LT-MILL.WB	Population<10,000?	NO	(YES or NO)
		Factor Peak Hour -> 8th-Highest Hour:		
		Major Street:	80%	
		Minor Street:	60%	
		Peak Hour Factor:	90%	



UNSIGNALIZED INTERSECTION ANALYSIS

Project Name:	Waldport TSP	Intersection:	ORE 34/Mill-Crestline	
Project Number:	2890	Conditions (year, alt.):	Existing ~~PM~~ Peak	AM
Analyst:	JAG	Major Street Direction:	EW	(NS or EW)
Date:	27-Apr-99	Major Street Speed:	40	mph
Filename:	H:\PROJFILE\2890\QPRO\MILL-AM.WB	Population<10,000?	YES	(YES or NO)
		Factor Peak Hour -> 8th-Highest Hour:		
		Major Street:	80%	
		Minor Street:	60%	
		Peak Hour Factor:	90%	



LEFT-TURN LANE WARRANT ANALYSIS

Project Name:	Waldport TSP
Project Number:	2890
Analyst:	JAG
Date:	27-Apr-99
Filename:	H:\PROJFILE\2890\QPRO\MILL-A

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection:	ORE 34/Mill-Crestline
Conditions (yr, alt., etc.):	Existing ~~PM~~ Peak AM
Storage Length/Vehicle:	25 feet

INPUTS & WARRANTS:	**EB**	**WB**
Advancing Volume	190	325
Opposing Volume	245	185
Left-Turn Volume	5	80
%Left Turns (L)	2.6%	24.6%
Speed (mph)	40	40
Storage Probability	0.00000800	0.00000800
Warrant Utilization (3-veh)	0.0200	0.0200
4-vehicle	0.0532	0.0532
5-vehicle	0.0956	0.0956
6-vehicle	0.1414	0.1414
7-vehicle	0.1870	0.1870
8-vehicle	0.2306	0.2306
9-vehicle	0.2714	0.2714
10-vehicle	0.3092	0.3092
11-vehicle	0.3441	0.3441
12-vehicle	0.3761	0.3761

CALCULATIONS:	**EB**	**WB**
Critical Gap (Gc)	5.0	5.0
Exit Time (Te)	1.9	1.9
Wait Time (Tw)	0.96	0.70
Manuever Time (T1)	3.0	3.0
Usable Gaps	123	104
Blocked Time/hr	572.7	439.3
Mean Headway (Ta)	18.95	11.08
Mean Arrival Rate	1.1	21.2
Mean Service Rate	1009.1	1053.6

RESULTS:

Utilization Factor	0.0011	0.0202
LT Lane Warranted?	NO	YES
Storage Length (ft)		75

Source: M.D. Harmelink, "Volume Warrants for Left-Turn Storage at Unsignalized Grade Intersections", Highway Research Record 211.

Worksheets for Growth Forecasts,
Trip Generation,
Trip assignment

Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
2020 Forecast Conditions -- Weekday PM Peak Hour

Trip Generation Report

Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Range Road D	1.00	New Trips	125.00	150.00	125	150	275	44.4
	Zone 1 Subtotal					125	150	275	44.4
2	Residential	1.00	New Trips	65.00	40.00	65	40	105	16.9
	Zone 2 Subtotal					65	40	105	16.9
3		1.00	Newport Trips	70.00	55.00	70	55	125	20.2
	Zone 3 Subtotal					70	55	125	20.2
4	Yachats	1.00	New Trips	40.00	30.00	40	30	70	11.3
	Zone 4 Subtotal					40	30	70	11.3
5	Alsea	1.00	New Trips	25.00	20.00	25	20	45	7.3
	Zone 5 Subtotal					25	20	45	7.3
TOTAL						325	295	620	100.0

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
2020 Forecast Conditions -- Weekday PM Peak Hour

Trip Distribution Report

Percent Of Trips

Zone	To Gates 1	2	3	4	5
1	0.0	22.0	40.0	22.0	16.0
2	50.0	0.0	25.0	12.0	13.0
3	75.0	25.0	0.0	0.0	0.0
4	75.0	25.0	0.0	0.0	0.0
5	80.0	20.0	0.0	0.0	0.0

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
2020 Forecast Conditions -- Weekday PM Peak Hour

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 US 101/ORE 34													
Base	6	234	156	276	366	1	6	36	12	222	12	120	1447
Added	0	60	59	14	41	0	0	0	0	37	0	10	221
Total	6	294	215	290	407	1	6	36	12	259	12	130	1668
#2 US 101/Norwood/Starr													
Base	0	342	30	18	570	0	0	0	0	48	0	24	1032
Added	0	119	6	0	78	0	0	0	0	0	0	0	203
Total	0	461	36	18	648	0	0	0	0	48	0	24	1235
#3 US 101/Range													
Base	0	336	12	54	414	0	0	0	0	6	0	36	858
Added	0	8	23	74	5	0	0	0	0	33	0	117	258
Total	0	344	35	128	419	0	0	0	0	39	0	153	1116
#4 Highway 34/Cedar													
Base	24	6	102	1	6	24	18	396	48	60	288	1	974
Added	0	0	3	0	0	0	0	73	0	1	47	0	124
Total	24	6	105	1	6	24	18	469	48	61	335	1	1098
#5 Highway 34/Mill													
Base	18	1	18	12	6	30	18	288	18	12	150	2	574
Added	2	0	3	0	0	0	0	75	1	3	46	0	129
Total	20	1	21	12	6	30	18	363	19	15	196	2	703

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
2020 Forecast Conditions -- Weekday PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in
# 1 US 101/ORE 34	C	18.2	0.546	C	19.2	0.637	+ 1.021 D/V
# 2 US 101/Norwood/Starr	C	0.8	0.000	D	1.0	0.000	+ 0.000 V/C
# 3 US 101/Range	B	0.5	0.000	C	1.8	0.000	+ 0.000 V/C
# 4 Highway 34/Cedar	B	1.6	0.000	C	1.7	0.000	+ 0.000 V/C
# 5 Highway 34/Mill	B	0.9	0.000	B	0.9	0.000	+ 0.000 V/C

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
2020 Forecast Conditions -- Weekday PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #1 US 101/ORE 34

Cycle (sec): 110 Critical Vol./Cap. (X): 0.637
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	3	10	10	3	10	10	5	5	5	5	5	5
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	5	195	130	230	305	1	5	30	10	185	10	100
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	6	234	156	276	366	1	6	36	12	222	12	120
Added Vol:	0	60	59	14	41	0	0	0	0	37	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	294	215	290	407	1	6	36	12	259	12	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	7	323	236	318	448	1	7	40	13	285	13	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	323	236	318	448	1	7	40	13	285	13	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	339	248	318	470	1	7	40	13	285	13	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.92	0.97	0.97	0.80	0.80	0.80	0.74	0.74	0.83
Lanes:	1.00	1.16	0.84	1.00	1.99	0.01	0.12	0.66	0.22	0.96	0.04	1.00
Final Sat.:	1719	1965	1437	1752	3681	8	177	1014	329	1336	61	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.18	0.13	0.13	0.04	0.04	0.04	0.21	0.21	0.09
Crit Moves:		****		****							****	
Green/Cycle:	0.03	0.27	0.27	0.28	0.53	0.53	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.15	0.64	0.64	0.64	0.24	0.24	0.12	0.12	0.12	0.64	0.64	0.27
Level Of Service Module:												
Delay/Veh:	33.9	23.9	23.9	24.1	9.1	9.1	16.4	16.4	16.4	22.0	22.0	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	23.9	23.9	24.1	9.1	9.1	16.4	16.4	16.4	22.0	22.0	17.3
Queue:	0	9	7	9	8	0	0	1	0	8	1	3

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
2020 Forecast Conditions -- Weekday PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 US 101/Norwood/Starr

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	285	25	15	475	0	0	0	0	40	0	20
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	342	30	18	570	0	0	0	0	48	0	24
Added Vol:	0	119	6	0	78	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	461	36	18	648	0	0	0	0	48	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	512	40	20	721	0	0	0	0	53	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	512	40	20	721	0	0	0	0	53	0	27
Adjusted Volume Module:												
Grade:		0%			0%			0%			-4%	
% Cycle/Cars:	0.00	0.99		0.00	0.98		0.00	0.92		0.00	0.99	
% Truck/Comb:	0.01	0.00		0.02	0.00		0.06	0.02		0.01	0.00	
PCE Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.30	0.80	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.00	1.20	
Adj Vol.:	0	512	40	20	721	0	0	0	0	43	0	21
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	552	xxxx	xxxxx	xxxx	xxxx	xxxxx	1272	xxxx	532
Potent Cap.:	xxxx	xxxx	xxxxx	936	xxxx	xxxxx	xxxx	xxxx	xxxxx	194	xxxx	744
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.96	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	936	xxxx	xxxxx	xxxx	xxxx	xxxxx	187	xxxx	744
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	3.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.8	xxxx	5.0
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	249	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:		0.0			0.1			0.0			19.5	

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$\frac{64}{249} = .26$

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City of Waldport TSP
2020 Forecast Conditions -- Weekday PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 US 101/Range

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	280	10	45	345	0	0	0	0	5	0	30
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	336	12	54	414	0	0	0	0	6	0	36
Added Vol:	0	8	23	74	5	0	0	0	0	33	0	117
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	344	35	128	419	0	0	0	0	39	0	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	382	38	142	465	0	0	0	0	43	0	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	382	38	142	465	0	0	0	0	43	0	170
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.99		0.00	0.98		xxxx	xxxx		0.00	0.99	
% Truck/Comb:	0.01	0.00		0.02	0.00		xxxx	xxxx		0.01	0.00	
PCE Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	1.10	1.10	1.10	xxxx	xxxx	xxxxx
Cycl/Car PCE:	0.50	1.00		0.50	1.00		xxxx	xxxx		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		xxxx	xxxx		1.50	2.00	
Adj Vol.:	0	382	38	143	465	0	0	0	0	44	0	171
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	420	xxxx	xxxxx	xxxx	xxxx	xxxxx	1008	xxxx	401
Potent Cap.:	xxxx	xxxx	xxxxx	1081	xxxx	xxxxx	xxxx	xxxx	xxxxx	276	xxxx	867
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.82	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	1081	xxxx	xxxxx	xxxx	xxxx	xxxxx	226	xxxx	867
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	3.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.7	xxxx	5.2
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	550	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	0.0			0.9			0.0			8.1		

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$\frac{215}{550} = .39$

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Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Highway 34/Cedar

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	20	5	85	1	5	20	15	330	40	50	240	1
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	24	6	102	1	6	24	18	396	48	60	288	1
Added Vol:	0	0	3	0	0	0	0	73	0	1	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	6	105	1	6	24	18	469	48	61	335	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	29	7	128	1	7	29	22	571	59	74	409	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	29	7	128	1	7	29	22	571	59	74	409	1
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.99		0.00	0.99		0.00	0.98		0.00	0.98	
% Truck/Comb:	0.01	0.00		0.01	0.00		0.02	0.00		0.02	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	29	7	129	1	7	29	22	571	59	75	409	1
Critical Gap Module:												
MoveUp Time:	3.4	3.3	2.6	3.4	3.3	2.6	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	6.0	5.5	6.5	6.0	5.5	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1125	1107	601	1174	1136	410	410	xxxx	xxxxx	630	xxxx	xxxxx
Potent Cap.:	236	286	687	221	277	859	1093	xxxx	xxxxx	859	xxxx	xxxxx
Adj Cap:	0.87	0.89	1.00	0.73	0.89	1.00	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	205	256	687	162	247	859	1093	xxxx	xxxxx	859	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	20.5	14.5	6.4	22.5	15.0	4.3	3.4	xxxx	xxxxx	4.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	460	xxxxx	xxxx	523	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	12.1	xxxxx	xxxxx	7.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	B	*	*	*	*	*	*	*
ApproachDel:	9.3			7.1			0.1			0.7		

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$\frac{165}{460} = .36$

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Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #5 Highway 34/Mill

****

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			1 0 0 1 0		
Volume Module:												
Base Vol:	15	1	15	10	5	25	15	240	15	10	125	2
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	18	1	18	12	6	30	18	288	18	12	150	2
Added Vol:	2	0	3	0	0	0	0	75	1	3	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1	21	12	6	30	18	363	19	15	196	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	22	1	23	13	7	33	20	399	21	16	216	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	22	1	23	13	7	33	20	399	21	16	216	3
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.97		0.00	0.99		0.00	0.98		0.00	0.98	
% Truck/Comb:	0.03	0.00		0.01	0.00		0.02	0.00		0.02	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	22	1	23	13	7	33	20	399	21	16	216	3
Critical Gap Module:												
MoveUp Time:	3.4	3.3	2.6	3.4	3.3	2.6	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	6.0	5.5	6.5	6.0	5.5	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	682	663	409	674	672	217	219	xxxx	xxxxx	419	xxxx	xxxxx
Potent Cap.:	427	490	859	431	484	1075	1349	xxxx	xxxxx	1082	xxxx	xxxxx
Adj Cap:	0.93	0.97	1.00	0.95	0.97	1.00	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	398	473	859	408	468	1075	1349	xxxx	xxxxx	1082	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	9.6	7.6	4.3	9.1	7.8	3.5	2.7	xxxx	xxxxx	3.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	547	xxxxx	xxxx	684	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	7.2	xxxxx	xxxxx	5.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		6.9			5.4			0.1			0.2	

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$\frac{46}{547} = .08$

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Turning Movement By Zone Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 US 101/ORE 34 [Base(LOS=C,Del=18.2,V/C=0.546)] [Future(LOS=C,Del=19.2,V/C=0.637)] [+1.021 D/V]													
Base	5	195	130	230	305	1	5	30	10	185	10	100	1206
Growth	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
InitBs	6	234	156	276	366	1	6	36	12	222	12	120	1447
Zn 1	0	60	51	0	0	0	0	0	0	0	0	0	111
Zn 2	0	0	0	0	0	0	0	0	0	23	0	10	33
Zn 3	0	0	0	14	41	0	0	0	0	0	0	0	55
Zn 4	0	0	8	0	0	0	0	0	0	0	0	0	8
Zn 5	0	0	0	0	0	0	0	0	0	14	0	0	14
Added	0	60	59	14	41	0	0	0	0	37	0	10	221
Future	6	294	215	290	407	1	6	36	12	259	12	130	1668
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	6	294	215	290	407	1	6	36	12	259	12	130	1668
#2 US 101/Norwood/Starr [Base(LOS=C,Del=0.8,V/C=0.000)] [Future(LOS=D,Del=1.0,V/C=0.000)] [+0.000 V/C]													
Base	0	285	25	15	475	0	0	0	0	40	0	20	860
Growth	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
InitBs	0	342	30	18	570	0	0	0	0	48	0	24	1032
Zn 1	0	111	6	0	0	0	0	0	0	0	0	0	117
Zn 2	0	0	0	0	23	0	0	0	0	0	0	0	23
Zn 3	0	0	0	0	41	0	0	0	0	0	0	0	41
Zn 4	0	8	0	0	0	0	0	0	0	0	0	0	8
Zn 5	0	0	0	0	14	0	0	0	0	0	0	0	14
Added	0	119	6	0	78	0	0	0	0	0	0	0	203
Future	0	461	36	18	648	0	0	0	0	48	0	24	1235
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	461	36	18	648	0	0	0	0	48	0	24	1235

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
2020 Forecast Conditions -- Weekday PM Peak Hour

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#3 US 101/Range													
[Base(LOS=B,Del=0.5,V/C=0.000)] [Future(LOS=C,Del=1.8,V/C=0.000)] [+0.000 V/C]													
Base	0	280	10	45	345	0	0	0	0	5	0	30	715
Growth	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
InitBs	0	336	12	54	414	0	0	0	0	6	0	36	858
Zn 1	0	0	0	0	0	0	0	0	0	33	0	117	150
Zn 2	0	0	0	18	5	0	0	0	0	0	0	0	23
Zn 3	0	0	0	41	0	0	0	0	0	0	0	0	41
Zn 4	0	8	23	0	0	0	0	0	0	0	0	0	30
Zn 5	0	0	0	14	0	0	0	0	0	0	0	0	14
Added	0	8	23	74	5	0	0	0	0	33	0	117	258
Future	0	344	35	128	419	0	0	0	0	39	0	153	1116
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	344	35	128	419	0	0	0	0	39	0	153	1116
#4 Highway 34/Cedar													
[Base(LOS=B,Del=1.6,V/C=0.000)] [Future(LOS=C,Del=1.7,V/C=0.000)] [+0.000 V/C]													
Base	20	5	85	1	5	20	15	330	40	50	240	1	812
Growth	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
InitBs	24	6	102	1	6	24	18	396	48	60	288	1	974
Zn 1	0	0	3	0	0	0	0	51	0	0	0	0	54
Zn 2	0	0	0	0	0	0	0	0	0	1	33	0	34
Zn 3	0	0	0	0	0	0	0	14	0	0	0	0	14
Zn 4	0	0	0	0	0	0	0	8	0	0	0	0	8
Zn 5	0	0	0	0	0	0	0	0	0	0	14	0	14
Added	0	0	3	0	0	0	0	73	0	1	47	0	124
Future	24	6	105	1	6	24	18	469	48	61	335	1	1098
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	24	6	105	1	6	24	18	469	48	61	335	1	1098
#5 Highway 34/Mill													
[Base(LOS=B,Del=0.9,V/C=0.000)] [Future(LOS=B,Del=0.9,V/C=0.000)] [+0.000 V/C]													
Base	15	1	15	10	5	25	15	240	15	10	125	2	478
Growth	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
InitBs	18	1	18	12	6	30	18	288	18	12	150	2	574
Zn 1	0	0	3	0	0	0	0	54	0	0	0	0	57
Zn 2	2	0	0	0	0	0	0	0	0	1	32	0	35
Zn 3	0	0	0	0	0	0	0	14	0	0	0	0	14
Zn 4	0	0	0	0	0	0	0	7	1	0	0	0	8
Zn 5	0	0	0	0	0	0	0	0	0	2	14	0	16
Added	2	0	3	0	0	0	0	75	1	3	46	0	129
Future	20	1	21	12	6	30	18	363	19	15	196	2	703
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	20	1	21	12	6	30	18	363	19	15	196	2	703

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Future Conditions Analysis Worksheets for

Level of Service,
Left-Turn Lane Warrants,
Signal Warrants

Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday AM Peak Hour

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 US 101/ORE 34													
Base	1	215	115	175	195	1	10	15	1	125	5	155	1013
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	215	115	175	195	1	10	15	1	125	5	155	1013
#2 US 101/Norwood/Starr													
Base	0	325	25	5	300	0	0	0	0	25	0	15	695
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	325	25	5	300	0	0	0	0	25	0	15	695
#3 US 101/Range													
Base	0	275	10	30	175	0	0	0	0	10	0	55	555
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	275	10	30	175	0	0	0	0	10	0	55	555
#4 Highway 34/Cedar													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#5 Highway 34/Mill													
Base	75	10	15	5	5	15	5	100	85	80	240	5	640
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	75	10	15	5	5	15	5	100	85	80	240	5	640

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 US 101/ORE 34	C	18.0	0.353	C	18.0	0.353	+ 0.000 D/V
# 2 US 101/Norwood/Starr	B	0.4	0.000	B	0.4	0.000	+ 0.000 V/C
# 3 US 101/Range	A	0.7	0.000	A	0.7	0.000	+ 0.000 V/C
# 5 Highway 34/Mill	B	1.9	0.000	B	1.9	0.000	+ 0.000 V/C

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 US 101/ORE 34

Cycle (sec): 110 Critical Vol./Cap. (X): 0.353
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 33 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	3	10	10	3	10	10	5	5	5	5	5	5
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	215	115	175	195	1	10	15	1	125	5	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	215	115	175	195	1	10	15	1	125	5	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	1	224	120	182	203	1	10	16	1	130	5	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	224	120	182	203	1	10	16	1	130	5	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	235	126	182	213	1	10	16	1	130	5	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.94	0.94	0.79	0.79	0.79	0.82	0.82	0.83
Lanes:	1.00	1.30	0.70	1.00	1.99	0.01	0.37	0.59	0.04	0.96	0.04	1.00
Final Sat.:	1719	2238	1200	1703	3568	17	557	892	56	1492	57	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.11	0.06	0.06	0.02	0.02	0.02	0.09	0.09	0.10
Crit Moves:		****		****								****
Green/Cycle:	0.14	0.30	0.30	0.30	0.46	0.46	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.00	0.35	0.35	0.35	0.13	0.13	0.06	0.06	0.06	0.30	0.30	0.35
Level Of Service Module:												
Delay/Veh:	26.4	19.7	19.7	19.5	11.0	11.0	18.2	18.2	18.2	19.7	19.7	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	19.7	19.7	19.5	11.0	11.0	18.2	18.2	18.2	19.7	19.7	20.1
Queue:	0	6	3	4	4	0	0	0	0	3	0	4

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday AM Peak Hour

Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative

Intersection #1 US 101/ORE 34

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Lane Group:	L	RT	RT	L	RT	RT	LTR	LTR	LTR	LT	LT	R
#LnsInGrps:	1	2	2	1	2	2	1	1	1	1	1	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
% Hev Veh:	5			6			0			3		
Grade:	0%			0%			0%			0%		
Parking/Hr:	No			No			No			No		
Bus Stp/Hr:	0			0			0			0		
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:	0			0			0			0		
ExclusiveRT:	Include			Include			Include			Include		
% RT Prtct:	0			0			0			0		
HCM Ops f(rt) and f(lt) Adj Case Module:												
f(rt) Case:	xxxx	5	5	xxxx	5	5	7	7	7	xxxx	xxxx	2
f(lt) Case:	1	xxxx	xxxx	1	xxxx	xxxx	5	5	5	5	5	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hev Veh Adj:	0.95	0.95	0.95	0.94	0.94	0.94	1.00	1.00	1.00	0.97	0.97	0.97
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	1.00	1.00	1.00	xxxx	xxxx	1.00
Bus Stp Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	1.00	1.00	1.00	xxxx	xxxx	1.00
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	xxxx	0.95	0.95	xxxx	1.00	1.00	0.89	0.89	0.89	xxxx	xxxx	0.85
LT Adj:	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.89	0.89	0.89	0.84	0.84	xxxxx
HCM Sat Adj:	0.90	0.90	0.90	0.90	0.94	0.94	0.79	0.79	0.79	0.82	0.82	0.83
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fnl Sat Adj:	0.90	0.90	0.90	0.90	0.94	0.94	0.79	0.79	0.79	0.82	0.82	0.83
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > >											
DelAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday AM Peak Hour

Level Of Service Detailed Computation Report (Permitted Left Turn Sat Adj)
1994 HCM Operations Method
Base Volume Alternative

Intersection #1 US 101/ORE 34

Approach:	North	South	East	West
Cycle Length, C:	xxxxxx	xxxxxx	110	110
Actual Green Time Per Lane Group, G:	xxxxxx	xxxxxx	31.99	31.99
Effective Green Time Per Lane Group, g:	xxxxxx	xxxxxx	31.99	31.99
Opposing Effective Green Time, go:	xxxxxx	xxxxxx	31.99	31.99
Number Of Opposing Lanes, No:	xxxxxx	xxxxxx	1	1
Number Of Lanes In Lane Group, N:	xxxxxx	xxxxxx	1	1
Adjusted Left-Turn Flow Rate, Vlt:	xxxxxx	xxxxxx	10	130
Proportion of Left Turns in Lane Group, Plt:	xxxxxx	xxxxxx	0.37	0.96
Proportion of Left Turns in Opp Flow, Plto:	xxxxxx	xxxxxx	xxxxxx	0.37
Left Turns Per Cycle, LTC:	xxxxxx	xxxxxx	0.31	3.97
Adjusted Opposing Flow Rate, Vo:	xxxxxx	xxxxxx	135	27
Opposing Flow Per Lane Per Cycle, Volc:	xxxxxx	xxxxxx	4.13	0.82
Opposing Platoon Ratio, Rpo:	xxxxxx	xxxxxx	1.00	1.00
Lost Time Per Phase, tl:	xxxxxx	xxxxxx	4.00	4.00
Eff grn until arrival of left-turn car, gf:	xxxxxx	xxxxxx	17.27	0.00
Opposing Queue Ratio, qro:	xxxxxx	xxxxxx	0.71	0.71
Eff grn blocked by opposing queue, gq:	xxxxxx	xxxxxx	2.33	0.00
Eff grn while left turns filter thru, gu:	xxxxxx	xxxxxx	14.72	31.99
Max opposing cars arriving during gq-gf, n:	xxxxxx	xxxxxx	xxxxxx	0.00
Proportion of Opposing Thru & RT cars, ptho:	xxxxxx	xxxxxx	xxxxxx	0.63
Left-turn Saturation Factor, fs:	xxxxxx	xxxxxx	0.79	xxxxxx
Proportion of Left Turns in Shared Lane, pl:	xxxxxx	xxxxxx	0.37	0.96
Through-car Equivalents, el1:	xxxxxx	xxxxxx	1.83	1.21
Single Lane Through-car Equivalents, el2:	xxxxxx	xxxxxx	xxxxxx	0.00
Minimum Left Turn Adjustment Factor, fmin:	xxxxxx	xxxxxx	0.09	0.12
Single Lane Left Turn Adjustment Factor, fm:	xxxxxx	xxxxxx	0.89	0.84
Left Turn Adjustment Factor, flt:	xxxxxx	xxxxxx	0.89	0.84

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday AM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 US 101/Norwood/Starr

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	325	25	5	300	0	0	0	0	25	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	325	25	5	300	0	0	0	0	25	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	349	27	5	323	0	0	0	0	27	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	349	27	5	323	0	0	0	0	27	0	16
Adjusted Volume Module:												
Grade:	0%			0%			0%			-4%		
% Cycle/Cars:	0.00	0.95		0.00	0.96		xxxx	xxxx		0.00	0.99	
% Truck/Comb:	0.05	0.00		0.04	0.00		xxxx	xxxx		0.01	0.00	
PCE Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	1.10	1.10	1.10	xxxx	xxxx	xxxxx
Cycl/Car PCE:	0.50	1.00		0.50	1.00		xxxx	xxxx		0.30	0.80	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		xxxx	xxxx		1.00	1.20	
Adj Vol.:	0	349	27	5	323	0	0	0	0	22	0	13
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	376	xxxx	xxxxx	xxxx	xxxx	xxxxx	691	xxxx	363
Potent Cap.:	xxxx	xxxx	xxxxx	1134	xxxx	xxxxx	xxxx	xxxx	xxxxx	421	xxxx	907
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.99	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	1134	xxxx	xxxxx	xxxx	xxxx	xxxxx	419	xxxx	907
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	3.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	4.0
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	525	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	7.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	0.0			0.1			0.0			7.3		

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday AM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 US 101/Range

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	275	10	30	175	0	0	0	0	10	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	275	10	30	175	0	0	0	0	10	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	306	11	33	194	0	0	0	0	11	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	306	11	33	194	0	0	0	0	11	0	61
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.95		0.00	0.97		xxxx	xxxx		0.00	0.98	
% Truck/Comb:	0.05	0.00		0.03	0.00		xxxx	xxxx		0.02	0.00	
PCE Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	1.10	1.10	1.10	xxxx	xxxx	xxxxx
Cycl/Car PCE:	0.50	1.00		0.50	1.00		xxxx	xxxx		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		xxxx	xxxx		1.50	2.00	
Adj Vol.:	0	306	11	34	194	0	0	0	0	11	0	62
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	317	xxxx	xxxxx	xxxx	xxxx	xxxxx	539	xxxx	311
Potent Cap.:	xxxx	xxxx	xxxxx	1211	xxxx	xxxxx	xxxx	xxxx	xxxxx	516	xxxx	963
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.97	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	1211	xxxx	xxxxx	xxxx	xxxx	xxxxx	500	xxxx	963
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	3.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	4.0
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	843	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	0.0			0.5			0.0			4.5		

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday AM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Highway 34/Mill

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	75	10	15	5	5	15	5	100	85	80	240	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	10	15	5	5	15	5	100	85	80	240	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	84	11	17	6	6	17	6	112	96	90	270	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	84	11	17	6	6	17	6	112	96	90	270	6
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.95		0.00	0.96		0.00	0.91		0.00	0.97	
% Truck/Comb:	0.05	0.00		0.04	0.00		0.09	0.00		0.03	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	86	12	17	6	6	17	6	112	96	91	270	6
Critical Gap Module:												
MoveUp Time:	3.4	3.3	2.6	3.4	3.3	2.6	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	6.0	5.5	6.5	6.0	5.5	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	539	531	160	542	576	272	275	xxxx	xxxxx	208	xxxx	xxxxx
Potent Cap.:	516	574	1149	514	544	1008	1267	xxxx	xxxxx	1365	xxxx	xxxxx
Adj Cap:	0.92	0.93	1.00	0.92	0.93	1.00	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	475	533	1149	471	505	1008	1267	xxxx	xxxxx	1365	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	9.2	6.9	3.2	7.7	7.2	3.6	2.9	xxxx	xxxxx	2.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	527	xxxxx	xxxx	706	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	8.7	xxxxx	xxxxx	5.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	8.1			5.2			0.1			0.7		

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City of Waldport TSP
1998 Existing Conditions -- Weekday PM Peak Hour

Turning Movement Report

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 US 101/ORE 34													
Base	5	195	130	230	305	1	5	30	10	185	10	100	1206
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	195	130	230	305	1	5	30	10	185	10	100	1206
#2 US 101/Norwood/Starr													
Base	0	285	25	15	475	0	0	0	0	40	0	20	860
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	285	25	15	475	0	0	0	0	40	0	20	860
#3 US 101/Range													
Base	0	280	10	45	345	0	0	0	0	5	0	30	715
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	280	10	45	345	0	0	0	0	5	0	30	715
#4 Highway 34/Cedar													
Base	20	5	85	1	5	20	15	330	40	50	240	1	812
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	5	85	1	5	20	15	330	40	50	240	1	812
#5 Highway 34/Mill													
Base	15	1	15	10	5	25	15	240	15	10	125	2	478
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	1	15	10	5	25	15	240	15	10	125	2	478

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City of Waldport TSP
1998 Existing Conditions -- Weekday PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 US 101/ORE 34	C	17.3	0.447	C	17.3	0.447	+ 0.000 D/V
# 2 US 101/Norwood/Starr	C	0.6	0.000	C	0.6	0.000	+ 0.000 V/C
# 3 US 101/Range	A	0.4	0.000	A	0.4	0.000	+ 0.000 V/C
# 4 Highway 34/Cedar	B	1.3	0.000	B	1.3	0.000	+ 0.000 V/C
# 5 Highway 34/Mill	B	0.8	0.000	B	0.8	0.000	+ 0.000 V/C

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 US 101/ORE 34

Cycle (sec): 110 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	3	10	10	3	10	10	5	5	5	5	5	5
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	5	195	130	230	305	1	5	30	10	185	10	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	195	130	230	305	1	5	30	10	185	10	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	5	214	143	253	335	1	5	33	11	203	11	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	214	143	253	335	1	5	33	11	203	11	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	225	150	253	352	1	5	33	11	203	11	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.92	0.97	0.97	0.84	0.84	0.84	0.78	0.78	0.83
Lanes:	1.00	1.20	0.80	1.00	1.99	0.01	0.10	0.68	0.22	0.95	0.05	1.00
Final Sat.:	1719	2041	1361	1752	3679	10	162	1069	356	1414	77	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.14	0.10	0.10	0.03	0.03	0.03	0.14	0.14	0.07
Crit Moves:		****		****							****	
Green/Cycle:	0.03	0.25	0.25	0.32	0.54	0.54	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.11	0.45	0.45	0.45	0.18	0.18	0.10	0.10	0.10	0.45	0.45	0.22
Level Of Service Module:												
Delay/Veh:	33.8	22.9	22.9	19.4	8.2	8.2	16.9	16.9	16.9	19.6	19.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	22.9	22.9	19.4	8.2	8.2	16.9	16.9	16.9	19.6	19.6	17.6
Queue:	0	6	4	6	5	0	0	1	0	5	0	2

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday PM Peak Hour

Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative

Intersection #1 US 101/ORE 34

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Lane Group:	L	RT	RT	L	RT	RT	LTR	LTR	LTR	LT	LT	R
#LnsInGrps:	1	2	2	1	2	2	1	1	1	1	1	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
% Hev Veh:	5			3			0			2		
Grade:	0%			0%			0%			0%		
Parking/Hr:	No			No			No			No		
Bus Stp/Hr:	0			0			0			0		
Area Type:	< < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:	0			0			0			0		
ExclusiveRT:	Include			Include			Include			Include		
% RT Prtct:	0			0			0			0		
HCM Ops f(rt) and f(lt) Adj Case Module:												
f(rt) Case:	xxxx	5	5	xxxx	5	5	7	7	7	xxxx	xxxx	2
f(lt) Case:	1	xxxx	xxxx	1	xxxx	xxxx	5	5	5	5	5	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hev Veh Adj:	0.95	0.95	0.95	0.97	0.97	0.97	1.00	1.00	1.00	0.98	0.98	0.98
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	1.00	1.00	1.00	xxxx	xxxx	1.00
Bus Stp Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	1.00	1.00	1.00	xxxx	xxxx	1.00
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	xxxx	0.94	0.94	xxxx	1.00	1.00	0.87	0.87	0.87	xxxx	xxxx	0.85
LT Adj:	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.96	0.96	0.96	0.80	0.80	xxxxx
HCM Sat Adj:	0.90	0.90	0.90	0.92	0.97	0.97	0.84	0.84	0.84	0.78	0.78	0.83
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fnl Sat Adj:	0.90	0.90	0.90	0.92	0.97	0.97	0.84	0.84	0.84	0.78	0.78	0.83
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < No > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < Actuated > > > > > > > > > > > > >											
DelAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday PM Peak Hour

