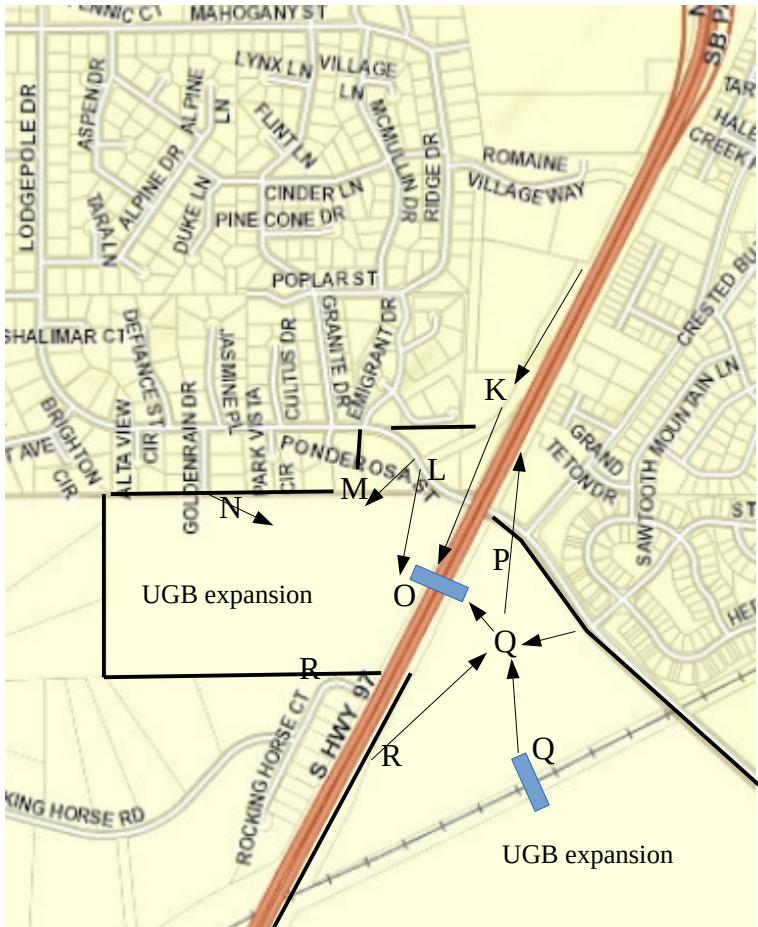


THE PURPOSE OF THIS SUBMITTAL IS TO POINT OUT ISSUES THAT NEED TO BE ADDRESSED WITH NEAR TERM BUDGETS FOR PLAN DEVELOPMENT

- A.** The Parkway median north of the Powers intersection needs to be partially removed and existing ODOT ROW used to provide a decel. and holding lane and free right turn from 97S to Powers W with two lanes continuing southbound.
- B.** The Parkway median south of the Powers intersection needs to be partially removed to provide a decel. and holding lane for egress from 97S to Powers E.
- C.** Remove cross-traffic access to 97S from Powers westbound and to 97N from Powers eastbound to eliminate traffic stoppage.
- D.** Consider the trade-offs between the costs of abutment, access ramp ROW, residential access blockage, four-way signals, and Third Street traffic backup of the suggested overpass design versus modest ROW purchases east of the current Parkway ROW to provide room for a free flowing interchange design.
- E.** The notion of a Murphy frontage road predates the now existing congestion from on-street parking on both Blakely and Badger and questionable intersection with Murphy.
- F.** Southbound egress from 97S to Murphy via the above frontage road or egress near Pinebrook meets Murphy at the west end of the bridge where “as-built” appears to provide inadequate ROW for the roundabout once planned, making the egress questionable, and support of **G** becomes necessary.
- G.** This planned egress from 97S, **F** is unavailable, is desperately needed to reduced use of Powers and Reed Market for access to both Brosterhouse and Murphy and cannot wait for development of Murphy Crossing plan to provide frontage road **I**.
- H.** The northbound access planned here appears to barely meet accel. lane length, but 97N access is desperately needed for safe access and reduced use of Powers and Reed Market 97N access. Depending on its impact on the existing Powers interchange, a possibly lower cost access point could be converting the 97N RIRO access at Badger to a right out only access with a proper acceleration lane.
- I.** The Hwy 97S egress provided at **D** could also serve as southbound Hwy 97 traffic using the proposed eastbound crossing at China Hat (see **K**) since any 97S egress closer to China Hat is complicated by the Third Street access to 97S which extends all the way to Romiane Village.
- J.** Projects planned for the existing China Hat ROW could wait for Hwy 97 over-crossing decisions regarding alignment since this is also dangerous intersection that may be moved.



