



Agenda

Introductions	<i>Cari Charlton</i>
Progress Report/How We Got Here	<i>Marc Butorac</i>
Corridor Needs	<i>Marc Butorac</i>
Preferred Couplet Alternative	<i>Marc Butorac</i>
Comparison of Refined System Alternatives	<i>Marc Butorac</i>
Understanding the Tradeoffs	<i>Marc Butorac</i>
Discussion	<i>Group</i>

Progress Report

- Concept Development Workshop – *Sept. 11th to 13th*
- Neighborhood Alliance Meeting – *Nov. 7th*
- Tech Memo #6: Alternatives Analysis – *Sept. 13th to Dec. 4th*
- Advisory Committee Meeting #3 – *Dec. 4th*
- Business and Property Meeting – *Dec. 18th*
- Tech Memo #7: Identification of Preferred Alternative - *Dec. 4th to Jan. 8th*
- Advisory Committee Meeting #4 and Public Meeting #2 – *Jan. 9th*

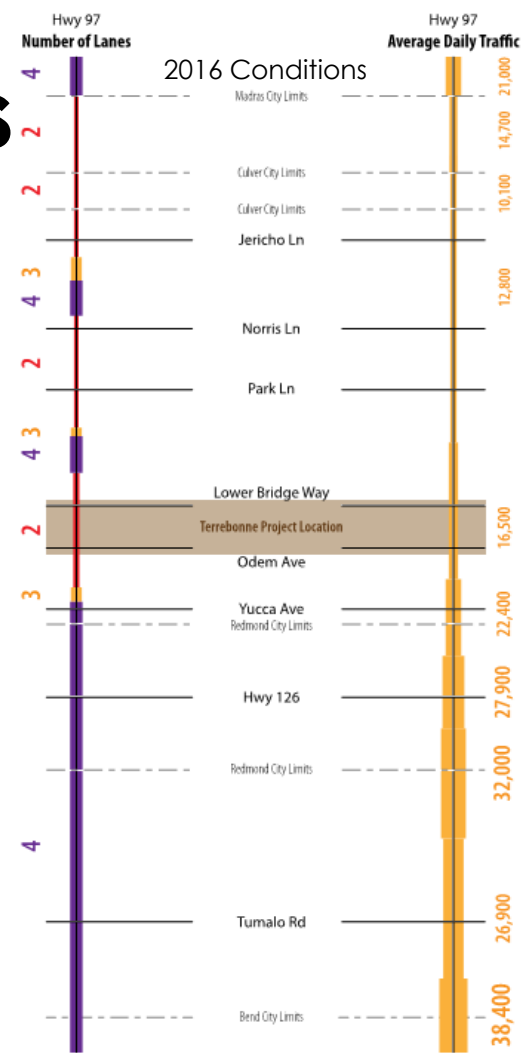
How Did We Get Here?



Legend:

Context of Highway Volumes

- Average Daily Traffic (ADT) on US 97 through Terrebonne is anticipated to grow to 32,000 by 2040.
- This will meet or exceed the two-lane capacity of US 97 within Terrebonne.
- Truck traffic is also expected to remain high along the US 97 corridor.

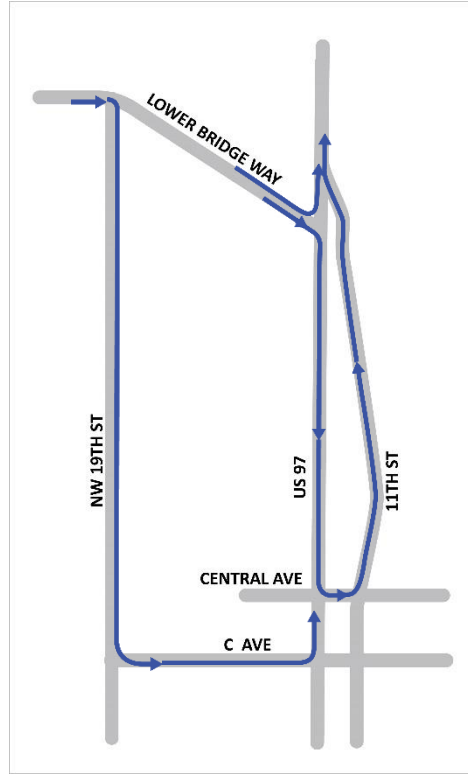


Corridor Needs

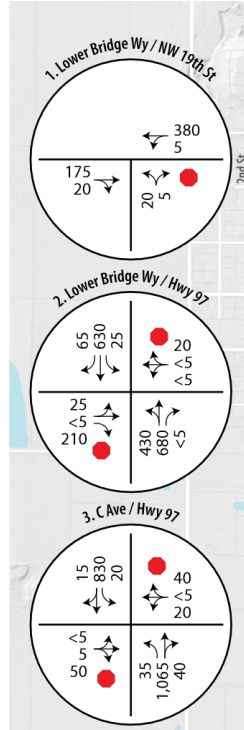
- Highway demand will necessitate some form of 2 NB and 2 SB lanes
- Provide connectivity and access for all users in Terrebonne
- Address US 97/Lower Bridge Way Capacity/Safety
- Address US 97 / B Avenue Capacity
- US 97 is a key freight corridor