Level Of Service Detailed Computation Report (Permitted Left Turn Sat Adj)
1994 HCM Operations Method
Base Volume Alternative

Intersection #1 US 101/ORE 34

Approach:	North	South	East	West
Cycle Length, C:	xxxxxx	xxxxxx	110	110
Actual Green Time Per Lane Group, G:	xxxxxx	xxxxxx	35.42	35.42
Effective Green Time Per Lane Group, g:	xxxxxx	xxxxxx	35.42	35.42
Opposing Effective Green Time, go:	xxxxxx	xxxxxx	35.42	35.42
Number Of Opposing Lanes, No:	xxxxxx	xxxxxx	1	1
Number Of Lanes In Lane Group, N:	xxxxxx	xxxxxx	1	1
Adjusted Left-Turn Flow Rate, Vlt:	xxxxxx	xxxxxx	5	203
Proportion of Left Turns in Lane Group, Plt:	xxxxxx	xxxxxx	0.10	0.95
Proportion of Left Turns in Opp Flow, Plto:	xxxxxx	xxxxxx	xxxxxx	0.10
Left Turns Per Cycle, LTC:	xxxxxx	xxxxxx	0.15	6.20
Adjusted Opposing Flow Rate, Vo:	xxxxxx	xxxxxx	214	49
Opposing Flow Per Lane Per Cycle, Volc:	xxxxxx	xxxxxx	6.54	1.50
Opposing Platoon Ratio, Rpo:	xxxxxx	xxxxxx	1.00	1.00
Lost Time Per Phase, tl:	xxxxxx	xxxxxx	4.00	4.00
Eff grn until arrival of left-turn car, gf:	xxxxxx	xxxxxx	23.20	0.00
Opposing Queue Ratio, qro:	xxxxxx	xxxxxx	0.68	0.68
Eff grn blocked by opposing queue, gq:	xxxxxx	xxxxxx	6.06	0.45
Eff grn while left turns filter thru, gu:	xxxxxx	xxxxxx	12.21	34.96
Max opposing cars arriving during gq-gf, n:	xxxxxx	xxxxxx	xxxxxx	0.23
Proportion of Opposing Thru & RT cars, ptho:	xxxxxx	xxxxxx	xxxxxx	0.90
Left-turn Saturation Factor, fs:	xxxxxx	xxxxxx	0.74	xxxxxx
Proportion of Left Turns in Shared Lane, pl:	xxxxxx	xxxxxx	0.10	0.95
Through-car Equivalents, el1:	xxxxxx	xxxxxx	2.36	1.33
Single Lane Through-car Equivalents, el2:	xxxxxx	xxxxxx	xxxxxx	0.24
Minimum Left Turn Adjustment Factor, fmin:	xxxxxx	xxxxxx	0.06	0.11
Single Lane Left Turn Adjustment Factor, fm:	xxxxxx	xxxxxx	0.96	0.80
Left Turn Adjustment Factor, flt:	xxxxxx	xxxxxx	0.96	0.80

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 US 101/Norwood/Starr

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	285	25	15	475	0	0	0	0	40	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	285	25	15	475	0	0	0	0	40	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	317	28	17	528	0	0	0	0	44	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	317	28	17	528	0	0	0	0	44	0	22
Adjusted Volume Module:												
Grade:		0%			0%			0%			-4%	
% Cycle/Cars:	0.00	0.99		0.00	0.98		0.00	0.92		0.00	0.99	
% Truck/Comb:	0.01	0.00		0.02	0.00		0.06	0.02		0.01	0.00	
PCE Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.30	0.80	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.00	1.20	
Adj Vol.:	0	317	28	17	528	0	0	0	0	36	0	18
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	344	xxxx	xxxxx	xxxx	xxxx	xxxxx	875	xxxx	331
Potent Cap.:	xxxx	xxxx	xxxxx	1175	xxxx	xxxxx	xxxx	xxxx	xxxxx	330	xxxx	942
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.98	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	1175	xxxx	xxxxx	xxxx	xxxx	xxxxx	323	xxxx	942
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	3.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.9	xxxx	3.9
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	413	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	0.0			0.1			0.0			9.9		

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #3 US 101/Range

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	280	10	45	345	0	0	0	0	5	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	280	10	45	345	0	0	0	0	5	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	311	11	50	383	0	0	0	0	6	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	311	11	50	383	0	0	0	0	6	0	33
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.99		0.00	0.98		xxxx	xxxx		0.00	0.99	
% Truck/Comb:	0.01	0.00		0.02	0.00		xxxx	xxxx		0.01	0.00	
PCE Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	1.10	1.10	1.10	xxxx	xxxx	xxxxx
Cycl/Car PCE:	0.50	1.00		0.50	1.00		xxxx	xxxx		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		xxxx	xxxx		1.50	2.00	
Adj Vol.:	0	311	11	51	383	0	0	0	0	6	0	34
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	322	xxxx	xxxxx	xxxx	xxxx	xxxxx	750	xxxx	317
Potent Cap.:	xxxx	xxxx	xxxxx	1204	xxxx	xxxxx	xxxx	xxxx	xxxxx	390	xxxx	957
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.95	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	1204	xxxx	xxxxx	xxxx	xxxx	xxxxx	368	xxxx	957
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	3.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	3.9
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	779	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	0.0			0.4			0.0			4.8		

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #4 Highway 34/Cedar

****

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	20	5	85	1	5	20	15	330	40	50	240	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	5	85	1	5	20	15	330	40	50	240	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	24	6	104	1	6	24	18	402	49	61	293	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	24	6	104	1	6	24	18	402	49	61	293	1
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.99		0.00	0.99		0.00	0.98		0.00	0.98	
% Truck/Comb:	0.01	0.00		0.01	0.00		0.02	0.00		0.02	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	25	6	104	1	6	25	18	402	49	62	293	1
Critical Gap Module:												
MoveUp Time:	3.4	3.3	2.6	3.4	3.3	2.6	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	6.0	5.5	6.5	6.0	5.5	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	815	800	427	854	824	293	294	xxxx	xxxxx	451	xxxx	xxxxx
Potent Cap.:	357	415	842	339	403	983	1242	xxxx	xxxxx	1045	xxxx	xxxxx
Adj Cap:	0.91	0.93	1.00	0.82	0.93	1.00	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	325	385	842	277	374	983	1242	xxxx	xxxxx	1045	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	12.0	9.5	4.9	13.1	9.8	3.8	2.9	xxxx	xxxxx	3.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	627	xxxxx	xxxx	697	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	7.3	xxxxx	xxxxx	5.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	6.4			5.3			0.1			0.6		

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Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
1998 Existing Conditions -- Weekday PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Highway 34/Mill

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			1 0 0 1 0		
Volume Module:												
Base Vol:	15	1	15	10	5	25	15	240	15	10	125	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1	15	10	5	25	15	240	15	10	125	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	16	1	16	11	5	27	16	264	16	11	137	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	16	1	16	11	5	27	16	264	16	11	137	2
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.97		0.00	0.99		0.00	0.98		0.00	0.98	
% Truck/Comb:	0.03	0.00		0.01	0.00		0.02	0.00		0.02	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	17	1	17	11	6	28	17	264	16	11	137	2
Critical Gap Module:												
MoveUp Time:	3.4	3.3	2.6	3.4	3.3	2.6	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	6.0	5.5	6.5	6.0	5.5	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	454	439	272	447	446	138	140	xxxx	xxxxx	280	xxxx	xxxxx
Potent Cap.:	578	642	1008	584	636	1178	1471	xxxx	xxxxx	1261	xxxx	xxxxx
Adj Cap:	0.95	0.98	1.00	0.97	0.98	1.00	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	551	628	1008	563	622	1178	1471	xxxx	xxxxx	1261	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	6.7	5.7	3.6	6.5	5.8	3.1	2.5	xxxx	xxxxx	2.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	709	xxxxx	xxxx	851	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	5.3	xxxxx	xxxxx	4.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:		5.2			4.3			0.1			0.2	

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LEFT-TURN LANE WARRANT ANALYSIS

Project Name:	Waldport TSP
Project Number:	2890
Analyst:	JAG
Date:	25-Apr-99
Filename:	H:\PROJFILE\2890\QPRO\LT-ST

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection:	US 101/Starr-Norwood
Conditions (yr, alt., etc.):	Existing PM Peak
Storage Length/Vehicle:	25 feet

INPUTS & WARRANTS:	**NB**	**SB**
Advancing Volume	310	490
Opposing Volume	475	310
Left-Turn Volume	0	15
%Left Turns (L)	0.0%	3.1%
Speed (mph)	60	60
Storage Probability	0.00000100	0.00000100
Warrant Utilization (3-veh)	0.0100	0.0100
4-vehicle	0.0316	0.0316
5-vehicle	0.0631	0.0631
6-vehicle	0.1000	0.1000
7-vehicle	0.1389	0.1389
8-vehicle	0.1778	0.1778
9-vehicle	0.2154	0.2154
10-vehicle	0.2512	0.2512
11-vehicle	0.2848	0.2848
12-vehicle	0.3162	0.3162

CALCULATIONS:	**SB**
Critical Gap (Gc)	5.0
Exit Time (Te)	1.9
Wait Time (Tw)	1.25
Manuever Time (T1)	3.0
Usable Gaps	132
Blocked Time/hr	718.3
Mean Headway (Ta)	7.35
Mean Arrival Rate	9.3
Mean Service Rate	960.6

RESULTS:

Utilization Factor	0.0097
LT Lane Warranted?	NO
Storage Length (ft)	

Source: M.D. Harmelink, "Volume Warrants for Left-Turn Storage at Unsignalized Grade Intersections", Highway Research Record 211.

SIGNAL WARRANT ANALYSIS

Project Name: Waldport TSP
Project Number: 2890
Analyst: JAG
Date: 25-Apr-99
Filename: H:\PROJFILE\2890\QPRO\LT-STA

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection: US 101/Starr-Norwood
Conditions (yr, alt., etc.): Existing PM Peak

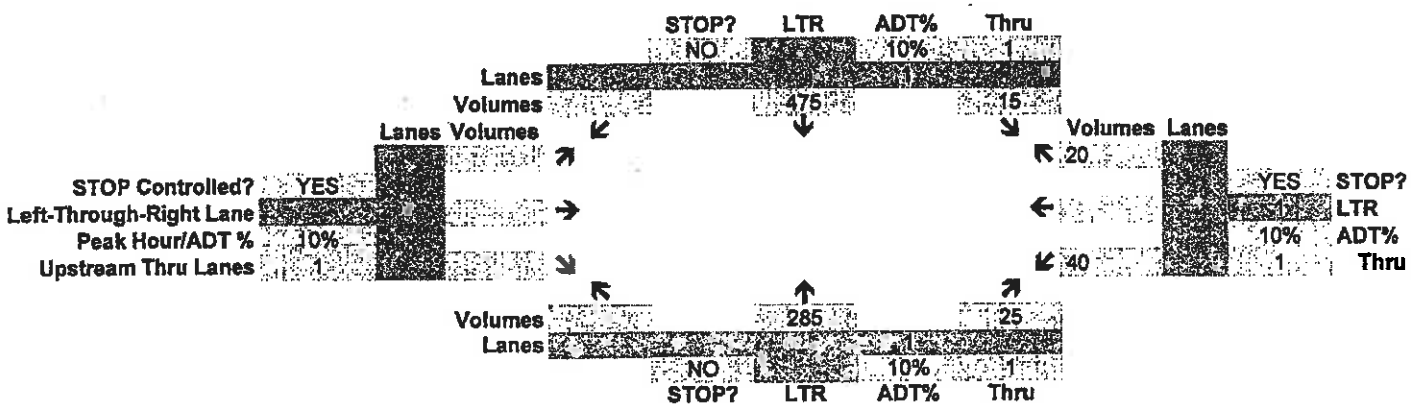
GENERAL INPUT PARAMETERS:

Number of lanes for moving traffic:	
Major approach:	1
Minor approach:	1
Peak Hour Approach Volumes*:	
Sum of major approaches:	800 vph
Highest minor approach:	60 vph
Factor Peak Hour --> 8th Highest Hour	
Major approach:	80% (60-80% acceptable)
Minor approach:	60% (60-80% acceptable)
Is the population < 10,000 or speed > 40	YES
Warrant Factor	70%

	REQUIRED				ACTUAL VOLUMES		8TH HIGHEST HOUR		
	# LANES MAJOR STREET	# LANES MINOR STREET	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	WARRANT MET ?
WARRANT 1 Minimum Vehicular Volume	1	1	350	105	800	60	640	36	NO
WARRANT 2 Interruption of Continuous Traffi	1	1	525	52.5	800	60	640	36	NO
WARRANT 11 Peak Hour Volume	1	1	800	115	800	60	800	60	NO

UNSIGNALIZED INTERSECTION ANALYSIS

Project Name:	Waldport TSP	Intersection:	US 101/Starr-Norwood	
Project Number:	2890	Conditions (year, alt.):	Existing PM Peak	
Analyst:	JAG	Major Street Direction:	NS	(NS or EW)
Date:	25-Apr-99	Major Street Speed:	55	mph
Filename:	H:\PROJFILE\2890\QPRO\LT-STARR.W	Population<10,000?	NO	(YES or NO)
		Factor Peak Hour -> 8th-Highest Hour:		
		Major Street:	80%	
		Minor Street:	60%	
		Peak Hour Factor:	90%	



LEFT-TURN LANE WARRANT ANALYSIS

Project Name:	Waldport TSP
Project Number:	2890
Analyst:	JAG
Date:	25-Apr-99
Filename:	H:\PROJFILE\2890\QPRO\LT-CE

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection:	ORE 34/Cedar
Conditions (yr, alt., etc.):	Existing PM Peak
Storage Length/Vehicle:	25 feet

INPUTS & WARRANTS:	**EB**	**WB**
Advancing Volume	385	292
Opposing Volume	242	370
Left-Turn Volume	15	50
%Left Turns (L)	3.9%	17.1%
Speed (mph)	40	40
Storage Probability	0.00000800	0.00000800
Warrant Utilization (3-veh)	0.0200	0.0200
4-vehicle	0.0532	0.0532
5-vehicle	0.0956	0.0956
6-vehicle	0.1414	0.1414
7-vehicle	0.1870	0.1870
8-vehicle	0.2306	0.2306
9-vehicle	0.2714	0.2714
10-vehicle	0.3092	0.3092
11-vehicle	0.3441	0.3441
12-vehicle	0.3761	0.3761

CALCULATIONS:	**EB**	**WB**
Critical Gap (Gc)	5.0	5.0
Exit Time (Te)	1.9	1.9
Wait Time (Tw)	0.94	1.54
Manuever Time (T1)	3.0	3.0
Usable Gaps	121	145
Blocked Time/hr	565.7	851.4
Mean Headway (Ta)	9.35	12.33
Mean Arrival Rate	6.6	17.3
Mean Service Rate	1011.4	916.2

RESULTS:

Utilization Factor	0.0065	0.0189
LT Lane Warranted?	NO	NO
Storage Length (ft)		

Source: M.D. Harmelink, "Volume Warrants for Left-Turn Storage at Unsignalized Grade Intersections", Highway Research Record 211.

SIGNAL WARRANT ANALYSIS

Project Name: Waldport TSP
Project Number: 2890
Analyst: JAG
Date: 25-Apr-99
Filename: H:\PROJFILE\2890\QPRO\LT-CED

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection: ORE 34/Cedar
Conditions (yr, alt., etc.): Existing PM Peak

GENERAL INPUT PARAMETERS:

Number of lanes for moving traffic:
- Major approach: 1
- Minor approach: 1

Peak Hour Approach Volumes*:
- Sum of major approaches: 677 vph
- Highest minor approach: 110 vph

Factor Peak Hour --> 8th Highest Hour
- Major approach: 80% (60-80% acceptable)
- Minor approach: 60% (60-80% acceptable)

Is the population < 10,000 or speed > 40: NO

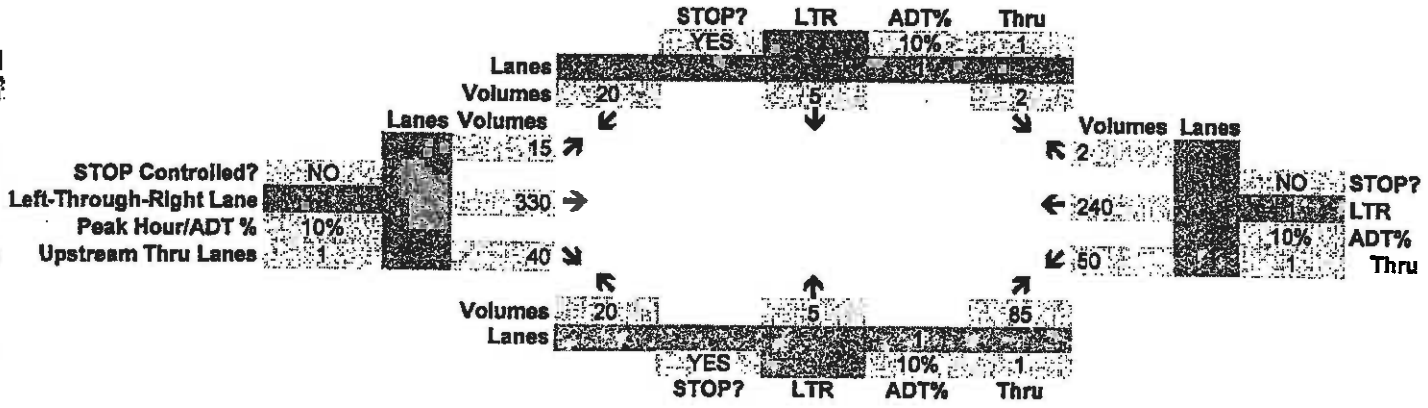
Warrant Factor: 100%

	REQUIRED				ACTUAL VOLUMES		8TH HIGHEST HOUR		
	# LANES MAJOR STREET	# LANES MINOR STREET	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	WARRANT MET ?
WARRANT 1 Minimum Vehicular Volume	1	1	500	150	677	110	541.6	66	NO
WARRANT 2 Interruption of Continuous Traffi	1	1	750	75	677	110	541.6	66	NO
WARRANT 11 Peak Hour Volume	1	1	677	340	677	110	677	110	NO

UNSIGNALIZED INTERSECTION ANALYSIS

Project Name:	Waldport TSP
Project Number:	2890
Analyst:	JAG
Date:	25-Apr-99
Filename:	H:\PROJFILE\2890\QPRO\LT-CEDAR.

Intersection:	ORE 34/Cedar	
Conditions (year, alt.):	Existing PM Peak	
Major Street Direction:	EW	(NS or EW)
Major Street Speed:	40	mph
Population<10,000?	NO	(YES or NO)
Factor Peak Hour -> 8th-Highest Hour:		
Major Street:	80%	
Minor Street:	60%	
Peak Hour Factor:	90%	



SIGNAL WARRANT ANALYSIS

Project Name: Waldport TSP
Project Number: 2890
Analyst: JAG
Date: 26-Apr-99
Filename: H:\PROJFILE\2890\QPRO\LT-MILL

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection: ORE 34/Mill-Crestline
Conditions (yr, alt., etc.): Existing PM Peak

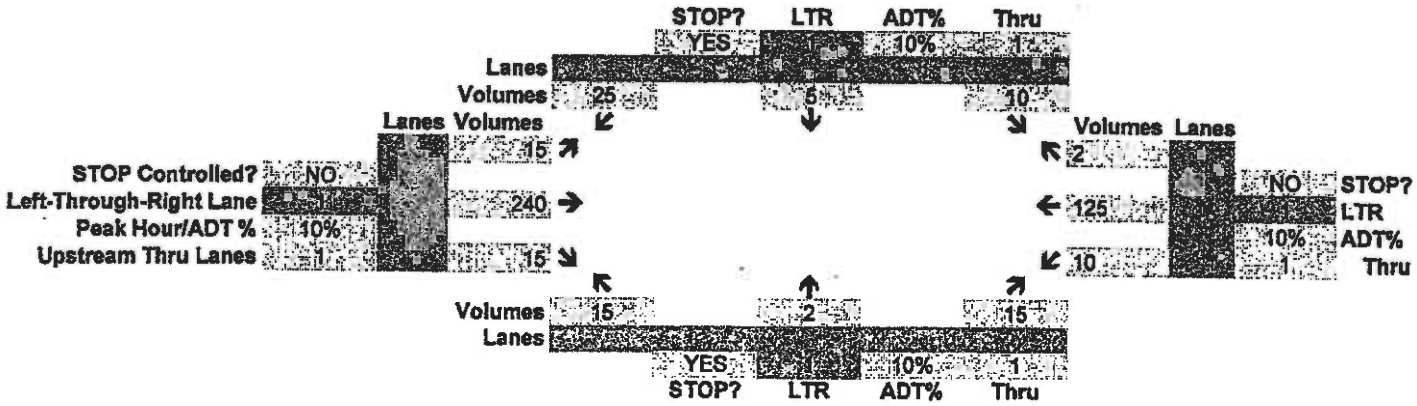
GENERAL INPUT PARAMETERS:

Number of lanes for moving traffic:		
Major approach:	1	
Minor approach:	1	
Peak Hour Approach Volumes*:		
Sum of major approaches:	407	vph
Highest minor approach:	40	vph
Factor Peak Hour --> 8th Highest Hour		
Major approach:	80%	(60-80% acceptable)
Minor approach:	60%	(60-80% acceptable)
Is the population < 10,000 or speed > 40	NO	
Warrant Factor	100%	

	REQUIRED				ACTUAL VOLUMES		8TH HIGHEST HOUR		
	# LANES MAJOR STREET	# LANES MINOR STREET	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	WARRANT MET ?
WARRANT 1 Minimum Vehicular Volume	1	1	500	150	407	40	325.6	24	NO
WARRANT 2 Interruption of Continuous Traffi	1	1	750	75	407	40	325.6	24	NO
WARRANT 11 Peak Hour Volume	1	1	407	NA	407	40	407	40	NO

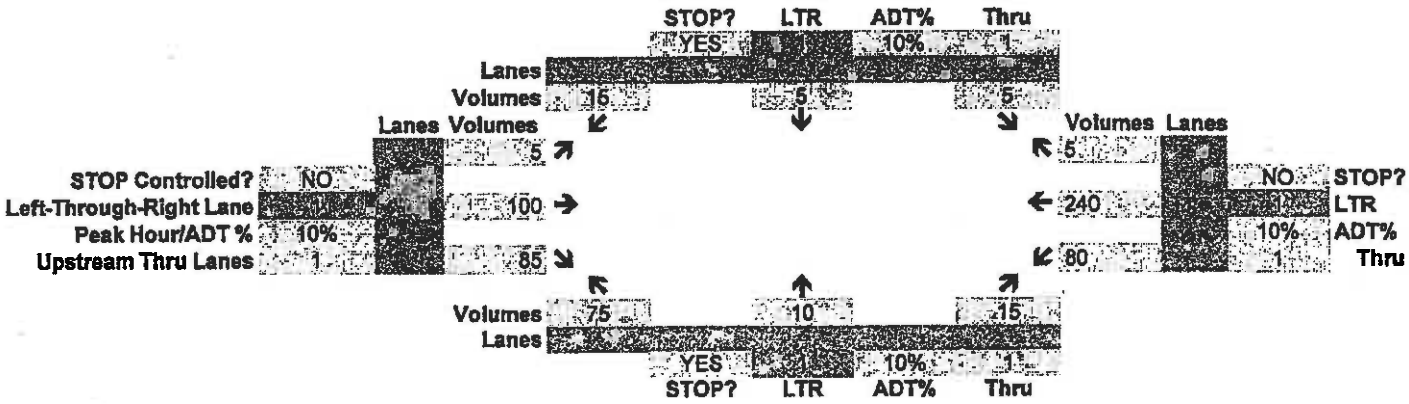
UNSIGNALIZED INTERSECTION ANALYSIS

Project Name:	Waldport TSP	Intersection:	ORE 34/Mill-Crestline
Project Number:	2890	Conditions (year, alt.):	Existing PM Peak
Analyst:	JAG	Major Street Direction:	EW (NS or EW)
Date:	26-Apr-99	Major Street Speed:	40 mph
Filename:	H:\PROJFILE\2890\QPRO\LT-MILL.WB	Population<10,000?	NO (YES or NO)
		Factor Peak Hour -> 8th-Highest Hour:	
		Major Street:	80%
		Minor Street:	60%
		Peak Hour Factor:	90%



UNSIGNALIZED INTERSECTION ANALYSIS

Project Name:	Waldport TSP	Intersection:	ORE 34/Mill-Crestline
Project Number:	2890	Conditions (year, alt.):	Existing ~~PM~~ Peak AM
Analyst:	JAG	Major Street Direction:	EW (NS or EW)
Date:	27-Apr-99	Major Street Speed:	40 mph
Filename:	H:\PROJFILE\2890\QPRO\MILL-AM.WB	Population<10,000?	YES (YES or NO)
		Factor Peak Hour -> 8th-Highest Hour:	
		Major Street:	80%
		Minor Street:	60%
		Peak Hour Factor:	90%



LEFT-TURN LANE WARRANT ANALYSIS

Project Name:	Waldport TSP
Project Number:	2890
Analyst:	JAG
Date:	27-Apr-99
Filename:	H:\PROJFILE\2890\QPRO\MILL-A

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection:	ORE 34/Mill-Crestline
Conditions (yr, alt., etc.):	Existing ~~PM~~ Peak AM
Storage Length/Vehicle:	25 feet

INPUTS & WARRANTS:	EB	WB
Advancing Volume	190	325
Opposing Volume	245	185
Left-Turn Volume	5	80
%Left Turns (L)	2.6%	24.6%
Speed (mph)	40	40
Storage Probability	0.00000800	0.00000800
Warrant Utilization (3-veh)	0.0200	0.0200
4-vehicle	0.0532	0.0532
5-vehicle	0.0956	0.0956
6-vehicle	0.1414	0.1414
7-vehicle	0.1870	0.1870
8-vehicle	0.2306	0.2306
9-vehicle	0.2714	0.2714
10-vehicle	0.3092	0.3092
11-vehicle	0.3441	0.3441
12-vehicle	0.3761	0.3761

CALCULATIONS:	EB	WB
Critical Gap (Gc)	5.0	5.0
Exit Time (Te)	1.9	1.9
Wait Time (Tw)	0.96	0.70
Manuever Time (T1)	3.0	3.0
Usable Gaps	123	104
Blocked Time/hr	572.7	439.3
Mean Headway (Ta)	18.95	11.08
Mean Arrival Rate	1.1	21.2
Mean Service Rate	1009.1	1053.6

RESULTS:

Utilization Factor	0.0011	0.0202
LT Lane Warranted?	NO	YES
Storage Length (ft)		75

Source: M.D. Harmelink, "Volume Warrants for Left-Turn Storage at Unsignalized Grade Intersections", Highway Research Record 211.

Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
2020 Forecast Conditions -- Weekday PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

****
ntersection #3 US 101/Range
****
verage Delay (sec/veh): 1.8 Worst Case Level Of Service: C
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
ontrol:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
anes:	0 0 0	1	0	1 0	1	0	0 0 0	0	0	0 0	1! 0	0
Volume Module:												
ase Vol:	0	280	10	45	345	0	0	0	0	5	0	30
rowth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
nitial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	8	23	74	5	0	0	0	0	33	0	117
asserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
nitial Fut:	0	344	35	128	419	0	0	0	0	39	0	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Volume:	0	382	39	142	466	0	0	0	0	43	0	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	382	39	142	466	0	0	0	0	43	0	170
djusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.99		0.00	0.98		xxxx	xxxx		0.00	0.99	
Truck/Comb:	0.01	0.00		0.02	0.00		xxxx	xxxx		0.01	0.00	
CE Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	1.10	1.10	1.10	xxxx	xxxx	xxxxx
Cycl/Car PCE:	0.50	1.00		0.50	1.00		xxxx	xxxx		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		xxxx	xxxx		1.50	2.00	
dj Vol.:	0	382	39	144	466	0	0	0	0	44	0	171
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
ritical Gp:	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5
Capacity Module:												
nflict Vol:	xxxx	xxxx	xxxxx	421	xxxx	xxxxx	xxxx	xxxx	xxxxx	1009	xxxx	402
otent Cap.:	xxxx	xxxx	xxxxx	1080	xxxx	xxxxx	xxxx	xxxx	xxxxx	276	xxxx	867
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.87	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	1080	xxxx	xxxxx	xxxx	xxxx	xxxxx	239	xxxx	867
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	3.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.4	xxxx	5.2
OS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
ovement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
S ed Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	565	xxxxx
d StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx
hared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:		0.0			0.9			0.0			7.8	

Kittelson & Associates, Inc. -- Project 2890
City of Waldport TSP
2020 Forecast Conditions -- Weekday PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

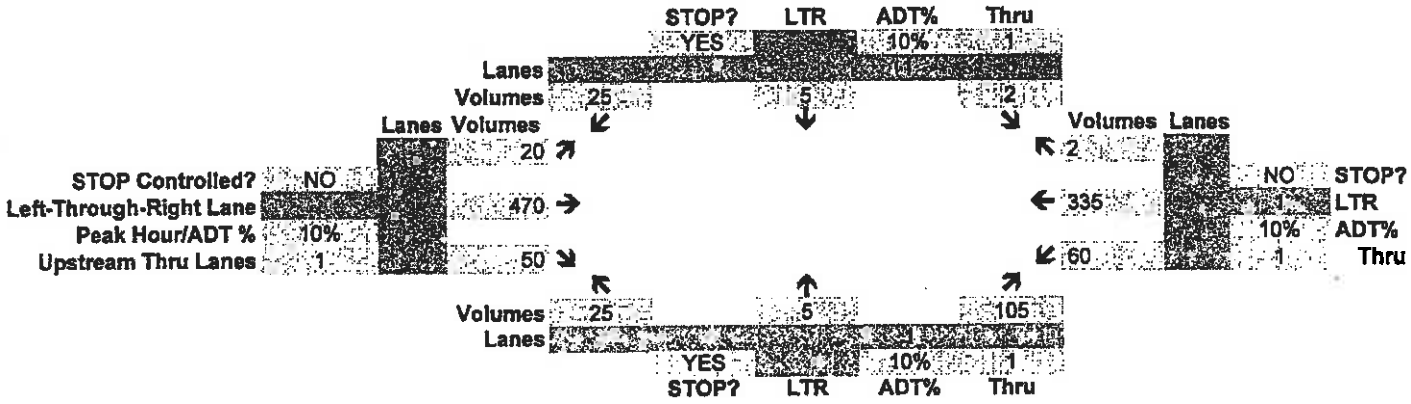
Intersection #3 US 101/Range

ycle (sec):	60	Critical Vol./Cap. (X):	0.453
oss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	7.3
Optimal Cycle:	24	Level Of Service:	B

pproach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
ontrol:	Protected			Protected			Permitted			Permitted		
ights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
anes:	1 0 0	1 0		1 0 0	1 0		0 0 1	0 0		1 0 0	1 0	
Volume Module:												
Base Vol:	0	280	10	45	345	0	0	0	0	5	0	30
rowth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	8	23	74	5	0	0	0	0	33	0	117
serByVol:	0	0	0	0	0	0	0	0	0	0	0	0
ial Fut:	0	344	35	128	419	0	0	0	0	39	0	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
HF Volume:	0	382	39	142	466	0	0	0	0	43	0	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	382	39	142	466	0	0	0	0	43	0	170
CE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
LF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	382	39	142	466	0	0	0	0	43	0	170
aturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.95	1.00	1.00	1.00	1.00	1.00	0.97	1.00	0.85
anes:	1.00	0.91	0.09	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
inal Sat.:	1900	1707	174	1805	1900	0	0	1900	0	1843	0	1615
apacity Analysis Module:												
ol/Sat:	0.00	0.22	0.22	0.08	0.25	0.00	0.00	0.00	0.00	0.02	0.00	0.11
Crit Moves:		****		****								****
reen/Cycle:	0.00	0.49	0.49	0.17	0.67	0.00	0.00	0.00	0.00	0.23	0.00	0.23
olume/Cap:	0.00	0.45	0.45	0.45	0.37	0.00	0.00	0.00	0.00	0.10	0.00	0.45
evel Of Service Module:												
elay/Veh:	0.0	6.6	6.6	15.1	2.9	0.0	0.0	0.0	0.0	11.7	0.0	13.4
ser DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Del/Veh:	0.0	6.6	6.6	15.1	2.9	0.0	0.0	0.0	0.0	11.7	0.0	13.4
queue:	0	4	1	2	3	0	0	0	0	1	0	3

UNSIGNALIZED INTERSECTION ANALYSIS

Project Name:	Waldport TSP	Intersection:	ORE 34/Cedar	
Project Number:	2890	Conditions (year, alt.):	20-Year Forecast PM Peak	
Analyst:	JAG	Major Street Direction:	EW	(NS or EW)
Date:	26-Apr-99	Major Street Speed:	40	mph
Filename:	H:\PROJFILE\2890\QPRO\LT-CED-F.W	Population<10,000?	NO	(YES or NO)
		Factor Peak Hour -> 8th-Highest Hour:		
		Major Street:	80%	
		Minor Street:	60%	
		Peak Hour Factor:	90%	



SIGNAL WARRANT ANALYSIS

Project Name: Waldport TSP
Project Number: 2890
Analyst: JAG
Date: 26-Apr-99
Filename: H:\PROJFILE\2890\QPRO\LT-CED

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection: ORE 34/Cedar
Conditions (yr, alt., etc.): 20-Year Forecast PM Peak

GENERAL INPUT PARAMETERS:

Number of lanes for moving traffic:	
Major approach:	1
Minor approach:	1
Peak Hour Approach Volumes*:	
Sum of major approaches:	937 vph
Highest minor approach:	135 vph
Factor Peak Hour --> 8th Highest Hour	
Major approach:	80% (60-80% acceptable)
Minor approach:	60% (60-80% acceptable)
Is the population < 10,000 or speed > 40	NO
Warrant Factor	100%

	REQUIRED				ACTUAL VOLUMES		8TH HIGHEST HOUR		
	# LANES MAJOR STREET	# LANES MINOR STREET	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	WARRANT MET ?
WARRANT 1 Minimum Vehicular Volume	1	1	500	150	937	135	749.6	81	NO
WARRANT 2 Interruption of Continuous Traffi	1	1	750	75	937	135	749.6	81	NO
WARRANT 11 Peak Hour Volume	1	1	937	230	937	135	937	135	NO

LEFT-TURN LANE WARRANT ANALYSIS

Project Name:	Waldport TSP
Project Number:	2890
Analyst:	JAG
Date:	26-Apr-99
Filename:	H:\PROJFILE\2890\QPRO\LT-CE

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection:	ORE 34/Cedar
Conditions (yr, alt., etc.):	20-Year Forecast PM Peak
Storage Length/Vehicle:	25 feet

INPUTS & WARRANTS:	**EB**	**WB**
Advancing Volume	540	397
Opposing Volume	337	520
Left-Turn Volume	20	60
%Left Turns (L)	3.7%	15.1%
Speed (mph)	40	40
Storage Probability	0.00000800	0.00000800
Warrant Utilization (3-veh)	0.0200	0.0200
4-vehicle	0.0532	0.0532
5-vehicle	0.0956	0.0956
6-vehicle	0.1414	0.1414
7-vehicle	0.1870	0.1870
8-vehicle	0.2306	0.2306
9-vehicle	0.2714	0.2714
10-vehicle	0.3092	0.3092
11-vehicle	0.3441	0.3441
12-vehicle	0.3761	0.3761

CALCULATIONS:	**EB**	**WB**
Critical Gap (Gc)	5.0	5.0
Exit Time (Te)	1.9	1.9
Wait Time (Tw)	1.38	2.33
Manuever Time (T1)	3.0	3.0
Usable Gaps	137	168
Blocked Time/hr	777.8	1178.3
Mean Headway (Ta)	6.67	9.07
Mean Arrival Rate	14.2	35.7
Mean Service Rate	940.7	807.2

RESULTS:

Utilization Factor	0.0151	0.0442
LT Lane Warranted?	NO	YES
Storage Length (ft)		75

Source: M.D. Harmelink, "Volume Warrants for Left-Turn Storage at Unsignalized Grade Intersections", Highway Research Record 211.

