



# US101 Vertical Alignment Overview and Options

- Decision Needed: Determine the vertical alignment of US101 at Nelscott.





# Facility Management Plan

## What is a Facility Management Plan?

- A facility plan identifies the footprint of the highway.
- It identifies access points.
- It will identify what the future highway will look like so that everyone (State, City, developers) can plan for the future highway.
- It allows us to phase in the project.



# Plan View of Nelscott Area

- See Poster board with plan view.
- Dark red lines represent the sidewalk.
- Purple represents proposed medians.



# Two Options for Vertical Alignment

- Drive Through Option

- Full rebuild of the highway



- Plaza Option

- Overlay and add to the existing highway.





# Drive Through Option

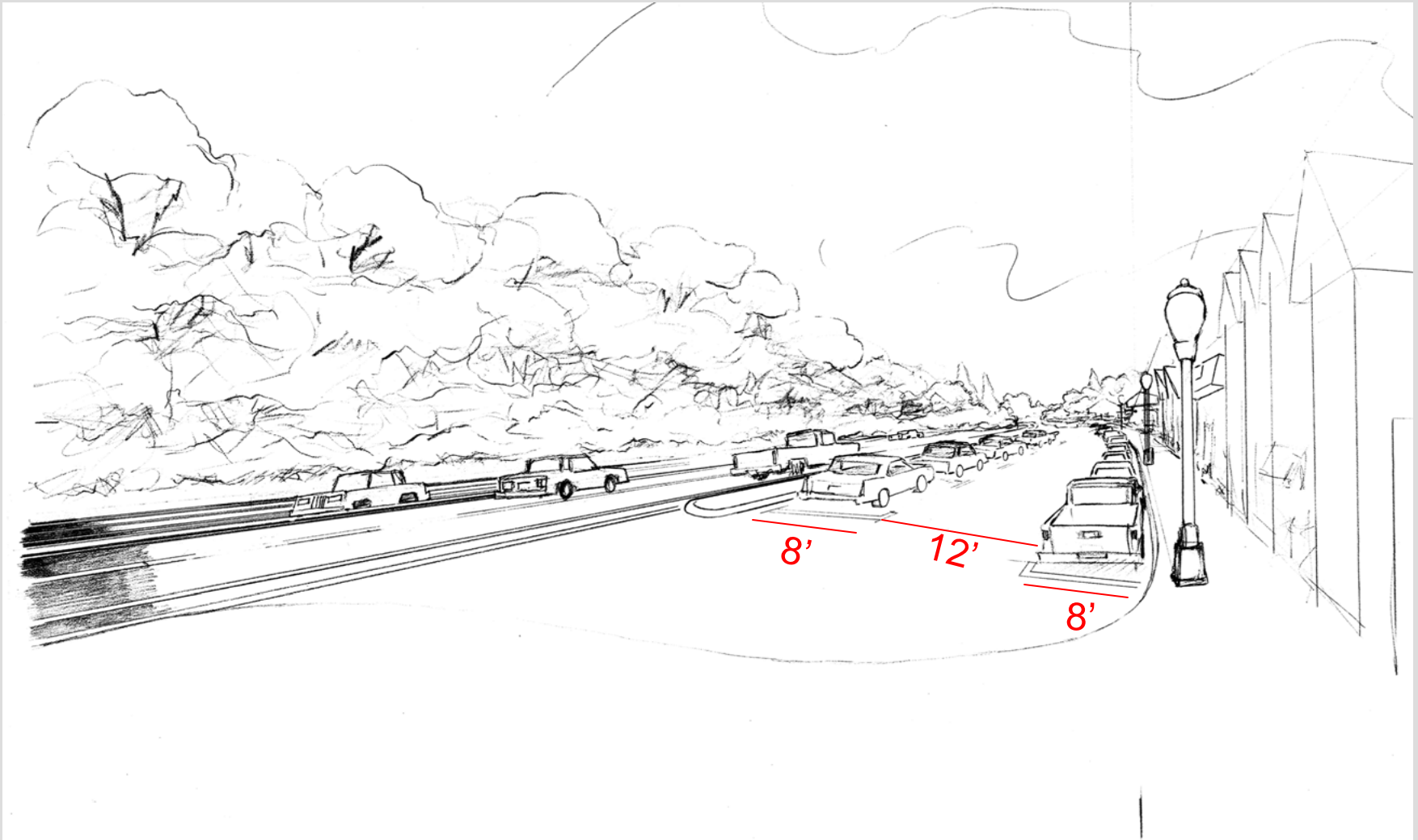


Highway 101 Lincoln City  
Nelscott District

DRIVE THROUGH

