



US101: SE 16th – SE 36th Street (Lincoln City) Project





History

- **September 2005 – OTIA Project US101 19th -32nd Street (Lincoln City) Project is let to consultant for design and construction.**
- **December 2005 – Consultant bid and awarded contract to Pok Wan.**
- **January 2006 – Notice to Proceed was issued and work began.**
- **April 2006 – Consultant submits wall design for ODOT review. After review drawings are rejected.**
- **June 2006 – After third submittal, wall designs are conditionally approved pending final approval from ODOT geotechnical staff. Walls later rejected.**
- **August 2006 – Project is split into two parts Phase 1 and 2. Wall design and construction is in Phase 1. Remaining reconstruction work and roadway design is moved to Phase 2. ODOT staff meets with Lincoln City to decide on a preferred alternative to move the project forward with regard to the wall design.**
- **August 2006 – Walls 1 & 2 are left in Phase 1. Wall 3 is moved to Phase 2.**



US101: 19th -32nd Street Phase 2 History

- **Spring 2006 – ODOT kicks off Phase 2 project with an October 2006 bid let. The intent of the project was to add a continuous left turn lane, curb and sidewalk and address water detention.**
- **Summer 2006 – The project originally went to 32nd Street adjacent to a recent pavement preservation projects limits. Due to added environmental permitting issues, the need to replace the Baldy Creek Culvert on US101 and the pending October let date, it was determined the project limits should end at 29th Street. The remaining work would be added to the US101 @ S 32nd Street project. An overlay would be put from 29th -32nd Streets.**
- **Fall 2006 – There were still significant issues at the north end of the project regarding the merge lane at Bard and water detention/utility conflicts the team was trying to resolve. Project let date delayed.**
- **March/April 2007 – ODOT met with City of Lincoln City to discuss outstanding issues at Bard as well as utility conflicts. It was decided to place the project on hold and combine it with the upcoming STIP project so that there was time to resolve these issues. A 2" overlay through the section to provide a smooth driving surface until the 2010 project could be constructed.**



Today's Project

- The current project is a combination of the 2010 STIP Project to realign SW/SE 32nd Street and the remainder of the US101: 19TH – 32ND Street Project.
- 19th – 32nd Street – The majority of the work is already designed. There will be some changes in order to resolve the outstanding issues.
- Realignment of 32nd Street – This will be the primary focus for this advisory group.



Realignment Options

- At our Project Kickoff Meeting the following options were forwarded for consideration:
 - Roundabout
 - Realign SW 32nd Street at grade with a signal (north realignment)
 - Realign SE 32nd Street at grade with a signal (south realignment)
 - Realign SW 32nd Street over US101
 - Realign SE 32nd Street over US101
 - Raise US101 over 32nd Street with a south realignment



US101 over 32nd Street

32nd Street Tunnel Under US101

- Pros
 - Would not require signal power and maintenance.
 - Facilitates pedestrian crossing on 32nd Street.
 - Minimizes right of way costs.
 - Maintains frontage road along Nelscott Businesses.
- Cons
 - This area is in a sag and would create additional drainage issues.
 - Costs to tunnel are significantly higher than other options being considered.
 - Results in significant impacts to access along US101.

Raising US101 Grade Over 32nd

- Pros
 - Would not require signal power and maintenance.
 - Facilitates pedestrian crossing on 32nd Street.
- Cons
 - Requires minimum 17'0" clearance over 32nd Street.
 - Significant impacts to businesses along US101.
 - Does not allow access from US101 to Nelscott Businesses.
 - Eliminates the frontage road along the Nelscott Businesses.
 - Results in significant impacts to access along US101



Conceptual Drawing of Roundabout





Coast Ave/SW 32nd Intersection





SW 32nd Street





SW 32nd ST. Looking West





Eagles Lodge @ SW 32nd





SW 32nd St Looking East





Intersection of US101 & SW 32nd St





Public Parking Area on SW 32nd ST





Preliminary Evaluation- Roundabout

PROS

- Does not require signal power
- Retains Historic Nelscott Businesses
- Potential environmental mitigation in roundabout
- Potential detention in roundabout
- Compatible with future 5 lane section