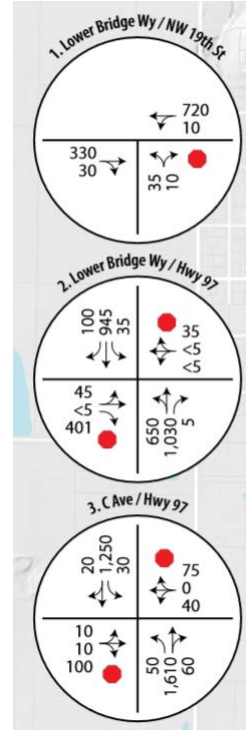
Today and 2040 @ Lower Bridge Way



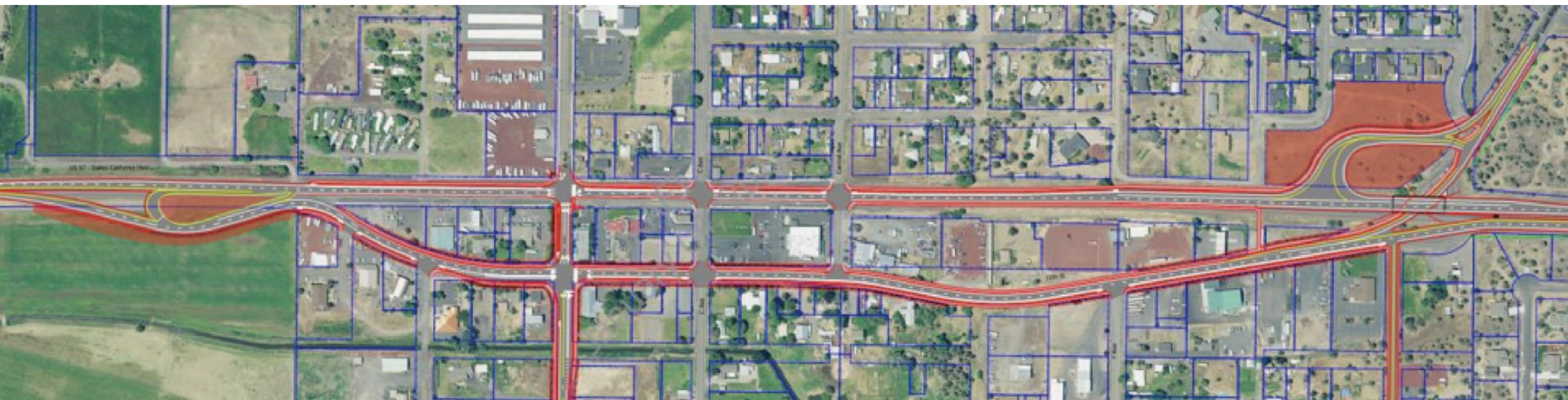
Existing



Year 2040

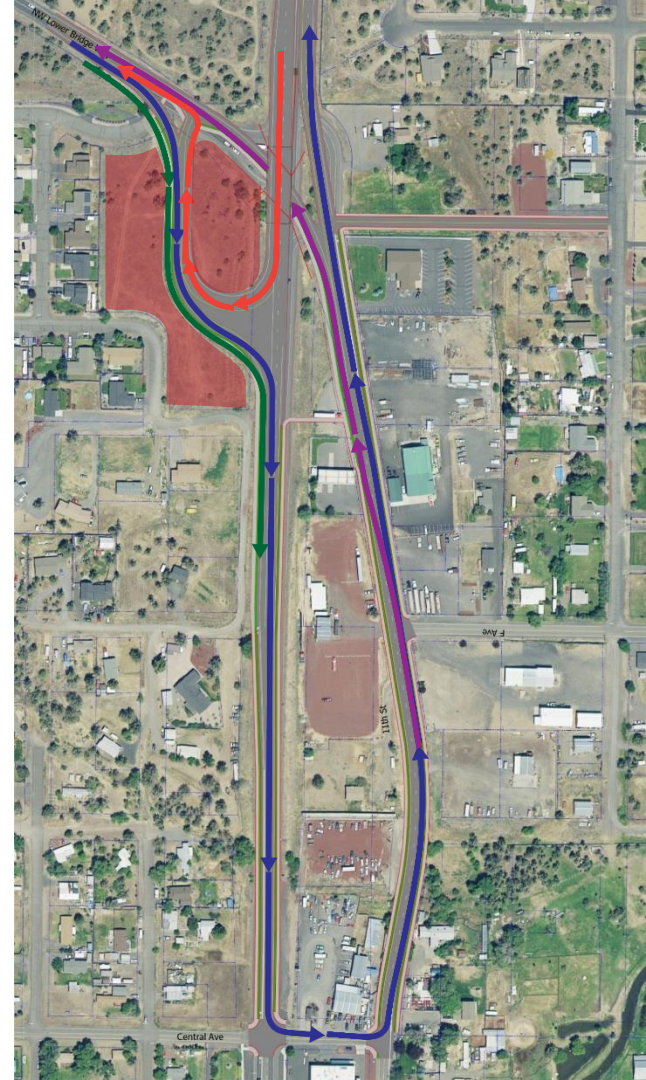


Preferred Couplet System Alternative



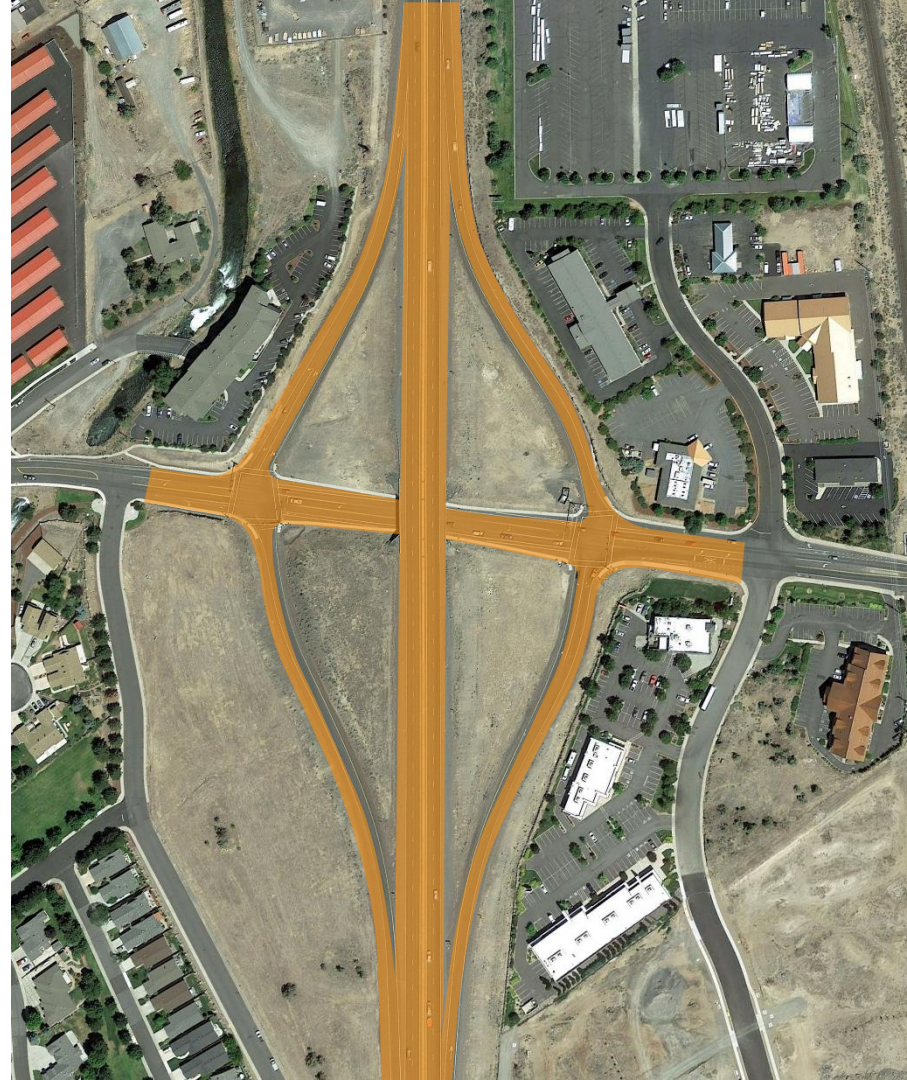
Why was the Preferred Couplet Fly Under Interchange Selected?

- The Couplet configuration allows for a smaller overall interchange footprint
- Focuses most impacts on vacant land
- Allows continuous flow northbound US97 to Lower Bridge Way movement
- Balances impacts with the existing and future demand volumes
- Provides a safe indirect Lower Bridge Way to northbound US97 movement.
- Limits impacts to existing businesses along 11th Street north of F Avenue
- Best meets the goals, objectives, and evaluation criteria of the Terrebonne Refinement Plan



