

The logo for Salem River Crossing is located on the left side of the slide. It features the word "SALEM" in large, light blue, sans-serif capital letters at the top. Below it is a white rectangular box with a thin orange border containing the words "RIVER · CROSSING" in black, sans-serif capital letters. The bottom of the logo is a stylized blue wave graphic. The background of the slide is a light blue and white wavy pattern.

SALEM

RIVER · CROSSING

Oversight Team Meeting

February 6, 2014

INTRODUCTIONS

Name and affiliation

Review agenda

Edits to October's Oversight Team meeting summary

Agenda

- ◆ Introduction (*15 min*)
- ◆ Statements from the public (*10 min*)
- ◆ Select preferred alternative (*35 min*)
- ◆ Break (*20 min*)
- ◆ Discuss bridge type (*20 min*)
- ◆ Funding process discussion (*40 min*)
- ◆ Statements from the public (*10 min*)
- ◆ Next steps (*30 min*)

STATEMENTS FROM THE PUBLIC

Name and affiliation

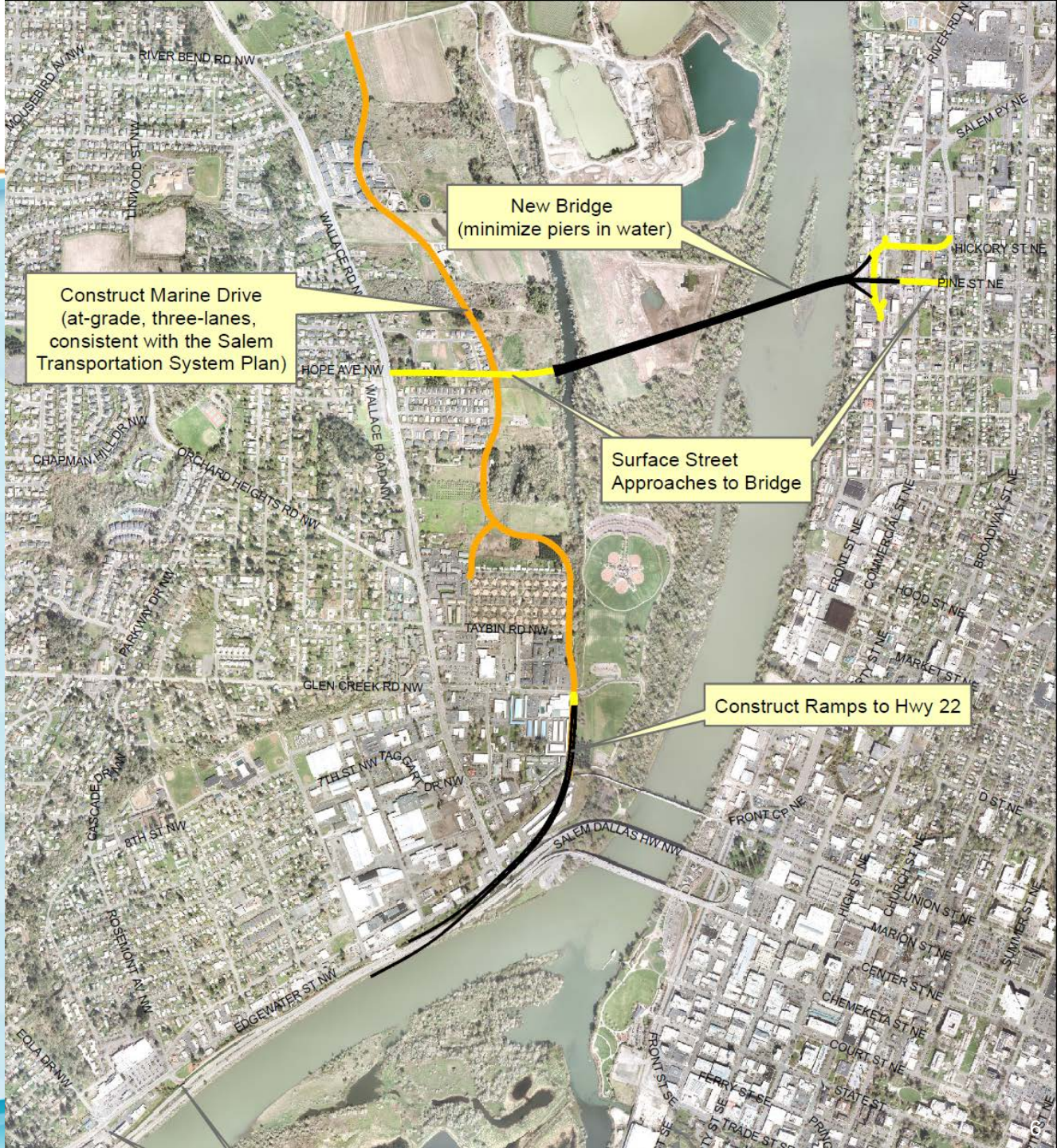
Sign in so we know the number of speakers

