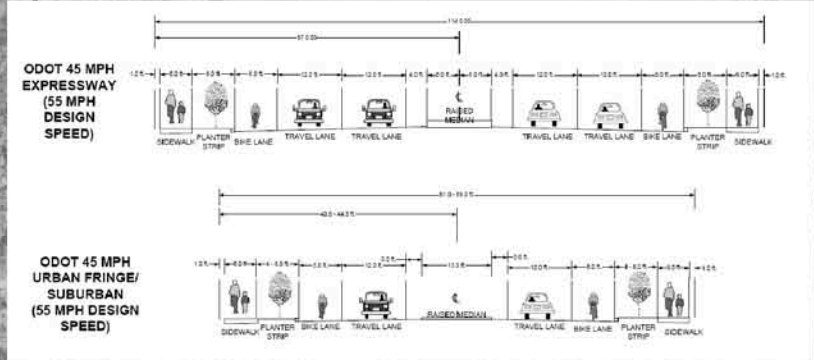
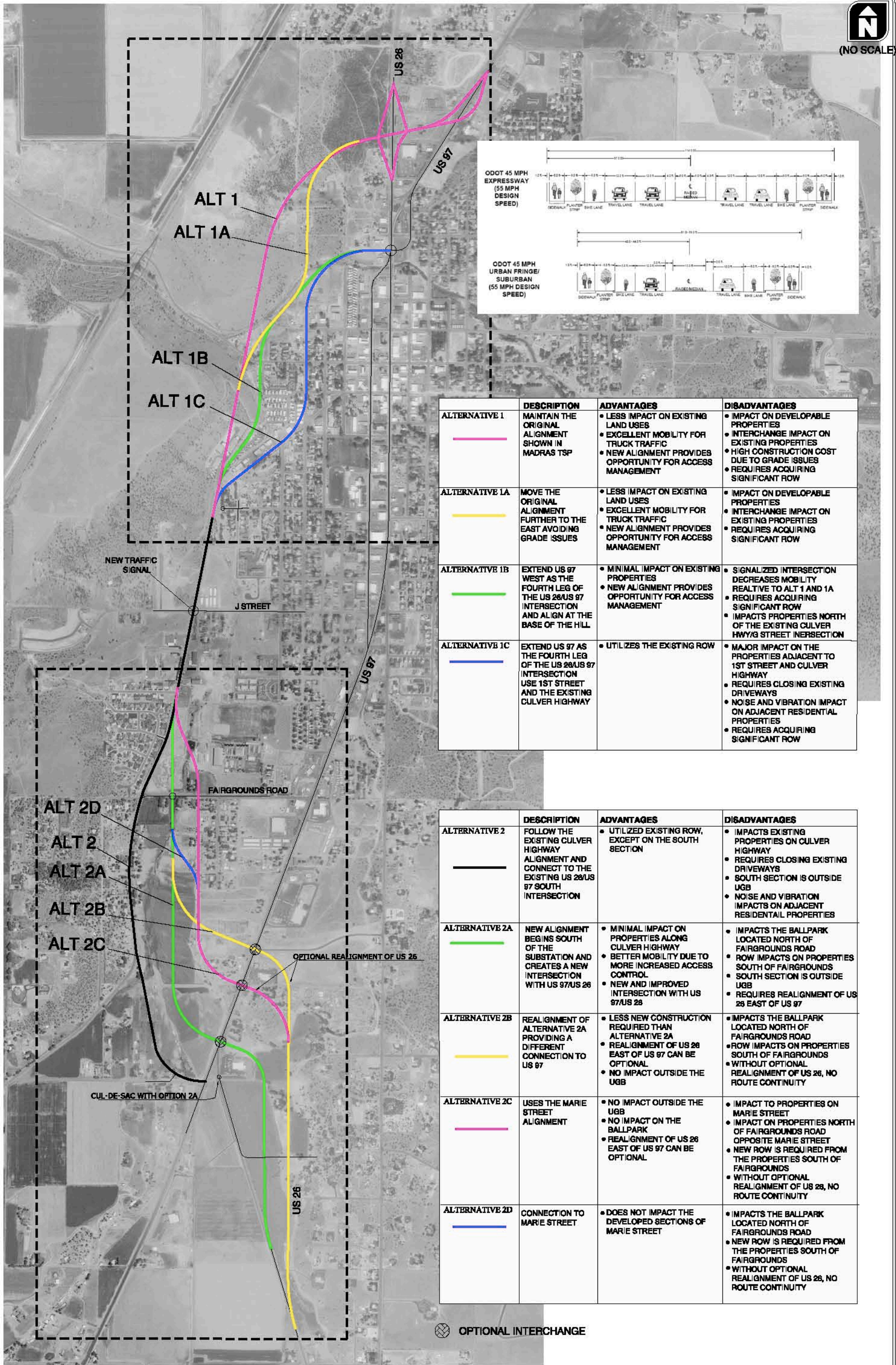




