



Comparing the Previous and Revised Alternative 2A (Existing bridges corridor)

DATE: September 3, 2008

Alternative 2A

Previous Alternative 2A (Existing Bridges)	Revised Alternative 2A (Existing Bridges)
<p>Widens Center Street bridge to 6 lanes, with new piers in the water. Existing multi-use path relocated to north edge of widened structure.</p>	<p>Widens Center Street bridge to 5 lanes by using the existing multi-use path. No new piers in the water. Proposed bicycle and pedestrian enhancements include extending pedestrian/bike paths from the Union Street bridge in west Salem, including a new connection along Marine Drive to Glen Creek Rd., and along the railroad ROW with a grade-separated crossing over Wallace Road.</p>
<p>Off-ramp from Center St. bridge to northbound Front St. is two lanes (recently determined to be infeasible due to geometric constraints)</p>	<p>Off-ramp from Center St. bridge stays the same as today (one lane). Note: signal at end of ramp to be added in 2009.</p>
<p>On the west side, the Center St. bridge approaches will be widened/ reconstructed to connect Wallace Rd. and OR 22 to the bridge.</p>	<p>Same proposed modifications with access limitations defined.</p>
<p>Marion St. bridge widened to 6 lanes by adding 2 new lanes to north side of bridge. Requires new piers in the water. The 2 new lanes are barrier-separated from the existing 4 lanes to restrict weaving. On east side, add free SB right turn lane on Commercial St. at Marion St. On the west side, the 2 new lanes are connected to westbound Highway 22. Requires removal of sidewalk on Marion St. bridge.</p>	<p>As previously proposed, with addition of an exit ramp from the bridge to Marine Drive at Glen Creek Rd.</p>
<p>Wallace Road widened to 6 through lanes plus turn lanes at intersections. Access limitations had not been defined.</p>	<p>Same proposed modifications .</p>
<p>Widens Center Street bridge to 6 lanes, with new piers in the water. Existing multi-use path relocated to north edge of widened structure.</p>	<p>Widens Center Street bridge to 5 lanes by using the existing multi-use path. No new piers in the water. Proposed bicycle and pedestrian enhancements include extending pedestrian/bike paths from the Union Street bridge in west Salem, including a new connection along Marine Drive to Glen Creek Rd., and along the railroad ROW with a grade-separated crossing over Wallace Road.</p>



Off-ramp from Center St. bridge to northbound Front St. is two lanes (recently determined to be infeasible due to geometric constraints)

Off-ramp from Center St. bridge stays the same as today (one lane).

Note: signal at end of ramp to be added in 2009.

On the west side, the Center St. bridge approaches will be widened/ reconstructed to connect Wallace Rd. and OR 22 to the bridge.

Same proposed modifications with access limitations defined.

PMT Recommendation:

1. Study both the revised alternatives 2A and 2B as stand-alone alternatives in the EIS
2. Use the revised alternative 2A bridge as the “improvement to existing bridges” component of alternative 4B

Reasons for keeping revised 2A as an alternative in the EIS:

1. It meets Purpose and Need (improves mobility across bridge over future No Build)
2. It’s the only alternative that can be matched with Alternative 4B (new bridge from Hope to Pine Street)
3. It’s the least expensive of all the EIS alternatives.
4. It’s the only alternative that significantly adds capacity on the existing bridges (both midspan and approaches)