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TECHNICAL MEMORANDUM #8 (DRAFT)

DATE: April 11, 2025

TO: Thomas Guevara | ODOT

FROM: Garth Appanaitis, PE | DKS Associates
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SUBJECT: OR 42-US 101 Passing Lanes Study DKS P#22129-004
TM#8: Concepts Analysis

INTRODUCTION

The Passing Lanes Study focuses on two key transportation corridors in southwest Oregon, OR 42 (Coos Bay-Roseburg Highway No. 35) and US 101 (Oregon Coast Highway No. 9). These highways are important freight and tourism routes for travelers in Oregon and are expected to see increased traffic in the next twenty years. As such, improvements are needed on these corridors to accommodate future growth and aid in safe, efficient travel in Oregon's southwest region.

The goal of the OR 42-US 101 Passing Lanes Study is to determine where additional passing lanes would improve vehicle capacity and safety conditions on OR 42 and US 101 and identify specific projects for funding and implementation. In previous stages of the study, the project team analyzed the existing and future operational conditions and safety performance along the corridor, identifying segments with deficiencies, and completed an initial feasibility screening of potential sites for new passing opportunities. The purpose of this memorandum is to present a qualitative cost-benefit analysis for the feasible project sites. In the next stage of the project, the project team will perform a more detailed evaluation of the preferred corridor concepts to determine the cost and extent of potential projects.

EVALUATION PROCESS

Potential passing lane opportunities to address safety needs, operational needs, and passing lane gaps areas were summarized in Technical Memorandum #7. After applying four tiers of screening criteria per the evaluation criteria outlined in Technical Memorandum #2, three key locations for prioritization were identified, as shown in **Table 1** and **Figure 1**. In addition, prior efforts have identified other potential passing lane opportunities that were identified in Technical Memorandum #3 as previously scoped projects.

TABLE 1: POTENTIAL PASSING LANE LOCATIONS FOR PRIORITIZATION

SEGMENT (FACILITY)	MP START	MP END	LENGTH (MILES)	STRUCTURES	ACCESS	RIGHT OF WAY	POTENTIAL RISKS	ADVANCE TO PRIORITIZATION STAGE?
42-C (C)	38.07	47.75	9.68	**5**	**5**	**5**	**4**	Yes
101-A (D)	205.68	206.45	0.77	**5**	**5**	**5**	**2**	Yes
101-D (G)	251.30	252.28	0.98	**5**	**5**	**5**	**5**	Yes

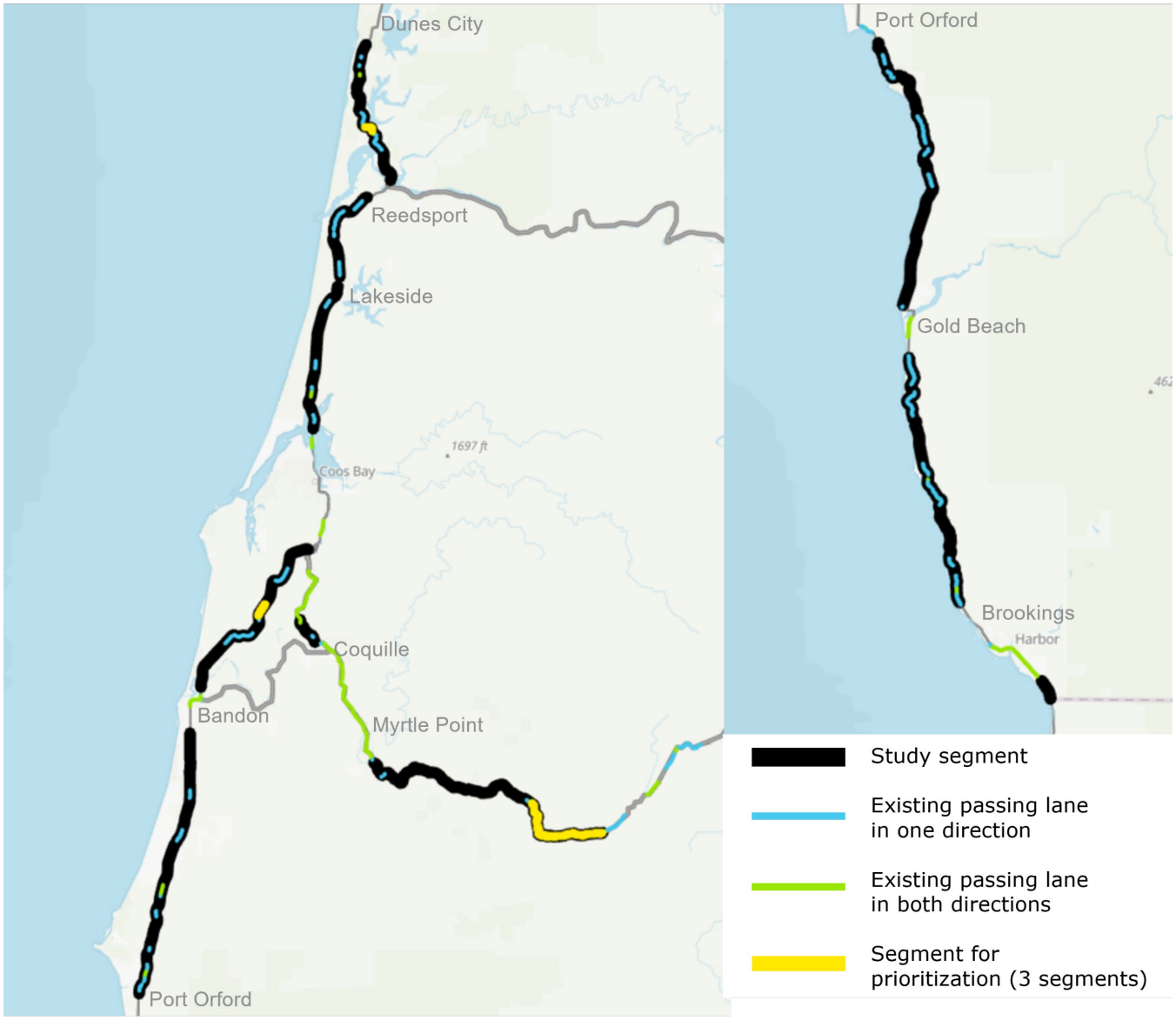


FIGURE 1: POTENTIAL PASSING LANE LOCATIONS FOR PRIORITIZATION

STANDARDS AND TARGETS

A detailed review of national, state, and local resources for passing lane standards is provided in Technical Memorandum #3. Standards and targets are summarized below.