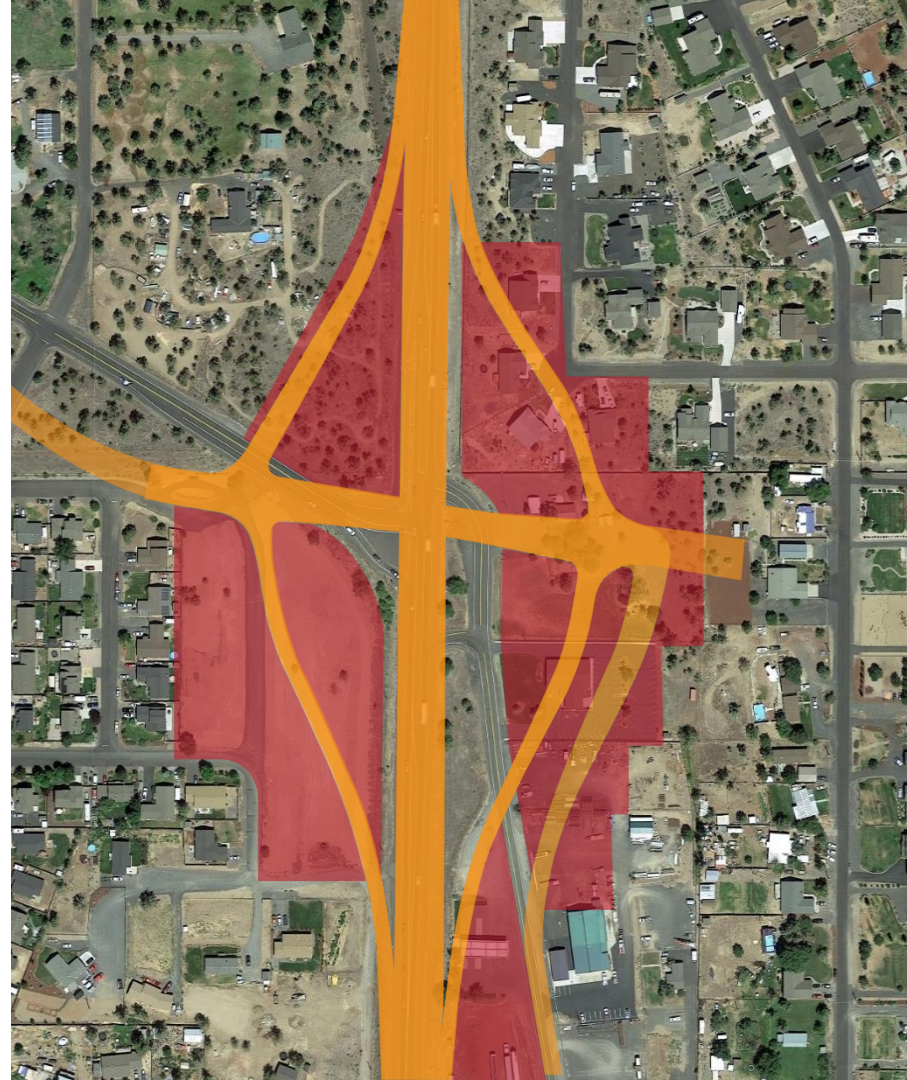
Yew Ave/US 97 Interchange

- A traditional diamond interchange with diagonal on and off ramps
- Ramps allow motorists the distance to change elevation (approximately 25 feet) to access the underpass
- Ramps allow motorists to accelerate and decelerate to/from the highway
- Interchange footprint comprises a total of 16 acres



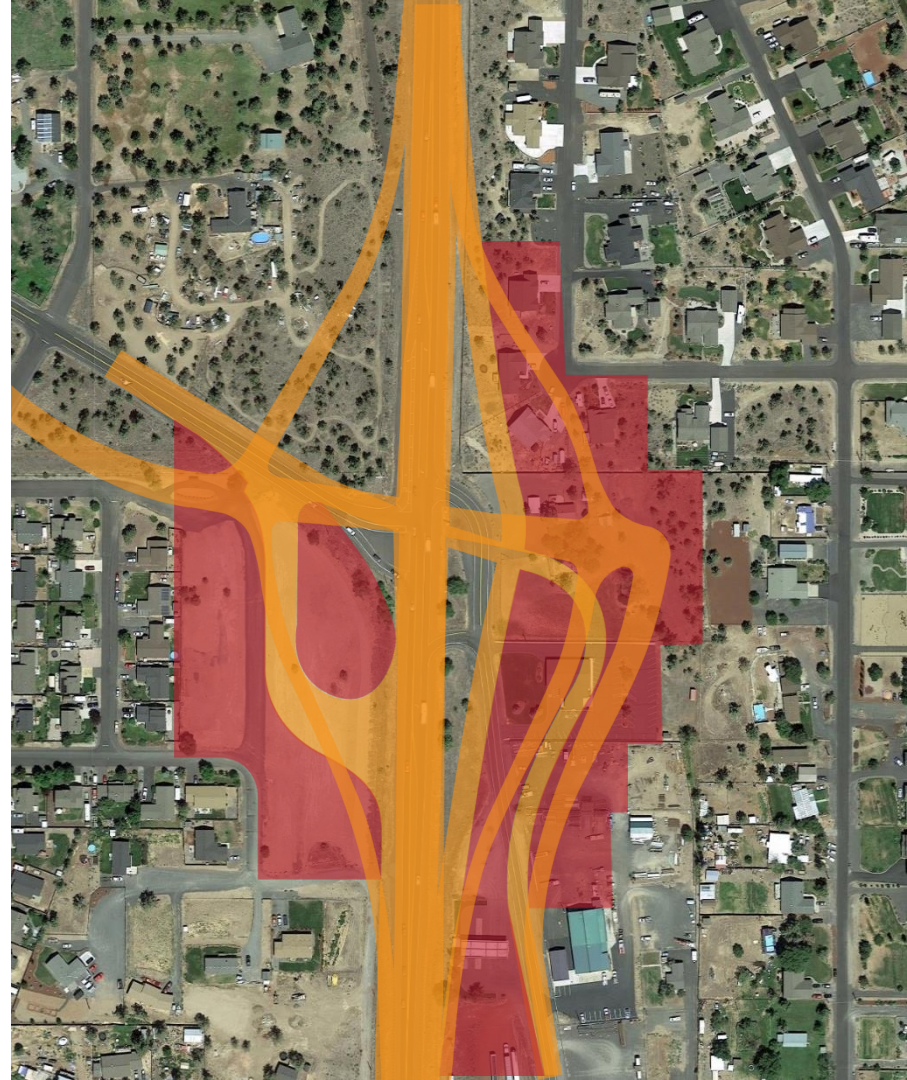
Yew Ave Interchange at Lower Bridge Way

- Ramps impact properties and buildings in all four quadrants
- NB off-ramp impacts four businesses
- 11th Street and Lower Bridge Way don't align perpendicularly to US97 and would need to be realigned



How to Modify Diamond Interchange to Minimize Impacts

- Convert SB offramp to a loop ramp
- Tighten NB Ramps closer to US97
- Realign Lower Bridge Way and 11th Street
- Significant Impacts Remain