**K.** Southbound egress to the China Hat over-crossing could occur north of here, but it very close to the terminus of the Third St. on-ramp accel. lane. There would be an intersection with the frontage road here where a full length Hwy 97 southbound on-ramp would start to reach a terminus prior to the China Hat over-crossing bridge.

**L.** The current Ponderosa St. ROW alignment and CTAC drawings will not provide the needed rise-to-run to reach a required bridge height. To gain the necessary length Ponderosa St. turns south as it begins its rise and here it could four-way intersect, with signal, the frontage road from **K**, with through traffic to and from Baker via Buck Canyon at **I**, and traffic to and from China Hat **K**.

**M.** Improvement of the Baker/Knott Interchange, discussed later, will be so costly that connecting to Baker via Rocking Horse and Buck Canyon will constitute an ROI here that justifies expenditures for a China Hat crossing.

**N.** This alternative to extending Ponderosa may be a more cost effective way the west to the China Hat over-crossing. From **J** the ramp to

the bridge would follow the most cost effective line, given that the approximate crossing point shown is dictated by topography and connectivity issues on the east side of Hwy 97. If this approach is taken, the intersection of roads described as a four way stop could use a roundabout and Ponderosa St. could turn north at **L** to become the westward extension of the frontage road. The southbound access to Hwy. 97 would still be required at **K** because such access will not fit anywhere else in the proximate area.

**O.** The crossing point for the proposed bridge is dictated by the available starting point for the northbound egress from Hwy 97 which must start after the R/R bridge, the terminus of the northbound access to Hwy 97 which must end at existing residential development, the need to access Parrell Rd./Stonigate subdivision, and the R/R over-crossing east of Hwy 97 which becomes more cost effective approximately 800 feet south of the existing China Hat crossing.

**P.** The access to northbound Hwy 97 could either pass under the highway over-crossing bridge, thus requiring a longer or second bridge span, or come out of the westbound lane of the roundabout at **Q**.

**Q.** Though substantially dictated by the roads that compose it, the location of this intersection is also dictated by the topography of the area because it impacts ramp cost necessary to bridge the railroad. The 2009 Central Oregon Rail Crossing study suggests a best crossing point is approximately 800 feet south of the existing.

**R.** The current 97N access to Baker Rd. could now move to the China Hat crossing and access Baker Rd. via Rockining Hourse. Upon the completion of the Ponderosa/China Hat project, the access it provides to Baker Rd. will require improvement of Rocking Horse and Buck Canyon to arterial standards.



**S.** There appear to be access points and ROW to both sides of Arnold Canal, but they don't align from one side to the other. Access will need to be resolved since this is a critical element of the Ponderosa/China Hat project in terms of ROI realized.

**T.** The 2009 Central Oregon Rail Crossing study points out the disaster that is this interchange. This study stated that to bridge the railroad the existing structure would need to be destroyed and a new complex, with the same crossing traffic, built at 25 feet above grade. The current Parkway Plan suggestions include, without above grade rail crossing, signaled intersections for this cross traffic or a traffic circle. But a traffic circle of adequate size for the volume of truck traffic here, similar to Murphy/Third St., will not fit in the available ROW. To cross the R/R above grade **and** address the cross traffic the existing interchange could be kept, but four additional bridge spans and a traffic circle east of Hwy. 97 would be required to allow a free flowing interchange. This is an unimaginable cost that the Ponderosa/China Hat project could preclude by eliminating Baker Rd. access here.

If this R/R crossing were abandoned, the DRW area would need a “second way out” in case of wildfire. There are two such likely locations within a mile south of Baker Rd. that would represent a more simple and cost effective answer.

**U.** A primary access point to this UGB expansion area with alignment appropriate for the China Hat crossing is best placed here since this could be future access to the privately held 1,000+ acres south of Knott Rd and to NFS Rd. 100 which could be the southern terminus of a future east-side bypass.