NATIONAL RESOURCES

The Highway Capacity Manual (HCM)[1] provides optimal passing lane lengths based on traffic flow rates. At longer lengths, there is a diminishing return regarding the number of followers. ODOT's Analysis Procedures Manual[2] cites these values, which are shown in Table 2.

TABLE 2: OPTIMAL PASSING LANE LENGTHS, HCM 7TH EDITION

TRAFFIC FLOW RATE ENTERING PASSING LANE (VEHICLES/HOUR)	200	300	400	500	600	700	800
OPTIMUM PASSING LANE LENGTH (MILES)	0.9	1.0	1.2	1.2	1.6	1.9	2.0

The AASHTO Green Book also states optimal passing lane lengths based on traffic operations. These values are shown in Table 3.

TABLE 3: OPTIMAL PASSING LANE LENGTHS, AASHTO GREEN BOOK

ONE-WAY FLOW RATE (VEHICLES/HOUR)	100-200	201-400	401-700	701-1,200
OPTIMAL PASSING LANE LENGTH (MILES)	0.50	0.50-0.75	0.75-1.00	1.00-2.00

STATE RESOURCES

Regarding the length of a passing lane, the OR 38/OR 42 Corridor Study, completed in 2001, echoes the guidance for minimum length in the AASHTO Green Book, stating that "passing lanes should be at least 0.5 mile in length".

ODOT provides standards on the geometry of passing lanes. Section 328 of the ODOT Highway Design Manual[3] lists the following geometric standards for passing lanes.

- The standard travel lane for a passing lane section is 12 feet. The desirable shoulder width should be 6 feet, with a minimum of 4 feet.
- The minimum median width in a passing lane section (three or four lanes) shall be 2 feet.
- Passing lanes should be located where there are no side-street or driveway approaches.

[1] Highway Capacity Manual, 7th Edition, Transportation Research Board. 2022.

[2] Analysis Procedures Manual, Version 2, Oregon Department of Transportation. September 2023.

[3] Highway Design Manual, Oregon Department of Transportation. 2023.

- Taper length: L = W*S where W = width in feet and S = posted speed in mph

Section 251 of the ODOT Traffic Line Manual provides further standards on the geometry of lane addition tapers, as well as no-passing zones surrounding a three-lane segment.

PROJECT CONCEPT ANALYSIS

PRIORITIZATION CRITERIA

The prioritization criteria from Memo #2 are listed in **Table 4** along with descriptions of how the criteria were applied to new projects and previously scoped projects.

TABLE 4: PRIORITIZATION CRITERIA

PRIORITIZATION CRITERIA	DESCRIPTION	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY
TRAVEL TIME	None of the study segments showed a need for mobility improvements. Therefore, all of the segments are LOW PRIORITY for this criterion.	-	-	(All segments)
EXISTING PASSING CONDITION	Higher score for no presence of existing downstream passing lane.	Reduces gap in passing opportunities to 5-10 miles or less	Reduces gap in passing opportunities to 11+ miles	Provides little benefit in reducing gap in passing opportunities
CRASH MITIGATION	According to ODOT's Crash Reduction Factor Manual, installing a passing lane on a rural 2-lane roadway reduces injury crashes of all crash types by 25% (regardless of direction or whether the crashes are passing-related). For reference, the number of passing-related crashes are listed with each project.	8+ injury crashes	4-7 injury crashes	0-3 injury crashes
TIMEFRAME FOR IMPLEMENTATION	All passing lane extensions are assumed to be feasibly implemented within 5 to 20 years. All new passing lanes are assumed to be feasibly implemented in over 20 years.	Less than 5 years	5-20 years	20+ years
COST	*For new projects*: If the project would require road widening on relatively flat topography, assumed low cost. If the project would require a moderate amount of cut-and-fill to widen the road, cost is assumed to medium cost. High-cost projects would require significant cut/fill, walls, or structures. Note that high-cost projects have likely been screened out in prior evaluation. *For previously scoped projects (2010 and 2012 dollars) see at right*:	For new projects, see description at left. Less than $3 million	For new projects, see description at left. $3-7 million	For new projects, see description at left. More than $7 million

PRIORITIZATION CRITERIA	DESCRIPTION	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY
WILDLIFE CROSSING	Does the project impact wildlife migration? Will a structure be required to mitigate impacts? For this criterion, each project location's "Animal Incidents Density" on ODOT TransGIS was noted.	Medium-low or lowest animal incidents density	Medium animal incidents density	Medium-high or high animal incidents density
ENVIRONMENTAL IMPACTS	Does the project impact threatened or endangered species? Does the project impact wetlands? Will impacts require mitigation? For this criterion, each project location's proximity to Oregon Wetlands listed on ODOT TransGIS was noted. If no wetland areas were near the project location, no mitigation is required. If some wetland areas were near the project location, low-cost mitigation is required.	No mitigation	Low-cost mitigation	High-cost mitigation

The Prioritization Criteria also includes Archaeology, Geotechnical Impacts, Drainage and Stormwater, and Bridges and Structures. However, these risk factors were already accounted for in the evaluation process, so they have been removed from the prioritization criteria.

Project descriptions include the following icons to represent priority level for each criterion:

● High Priority

◐ Medium Priority

○ Low Priority

NEW PROJECTS

This section discusses new projects, which were identified in Technical Memorandum #7. A summary of the evaluation criteria is provided for each project location.

SEGMENT 42-C, MP 28.07 TO 47.75

Problem: Gap in westbound passing opportunities between Winston and Myrtle Point

Potential Passing Lane Projects:

New westbound passing lane from MP 45.40 to 46.00 (0.60 miles)

Eliminated from consideration due to feasibility – The minimum project length is not feasible.

- *Description:* 55 mph posted speed, WB 30HV = 292
  Passing lane length[4] = 0.50-1.00 miles
  Taper length[5] = 0.125 miles on both ends (total of 0.25 miles)
  Total project length = 0.75-1.25 miles (exceeds 0.60-mile constraint)

[4] Lower bound of optimal passing lane length by Year 2042 30th Highest Hour Volume (30HV) in the applicable direction per AASHTO Green Book guidance (see Table 3 in *National Resources* section).
Upper bound of optimal passing lane length by Year 2042 30th Highest Hour Volume (30HV) in the applicable direction per HCM guidance (see Table 2 in *National Resources* section).

