

Salem River Crossing - Concept Tracking Sheet (as of 7/18/07)

Date	Suggested by	Suggestion	Comments	PMT Status	Task Force Recommendation
5/15/2007	PMT	Purple (Wallace Road to Tryon/Brush College Roads)		Include in Range of Alternatives	
5/15/2007	PMT	Orange (Wallace Road/Hope Avenue to Tryon/Brush College Roads)		Include in Range of Alternatives	
5/15/2007	PMT	Pink (Wallace Road/Hope Avenue to Pine Street)		Include in Range of Alternatives	
5/15/2007	PMT	Blue (Wallace/Orchard Heights Road to Academy/Broadway Streets)		Include in Range of Alternatives	
5/15/2007	PMT	Yellow (Wallace/Orchard Heights Road to Hood Street)		Include in Range of Alternatives	
5/15/2007	PMT	Green (Wallace/Glen Creek Road to Market Street)		Include in Range of Alternatives	
5/16/2007	TF	Doaks Ferry Road (direct connection)	The Purple concept (Wallace Road to Tryon/Brush College) connects to Doaks Ferry via Brush College - this function is already represented in the range of alternatives.	Do not include (function already included)	
5/16/2007	TF	Marine Drive (connect to new bridge alignments and/or use as N-S arterial/reliever)	Marine Drive helps performance of other alteranatives	This has been incorporated into new bridge concepts	
5/16/2007	TF	West Orange/East Blue hybrid (Academy/Broadway Streets to Wallace Road/Hope Avenue)	The function provided by this concept is already provided by Blue with Marine Drive connection, as proposed.	Do not include (function already included)	
5/16/2007	TF	West Yellow/East Green hybrid (Market Street to Wallace/Orchard Heights Road)	Design team is considering. Traffic function would be similar to yellow.	To be determined	
5/16/2007	TF	Two local bridges at various locations	This has the potential to meet alternate mobility standards.	Include in Range of Alternatives	
6/20/2007	PMT	Teal (Existing Bridge)		Include in Range of Alternatives	

6/20/2007	PMT	Transit and Roadway Efficiency		Include in Range of Alternatives	
6/20/2007	PMT	Further detail on new bridge concepts presented on 5/16/07	Incorporated into above	These refinements have been incorporated into new bridge concepts	
6/20/2007	TF	A smaller scale improvement to the existing bridge	Included in Alternate Mobility Concepts ("Teal Medium")	Include in Range of Alternatives	
6/20/2007	TF	Transit and Roadway Efficiency - could you run a streetcar on the railroad bridge?	Included in the Transit and Roadway Management concept	Already included in Transit and Roadway Efficiency concept	
6/20/2007	TF	Pink - Would an interchange on East side have fewer impacts than the couplet?	Design team is considering.	To be determined	
6/20/2007	TF	Yellow - On west side, could EB to SB ramps be added?	They could, but they are not warranted based on future traffic volumes.		Do not include (no change)
6/20/2007	TF	Yellow - On east side, could you remove connections to Shipping and Hood?	No. These connections are very important to taking trips off the existing bridges and meeting the Purpose and Need.		Do not include (no change)
6/20/2007	TF	Green - What about an interchange on west end instead of 11-lane intersection?	Included in refined Green concept		Incorporated into Green concept.
6/20/2007	TF	Red - Could you close Rosemont interchange and move it to Eloa instead?	Might be possible but is beyond current study. Red solution works as proposed. Future refinements may determine whether Eloa is a better location.		Do not include (no change)
6/20/2007	TF	Red - Could you exit directly to Edgewater rather than down long frontage road as a way to avoid impacts on open space and ped friendly historic business district?	No, it does not appear to be feasible.		Do not include (no change)
6/20/2007	TF	Red - Should Hwy 22 be 6 lanes?	Four lanes are being proposed for the purposes of this project. Six lanes will likely be required at some point in the future but when has not yet been determined.		No change

6/20/2007	TF	Why is a bridge closer to the existing bridge (between Green and Teal) not being considered?	Several reasons. On the East Side, there is not a good east-west street connection point. Belmont, Union and Division are all located where the Commercial/Liberty couplet or Front Street bypass are located. On the west, the connection point would either be Glen Creek or the old railroad right-of-way which is too close to the existing bridgeheads.	No change	
6/20/2007	TF	Consider scaled down versions of any/all of the previously prepared concepts	Included in Range of Alternatives ("Alternate Mobility Standard")	Include in Range of Alternatives (to be developed)	
6/20/2007	TF	Consider TSM/TDM combined with a scaled back bridge	Will be considered (not yet developed)	Include in Range of Alternatives (to be developed)	
6/26/2007	OT	Concept that would make direct connection from Salem Parkway to Highway 22 via interchange on west side (similar to previous "I-305" concept)	This is an Orange-Pink hybrid with an interchange on the east end	Include in Range of Alternatives	
6/26/2007	Public	Double-deck the existing bridge	Design team considering. However, double decker bridge (e.g., Fremont Bridge in Portland) requires longer distance and more space to provide ramp connections.	To be determined	
6/26/2007	Public	New bridge concepts - Make Salem Parkway to Hwy 22 the major movement and the connection to Wallace Road the minor movement	Not being considered. Traffic modeling shows east-west traffic to be roughly 2/3 of the volume and north-south to be 1/3.	Do not include (no change)	
6/26/2007	Public	Hybrid – Blue on west to Orange on East	Design team is considering. Depends on relative benefits of Orchard Heights (Blue) vs. Hope (Orange/Pink) connection.	To be determined	
6/26/2007	Public	Connect Purple to River Bend instead of Brush College	Not being considered based on Purpose and Need. Connection at Brush College ties in to arterial network of West Salem (Doaks Ferry) whereas Riverbend connects to local/residential streets.	Do not include (no change)	
6/26/2007	Public	Tunnel (from Blue on west to Orange on East)	Design team considering. Tunnel would likely meet Purpose and Need. However, cost appears to be orders of magnitude greater than other concepts.	To be determined	
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