






## Purple Alternative

The Purple alternative is the northern-most river crossing option under consideration. It connects the Commercial/Liberty couplet, River Road, and Salem Parkway on the east to Wallace Road and Brush College Road on the west.

- ◆ Avoids impacts to Wallace Marine Park and the gravel pit.
- ◆ Diverts the least amount of traffic from the existing bridges to the new bridge, since the existing bridges will remain the most direct route for most trips within Salem.
- ◆ Bridge must be elevated because it crosses the floodplain. It would lower to ground level at Wallace Road on the west and between Broadway and Cherry Avenue on Salem Parkway on the east.
- ◆ Requires additional lanes on the existing Center and Marion street bridges
- ◆ Changes to local street system include expanded intersection at Wallace Road/Brush College Road, relocated intersection at Orchard Heights Road, construction of Marine Drive, widening part of Wallace Road, and new interchange at Liberty and Commercial Streets
- ◆ Estimated cost (inflated for the year 2012): \$874 million

### Evaluation Results Summary

Goal	Evaluation Score
Improve safety and mobility	
Preserve natural and cultural resources	
Preserve quality of life on both sides of the river	
Meet federal and state regulatory requirements	
Cost effective and timely solution	

 Excellent
  Good
  Fair
  Poor
  Very Poor

### Task Force and Oversight Team Comments

- ✓ Least cost-effective (too much structure for what it accomplishes).
- ✓ Doesn't relieve congestion on existing bridges (too far away).
- ✓ Lacks direct connection to Highway 22.
- ✓ Least impact on neighborhoods, parks, etc.






*The Task Force and Oversight Team have **preliminarily recommended eliminating the Purple alternative from further consideration.***

## Orange Alternative

The Orange alternative is south of the Purple alternative. It connects to Wallace Road and Hope Avenue on the west and to the Commercial/Liberty couplet, River Road, and Salem Parkway on the east.

- ◆ Curve in the bridge reduces the impact to the gravel pit and farmland.
- ◆ Avoids most impacts to Wallace Marine Park.
- ◆ On east side, provides direct connections to Salem Parkway, Commercial/Liberty Couplet, and to River Road. Front Street would be maintained as it is today.
- ◆ Bridge must be elevated because it crosses the floodplain. It would lower to ground level at the future Marine Drive on the west and between Broadway and Cherry Avenue on Salem Parkway on the east.
- ◆ Requires additional lanes on the existing Marion and Center Street bridges.
- ◆ Changes to local street system include relocated intersection at Orchard Heights Road, construction of Marine Drive, widening Wallace Road between Orchard Heights and Edgewater, and new interchange at Liberty and Commercial Streets.
- ◆ Estimated cost (inflated for the year 2012): \$747 million

### Evaluation Results Summary

Goal	Evaluation Score
Improve safety and mobility	
Preserve natural and cultural resources	
Preserve quality of life on both sides of the river	
Meet federal and state regulatory requirements	
Cost effective and timely solution	

 Excellent
  Good
  Fair
  Poor
  Very Poor

### Task Force and Oversight Team Comments

- ✓ Poor mobility scores in evaluation process.
- ✓ Lacks direct connection to Highway 22.
- ✓ Still provides regional benefits but via Wallace Road, Marine Drive, etc.
- ✓ Elevated structure on east side impacts residential neighborhoods.
- ✓ Adding lanes to existing bridges would impact downtown.






*The Task Force and Oversight Team have **preliminarily recommended eliminating the Orange alternative from further consideration.***


## Orange + Red Alternative

The Orange + Red alternative is south of the Purple alternative. It connects to Wallace Road and Hope Avenue and also Highway 22 on the west and to the Commercial/Liberty Couplet, River Road, and Salem Parkway on the east.

- ◆ Curve in the bridge reduces the impact to the gravel quarry and farmland.
- ◆ Avoids most impacts to Wallace Marine Park.
- ◆ On the east, Front Street would be maintained as it is today.
- ◆ Includes a direct connection from new bridge to Highway 22.
- ◆ Bridge must be elevated because it crosses the floodplain. It would lower to ground level at the future Marine Drive on the west and between Broadway and Cherry Avenue on Salem Parkway on the east.
- ◆ No new lanes on the existing Marion and Center Street bridges.
- ◆ Changes to local street system include relocated intersection at Orchard Heights Road, construction of Marine Drive, widening Wallace Road between Orchard Heights and Edgewater, and new interchange at Liberty and Commercial Streets.
- ◆ Estimated cost (inflated for the year 2012): \$770 million

### Evaluation Results Summary

Goal	Evaluation Score
Improve safety and mobility	
Preserve natural and cultural resources	
Preserve quality of life on both sides of the river	
Meet federal and state regulatory requirements	
Cost effective and timely solution	

 Excellent
  Good
  Fair
  Poor
  Very Poor

### Task Force and Oversight Team Comments

- ✓ Doesn't serve local east side traffic well.
- ✓ Doesn't White + Red do same thing but with less cost and impact?
- ✓ Direct connection to Salem Parkway is good.