(NO SCALE)



| | DESCRIPTION | ADVANTAGES | DISADVANTAGES |
|----------------|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ALTERNATIVE 1 | MAINTAIN THE ORIGINAL ALIGNMENT SHOWN IN MADRAS TSP | <ul style="list-style-type: none"> LESS IMPACT ON EXISTING LAND USES EXCELLENT MOBILITY FOR TRUCK TRAFFIC NEW ALIGNMENT PROVIDES OPPORTUNITY FOR ACCESS MANAGEMENT | <ul style="list-style-type: none"> IMPACT ON DEVELOPABLE PROPERTIES INTERCHANGE IMPACT ON EXISTING PROPERTIES HIGH CONSTRUCTION COST DUE TO GRADE ISSUES REQUIRES ACQUIRING SIGNIFICANT ROW |
| ALTERNATIVE 1A | MOVE THE ORIGINAL ALIGNMENT FURTHER TO THE EAST AVOIDING GRADE ISSUES | <ul style="list-style-type: none"> LESS IMPACT ON EXISTING LAND USES EXCELLENT MOBILITY FOR TRUCK TRAFFIC NEW ALIGNMENT PROVIDES OPPORTUNITY FOR ACCESS MANAGEMENT | <ul style="list-style-type: none"> IMPACT ON DEVELOPABLE PROPERTIES INTERCHANGE IMPACT ON EXISTING PROPERTIES REQUIRES ACQUIRING SIGNIFICANT ROW |
| ALTERNATIVE 1B | EXTEND US 97 WEST AS THE FOURTH LEG OF THE US 26/US 97 INTERSECTION AND ALIGN AT THE BASE OF THE HILL | <ul style="list-style-type: none"> MINIMAL IMPACT ON EXISTING PROPERTIES NEW ALIGNMENT PROVIDES OPPORTUNITY FOR ACCESS MANAGEMENT | <ul style="list-style-type: none"> SIGNALIZED INTERSECTION DECREASES MOBILITY RELATIVE TO ALT 1 AND 1A REQUIRES ACQUIRING SIGNIFICANT ROW IMPACTS PROPERTIES NORTH OF THE EXISTING CULVER HWY/8 STREET INTERSECTION |
| ALTERNATIVE 1C | EXTEND US 97 AS THE FOURTH LEG OF THE US 26/US 97 INTERSECTION USE 1ST STREET AND THE EXISTING CULVER HIGHWAY | <ul style="list-style-type: none"> UTILIZES THE EXISTING ROW | <ul style="list-style-type: none"> MAJOR IMPACT ON THE PROPERTIES ADJACENT TO 1ST STREET AND CULVER HIGHWAY REQUIRES CLOSING EXISTING DRIVEWAYS NOISE AND VIBRATION IMPACT ON ADJACENT RESIDENTIAL PROPERTIES REQUIRES ACQUIRING SIGNIFICANT ROW |