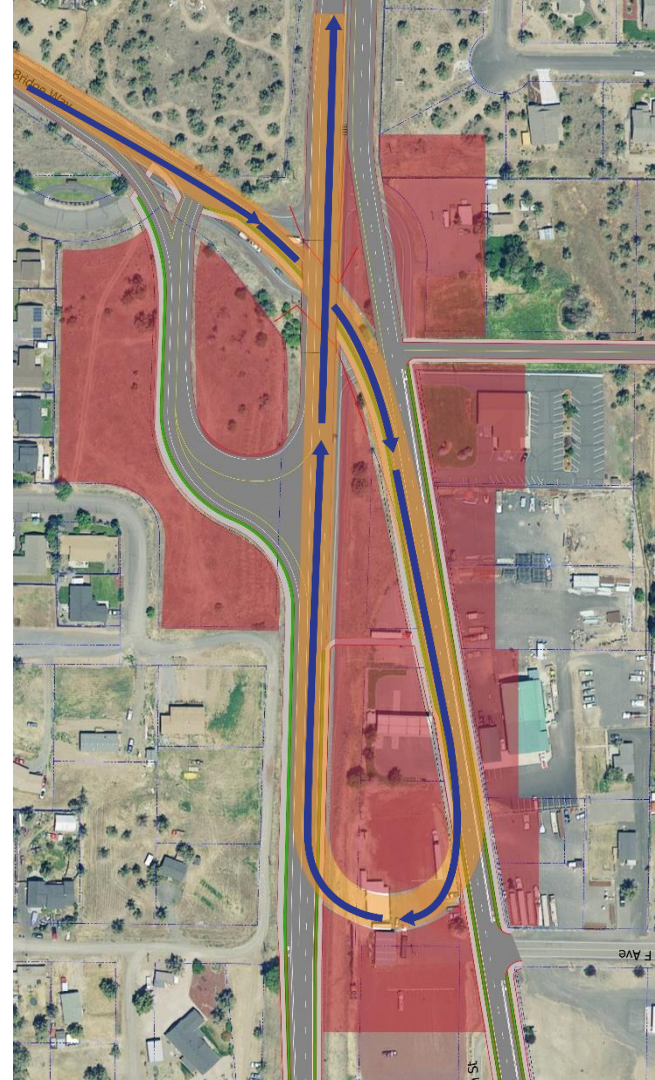
Why the Save Terrebonne Interchange Improvement Plan is Fatally Flawed

- The Concept as shown (in gray) is neither constructable nor functional
- Illustrated Ramps are less than 100 to 200 feet in length
- Ramp grades would be 13 to 25 percent and non traversable
- Trucks could not make it through any of the proposed turns
- An interchange addressing these issues would have significant impacts to businesses and houses



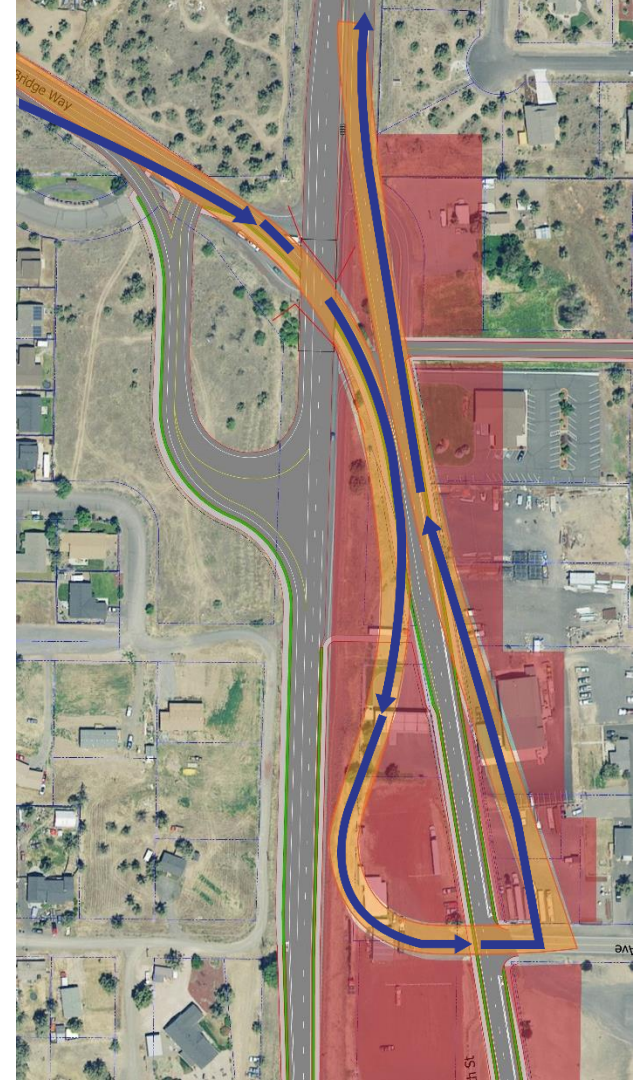
Northbound Parclo Loop Ramp

- Requires 11th Street to be realigned approximately 50 east near F Avenue
- Requires widening of the bridge structure to accommodate the northbound acceleration lane
- Impacts at least 3 businesses with two requiring complete purchase and the remaining one requiring the partial removal of a new building
- Increases the project cost by \$5 million plus dollars



Northbound U-Turn at F Avenue

- Requires 11th Street to be realigned approximately 150 east near F Avenue
- Impacts at least 4 businesses with three likely requiring complete purchase
- Introduces a potential weave movement between NB merging and diverging traffic
- Increases the project cost by \$6 million plus dollars