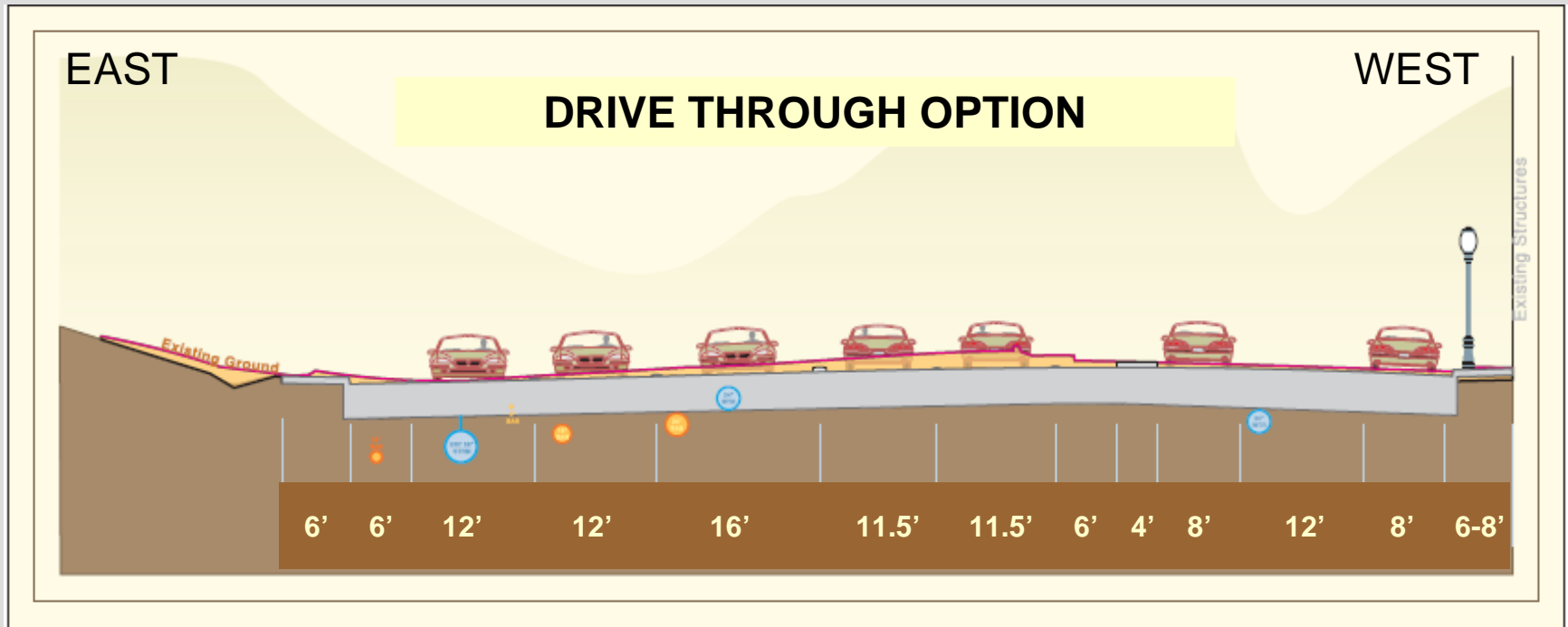


# Drive Through Option





# Cross Section and Utilities





# Plaza Option

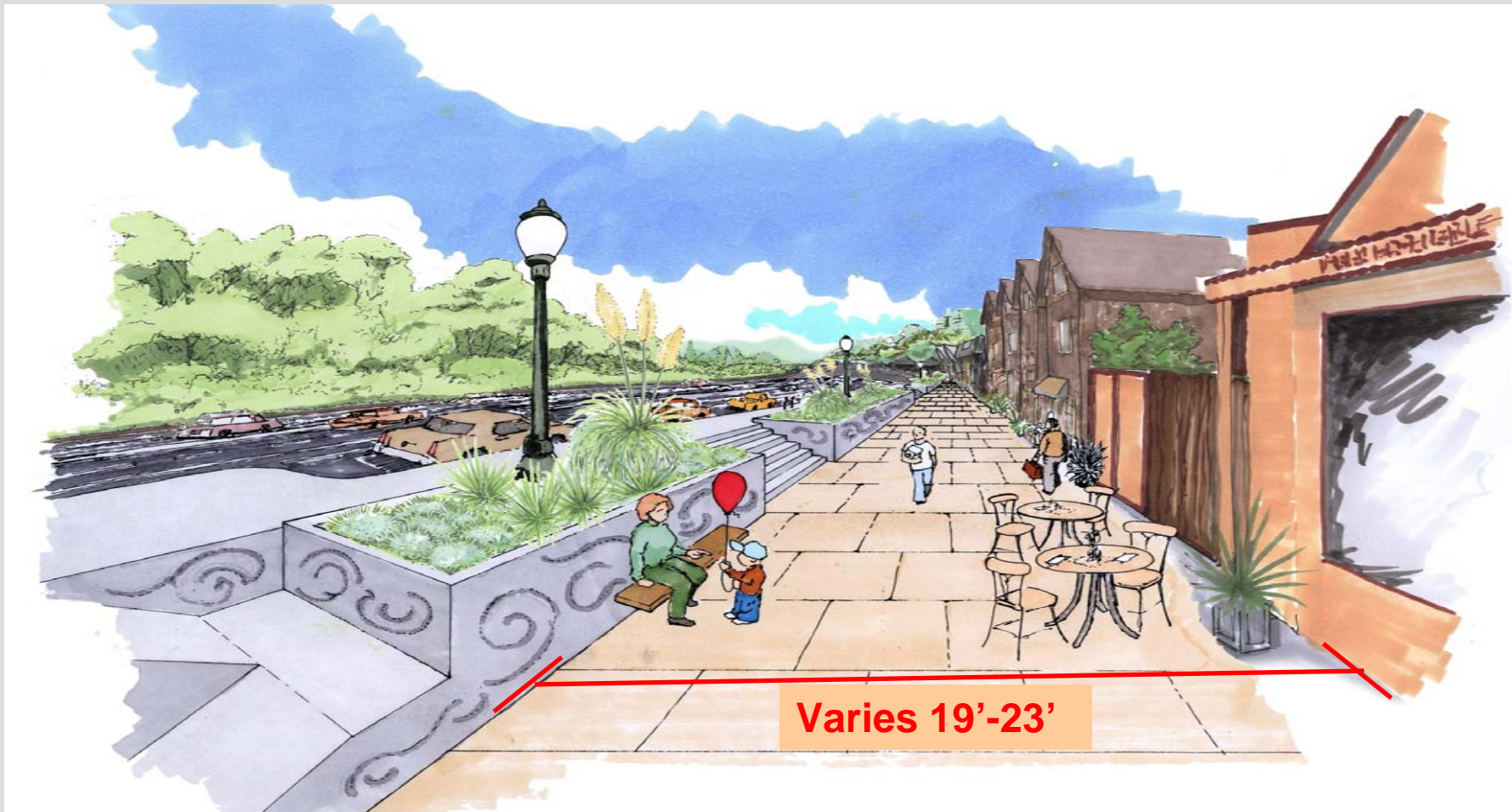


Highway 101 Lincoln City  
Nelscott District

PLAZA



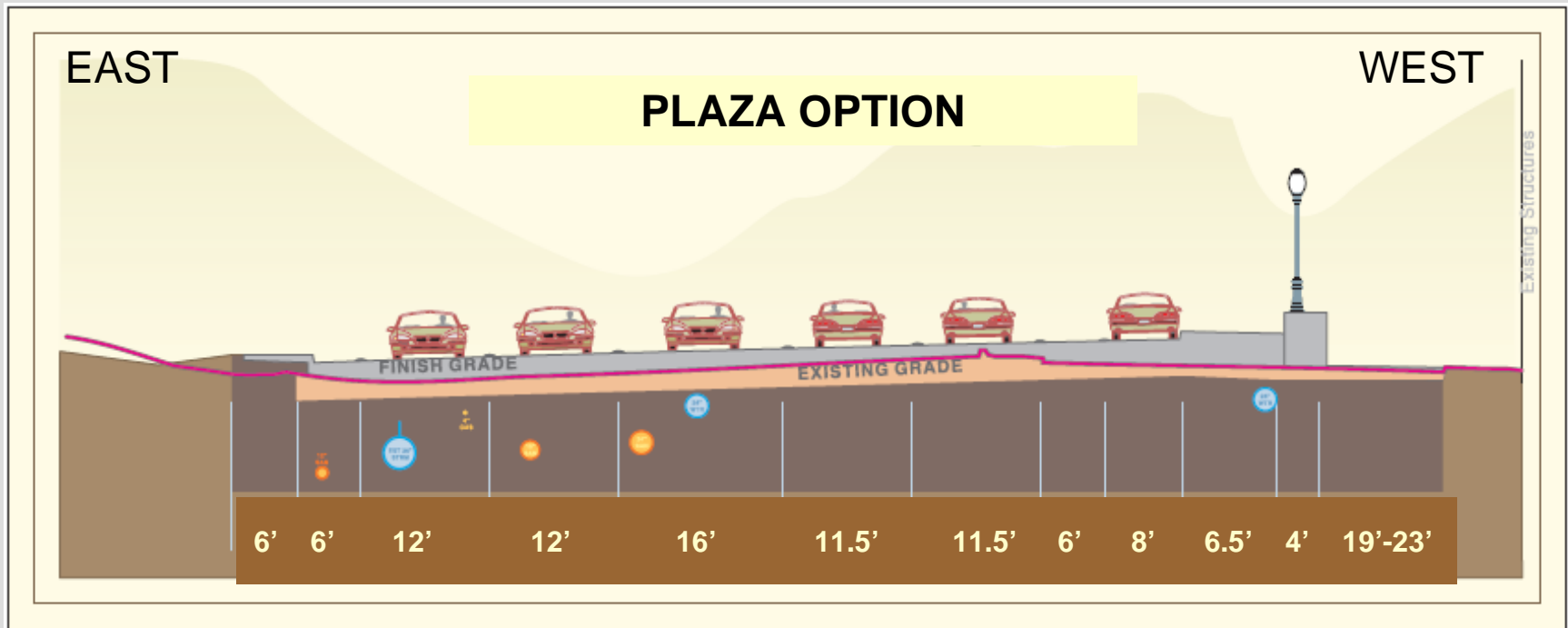
# Plaza Option



Varies 19'-23'