[5] Taper length calculated per ODOT Traffic Line Manual guidance (see *State Resources* section).
All taper length calculations assume a lane width of 12 feet.

Extend existing westbound passing lane from MP 38.08 to MP 39.33 (0.81 miles)

Existing westbound passing lane: MP 37.64 to MP 38.08 (0.44 miles)

- *Description:* 55 mph posted speed,
  WB 30HV = 251
  Passing lane length = 0.50-1.00 miles
  Taper length = 0.125 miles on one end
  Assuming maximum optimal distance, extend by 0.81 miles
  (Note: Could potentially be extended up to MP 40.10, for a 2.46-mile passing lane)

- *Travel Time:* No Benefit (LOW PRIORITY)
- *Existing Passing Condition:*
  Would decrease gap in westbound passing opportunities from 15 miles to 14 miles, which would not significantly reduce the passing opportunity gap (LOW PRIORITY)
- *Crash Mitigation:* Low Benefit (LOW PRIORITY)
  Two injury crashes, no passing related crashes
- *Timeframe:* 5-20 years for passing lane extension (MEDIUM PRIORITY)
- *Cost:* Medium Cost (MEDIUM PRIORITY)
  Would require a moderate amount of cut and fill to widen road
- *Wildlife Crossing:* Lowest animal incidents density (HIGH PRIORITY)
- *Environmental Impacts:* Low-cost wetland mitigation expected (MEDIUM PRIORITY)

PROJECT	TRAVEL TIME	EXISTING PASSING CONDITION	CRASH MITIGATION	TIME-FRAME	COST	WILDLIFE CROSSING	ENVIRON-MENTAL IMPACTS
Extend existing WB passing lane on OR 42 from MP 38.08 to 39.33	○	○	○	◑	◑	●	◑

New westbound passing lane from MP 42.05 to MP 43.30 (1.25 miles)

- *Description:* 55 mph posted speed, WB 30HV = 251
  Passing lane length = 0.50-1.00 miles
  Taper length = 0.125 miles on both ends (total of 0.25 miles)
  Total project length = 0.75-1.25 miles
  (Could potentially be extended to any length until MP 38.07)

- *Travel Time:* No Benefit (LOW PRIORITY)

- *Existing Passing Condition:*
  Would decrease gap in westbound passing opportunities from 15 miles to 11 miles (MEDIUM PRIORITY)

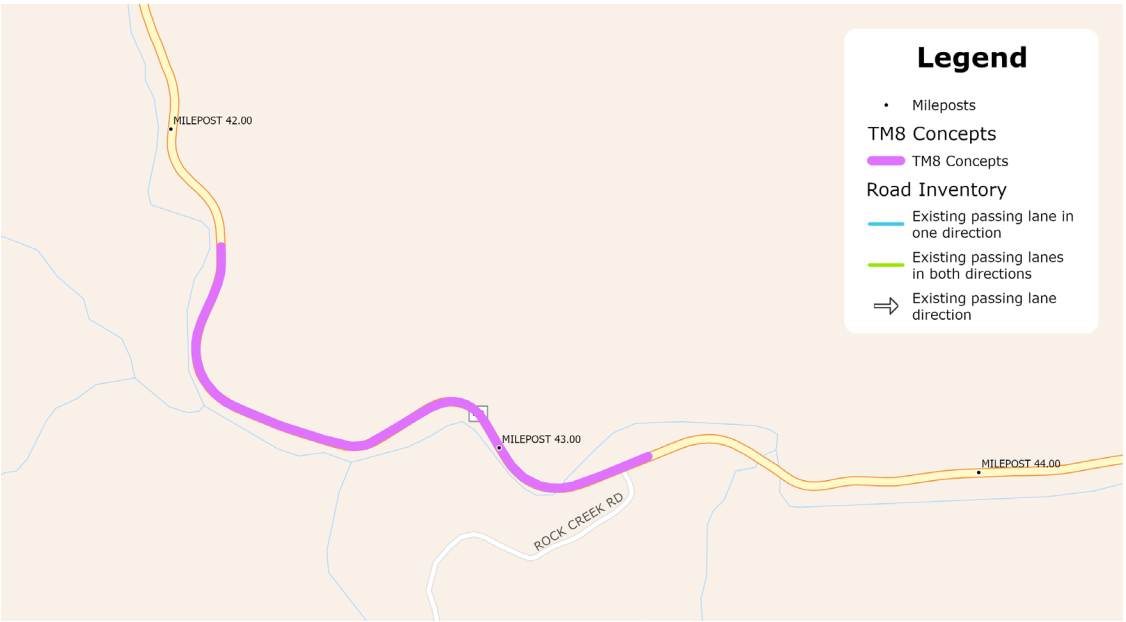
- *Crash Mitigation:* High Benefit (HIGH PRIORITY)
  Twelve injury crashes, one of which was passing-related

- *Timeframe:* 20+ years for new passing lane (LOW PRIORITY)

- *Cost:* Medium Cost (MEDIUM PRIORITY)
  Would require a moderate amount of cut and fill to widen road

- *Wildlife Crossing:* Lowest animal incidents density (HIGH PRIORITY)

- *Environmental Impacts:* Low-cost wetland mitigation expected (MEDIUM PRIORITY)



PROJECT	TRAVEL TIME	EXISTING PASSING CONDITION	CRASH MITIGATION	TIME-FRAME	COST	WILDLIFE CROSSING	ENVIRON-MENTAL IMPACTS
New WB passing lane on OR 42 from MP 42.05 to 43.30	○	◑	●	○	◑	●	◑

New westbound passing lane from MP 46.20 to 47.75 (1.55 miles)

- *Description:* 55 mph posted speed, WB 30HV = 292
  Passing lane length = 0.50-1.00 miles
  Taper length = 0.125 miles on both ends (total of 0.25 miles)
  Total project length = 0.75-1.25 miles

- *Travel Time:* No Benefit (LOW PRIORITY)

- *Existing Passing Condition:*
  Would decrease gap in westbound passing opportunities from 15 miles to 8 miles (HIGH PRIORITY)

