



Oregon Department of Transportation



# March 22, 2010 City Council Presentation

## Alignment Concurrence

Lincoln City, Oregon  
US101 SE 16<sup>th</sup>- SE 36<sup>th</sup> ST



# Overview

- Recap April, June & November 2009 meetings
  - April 2009 – Workshop on Nelscott Alignment.
  - June 2009 – Council presentation on Nelscott Alignment.
  - November 2009 – Presented a preliminary design for five lanes to council.
- Review alignment
- Facility Plan Overview
- Decision Needed: Council's Concurrence to move forward with the Alignment



## April and June 2009

- Council Workshop with residents/business owners in Nelscott.
- Presented two options for Nelscott Alignment.
- Council selected an alternative at the City Council Meeting.



## November 2009

- Presented five lane preliminary design.
- Reviewed short term and long term needs.
- Discussed what a Facility Plan is and why it is needed on this project.
- Identified components of a Facility Plan.



## Current Alignment

- ODOT Engineering Staff have identified a five lane alignment.
- Maps show:
  - Existing right of way lines,
  - Overall width of highway,
  - Back of sidewalk,
  - Cut and fill areas and
  - Water quality needs.



## Maps

- We'll walk through each map...switch from powerpoint to pdf's here.
- We have worked with City Staff and Federal Highway Administration to finalize this alignment for your concurrence.



## Facility Plan

- The facility plan is needed to identify and protect the right of way for the full build out.
- We do not have funds to build the full five lanes.
- This is a Federal Highway Administration requirement to build anything other than five lanes.



# Facility Plan Components

- A preliminary design of a full five lane highway is one component.
  - This would include design elements such as travel lanes, sidewalks, bike lanes, turn lanes, storm drainage, storm water treatment, etc.
- Access management goals are another component.
  - This includes things like raised medians, preferred distances between approaches, etc.



## The need for concurrence

- First step to developing a Facility Plan for this section of U.S. 101
- Need to establish the alignment to determine the right of way needs.
- We are at a point where several development tasks are on hold until we have reached an agreement on the alignment, including the Facility Plan.



## Decisions Needed

We need Council's concurrence with the current alignment to move forward with the project.



## Next Steps

- If City Council agrees to move forward with the alignment, ODOT will begin developing the Facility Plan.
- The Facility Plan will need to be adopted by City Council by December 2010.



## Next Steps

- Components of the Facility Plan will need to be adopted by Lincoln City as part of its Comprehensive Plan.
  - The Plan's actions at public streets.
  - Changes, if any to the City's Comprehensive Plan and Development Codes to allow the project to be built.
- There will be an Open House and a Public Hearing prior to adoption.



## Next Steps, Continued

- If City Council does not concur with the alignment the project will be closed.
- ODOT will not proceed with the project without City Council support.
- We believe the future of this project is at an important crossroad and that you control which direction the project will proceed.



## Project Information

- Preliminary Design Maps can be viewed on-line under the Facility Management Plan Heading.
- Link: [www.odotproject.info](http://www.odotproject.info)
- Project Name: US101 SE 16<sup>th</sup>– SE 36<sup>th</sup> ST (Lincoln City)