

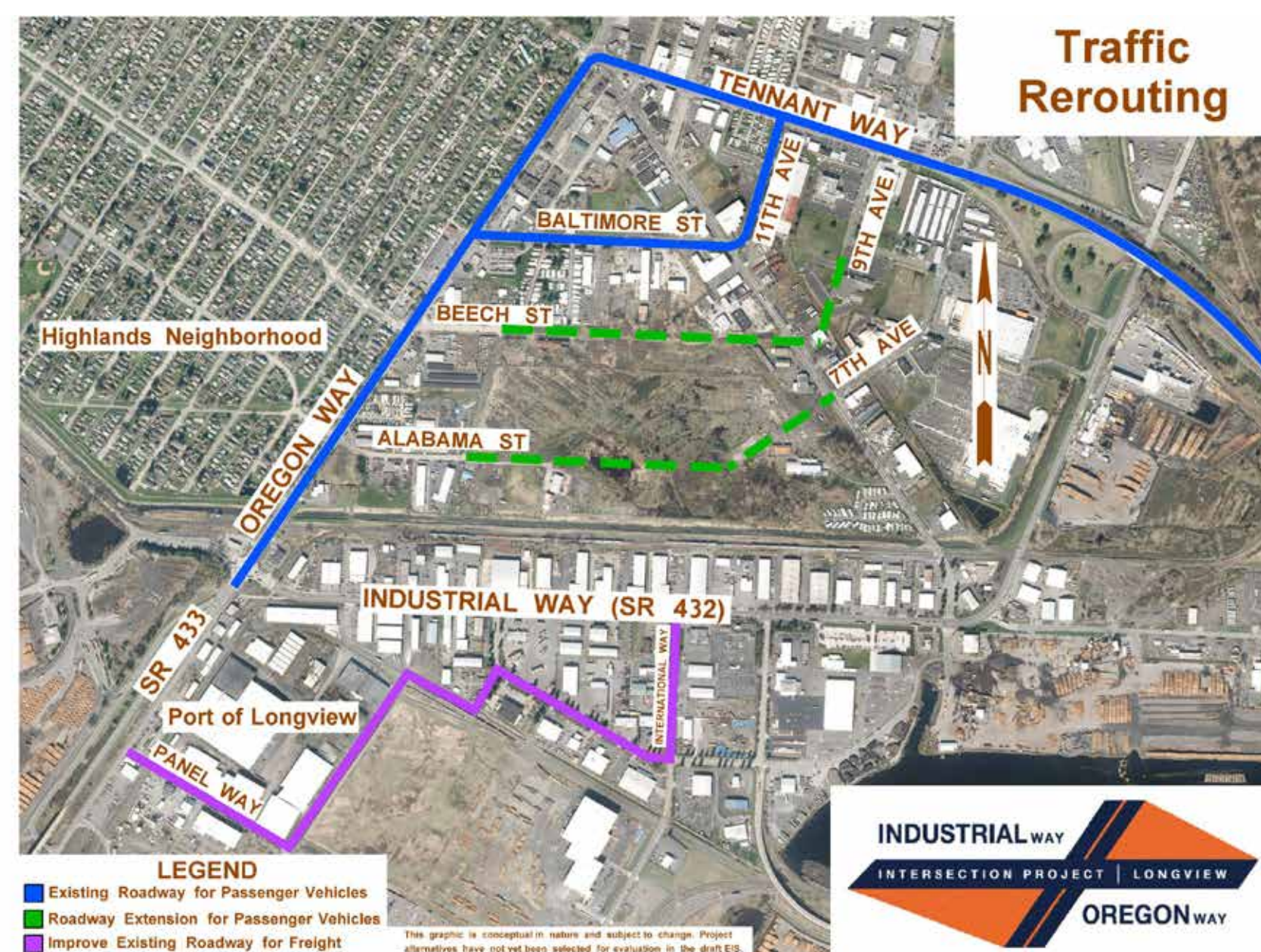


To enhance safety, reduce congestion and improve system reliability and connectivity, while supporting local and state economies

ALTERNATE TRAVEL ROUTES CONSIDERED

The intent of these concepts is to re-direct a portion of Industrial Way traffic to Oregon Way or other alternate routes to reduce the vehicular demand on Industrial Way and the Industrial Way/Oregon Way intersection.

TRAFFIC REROUTING CONCEPT



ADVANTAGES:

- » Utilizes local street network
- » Low cost solution compared to grade-separation
- » Easy to implement

DISADVANTAGES:

- » Local street network would be unable to handle additional traffic including freight trucks
- » Rerouted traffic would still use the Industrial Way/Oregon Way Intersection with continued exposure to train blockages
- » Rerouted traffic to the proposed International Way/Columbia Boulevard alternate route would need to cross the existing IRC

FLYOVER WITH ALTERNATE CROSSING CONCEPT



ADVANTAGES:

- » Utilizes local street network
- » Provides a bypass for traffic destined north of the intersection to avoid train blockages on Oregon Way and SR 433

DISADVANTAGES:

- » Introduces circuitous routes to connect between Industrial Way and Oregon Way, resulting in travel time increases
- » Local street network would be unable to handle additional traffic including freight trucks
- » It is not feasible to connect Industrial Way to Alabama Street or Alaska Street over the Reynolds Lead railroad track

FLYOVER WITH GRID CONNECTION CONCEPT



ADVANTAGES:

- » Provides a simplified bypass for traffic destined north and east of the intersection to avoid train blockages on Oregon Way and SR 433
- » Consolidates grade-separation to a single structure

DISADVANTAGES:

- » Introduces circuitous routes to connect between Industrial Way and Oregon Way, resulting in travel time increases
- » Travel times for trucks would be disproportionately affected due to multiple signalized intersections
- » Vehicles queues on the new connector roads may affect Industrial Way
- » Freight traffic that uses the Lewis and Clark Bridge and destined to local industries (west and south of the intersection) will have continued exposure to train blockages