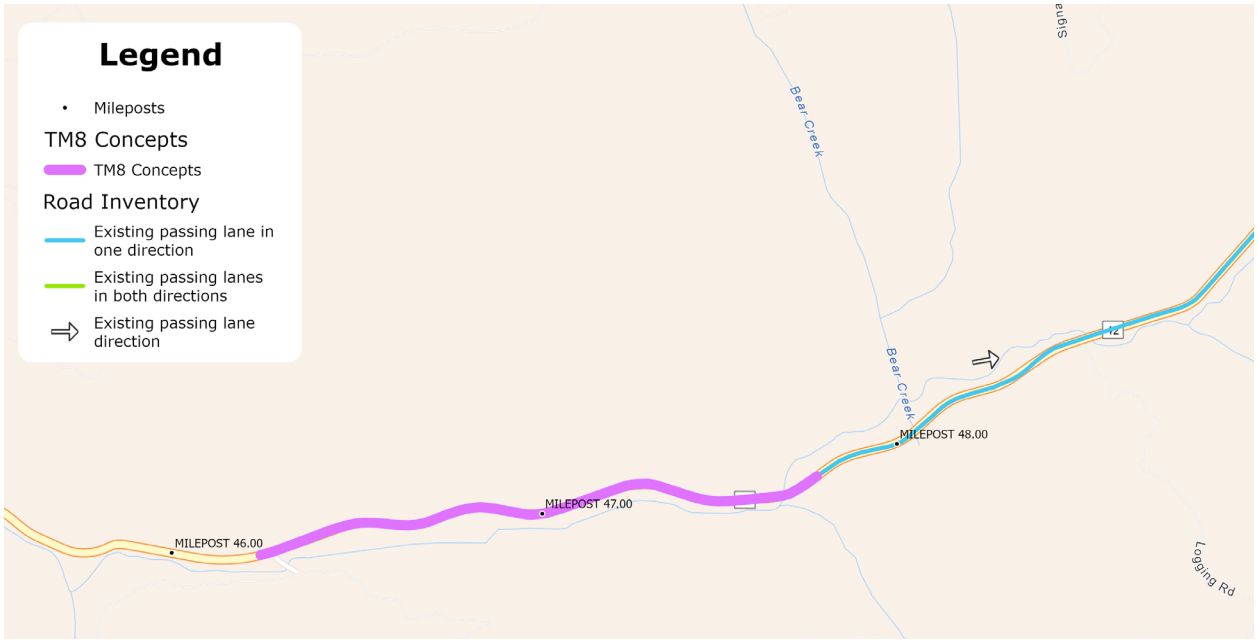
- *Crash Mitigation:* Low Benefit (LOW PRIORITY)
  No injury crashes, no passing related crashes

- *Timeframe:* 20+ years for new passing lane (LOW PRIORITY)

- *Cost:* Medium Cost (MEDIUM PRIORITY)
  Would require a moderate amount of cut and fill to widen road

- *Wildlife Crossing:* Lowest animal incidents density (HIGH PRIORITY)

- *Environmental Impacts:* Low-cost wetland mitigation expected (MEDIUM PRIORITY)



PROJECT	TRAVEL TIME	EXISTING PASSING CONDITION	CRASH MITIGATION	TIME-FRAME	COST	WILDLIFE CROSSING	ENVIRON-MENTAL IMPACTS
New WB passing lane on OR 42 from MP 46.20 to 47.75	○	●	○	○	◑	●	◑

SEGMENT 101-A, MP 205.68 TO 206.45

Problem: Safety Deficiency

Potential Passing Lane Projects:

Extend existing southbound passing lane from MP 203.80 to MP 204.35 (0.55 miles)
Existing southbound passing lane: MP 204.35 to MP 206.57 (2.22 miles)

- *Description:* 55 mph posted speed, SB 30HV = 308
  Passing lane length = 0.50-1.20 miles
  Taper length = 0.125 miles on one end
  Existing SB passing lane exceeds max optimal length, but could extend by 0.55 miles

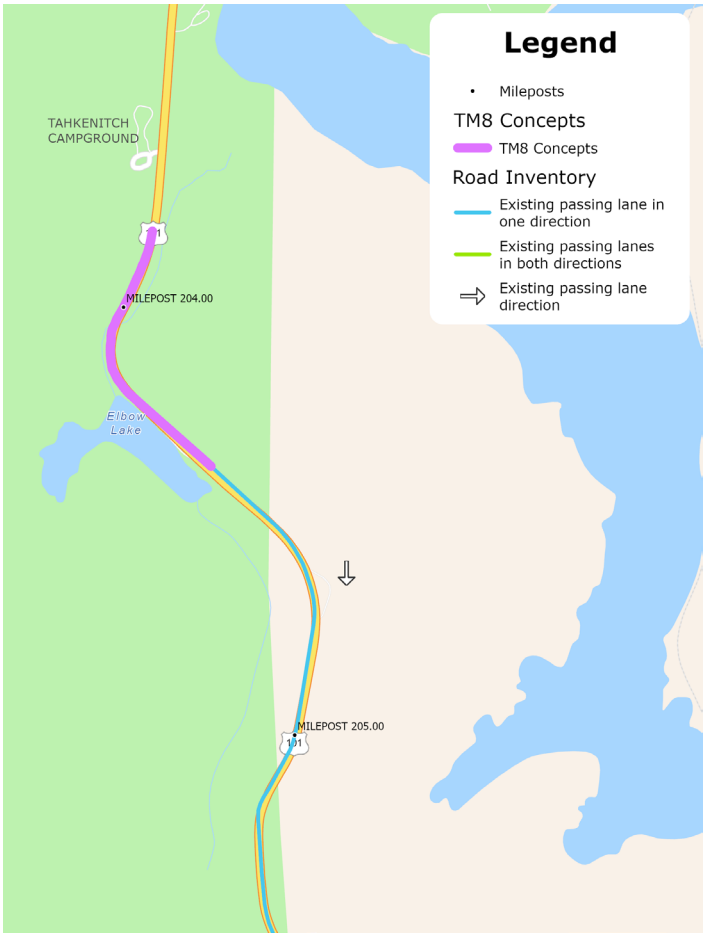
- *Travel Time:* No Benefit (LOW PRIORITY)

- *Existing Passing Condition:*
  Would decrease gap in southbound passing opportunities from 3 miles to 2.5 miles (LOW PRIORITY)

- *Crash Mitigation:* High Benefit (HIGH PRIORITY)
  Nine injury crashes, no passing related crashes

- *Timeframe:* 5-20 years for passing lane extension (MEDIUM PRIORITY)

- *Cost:* Low Cost (HIGH PRIORITY)
  Would require road widening on relatively flat topography



- *Wildlife Crossing:* Lowest animal incidents density (HIGH PRIORITY)

- *Environmental Impacts:* No wetland mitigation expected (HIGH PRIORITY)