SIGNAL WARRANT ANALYSIS

Project Name: Waldport TSP
Project Number: 2890
Analyst: JAG
Date: 26-Apr-99
Filename: H:\PROJFILE\2890\QPRO\LT-CED

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection: ORE 34/Cedar
Conditions (yr, alt., etc.): 20-Year Forecast PM Peak

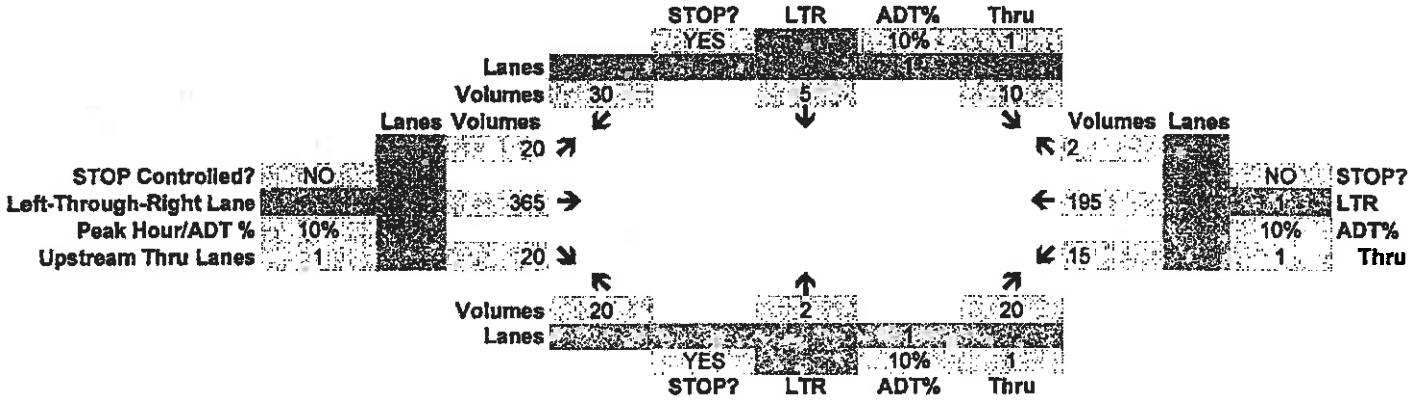
GENERAL INPUT PARAMETERS:

Number of lanes for moving traffic:	
Major approach:	1
Minor approach:	1
Peak Hour Approach Volumes*:	
Sum of major approaches:	937 vph
Highest minor approach:	135 vph
Factor Peak Hour --> 8th Highest Hour	
Major approach:	80% (60-80% acceptable)
Minor approach:	60% (60-80% acceptable)
Is the population < 10,000 or speed > 40	NO
Warrant Factor	100%

	REQUIRED				ACTUAL VOLUMES		8TH HIGHEST HOUR		
	# LANES MAJOR STREET	# LANES MINOR STREET	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	WARRANT MET ?
WARRANT 1 Minimum Vehicular Volume	1	1	500	150	937	135	749.6	81	NO
WARRANT 2 Interruption of Continuous Traffi	1	1	750	75	937	135	749.6	81	NO
WARRANT 11 Peak Hour Volume	1	1	937	230	937	135	937	135	NO

UNSIGNALIZED INTERSECTION ANALYSIS

Project Name:	Waldport TSP	Intersection:	ORE 34/Mill-Crestline	
Project Number:	2890	Conditions (year, alt.):	20-Year Forecast PM Peak	
Analyst:	JAG	Major Street Direction:	EW	(NS or EW)
Date:	26-Apr-99	Major Street Speed:	40	mph
Filename:	H:\PROJFILE\2890\QPRO\LT-MIL-F.WB	Population<10,000?	NO	(YES or NO)
		Factor Peak Hour -> 8th-Highest Hour:		
		Major Street:	80%	
		Minor Street:	60%	
		Peak Hour Factor:	90%	



SIGNAL WARRANT ANALYSIS

Project Name: Waldport TSP
Project Number: 2890
Analyst: JAG
Date: 26-Apr-99
Filename: H:\PROJFILE\2890\QPRO\LT-MIL-

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection: ORE 34/Mill-Crestline
Conditions (yr, alt., etc.): 20-Year Forecast PM Peak

GENERAL INPUT PARAMETERS:

Number of lanes for moving traffic:	
Major approach:	1
Minor approach:	1
Peak Hour Approach Volumes*:	
Sum of major approaches:	617 vph
Highest minor approach:	45 vph
Factor Peak Hour --> 8th Highest Hour	
Major approach:	80% (60-80% acceptable)
Minor approach:	60% (60-80% acceptable)
Is the population < 10,000 or speed > 40	NO
Warrant Factor	100%

	REQUIRED				ACTUAL VOLUMES		8TH HIGHEST HOUR		
	# LANES MAJOR STREET	# LANES MINOR STREET	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	WARRANT MET ?
WARRANT 1 Minimum Vehicular Volume	1	1	500	150	617	45	493.6	27	NO
WARRANT 2 Interruption of Continuous Traffi	1	1	750	75	617	45	493.6	27	NO
WARRANT 11 Peak Hour Volume	1	1	617	375	617	45	617	45	NO

LEFT-TURN LANE WARRANT ANALYSIS

Project Name:	Waldport TSP
Project Number:	2890
Analyst:	JAG
Date:	26-Apr-99
Filename:	H:\PROJFILE\2890\QPRO\LT-MIL

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection:	ORE 34/Mill-Crestline
Conditions (yr, alt., etc.):	20-Year Forecast PM Peak
Storage Length/Vehicle:	25 feet

INPUTS & WARRANTS:	**EB**	**WB**	
Advancing Volume	405	212	016
Opposing Volume	197	385	016
Left-Turn Volume	20	15	
%Left Turns (L)	4.9%	7.1%	
Speed (mph)	40	40	
Storage Probability	0.00000800	0.00000800	
Warrant Utilization (3-veh)	0.0200	0.0200	
4-vehicle	0.0532	0.0532	
5-vehicle	0.0956	0.0956	
6-vehicle	0.1414	0.1414	
7-vehicle	0.1870	0.1870	
8-vehicle	0.2306	0.2306	
9-vehicle	0.2714	0.2714	
10-vehicle	0.3092	0.3092	
11-vehicle	0.3441	0.3441	
12-vehicle	0.3761	0.3761	

CALCULATIONS:	**EB**	**WB**	
Critical Gap (Gc)	5.0	5.0	
Exit Time (Te)	1.9	1.9	
Wait Time (Tw)	0.75	1.61	(0.75
Manuever Time (T1)	3.0	3.0	
Usable Gaps	111	144	(104)
Blocked Time/hr	467.8	884.5	(439.
Mean Headway (Ta)	8.89	16.98	11.0
Mean Arrival Rate	8.5	4.3	1.5
Mean Service Rate	1044.1	905.2	1002

RESULTS:

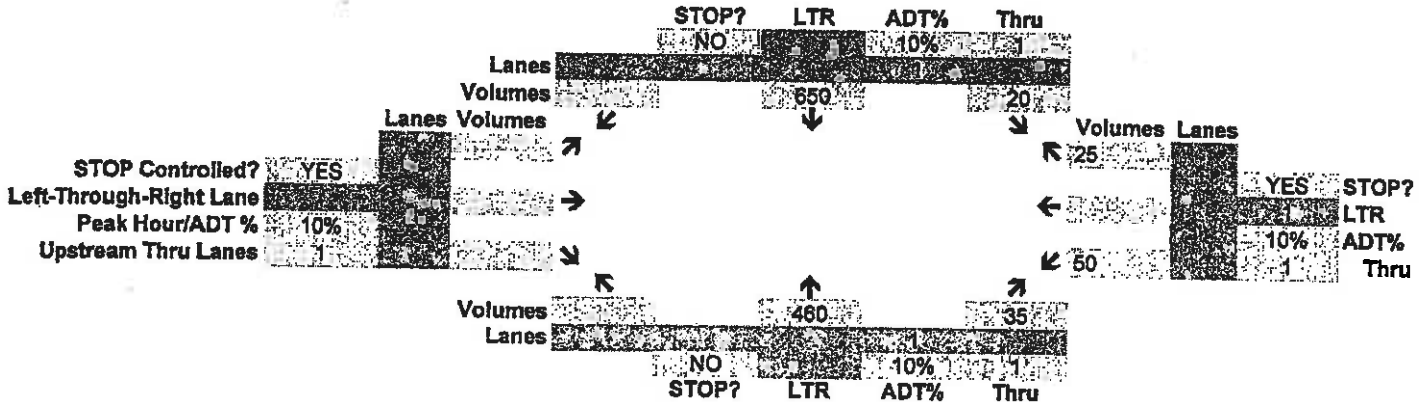
Utilization Factor	0.0081	0.0048
LT Lane Warranted?	NO	NO
Storage Length (ft)		

Source: M.D. Harmelink, "Volume Warrants for Left-Turn Storage at Unsignalized Grade Intersections", Highway Research Record 211.

UNSIGNALIZED INTERSECTION ANALYSIS

Project Name:	Waldport TSP
Project Number:	2890
Analyst:	JAG
Date:	26-Apr-99
Filename:	H:\PROJFILE\2890\QPRO\LT-STA-F.W

Intersection:	US 101/Starr-Norwood	
Conditions (year, alt.):	20-Year Forecast PM Peak	
Major Street Direction:	NS	(NS or EW)
Major Street Speed:	45	mph
Population<10,000?	NO	(YES or NO)
Factor Peak Hour -> 8th-Highest Hour:		
Major Street:	80%	
Minor Street:	60%	
Peak Hour Factor:	90%	



SIGNAL WARRANT ANALYSIS

Project Name: Waldport TSP
Project Number: 2890
Analyst: JAG
Date: 26-Apr-99
Filename: H:\PROJFILE\2890\QPRO\LT-STA

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection: US 101/Starr-Norwood
Conditions (yr, alt., etc.): 20-Year Forecast PM Peak

GENERAL INPUT PARAMETERS:

Number of lanes for moving traffic:	
Major approach:	1
Minor approach:	1
Peak Hour Approach Volumes*:	
Sum of major approaches:	1165 vph
Highest minor approach:	75 vph
Factor Peak Hour --> 8th Highest Hour	
Major approach:	80% (60-80% acceptable)
Minor approach:	60% (60-80% acceptable)
Is the population < 10,000 or speed > 40	YES
Warrant Factor	70%

	REQUIRED				ACTUAL VOLUMES		8TH HIGHEST HOUR		
	# LANES MAJOR STREET	# LANES MINOR STREET	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	WARRANT MET ?
WARRANT 1 Minimum Vehicular Volume	1	1	350	105	1165	75	932	45	NO
WARRANT 2 Interruption of Continuous Traffi	1	1	525	52.5	1165	75	932	45	NO
WARRANT 11 Peak Hour Volume	1	1	1165	75	1165	75	1165	75	NO

LEFT-TURN LANE WARRANT ANALYSIS

Project Name:	Waldport TSP
Project Number:	2890
Analyst:	JAG
Date:	26-Apr-99
Filename:	H:\PROJFILE\2890\QPRO\LT-ST

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection:	US 101/Starr-Norwood
Conditions (yr, alt., etc.):	20-Year Forecast PM Peak
Storage Length/Vehicle:	25 feet

INPUTS & WARRANTS:	**NB**	**SB**
Advancing Volume	495	670
Opposing Volume	650	495
Left-Turn Volume	0	20
%Left Turns (L)	0.0%	3.0%
Speed (mph)	50	50
Storage Probability	0.00000338	0.00000338
Warrant Utilization (3-veh)	0.0150	0.0150
4-vehicle	0.0429	0.0429
5-vehicle	0.0805	0.0805
6-vehicle	0.1225	0.1225
7-vehicle	0.1653	0.1653
8-vehicle	0.2070	0.2070
9-vehicle	0.2466	0.2466
10-vehicle	0.2837	0.2837
11-vehicle	0.3181	0.3181
12-vehicle	0.3500	0.3500

CALCULATIONS:	**SB**
Critical Gap (Gc)	5.0
Exit Time (Te)	1.9
Wait Time (Tw)	2.19
Manuever Time (T1)	3.0
Usable Gaps	164
Blocked Time/hr	1122.9
Mean Headway (Ta)	5.37
Mean Arrival Rate	22.2
Mean Service Rate	825.7

RESULTS:

Utilization Factor	0.0268
LT Lane Warranted?	YES
Storage Length (ft)	75

Source: M.D. Harmelink, "Volume Warrants for Left-Turn Storage at Unsignalized Grade Intersections", Highway Research Record 211.

SIGNAL WARRANT ANALYSIS

Project Name: Waldport TSP
Project Number: 2890
Analyst: JAG
Date: 23-Apr-99
Filename: H:\PROJFILE\2890\QPRO\UNSIG.

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection: US 101/Range Road
Conditions (yr, alt., etc.): 20-year Forecast PM Peak

55 mph

GENERAL INPUT PARAMETERS:

Number of lanes for moving traffic:	
Major approach:	1
Minor approach:	1
Peak Hour Approach Volumes*:	
Sum of major approaches:	926 vph
Highest minor approach:	192 vph
Factor Peak Hour --> 8th Highest Hour	
Major approach:	80% (60-80% acceptable)
Minor approach:	60% (60-80% acceptable)
's the population < 10,000 or speed > 40	YES
Warrant Factor	70%

	REQUIRED				ACTUAL VOLUMES		8TH HIGHEST HOUR		
	# LANES MAJOR STREET	# LANES MINOR STREET	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	MAJOR VOLUME BOTH APP	MINOR VOLUME HIGH APP	WARRANT MET ?
WARRANT 1 Minimum Vehicular Volume	1	1	350	105	926	192	740.8	115.2	YES
WARRANT 2 Interruption of Continuous Traffi	1	1	525	52.5	926	192	740.8	115.2	YES
WARRANT 11 Peak Hour Volume	1	1	926	85	926	192	926	192	YES

LEFT-TURN LANE WARRANT ANALYSIS

Project Name:	Waldport TSP
Project Number:	2890
Analyst:	JAG
Date:	23-Apr-99
Filename:	H:\PROJFILE\2890\QPRO\UNSIG

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Intersection:	US 101/Range Road
Conditions (yr, alt., etc.):	20-year Forecast PM Peak
Storage Length/Vehicle:	25 feet

INPUTS & WARRANTS:	**NB**	**SB**
Advancing Volume	379	547
Opposing Volume	419	379
Left-Turn Volume	0	128
%Left Turns (L)	0.0%	23.4%
Speed (mph)	60	60
Storage Probability	0.00000100	0.00000100
Warrant Utilization (3-veh)	0.0100	0.0100
4-vehicle	0.0316	0.0316
5-vehicle	0.0631	0.0631
6-vehicle	0.1000	0.1000
7-vehicle	0.1389	0.1389
8-vehicle	0.1778	0.1778
9-vehicle	0.2154	0.2154
10-vehicle	0.2512	0.2512
11-vehicle	0.2848	0.2848
12-vehicle	0.3162	0.3162

CALCULATIONS:	**SB**
Critical Gap (Gc)	5.0
Exit Time (Te)	1.9
Wait Time (Tw)	1.58
Manuever Time (T1)	3.0
Usable Gaps	142
Blocked Time/hr	870.8
Mean Headway (Ta)	6.58
Mean Arrival Rate	77.8
Mean Service Rate	909.7

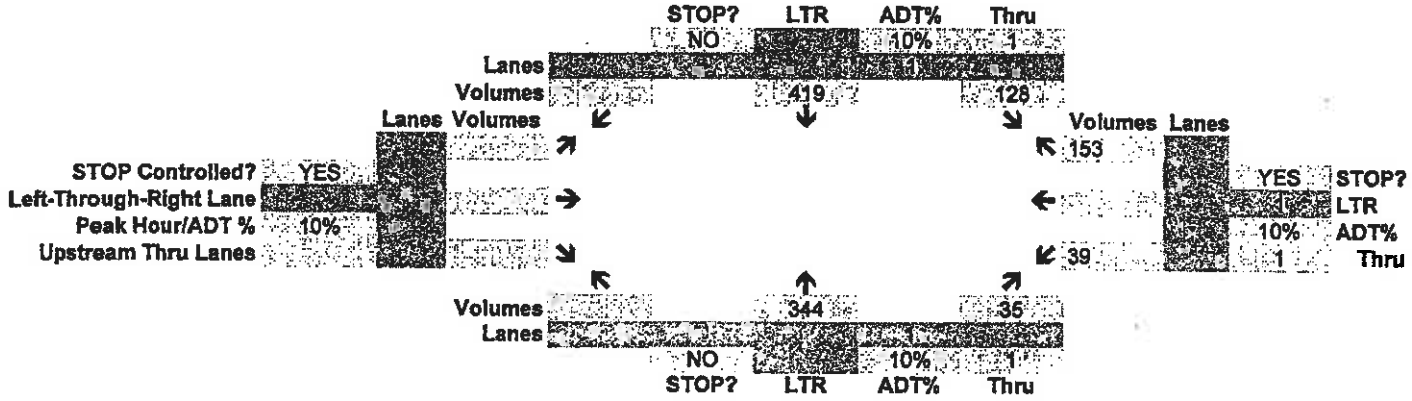
RESULTS:

Utilization Factor	0.0855
LT Lane Warranted?	YES
Storage Length (ft)	125

Source: M.D. Harmelink, "Volume Warrants for Left-Turn Storage at Unsignalized Grade Intersections", Highway Research Record 211.

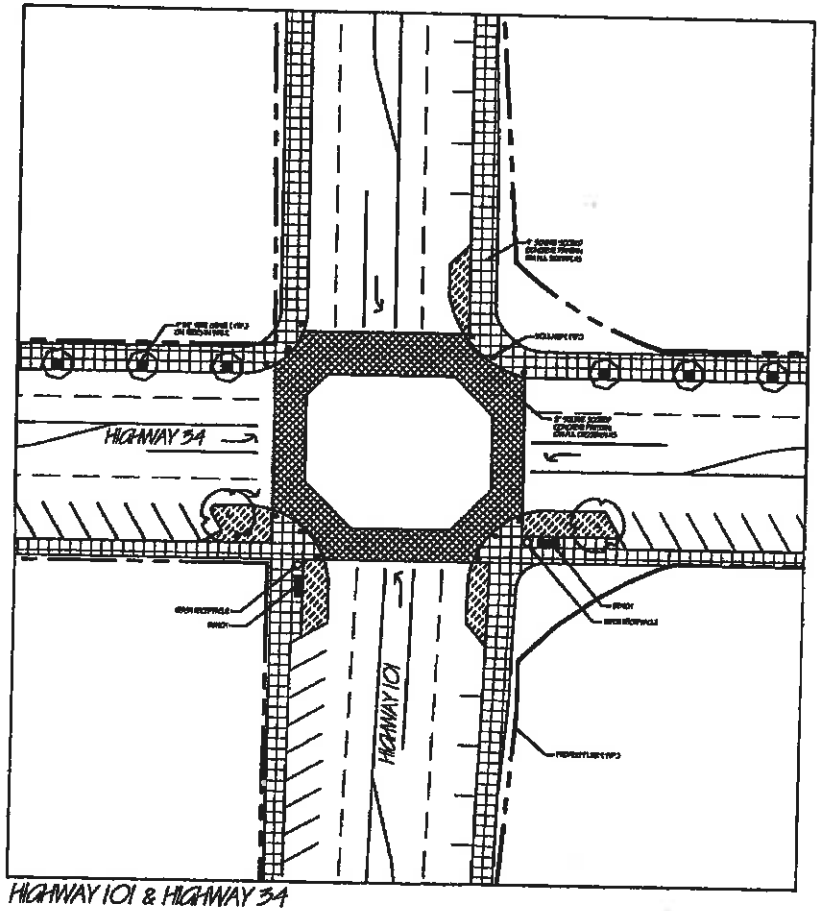
UNSIGNALIZED INTERSECTION ANALYSIS

Project Name:	Waldport TSP	Intersection:	US 101/Range Road	
Project Number:	2890	Conditions (year, alt.):	20-year Forecast PM Peak	
Analyst:	JAG	Major Street Direction:	NS	(NS or EW)
Date:	23-Apr-99	Major Street Speed:	55	mph
Filename:	H:\PROJFILE\2890\QPRO\UNSIG.WB2	Population<10,000?	NO	(YES or NO)
		Factor Peak Hour -> 8th-Highest Hour:		
		Major Street:	80%	
		Minor Street:	60%	
		Peak Hour Factor:	90%	

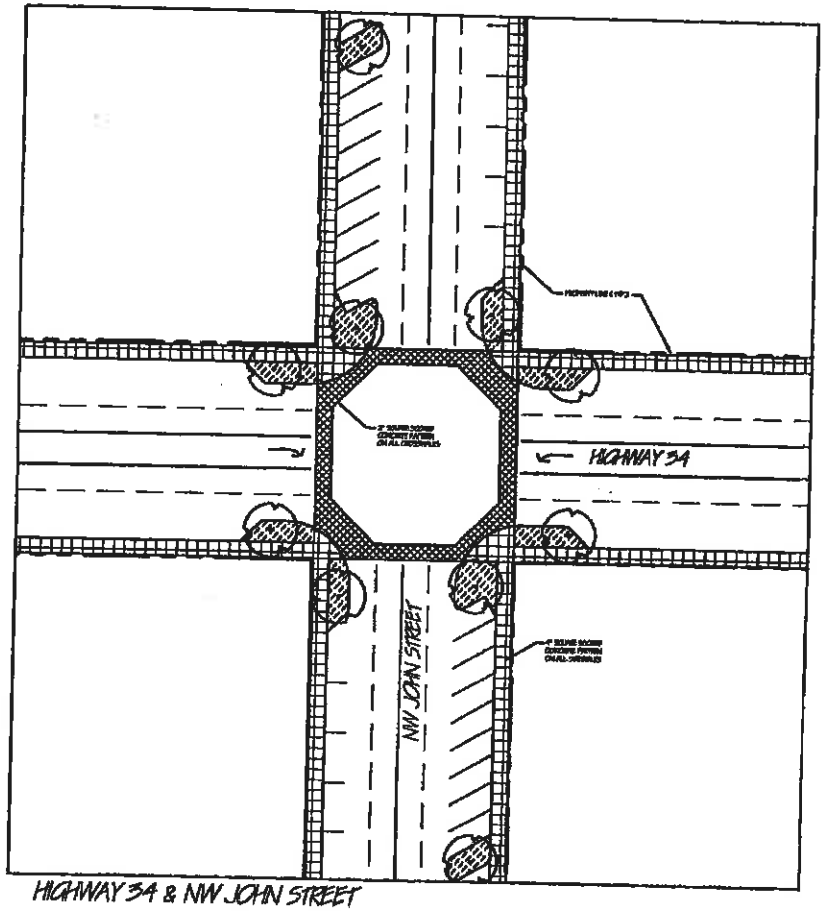


LEGEND

- PROPERTY LINE
- MEDIUM SCALE STREET TREE
- COLUMNAR STREET TREE
- SHRUB PLANTING AREA
- TREE GRATE
- BENCH
- TRASH RECEPTACLE
- BOLLARD



HIGHWAY 101 & HIGHWAY 34



HIGHWAY 34 & NW JOHN STREET

NORTH

SCALE: 1" = 20'

MACDONALD ENVIRONMENTAL PLANNING, PC

Landscape Architecture
Site Planning
Recreational Planning

HIGHWAY 101 & 34
WALDPORT, OREGON

CONCEPTUAL INTERSECTION LAYOUTS

REGISTERED LANDSCAPE ARCHITECT OREGON

L1

H:\PROJECT\97038\Drawings\9921.L1.dwg Wed Jun 30 16:05:01 1999 AFB

Additional Comments

_____

_____

_____

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_____

_____

Thank you for your time and opinion!

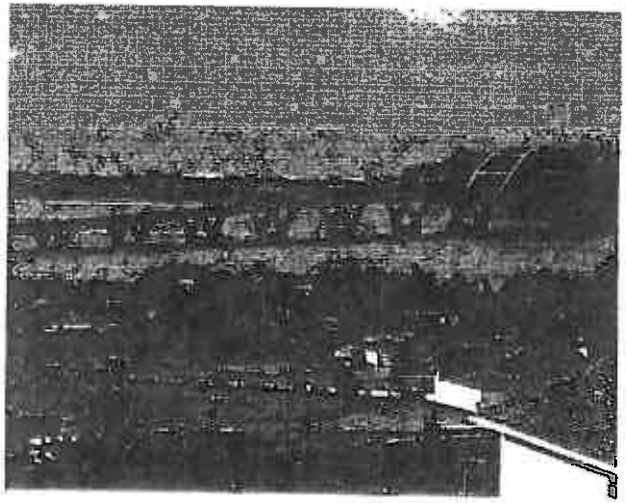
Name_____
(Optional)

Please fold, seal, stamp and mail by April 2, 1999 to:

TriLand Design Group
10260 SW Nimbus Avenue, M4
Tigard, OR 97223

Place Stamp Here

TriLand Design Group
10260 SW Nimbus Avenue, M4
Tigard, OR 97223



Waldport Transportation System Plan

QUESTIONNAIRE

An important opportunity for citizens and visitors to provide input regarding future transportation improvements in Waldport.

Introduction

The Transportation and Growth Management Program* is funding a plan that will identify automobile, pedestrian, bicycle, and other transportation improvements in Waldport over the next 20-years.

The purpose of this questionnaire is to solicit input from citizens and visitors. We would appreciate your opinion regarding transportation concerns and ideas for improving the Waldport transportation system.

Please duplicate this questionnaire if you need extra copies for your household or friends.

Next Steps

The results of this questionnaire, along with results of interviews and initial input received at a transportation advisory group meeting, will be used to develop alternative transportation system diagrams. The alternative diagrams will identify:

- Improvements to existing streets;
- Potential new streets;
- Bicycle and pedestrian systems;
- Needed intersection improvements;
- Public parking improvements;
- Access management on major streets;
- Streetscape improvements;
- Gateway improvements;
- Other transportation-related issues and ideas that you have identified in this questionnaire.

Citizens and visitors will be invited to review and provide input on the alternative transportation system diagrams at a **Community Open House** scheduled June 3, 1999 from 4:30 – 5:30 p.m.

* jointly funded by the Oregon Dept. of Transportation and Dept. of Land Conservation & Development

1. Are you a:

_____ Resident of Waldport?
_____ Resident of Surrounding Area?
_____ Visitor?

2. What are your transportation needs and desires?

Transportation Mode/Facility	Do you currently use?	Would you use if facilities were provided or improved?	Should facilities be added or expanded?
Automobile (streets)			
Walk/Run (sidewalk/path)			
Bicycle (bike lane, path)			
Transit (bus service)			
Other _____			

Other could be skateboarding, rollerblading, electric cart, etc.

3. How important are these potential transportation improvements?
Please circle one number. 1=Most Important, 2=More Important, 3=Important, 4=Minimally Important, 5=Not Important

Potential Improvement	Importance
Safe and connected community-wide bicycle/pedestrian system	1 2 3 4 5
Safe pedestrian/bicycle crossings on Hwy. 101 and Hwy. 34	1 2 3 4 5
Improve access to local businesses (parking, walking, driveways)	1 2 3 4 5
Additional public parking	1 2 3 4 5
Improve the Hwy. 101/Hwy. 34 intersection	1 2 3 4 5
Improve the Hwy. 34/Cedar Street intersection	1 2 3 4 5
Improve the Hwy. 34/Crestline Drive (High School Rd.) intersection	1 2 3 4 5
Improve the Hwy. 101/Starr St. intersection	1 2 3 4 5
Improve the Hwy. 101/Range Dr. intersection	1 2 3 4 5
Traffic speed enforcement	1 2 3 4 5
Safe pedestrian/bicycle facilities on Crestline Drive	1 2 3 4 5
Safe pedestrian/bicycle facilities on Range Drive	1 2 3 4 5
Bicycle/pedestrian connections between downtown and Crestline Dr.	1 2 3 4 5
Additional or improved public transportation (i.e. bus service)	1 2 3 4 5
Other_____	1 2 3 4 5
Other_____	1 2 3 4 5

4a. What is the single most important transportation improvement needed?

_____

_____

4b. What is the 2nd most important transportation improvement needed?

_____

_____

5. What other transportation-related improvements would you like that will make Waldport a better place to live in and visit?

_____

_____

DATE: May 21, 2019

TO: W. John Moore, Mayor
Yachats City Council

FROM: Shannon Beaucaire, City Manager

SUBJECT: Input from Commissions on Organizational Structure

Dear Mayor and Council,

The Commission Chairs met on Friday, May 17 and discussed the Council's request for input on their purpose and role in the Yachats organizational structure.

The Commission's felt that the work they did for the budget document articulated what they saw each Commission's role to be. Those descriptions are attached to this document.

Among the thoughtful conversation, questions that arose were:

- How does Council want action items to come from the Commissions?
- How should Commission's interact with the 501c3's associated with their respective Committee's?
- How does Council envision communication from the Council to the Commissions?
- Would one Annual Meeting between Council and Commission/Committee Chairs be useful?

Other staff items that are arising following the Chair meeting:

- How do action items/recommendations go from Commission meetings to staff?
  - A draft Meeting Report has been developed by Staff in late May as a start to improve this process (attached)
- How do Commissions interact with other Commissions/Committees when items may cross over purposes?

We look forward to working with the Council to continue to develop procedures.

I. Planning Commission

The Planning Commission and City Planner/Code Enforcement Officer play an integral role in shaping the long-term character of the City through development and implementation of the Yachats Comprehensive Plan and other long-range planning documents. Planning for the City of Yachats is at a crucial turning point. There has been a rise in housing starts as well as an increased awareness of the need for more affordable housing for our local workforce. With this increased population comes an increase in the need to plan for the future of Yachats' built environment. Maintaining the "Coastal Village" atmosphere will take revisions to many of the current documents that dictate how the city grows and how that growth is managed.

GOALS

With the help of the City Planner, a priority timeline should be developed, and a step-by-step plan created with the goal of having the Comprehensive Plan and the City Council goals integrated and supported with enforceable Municipal Code.

COSTS

This work will be done by people without formal training in city planning. As the revising of the Sign Ordinance has shown, each step of this process can take months. Basic training for the current planning commissioners and subsequent training for any new commissioners is needed.

City planning has evolved over the past decades, especially since the introduction of environmental, health and sustainability designs and concepts. Given the residents strong leanings toward environmental stewardship, the City of Yachats might integrate some of these concepts into how it grows. Making use of available conventions and meetings of city planners and organizations that are at the forefront of these positive planning developments might be one way. Suggestions include:

- Utilize the Oregon Cascades West Council of Governments Community Economic Development programs.
- Have commissioners attend planning meetings held in other coastal communities.
- Cover some costs of attendance at Oregon based conferences and events.
- Host webinars for the planning commission at City Hall.
- Negotiate with related organizations to hold meetings in Yachats, such as:

- Oregon Chapter of the American Planners Association;
- Living Future Institute;
- Urban Land Institute Northwest; and
- US Green Building Council, Oregon.