| | DESCRIPTION | ADVANTAGES | DISADVANTAGES |
|----------------|---------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ALTERNATIVE 2 | FOLLOW THE EXISTING CULVER HIGHWAY ALIGNMENT AND CONNECT TO THE EXISTING US 26/US 97 SOUTH INTERSECTION | <ul style="list-style-type: none"> UTILIZED EXISTING ROW, EXCEPT ON THE SOUTH SECTION | <ul style="list-style-type: none"> IMPACTS EXISTING PROPERTIES ON CULVER HIGHWAY REQUIRES CLOSING EXISTING DRIVEWAYS SOUTH SECTION IS OUTSIDE UGB NOISE AND VIBRATION IMPACTS ON ADJACENT RESIDENTIAL PROPERTIES |
| ALTERNATIVE 2A | NEW ALIGNMENT BEGINS SOUTH OF THE SUBSTATION AND CREATES A NEW INTERSECTION WITH US 97/US 26 | <ul style="list-style-type: none"> MINIMAL IMPACT ON PROPERTIES ALONG CULVER HIGHWAY BETTER MOBILITY DUE TO MORE INCREASED ACCESS CONTROL NEW AND IMPROVED INTERSECTION WITH US 97/US 26 | <ul style="list-style-type: none"> IMPACTS THE BALLPARK LOCATED NORTH OF FAIRGROUNDS ROAD ROW IMPACTS ON PROPERTIES SOUTH OF FAIRGROUNDS SOUTH SECTION IS OUTSIDE UGB REQUIRES REALIGNMENT OF US 26 EAST OF US 97 |
| ALTERNATIVE 2B | REALIGNMENT OF ALTERNATIVE 2A PROVIDING A DIFFERENT CONNECTION TO US 97 | <ul style="list-style-type: none"> LESS NEW CONSTRUCTION REQUIRED THAN ALTERNATIVE 2A REALIGNMENT OF US 26 EAST OF US 97 CAN BE OPTIONAL NO IMPACT OUTSIDE THE UGB | <ul style="list-style-type: none"> IMPACTS THE BALLPARK LOCATED NORTH OF FAIRGROUNDS ROAD ROW IMPACTS ON PROPERTIES SOUTH OF FAIRGROUNDS WITHOUT OPTIONAL REALIGNMENT OF US 26, NO ROUTE CONTINUITY |
| ALTERNATIVE 2C | USES THE MARIE STREET ALIGNMENT | <ul style="list-style-type: none"> NO IMPACT OUTSIDE THE UGB NO IMPACT ON THE BALLPARK REALIGNMENT OF US 26 EAST OF US 97 CAN BE OPTIONAL | <ul style="list-style-type: none"> IMPACT TO PROPERTIES ON MARIE STREET IMPACT ON PROPERTIES NORTH OF FAIRGROUNDS ROAD OPPOSITE MARIE STREET NEW ROW IS REQUIRED FROM THE PROPERTIES SOUTH OF FAIRGROUNDS WITHOUT OPTIONAL REALIGNMENT OF US 26, NO ROUTE CONTINUITY |
| ALTERNATIVE 2D | CONNECTION TO MARIE STREET | <ul style="list-style-type: none"> DOES NOT IMPACT THE DEVELOPED SECTIONS OF MARIE STREET | <ul style="list-style-type: none"> IMPACTS THE BALLPARK LOCATED NORTH OF FAIRGROUNDS ROAD NEW ROW IS REQUIRED FROM THE PROPERTIES SOUTH OF FAIRGROUNDS WITHOUT OPTIONAL REALIGNMENT OF US 26, NO ROUTE CONTINUITY |

OPTIONAL INTERCHANGE

MADRAS TRUCK ROUTE REFINEMENT PLAN ALTERNATIVES PROJECT 18 MADRAS, OREGON **FIGURE 2**

K:\V_Portland\proj\17876 - Madras TSP Amendment\dwg\fig 2 Madras Truck Route Refinement Alta.dwg Oct 10, 2006 - 11:27am - south Layout Tab: FIG 2