PROJECT	TRAVEL TIME	EXISTING PASSING CONDITION	CRASH MITIGATION	TIME-FRAME	COST	WILDLIFE CROSSING	ENVIRON-MENTAL IMPACTS
Extend existing SB passing lane on US 101 from MP 203.80 to 204.35	○	○	●	◑	●	●	●

SEGMENT 101-D, MP 251.30 TO 252.28

Problem: Safety Deficiency

Potential Passing Lane Projects:

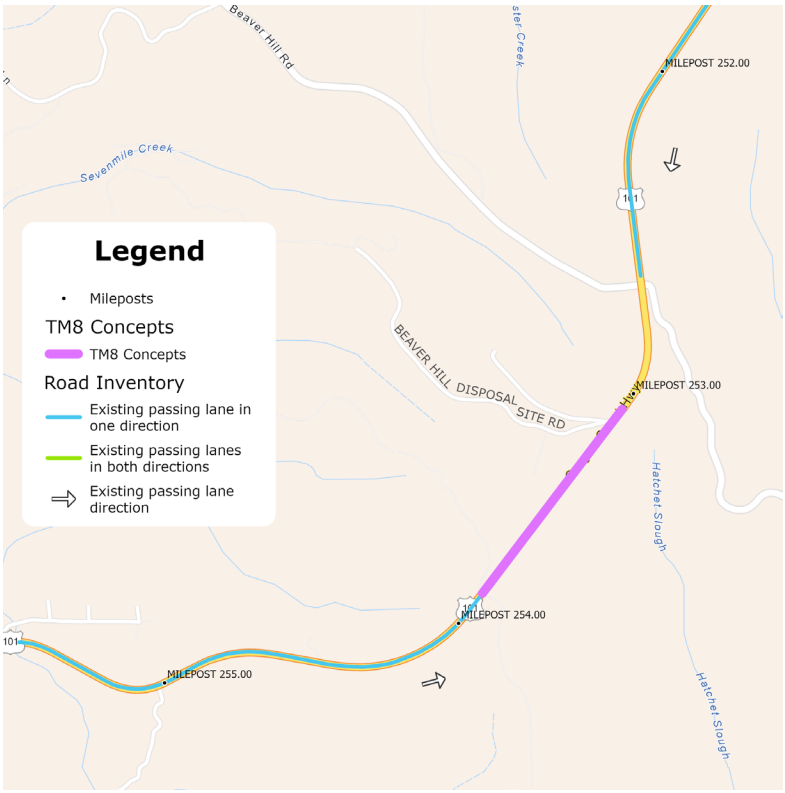
Extend existing northbound passing lane from MP 253.10 to MP 253.84 (0.74 miles)
Existing northbound passing lane: MP 253.84 to MP 255.47 (1.63 miles)

- *Description:* 55 mph posted speed, NB 30HV = 311
  Passing lane length = 0.50-1.20 miles
  Taper length = 0.125 miles on one end
  Existing SB passing lane exceeds max optimal length, but could extend by 0.74 miles

- *Travel Time:* No Benefit (LOW PRIORITY)

- *Existing Passing Condition:* Would decrease gap in northbound passing opportunities from 10 miles to 9 miles (LOW PRIORITY)

- *Crash Mitigation:* High Benefit (HIGH PRIORITY)
  Thirteen injury crashes, one of which was passing-related



- *Timeframe:* 5-20 years for passing lane extension (MEDIUM PRIORITY)

- *Cost:* Low Cost (HIGH PRIORITY)
  Would require road widening on relatively flat topography

- *Wildlife Crossing:* Lowest animal incidents density (HIGH PRIORITY)

- *Environmental Impacts:* No wetland mitigation expected (HIGH PRIORITY)

PROJECT	TRAVEL TIME	EXISTING PASSING CONDITION	CRASH MITIGATION	TIME-FRAME	COST	WILDLIFE CROSSING	ENVIRON-MENTAL IMPACTS
Extend existing NB passing lane on US 101 from MP 253.10 to 253.84	○	○	●	◑	●	●	●

PREVIOUSLY SCOPED PROJECTS

This section discusses previously scoped projects, which were introduced in Technical Memorandum #3.

SEGMENT 42-C, MP 28.20 TO 29.90

Project: McMullen Creek Passing Lane & Curve Improvements

New westbound passing lane from MP 28.20 to MP 29.90 (1.70 miles)

- *Description:* 55 mph posted speed, WB 30HV = 199
  Passing lane length = 0.50-0.90 miles
  Taper length = 0.125 miles on both ends (total of 0.25 miles)
  Total project length = 0.75-1.15 miles
- *Travel Time:* No Benefit (LOW PRIORITY)
- *Existing Passing Condition:*
  Would decrease gap in westbound passing opportunities from 14 miles to 8 miles (HIGH PRIORITY)
- *Crash Mitigation:* High Benefit (HIGH PRIORITY)
  Ten injury crashes, one passing related crash (PDO)
- *Timeframe:* 20+ years for new passing lane (LOW PRIORITY)
- *Cost:* High Cost (LOW PRIORITY)
  Scoped for $16.1 million in October 2012
- *Wildlife Crossing:* Medium-low animal incidents density (HIGH PRIORITY)
- *Environmental Impacts:* Low-cost wetland mitigation expected (MEDIUM PRIORITY)

See page 15 for concept map

PROJECT	TRAVEL TIME	EXISTING PASSING CONDITION	CRASH MITIGATION	TIME-FRAME	COST	WILDLIFE CROSSING	ENVIRON-MENTAL IMPACTS
New WB passing lane on OR 42 from MP 28.20 to 29.90	○	●	●	○	○	●	◐

SEGMENT 42-C, MP 30.90 TO 32.50

Project: Passing Lanes East of Bridge

New passing lanes (both directions) from MP 30.90 to MP 32.50 (1.60 miles)

- *Description:* 55 mph posted speed, WB 30HV = 194, EB 30HV = 160
  Passing lane length = 0.50-0.90 miles (both directions)
  Taper length = 0.125 miles on both ends (total of 0.25 miles)
  Total project length = 0.75-1.15 miles (both directions)

- *Travel Time:* No Benefit (LOW PRIORITY)

- *Existing Passing Condition:*
  Would decrease gap in eastbound and westbound passing opportunities from 14 miles to 7 miles (HIGH PRIORITY)

- *Crash Mitigation:* High Benefit (HIGH PRIORITY)
  Ten injury crashes, two passing-related crashes (one injury, one PDO)