II. Library Commission

The Yachats Public Library is an all-volunteer lending library funded principally by the City of Yachats. It provides residents and visitors to the Yachats area with an open, public facility that provides resources for accessing and sharing both entertainment and information.

The Yachats Library Commission oversees the management and operation of the Library and facilitates communications among the various entities involved in library related activities. Among these entities, the Commission works on a regular basis with:

- The Head Librarian and Children's Librarian who volunteer their time to provide ongoing, hands-on management of library operations.
- The library's volunteers who (a) provide staff for the library, (b) serve those who visit the library, (c) stock and maintain library shelves and displays, (d) prepare books for fundraising sales, and (e) perform any number of other vital, behind-the-scenes activities.
- The Friends of the Yachats Library, an independent, non-profit organization that supports and promotes library service to the Yachats area, including raising money to help fund library operations, finance improvements, maintain facilities, and provide resources for other vital library-related expenses.
- City of Yachats administrative staff who provide advice and support to help ensure that library activities and library infrastructure are functionally and technically sound.
- The Yachats City Council who need periodic and timely updates as to the library's status, activities, and goals.
- The citizens and visitors to the Yachats area who are the primary beneficiaries of this important local institution.

In addition, the Library Commission periodically reviews library policy, develops strategic short-term and long-range plans, and acts as a conduit for library-related discussion and concerns.

III. Parks & Commons Commission & Committees

Parks and Commons

The Parks & Commons Commission formulates rules, regulations, and standards for the operation of the City's parks, Commons building, and grounds in a manner that assures the security of City assets and encourages use by renters, residents, and visitors alike; establishes rental rates for Commons use; plans for the regulation, development, and improvement of the City's parks; works with the Facilities Manager to create an annual Facilities Maintenance Budget, cooperates with volunteer organizations and City groups in the advancement of the Commons; and recommends items for the annual budget to the Budget Officer and City Budget Committee. The Commission also supports the Little Log Church & Museum Committee ("Friends of the Little Log Church") and the Trails Committee.

Funding:

Funding is derived primarily from the City's restricted "Visitor Amenities Fund" resulting from the City's "Transient Lodging Tax" (TLT). Depending on the expense, supplemental funding can come from the City's General Fund.

Goals:

- Work to assist the City Council to ensure success with its 2019 Council Goals.
- Work with the Facilities Manager to create a comprehensive plan for upgrades to the Commons Building to ensure the continued desirability and functionality for the various entertainment and educational events held at the Commons annually.
- Maximize Commons Building income by encouraging promotion or co-promotion of appropriate events.

The Commons

The Yachats Commons is the community center in the heart of Yachats. The building was built in the 1930s and was used as a school until 1983 when it closed. In 1990 the building was purchased by the City of Yachats to be used as a community center. It is the heart and soul of the greater Yachats community, being host to such events as dances, meetings, exercise classes, plays, musical productions, conferences, festivals, the youth center and much, much more.

The building hosts City Hall and the Yachats Youth and Family Program. Rooms, lighting, and sound equipment, and picnic shelter are available for rent to individuals, groups, or organizations and can host small groups or large events.

Little Log Church & Museum

The Little Log Church Museum was built in the late 1920s by community volunteers using local timber hauled down the Yachats River. It was completed and dedicated in 1930. The church and property were sold to the Oregon Historical Society in 1969 when the congregation outgrew this site. It became a museum in 1970 and was deeded to the city of Yachats in 1986 for continued use for public purposes. The Little Log Church Museum houses photographs of the area, settler exhibits, and works by former resident artists and authors. It receives between 2,000 – 2,500 visitors annually.

Trails Committee

Formally adopted by the City of Yachats in 2009, the Yachats all-volunteer Trails Committee meets twice or more monthly (weather permitting) to maintain and develop hiking trails throughout the Yachats region. Additionally, the Committee has taken-up the task of removing invasive weeds on city property and replacing with native plants. This Committee often collaborates with the Siuslaw National Forest, Oregon Parks Recreation Department, Angell Job Corps, and other agencies to make our trail system the best regionally.

IV. Public Works & Streets Commission & Committees

Public Works Commission

The Public Works Commission is composed of up to seven Yachats citizens who have an interest in how the City Water, Wastewater, Streets, and Storm Drains are maintained, serviced, and other projects used to expand service. This also includes an understanding of how these services are paid for. The primary requirements for Commissioners are willingness to learn and a sense of curiosity of how these systems work and how delivery of these services is accomplished.

Funding:

Water and Wastewater services are paid for through the utility billing system. Streets are paid for from the Yachats share of Oregon Department of Transportation funds and grants. Storm Drains are paid for from transfers from other City funds.

Functions:

- Prepare recommendations to the City Manager and City Council for rules, regulations, and standards for the operation and use of Public Works systems.
- Prepare recommendations for future development, improvements, and maintenance for Public Works systems with the help of City Staff.
- Review all rates and fees for funding and improvements for all Public Works systems and prepare recommendations to the City Manager and City Council as part of the annual City Budget Process.
- Serve as the City Public and Traffic Safety Committee.
- Review monthly Budget Reports for all Public Works systems including Capital Improvement projects.
- Serve as the Franchise Review Committee for reviewing City Franchise agreements and make recommendations to the City Manager and City Council.
- Serve as liaison to various Lincoln County Committees or Work Groups associated with Public Works systems.
- Serve as the sponsoring Commission for the Emergency Preparedness Committee.

Goals:

- Sponsor Operation Clean Sweep in June 2019 and recruit Citizen Volunteers to assist Commission members to monitor collection site.
- Sponsor and assist with a review of the current utility billing system rates to ensure that capital reserves are adequate to fund future projects (by December 2019).
- Sponsor a review of options to increase the available water supply especially during July through October (by October 2019).
- Review current Franchise Agreements (by September 2019).

Emergency Preparedness Committee

The Emergency Preparedness Committee is composed of Yachats Citizens, City Staff, and other Lincoln County residents who have an interest in how the City and surrounding areas prepare to withstand various natural, accidental, and human caused life threating events. This includes events such as Tsunamis, earthquakes, storms, fires, biological outbreaks, and landslides. The primary requirements to serve are willingness to learn and a sense of curiosity of how the City and citizens can protect institutions and themselves.

Funding

Committee activities are supported by volunteer efforts, City funds, and grants. Any request for City funds or grants must be reviewed and recommended by the Public Works and Street Commission before they can be sent for consideration by the City Manager and City Council.

Functions

- Maintain the City's Storm Ready and Tsunami Ready certification.
- Conduct events and exercises to improve City resilience when an emergency occurs.
- Conduct events and exercises to improve Citizen awareness of how to cope with an emergency event.
- Maintain a working liaison with the Yachats Rural Fire Protection District.
- Maintain a working liaison with Lincoln County organizations on Emergency Preparedness functions.
- Maintain a list of City Staff and Citizens who completed FEMA/NIMS training courses.

Goals

- Conduct a Table Top Exercise before October 2019.
- Update Incident Staff descriptions by November 2019.
- Develop Tsunami Evacuation Plan by December 2019.
- Renew Storm Ready and Tsunami Ready Certification by May 2019.
- Refresh contents of North and South storage containers by August 2019.

CITY OF YACHATS

Commission and Committee Meeting Report

Commission _____

Meeting Date _____

1. Actions
Action Items (brief statement of motion or planned action):

2. Recommendations
Brief statement of recommendations to other Commissions, Committees, Council and/or City/Staff (Chair or their appointee should attend meeting where recommendation is presented):

3. Document Changes
Any document changes should be indicated through redlining and sent to Kimmie Jackson at kimmie@yachatsmail.org

Will you be submitting a document change: YES NO

If YES, Document Title: _____

City Council Action Item Cover Sheet

DATE: July 3, 2019

Agenda Item:

Review of Council Goals

Question Before Council:

Mid-year Review of Council Goals

Person/Group Initiating Request:

Council

Item Summary/Background:

Mid-Year Review of Council Goals to review accomplishments and priorities for the next 6 months.

2019 Council Goals

Revised: January 3, 2019

VISION

Our village is a place where natural resources are valued and protected, where diversity is celebrated, and where a vibrant economy and sense of community pride create and recreate a living spirit. Yachats not only cares about its citizens' basic needs but also supports them in their efforts to excel mentally, physically, artistically, and spiritually. It is a community with an enduring sense of itself.

MISSION

- Provide for the effective governance of the City of Yachats
- Improve administrative processes to maintain and surpass previous high standards
- Improve City infrastructure
- Provide/facilitate opportunities for self-growth, education and participation in programs/projects to enhance quality of life
- Foster "Seventh Generation" thinking

GOALS

Goal 1: New staff and organization / Office location

- Explore best options for expanding / improving City office space
- Complete job descriptions and salary ranges for all positions

Goal 2: Complete transition for City website and accounting functions

- Contract with provider for implementation of new website
- Purchase better accounting / billing / licensing software that can be integrated with each other

Goal 3: Infrastructure / Maintenance schedule for City buildings

- Develop maintenance schedules for all City owned structures
- Do a needs assessment for short term capital needs for all City owned structures
- Establish reserves for replacement of equipment
- Have an energy audit performed on all City buildings as needed

Goal 4: Revise City Charter

- Finalize recommended Charter revision to incorporate the City Manager function
- Educate the public on the reasons for the Charter revision
- Put Charter revision on the May 2019 ballot

Goal 5: Revise Administrative Policies and Municipal Code

- Revise all Administrative Policies to incorporate the City Manager function and other revisions as deemed appropriate
- Get input from all City Commissions on revisions they feel are appropriate for the Municipal Code
- Modify Municipal Code as deemed appropriate
- Consider sign and lighting ordinances

2019 Council Goals

Revised: January 3, 2019

Goal 6: Emergency Preparedness

- Obtain recommendations from the Emergency Preparedness Committee for capital spending requirements
- Consider purchasing a third container for emergency supplies
- Consider purchasing one or two storage facilities for hotel surplus blankets and towels for emergency supplies
- Pursue additional options for ingress and egress in emergency situations

Goal 7: Complete the transfer of Ocean View Drive from the County with public input

- Establish directional flow of traffic
- Create separate paths for vehicles and pedestrians
- Continue to explore feasibility of building a boardwalk on Ocean View from Beach Street to 101 and any other publicly supported structures

Goal 8: Fiscal Responsibility

- Establish CIP funding priorities in first quarter for the year
- Establish a plan to increase our reserves based on input from the Finance Committee
- Consider new sources of revenue as well as increased revenue from existing sources
- Note any revenue that has not been paid and consider best options

Goal 9: Review Vacation Rental Ordinance as proscribed in the current temporary ordinance

- Obtain staff, citizen, and vacation property owner / manager input on impact the last two years

Goal 10: Protect Natural Resources

- Analyze options for an ordinance or code change to encourage reduction of plastics and Styrofoam in the community.
- Obtain input from merchants and citizens on plastic and Styrofoam reduction
- Explore energy-saving measures, available grants, and partnerships
- Consider ordinance regarding the removal of trees
- Identify properties important for view shed and ridge line protection as well as for our watershed. Consider what legislative actions might be helpful and what other strategies should be considered."
- Review options for minimizing light pollution within the City
- Explore a process for considering the impact of climate change

Goal 11: Smart City

- Create a small group to familiarize themselves with what is happing in small communities in the area of smart cities to suggest how this concept might enhance the spirit of Yachats

Goal 12: Smooth tourism revenue

- Explore partnerships with economic development and tourism organizations like Travel Oregon
- Explore the relationships other small cities have with their Chamber of Commerce to see how we can work more productively together
- Explore options for choosing public art and other enhancements in Yachats

Goal 13: Explore options for community involvement

Goal 14: Community Health

- Explore opportunities and continued partnerships to support the health of the community
- Consider accessibility when exploring new policies

Goal 15: Water security

- Explore funding options for additional water storage
- Explore locations for additional water storage
- Examine our water retention and strive to keep retention at a minimum of 95% in evaluating our distribution efficiencies though the updated water master plan.
- Explore options for acquisition of watershed properties adjacent to our water sources to achieve raw water storage opportunities, and improve fish and wildlife habitat honoring Yachats vision of protecting natural resources

Goal 16: Work force housing

- Consider polling all employees within Yachats who live outside City Limits on what they would need in terms of housing to move into Yachats.
- Investigate the possibility of some of our larger employers investing in housing to rent to our work force
- Investigate grant funding and continued regional partnerships with the county and other municipalities for work force housing

City Council Action Item Cover Sheet

DATE: June 5th Council Meeting

Agenda Item:

Resolution of problems with the Utility Billing System

Question Before Council:

1- Council or City Staff notify each Account Holder for large users the amount over or under billed.

2- Publish the names and amounts of each Account Holder over or under billed.

3 - Approve contract with out-side specialist to review billing system and develop new approach to billing for water and wastewater - estimated cost is $24,000

Person/Group Initiating Request:

Public Works and Streets Commission

Item Summary/Background:

The problems with the current Utility Billing System began about 3 years ago. There are 2 major problems: 1) is the improper billing of the large users where they either under or over billed for services 2) double billing for capital improvements (this was fixed on the May 2019 billing. It is also possible there are other problems. The problem was uncovered late in 2018. There were 3 PW&S Commission meetings. The April meeting where this recommendation was developed included input and discussions with commissioners, staff, and members of the audience.

DATE: June 25, 2019

TO: W. John Moore, Mayor
Yachats City Council

FROM: Shannon Beaucaire, City Manager

SUBJECT: Proposed Utility Rate Study

Dear Mayor and City Council,

Attached, please find the April 18, 2019 quote from the Oregon Association of Water Utilities (OAWU) to conduct a water and wastewater rate study.

Upon further discussion with Mr. McClung, OAWU confirmed that their typical timeframe for completion is 6-8 weeks. OAWU also outlined their broad approach to conducting utility rate studies as follows. I have contacted the Projects Manager that Mr. McClung has been working with for further details and is awaiting a call back after the Projects Manager returns from a conference.

I have attached the quote the City received from the FCS Group as a comparison. The FCS Group recently completed a utility rate study for the City of Newport.

OAWU Approach to Utility Rate Studies

The Oregon Association of Water Utilities' approach towards completing a formal water (wastewater) rate study and includes the following:

1. After acceptance of our quote, we gather information that is relevant to completion of study.
2. Initial review of numbers.

   a. Productions numbers
   b. Total Revenues – (monthly/ annually)
   c. Total Expenditures

3. Coordinating those numbers into various scenarios.
   a. Using industry standards to compare examples of rates as they relate to both the base rate and the consumption rate. (EDUs for wastewater)
   b. Show various examples to determine fairness among all types of users. (large/small)
4. Discuss with contact person (Council Meeting) the most acceptable approach for the community.
5. Upon confirmation, complete the final report.
6. Set up workshop with governing authority to discuss the study.
7. Provide assistance and conduct meeting with the consumers (general public)
8. As rates are implemented, continue assistance with contact person gathering actual monthly or quarterly numbers.
9. Upon system request, review one year of figures to confirm the recommendations in the study coincide with system's financial operations.

This approach has been developed over a number of years, with the primary objective at providing figures to keep the water system operating in the black, and justifiably create a fair and equitable rate for all users.

Oregon Association of Water Utilities

935 N. Main St., Independence, OR 97351 • 503-837-1212 • Fax 503-837-1213

Serving Oregon's Water & Wastewater Utilities since 1977

RECEIVED
MAY 03 2019
CITY OF YACHATS

April 18, 2019

Yachats, City of
Attn: Shannon Beaucaire
PO Box 345
Yachats, OR 97498

Dear Ms. Beaucaire:

Oregon Association of Water Utilities will be pleased to conduct a water rate study for the City of Yachats for a fee of approximately thirteen thousand dollars ($13,000.00). This includes two visits to outline the rates, as well as discuss any options. The following is made known to clarify the process.

- Obtain additional information from contact person to assist the project.
- Schedule meeting(s), telephone calls, and e-mails to stay abreast of the project.
- Provide a draft copy for review and or changes of project's content.
- Provide a final report, meeting the expectations of the client.
- City of Yachats shall not be invoiced by OAWU until the project is complete
- Maintain client satisfaction throughout project timeline or receive no statement.
- If called upon, succeeding year to confirm the effectiveness of the selected rates.

When recommended water rates are implemented, OAWU will begin to draft rates for the wastewater study as step two. The process entails the above bulleted points. The fee of approximately eleven-thousand dollars ($11,000) for the wastewater rates study will only be billed when completion of report.

These services are provided to OAWU members only as an expanded member benefit with exceptional cost savings to the member. If this meets your requirements, please send us a letter of confirmation agreeing to the services to be provided as stated in the above paragraph as well as the timeline for completion of the water rate study. This proposal is in effect for 90 days from the April 18, 2019. If you have any questions, please feel free to contact our office at 503-837-1212 or e-mail
Tim Tice at ttice@oawu.net.

Sincerely,

Jason Green
Executive Director

FCS GROUP
Solutions-Oriented Consulting

Firm Headquarters
Redmond Town Center
7525 166th Ave NE, Ste D-215
Redmond, Washington 98052

Established in 1988
Washington | 425.867.1802
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CITY OF YACHATS

UTILITY COST-OF-SERVICE ANALYSES AND SYSTEM DEVELOPMENT CHARGES

The following work tasks have been developed to complete cost-of-service rate and system development charge analyses for the water and wastewater utilities of the City of Yachats. We follow a structured method to arrive at rate conclusions, which will enable us to perform the work in an orderly, efficient and results-oriented manner. The tasks noted below will be completed for each utility unless specifically noted otherwise.

TASK PLAN

1. KICKOFF

TASK 1

Task 1 initiates the study and provides for the majority of data collection. This task includes the following elements:

- Preparing a data request for information needed for the study, following up with City staff as needed to obtain additional data and resolve questions.
- Attending onsite kickoff meeting to discuss the data request, key policy options and objectives, and study goals.
- Preparing monthly invoices and progress reports for the City.

BENEFIT

The kickoff meeting sets a clear path for project progression and communication through formal introduction of the project team, identifying project objectives and deliverables, and confirming key project milestone dates.

2. REVENUE REQUIREMENT ANALYSES

TASK 2

Task 2 is the analysis of revenue requirements for the water and wastewater utilities. This task includes the following elements:

- Projecting capital funding needs based on the City's master plans and developing a related funding strategy.

- Forecasting the cost of ongoing operations, maintenance, administration, debt service, and other cash obligations of the City's utilities. FCS GROUP will incorporate economic factors such as anticipated customer growth and cost inflation, as well as additional operating expenses resulting from constructed improvements or known operational changes (e.g. staffing adjustments).
- Assessing the sufficiency of the City's current rates in funding the needs of each utility. FCS GROUP will compare each utility's projected cash requirements against its projected revenue at existing rate levels, determining the annual rate adjustments needed to satisfy projected cash obligations and comply with the City's fiscal policies.
- Meeting with City via video conference review and discuss initial findings.

The revenue requirement analyses will provide a clear and transparent connection between the financial needs and policies of each utility and the level of rate revenue that is needed each year of the forecast period. In addition, the analyses will provide a tool for analyzing the tradeoffs of delaying or modifying planned capital projects.

3. COST-OF-SERVICE ANALYSES

Task 3 is the equitable allocation of a utility's revenue requirement to the customer categories of that utility. This task includes the following elements for each utility:

- Compiling customer billing statistics (e.g., water meter size, monthly water usage), using the City's prevailing rate schedules and reported revenues to calibrate the data. This process helps identify and correct anomalies in the raw data set, providing a more reliable basis for allocating costs and designing rates.
- Developing an allocation of the utilities' revenue requirements to customer classes in accordance to industry-standard methodologies:
  - » Allocating costs to functions of service. For this purpose, we will utilize documented system planning criteria and input from City staff to establish allocation principles that reflect the City's systems and cost structures.
  - » Allocating the costs assigned to each function to customer classes based on their demands and service characteristics.
- Meeting with City staff on-site to review and discuss initial findings.

The cost of service analyses will provide each customer class with a clear and transparent connection between the cost that it imposes on each utility and the price that it is paying for service.

4. RATE DESIGN ANALYSES

TASK 4

Task 4 is the design of rate schedules for the water and wastewater utilities. This task includes the following elements for each utility:

- Reviewing the City's policy objectives and preferences.
- Developing a set of rate design options.
- Evaluating sample bill impacts for each rate design option.
- Facilitating a video conference to discuss draft findings with City staff.

BENEFIT

The rate design analyses provide the City with opportunities to strike a balance between mitigating the financial risk of each utility and providing appropriate incentives to customers.

5. SYSTEM DEVELOPMENT CHARGE ANALYSES

TASK 5

Task 5 is the analysis of SDCs for the water and wastewater utilities. This task includes the following elements for each utility:

- Following Oregon statute, City code, and industry guidelines related to SDCs.
- Reviewing applicable master plans and capital improvement plans.
- Quantifying the current customer base and projecting customer growth.
- Defining the reimbursement fee and improvement fee cost bases eligible for recovery through SDCs.
- Calculating the maximum defensible charge per unit of demand and developing an updated schedule of charges.
- Facilitating a video conference to discuss draft findings with City staff.

BENEFIT

The SDC methodology will support a legally defensible and financially stable program and will allow the City to better recover the costs of growth from growth.

6. COMMUNICATION

TASK 6

Task 6 is the documentation and presentation of the findings and recommendations of the study. This task includes the following elements:

- A draft report that documents all findings and recommendations of the study for both rates and SDCs
- A work session with the City Council to present a summary of the draft report
- A second presentation to the City Council (potentially at a public hearing) to facilitate adoption of rates and SDCs.
- A final report that reflects all feedback received from City staff and the City Council

The documentation will continue to provide clear options, analysis, and direction long after the consulting engagement is over. In addition, our spreadsheet models will allow the City to update inputs and track progress.

Presenting study findings and recommendations in person allows the City Council to ask questions and gain a deeper understanding of the material addressed in the documentation.

BUDGET

We propose to complete all the proposed tasks for a cost not to exceed $78,370, as shown in the detailed budget below. Our normal billing practice is to bill based on time and materials actually expended, not to exceed the total budget. We would be more than happy to negotiate the appropriate level of effort for this project, if we have scaled our approach out of line with the City's needs and/or expectations.

Task Detail	Mtgs	Ghilarducci Principal	Gabbard PM	Zimbelman Sr Analyst	Admin Support	Total Hours	Expense Budget	Budget Estimate
Task 1 Kickoff								
1.1 Project setup and monthly billing					5	5		$425
1.2 Data request			4			4		$700
1.3 Kickoff meeting	1	8	8	8		24	$600	$4,600
1.4 Data review and follow-up			2	8		10		$1,470
Task 1 Subtotal	1	8	14	16	5	43	$600	$7,195
Task 2: Revenue Requirement Analyses								
2.1 Water revenue requirement		2	8	40		50		$7,520
2.2 Wastewater revenue requirement		2	8	40		50		$7,520
2.3 Video conference with staff to review analysis		2	2	2		6		$1,150
Task 2 Subtotal	0	6	18	82	0	106	$0	$16,190
Task 3: Cost of Service Analyses (COSAs)								
3.1 Customer data compilation			4	40		44		$5,300
3.2 Water COSA		2		24		26		$3,880
3.3 Wastewater COSA		2	8	24		34		$5,280
3.4 Video conference with staff to review analysis		2	2	2		6		$1,150
Task 3 Subtotal	0	6	14	90	0	110	$0	$16,610
Task 4 Rate Design Analyses								
4.1 Water rate design		1	4	16		21		$3,200
4.2 Wastewater rate design		1	4	16		21		$3,200
4.3 Video conference with staff to review analysis		2	2	2		6		$1,150
Task 4 Subtotal	0	4	10	34	0	48	$0	$7,550
Task 5 System Development Charge (SDC) Analyses								
5.1 Water SDC		2	8	32		42		$6,400
5.2 Wastewater SDC		2	8	32		42		$6,400
5.3 Video conference with staff to review analysis		2	2	2		6		$1,150
Task 5 Subtotal	0	6	18	66	0	90	$0	$13,950
Task 6 Communication								
6.1 Draft report		1	4	32		37		$5,440
6.2 Work session with City Council	1	8	8	4		20	$600	$4,040
6.3 Public hearing with City Council	1	8	8	4		20	$600	$4,040
6.4 Final report		1	1	8		10		$1,555
Task 6 Subtotal	2	18	21	48	0	87	$1,200	$15,075
Labor Total		$12,480	$16,625	$47,040	$425			$76,570
Expenses								$1,800
Budget Estimate								**$78,370**
Cost Summary								
Total Hours		48	96	336	5	397		
Billing Rate		$260	$175	$140	$85			

DATE: July 3, 2019

TO: W. John Moore, Mayor
Yachats City Council

FROM: Shannon Beaucaire, City Manager

SUBJECT: Vacation Rentals

Dear Mayor and City Council,

The following information is on options and research on the various issues raised during the public input and Council consideration of the Vacation Rental policies in Yachats. This memorandum incorporates information from the memo provided to the City Council in June.

A summary of key changes to the Newport City Ordinance are attached from April 2019. These are included as Newport did utilize zoning in aspects of managing its vacation rental program.

Vacation Rental Complaints:

Staff researched the complaints before and after the pilot program and found the following:

> The types of complaints before and after the changes are similar and are generally regarding parking/RV, noise, garbage cans left out, and operating vacation rental (VR) without a license. The frequency of complaints does not appear to have changed substantially.
>
> The complaint process is outlined in YMC Section 4.08.050. The City began a code enforcement log of complaints (including VR complaints) in May 2018 – this has been updated by Mr. Mattison and provided as an attachment. Prior to that, there are files with notes and a couple of forms from one resident, but no follow through detailing if it is a first, second or third violation; nor the results of the issues and who was contacted. Staff went through the files and found most of the complaints are not VR related. The VR complaints on the attached log are highlighted.

The Local Contact is the complainant's first step and the contact/owner is given the opportunity to rectify the issue within the 2 hour allotted time. If not satisfied, then the City Complaint is the next step for further enforcement.

Transient Lodging Tax Revenue from Vacation Rentals:

The revenue collected from Transient Rental Tax for vacation rentals are:

Year	Transient Lodging Tax Received from Vacation Rentals	Total Transient Lodging Tax Received	Percentage of Total
FY 2016-17	$263,368	$932,025	28%
FY 2017-18	$295,184	$1,040,059	28%
FY 2018-19*	$226,185	$1,057,947	21%

*Fiscal Year (FY2018-19) is from the June memorandum to Council

Code Enforcement Options:

The City currently contracts with Dave Mattison for Planning and Code Enforcement services. Mr. Mattison is in Yachats physically one day a week and provides services throughout the remainder of the week by email and phone. Mr. Mattison provided an updated Code Enforcement Log that begins in May 2018. Vacation Rental Complaints are highlighted in yellow and notes approximately 67 code enforcement complaints in 2018 with 7 of those being related to vacation rentals. I've also included costs associated with Planning and code enforcement from July 1, 2017 – present.

Concerns Raised: Number of unlicensed rentals, auditing tax collection rates, enforcing fines/code.

1. ***Citizen Request Tracker (CRT):*** Cost: $0.00. PDF Attachment and Link Below. CRT is included in our new website platform. Can be used for traditional (weeds, noise, light) and vacation rental complaints.
   CRT is used as a reporting and tracking tool to report problems in any community. Once issues are submitted it gets routed to the correct person or department who can then reply to the citizen about the problem they submitted. It will also track analytics about the problem after submission. - https://www.civicengage.civicplus.help/hc/en-us/articles/115004788174-Request-Tracker-Overview

   Pros: No/Minimal Fiscal Impact; can be used on traditional and VR complaints; very good statistics and tracking system, ability to upload pictures, respond to citizens and automatic closure notifications.

   Cons: Does not provide a 24/7 response system, relies on a person to follow up on the complaint.

2. ***CP Connect:*** Cost: Approximately $3,000/year (includes consulting). PDF Attachment and Link Below. CP Connect is another module of Civic Plus that can be added to our new website. Can be used for traditional (weeds, noise, light) and vacation rental complaints.
Request tracking to a different level that CRT. This doesn't force a resident to fill out a form on a website. They can text, email, call, message by FB messenger or twitter their concerns, comments or problems. This will still route to the proper person or department. https://www.civicplus.com/cp-connect/311-citizen-request-management. This has been utilized by the City of San Rafael, CA. The following is their response to how they use CP Connect and their experience.

> *CivicPlus took over the platform about eight months ago but, we've been using the system for about three years now. CP Connect, formerly known as Romulus, was a tremendous improvement from what we were using before, department specific email addresses. The platform helps departments and individual staff members respond to constituents in a more timely manner, track inquiries effortlessly, and communicate cross-departmentally when an issue requires a multi-departmental response.*
>
> *The platform itself is robust and has many features that we touch less often outside of our day-to-day needs, for example, there is a "Community Issues" feature which allows us to acquire and track feedback from residents on things like pilot projects. We used it when our Traffic Division piloted a new bike lane. We designated a phone number for constituents to text in on, along with the standard form, to vote "yes" or "no" on whether they wanted to permanently implement the bike lane or not. At the end of the pilot we were able to export the votes and constituent comments to present to Council who then elected to remove the bike lane as a result of the feedback that was collected, easily organized, and then presented as evidence so they could make an informed decision.*
>
> *Implementation, what would we do differently? Change is hard and uncomfortable for people, in general. This was no different. Initially, staff felt like this new system was being implemented to track them but, the truth was we needed a better way, a more efficient way to communicate with our constituents so their inquiries were not getting lost in the black hole of email. This move also supported our desire to start building trust back with the community to let them know we are here and we are listening. On the upside, there were also staff members who really clung to this, they loved the organizational abilities of the platform and praised the system for bringing improvement to their daily work flow operations. About a year and a half ago the system went through a major renovation; my biggest regret was not having a stronger understanding of the improved platform before rolling it out to the rest of City staff. It created a tremendous amount of frustration, cries for the original version of the platform, and more resistance to centralize our inquiries.*
>
> *Today, operations continue to become more centralized on CP Connect. After*

some follow up group and individualized training sessions, staff gets more comfortable and confident using CP Connect.

In addition, the CivicPlus team has been phenomenal since taking over. They are on top of making our needs feel heard and delivering promises and system improvements in a timely and well communicated manner.

Pros: Minimal Fiscal Impact; can be used on traditional and VR complaints; tracking system, sends reminders, finds patterns from submissions in same location & timeframe, more robust reports

Cons: Does not provide a 24/7 response system, relies on a person to follow up on the complaint.

3. ***Host Compliance:*** Cost: Approximately $10,000/year for address identification and hotline. PDF Attachment and Link below. This is exclusively focused on vacation rentals.
Host Compliance helps municipalities understand the scale and scope of the impact of short-term rentals in their community and enact regulations that minimize noise, trash, parking and traffic problems, as well as the negative impacts on housing affordability and neighborhood character. Host Compliance's software platform can help manage all of the registration, permitting, address identification, compliance monitoring, enforcement, outreach, tax collection and complaint processes - https://hostcompliance.com

   Pros: Moderate Fiscal Impact; robust tracking system, scans 54 3rd party platforms, sends reminders, has a 24/7 hotline option with a call back to the complainant, services can be purchased a la cart with exception of address identification module, statistical tracking system. This may be more valuable as the cap limits are imposed and some individuals may decide to rent out amenities on their home site that the City did not envision being a part of the vacation rental.

   Cons: Not focused on traditional code enforcement complaints, does not capture any properties advertised by owner only, audit is by looking for changes in online booking calendars to estimate number of nights.

   NOTE: The City of Newport is looking into vendors and a copy of the local news article that notes 2 vendors – LodgingRevs and LTAS Technologies is included in this packet.

4. **Full-Time Employee dedicated to Code Enforcement**

   The City Manager has been researching employee costs over the last year. Upon this recent request, the City Manager reached out, and was able to confirm, the following cost information from the following entities:

Lincoln County:

- 1 Community Service Deputy employed just for Code Enforcement – not vacation rentals
  - Salary Range: $3,312 - $4,451/month
  - Represented position
- Multiple part-time former deputy sheriff's address vacation rental inspections/issues

City of Newport:

- 1 Community Services Officer focuses primarily on traditional code enforcement issues
  - Salary Range: $3,494 - $4,812/month
  - Represented position
- Council authorized a second position this fiscal year to focus on business licenses, vacation rentals, and general code enforcement.

Utilizing the low end ($3,212) and the high end ($4,812), the initial full costs for a represented code enforcement officer is between $71,110 and $95,644.

Title	NAME	July 1st	FTE	COLA	0.0% annual payro hours	Taxable earning	0.0765 FICA	0.015 SAIF	0.0027 UNEMP	TOTAL FRINGE	26.94% PERS	Health	Dental	vision	L&H	EE Paid	INS	TOTAL COST
CODE	Low	19.11	1.00	0	39,749	39,749	3,041	596	107	3,744	10,708	1,346.00	104.00	11.00	12.68	(64.64)	16,908	71,110
CODE	High	27.76	1.00	0	57,741	57,741	4,417	866	156	5,439	15,555	1,346.00	104.00	11.00	12.68	(64.64)	16,908	95,644

I did ask for any advice they would give and received the following:

- A common complaint is selective enforcement. One possible solution might be a working group of staff, council member, and citizens to review various property violations and prioritized enforcement activities. This went a long way in providing justification for dealing with properties on a non-complaint basis.

5. Contract with Lincoln County to provide Code Enforcement

Updated from the June memo, it appears that Lincoln County will be ready to discuss providing code enforcement services as a shared employee with the cities of Yachats and Waldport beginning fiscal year 2020-2021. This arrangement would be a contract situation where the officer would be an employee of Lincoln County and contractually serve Yachats and Waldport. The cities would pay a monthly amount to account for the share of salary, benefits (health insurance, etc.), and PERS. The figures above can provide an estimated range of the City of Yachats proportionate costs.