# Cross Section and Utilities



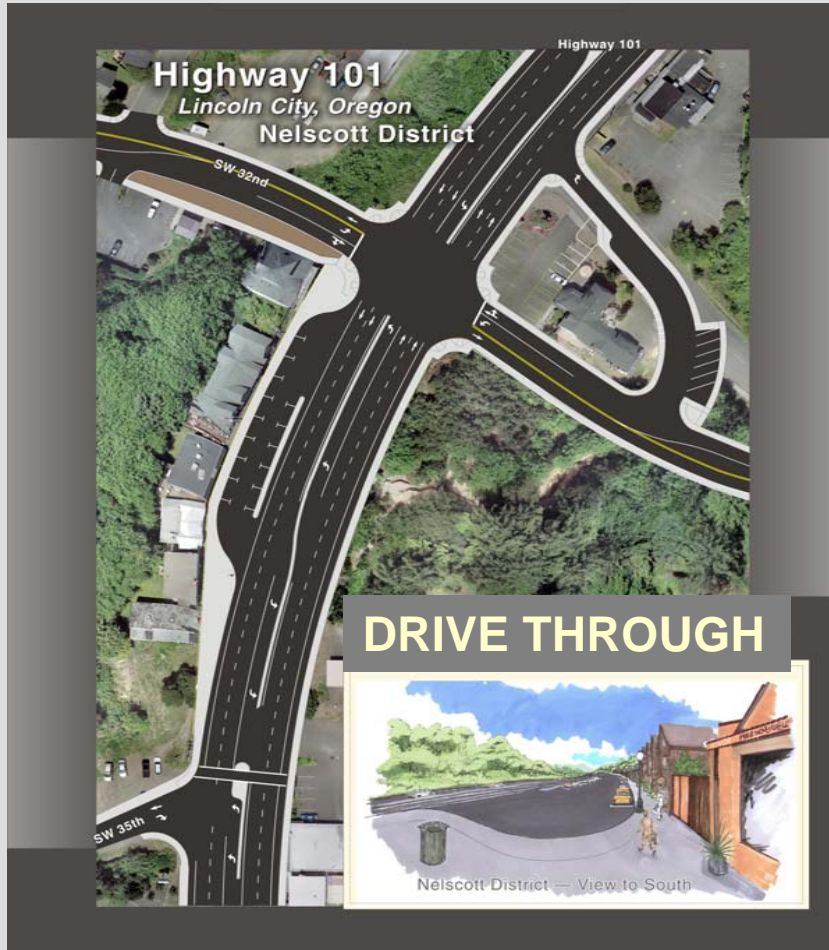


## Parking Impacts

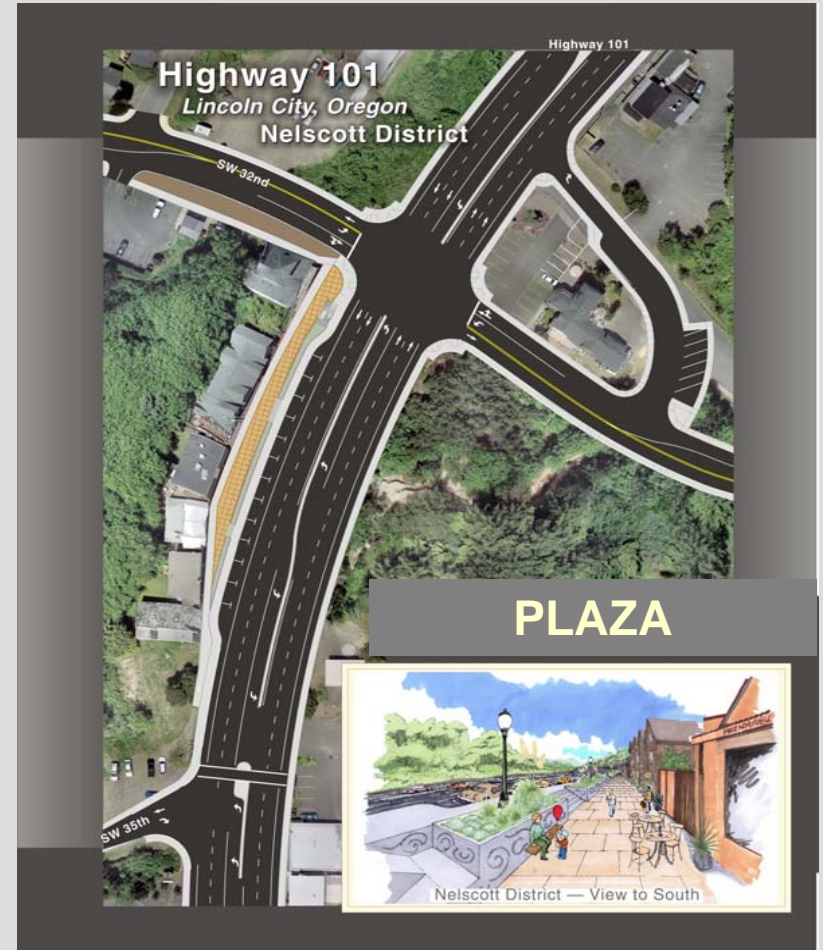
- Either option will decrease the parking available in front of the businesses.
- There is a way to mitigate the loss of those spots.
- SW 35<sup>th</sup> Street provides an opportunity for parking.
- We can not use ODOT (gas tax) dollars to build parking off the highway.