- *Timeframe:* 20+ years for new passing lane (LOW PRIORITY)

- *Cost:* High Cost (LOW PRIORITY)
  Scoped for $10.8 million in July 2010

- *Wildlife Crossing:* Medium-low animal incidents density (HIGH PRIORITY)

- *Environmental Impacts:* No wetland mitigation expected (HIGH PRIORITY)

See page 15 for concept map

PROJECT	TRAVEL TIME	EXISTING PASSING CONDITION	CRASH MITIGATION	TIME-FRAME	COST	WILDLIFE CROSSING	ENVIRON-MENTAL IMPACTS
New passing lanes (both directions) on OR 42 from MP 30.90 to 32.50	○	●	●	○	○	●	●


Legend
Mileposts
TM8 Concepts
TM8 Concepts
Road Inventory
Existing passing lane in one direction
Existing passing lanes in both directions
Existing passing lane direction
MILEPOST 28.00
MILEPOST 29.00
MILEPOST 30.00
MILEPOST 31.00
MILEPOST 32.00
MILEPOST 33.0
BRIDGE
Middle Fork Coquille River
McMullen Creek
Big Creek Rd
Myrtle Creek Rd
Salmon Creek
42

SEGMENT 42-C, MP 45.90 TO 47.20

Project: Slater Creek Westbound Passing Lane

New westbound passing lane from MP 45.90 to MP 47.20 (1.30 miles)

- *Description:* 55 mph posted speed, WB 30HV = 292
  Passing lane length = 0.50-1.00 miles
  Taper length = 0.125 miles on both ends (total of 0.25 miles)
  Total project length = 0.75-1.25 miles

- *Travel Time:* No Benefit (LOW PRIORITY)

- *Existing Passing Condition:*
  Would decrease gap in eastbound and westbound passing opportunities from 15 miles to 7 miles (HIGH PRIORITY)

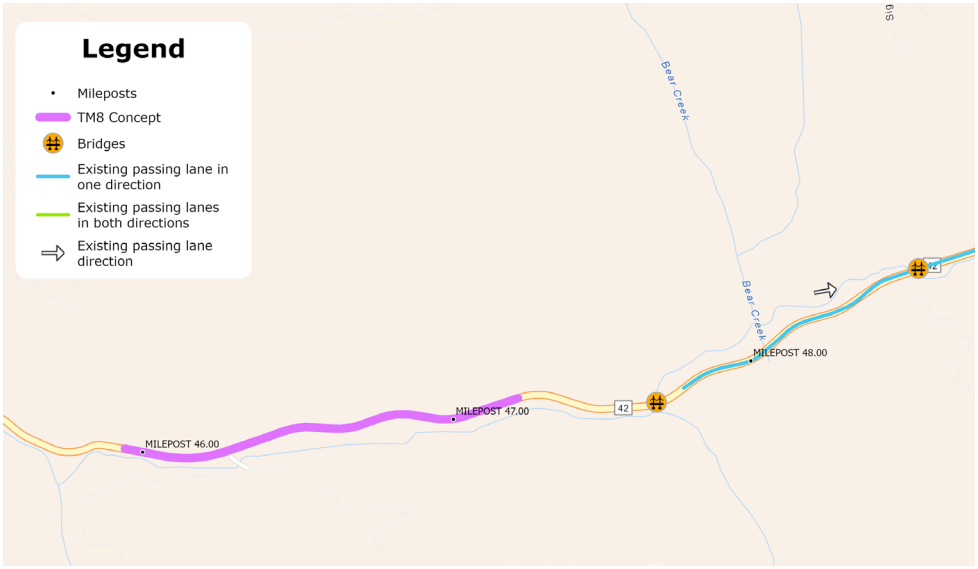
- *Crash Mitigation:* Low Benefit (LOW PRIORITY)
  No injury crashes, no passing-related crashes

- *Timeframe:* 20+ years for new passing lane (LOW PRIORITY)

- *Cost:* High Cost (LOW PRIORITY)
  Scoped for $7.5 million in October 2012

- *Wildlife Crossing:* Lowest animal incidents density (HIGH PRIORITY)

- *Environmental Impacts:* Low-cost wetland mitigation expected (MEDIUM PRIORITY)



PROJECT	TRAVEL TIME	EXISTING PASSING CONDITION	CRASH MITIGATION	TIME-FRAME	COST	WILDLIFE CROSSING	ENVIRON-MENTAL IMPACTS
New WB passing lane on OR 42 from MP 45.90 to 47.20	○	●	○	○	○	●	◑

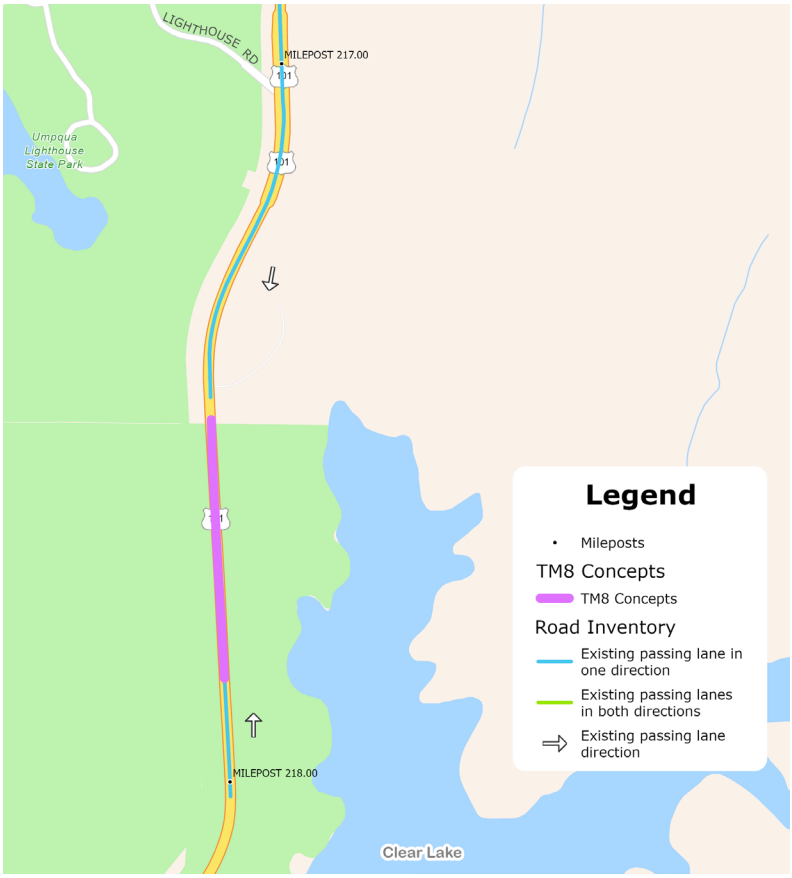
SEGMENT 101-B, MP 217.77 TO 217.85

Project: Clear Lake Northbound Passing Lane Extension

Extend existing northbound passing lane by 0.27 miles

Existing northbound passing lane: MP 217.77 to MP 218.01 (0.44 miles)