Utilizing Zoning:

In speaking with the city attorney, he noted that Yachats currently regulates vacation rentals similar to licensing a business. The City could regulate VRs as a land use decision. This would require moving VRs to the land use section of the code and modifying the language. This would allow VR applicants to have a hearing process where neighbors could testify. If the applicant was denied, and chose to appeal the denial, the applicant can appeal to the Land Use Board of Appeals (LUBA).

Zoning as a land use would require classifying VRs as a distinct use that is regulated in the land use code, establishing residence for short-term v. long-term tenancy and establishing densities – or caps – for this distinct use in various zoned areas such as R-1, R-2, etc.

"Grandfathering"

Black's Law Dictionary defines a Grandfather Clause as:

Exemption-allowance statement. Insulates specific entities, object, or situation from the fallout of changes or imposition of a decision. It could be a rule, law, or statute with pre-existing conditions. An example is a store raising prices, but holding the former price for a time for specific long-time customers, building goodwill.

The City Attorney notes that any policy decision would require examination of Oregon law and the facts of a particular situation to define and determine who an heir would be. It is also recommended that any decision be as easy as possible to manage.

Vacation rental licenses, like business licenses, are City property and the City determines the person and criteria required to issue the business/VR license.

To transfer to an "heir" city staff would have to review the transfer document to verify the heir (will, trust, or court order). Upon submission that document would become public record and subject to public records requests. If the property was moved to a Trust, and the trust became the "heir" – e.g. the VR license states in the Bob Marley Trust – the trust can "live" for a very long time which may impact the intent of the Council imposing a cap on the number of licenses.

Regarding alleged diminished value of a property, the attorney again notes that the license belongs to the City – it is not the property of the property owner. It is how the City is regulating short-term tenancies within City limits. Property owners can still utilize their property and the example was used that if the City rezoned an area from residential to commercial (and the commercial zone prohibited homes), an owner could have their home there – BUT could not rebuild a home. If the home was removed for whatever reason, a commercial building like Blockbuster video would have to be built instead. The 2002 Supreme Court ruling that a moratorium on building on properties next to a lake did not fall under the takings clause as there was still economic value to the land and therefore no compensation was required.[1]

[1] The text of the Fifth Amendment itself, he argued, creates a distinction between physical takings and regulatory takings specifying that only physical takings of private property for public purposes require just

Non-Utilization of VR License

The city attorney noted that non-utilization of a VR license could be viewed as an abandonment of the license and could be regulated by the City. The City of Newport did enact language regarding utilization in its April 2019 update.

Audit

The attorney knows of no state prohibition on the City auditing vacation rentals for compliance with tax collection.

Utilization of Transient Lodging Tax (TLT) /License & Transfer Fees

The opinion of the attorney is that the portion of TLT that is dedicated for tourism promotion should not be used for administrative costs associated with managing the VR program – despite the State Law allowance for the collector to maintain an administration fee.

While there are no best practices or legal statements on the amounts for licensing or collection fees, there is a general notion that there be a reasonable relationship for the fee charged and the service received. Any fees – license or transfer – are encouraged to be proportionate to costs of the city to run the program – licensing, renewals, code enforcement, inspections, etc. Fees can be reviewed annually as costs go up.

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compensation. Justice Stevens closed this section of his argument predicting that if all takings, physical and regulatory, were to require just compensation then the whole notion of government takings would be, "a luxury few governments could afford." *Tahoe-Sierra Preservation Council, Inc. v. Tahoe Regional Planning Agency,* 535 U.S. 324 (2002)

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April 2019

City of Newport Short-Term Rental Code Update
Ordinance No. 2144: Summary of Key Changes

Requires Annual Licensing

- Short-Term Rental (STR) operators will be required to annually renew business license endorsements.
- Licensing is expanded to include new requirements, such as proof of liability insurance and the submittal of records showing that a vacation rental unit has been rented at least 30 days in the fiscal year.

Rationale: Annual license will keep short-term rental operators more engaged with City, improving accuracy of designated contact information and ensuring that insurance is in place for guests. Proof of rental requirement is intended to ensure licenses issued under a "license cap" are actually being used.

Creates Different Categories of Short-Term Rentals

- Distinguishes "home shares" where an owner rents rooms in the dwelling unit where they reside, and Bed and Breakfast (B&B) establishments where an owner or manager lives on the premises, from Vacation Rental Dwellings (VRDs) where the entire unit is rented for transient purposes.
- Subjects home shares and B&Bs to annual licensing but exempts them from location and density limits.

Rationale: The presence of a permanent resident does not result in a dwelling unit being removed from the city's supply of long term housing and mitigates potential nuisance issues because someone is present to monitor guests.

Refines Approval Standards

- Establishes STR maximum occupancy as (2) persons per bedroom plus two additional persons per property.
- Limits B&B and VRD rentals to a maximum of five (5) bedrooms and home shares to a maximum of two (2) rented rooms.
- Retains parking standard of one space per bedroom, but require applicants show that spaces are sized such that they meet City parking stall dimensional standards. Allows off-street parking to extend into undeveloped public right-of-way with stipulation that license will be revisited if street is improved.
- Updates safety standards to reflect current building and fire code requirements.
- Maintains requirement that STRs in residential areas maintain 40% of the lot and 50% of the front yard area in landscaping.
- Requires STR operators post a sign, between one (1) and two (2) square feet in size, in plain view of the street identifying the unit as a STR with a phone number of the designated contact.
- Provides that those units relying upon use of shared access and parking areas demonstrate that they possess legal and exclusive right to required off-street parking spaces.
- Prohibits special events that exceed occupancy limits.

Rationale: Changes are intended to address nuisance impacts associated with transient rental uses and to ensure that guest safety in short-term rental units is comparable to that of a hotel or motel.

Establishes License and Density Limits for Vacation Rental Dwellings

- Creates a Vacation Rental Overlay Zone (the "Overlay Zone") that restricts vacation rental dwellings to areas proximate to the City's major tourist commercial districts.
- Limits the total number of vacation rentals within the zoning overlay to not more than 200, with a specific cap number to be set by Council resolution. The City Council has asked that 180 be the limit set by resolution.
- Institutes spacing standards (i.e. proximity limits) to avoid concentration of vacation rentals along any given street segment.

Rationale: The transient nature of vacation rentals is akin to hotel/motel uses and should be concentrated in areas where there are significant tourist attractions in order to protect the character of residential neighborhoods more removed from the City's commercial districts. This is accomplished with the Overlay Zone. The license cap and spacing standards will prevent undue concentration of vacation rentals in residential areas within the overlay, protecting the character of those neighborhoods, and the overall license limit preserves the supply of long-term housing by restricting the number of dwelling units that can be converted to transient use.

Puts in Place Rules for Pre-Existing Short-Term Rentals

- Short-term rentals approved under prior City land use rules are acknowledged as non-conforming, meaning that they can continue to operate under land use requirements in effect when they were licensed, except:
- Non-conforming VRDs located outside of the Overlay Zone may continue until the property is sold or transferred or vacation rental use is voluntarily terminated for a 12 month period.
- Vacation rentals located within the Overlay Zone, that are within or adjacent to a commercial or water-related zone, may continue provided the VRD use is not voluntarily terminated for a 12 month period. These units count toward the license cap that applies within the overlay, but are not otherwise subject to the density limit or wait list provisions.
- All other VRDs within the Overlay Zone count toward the license cap and must comply with the density limit and spacing standards when sold or transferred. Such units must comply with all other land use requirements if vacation rental use is voluntarily terminated for a 12 month period.

Rationale: A phase out of VRDs located outside of the Overlay Zone, at time of sale or transfer, strikes a reasonable balance between the affected operators, who may rely upon transient rental income to recoup investments in the property or as part of a long term plan to retire to Newport, and residents of these neighborhoods that view transient rental use as inherently incompatible in a residential setting. Many VRDs within the Overlay Zone are located in commercial or water-related zones that have a long history of transient rental use, and were built for that express purpose, so it is reasonable they be allowed to continue as non-conforming uses. Other VRDs within the Overlay Zone are in more residential areas where units were converted to transient use. It is appropriate to allow these units to continue as non-conforming under current ownership, with the expectation that upon sale they satisfy the density limit and spacing standards. This will more broadly disperse VRDs in these residential areas over time.

Supplements Enforcement

- Commits the City to making location and contact information for STR operators available online.
- Requires STR operators have a local contact that can respond to the premises in 30 minutes.
- Allows City to require valet trash collection service in cases where trash cans are not being stored out of view.
- Retains progressive enforcement philosophy to achieve "three strikes you are out" within a 12 month period.
- Establishes a two (2) year cooling off period before an individual with a revoked license can reapply.

Rationale: Changes facilitate transparency, responsiveness on behalf of the operator, and provide city staff with additional tools to achieve compliance. Fees will be adjusted, with Resolution No. 3849, to provide additional funds for enforcement.

Civic Plus

Citizen Request Tracker

Project Enhancements

Citizen Request Tracker

The Citizen Request Tracker™ (CRT) is a powerful tool that facilitates interoffice and government-to-citizen communication and workflow concerning requests reported by residents. Site users create a profile and submit requests or complaints, view pending issues, reopen closed issues, request additional information and more. Once a profile is set up, contact information is automatically filled in when a site user submits a new request. Furthermore, problems reported over the phone can be manually entered into the system for increased efficiency. Marketing the CRT™ system as the primary tool for communication on problems and requests in your area will allow you to reduce staff time spent on addressing issues by hand and will allow your constituents to interact with your staff any time of the day.

The CRT System Makes It Easy To:

- Add comments and action items
- Assign the request to a staff member
- Review the history of the issue
- Send messages to the constituent
- Close the request
- Print and/or export statistics and reports
- Print work orders
- Generates efficiency statistics and reports
- Export data in CSV or tab-limited format

Citizen Request Tracker

HELPING LOCAL GOVERNMENT INFORM, ENGAGE & PROTECT THEIR CITIZENS

CIVICPLUS®

+

GEM OF THE YACHATS OREGON COAST

Complaint System (Citizen Request Tracker)

- Allow users to report a problem and provide follow-up communication with point of contact, maps and analytics

01

Request Form:

Customized Forms fillable from any device

02

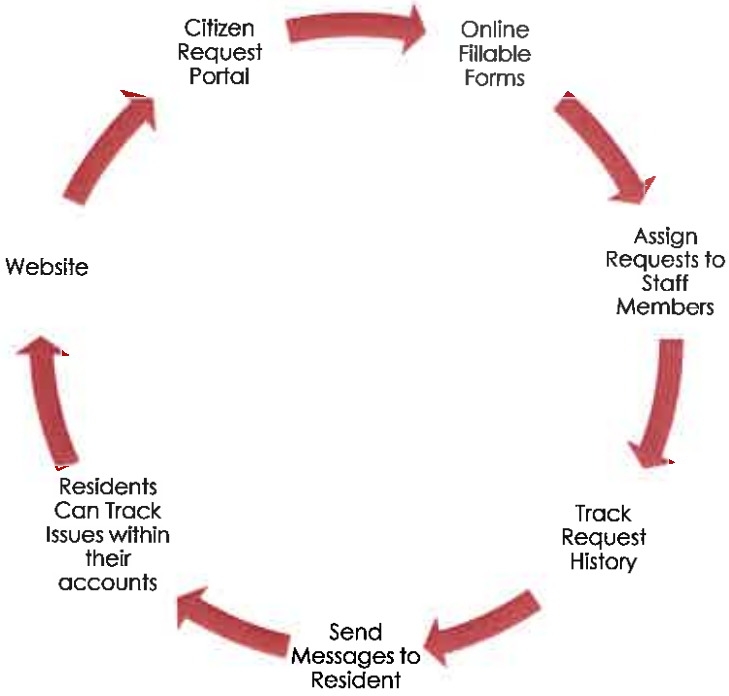
Administration Tracking:

Prioritize Reports. Assign each complaint to different staff members

03

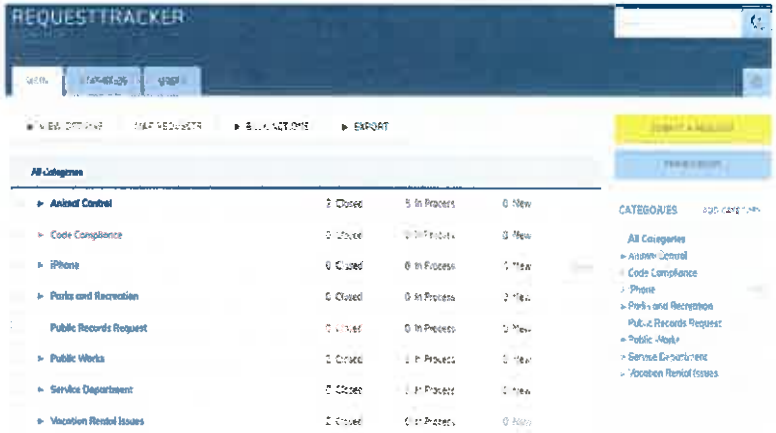
2-Way Communication:

Respond to residents when the complaint has been resolved.



Front End:

- Category Specific
- Multiple Request Types



Back End:

- Manage Requests Based on Urgency
- Create Work Orders and Communicate with Residents

Thank You

888-228-2233

302 South 4th Street, Suite 500
Manhattan, Kansas 66502

www.civicplus.com

Civic Plus
CP Connect

Introducing CP Connect™
From the CivicPlus® Platform

Presented to:

Date:

CIVICPLUS

Agenda

01

The Municipal Need for a 311 and Citizen Request Management System

02

Introducing CP Connect™

03

CP Connect Features and Functionality

CIVICPLUS

The Municipal Need for 311 and Citizen Request Management Systems

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The Need for Request Management

- Municipal leaders are receiving request, inquiries, and comments from citizens via more diversified channels than ever before, e.g., email, phone, walk-ins, online forms, social media.
- Citizens expect greater transparency into service requests than ever before.
- Even if you receive 10 calls per day, answering inquiries means less time for important projects.
- Once the call is over, more time-consuming work begins: More phone calls, emails, and service requests, resulting in the loss of even more valuable time.

4

The average call center phone call, across industries, is four minutes long.

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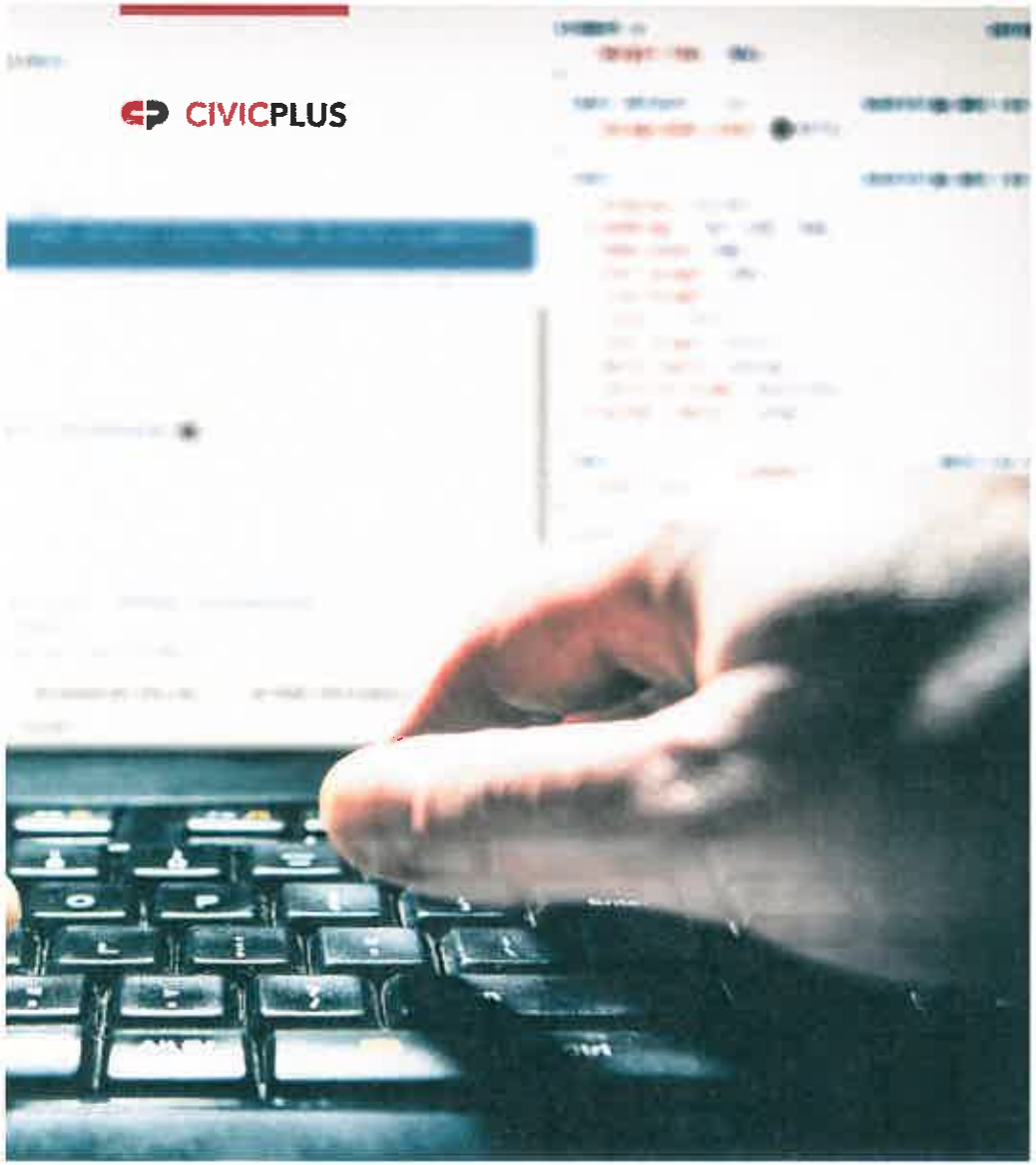
Vendor Community Has Not Responded to Evolving Needs of the Public Sector

- Fundamentally, citizen services is a workflow-management problem – one addressed in virtually every other industry:
  - CRMs for sales organizations.
  - Software development tools for development organizations.
- Vendors have not responded with purpose-built software for government workers – or, when they have, they have passed the burden of documentation and follow-up on to citizens.



Gaps in the Ecosystem

- Software exists to help with asset management, enterprise resources, and other functions critical to back-end government.
- But a lack of attention to the boundary between government and people, where engagement happens and services are delivered, results in:
  - A breakdown in citizen trust.
  - A lack of data upon which governments can optimize processes.

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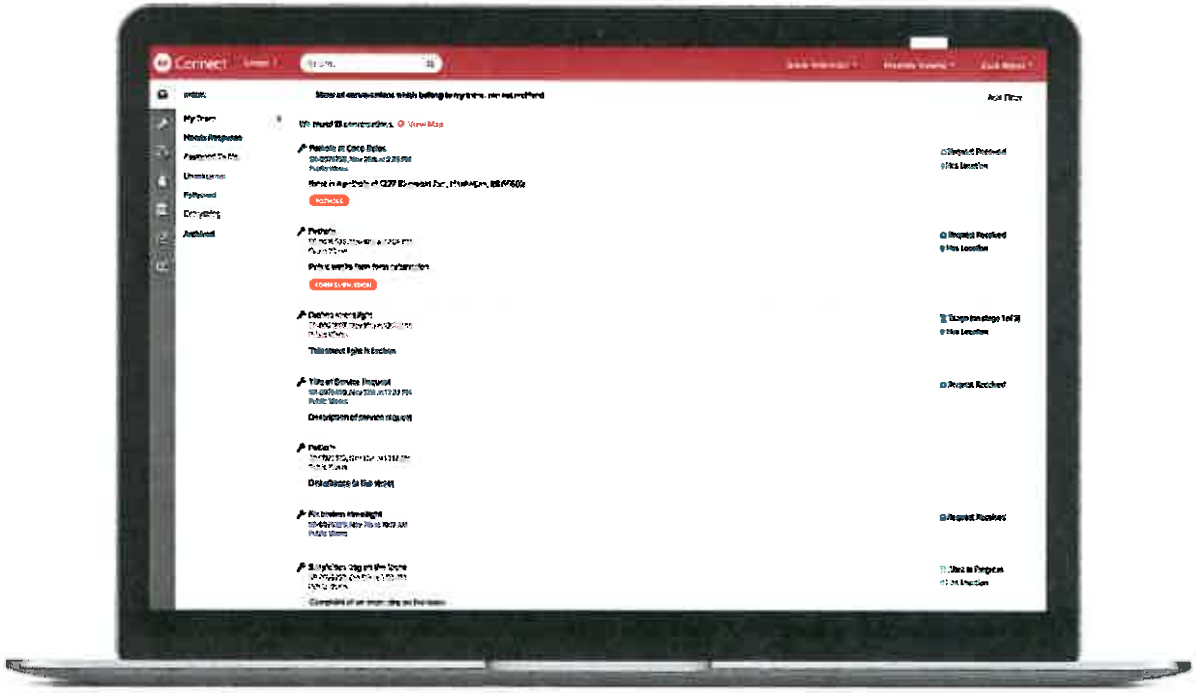
Citizen Request Management and 311 Benefits

Software purpose-built for government workers that allows them to do more, in less time, and to greater citizen applause.

- Reduces phone calls.
- Reduces walk-ins.
- Demonstrates responsiveness to citizen needs.
- Provides transparency.
- Streamlines request management.
- Improves administrative efficiency.
- Frees up time for key personnel to focus on critical strategic initiatives.



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Without Citizen Request Management

Call/Walk-in → Submit Request → Manual Follow-Up → Wait for Response → Check for Resolution → Manual Follow-Up

Receive Request → Contact DPW → Manual Follow-Up with DPW → Respond to Citizen Request → Manual Follow-Up with DPW and Citizen

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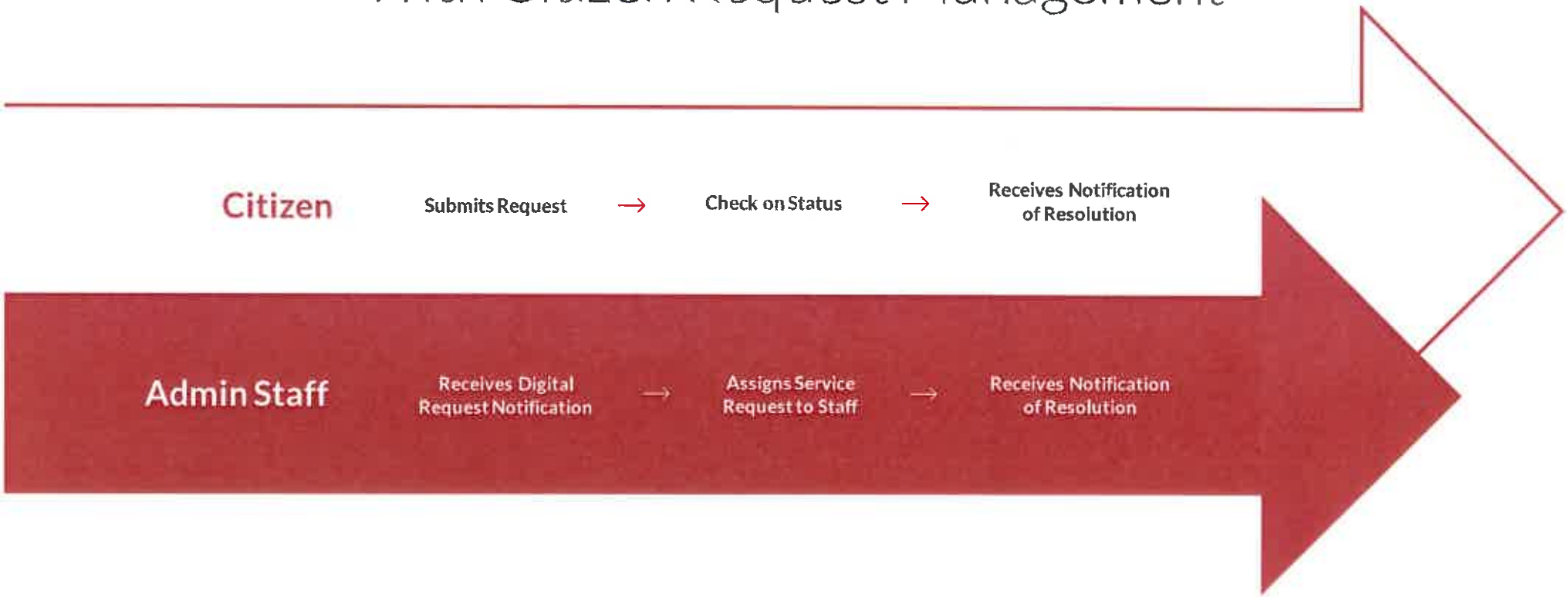
With Citizen Request Management



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Introducing CP Connect

A 311 and Citizen Request Solution for Local Government from the Experts in Local Government

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Designed for Citizen Engagement

- Gathers, organizes and distributes citizen requests and issues.
- Captures requests from multiple communication channels:
  - Custom webforms.
  - Email.
  - Phone (voice/SMS).
  - Twitter.
  - Facebook.

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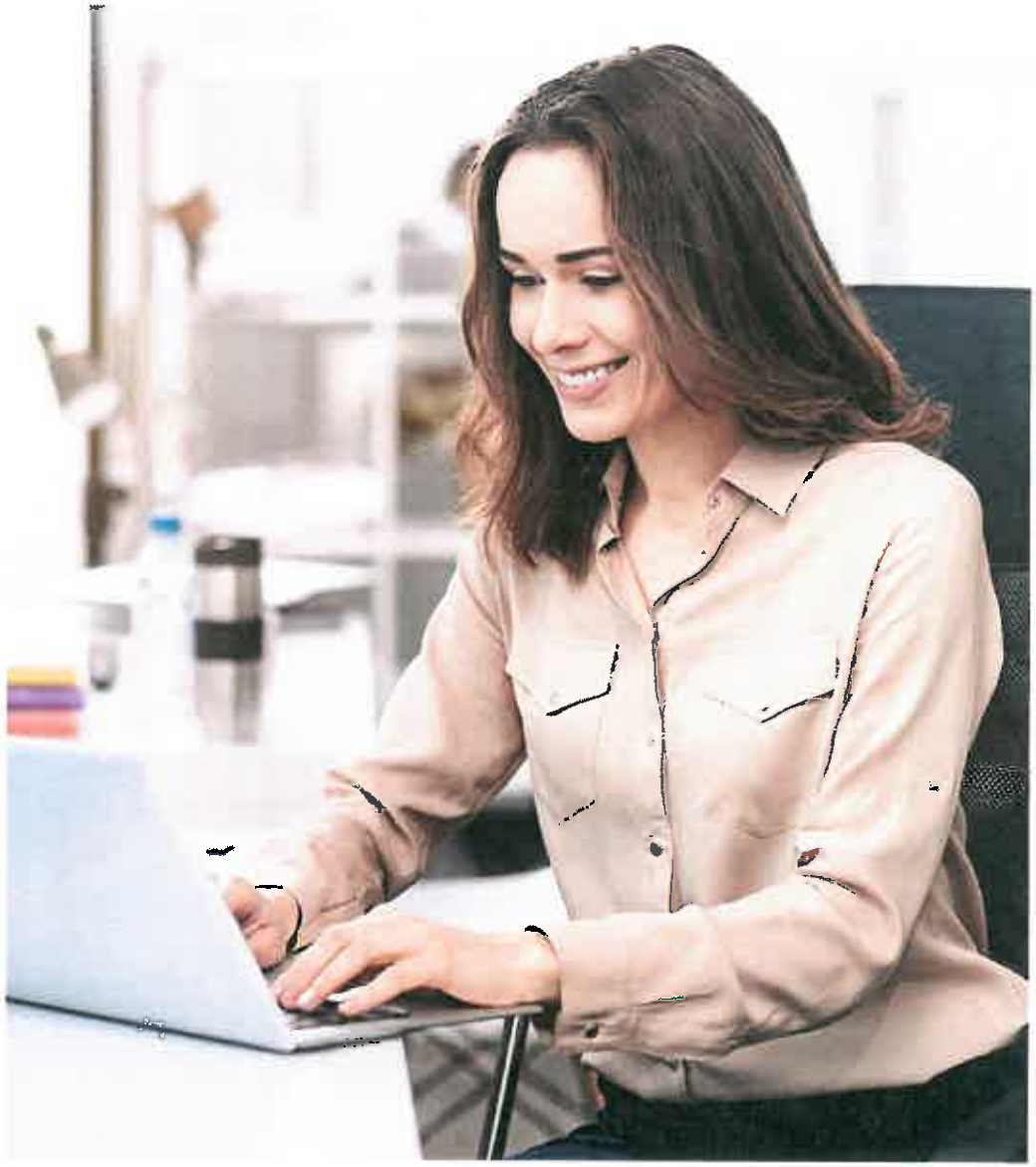
Benefits for System Administrators

- See new request submissions.
- Track requests through to completion.
- Assign requests to appropriate personnel (e.g., public works).
- Send reminders to assigned personnel if a task is not completed timely.
- Automated notification to citizen when request is complete.
- Finds patterns from submissions in the same location and timeframe, allowing staff to identify and complete duplicate requests.
- Generates reports with custom parameters to identify trends and areas of needed budget allocations or resources.



Citizen Benefits

- Submit a request from their preferred communication channel.
- Track request through to completion.
- Receive notification when request is complete from Municipal staff.
- Submit a request as soon as a need is identified.
- Provide photos and location details.

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Common Uses

- Potholes/road issues.
- Malfunctioning streetlights.
- Animal control issues.
- Park maintenance.
- Transparency document requests.
- Utility bill inquiries.
- Website inquiries.
- Car seat inspections.
- Abandoned vehicle reports.
- Water problems.
- Tree maintenance.
- Utility maintenance.

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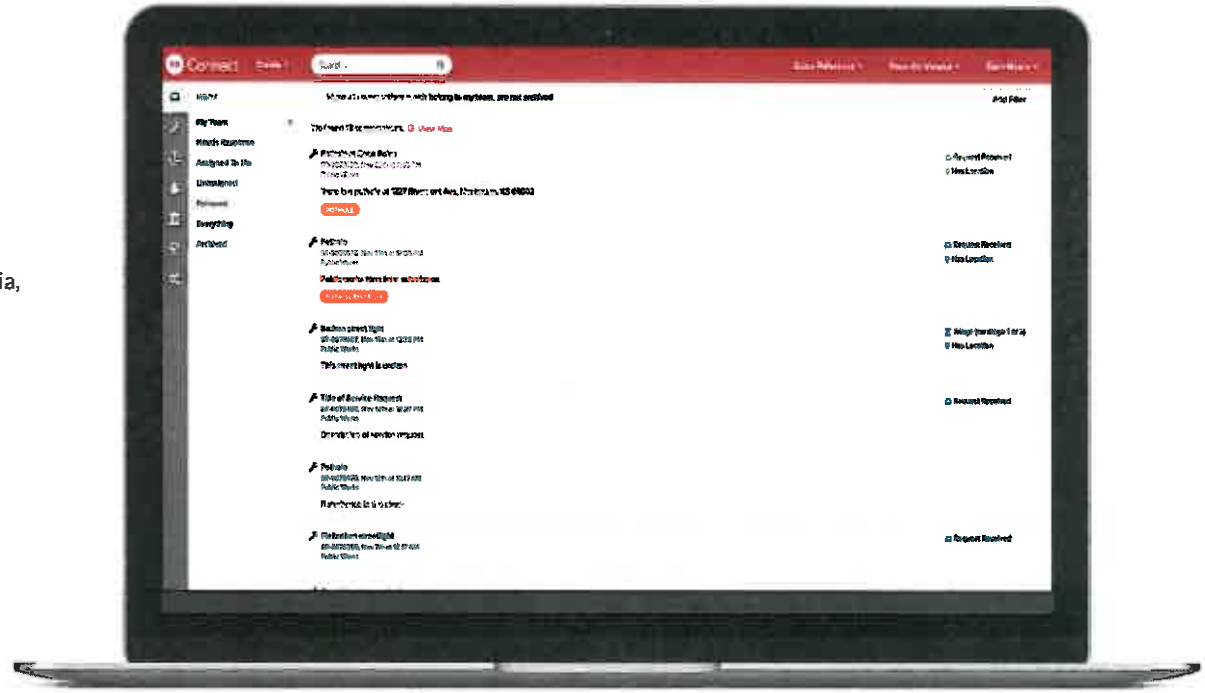
How it Works:
Communications

- Inbox centralizes phone, email, texts, social media, web forms, and walk-ins.
- Reply in-app and replies deliver on the platform used by the citizen.
- All communications in one place means nothing slips through the cracks.