Each person has 2 minutes (please be respectful of the time limit)

There is also time to speak at the end of the meeting

SELECT PREFERRED ALTERNATIVE

Salem Alternative



Construct Marine Drive
(at-grade, three-lanes,
consistent with the Salem
Transportation System Plan)

New Bridge
(minimize piers in water)

Surface Street
Approaches to Bridge

Construct Ramps to Hwy 22

Salem Alternative description

- ◆ Key Elements
 - ◆ New bridge with two lanes in each direction
 - ◆ Surface street connections to new bridge
 - ◆ Construction of Marine Drive from Riverbend Road to Glen Creek Road
 - ◆ Direct connection from new bridge to Hwy 22 via Marine Drive and new ramps

Policy statements

- ◆ Wherever possible, separate high volume vehicle traffic from bike/pedestrian facilities in the project area for safety and improved traffic mobility.
- ◆ Seek a better solution for providing access from Highway 22 to West Salem other than closing the westbound Rosemont exit-ramp through development of the Highway 22 Expressway Management Plan (Doaks Ferry to Marion and Center Street Bridges) by ODOT; however, the closure of this exit-ramp is more acceptable than the “braided ramp” design presented in Alternative 4D (due to its significant impact on the Edgewater Street greenway and business district).

Policy statements

- ◆ To the greatest extent possible, reduce the length of bridge structure along the riverbank associated with the eastbound Highway 22 ramp to Marine Drive taking into account outcomes of a future Expressway Management Plan for this section of Highway 22.
- ◆ Encourage the development of a bike/pedestrian loop between the Union Street Pedestrian Bridge and new bridges on the east and west sides of the river, while minimizing the fiscal impact to roadway funding sources.

QUESTIONS/DISCUSSION

BREAK (20 MINUTES)

Lunch is provided for Oversight Team members

DISCUSS BRIDGE TYPE

Reasons to do this review and recommended process

Bridge type in the EIS

- ◆ Why revisit bridge type now?
 - ◆ Refined the bridge alignment
 - ◆ Define bridge impacts in the EIS document
 - ◆ Review USCG navigational requirements
 - ◆ Refine the cost estimate

Bridge type vs. bridge design

- ◆ **Bridge type:** establishes the general form of load carrying structure, as well as overall shape and character of the bridge.
- ◆ **Bridge design:** establishes the size, shape, and proportion of the bridge elements based on engineering requirements and aesthetic goals.

Bridge type vs. bridge design

- ◆ **Type:** Beam



- ◆ **Design:** function & economy

- ◆ **Type:** Beam



- ◆ **Design:** aesthetic focus

Bridge types for the EIS

- ◆ Things to be considered now:
 - ◆ Bridge type
- ◆ Things to be considered later (after the EIS):
 - ◆ Design of aesthetic elements such as lighting, railings, facade treatments
 - ◆ Design of bridge and street connections into the neighborhood

- ◆ Aesthetics:
 - ◆ View of the bridge (viewsheds)
 - ◆ Character of the bridge
- ◆ Engineering criteria:
 - ◆ Span lengths
 - ◆ Geometry/alignment

Bridge type review process

- ◆ OT will be involved in determining the process
- ◆ Consultant develops & evaluates 3 alternatives
 - ◆ Bridge and geotechnical engineering
 - ◆ USCG coordination / river user review
 - ◆ Natural resource review
 - ◆ River hydraulics analysis
 - ◆ Cost Estimates
- ◆ Oversight Team reviews and selects bridge type
 - ◆ Over two meetings

QUESTIONS/DISCUSSION

DISCUSS FUNDING PROCESS

Review Finance Plan requirements

Project funding

FHWA requires that a Finance Plan be developed with the following elements addressed:

- ◆ Project cost estimate
- ◆ Implementation Plan
- ◆ Financing and revenues
- ◆ Cash flows
- ◆ Risk identification and mitigation factors

Finance Plan

- ◆ Provides assurance of funds to complete the project
- ◆ Required for projects receiving federal financial assistance with costs of \$100 million or more
- ◆ Federal emphasis on non-federal revenues and cash flow
- ◆ Annual updates required