- *Description:* 55 mph posted speed, NB 30HV = 339
  Passing lane length = 0.50-1.20 miles
  Taper length = 0.125 miles on one end
  Existing NB passing lane is 0.44 miles long; Could extend by 0.19-0.89 miles
- *Travel Time:* No Benefit (LOW PRIORITY)
- *Existing Passing Condition:* Would slightly decrease 2.5-mile gap between northbound passing opportunities (LOW PRIORITY)
- *Crash Mitigation:* Low Benefit (LOW PRIORITY)
  Two injury crashes, both of which were passing-related crashes
- *Timeframe:* 5-20 years for passing lane extension (MEDIUM PRIORITY)



- *Cost:* Low Cost (HIGH PRIORITY)
  Scoped for $1.1 million in July 2010
- *Wildlife Crossing:* Lowest animal incidents density (HIGH PRIORITY)
- *Environmental Impacts:* No wetland mitigation expected (HIGH PRIORITY)

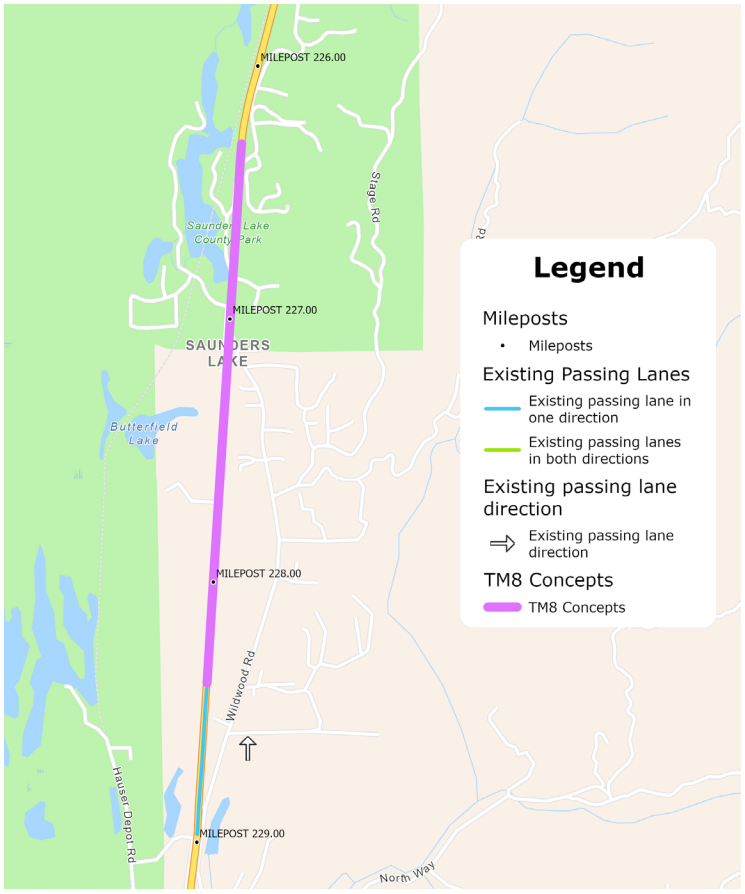
PROJECT	TRAVEL TIME	EXISTING PASSING CONDITION	CRASH MITIGATION	TIME-FRAME	COST	WILDLIFE CROSSING	ENVIRON-MENTAL IMPACTS
Extend existing NB passing lane on US 101 from MP 217.50 to 217.85	○	○	○	◑	●	●	●

SEGMENT 101-C, MP 226.30 TO 228.40

Project: Saunders Lake Southbound Passing Lane

New southbound passing lane from MP 226.30 to MP 228.40 (2.10 miles)

- *Description:* 55 mph posted speed, SB 30HV = 476
  Passing lane length = 0.75-1.20 miles
  Taper length = 0.125 miles on both ends (total of 0.25 miles)
  Total project length = 1.00-2.45 miles
- *Travel Time:* No Benefit (LOW PRIORITY)
- *Existing Passing Condition:* Would decrease gap in southbound passing opportunities from 6 miles to 2 miles (LOW PRIORITY)
- *Crash Mitigation:* High Benefit (HIGH PRIORITY)
  Sixteen injury crashes, two passing-related crashes (one injury, one PDO)
- *Timeframe:* 20+ years for new passing lane (LOW PRIORITY)
- *Cost:* High Cost (LOW PRIORITY)
  Scoped for $7.5 million in October 2012



- *Wildlife Crossing:* Medium-low animal incidents density (HIGH PRIORITY)
- *Environmental Impacts:* High-cost endangered species mitigation expected due to endangered western lily habitat (LOW PRIORITY)
  Low-cost wetland mitigation expected

PROJECT	TRAVEL TIME	EXISTING PASSING CONDITION	CRASH MITIGATION	TIME-FRAME	COST	WILDLIFE CROSSING	ENVIRON-MENTAL IMPACTS
New SB passing lane on US 101 from MP 226.30 to 228.40	○	○	●	○	○	●	○

SUMMARY

The preliminary concepts analysis for potential passing lanes projects is summarized in **Table 5** below. Projects were awarded two points for each high priority category and one point for each medium priority category, then added together to compare benefits among projects. A score of 14 points would indicate a "high priority" across all categories, while a score of 7 points would indicate an average of a "medium priority" across all categories.

