

**REPLINGER & ASSOCIATES LLC**  
TRANSPORTATION ENGINEERING

December 13, 2010

Ms. Nancy Kraushaar, PE  
City of Oregon City  
PO Box 3040  
Oregon City, OR 97045

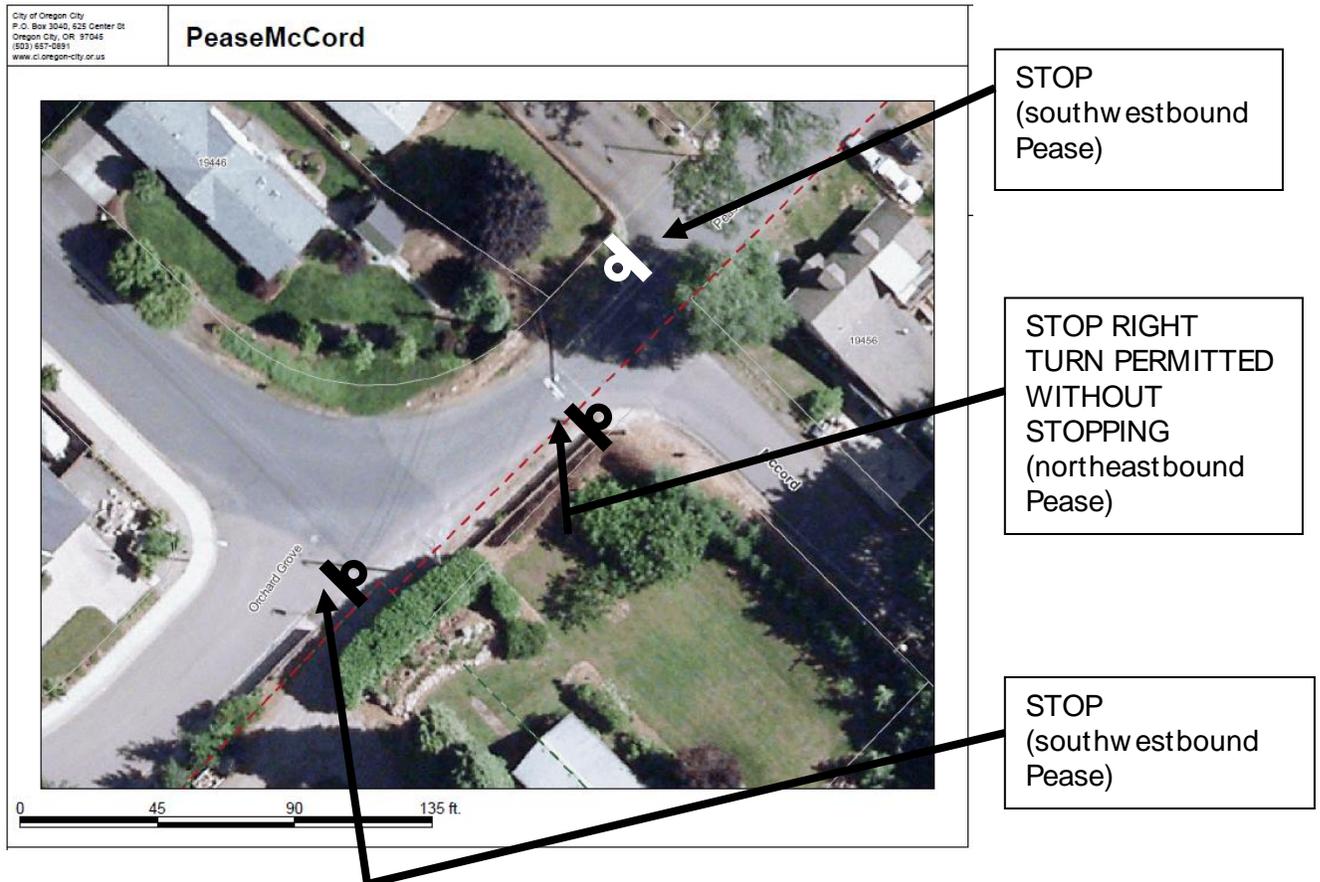
**SUBJECT: REVIEW OF PEASE ROAD/MCCORD INTERSECTION**

Dear Nancy:

In response to your request, I have evaluated the existing intersections with particular attention to traffic control and sight distance.