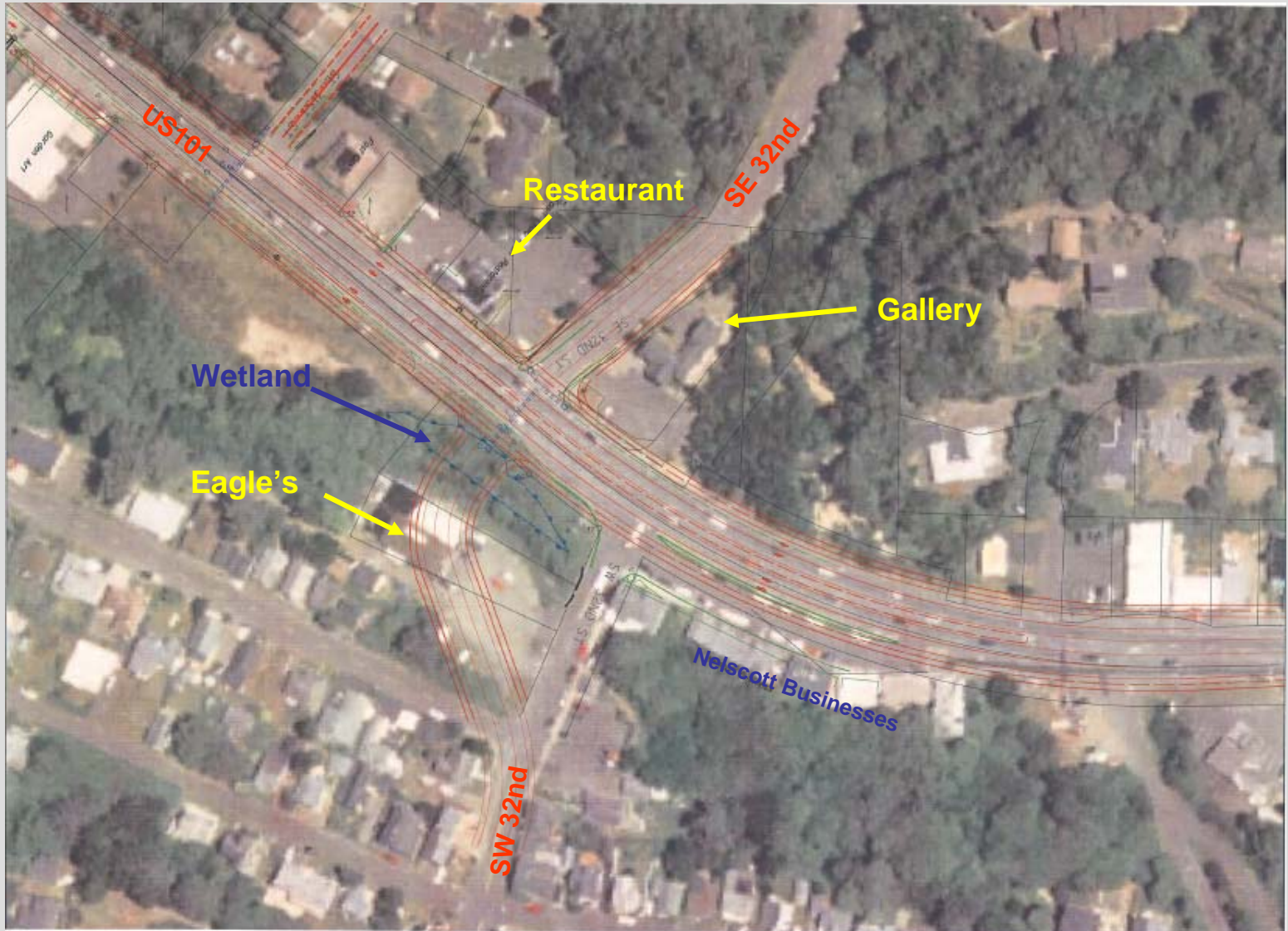
CONS

- High volume of commercial vehicles
- Curve limits the sight distance on the SE Quad
- **Unbalanced volumes on legs****
- **Functional classes of legs are different****
- High Right of Way costs
- Impacts Eagle's Lodge, Art Gallery and Chinese Restaurant, possible two residents at Coast Ave
- Does not provide vehicle access to Nelscott Businesses
- Construction Staging may be difficult
- Storm drainage could be challenging due to sag
- Will impact the wetland area
- Needs 5 lanes at the time of construction

**** Indicates a Fatal Flaw**



Conceptual Drawing of North Realignment





Intersection of SE 32nd ST & US101





Art Gallery at SE 32nd ST





Preliminary Evaluation for At Grade Signal North Alignment

PROS

- Meets the needs for commercial vehicle volumes
- Provides pedestrian crossings at signal
- Retains Historic Nelscott Businesses
- Potential on-site environmental mitigation in NW Quad
- Potential Detention area in NW Quad
- Compatible with future 5 lane section

CONS

- Curve limits sight distance of signal (visibility of signal SE Quad)
- Long term maintenance of signal power costs
- High Right of Way costs
- Impacts Eagle's Lodge and possibly two residences on Coast Ave
- May need to redirect access to Nelscott Businesses
- Storm drainage may be challenging due to sag
- Impacts wetlands
- Needs 5 lanes at construction

****Indicates Fatal Flaw**



Conceptual Drawing of South Realignment





Preliminary Evaluation for At Grade Signal South Alignment

PROS

- Meets needs for commercial vehicle volumes
- Provides pedestrian crossings at signal
- Minimizes Right of Way costs
- Retains Historic Nelscott Businesses
- Minimizes impact to Eagle's Lodge, Chinese Restaurant and Art Gallery
- Minimal impact to wetlands
- Potential on-site mitigation in NW Quad
- Potential Detention in NW Quad
- Compatible with future 5 lane section

CONS

