



Alternatives Adopted by the Policy Advisory Group for Analysis in the Draft Environmental Impact Statement

On October 19, 2007 the Policy Advisory Group (PAG) approved the following five alternatives for analysis in the draft environmental impact statement (EIS).

Policy Advisory Group Approved Alternatives					
Alternative	A	B	C	D	E
Alignment	Yellow Center	Yellow Center	Yellow Center	Yellow South	Pink/Teal
Rehabilitation or Replacement	Rehabilitation	Rehabilitation	Replacement	Replacement	Replacement
Cross-Section Top Deck (all include 2-1.5' railings)	39' wide 2- 12' lanes + 2- 6' shoulders	57' wide 2-11' lanes + 2- 5' shoulders/ bike lanes + 2-10' sidewalks	45' wide 3-12' lanes+ 2-3' shoulders	64' wide 2-12' lanes + 2- 6'shoulder/ bike lanes + 2-12' sidewalks	75' wide 2-12' traffic + 2-12' transit + 16' & 8' shared use sidewalks
Other Cross-Section (all include 2-1.5' railings)	Separate 20' wide bike/pedestrian only bridge		Double-deck 20' shared use path		
Interchange	Roundabout	Roundabout	Trumpet	Signalized	Signalized

Alternative A: Rehabilitation with Separate Bicycle/Pedestrian Bridge

This alternative includes a rehabilitated bridge on the Yellow Center alignment for motorized vehicles combined with a bicycle/pedestrian bridge on a separate alignment. The 39-foot cross-section for the motorized vehicle bridge includes two 12-foot lanes with 6-foot shoulders to allow traffic to pull over so emergency vehicles can pass through. The bicycle/pedestrian bridge will be 23 feet wide, with 20 feet for bicycle/pedestrian use and 1.5-foot railings. Its alignment will extend from the Springwater Trail on the east side, above the parking lot of Sellwood Riverfront Park, over the river to north of Staff Jennings, and across Highway 43 to connect to a Riverview Cemetery access road as recommended by the Bicycle/Pedestrian Working Group. Ramps from the bicycle/pedestrian bridge will also connect to the Greenway Trail on the west side. The alternative incorporates a roundabout interchange for connection to Highway 43 because the separated bridges remove conflicts between free flow vehicle movements and bicycle/pedestrian movements.

Alternative B: Rehabilitation

This alternative is a 57-foot wide cross-section on the Yellow Center alignment, including two 11-foot lanes, two 5-foot shoulder/bicycle lanes, and two 10-foot sidewalks. It is paired with the roundabout interchange to provide a comparison of operations in a roundabout with and without bicycle/pedestrian movements (between Alternatives A and B). This alternative will be evaluated with and without a detour bridge on the Teal alignment (the one with the fewest residential and business displacements), as well as with and without a Phase II seismic retrofit.

Alternative C: 3-Lane Double-deck Replacement

This alternative includes a double-deck bridge replacement on the Yellow Center alignment. The 45-foot cross-section on the upper deck for motorized vehicles includes three 12-foot lanes with 3-foot shoulders (the minimum width in American Association of State Highway and Transportation Officials guidance). The lower deck will provide a 20-foot shared use path for bicycles and pedestrians. It is paired with the trumpet interchange because this alternative also separates bicycles and pedestrians from the interchange and avoids conflicts with free flow vehicle movements. This alternative will be evaluated with and without a detour bridge on the Teal alignment.

Alternative D: 2-Lane Replacement

This alternative is a 64-foot wide cross-section on the Yellow South alignment, including two 12-foot lanes, 6-foot shoulders/bicycle lanes, and 12-foot sidewalks. It is paired with the signalized intersection. This alternative will be evaluated for staged construction to maintain traffic across the river during construction.

Alternative E: 2- Plus 2-Lane Replacement

This alternative includes a 75-foot wide cross section on the Pink/Teal hybrid alignment. The cross-section is comprised of two 12-foot travel lanes for cars and trucks and two 12-foot lanes dedicated for transit vehicles combined with an 8-foot shared use path on one side and a 16-foot shared use path on the other side. It is paired with the signalized intersection.