



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





Today's Project

- The current project is a combination of the 2010 STIP Project US101 @ 32nd and the remainder of the OTIA Project, US101: 19TH – 32ND Street Project.
- The 32nd Street project was brought forward as a realignment and traffic signal project.
- The project included a traffic study to consider a traffic signal, the realignment of SW/SE 32nd Street, and the current and future needs of US101.
- There was an overlap of the two projects and prior to bid let for the second phase of the OTIA project, ODOT and City Staff agreed to combine the two projects to allow the city more time to prepare for utility conflicts and to resolve the traffic merge near Bard.



How did we get here?

- Lincoln City Draft Transportation Master Plan
- Nelscott Charrette and subsequent Vision Document
- Why 32nd Street, why not look at another intersection?
- 32nd Street is identified in the City's draft Transportation Master Plan as a major collector. This intersection was also identified in the Nelscott Vision Plan as a location for a signal.
- Project included in the 2008-2011 STIP.



Implementation

- Planning work has provided the foundation for this construction project.
- We are now in the implementation phase where we design and build the project.
- The project team, which includes City Staff will review the feedback from today's meeting, and recommend a project that is within our budget.
- The project team will use design guidelines/standards, planning documents, and **incorporate your input** to design the project.



Project Funding

- Current Funding: **\$9,574,000**
- Additional Funds from Future STIP: **\$3,000,000**
- Total Available: **\$12,574,000**
- Current Estimate: **\$22,505,293**
- Additional Funds Needed: **\$9,931,293**

Estimates are in 2008 dollars.



Will there be a traffic signal?

- ODOT staff have completed a traffic study which included a full signal warrant analysis.
- A traffic signal at 32nd Street is not currently warranted.
- Without significant development of surrounding properties a signal is not warranted for another 15+ years.
- Incorporating the realignment into the current project corrects the left turn conflicts and makes the intersection “signal ready.”
- Consistent with the City’s draft TMP, the traffic analysis verified the need for five lanes throughout the project limits on US101.



Realignment Options

- The purpose of the Open House is to solicit feedback on the preferred alignment so that we can begin fine tuning the design. What you see today is not a final design.
- North Alignment
- North “Skewed” Alignment
- South Alignment
- No Realignment
 - A signal is not currently warranted, therefore, an option to consider is no realignment of 32nd Street.



Community Feedback

- Open House
 - Comment sheets were available at the Open House.
- On-Line Survey
 - People may log-in to our web site for more information and to provide comments.
- Invitations with Business Reply option
 - Questionnaire is also available on the Open House invitations.



Next Steps

- The project development team will review the input from today's meeting when evaluating the realignment options.
- The project development team will recommend a solution based upon the project goals, the transportation needs, environmental constraints, federal and state design requirements, community input and **budget**.



Questions and Comments

- We brought the comment sheets for you to fill out if you did not attend the Open House.
- Staff are compiling the responses and we will update the web site with the results.



Thank you for attending the Open House!



<http://www.oregon.gov/ODOT/HWY/REGION2/LincolnCity.shtml>