*The Task Force and Oversight Team have not made any recommendations regarding this alternative.*

## White Alternative

The White alternative connects to Wallace Road and Hope Avenue on the west and to Pine and Hickory Streets and Salem Parkway on the east.

- ◆ Curve in the bridge reduces impact to the gravel pit and farmland.
- ◆ Avoids most impacts to Wallace Marine Park.
- ◆ On the east side, Pine and Hickory Streets would be converted into one way streets and would serve as a paired couplet.
- ◆ Bridge must be elevated because it crosses the floodplain. It would lower to ground level at the future Marine Drive on the west and at Broadway on the east.
- ◆ Requires additional lanes on the existing Marion and Center Street bridges.
- ◆ Changes to local street system include relocated intersection at Orchard Heights Road, construction of Marine Drive, widening Wallace Road between Orchard Heights and Edgewater, and elevated ramps leading to the Pine/Hickory couplet and Broadway.
- ◆ Estimated cost (inflated for the year 2012): \$667 million

### Evaluation Results Summary

Goal	Evaluation Score
Improve safety and mobility	
Preserve natural and cultural resources	
Preserve quality of life on both sides of the river	
Meet federal and state regulatory requirements	
Cost effective and timely solution	

 Excellent
  Good
  Fair
  Poor
  Very Poor

### Task Force and Oversight Team Comments

- ✓ Of the “non-Red” alternatives, this looks like the best.
- ✓ General interest in considering this alternative further, but needs more discussion.






*The Task Force and Oversight Team have not made any recommendations regarding this alternative.*

## White + Red Alternative

The White + Red alternative connects to Wallace Road and Hope Avenue and also Highway 22 on the west and to Pine and Hickory Streets and Salem Parkway on the east.

- ◆ Curve in the bridge reduces impact to the gravel yard and farmland.
- ◆ Avoids most impacts to Wallace Marine Park.
- ◆ On the east side, Pine and Hickory Streets would be converted into one way streets and would serve as a paired couplet.
- ◆ Bridge must be elevated because it crosses the floodplain. It would lower to ground level at the future Marine Drive on the west and at Broadway on the east.
- ◆ Includes a direct connection from new bridge to Highway 22.
- ◆ No new lanes on the existing Marion and Center Street bridges.
- ◆ Changes to local street system include relocated intersection at Orchard Heights Road, construction of Marine Drive, widening Wallace Road between Orchard Heights and Edgewater, and elevated ramps leading to the Pine/Hickory couplet and Broadway.
- ◆ Estimated cost (inflated for the year 2012): \$674 million

## Evaluation Results Summary

Goal	Evaluation Score
Improve safety and mobility	
Preserve natural and cultural resources	
Preserve quality of life on both sides of the river	
Meet federal and state regulatory requirements	
Cost effective and timely solution	

 Excellent
  Good
  Fair
  Poor
  Very Poor

## Task Force and Oversight Team Comments

- ✓ One of the top-performing alternatives in evaluation process.
- ✓ Compare to Orange + Red – which is better?
- ✓ General interest in considering this alternative further.






*The Task Force and Oversight Team have not made any recommendations regarding this alternative.*

### White + Red Light Alternative (without Pine/Hickory Street Couplet)

The White + Red Light alternative connects to Wallace Road and Hope Avenue and also Highway 22 on the west and to Pine and Hickory Streets and Salem Parkway on the east.

- ◆ Curve in the bridge reduces impact to the gravel pit and farmland.
- ◆ Avoids most impacts to Wallace Marine Park.
- ◆ On the east side, new ramps would terminate at Pine and Hickory Street (Pine/Hickory would not become a couplet).
- ◆ Bridge must be elevated because it crosses the floodplain. It would lower to ground level at the future Marine Drive on the west and at Commercial on the east.
- ◆ Includes a direct connection from new bridge to Highway 22.
- ◆ No new lanes on the existing Marion and Center Street bridges.
- ◆ Changes to local street system include relocated intersection at Orchard Heights Road, construction of Marine Drive, widening Wallace Road between Orchard Heights and Edgewater, and elevated ramps terminating at Pine/Hickory and Commercial Streets.
- ◆ Estimated cost (inflated for the year 2012): \$668 million

### Evaluation Results Summary

Goal	Evaluation Score
Improve safety and mobility	
Preserve natural and cultural resources	
Preserve quality of life on both sides of the river	
Meet federal and state regulatory requirements	
Cost effective and timely solution	

 Excellent
  Good
  Fair
  Poor
  Very Poor

### Task Force and Oversight Team Comments

- ✓ Compared to White + Red, is White + Red Light worth the trade-offs?
- ✓ General interest in considering this alternative further, but needs further discussion.