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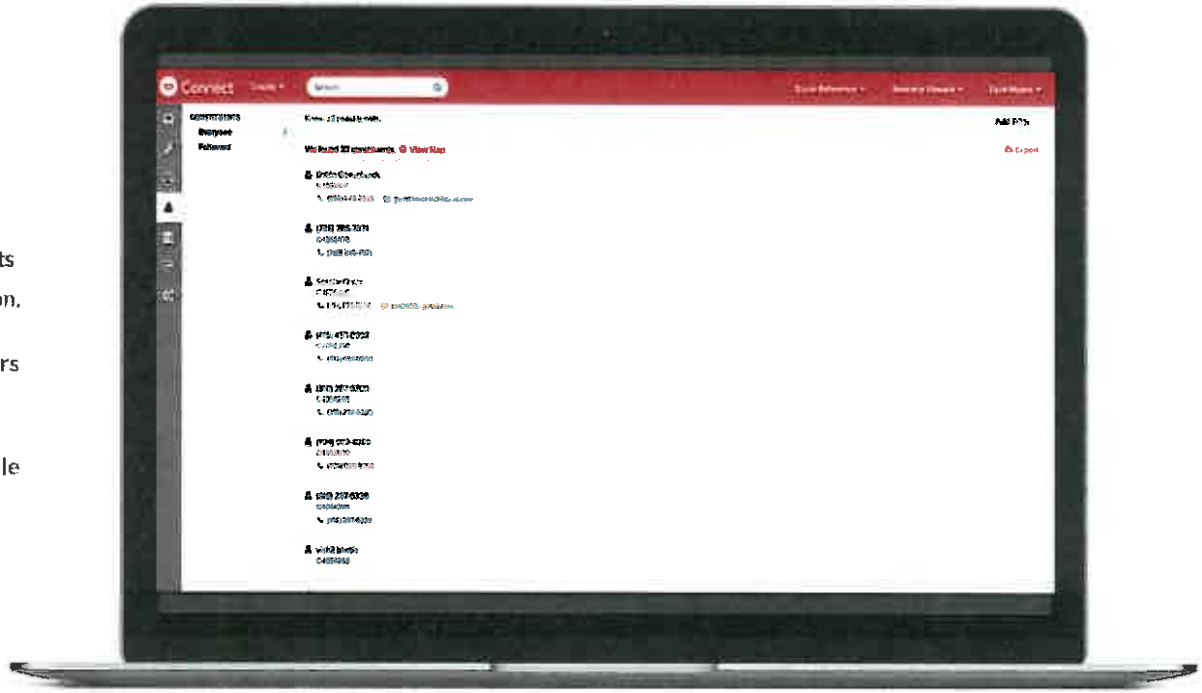
How it Works:
Service Requests

- Communications are turned into Service Requests and exported to agencies with the click of a button.
- Service Requests tasks seamlessly remind workers to follow up.
- No more Post-its and spreadsheets – teams handle more service requests in less time, with less overhead.



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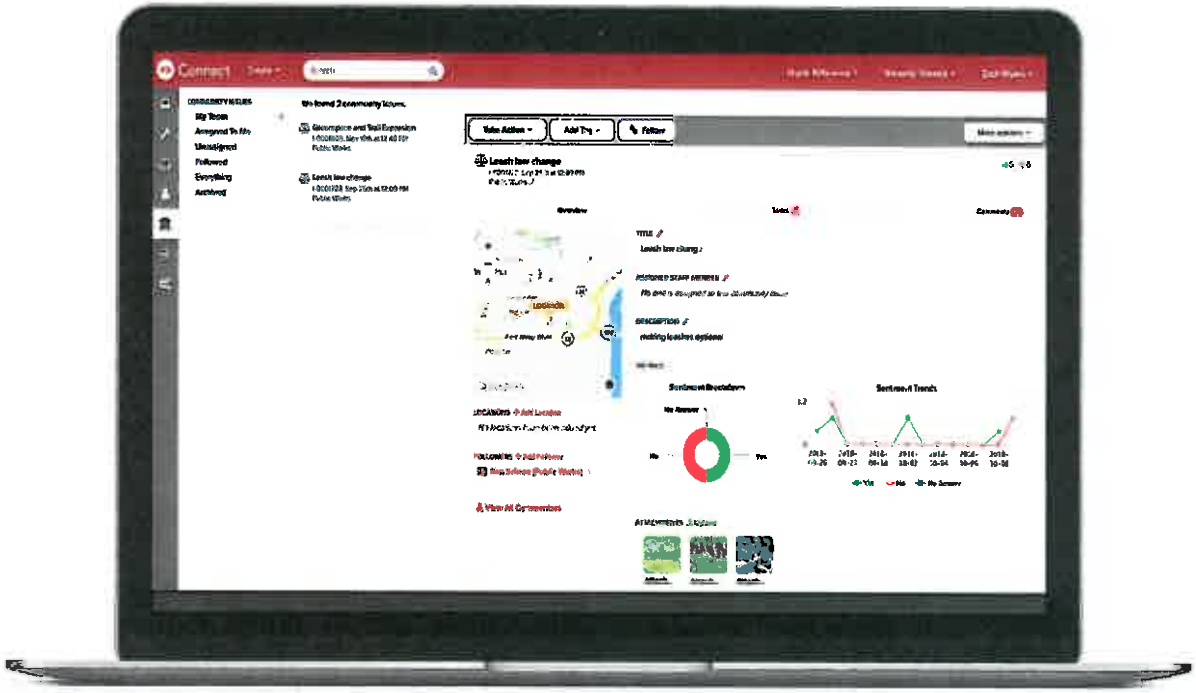
How it Works:
Issues

- Communications about district issues are easily added to reports that track constituent opinions.
- Reports can be exported and shared between teams.
- No set-up required to gain insight into constituent trends and sentiments – reports work out of the box.



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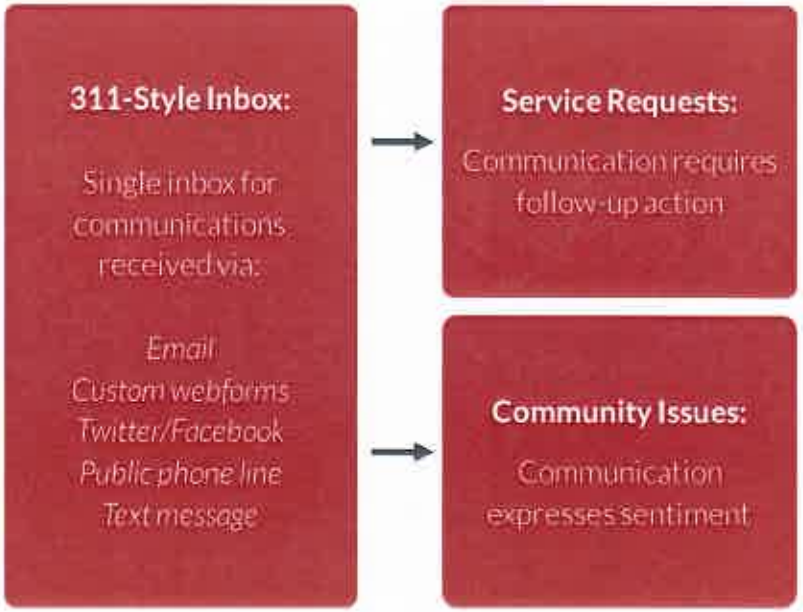

CP Connect Simplifies and Measures Workflows

Service Request Functionality

- Manage ownership & track progress of work being done.

Service Request Functionality

- Collect sentiments on issues tracked in [municipality].
- Export and share comprehensive view of public sentiment with stakeholders.

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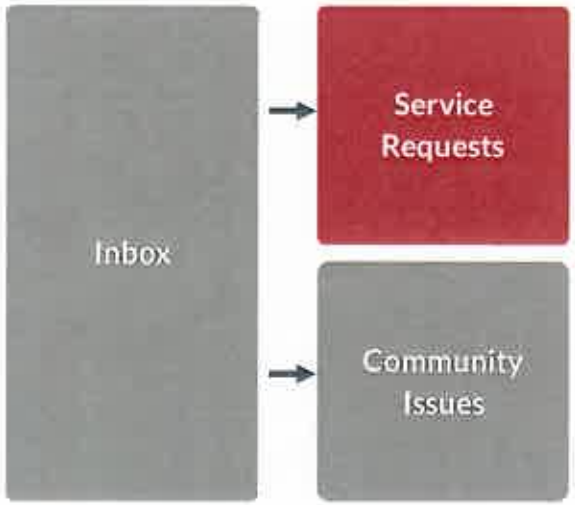

Service Requests Integrated with Existing 311 Systems

Create Work-Order:

- For any service requests created in CP Connect.

View Status Updates:

- Easily accessible to colleagues handling communications or for constituent to view online.

Update Citizen Upon Completion:

- Automated citizen follow-ups enable responsiveness, transparency, and citizen satisfaction while freeing up time for administrators.

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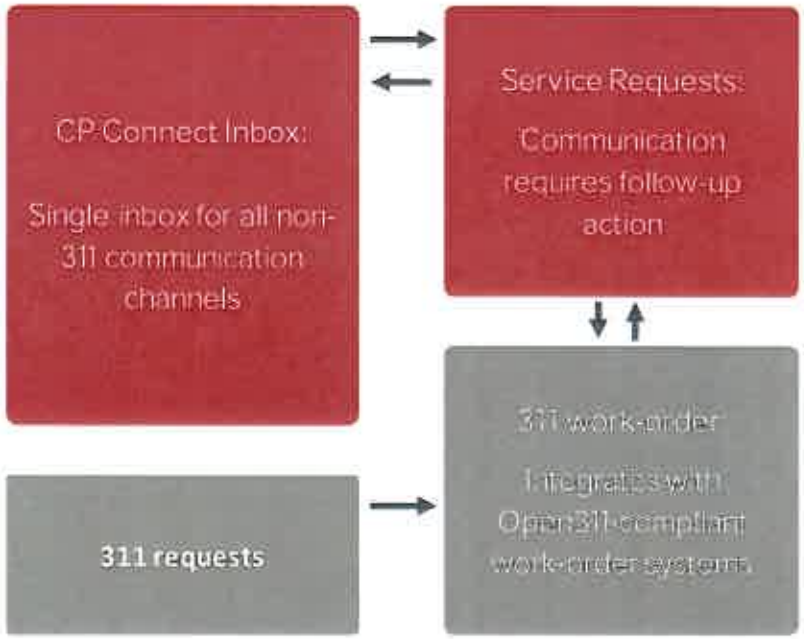

CP Connect captures non-311 communications

Seamless integration with 311

- Turn CP Connect Requests into 311 work-orders.
- Status changes in work-order system update in CP Connect to inform communications with citizens.

CP Connect augments existing 311 system:

- CP Connect simplifies communication with constituents across all communication channels.
- Community issues and analytics provide unseen visibility into all work being done.

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Thank You

CivicPlus is THE integrated technology platform for local government. We connect municipal employees and elected officials with the citizens they represent and serve with the simplicity, versatility, and power of our integrated portfolio of local government solutions.

888-228-2233

302 South 4th Street, Suite 500
Manhattan, Kansas 66502

civicplus.com

Host Compliance

HOST COMPLIANCE

Cost-effective solutions to Yachats's short-term rental monitoring and compliance problems

March, 2019

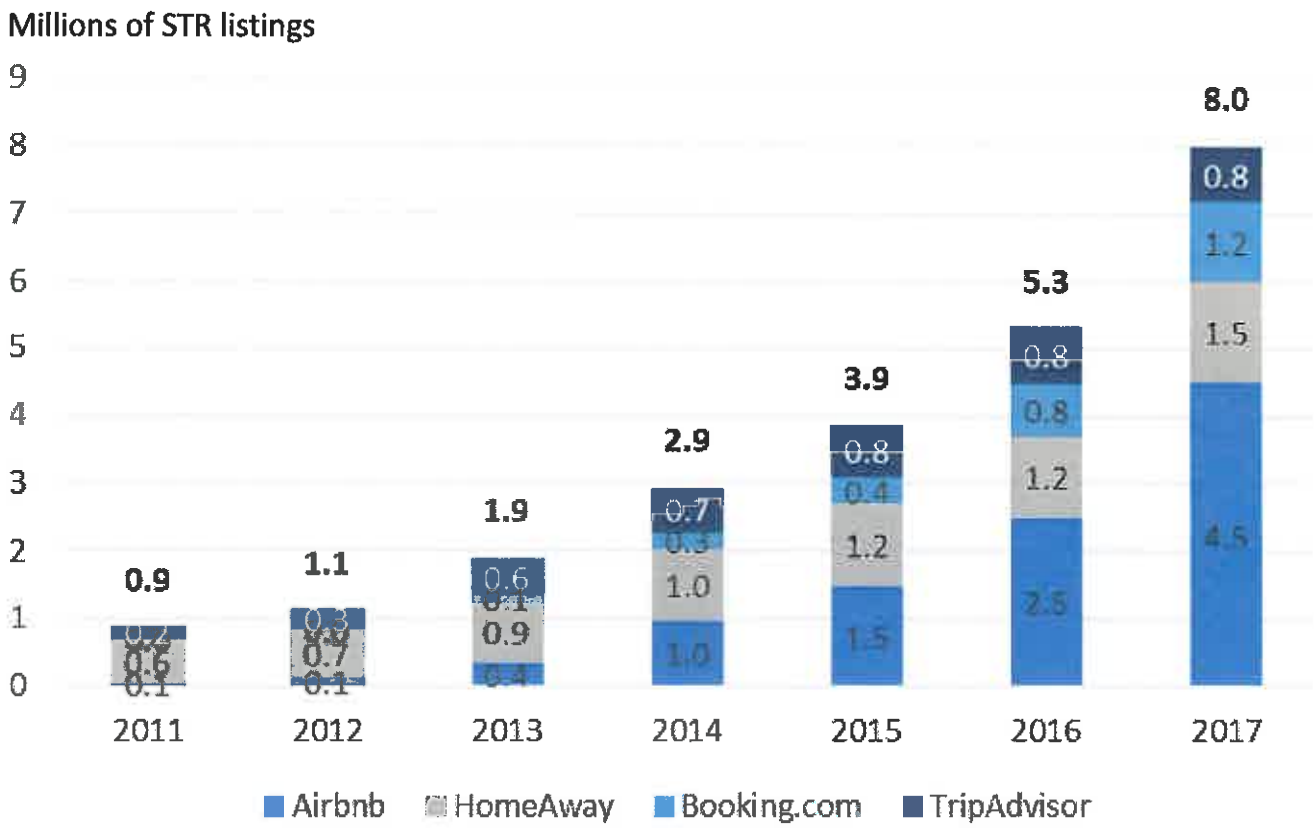
More than 150 leading cities and counties are looking to Host Compliance for guidance, data and solutions to their short-term rental challenges

Check https://hostcompliance.com/clients/ for updates

HOST COMPLIANCE

Market Context: AirBnb, VRBO and 100's of other vacation rental websites have turned vacation rentals into a booming (underground) economy…

The short-term rental market has grown 800% since 2011



Market is fragmenting

100+ other web platforms

Sources: AirBnB, Expedia, TripAdvisor and Booking.com

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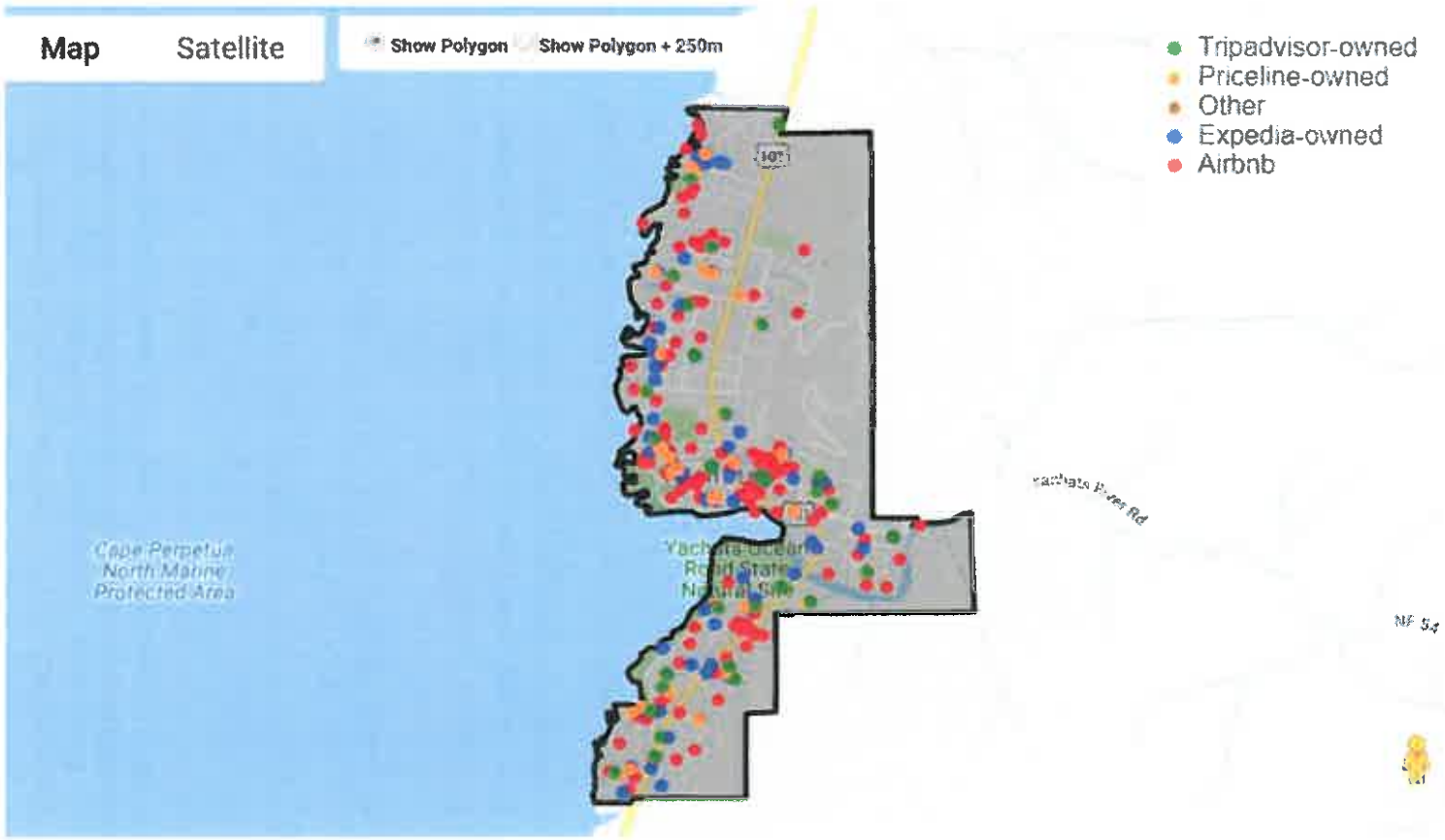
…and in Yachats we have identified 307 listings, representing 126 unique rental units*

Short-term rentals in Yachats as of March, 2019



Sources: Host Compliance proprietary data

* Host Compliance's pricing is based on the count of listings and rental units that would need be to analyzed and monitored for compliance. In terms of listings, this number is : 322 as we will expand our search area by several hundred yards beyond the borders of Yachats to capture all relevant listings.

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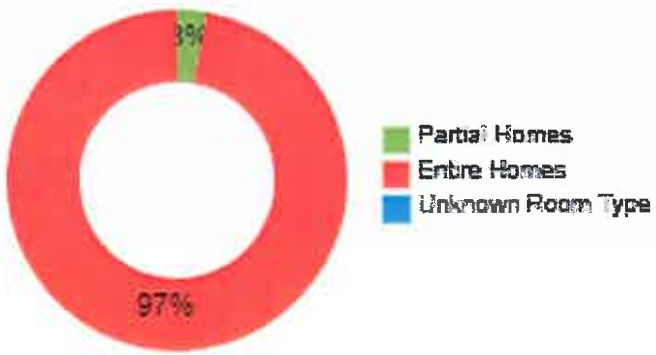
Yachats Data Details

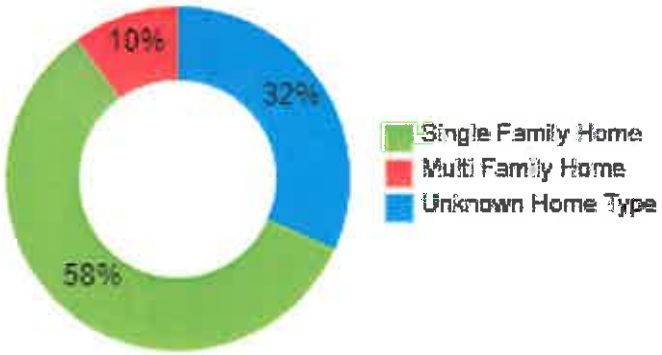
Median Nightly Rate
(USD)

$166

Unit Types



Listing Types



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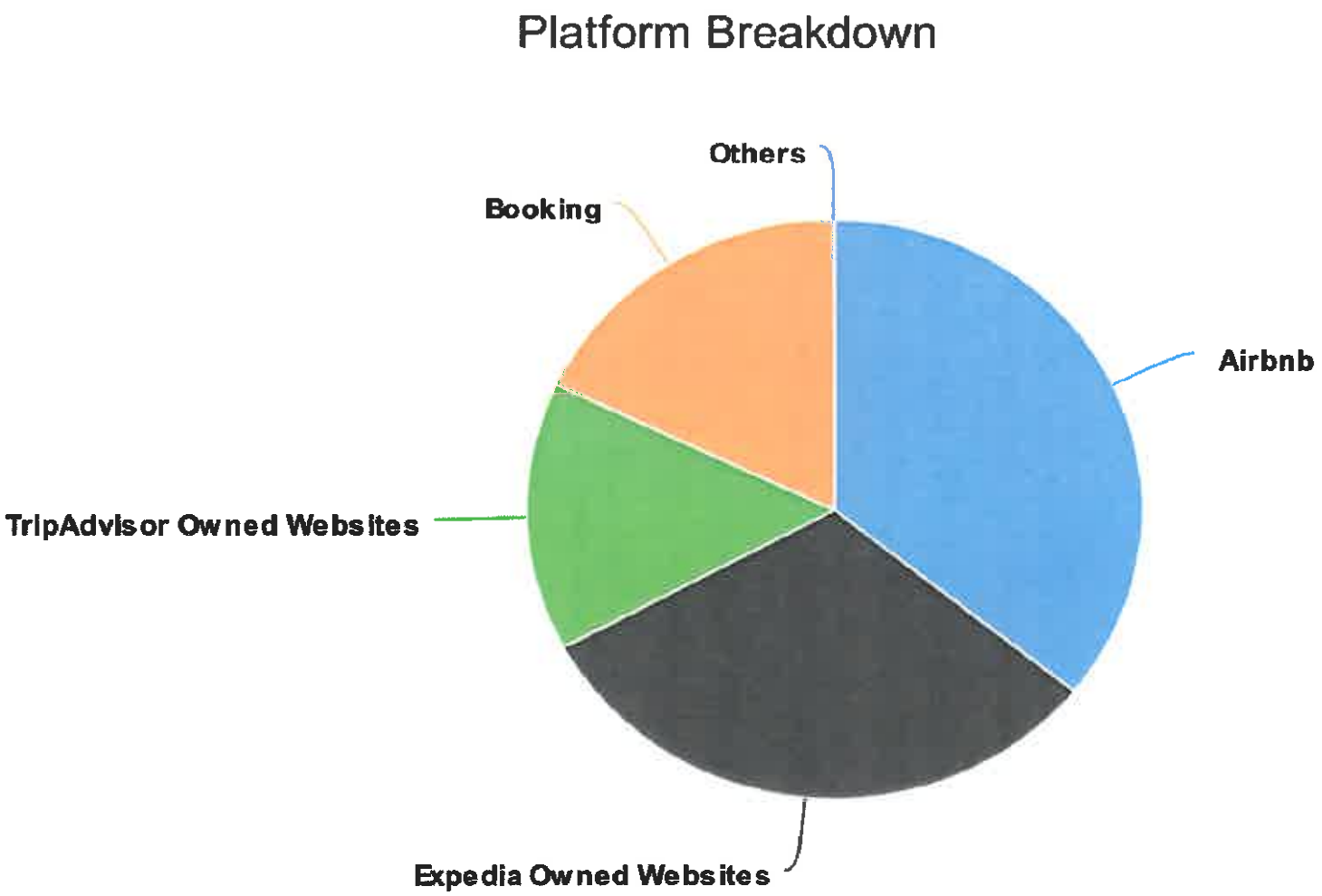
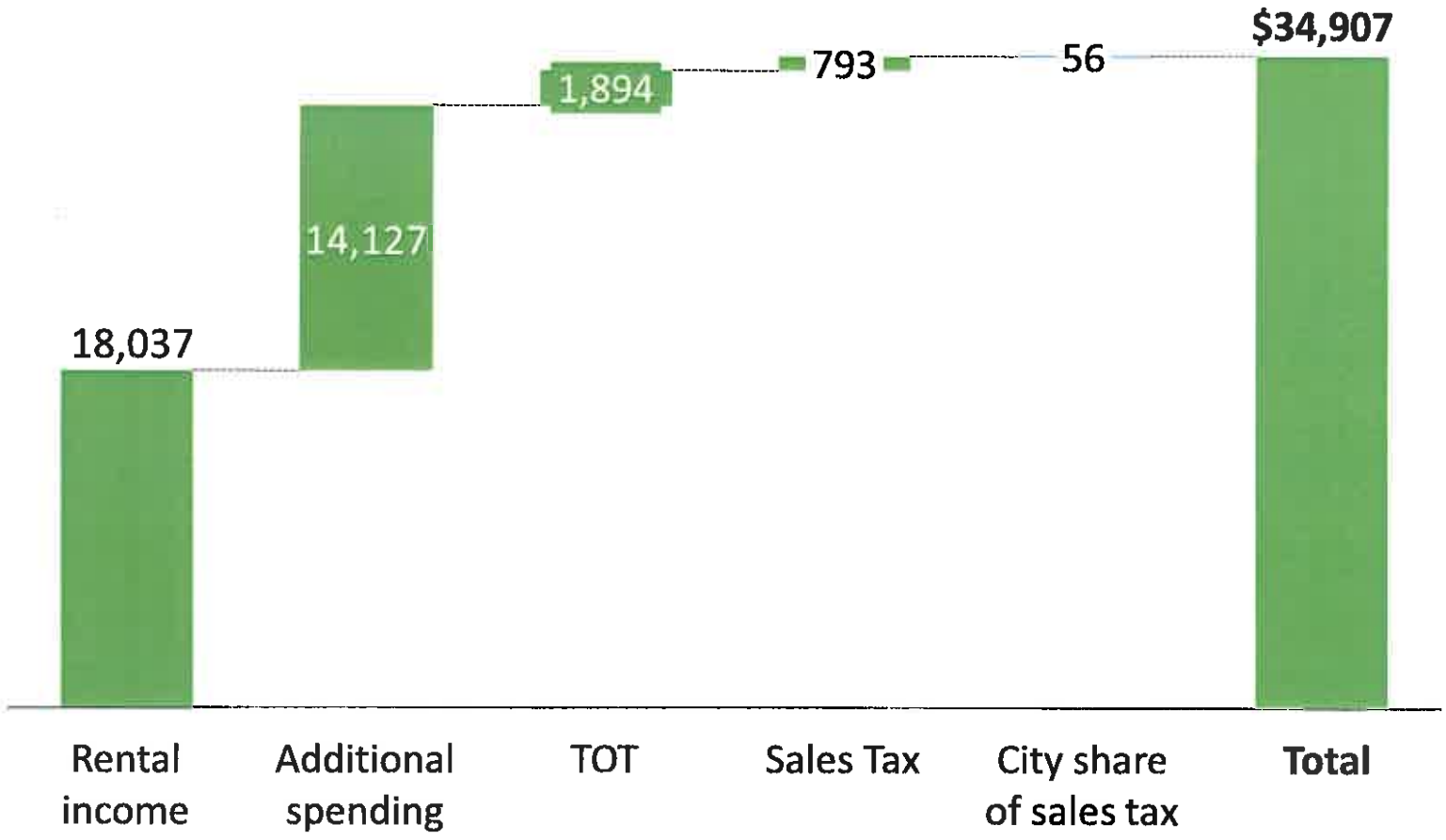
Yachats Host Breakdown Details



HOST COMPLIANCE

The Good: Short-term rentals can drive significant economic growth..

Estimated Annual Economic Impact per STR in the City of San Diego



Source: National University System Institute for Policy Research (October 2015)

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The Bad: Short-term rentals can displace long-term tenants, alter the neighborhood character and raise legitimate parking, noise, safety, trash and fairness concerns

Conversion of long-term rentals into STRs can affect housing availability

Increased tourism can change the neighborhood character

Visitors don't always know (or follow) local rules

Short-term renters may not care about keeping good neighborly relations

Increased occupancy can have negative trash related side-effects

Unfair competition from VRBOs can cause conflicts and hotel job losses

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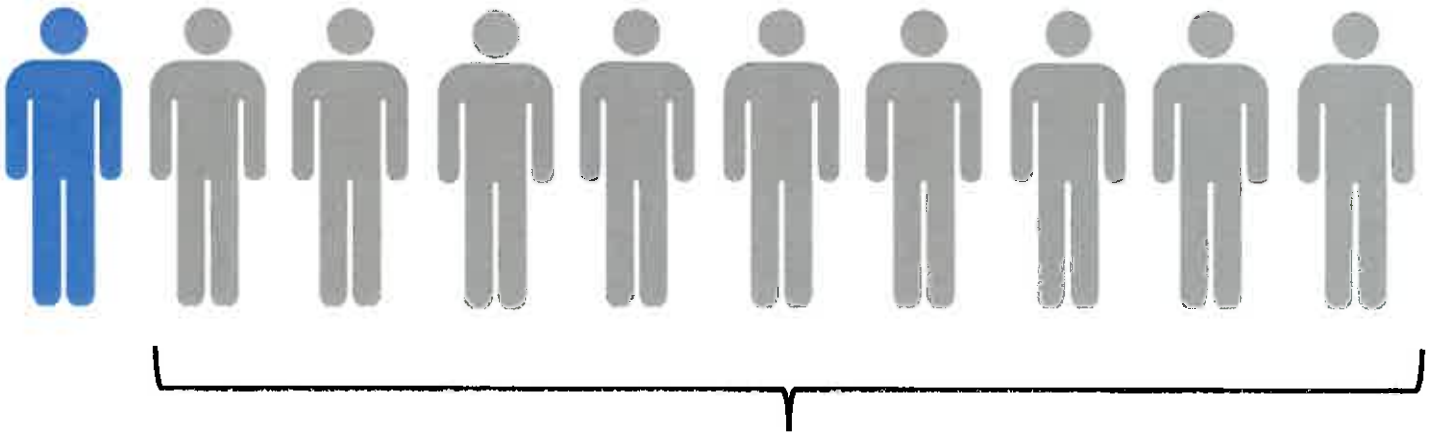
Without proper enforcement, only a fraction of short-term rentals will get registered and pay their fair share of taxes

IN GENERAL LESS THAN 10% OF STR OWNERS VOLUNTARILY GET A PERMIT AND PAY ALL OF THEIR HOTEL TAXES



Large potential for increasing permit fee and tax collection

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Unfortunately manual compliance monitoring and enforcement is ineffective and prohibitively expensive

- ☑ Rental property listings are spread across 100s of different websites
- ☑ Manually monitoring 100s of properties is practically impossible as listings are constantly added, changed or removed
- ☑ Address data is hidden from listings making it time-consuming or impossible to locate the exact properties and identify owners
- ☑ It is practically impossible to collect taxes as there is no easy way to find out how often the properties are rented and for how much
- ☑ The vacation rental platforms refuse to provide the detailed data necessary for enforcing local ordinances
- ☑ Manual compliance monitoring and complaint-based enforcement often leads to claims of selective enforcement

HOST COMPLIANCE

Ways we can help

Mobile Enabled Permitting and Registration: Mobile/web forms and back-end systems for streamlining Yachats's permitting and registration processes and capturing payments, signatures and required documents

Address Identification: Online dashboard with complete address information and screenshots of all identifiable STRs in Yachats's jurisdiction

Compliance Monitoring: Ongoing monitoring of STRs for zoning and permit compliance coupled with systematic outreach to illegal short-term rental operators (using Yachats's form letters)

Rental Activity Monitoring and Tax Collection Support: Ongoing monitoring of Yachats's STR listings for signs of rental activity. Enables data-informed tax compliance monitoring and other enforcement practices that require knowledge of STR activity level

Dedicated Hotline: 24/7 staffed telephone hotline for neighbors to report non-emergency STR problems

HOST COMPLIANCE

Affordable modular pricing tailored to Yachats's needs

Mobile Registration **$5,000 /yr**

Address Identification **$8,694 /yr**

Compliance Monitoring **$1,890 /yr**

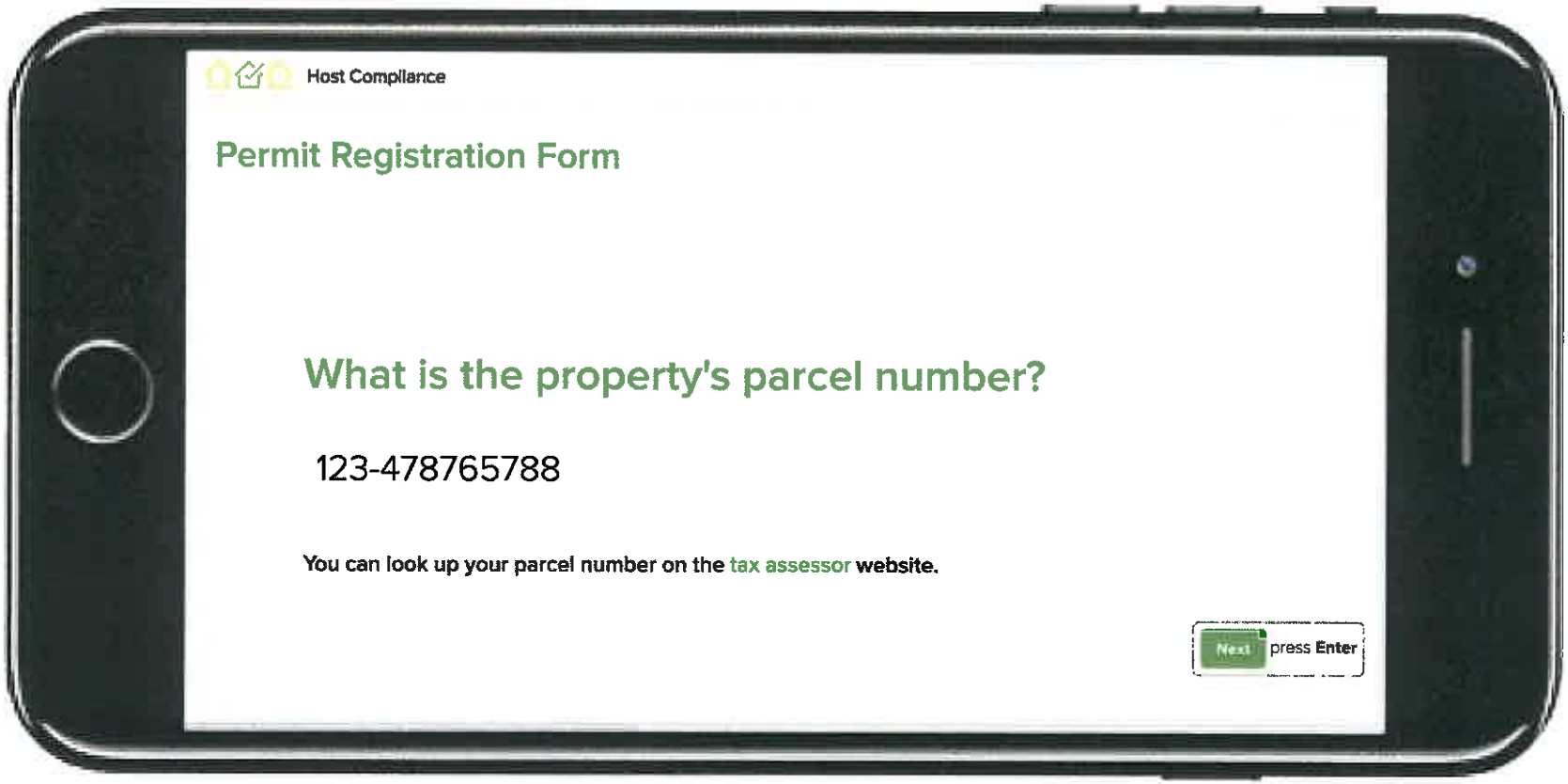
Rental Activity Monitoring **$2,520 /yr**

24/7 Dedicated Hotline **$1,512 /yr**

Note: Above pricing assumes 322 short-term rental listings and based in USD. Host Compliance would be happy to discuss alternative SOWs, contract terms, contract durations and pricing structures if that would be of interest.