# Parking Comparison



**13 PARKING STALLS**



**12 PARKING STALLS**



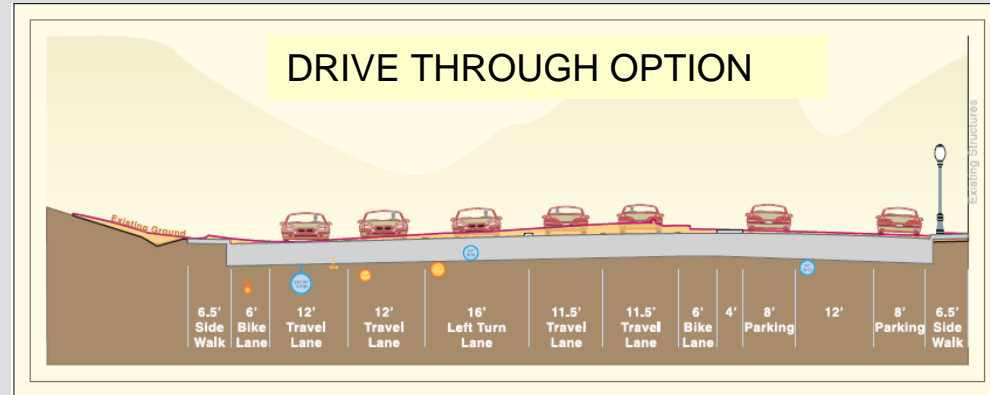
# Potential Parking Mitigation



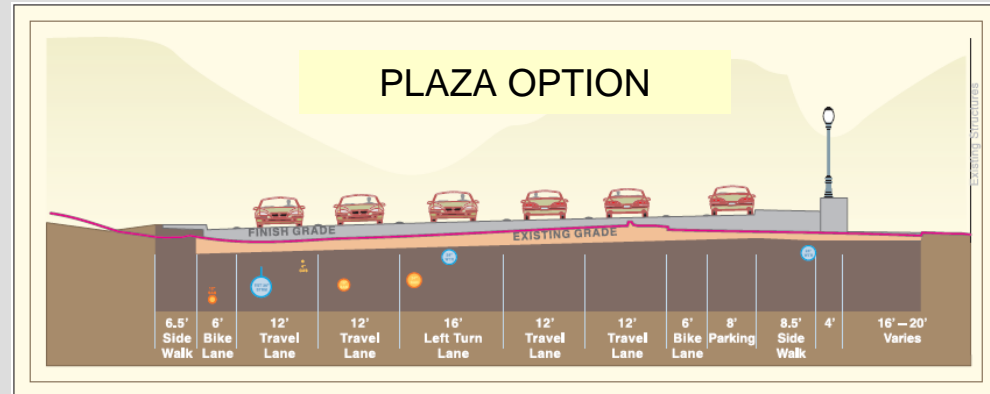


# Concept Level Costs for Protection and Relocation of Utilities for the Nelscott Area

- Drive Through Estimated Cost
  - \$510,000



- Plaza Estimated Cost
  - \$290,000



Estimates from Utility Analysis 32nd Street and US101 by CH2MHill



**These are not total project costs. These costs are only for the utility relocation from SW 32<sup>nd</sup> Street to south of SW 35<sup>th</sup> Street.**



# Summary of Costs

## Construction Cost for each Option

- Plaza: \$1,336,178
- Drive Through: \$1,331,311

## Construction & Utility Relocation Costs for each Option

- Plaza: \$1,626,178
- Drive Through: \$1,841,311



**This estimate is for the section of highway between SW 32<sup>nd</sup> Street and SW 35<sup>th</sup> Street. This is not the total PROJECT cost.**



# Potential Construction Savings

- The two options are similar in overall construction costs.
- Staging is easier with the Plaza Option vs. the Drive Through Option which could create additional savings.
- The cost estimates for construction assume basic landscaping, illumination and concrete for the sidewalk and retaining walls.
- Decorative features for the illumination, sidewalk, etc. would increase costs.



# Impacts to the Public During Construction

- Plaza option takes less time
  - Plaza option requires less reconstruction
  - Plaza option requires less utility relocation
- Impacts to business access via the highway and sidewalk will be similar for both projects



# Feedback on Plaza Option from Nelscott Business/Property Owners

## •Positive Comments

- Looks nice
- Pretty from the road
- Extra aesthetics
- Less expensive
- Visually improves the area
- Costs the City less
- Shorter construction period

## •Negative Comments

- Won't be used much due to weather
- Does not provide access for delivery trucks
- Less parking
- People have to walk too far
- Cost of landscaping
- Less of our building will show
- Parking is adjacent to the highway.



# Feedback on Drive Through Option from Nelscott Business/Property Owners

- Positive Comments

- Vehicle and pedestrian friendly
- Better business viability
- Provides delivery truck access
- Practical use of sidewalks
- Provides parking off the highway

- Negative Comments

- More expensive
- Takes more time to construct
- Reduces the amount of parking from current levels



# We need to choose one option to move forward.

- We need to show progress on the project
- We need to have a viable project for various funding opportunities



## Next Steps

After a decision is made on the vertical alignment we can proceed with:

- Development of the Facility Management Plan
- Begin discussing how we phase in the project
- Start working on other design elements



## For more information:

- A copy of today's presentation will be available on the project web site.
- [www.oregon.gov/odot/hwy/region2/lincolncity.shtml](http://www.oregon.gov/odot/hwy/region2/lincolncity.shtml)

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