*The Task Force and Oversight Team have not made any recommendations regarding this alternative.*

## Pink Alternative

The Pink alternative is south of the Orange alternatives. It connects to Wallace Road and Hope Avenue on the west and to Pine and Hickory Streets on the east.

- ◆ Curve in the bridge reduces impact to the gravel pit and farmland.
- ◆ Avoids most impacts to Wallace Marine Park.
- ◆ On the east side, Pine and Hickory Streets would be converted into one way streets and would serve as a paired couplet. Does not include direct connection to Salem Parkway.
- ◆ Bridge must be elevated because it crosses the floodplain. It would lower to ground level at the future Marine Drive on the west and at Commercial/Liberty Streets on the east.
- ◆ Requires additional lanes on the existing Marion and Center Street bridges.
- ◆ Changes to local street system include relocated intersection at Orchard Heights Road, construction of Marine Drive, widening Wallace Road between Orchard Heights and Edgewater, and intersection improvements at the Liberty/Commercial couplet.
- ◆ Estimated cost (inflated for the year 2012): \$581 million

### Evaluation Results Summary

Goal	Evaluation Score
Improve safety and mobility	
Preserve natural and cultural resources	
Preserve quality of life on both sides of the river	
Meet federal and state regulatory requirements	
Cost effective and timely solution	

 Excellent
  Good
  Fair
  Poor
  Very Poor

### Task Force and Oversight Team Comments

- ✓ Compare to White – which is better?
- ✓ General interest in considering this alternative further, but needs further discussion.






*The Task Force and Oversight Team have not made any recommendations regarding this alternative.*

## Pink + Red Alternative

The Pink + Red alternative is south of the Orange alternatives, connecting to the intersection of Wallace Road and Hope Avenue and also Highway 22 on the west and to Pine and Hickory Streets on the east.

- ◆ Curve in the bridge reduces impact to the gravel pit and farmland.
- ◆ Avoids most impacts to Wallace Marine Park.
- ◆ On the east side, Pine and Hickory Streets would be converted into one way streets and would serve as a paired couplet.
- ◆ Bridge must be elevated because it crosses the floodplain. It would lower to ground level at the future Marine Drive on the west and at Commercial/Liberty Streets on the east.
- ◆ No new lanes on the existing Marion and Center Street bridges.
- ◆ Changes to local street system include relocated intersection at Orchard Heights Road, construction of Marine Drive, widening Wallace Road between Orchard Heights and Edgewater.
- ◆ Estimated cost (inflated for the year 2012): \$643 million

## Evaluation Results Summary

Goal	Evaluation Score
Improve safety and mobility	
Preserve natural and cultural resources	
Preserve quality of life on both sides of the river	
Meet federal and state regulatory requirements	
Cost effective and timely solution	

 Excellent
  Good
  Fair
  Poor
  Very Poor

## Task Force and Oversight Team Comments

- ✓ One of the top-performing alternatives in evaluation process.
- ✓ Compare to White + Red – which is better?
- ✓ General interest in considering this alternative further.






*The Task Force and Oversight Team have not made any recommendations regarding this alternative.*

## Blue + Red Alternative

The Blue + Red alternative is south of the Pink alternatives. It connects to a realigned intersection of Wallace Road and Orchard Heights Road and also Highway 22 on the west and to Academy and River Streets on the east.

- ◆ Traffic bound for east Salem would need to divert north or south on the Liberty/Commercial Couplet or Broadway since Academy does not continue east.
- ◆ Avoids many impacts to Wallace Marine Park; crosses over the northern finger of the park.
- ◆ Bridge must be elevated because it crosses the floodplain. It would lower to ground level at the future Marine Drive on the west and at Commercial Street on the east.
- ◆ Includes a direct connection from new bridge to Highway 22.
- ◆ No new lanes on existing Marion and Center Street bridges.
- ◆ Changes to local street system include relocated intersection at Orchard Heights Road, construction of Marine Drive, widening Wallace Road between Orchard Heights and Edgewater, and widening on Broadway near Academy and River.
- ◆ Estimated cost (inflated for the year 2012): \$574 million

### Evaluation Results Summary

Goal	Evaluation Score
Improve safety and mobility	
Preserve natural and cultural resources	
Preserve quality of life on both sides of the river	
Meet federal and state regulatory requirements	
Cost effective and timely solution	

 Excellent
  Good
  Fair
  Poor
  Very Poor

### Task Force and Oversight Team Comments

- ✓ Major impacts to neighborhoods, school, park; would never be supported.
- ✓ Lacks good eastward connection; potential railroad conflict.
- ✓ Lacks direction connection to Salem Parkway.
- ✓ Very little interest in considering this alternative further.