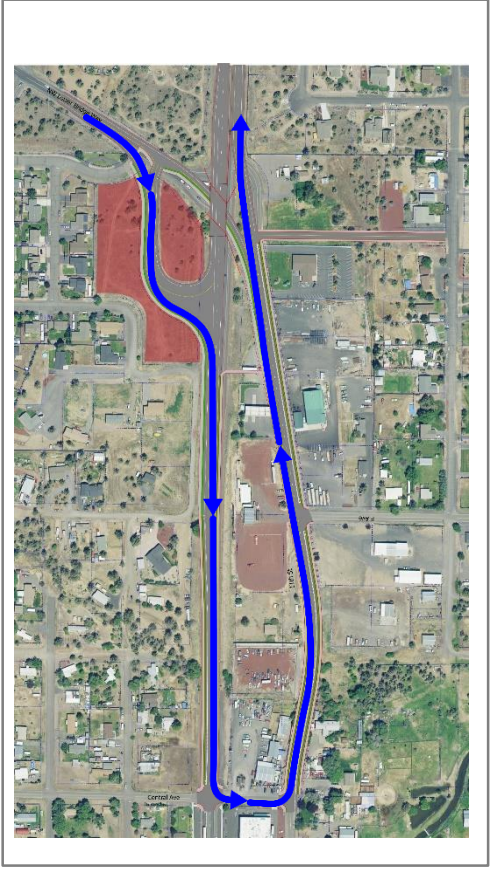


Why Provide an Indirect Access from Lower Bridge Way to US97 Northbound?

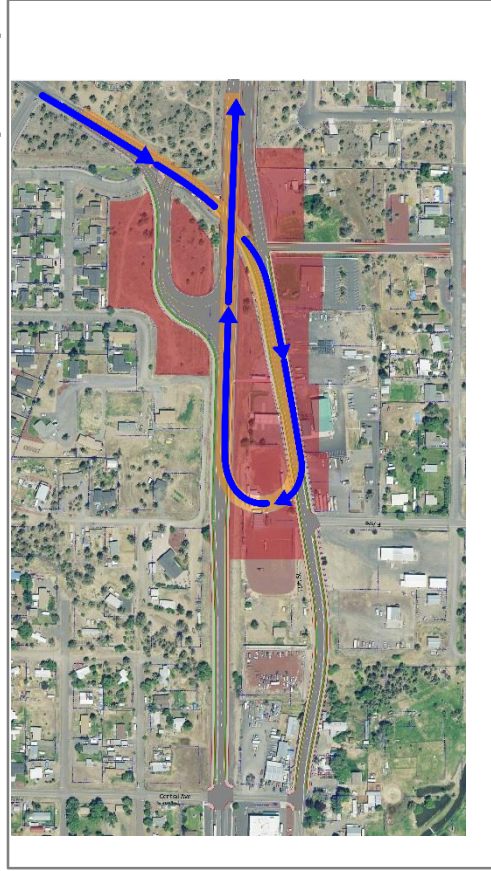
Design/Condition	Lower Bridge Way to NB US97 Delay/Travel Time	Properties/Businesses Impacted	Vehicle Conflicts	Cost
Existing	2 minutes	NA	1 Crossing 1 Merge	NA
Existing (Year 2040)	3 minutes	NA	1 Crossing 1 Merge	NA
Preferred Plan	~2 minutes	1 Undeveloped Lot	2 Merge 1 Diverge	\$15.6 Million
Diamond Interchange	20 seconds	3 Businesses 1 Church 4 Residents 1 Undeveloped Lot	1 Crossing 1 Merge 1 Diverge	+ \$23 Million
NB Parclo Loop Ramp	78 seconds	3 Businesses 1 Undeveloped Lot	1 Merge 1 Diverge	+ \$20 Million
NB U-Turn	83 seconds	4 Businesses 1 Undeveloped Lot	1 Merge 1 Diverge	+ \$21 Million

Comparison of Refined System Alternatives

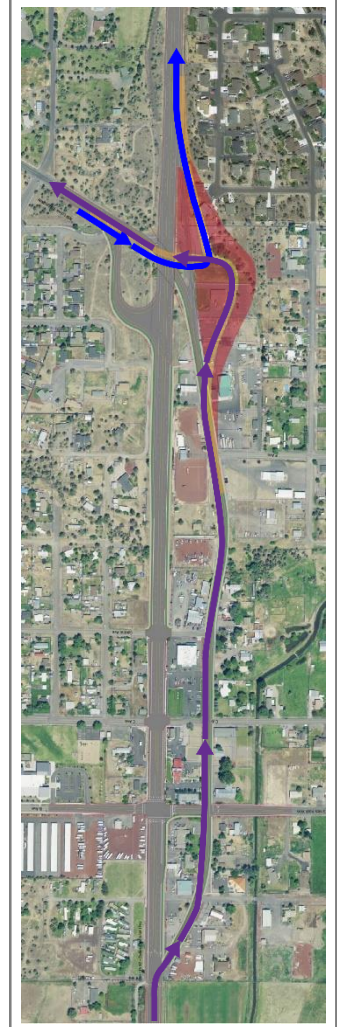
Preferred Plan as proposed



Preferred Plan with NB Parclo Loop Ramp

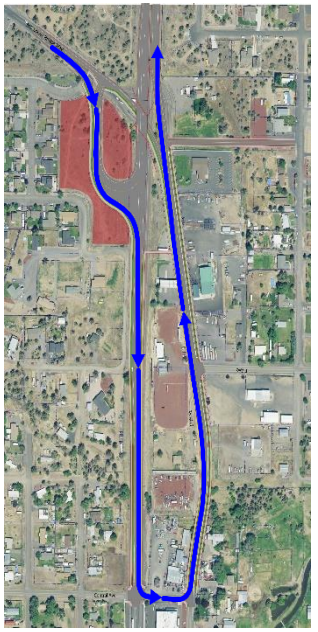


Five-Lane and No NB off-ramp (use of 11th Street)



