

Summary of Boones Ferry Road Design Work since the December PAC Meeting

June 2016

The Consultant Design Team has continued limited work on the project since the PAC's last meeting in December. This limited work included the following:

30% Design Approval

The Design Team responded to City and ODOT review comments on the draft 30% design submittal. ODOT's approval of the 30% design occurred in January.

Design Exception Approvals

The Design Team submitted two design exceptions to ODOT for its approval. The first is a reduction in the U-turn radius as discussed at one of our PAC meetings. As you'll recall, this exception reduces impacts to the constrained sidewalk areas at the Bryant/Firwood and Oakridge/Reese intersections. ODOT approved this exception in March. The second exception is to allow for the skewed street approaches to Boones Ferry for both Bryant Road and Oakridge Road. This exception allows for the current skewed approaches to remain as is as part of the final design. Without this exception, the skew angle for either street would need to be reduced, which would require acquisition of adjacent properties at these corners. Of course, this would not be acceptable. Fortunately, ODOT approved this exception in early May.

Environmental Review

Right-of-way acquisition will likely be the critical work over the next 12 to 18 months that will determine when construction of the project can actually begin. Before right-of-way acquisition can take place, the environmental impact review needs to be completed. Instead of waiting for the current contract amendment for final design to be approved, the Design Team submitted a separate smaller contract amendment that would accelerate the environmental review of historic features potentially impacted by the project. The two properties in question are the MacGregor house where Naomi's Lampshades is and Lake Grove Elementary School. Advancing environmental review work during this time saves approximately two months to the project schedule. ODOT approved this contract amendment in March. The project's environmental consultant has already submitted the necessary documentation for these two properties to the State Historic Preservation Office (SHPO). We expect SHPO's review will show no adverse impacts to these two properties. We have received approval of the first step and are continuing to work with ODOT and SHPO to complete their review.

Final Design Contract Amendment

The contract amendment between WHPacific and ODOT for final design work was recently completed and ODOT's official notice to proceed with work was issued on June 7th. This is a significant contract amendment as it provides funding for the vast majority of all design work and right-of-way acquisition needed prior to initiating construction.

Stormwater Line Improvements

In January, the City completed a condition evaluation of the existing stormwater pipes both within the project area and downstream of it. The City determined that the storm pipes in both Boones Ferry Road and Bryant Road down to the railroad tracks will need to be replaced. In addition, bringing the project into compliance with the recently adopted Lake Oswego Stormwater Manual will require improvements to the stormwater open channel outfall at the southern end of Reese Road between Upper Drive and Lakeview Blvd. The City and Design Team have developed preliminary alternatives for these improvements. Given the timing, this additional work was not included in the amendment for final design. Instead, a separate contract amendment will be submitted to ODOT in the next few weeks for both evaluating these alternatives and developing design plans for the preferred solution.

Right-of-Way and Easement Acquisitions

The Design Team has continued to refine the right-of-way and easement acquisition maps that will be used by the right-of-way consultant for appraising private property impacts and for upcoming negotiations with property owners.

Alignment Refinement

The City and Design Team continued to refine the geometry at intersections to improve the design and location of crosswalks, sidewalk ramps, traffic signal poles, and pedestrian push-button poles. Sidewalk and street designs in the Madrona area were also updated to comply with the West Lake Grove design standards, which apply by City Code to that portion of the project. Lastly, medians along the length of the project were adjusted where possible to provide for the standard minimum 10-foot width.

Property Owner Meetings

The City and Design Team have met with certain property owners to further discuss project impacts and opportunities for expanded sidewalk areas. The properties for which these discussions have occurred include the Chevron site, the US Post Office, the small law office just north of the post office, Naomi's Lampshades, the commercial property at the southwest corner of Reese and Boones Ferry, McDonald's, Bank of America, US Bank, and the properties across from Madrona Street. Additional property owner meetings will be held in the next few weeks.