*The Task Force and Oversight Team have not made any recommendations regarding this alternative.*

## Yellow Alternative

The Yellow alternative is south of the Blue + Red alternative. It connects to a realigned intersection of Wallace Road and Orchard Heights on the west and with Shipping and Hood Streets and the Liberty/Commercial couplet on the east.

- ◆ Would cross over the railroad on the east, requiring continued elevation of ramps and restricting ramp connections from the bridge to the Commercial/Liberty Couplet only.
- ◆ A ramp on Hood Street and Shipping Street down to ground level at Broadway Street would provide for east/west connectivity on the eastside of the river to Fairgrounds Road.
- ◆ Bridge would cross above Wallace Marine Park near the existing softball fields.
- ◆ Bridge must be elevated because it crosses the floodplain. It would lower to ground level at the future Marine Drive on the west and at Liberty, Commercial, and Broadway on the east.
- ◆ Requires additional lanes on the existing Marion and Center Street bridges.
- ◆ Changes to local street system include relocated intersection at Orchard Heights Road, construction of Marine Drive, widening Wallace Road between Orchard Heights and Edgewater, elevated ramps leading to the Liberty/Commercial couplet.
- ◆ Estimated cost (inflated for the year 2012): \$680 million

## Evaluation Results Summary

Goal	Evaluation Score
Improve safety and mobility	
Preserve natural and cultural resources	
Preserve quality of life on both sides of the river	
Meet federal and state regulatory requirements	
Cost effective and timely solution	

 Excellent
  Good
  Fair
  Poor
  Very Poor

## Task Force and Oversight Team Comments

- ✓ Dumps traffic to Fairgrounds Road but without good routing.
- ✓ Has both a regional and local function – close to downtown.
- ✓ Major impacts to east side neighborhoods, Wallace Marine Park, urban renewal area.
- ✓ Potential conflict with railroad crossing.
- ✓ Little interest in considering this alternative further, but needs more discussion.






*The Task Force and Oversight Team have not made any recommendations regarding this alternative.*

## Yellow + Red Alternative

The Yellow + Red alternative is south of the Blue + Red alternative. It connects to a realigned intersection of Wallace Road and Orchard Heights and also Highway 22 on the west and with Shipping and Hood Streets and the Liberty/Commercial couplet on the east

- ◆ Would cross over the railroad on the east, requiring continued elevation of ramps and restricting ramp connections from the bridge to the Commercial/Liberty Couplet only.
- ◆ A ramp on Hood Street and Shipping Street down to ground level at Broadway Street would provide for east/west connectivity on the eastside of the river to Fairgrounds Road.
- ◆ Bridge would cross above Wallace Marine Park near the existing softball fields.
- ◆ Bridge must be elevated because it crosses the floodplain. It would lower to ground level at the future Marine Drive on the west and at Liberty, Commercial, and Broadway on the east.
- ◆ No new lanes on the existing Marion and Center Street bridges.
- ◆ Changes to local street system include relocated intersection at Orchard Heights Road, construction of Marine Drive, widening Wallace Road between Orchard Heights and Edgewater, elevated ramps leading to the Liberty/Commercial couplet.
- ◆ Estimated cost (inflated for the year 2012): \$632 million

## Evaluation Results Summary

Goal	Evaluation Score
Improve safety and mobility	
Preserve natural and cultural resources	
Preserve quality of life on both sides of the river	
Meet federal and state regulatory requirements	
Cost effective and timely solution	

 Excellent
  Good
  Fair
  Poor
  Very Poor

## Task Force and Oversight Team Comments

- ✓ Better than Yellow because of direct connection to Highway 22.
- ✓ Potential conflict with railroad crossing.
- ✓ Mixed interest in considering further; needs more discussion.






*The Task Force and Oversight Team have not made any recommendations regarding this alternative.*

## Green + Red Alternative

The Green + Red alternative is south of the Yellow alternatives. It connects the Wallace Road and Glen Creek Road intersection on the west to Market Street and Gaines Street on the east.