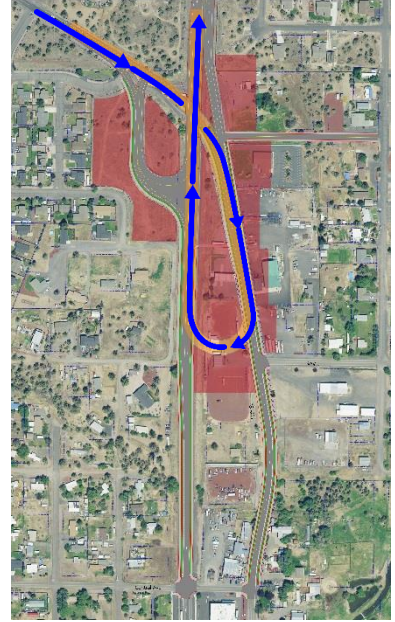
Comparison of Refined System Alternatives

Preferred Plan as proposed



- Indirect Left-turn Movement (~120 seconds for 50 vehicles)
- **\$22.5 Million**
- One undeveloped lot impacted
- Completed by 2022

Preferred Plan with NB Parclo Loop Ramp

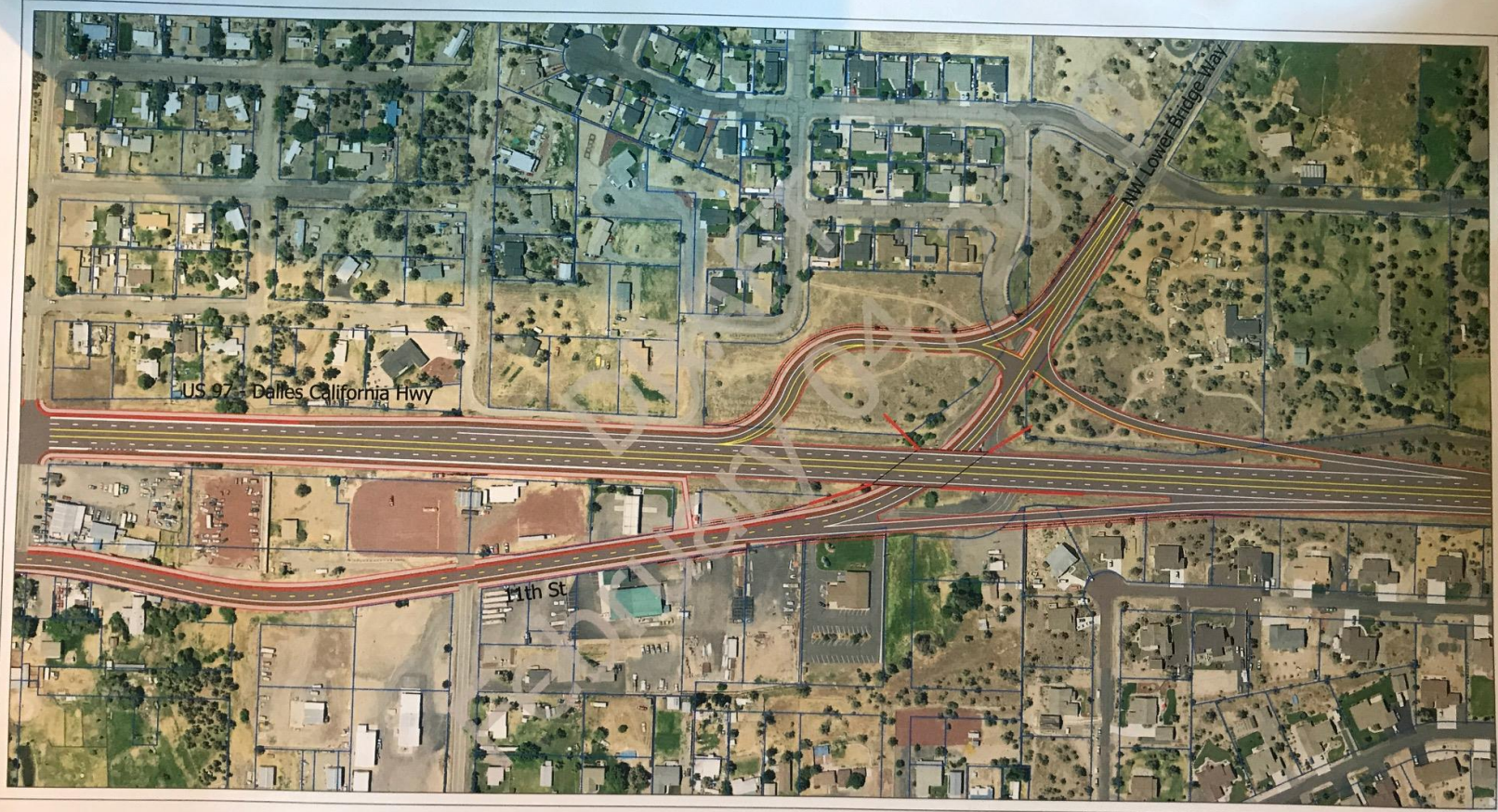


- Loop Ramp (~78 seconds for 50 vehicles)
- **+\$28 Million**
- 3 businesses directly impacted
- One undeveloped lot impacted
- Completed by 2022-24 (need time to find extra funds)

