

# Project History

## 2007

## 2008

## 2009

## 2010

April 2007	August 2007	October 2007	March 2008	June 2008	August 2008	March 2009	April 2009	May 2009	May 2009 to March 2010	Early March 2010	Late March 2010
Modernization project begins	City Council endorses project goals	ODOT open house held to obtain public input on 32nd Street alignment options	ODOT traffic analysis shows need for a 5-lane facility	ODOT open house held for the full project with revised 32nd Street alignments	ODOT forms an Executive Steering Committee with city officials and city staff	ODOT and Lincoln City officials agree to pursue a facility plan to get federal approval to construct the project in phases—this sets the stage for constructing a 3 lane facility	Public workshop held to review 32nd Street and Nelscott design concepts	The Executive Steering Committee finalizes 32nd Street and Nelscott design concepts	ODOT staff and City staff, through the Executive Steering Committee, work to refine a 5 lane design	Federal, state and city officials meet to discuss a 5 lane design	City Council endorses proposed 5 lane design

## How we got here:

Several years ago, Lincoln City proposed a highway project to modernize U.S.101 between SE 19th Street and SE 31st Street. This section of the highway has been two lanes since the 1950s. The project was intended to create one travel lane in each direction and a center turn lane. Lincoln City then proposed a second modernization project: realign SE 32nd and SW 32nd Streets into one intersection; add a traffic signal at the intersection, and extend the three lanes south through the new South 32nd Street intersection. The two projects were combined into a single highway modernization project and extended to SE 16<sup>th</sup> Street and SE 36<sup>th</sup> Street to address highway design needs.

Highway modernization projects are required to meet the transportation needs for the next 20 years. A traffic analysis prepared by ODOT shows that the proposed three lane highway between SE 16th Street and SW 36th Street would not meet this requirement. To meet those needs, the project must have four travel lanes and a center turn lane (five lanes), and it must extend between SW 12th Street and SE High School Drive.

There is not enough funding to build the entire project at one time. Federal, state and local staff have met to determine whether the project could be constructed in phases. It was resolved that phased construction would be acceptable if: 1) Lincoln City and ODOT could agree that the highway would be five lanes in the future, and 2) a program was developed to make the full project feasible. These tasks call for adopting changes to Lincoln City's Comprehensive Plan and City Code, and adopting an ODOT highway facility plan.

Completing these tasks allows us to decide what can be built with the available funds. Although what will be constructed will not be the entire project, we still expect to build improvements that will relieve some of the congestion occurring on the highway.