Welcome to the 3rd Open House

The goal of the US 101/OR 6 project is to improve the downtown intersections, both now and in the future

January 27, 2010
5:00 to 7:00 pm
Project progress and schedule

1. Collect data and define problem
2. Develop and screen concepts
3. Identify concepts to carry forward
4. Refine selected concepts
5. Prepare Environmental Assessment
6. Confirm preferred alternative

- Public Meeting in December 2008
- Public Meeting in January 2010
- Public Meeting in January 2011

We are here
What you can do tonight:

• Learn more about the project and the Environmental Assessment (EA) process

• Tell us what you like and what concerns you have about the two bridge options

• Tell us what you like and what concerns you have about the recommended options for downtown

• Tell us any other ideas that you have about the project

• Learn how you can get involved in the future
The purpose of the Tillamook: US 101/OR 6 Project is to **improve safety and mobility for cars and trucks on US 101 and OR 6 in downtown Tillamook and across the Hoquarten Slough.**

The **need for the proposed action** is as follows:

- The existing and future travel demand on US 101 and OR 6 in downtown Tillamook **exceeds available capacity.**
- The existing crash rate on US 101 in downtown Tillamook **exceeds the average crash rate** for similar facilities statewide.
- The travel lanes on US 101 in downtown Tillamook are **too narrow** to accommodate automobiles, trucks, and recreational vehicles while maintaining on-street parking.
- The existing Hoquarten Slough **bridge is below the 100 year flood elevation** and regularly floods.
Problems in the study area

- Narrow travel lanes on Main and Pacific avenues
- Existing and future congestion at Main/1st and Main/3rd
- Traffic that backs up through adjacent intersections
- Confusing lane configuration for traffic heading north on US 101 at 1st Street

Highly congested in 2030

Bottleneck for northbound traffic

Narrow travel lanes
Decisions made: widen lanes on Main and Pacific

- Widen travel lanes on Main and Pacific avenues to 12’ by narrowing and rebuilding the sidewalks on both sides of the streets.
- Repave Main and Pacific avenues from the slough to 4th Street.
Alternative 1: One Way 1<sup>st</sup> & 3<sup>rd</sup> streets
Alternative 2: Two Way 1st Street

- New four-lane bridge
- Wider lanes on Main and Pacific Avenues

Project Improvement
Tonight’s question: bridge design

100 year flood elevation

2007 flooding at Hoquarten Slough Bridge, photos provided by Gus Meyer
Bridge design components

Bridge deck
(dependents on bridge type)

Space for sea level changes, ground settling and debris to pass under bridge

100 year flood elevation

Existing bridge

Bridge deck

4-7 feet

2 feet

100 year flood elevation

Existing bridge
Iterative design process

Design assumptions
- 6-7 foot deep bridge deck
- Girder or beam bridge
- Above flood elevation
- Keep park access

New bridge with Front Street underpass

Community concerns
- Disconnect Front Street
- Business and truck access

Brainstorm
New options that connect to Front Street

Design assumptions
- 3-4 foot deep bridge deck
- Above flood elevation
- Keep park access

New bridge with Front Street connection

Community concerns
- Bridge too high
- Too many access impacts

Brainstorm
Ways to reduce height above the flood plain

Design assumptions
- 3-4 foot deep bridge deck
- About 2 feet above flood elevation
- Keep park access

Lower bridge with Front Street connection
Options considered and dismissed

- Keep Front Street/US 101 intersection at today’s height
  - Would require building bridge below the 100 year flood elevation

- Loop ramp from US 101 to Front Street
  - Right-of-way impacts would be severe
Bridge concept: Front Street undercrossing

- Front Street undercrossing of US 101
- Improvements to local streets to accommodate increased traffic and trucks turning

Profile

- Project Improvement
- Change in roadway height

US 101 Profile
Bridge concept: Front Street/US 101 Intersection

- Intersection about 7 feet higher than today
- Access to parking area via Port right-of-way
Environmental Assessment (EA) process

The next phase of the project includes studying the two bridge and a no-build options for the EA process.

Any project receiving federal funding must comply with the National Environmental Policy Act (NEPA) requirements to include environmental values in project decision making.

An Environmental Assessment (EA) will be prepared for the US 101/OR 6 project to comply with NEPA. The EA will:

- examine all reasonable alternatives
- summarize potential environmental impacts (direct, indirect, cumulative, and construction impacts)
- recommend mitigation or conservation measures
### Environmental Assessment (EA) process

#### Topics addressed in the EA will include:

- Air Quality
- Archaeological and Historic Resources
- Environmental Justice
- Fisheries
- Floodplain/Hydraulics
- Geological Resources
- Hazardous Materials
- Land Use
- Noise
- Parks and Recreation
- Right-of-Way
- Socioeconomics
- Transportation
- Utilities
- Vegetation
- Visual Resources
- Water Resources
- Wetlands
- Wildlife

**Community members and local agencies can comment on the EA during a 45-day comment period.** Comments will be collected through the project web site, by mail or email, or in person at an open house and a public hearing. Notice of availability of the EA will be provided by email, a mailer to Tillamook addresses and a notice in the Headlight Herald.

After fully considering and evaluating public and agency comments, ODOT will identify a preferred alternative.
• Tell us what you think about the two bridge concepts.

• The Environmental Assessment process will continue for several months. Check www.tillamooktraffic.org for regular updates.

• There will be another open house this summer or fall, join the mailing list to get notified when a date is set.