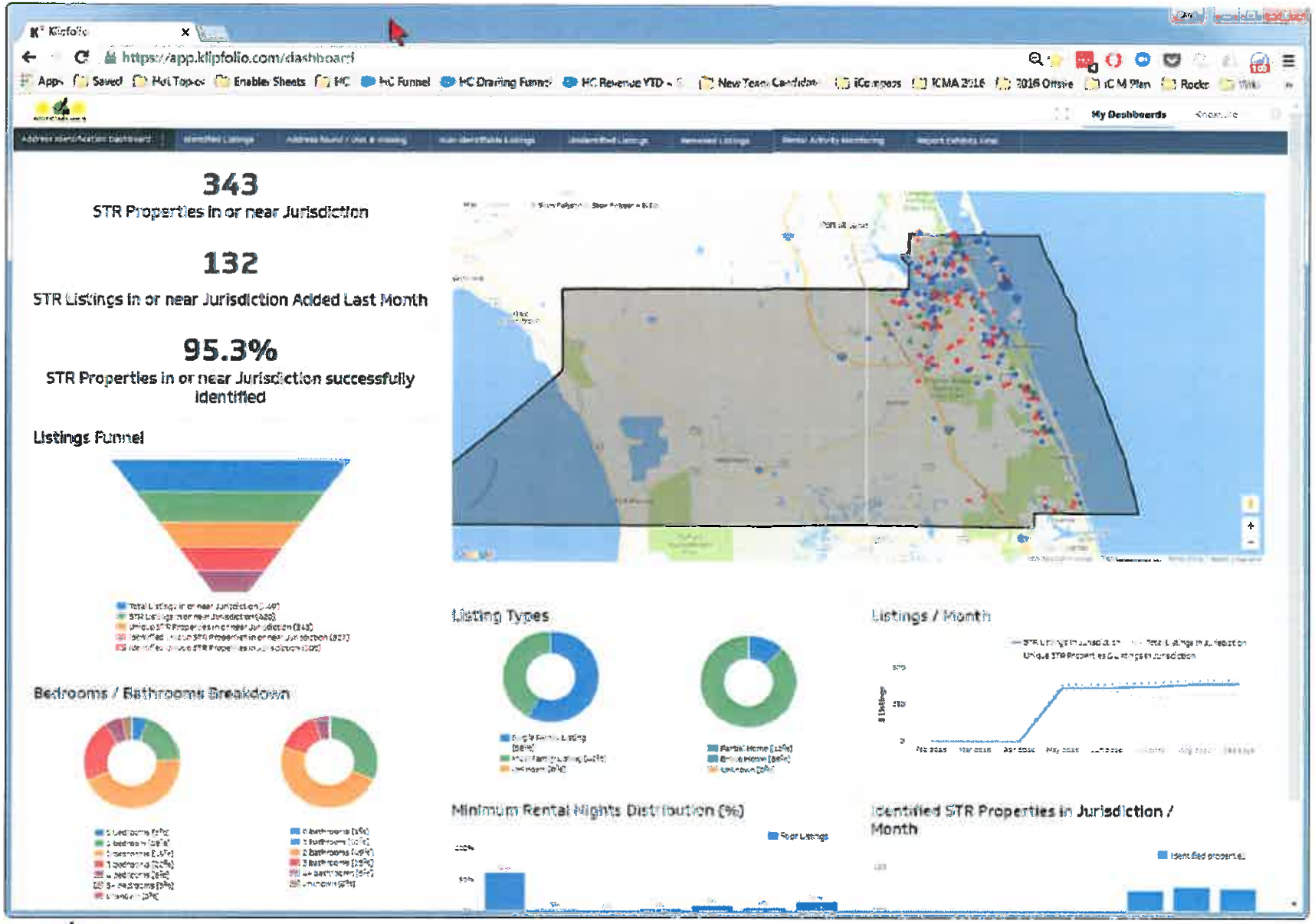
HOST COMPLIANCE

Mobile Enabled Permitting and Registration: Simplify Yachats's registration/permitting process and significantly reduce the administrative costs on the back-end



HOST COMPLIANCE

Address Identification: Get weekly reports on Yachats's short-term rental activity incl. complete address information and screenshots of all identifiable STRs



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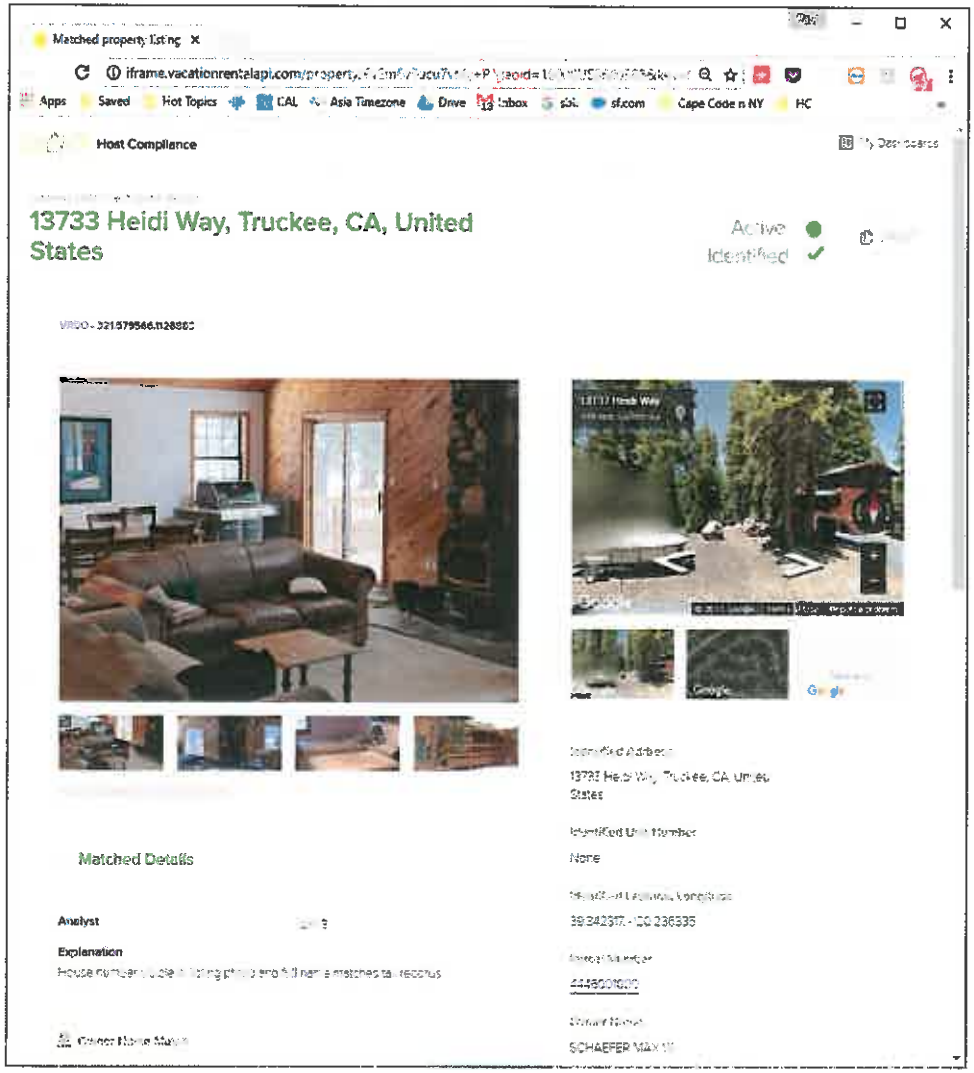
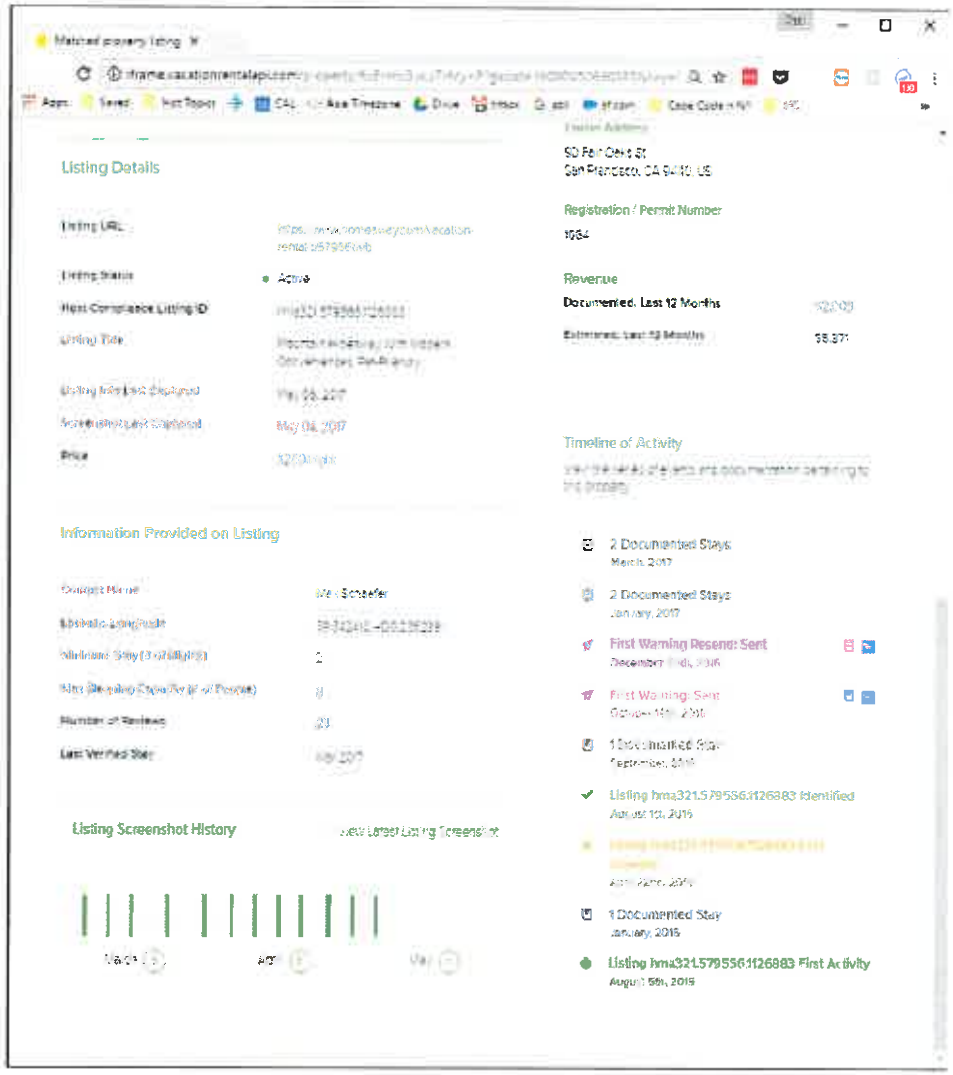
Address Identification: Complete listing information and screenshots of all identifiable STRs





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Klipfolio | Vacation Rentals All Dat...

https://app.klipfolio.com/dashboard

Apps | Saved | Hot Topics | Enabler Sheets | HC | HC Funnel | HC Drafting Funnel | HC Revenue YTD - S... | New Team Candidate | iCompass | ICMA 2016 | 2016 Offsite | JC M Plan | Rocks | Wiki

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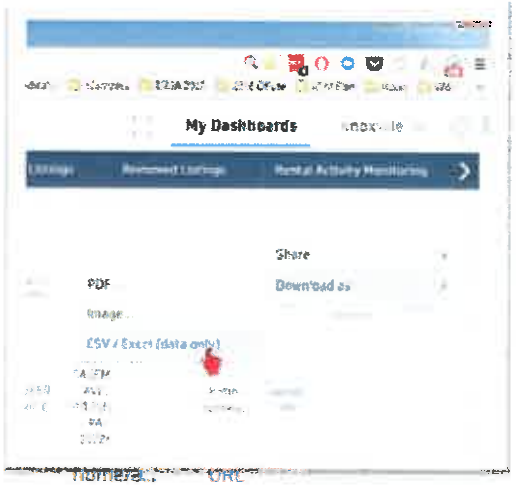
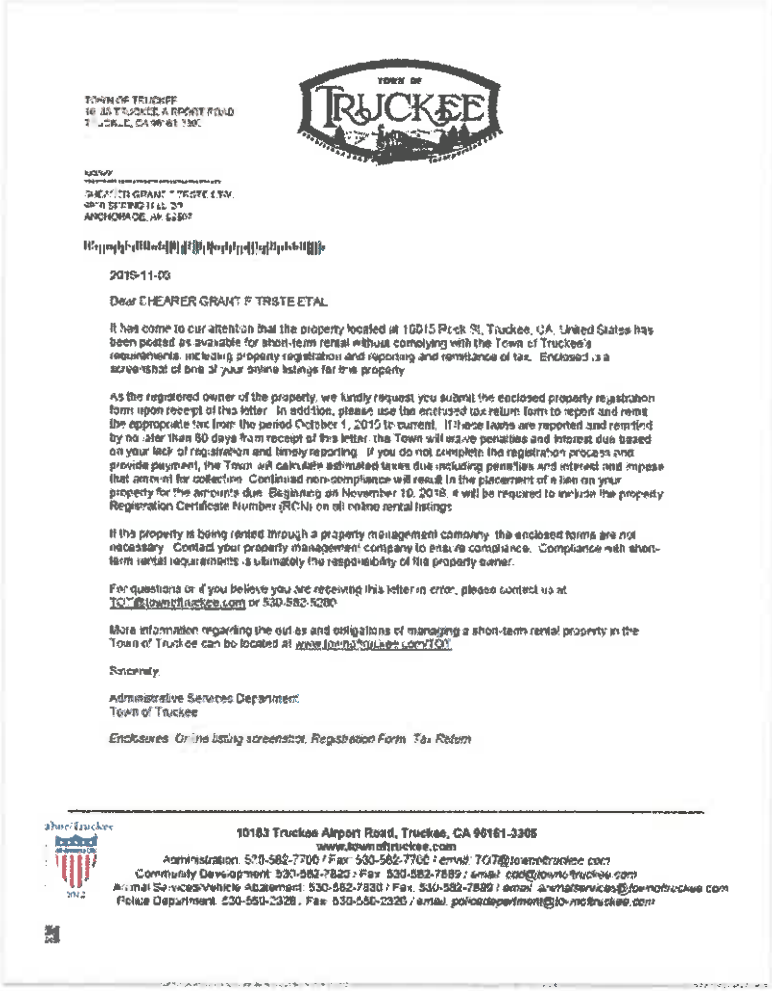
Identified Listings | Address found / Unit # missing | Non-identifiable Listings | Unidentified Listings | Removed Listings | Rental Activity Monitoring

Listings that have been identified

Parcel Number	Host Compliance Listing ID	Meets STR Definition	Listing's First Activity Date	Listing Site	Listing Title	Listing URL	Identified Address	Identified Unit Number	Identified Jurisdicti...	Owner Name	Owner Address	Listing's Minimum Nights Require...	Listing Room Type	Match Validation Page	Short-term Rental Permit Number	Short-term Rental Policy
34384...	fli2129...	true	Sep 08, 2016	fli	NEW! Lovely 2BR Hobe Sound House w/Priv... Porch!	https:/... sound-vacatio... rentals...	7063 Southe... Bluebird Circle, Hobe Sound, FL, United States		Uninco... Martin County	KIEFER ERIC C	2801 SAGEM... AVE, PITTSB... PA 15226		Entire home/a...	Validat... URL		
26394...	fli4917...	true	Sep 08, 2016	fli	Tropical Home with heated pool & wifi near beaches	https:/... sound-vacatio... rentals...	11900 Indian River Drive North, Hobe Sound, FL, United States		Uninco... Martin County	JAFFE, ALAN & LINDA	11910 SE INDIAN RIVER DR N, HOBE SOUND, FL 33455		Entire home/a...	Validat... URL		
31374...	fli8989...	true	Sep 08, 2016	fli	BEACH... BEAUTY Hutchi... Isl Marriott Resort!	https:/... island-condo-rentals...	379 Northe... Tradew... Lane, Stuart, FL, United States	1-104	Uninco... Martin County							
05384...	fli1138...	true	Sep 08, 2016	fli	The Tree House	https:/... vacatio... rentals...	512 South... Saint Lucie Crescent, Stuart, FL,		Stuart	BURRO... ALAN S	512 SW ST LUCIE CRES, STUART, FL 34994					



Compliance Monitoring: Put Yachats's outreach efforts on auto-pilot by outsourcing the mailing of notices to non-compliant short-term rental operators



TOWN OF TRUCKEE

TOWN OF TRUCKEE
10183 TRUCKEE AIRPORT ROAD
TRUCKEE, CA 96161-3305

[redacted]
CHEARER GRANT F TRSTE ETAL
[redacted]
ANCHORAGE, AK 99507

2015-11-03

Dear CHEARER GRANT F TRSTE ETAL

It has come to our attention that the property located at 10015 Pinch St, Truckee, CA, United States has been posted as available for short-term rental without complying with the Town of Truckee's requirements, including property registration and reporting and remittance of tax. Enclosed is a screenshot of one of your online listings for the property.

As the registered owner of the property, we kindly request you submit the enclosed property registration form upon receipt of this letter. In addition, please use the enclosed tax return form to report and remit the appropriate tax from the period October 1, 2015 to current. If these taxes are reported and remitted by no later than 60 days from receipt of this letter, the Town will waive penalties and interest due based on your lack of registration and timely reporting. If you do not complete the registration process and provide payment, the Town will calculate estimated taxes due including penalties and interest and impose that amount for collection. Continued non-compliance will result in the placement of a lien on your property for the amounts due. Beginning on November 10, 2015, it will be required to include the property Registration Certificate Number (RCN) on all online rental listings.

If the property is being rented through a property management company, the enclosed forms are not necessary. Contact your property management company to establish compliance. Compliance with short-term rental requirements is ultimately the responsibility of the property owner.

For questions or if you believe you are receiving this letter in error, please contact us at TOT@townoftruckee.com or 530-582-5280.

More information regarding the duties and obligations of managing a short-term rental property in the Town of Truckee can be located at www.townoftruckee.com/TOT.

Sincerely,

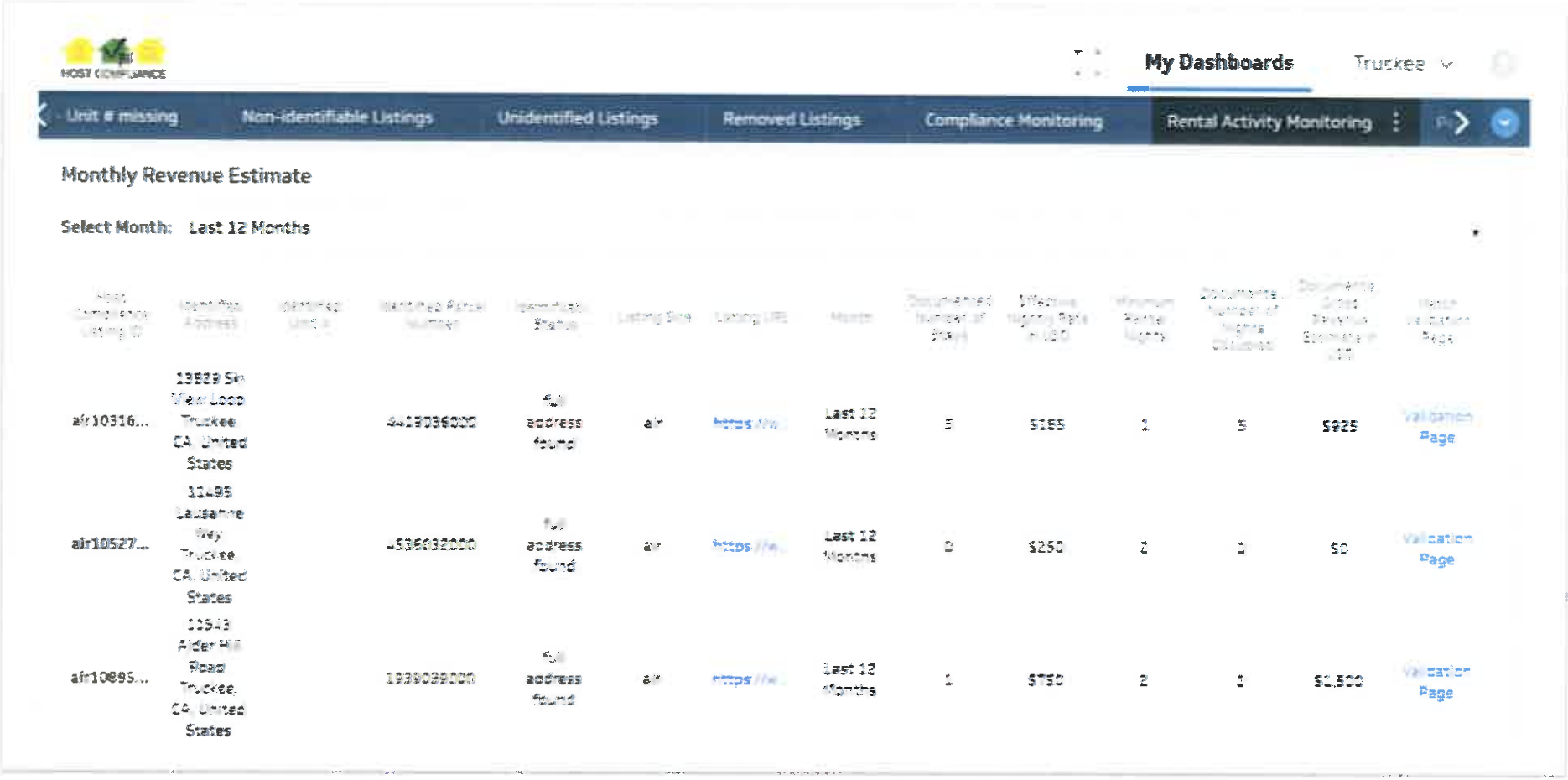
Administrative Services Department
Town of Truckee

Enclosures: Online listing screenshot, Registration Form, Tax Return

10183 Truckee Airport Road, Truckee, CA 96161-3305
www.townoftruckee.com
Administration: 530-582-7700 / Fax: 530-582-7705 / email: TOT@townoftruckee.com
Community Development: 530-582-7820 / Fax: 530-582-7889 / email: cdd@townoftruckee.com
Animal Services/Vehicle Abatement: 530-582-7830 / Fax: 530-582-7889 / email: animalservices@townoftruckee.com
Police Department: 530-550-2328 / Fax: 530-550-2325 / email: policedepartment@townoftruckee.com

HOST COMPLIANCE

Rental Activity Monitoring: Easily identify tax fraud and prioritize and initiate tax audits by monitoring Yachats's STR listings for signs of rental activity



HOST COMPLIANCE

24/7 STR Hotline: Make it easy for neighbors to report, prove and resolve non-emergency STR related problems in real-time

Step 1

Concerned neighbor calls 24/7 short-term rental hotline

Step 2

Complainant provides info on alleged violation and is asked to provide photo, video or other proof of alleged violation

Step 3

If property is registered, Host Compliance immediately calls host to seek resolution

Step 4

Problem solved or escalated -- Complaints saved in database so serial offenders be held accountable

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HOST COMPLIANCE

My Dashboards | Knoxville

Non-identifiable Listings | Unidentified Listings | Removed Listings | Compliance Monitoring | Rental Activity Monitoring | Short-term Rental Hotline

Short-term Rental Hotline

Call ID	Call Time	Caller Name	Caller Callback Phone	Call Recordin...	Reported Address	Reported Issue	Property Permit/... Number	Property Permit Contact Number	Call Contact Person for Propert...	Contact Person Acknowl. Call	Caller Request Automa... Callback?	Caller Indicated Problem Resolved	Caller Transfer... to Police	Caller Provided Evidence
14579...	3-Feb-2017 14:50:27	Ulrik Binzer	415-715-9280	Record...	120 S Cortez St , Presco... AZ	Nuisance at a Short-term Rental: noise: A lot of noise at the property for a few hours and wants someone to look into it	12345	203-23399...	true	true	true			Eviden...
14580...	3-Feb-2017 15:16:58	Ulrik Binzer	857-928-0955	Record...	120 S corcez street, Presea... AZ	Nuisance at a Short-term Rental: loud party: please call (857)928-0955	12345	203-23399...	true	true	true			Eviden...
15534...	13-Mar-2017 05:43:20	ANONY...	--	Record...	513 Copper Bason rd, Presco... AZ	Unlicensed Short-term Rental: If this property is license the property owner needs to post the license			false		false			
14671...	8-Feb-2017 18:33:26	Kate Dutton	415-539-7921	Record...	120 S. Cortez, Presco , AZ	Nuisance at a Short-term Rental: loud party: very noisy. they are just trying to have some quiet time and it is	12345	203-23399...	true	true	true	true	false	Eviden...
14939...	20-Feb-2017 09:20:41	BOB INTEM...	928-239-5686	Record...	423 PARK AVE , preskit, AZ	Unlicensed Short-term Rental: Rental is not licensed and is posted as a min. 1 night stay. Ronda is the listing name. 109-08-027D			false		false			
14941...	20-Feb-2017 10:28:14	Sue Knaup	928-541-9641	Record...	, Presco .. Arizona	: There is a vacation rental above them. she has submitted plenty of complaints. 928-541-9641 .			false		false			
15110...	27-Feb-2017 11:30:47	Tom Martin	928-445-3580	Record...	1607 Idylwild Rd, Presco... AZ	Unlicensed Short-term Rental: In regards to structure at location, only one window, lack of smoke detectors, and faulty electrical.			false		false			Eviden...

Benefits to using Host Compliance's services

- ☑ Ensures fair, continuous and consistent compliance monitoring and enforcement
- ☑ Frees up valuable staff time that can be focused on higher-value added activities
- ☑ Minimizes noise, parking and trash violations
- ☑ Minimizes the impact on local law and code enforcement agencies as complaints are first handled by our 24/7 hotline and routed to the appropriate property owner before further enforcement actions are triggered
- ☑ Maximizes Yachats's tax and permit fee collections
- ☑ REVENUE POSITIVE – in most cases, the additional permitting fees alone pays for Host Compliance's services several times
- ☑ Requires NO up-front investment or complicated IT integration -> we can be up and running in a couple of weeks
- ☑ **6 MONTH UNCONDITIONAL MONEY BACK GUARANTEE!**

HOST COMPLIANCE

City of Yachats 2018 Complaint Log

Complaint Number	Date Received	Complaint Made by	Complaint	Location	Written Form Received	Assigned to	Justified/Upheld	Action Taken	Update	Updated Complaintant	Outcome	Closed (Y/N)	Date & Initials
2018-05-004	7/9/1905	Multiple owners	Camper trailer in the right of way on 7th & King		Written	Joan Davies, Julie Rosenfield, Shannon Beaucaire	Yes	Letter delivered, trailer tagged, trailer towed and stored at Dahl, will dispose after 45 dys			Judy called Dahl - trailer picked up & release.	Pending	6/6/2018
2018-05-001	5/4/2018	Owner on W 3rd	advertising on facebook selling bread out of house & have drve in traffic - no business license, nor is a legal kitchen		Phone	Kimmie Jackson	Yes	5/4/18- Called landlord to notify and advise tenant to cease doing business			Pending response from landlord and action taken	Yes	5/6/2018
2018-05-002	5/18/2018	Maxine Sheets-Johnstone	Overgrown weeds and in need of mowing		Written		Yes				Lot cut	Closed	QS 6/21/18
2018-05-003	5/25/2018	Deb Pederson	Overgrown weeds and in need of mowing	479 Yachats River Rd.	Phone	Larry Lewis	Yes	Letter sent to David Russell			Pending respone to letter. 6/5/18- Owner complied. Also sprayed weeds. Notifed Deb Pederson of compliance	Yes	6/5/18 KJ
2018-06-005	6/5/2018	Lynn Dimmick	Overgrown weeds and in need of mowing	624 Pacific View Dr	Phone	Larry Lewis/Quinton	Yes	5/8/18- Ltr sent to Casto	6/11/18 - need status	6/7/2018-mail	Brother cleared driveway in June; someone cleared hillside in mid-July.	Yes	QS 7/27/18
2018-06-006	6/5/2018	Debra Rufener	Overgrown weeds and in need of mowing	558 Hwy 101 S	Phone	Larry Lewis	Yes	5/8/18- Ltr sent to Doria	6/11/18 - need status	6/7/2018 - email	Not in compliance 7/9/18; will check with Will Williams and re-contact owner	Yes	8/9/2018
2018-06-007	6/6/2018	Rhonda Moran & Mrs. Green	Illegal Vacation Rental - no license	400 Coolidge Ln	Walk-In	Kimmie Jackson	Yes	6/7/18-sent ltr re violation.	6/21/18 response from owner	6/27/18 letter from city declaring violation	Talked with Cribbs for an hour 7/2; she will dial back to allowed number of guests; will monitor for summer.	Yes	10/1/2018
2018-06-008	6/11/2018	Linda Hetzler	Illegal Vacation Rental - no license	241 E 2nd St	Phone	Kimmie Jackson	Yes	6/12/18 sent ltr re possible violation	Not a VR	6/12/18-mail	Not a VR	Yes	6/25/2018
2018-06-009	6/13/2018	John Waide	overgrown vegetation	adjacent to 104 Spring Hill Road	Written	Quinton		Investigating; bank owned. Foreclosure auction may be June 29. Continue to track.	No one bid at auction 6/29. Reverts to Bank of America. Will continue to track.	Talked to Waide 6/25/18	Pemco Insurance contacted 8/3/2018 asking for information!	Cleaned up 9/7/2018	QS 9/12/2018
2018-06-010	6/19/2018	Kathy Perkins	Camper trailer parked at vacation rental	508 Bayview Terrace	Phone	Quinton	Yes	Called SeaNik VR management; said they will get trailer moved			Moved travel trailer Thursday afternoon	Closed	QS 6/21/18
2018-06-011	6/25/2018	City	Two overgrown lots on Coolidge Lane	Lot 1604/3	Observed	Quinton	Yes	Notice mailed to Joe & Charlotte Murray on June 25.	Contacting contractors		Contracting with Will Williams to mow both	Closed	QS 7/9/18
2018-06-012	6/22/2018	City	Tenant parking 2 cars in rightOof-way on King St.	King St.	Observed	Quinton	Yes	Apartment owner Mary Deriberprey called to discuss options for moving car of tenant; 541-547-5216	She will seek another place for cars				
2018-06-013	6/12/2018	John & Ann Pusey	Overgrown vacant lot	Lot 18, Block 2, Aqua Vista	Written	Quinton	Yes	Notice letter sent 6-26-2018 to owners, Stephen & Jacqueline Cutler			Owner cleared lot	Yes	QS 7/5/2018
2018-06-014	6/12/2018	City	Overgrown vacant lot	Lot 16, Block 2, Aqua Vista Loop	Observed	Quinton	Yes	Notice letter sent 6-26-2018 to owner, Patricia McMullen	Contacting contractors		Lot cleanup finished 7/11/18	Yes	QS 7/13/18
2018-06-015	6/22/2018	City	Overgrown vacant lot	Lot 20, Block 2, Driftwood Lane	Observed	Quinton	Yes	Notice sent 6-26-18 to owner, Devito.	Called 7-10 to ask for more time; contacting		Mowed 7/19/18	Yes	QS 7/20/18