**Existing Conditions**

The two roads actually have two intersections approximately 130 feet apart as shown below.



STOP signs are located as follow:

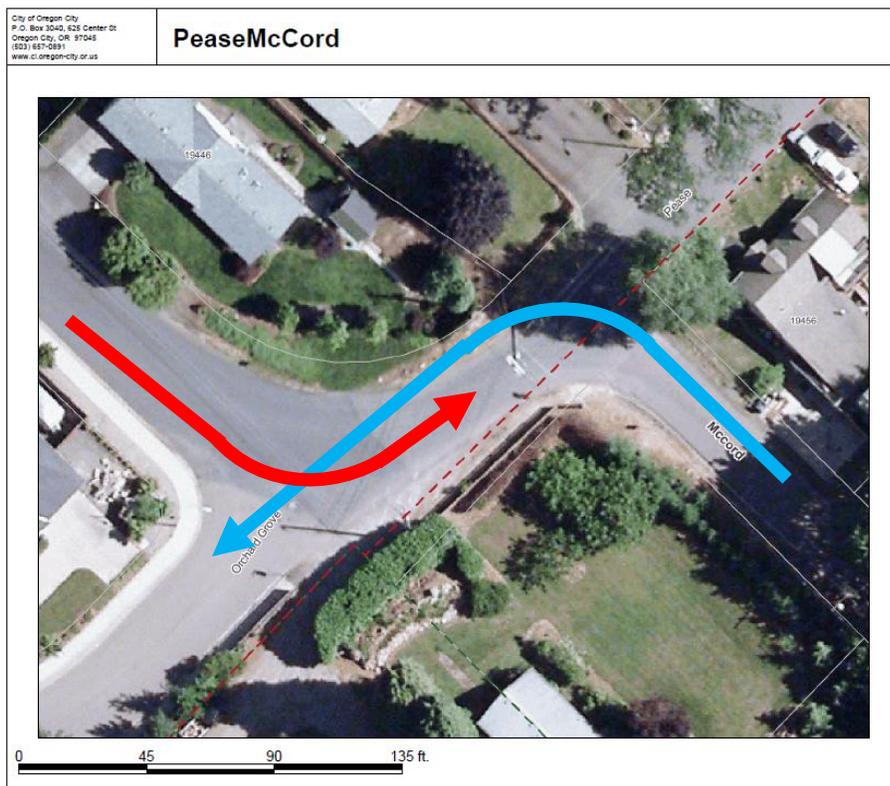
- On southwestbound Pease Road just north of east segment of McCord Road
- On northeastbound Pease Road just south of west segment of McCord Road
- On northeastbound Pease Road just south of east segment of McCord Road (this STOP sign has a rider specifying RIGHT TURN PERMITTED WITHOUT STOPPING)

It was evident from my site visits that the predominate movements were on McCord Road and that Pease Road is the minor street. It was also apparent that most motorists were familiar with the area with little evidence of hesitation or confusion on the part of the drivers.

