

11-ALT1	OR 99W & Rickreall Road	11-ALT2	OR 99W & Rickreall Road
Build V/C Std: 0.70 Build V/C: <b>0.73</b>	No-Build V/C Std: 0.75 No-Build V/C: <b>0.80</b>	Build V/C Std: 0.70 Build V/C: <b>0.54</b>	No-Build V/C Std: 0.75 No-Build V/C: <b>0.80</b>
13-ALT1	OR 99W & Orrs Corner Road	14-ALT1	OR 99W & Clow Corner Road
Build V/C Std: 0.65/0.70 Build V/C: <b>0.54/0.20</b>	No-Build V/C Std: 0.70/0.75 No-Build V/C: <b>0.54/0.79</b>	Build V/C Std: 0.65 Build V/C: <b>0.96</b>	No-Build V/C Std: 0.70/0.75 No-Build V/C: <b>0.57/ &gt;2.0</b>
14-ALT2	OR 99W & Clow Corner Road	14-ALT3	OR 99W & Clow Corner Road
Build V/C Std: 0.65 Build V/C: <b>0.71</b>	No-Build V/C Std: 0.70/0.75 No-Build V/C: <b>0.57/ &gt;2.0</b>	Build V/C Std: 0.65/0.70 Build V/C: <b>0.55/1.47</b>	No-Build V/C Std: 0.70/0.75 No-Build V/C: <b>0.57/ &gt;2.0</b>
<p>Note: Displaced SBLs will turn S of intersection resulting in V/C = 0.74 Displaced EBT/WBTs will use Orrs C. Rd resulting in V/C = 0.54</p>			
15-ALT1	OR 99W & Hoffman Road	15-ALT1	OR 99W & Hoffman Road
Build V/C Std: 0.65 Build V/C: <b>0.67</b>	No-Build V/C Std: 0.70 No-Build V/C: <b>0.94</b>	Build V/C Std: 0.65 Build V/C: <b>0.94</b>	No-Build V/C Std: 0.70 No-Build V/C: <b>0.94</b>
16-ALT1	OR 99W & OR 51 (Main Street)	16-ALT2	OR 99W & OR 51 (Main Street)
Build V/C Std: 0.75 Build V/C: <b>1.07</b>	No-Build V/C Std: 0.85 No-Build V/C: <b>1.29</b>	Build V/C Std: 0.75 Build V/C: <b>1.10</b>	No-Build V/C Std: 0.85 No-Build V/C: <b>1.29</b>
16-ALT3	OR 99W & OR 51 (Main Street)	Legend:	
Build V/C Std: 0.70 Build V/C: <b>0.92</b>	No-Build V/C Std: 0.85 No-Build V/C: <b>1.29</b>	<ul style="list-style-type: none"> <li>555 Turning Movement Volume</li> <li> Existing Channelization</li> <li> Proposed Channelization</li> <li> Stop Controlled Intersection</li> <li> Signalized Intersection</li> <li> Study Intersection</li> </ul>	

- Notes:**
- "V/C Ratio Std" corresponds to the intersection's mobility standard
  - Mobility Standards are based on Oregon Highway Plan
  - V/C reported for signalized intersections is the average for all approaches
  - V/C reported for unsignalized intersections is uncontrolled/controlled approach
  - Bold** font indicates intersection does not meet mobility standards
  - Bold** font indicates intersection meets mobility standards
  - Italic* font indicates intrscn. does not meet std.s but is improved from no-build
  - Truck Percentages calculated from raw counts
  - System Peak hour is 4:00-5:00 PM at all study intersections
  - All 30th Highest Hour volumes were seasonally adjusted
  - Intersection map source: Microsoft Live Maps
  - Synchro software version 7 was used
  - 2030 Balanced 30HV were used in the Future Build analysis
  - 14-ALT4: OR 99W/Clow Corner Road Interchange is not shown in figure

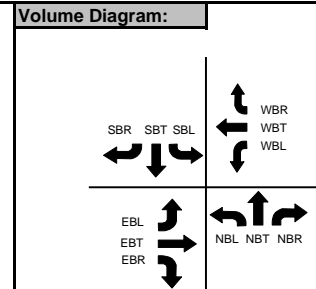


FIGURE 1. OR 99W Rickreall-Monmouth Corridor Segment Study  
2030 Future Build Alternatives