City of Yachats 2018 Complaint Log

									contractor to mow.				
2018-06-016	6/26/2018	Kathy Perkins	Travel trailer at VR	523 Yachats Ocean Road	Phone	Quinton	Yes	Called new Vacasa rep David Wilson, 503-812-8148.			Trailer moved same day.	Yes	QS 6/27/2018
2018-06-017	6/26/2018	Paul Thompson	RV and tents parked at house under construction	Ocean View Drive	Written	Quinton	No	Not against code; talked with construction crew to ask them to keep extra cars out of right of way.			Called Thompson to let him know; talked to crew boss.	Yes	QS 6/27/2018
2018-06-018	6/26/2018	Lynn Dimmick	Overgrown lot/noxious weeds	696 Pacific View Drive	Phone	Quinton	Yes	Letter to owners, Holgate Apostolic Church, Portland	Sent new letter 7/9/18 to new address in Silverton; has until July 25.	Ron Jones, Silverton: 971-322-8078; Jones RD1@Frontier.com	Sent certified letter 7/27 to Silverton address; QS will contact contractors to clean up lot.	Contractor cleaned and billed church; paid and all good 9/10/2018	QS 9/12/2018
2018-06-019	6/27/2018	by Phone	Overgrown lot/noxious weeds	near corner of Marine Drive and Hwy. 101	Phone	Quinton	yes	Letter to owers, Harris/Eisenberg	Conacted Will Williams; on his schedule for week of July 23.		Mowed 7/11/18	Yes	QS 7/12/18
2018-07-020	7/2/2018	Nancy & Bruce Rawles	Overgrown lot/noxious weeds	471 Overlook Drive	email	Quinton	yes	Letter to owners, Criscione	Contacting contractor for bid	Still working with owner 7/26/18	Cleaned up 7/27/18	Yes	QS 7/27/18
2018-07-021	7/2/2018	James Johnson	Overgrown lot/noxious weeds	corner of Jennifer/Lori lane, Quiet Water	Written Form Received	Quinton	yes	Letter to owners, Lyons	emailed 7/10 to ask for more time; are seeking contractor.	Searose scheduled to clean lot	Mowed 7/27/18	Yes	QS 7/30/18
2018-07-022	7/5/2018	QSmith	Overgrown lot/noxious weeds	212 Yachats Ocean Road	Observed	Quinton	yes	Letter to owner, Welch	Called 7/10 to say contacting contractor to clear lot.	Andy Draper is clearing, slowly. 7/26/18	Finished 8/6/2018	Yes	QS 8/6/18
2018-07-023	7/5/2018	QSmith	Overgrown lot/noxious weeds	Eighth St/east of Hwy. 101	Observed	Quinton	yes	Letter to owner, Morrow			Mowed 7/19/18	Yes	QS 7/20/18
2018-07-024	7/5/2018	QSmith	Overgrown lot/noxious weeds	Eighth St/east of Hwy. 101	Observed	Quinton	yes	Letter to owner, Cavallo	Contacting contractor		Mowed 7/19/18	Yes	QS 7/20/18
2018-07-025	7/5/2018	QSmith	Overgrown lot/noxious weeds	Sixth St/Hway 101	Observed	Quinton	yes	Letter to owner, Lindsley			Cleaned up part interfering with road.		
2018-07-026	7/5/2018	QSmith	Overgrown lot/noxious weeds	Yachats Ocean Road	Observed	Quinton	yes	Letter to owner, Campbell			Mowed 7/16 but 10-15 foot swath remains after more accurate mowing of lot to north. Sent letter 8/6 asking to cut swath.	Yes	8/29/2018
2018-07-026	7/6/2018	Barbara Shepherd	Decrepit RV parked on Dollar General lot adjacent to her Village Bean drive-through coffee shop	Hwy. 101	Email and Text	Quinton	No	RV is on private property; advised to talk to store manager to move to back of lot or away from coffee shop	Barbara Shepherd talked with manager; not pleasant but RV moved next day.				QS 7/11/18
2018-07-027	7/6/2018	Don Groth/Qsmith	Overgrown lot/noxious weeds	177 Reeves Circle	Written Form Received	Quinton	Yes	Letter to owner and to Sweet Homes Rentals			Mowed	Yes	QS 7/11/18
2018-07-028	7/6/2018	Don Groth/Qsmith	Overgrown lot/noxious weeds	Southeast corner of Reeves Circle	Observed	Quinton	Yes	Letter to owner, Holland-Sheehy	Contracted with Searose to clean up; met with Rich from Searose 7/26 to go over project.		Cleaned up east, south and west edges	Yes	QS 7/30/18
2018-07-029	7/9/2018	QSmith	Overgrown lot/noxious weeds	Corner of Marine Drive and Driftwood Lane	Observed	Quinton	Yes	Letter to owner - Lewis; 775-787-1591	Contacting contractors 7/13	Contracted wth Searose to clean up	Mowed 7/19	Yes	QS 7/20/18
2018-07-030	7/11/2018	QSmith	Rubbish/debris on private property creating hazard	160 W. Second St.	Observed	Quinton	Yes	Shannon meeting with owner, Lisa Fogg	Fogg will work with Don Daugherty to clean up and move him.	Sent YMC code references to Fogg by email	Cleaned up week of Aug. 6	Yes	QS 8/13/2018

City of Yachats 2018 Complaint Log

2018-07-031	7/11/2018	Public complaint	RV parked behind 501 Building for 2 days; has been parking all over town.	501 Building	Observed	Quinton	Yes	Put 72-hour impoundment notice on door	Working on longer term solution				
2018-07-032	7/16/2018	QSmith	Overgrown lot/noxious weeds	Hwy 101 and Marine Drive	Observed	Quinton	Yes	Letter to owner - Clark (503-730-7450)	Same issue last year		Mowed 7/27/18	Yes	QS 7/30/18
2018-07-033	7/16/2018	QSmith	Overgrown lot/noxious weeds	Marine Drive, 4 lots west of Hwy 101	Observed	Quinton	Yes	Letter to owner - Morrow	Williams to mow 7/27/18		Mowed 7/27/18	Yes	QS 7/30/18
2018-07-034	7/17/2018	Citizen	Camping on Little Log Church property	LLC	Written Form Received	Quinton	Yes	Put note on tent to move by 5 p.m., which they did			Moved by deadline	Yes	QS 7/17/18
2018-07-035	7/17/2018	QSmith	Overgrown lot/noxious weeds	336 Second St.	Observed	Quinton	Yes	Letter to owner - Hawley		Certified letter to owner Aug. 13. City hiring Searose Home & Yard to clean up.	Owner paid Searose	Yes	9/6/2018
2018-07-036	7/18/2018	QSmith	Overgrown lot/noxious weeds	484 Overlook Drive	Observed	Quinton	Yes	Letter to owner - Toler	Contractor to clean up 7/27/2018		Cleared 7/27	Yes	7/27/2018
2018-07-037	7/18/2018	QSmith	RV parked longer than 14 days	160 Second St.	Complaint	Quinton	Yes	Talked to owner, Mark Taylor of Roadrunner Rocks. Will move by Monday, July 23.			Owner dealing with issue	Yes	7/25/2018
2018-07-038	7/23/2018	QSmith	Garbage cans out all week (regularly) at vacation rental	655 Marine Drive	Observed	Quinton	Yes	Email to owners, Remlinger		Owner contacting Dahl to fix problem.		Yes	7/26/2018
2018-07-039	7/26/2018	QSmith	Home being used as vacation rental	390 Horizon Hill Road	Phone question by neighbor	Quinton	TBD	Neighbor not sure whethe to complain, yet					
2018-07-040	7/26/2018	QSmith	RV camper parked overnight in no camping zone; does this frequently, lately.	4th street downtown	Observed by city hall staff	Quinton	Yes	Asked to move			Camper said was leaving for Montana	Yes	7/26/2018
2018-07-041	7/28/2018	QSmith	Illegal tent camper on LL Church property	downtown	Church board member	Quinton	Yes	Second violation; put note on tent to move and 3rd violation will be confiscation.			Moved by 5 p.m. deadline	Yes	7/30/2018
2018-08-42	8/1/2018	Katrine Wynne	Music too loud at Yachats Sunday Market	Fourth & Hwy. 101	Written complaint	Quinton	No	Not against code; internal problem with market.			Letter to complaintant	Yes	8/3/2018
2018-08-43	8/1/2018	Observed	Overgrown lot/noxious weeds	Marine Drive, 2 lots west of Hwy 101	Observed	Quinton	Yes	Letter to owner, Investors Mortgage Co., Stayton					
2018-08-44	8/7/2019	Paul Thompson	General complaints; nothing specific	His house		Quinton	No	General complaints, frustration, old history with neighbor to the north			See note in files; nothing to decide		8/9/2018
2018-08-45	8/9/2018	Mike Medford	Neigbors using their garbage can	841 Ocean View	Written	Quinton	Yes	Letter to owner of 827 Ocean View					8/9/2018
2018-08-46	8/9/2018	Phone/unnamed	VR with loud, profane party	236 Yachats Ocean Road	Phone	Quinton	Uncertain	Email to Vacasa rep copied to Yachats Vacation Rentals rep	Vacasa rep will post signs on noise; ban same renters		No witnesses	No	8/9/2018
2018-08-47	8/15/2018	Bob King	Drooping tree branches and pothole on Horizon Hill Road	Horizon Hill	Phone	Quinton	Yes	Emailed Dave/Rick to see if we can trim/fill				Yes	8/31/2018
2018-08-48	8/16/2018	Bonnie Marineau	Overgrown lot/weeds at vacation rental	530 Yachats Ocean Road	Phone	Quinton	Yes	Emailed Sweet Homes rentals to deal with weeds and garbage cans	Sweet Homes sent out yard crew on Aug. 17			Yes	8/20/2018
2018-08-49	8/16/2018	MaryEllen O'Shaunessy	Neighbor's gutters driected by pipe into ditch on her property, damaging trees	520 Marine Drive	Phone	Quinton	TDB	Paul Thompson is property owner on Driftwood Lane; very hard to deal with. O'Shaunessey will talk to Thompson's wife first to see if will install a dry well.					
2018-08-50	8/20/2018	Observed	Overgrown lot	King and Hill Streets	Observed	Quinton	Yes	Letter to owners, Lamishaw	Must be mowed by Aug. 31	Owner contacted QS 8/27; Will Williams scheduled to mow soon.		Yes	8/29/2018

City of Yachats 2018 Complaint Log

2018-08-51	8/23/2018	Robin Smith	RV use on private lot; rubbish and junk collecting in parking lot	Alder Restaurant	Phone	Quinton	Yes	Email to property owner Lisa Fogg	Move RV by Aug. 31		Moved week of Aug. 27	Yes	8/29/2018
2018-08-52	8/24/2018	Cathy Sparks	Overgrown lot	299 W. Seventh St.	Written	Quinton	Yes	Letter to property owner' Guenther	Clean up by Sept. 4	Called owner 9/6; left message to clean up.			
2018-08-53	8/24/2018	Walk-in	Homeless in RV	Seventh St. at Hwy. 101	Verbal	Quinton	No	Complained about Willow Spencer parking her RV at apartment complex south of Dollar General. Loud noises, suspected drug dealing. Called LCSO several times.	No a code violation; explained what city and others are trying to do.		Urged to keep calling LCSO when seeing civil or criminal activities	No	8/24/2018
2018-08-54	8/29/2018	Johnson/Smith	Unshielded bright lights from Dollar General	Dollar General store	Written	Quinton	TBD	See file; letters from both complantaints and response from Helen Anderson, planning commission	Looked at lights twice at night; they are directing light. Lewis is sending email to DG developer to correct.	Developer replied 9/6 they would loo into it.			
2018-08-55	8/31/2018	Paul Thompson	Travel trailer parked in right of way on Driftwood Lane	882 Driftwood	Written	Quinton	Yes	Talked with trailer owner and property owner; they moved it to neighbor's driveway/front yard			Trailer moved next day	Yes	9/5/2018
2018-09-56	9/6/2018	Patty Siedgister	Contractor truck or other vehicle parked on 804 Trail	1173 Ocean View Drive	Written	Quinton	No	No vehicle nearby when checked twice				No	9/12/2018
2018-09-57	8/31/2018	Observed	Overgrown lot/noxious weeds	1489 King St.	Observed	Quinton	Yes	Letter to owner Blankenship 9/5/18		Asked and granted extension to 9/26			
2018-09-58	8/31/2-2018	Observed	Overgrown lot/noxious weeds	1447 King St.	Observed	Quinton	Yes	Letter to owner - Johnson on 9/5		Worked on it 9/11-12; asked for a week extension to finish.			
2018-09-59	9/13/2018	Observed/email	Travel trailer possibly being used as additional vacation rental	591 Aqua Vista Loop	Email to Max Glenn	Quinton	No	Talked to owner, Michael Ruane and left him copy of RV and VR codes. He's aware; for personal use only.				No	9/13/2018
2018-10-60	10/30//2018	Dedie Nussman	Shellmidden Way - pot holes & muddy after the rain	Shellmidden Way	phone	Public Works							
2018-11-007	11/21/2018	Sue Finlayson	Road Craching along center	Horizon Hill	in person	Public Works							
2018-12-008	12/24/2018	Public complaint	Black Car Parked in 501 parking lot	501	in person	Shannon Beaucaire	Yes	12/24/18 - citation issued					
2018-12-009	12/27/2018	Public complaint	White Truck Parked in Right of Way	4th street downtown	via sheriff	Shannon Beaucaire	Yes				12/27 pictures taken		
2018-12-010	12/27/2018	email	van in church parking lot	pres church	email	Shannon Beaucaire	Yes				12/27 spoke to man in van - leaving today.		
2018-12-011	12/26/2018	Karli	Defecation on Presby church	pres church	in person	Shannon Beaucaire	Yes						
2019-02-012													

- <u>In Summary</u>:
- Approximately <u>67</u> Complaints in 2018.
- Approximately <u>7</u> Vacation Rental Complaints in 2018.

CITY OF YACHATS

Code Enforcement

HISTORY PRINTS
DATE FROM 7/01/17 TO 6/20/19

TY	#	DATE	BUDGET	V/E#	AMOUNT	DESCRIPTION
AP	1866	9/01/17	100101-5205212	191	806.25	DATABASE WORK
AP	1939	9/25/17	100101-5205212	206	64.20	MILEAGE
AP	1968	10/06/17	100101-5205212	191	775.00	VR ANALYSIS
AP	2012	10/25/17	100101-5205212	23317	45.80	SAFETY VESTS
AP	2021	10/25/17	100101-5205212	191	350.00	VR RESEARCH
AP	2046	10/26/17	100101-5205212	23360	4,823.50	HOURS PLUS MILEAGE
AP	2062	11/06/17	100101-5205212	183	78.89	CELL PHONE
AP	2134	11/29/17	100101-5205212	23360	5,051.25	NOVEMBER CODE ENFORCEMENT
AP	2138	11/27/17	100101-5205212	191	112.50	VACATION RENTAL RESEARCH
AP	2170	12/08/17	100101-5205212	183	65.36	CELL PHONE SERVICE
AP	2236	12/15/17	100101-5205212	191	25.00	RESEARCH
AP	2254	12/28/17	100101-5205212	23360	4,826.75	CODE ENFORCEMENT
AP	2263	12/27/17	100101-5205212	121	53.15	STICKERS FOR VEHICLE IMPO
AP	2320	1/21/18	100101-5205212	183	65.36	CELL PHONE SERVICE
AP	2361	1/30/18	100101-5205212	23360	4,848.50	CODE ENFORCEMENT
AP	2376	2/01/18	100101-5205212	183	134.58-	CELL PHONES
AP	2435	2/27/18	100101-5205212	23360	4,855.05	FEEB CODE ENFORCCEMENT
AP	2488	3/13/18	100101-5205212	23360	2,669.43	CODE ENFORCEMENT
AP	2510	3/18/18	100101-5205212	183	65.42	CELL PHONE
AP	2572	4/06/18	100101-5205212	43	293.76	AD CODE ENFORCEMENT
AP	2600	4/20/18	100101-5205212	183	65.42	CELL PHONE
AP	2655	5/06/18	100101-5205212	23397	1,807.50	MAR/APR/MAY CODE ENFORCEM
AP	2695	5/25/18	100101-5205212	183	75.43	CELL PHONE
AP	2711	5/25/18	100101-5205212	23402	19.33	IMPOUNDED TRAILER STORAGE
AP	2739	6/04/18	100101-5205212	23403	235.00	TOWING FOR CODE ENFORCEME
AP	2776	6/10/18	100101-5205212	183	62.07	CELL PHONE
AP	2828	6/26/18	100101-5205212	121	74.75	BUSINESS CARDS
AP	2831	6/26/18	100101-5205212	23410	1,020.00	CODE ENFORCEMENT
AP	2846	7/01/18	100101-5205212	183	66.66	CELL PHONE SERVICE
AP	2931	7/21/18	100101-5205212	23410	2,770.00	CODE ENFORCEMENT
AP	2942	8/10/18	100101-5205212	183	66.61	CELL PHONE
AP	3030	8/21/18	100101-5205212	23410	2,700.00	CODE ENFORCEMENT
AP	3048	9/13/18	100101-5205212	183	66.61	CELL PHONE
AP	3126	9/12/18	100101-5205212	23410	1,510.00	CODE ENFORCEMENT
AP	3148	10/10/18	100101-5205212	183	66.61	CELL PHONE
AP	3248	11/03/18	100101-5205212	183	66.78	CELL PHONE
AP	3340	12/12/18	100101-5205212	183	66.78	CELLULAR PHONE
AP	3418	1/08/19	100101-5205212	183	66.78	CELL PHONE
AP	3543	1/25/19	100101-5205212	23446	1,487.60	CODE ENFORCEMENT
AP	3592	2/13/19	100101-5205212	183	34.51	TELEPHONE
AP	3689	2/26/19	100101-5205212	23446	2,347.28	PLANNER/CODE ENFORCEMENT
AP	3701	3/13/19	100101-5205212	183	34.64	TELEPHONE
AP	3742	3/28/19	100101-5205212	23446	2,334.85	PLANNER/CODE ENFORCEMENT
AP	3782	4/11/19	100101-5205212	183	30.04	TELEPHONE
AP	3867	5/13/19	100101-5205212	183	39.65	TELEPHONE
AP	3878	5/13/19	100101-5205212	23446	2,616.10	CODE ENFORCEMENT-CITY HAL
AP	3951	6/10/19	100101-5205212	183	33.86	TELEPHONE

GRAND TOTAL 49,505.45

CITY OF YACHATS Planner

HISTORY PRINTS
DATE FROM 7/01/17 TO 6/20/19

TY	#	DATE	BUDGET	V/E#	AMOUNT	DESCRIPTION
AP	1759	7/31/17	100101-5205264	78	3,310.17	JULY PLANNING
AP	1841	8/30/17	100101-5205264	78	2,898.69	CITY PLANNER
AP	1942	9/25/17	100101-5205264	78	3,255.59	CITY PLANNER
AP	2022	10/25/17	100101-5205264	78	2,864.40	OCTOBER PLANNING CHARGES
AP	2139	11/29/17	100101-5205264	78	3,653.07	NOVEMBER SERVICES
AP	2258	12/27/17	100101-5205264	78	3,584.49	CITY PLANNER
AP	2366	1/30/18	100101-5205264	78	3,450.00	CITY PLANNER SERVICES
AP	2440	2/27/18	100101-5205264	78	2,898.69	CITY PLANNER
AP	2543	3/28/18	100101-5205264	78	2,967.27	PLANNER
AP	2626	4/26/18	100101-5205264	78	3,207.30	APRIL SERVICES
AP	2715	5/25/18	100101-5205264	78	3,646.38	CITY PLANNER
AP	2824	6/26/18	100101-5205264	78	2,830.11	PLANNING
AP	2928	7/21/18	100101-5205264	78	3,050.15	CITY PLANNING
AP	3020	8/20/18	100101-5205264	78	3,825.65	CITY PLANNER
AP	3114	9/20/18	100101-5205264	78	3,473.15	CITY PLANNER
AP	3242	10/30/18	100101-5205264	78	3,314.93	CITY PLANNER
AP	3314	11/28/18	100101-5205264	78	3,226.40	CITY PLANNER
AP	3401	12/28/18	100101-5205264	78	3,614.15	CITY PLANNER
AP	3543	1/25/19	100101-5205264	23446	2,231.40	CITY PLANNER
AP	3552	1/25/19	100101-5205264	78	1,628.04	PLANNER
AP	3689	2/26/19	100101-5205264	23446	2,347.29	PLANNER/CODE ENFORCEMENT
AP	3742	3/28/19	100101-5205264	23446	2,334.85	PLANNER/CODE ENFORCEMENT
AP	3878	5/13/19	100101-5205264	23446	2,616.10	CODE ENFORCEMENT

GRAND TOTAL 70,228.27

Vendor to monitor VRDs

BY MADELINE SHANNON
Of the News-Times

NEWPORT — Two short-term rental compliance firms proposing to work with the city may very well give unlicensed vacation rental owners reason to shake in their boots.

The city plans to contract the services of a third-party vendor to monitor vacation rentals, with at least two private companies submitting proposals to the city.

City officials think the service will be helpful in dealing with vacation rental complaints and tracking where short-term rentals are advertised to determine if they're in compliance with local codes, City Manager Spencer Nebel said.

"As we find vacation rentals that are unlicensed, if they're outside the overlay zone, they will not be allowed to operate legally," Nebel said at Monday's meeting. "If they are within the overlay zone, they'll be put to the back end of the waitlist and not allowed to operate until their number comes up on the waitlist."

City staff scheduled interviews on July 8 between city staff and third-party contractors proposing their services, ahead of the July 15 city council meeting. LTAS Technologies Inc., and LodgingRevs are the two who submitted proposals to the city.

LTAS' proposal includes utilizing a product called Harmari STR Compliance, among other services, to review vacation rental listings four times a week to pin down "fly-by-night" listings that only appear outside normal working hours.

Other cities across the country already utilize this company, according to the LTAS documents. Company documents to the city point to increased short-term rental licenses in Santa Fe by 22 percent in less than a year. The company's proposal also states that technology found up to 1,200 unlicensed vacation rentals in other communities, as is the case with Allegheny County, Pa.

LodgingRevs, the other company to submit a proposal to the city, offers many of the same services and will cost the city $6,000 to start up and $2,800 a month to maintain that company's services. Add-ons, including registration and permitting and marketplace booking reporting, will cost the city $1,500 to implement, according to company documents, and $700 a month thereafter if the city opts for both of those add-ons.

The base services include a 24/7 complaint hotline and "evidence capture," which documents all information and photos for a non-compliant listing, better enabling LodgingRevs and the city to notify non-compliant vacation rental owners of their infraction and better bring those properties into compliance with city regulations.

During Monday's city council meeting, Councilor Beatriz Botello remarked she wants to see any third-party vendor providing vacation rental monitoring services to the city make their services available in other languages, as well.

VRD on Page A5

Detective Bud Lane, right, shakes hands with Lincoln City Police Chief Jerry Palmer while receiving an award recognizing him for 30 years of service to the city. Throughout his 30-year career, Det. Lane has been recognized with several awards for outstanding service, including the District Attorney's Award for Special Merit in 1995, the Kiwanis' International Distinguished Service Award in 1995, the Governor's Victim Advocate of the Year Award in 1996 and LCPD Officer of the Year in 2011. (Courtesy photo)

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Weather

Friday: Partly sunny, with a high near 60. Northwest wind 5 to 8 mph

Saturday: Partly sunny, with a high near 61. North northwest wind 6 to 10 mph

Sunday: Partly sunny, with a high near 61

Past Weather

On the Coast

	High	Low	Rain
June 12	72.3	56.3	0.00"
June 13	64.0	56.4	0.00"
June 14	62.8	52.0	0.00"
June 15	62.9	48.0	0.00"
June 16	65.9	51.1	0.00"
June 17	64.1	52.2	0.00"
June 18	65.2	52.6	0.00"
June 19	64.4	50.0	0.00"
Total rainfall to date from Jan 1			26.88"

Tides Tables

National Oceanic and Atmospheric Administration

	High	Low
June 21	2:48 a.m. / 7.75 ft 4:52 p.m. / 6.68 ft	9:52 a.m. / -0.59 ft 9:57 p.m. / 3.50 ft
June 22	3:31 a.m. / 7.19 ft 5:35 p.m. / 6.66 ft	10:32 a.m. / -0.15 ft 10:53 p.m. / 3.47 ft
June 23	4:19 a.m. / 6.60 ft 6:19 p.m. / 6.71 ft	11:13 a.m. / 0.34 ft 11:56 p.m. / 3.31 ft
June 24	5:15 a.m. / 6.00 ft 7:01 p.m. / 6.86 ft	11:56 a.m. / 0.86 ft
June 25	6:23 a.m. / 5.50 ft 7:42 p.m. / 7.09 ft	1:04 a.m. / 2.98 ft 12:41 p.m. / 1.38 ft
June 26	7:41 a.m. / 5.20 ft 8:21 p.m. / 7.41 ft	2:09 a.m. / 2.45 ft 1:28 p.m. / 1.88 ft
June 27	9:00 a.m. / 5.19 ft 9:00 p.m. / 7.79 ft	3:07 a.m. / 1.77 ft 2:18 p.m. / 2.31 ft

reopens a new name this fall along with some new creations and more light in the exhibits. (Photo by Jeremy Burke)

Retirement reception for Toledo police chief

Members of the public are invited to say farewell to retiring Toledo Police Chief David Enyeart during a reception set for 6 p.m. on Wednesday, June 26.

This farewell reception will be held at Toledo City Hall, located at 206 N. Main St.

VRD

Continued from page A3

"I think it's important to have information available in different languages," Botello said. "People can feel comfortable calling, otherwise they won't call."

That may be an option, depending on what is available with the vendor the city ends up choosing.

"We can get that built in," said Community Development Director Derrick Tokos. "We'd have to ask them, in terms of the 24/7 hotline, whether the people they've contracted with or are using would have bilingual people available on a 24/7 basis."

Tokos added any data entry forms, like the online complaint form, could be set up in multiple languages, but that it would need to be fleshed out with the company in question.

City staff will have a recommendation ready for the Newport City Council on July 15.

Muriel Ann (Pennant) Hoyt

Muriel Ann (Pennant) Hoyt, 89, of Chamberlain, Maine and Depoe Bay, passed away peacefully June 16 in Boothbay Harbor, Maine

She was born in Tacoma, Washington to Andrew and Jane Pennant. She was pre-deceased by her husband of 41 years, William Hoyt Jr., and daughters Jane Hoyt and Margaret Hoyt Guinasso.

She is survived by her son William Hoyt III of Chamberlain and his companion Evelin Brown of Edgecomb; and daughters Elizabeth Harris and her husband Irwin of Bakersfield, California; and Anna Lyon and her husband George of Wayne; grandchildren Aaron Harris and his wife Jackie; Sean Harris and his fiancé Taylor Binder; Joel Lyon and his wife Rachel; Katie Lyon and her fiancé Keith Butler; Charlie Guinasso and Jennifer Guinasso; and great grandchildren Abby Harris, Nina Harris and Cameron Lyon.

Muriel was most proud of her work fighting infectious diseases, first for the State of Oregon, and later, for the Centers for Disease Control in Atlanta. There Muriel worked on a number of projects, notably, an extensive Hepatitis A vaccine test study.

This work also took her to Africa four times. She was invited to join a World Vision emergency medical team in Ethiopia during the famine of the early 1980s. While at the CDC, she was assigned to Somalia during the civil unrest that witnessed the killing of Red Cross workers she worked with, Swaziland and, lastly, Lesotho, where she served in the Peace Corps after retirement from the CDC.

Whenever she had an opportunity, Muriel loved to travel. In addition to Africa, a favorite, she loved to visit the UK, specifically Wallasey, England, where her parents came from, Shetland, where her father's family came from, and Ireland, where her husband's family came from. She even single-handedly brought the five rambunctious kids, ranging from kindergarten to seventh grade, to Shetland and England. Late in life, she also traveled to Italy and Russia and held out hope for a trip to Egypt and a return to Ethiopia.

Muriel was not afraid to explore new territory and enjoyed moves from various cities in Washington state to New York City and Los Angeles and, eventually, Portland, Oregon while supporting her husband's career in television

mugglysbowling.com

Robert Galen Spence

November 11, 1922 – June 7, 2019

On Friday June 7th, 2019, Robert (Bob) Galen Spence (96) passed away peacefully at home (Newport Oregon) surrounded by his daughter Pamela (64), his dogs (Buddy & Bailey) & his bunny (BunBun).

Bob was born in Schuyler, Nebraska on November 19th, 1922 to Emily & Ora Spence. As a young man, he relocated to Omaha, NE, where he met his wife Marilyn J. Salstrom in 1952.

Both Bob and Marilyn worked for ITT trucking firm; Bob as a Diesel Mechanic and Marilyn (deceased 10/10/17) as a book-keeper. Their daughter Pamela was born two years later. In 1962, while working for PIE (Pacific Intermountain Express) trucking firm in Minneapolis, MN., Bob contracted Guillain Barre syndrome (French Polio) from live Polio vaccine and was paralyzed from the neck down for 3 years. After years of rehabilitation & daily walks with his family, Bob went back to work as a maintenance superintendent for PIE as he no longer could perform heavy mechanical work. His shop was responsible for fixing trucks for the Midwest area. He was super industrious and always working on cars, landscaping and house projects – he never sat still.

Bob also taught Diesel and Auto mechanics at the local community college and was president of the MN Maintenance Council. He retired the first time to Newport, OR near family and became the Maintenance Supervisor for PHBC (Pacific Home Beach Club) for 18 years and retired the second time at age 92. He built the pool building, enlarged the clubhouse kitchen, painted the clubhouse and shop, built the fence around the RV Park and landscaping rock and put in security lighting. There wasn't any job he couldn't do; PHBC RV Park replaced him with 6 people. He was always helping residents with various household/yard projects so they wouldn't have to spend money on professionals. He had a big heart for people, yet he was a quiet, kind man.

Bob had an ironic twist of fate in his life when he, who was from Omaha, NE., was sent to battle on Omaha Beach (France) D-Day 1944. Bob earned two Bronze stars within 36 hours for fixing disabled halftracks & tanks under constant enemy artillery bombing while in an exposed position on the beach. He had to crawl between dying soldiers and numerous disabled tanks to cobble parts together to make working tanks. He advanced on the enemy allowing American soldiers to get off boats and make it onto Omaha beach. Another D-Day experience occurred on June 6, 2019 where Bob made a decision "D" and accepted Jesus

Activity Report for City Planner (Jan – June 2019)

Building Permits submitted/approved

January

- J & K Edahl/CP Carlson Builders, Map#14-12-26BB TL2700, 247 Windsong Street, SFD w/ Garage
- Lou and Nancy Perjoule/Todd Norwood, Map #14-12-34AA TL3000, 380 Village Lane, SFD w/ Garage
- Dave Havestock, Map #14-12-26CC TL207, 501 Bayview Terrace, Second Story deck extension
- Map #14-12-26BB TL2700, 789 Ocean View Drive, SFD w/Garage

February

- Ken Johnson, Map #14-12-26BB TL5500, Horizon Hill Road, Fill – 80 cu yds of native soil onsite
- Mindy Atkins, RC Turner/RC Exteriors LTD, Map #14-12-27DD TL903, 40 Cape Ranch Road, SFD
- Dan and Karen Bertenttia, Map #14-12-27AC TL1300, 757 Driftwood Street, Manufactured SFD
- Hall Yachats LLC/ Dave Rieseck, Map #14-12-27DD TL7700, 18 Basalt Loop, SFD

March

- Nathan Bernard, Map #14-12-27 TL1500, 430 Highway 101 N, Re-roof
- Julie Anna/Woodhill Construction, Map #14-12-27AB TL200, 583 Aqua Vista, Door and Deck Installation
- Brian Dimichi/Carrick Electric, Map #14-12-27DA TL6600, 333 Highway 101 N, Lottery Sign
- Glen Brunston , Map #14-12-27DD TL3000, 195 Shell Street, Deck Construction

April

- Grand Pacific LLC/ Drew Roslund, Map #14-12-22DA TL800, 280 Overleaf Lodge, New ~~Residential~~ Storage Room Yurt ~~(for employees)~~
- Hall Yachats LLC/ Dave Rieseck, Map #14-12-27DD TL7800, 20 Basalt Loop Road, SFD

May

- Todd Davies and Alex Cox/CP Carlson Builders, Map #14-12-27AD TL13906, 315 Radar Road, SFD

June

- Map #14-12-26-CB TL1300, 355 East Third Street, Building Addition

In Summary:

- 9 SFD's
- 1 Add. Apartment Room
- 4 Building Alterations
- 1 Add. of Fill
- 1 Sign
- 1 Accessory Structure

Code Enforcement/Complaint Issues

- RV occupied overnight in ROW (case closed 5/7)
- Garbage Can Outside of broken containment area of Vacation Rental on Yachats Ocean Road (case closed 4/9)
- Tall Fence at 497 Third Street leaning into Neighboring Property (case closed 3/19)
- Bright Lights trespass at 505 Third Street (a Vacation Rental) (case closed 5/21)
- Vehicle parked in Lincoln Street ROW for 4 months (case closed 4/2)
- Camping behind Library (case closed 5/7)
- Drainage Issue at 550 Yachats Ocean Road (case open)
- Overgrown Vegetation at 101 and Lily Court (case open)
- Overgrown Blackberries at 279 Horizon Hill Road (case open)
- Overgrown Hedge at Corner of Greenhill and Overlook (case open – delegated to PW)
- Overgrown Blackberries at east side of Third and Loma (case open)
- Noxious Vegetation at 30 Eighth Street (case open)
- Sea Note Sign Installation (case open)

Planning Issues

- Zoning Ordinance Update – Sign Code Review before Planning Commission/Coordination with OCWCOG for further code update assistance