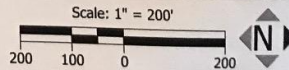
Five-Lane and No NB off-ramp (use of 11th Street)

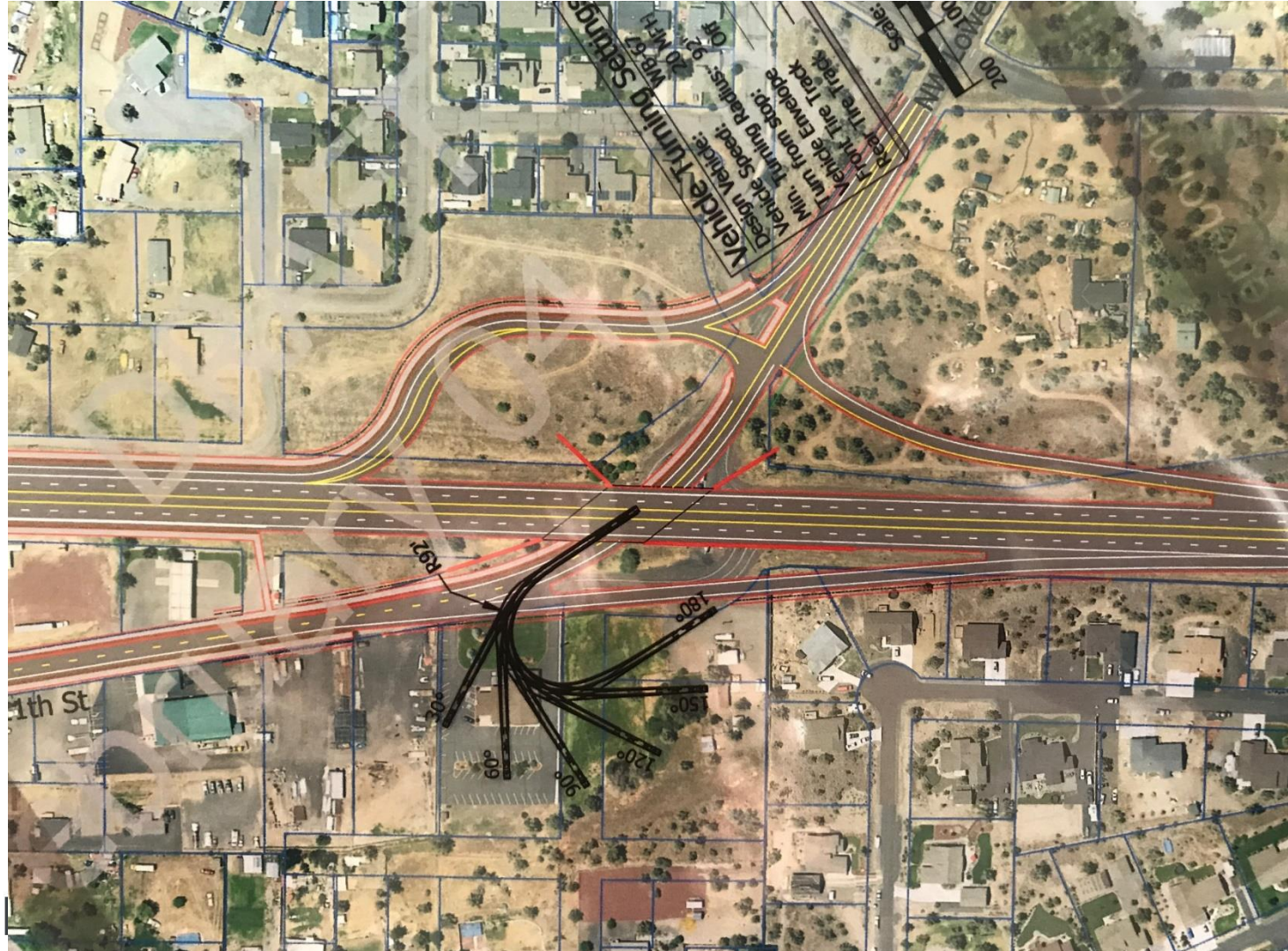


- Direct Northbound On-ramp (20 seconds for 50 vehicles)
- 11th Street used for indirect northbound off-ramp (650 vehicles, slower speeds and stop at Yew Avenue) [Approximately 1 minute longer compared to couplet]
- **+ \$38 Million**
- 1 business directly impacted
- 1 church directly impacted
- Two undeveloped lots impacted
- 4+ residential houses impacts
- First Phase Completed in 2022 without any additional US97 capacity
- Second Phase Completed ???



- Approximate R/W based on Deschutes County GIS Tax Lot information
- 5-foot R/W offset
- 10-foot R/W offset
- 20-foot R/W offset
- Curb
- Back of Sidewalk





Vehicle Turning Settings
Design Vehicle: WB-67
Vehicle Speed: 20 MPH
Min. Turning Radius: 92'
Turn from stop: Off
Vehicle Envelope: Front Tire Track
Rear Tire Track

NW Loop

R92

30°
60°
90°
120°
150°
180°



THANK YOU!