Project funding

- ◆ A phasing plan will be developed
- ◆ A timeline and project cost will be defined for each phase
- ◆ Various funding strategies will be analyzed
- ◆ The OT will select a preferred strategy to include in the Finance Plan

QUESTIONS/DISCUSSION

STATEMENTS FROM THE PUBLIC

Name and affiliation

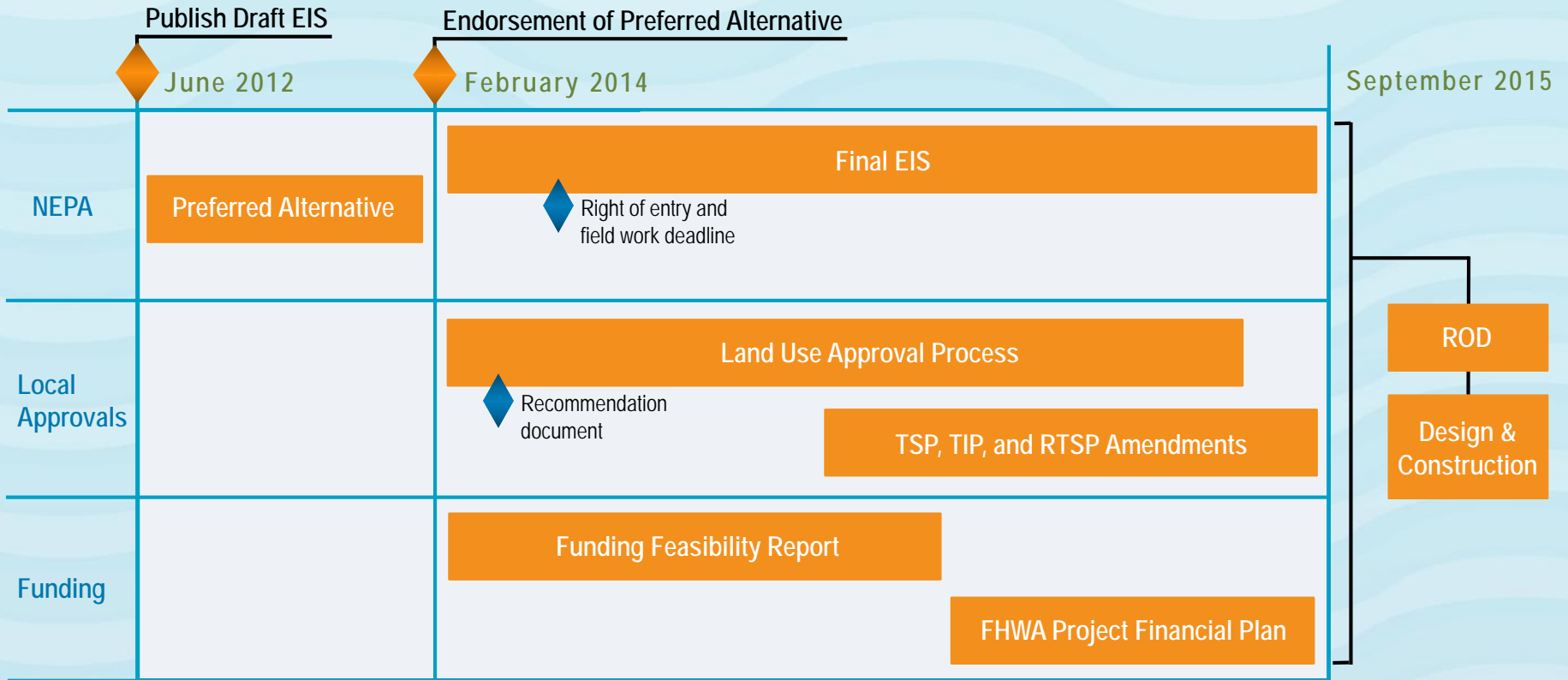
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NEXT STEPS

Next steps

- ◆ Design refinements: bicycle/pedestrian/transit elements, bridge and stormwater design elements
- ◆ Right-of-entry and field work: April-August
- ◆ ODOT Decision Document
- ◆ CETAS Concurrence
- ◆ Land Use Approvals
- ◆ Project phasing
- ◆ Funding strategy

Next steps



EIS = Environmental Impact Statement
 FHWA = Federal Highway Administration
 NEPA = National Environmental Policy Act
 ROD = Record of Decision
 TIP = Transportation Improvement Program
 TSP = Transportation System Plan (for Cities and Counties)
 RTSP = Regional Transportation System Plan (for the SKATS MPO)

THANK YOU!