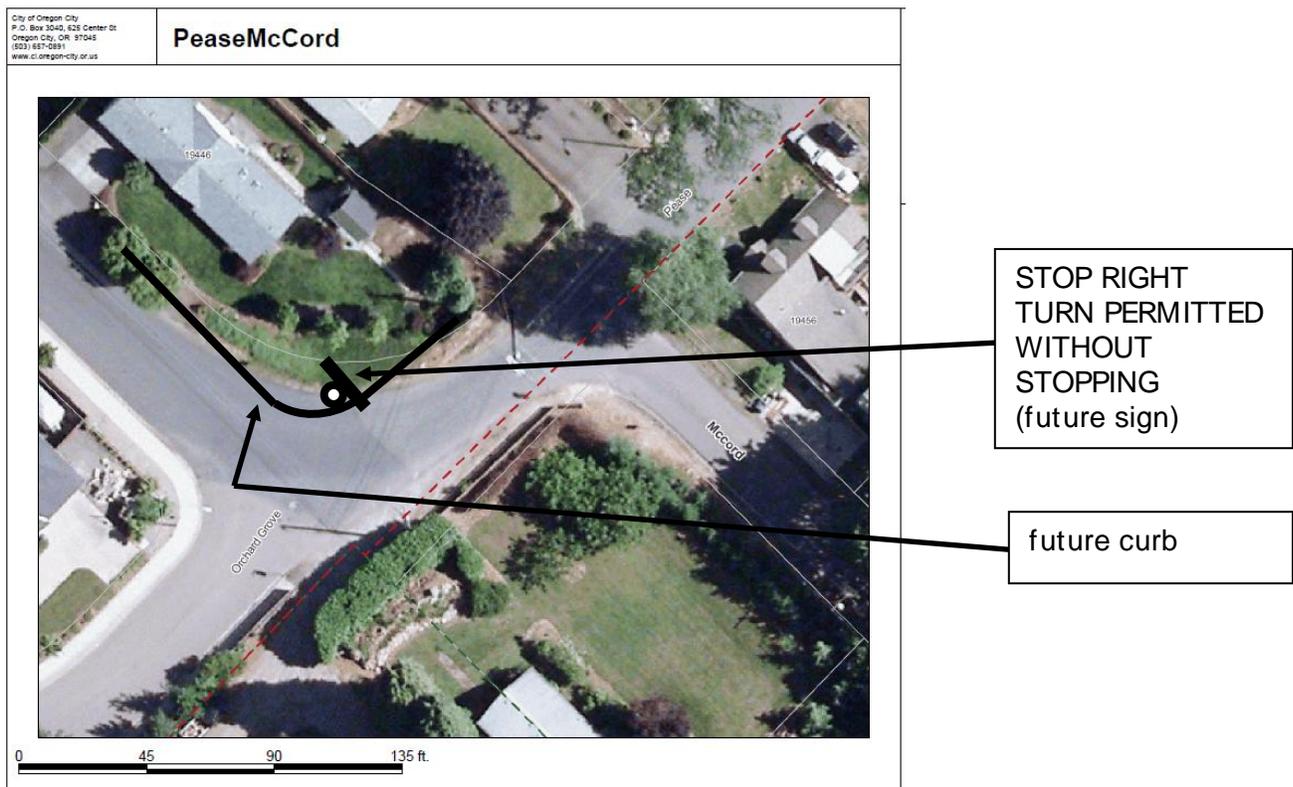
Sight distance is adequate for all approaches based on vehicle speed and for vehicles stopped at each of the STOP signs.

Based on the existing traffic volumes and the existing configuration and speeds, I was unable to come up with suggestions for modifications.

One area of concern would be possible conflict and confusion for a vehicle travelling to the northeast on McCord Road seeking to continue to the southeast on Pease Road. This vehicle would conflict with a vehicle continuing in the opposite direction on McCord Road. It is illustrated in the following diagram.



As such time as the parcel in the north quadrant of the interchange is redeveloped or subdivided, it may be advisable to tighten the radius of the corner. This might help alleviate the conflict identified above. This configuration could provide the opportunity to slow vehicle speeds and provide a place for an additional STOP sign with a rider specifying RIGHT TURN PERMITTED WITHOUT STOPPING similar to the one in the opposite direction today. A schematic illustration of this possibility is shown below.



Thanks for letting me be of service to you on this analysis. If you have any questions or need any further information, please contact me at [replinger-associates@comcast.net](mailto:replinger-associates@comcast.net).

Sincerely,

John Replinger, PE  
Principal