- ◆ Would cross over the railroad on the east, requiring continued elevation of ramps and restricting ramp connections from the bridge to the Commercial/Liberty Couplet only.
- ◆ Market Street allows for east/west connectivity to I-5; however, existing adjacent land use is residential.
- ◆ Bisects the planned urban redevelopment areas on the east and west of the river.
- ◆ The bridge would cross above the soccer fields in the southern part of Wallace Marine Park.
- ◆ Bridge must be elevated because it crosses the floodplain. It would lower to ground level at the future Marine Drive on the west and at Liberty/Commercial on the east.
- ◆ Includes a direct connection from new bridge to Highway 22.
- ◆ No new lanes on existing Marion and Center Street bridges.
- ◆ Changes to local street system include, widening of Wallace Road at the Glen Creek intersection to 11 lanes, construction of Marine Drive, and elevated ramps leading to the Liberty/Commercial couplet.
- ◆ Estimated cost (inflated for the year 2012): \$510 million

## Evaluation Results Summary

Goal	Evaluation Score
Improve safety and mobility	
Preserve natural and cultural resources	
Preserve quality of life on both sides of the river	
Meet federal and state regulatory requirements	
Cost effective and timely solution	

 Excellent
  Good
  Fair
  Poor
  Very Poor

## Task Force and Oversight Team Comments

- ✓ Even though it performed best on evaluation, it has major flaws – Wallace Marine Park, neighborhood impacts, urban renewal impacts, employer impacts, too close to downtown/existing bridges.
- ✓ Cheapest may not mean best.
- ✓ Mixed interest in considering this alternative further; needs more discussion.






*The Task Force and Oversight Team have not made any recommendations regarding this alternative.*

## Forest Alternative

This hybrid alternative is comprised of two bridges (at the Pink and Green alignments), each serving as an independent bridge.

- ◆ Having two separate facilities would disperse traffic throughout the city, lessening bottlenecks.
- ◆ Two bridges would result in greater impacts than the one bridge options
- ◆ Requires additional lanes on the existing Marion and Center Street bridges
- ◆ See also descriptions for Pink and Green Alternatives
- ◆ Changes to local street system include relocated intersection at Orchard Heights Road, widening of Wallace Road/Glen Creek intersection, construction of Marine Drive, construction of street connections from bridge on east side
- ◆ Estimated cost (inflated for the year 2012): \$810 million

### Evaluation Results Summary

Goal	Evaluation Score
Improve safety and mobility	
Preserve natural and cultural resources	
Preserve quality of life on both sides of the river	
Meet federal and state regulatory requirements	
Cost effective and timely solution	

 Excellent
  Good
  Fair
  Poor
  Very Poor

### Task Force and Oversight Team Comments

- ✓ Poor performance but twice the impact (two bridges) and high cost.
- ✓ No direct connection to Highway 22.
- ✓ Has the same major impacts as the Green + Red Alternative.

*The Task Force and Oversight Team have **preliminarily recommended eliminating** the Forest alternative from further consideration.*

## TSM/TDM (Transit and Roadway Efficiency) Features

A group of features known as Transportation System Management (TSM) and Transportation Demand Management (TDM) is under development for further study in the Draft EIS. These features are intended to make the most of the existing (or future) transportation infrastructure. The goal is to develop a package of features that can be implemented along with any of the alternatives to be studied, thereby improving their performance and reducing vehicle demand. The components being studied include transit system improvements, transit infrastructure, and demand management policies.

### Evaluation Results Summary

Because the TSM/TDM components by themselves are not sufficient to meet the project Purpose and Need, they are not considered an alternative and are not evaluated in the same manner as the other alternatives. The performance of these components will be evaluated in the Draft EIS.

### Task Force and Oversight Team Comments

- ✓ Interest in maximizing potential transit improvements.

*The Task Force and Oversight Team have recommended that a set of TSM/TDM measures be further developed for study in the Draft EIS. Details are under development.*

## Low Build Alternative

The project team is studying the possibility of a “Low Build” alternative - an option that would achieve substantial mobility benefits but at a much smaller cost and with less impact than a new bridge. Such an alternative also could be a “fall-back” alternative in the event that funds cannot be found to construct a new bridge.

Key questions to be answered include whether such an alternative would meet the same key requirements that the other alternatives meet - including the project Purpose and Need, the mobility policies of the affected transportation agencies, and the requirements for the National Environmental Policy Act (NEPA) process for the preparation of an environmental impact statement.

Once the policy issues have been clarified, the information will be communicated with the Task Force and Oversight Team and the general public, prior to beginning the EIS document early next year.