TABLE 5: PRELIMINARY CONCEPTS ANALYSIS SUMMARY

PROJECT [A]	TRAVEL TIME	EXISTING PASSING CONDITION	CRASH MITIGATION	TIME-FRAME	COST	WILDLIFE CROSSING	ENVIRON-MENTAL IMPACTS	TOTAL POINTS
Extend existing WB passing lane on OR 42 from MP 38.08 to 39.33	○	○	○	◑	◑	●	◑	5
New WB passing lane on OR 42 from MP 42.05 to 43.30	○	◑	●	○	◑	●	◑	7
New WB passing lane on OR 42 from MP 46.20 to 47.75	○	●	○	○	◑	●	◑	6
Extend existing SB passing lane on US 101 from MP 203.80 to 204.35	○	○	●	◑	●	●	●	9
Extend existing NB passing lane on US 101 from MP 253.10 to 253.84	○	○	●	◑	●	●	●	9
New WB passing lane on OR 42 from MP 28.20 to 29.90	○	●	●	○	○	●	◑	7
New passing lanes (both directions) on OR 42 from MP 30.90 to 32.50	○	●	●	○	○	●	●	8
New WB passing lane on OR 42 from MP 45.90 to 47.20	○	●	○	○	○	●	◑	5
Extend existing NB passing lane on US 101 from MP 217.50 to 217.85	○	○	○	◑	●	●	●	7
New SB passing lane on US 101 from MP 226.30 to 228.40	○	○	●	○	○	●	○	4

[A] Rows shaded in white are new projects. Rows shaded in blue are previously scoped projects.

RECOMMENDATIONS

Project concepts that were awarded at least six points are recommended to move forward to prioritization in Tech Memo #9. These recommended projects are shown in **Table 6** and **Figure 2**. A total of eight project concepts will undergo a quantitative evaluation process.

TABLE 6: RECOMMENDED PROJECT CONCEPTS

PROJECT [A]	# POINTS	RANK	RECOMMEND?
Extend existing SB passing lane on US 101 from MP 203.80 to 204.35	**9**	1	**Yes**
Extend existing NB passing lane on US 101 from MP 253.10 to 253.84	**9**	2	**Yes**
New passing lanes (both directions) on OR 42 from MP 30.90 to 32.50	**8**	3	**Yes**
New WB passing lane on OR 42 from MP 42.05 to 43.30	**7**	4	**Yes**
New WB passing lane on OR 42 from MP 28.20 to 29.90	**7**	5	**Yes**
Extend existing NB passing lane on US 101 from MP 217.50 to 217.85	**7**	6	**Yes**
New WB passing lane on OR 42 from MP 46.20 to 47.75	**6**	7	**Yes**
Extend existing WB passing lane on OR 42 from MP 38.08 to 39.33	**5**		No
New WB passing lane on OR 42 from MP 45.90 to 47.20	**5**		No
New SB passing lane on US 101 from MP 226.30 to 228.40	**4**		No

[A] Rows shaded in white are new projects. Rows shaded in blue are previously scoped projects.

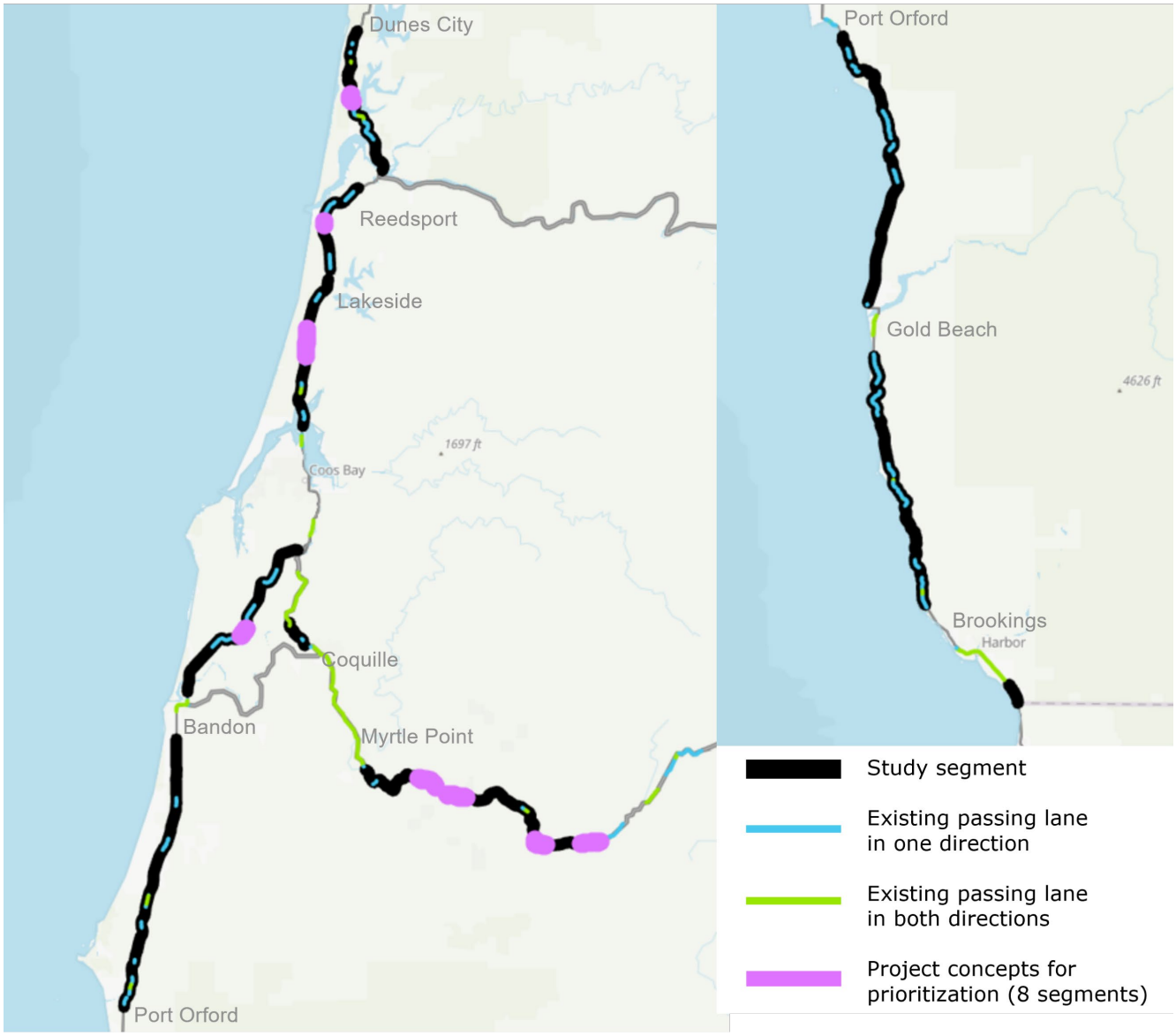


FIGURE 2: RECOMMENDED PROJECT CONCEPTS