- Curve limits sight distance of signal in SE Quad
- Long term maintenance of signal power costs
- Does not provide vehicle access to Nelscott Businesses
- Needs 5 lanes at the time of construction

****Indicates Fatal Flaw**



Preliminary Evaluation of 32nd Street over US101

PROS

- Possibly meets volume to capacity ratios (mobility standards)
- Mitigate US101 crossing with a pedestrian island
- Two alternative routes for left turn movements (29th or 35th)
- Does not require signal power costs
- Minimizes Right of Way Costs
- Retains Historic Nelscott Businesses
- Minimizes take on Eagle's Lodge, Chinese Restaurant and Art Gallery
- Possibly would maintain vehicle access at Nelscott
- Minimal impacts to wetland
- Potential on-site mitigation in NW Quad
- Potential detention in NW Quad
- Needs 3 lanes on US101 at time of construction, compatible with future 5 lanes.

CONS

- Pedestrian crossing would be on the structure
- Access issues at City Parking and Eagle's Lodge
- Additional Bridge Construction Costs (\$1.5 to \$2 Million)



Project Funding

Current Funding

Preliminary Engineering:	\$500,000
Right of Way:	250,000

2006-2009 STIP Funding

Construction:	\$4,250,000
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Funding from OTIA Project

Construction:	<u>\$4,600,000</u>
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Total Available:	\$9,600,000
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Scoping Estimates

Preliminary Engineering:	\$840,000
Right of Way:	2,000,000*
Possible Access Plan:	80,000
Air/Noise Study:	75,000
Structures:	1,700,000
Construction:	<u>10,200,000**</u>
Total Needed:	\$14,895,000

Additional Funds Needed: \$5,295,000

*These costs are based on an average of the costs from the different design alternatives. Depending on the alternative chosen, the costs could be slightly less.

**Costs for each option at 32nd Street are approximately \$5.6M, assuming no structures are built.