

SW 53rd Street Improvements

Benton County Public Works

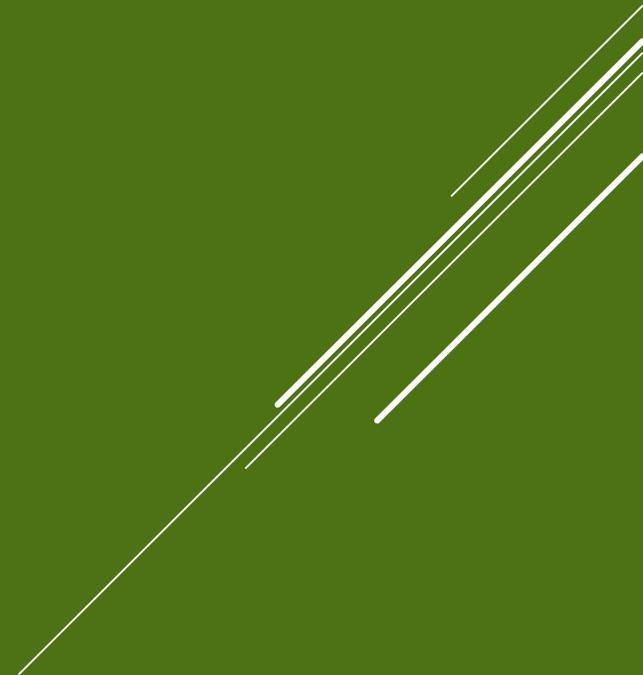
Outreach Event

Benton County Fairgrounds

November 14, 2017, 5:30 pm – 7:00 pm

SW 53rd Street Improvements

- Why are we here?
- History of existing improvements
- Update on proposed improvements
 - Safety
 - Urbanization
 - Mobility
- We need your input!



First – some history...

- City and County first studied this corridor in the 1980's!
- Improve the railroad crossing!
 - Improve the existing underpass
 - Replace the underpass with an at-grade crossing
 - Construct an overpass

53rd STREET CORRIDOR STUDY

HARRISON BLVD TO HIGHWAY 20

LOCATED IN
BENTON COUNTY, OREGON

PREPARED FOR:
BENTON COUNTY, OREGON
CITY OF CORVALLIS, OREGON

CHM HILL

MAY 1985

53rd Street solution: Go over, not under



Bob Lynn/Gazette-Times

Engineers from the city of Corvallis and Benton County hope to come up with a plan to eliminate the hazards of the 53rd Street underpass by filling it and building an overpass while widening the street to four lanes.

But it'll take years to meet \$2 million cost

By Chuck Westlund

of the Gazette-Times

Engineers from Benton County and the city of Corvallis are putting their heads together again to come up with a solution to a hazardous dip underneath the railroad tracks on Northwest 53rd Street near the county fairgrounds.

But don't hold your breath. Because of the length of time needed to obtain federal funds for the project, work is not expected to begin until 1993.

Plans call for filling in the dip under the Southern Pacific Railroad tracks and building an overpass over the tracks. Roger Irvin, assistant county

engineer, estimated the cost for that project at about \$2 million.

Officials also hope to see a major expansion of Northwest 53rd Street from two lanes to four, with a center-turn lane and two bike lanes. The widening project would extend from U.S. Highway 20 to Harrison Boulevard, Irvin said.

Both the city and the county are eligible for federal highway funds for the project, but the amount is so low — about \$185,000 per year for the county, Irvin said — that several years' worth of federal funds would have to be borrowed to pay for the project. However, details about how the project would be funded have not been worked out yet, Irvin said.

In the next six months, Irvin hopes the county can work out key questions regarding both parties' participation in the project and what the finished project should look like.

4-24-88

Go Over, Not Under...

30 Years Later...

Why hasn't the overcrossing been built?

- Development happened somewhere else
- Project Priorities
- Funding
- Breaking projects out into phases



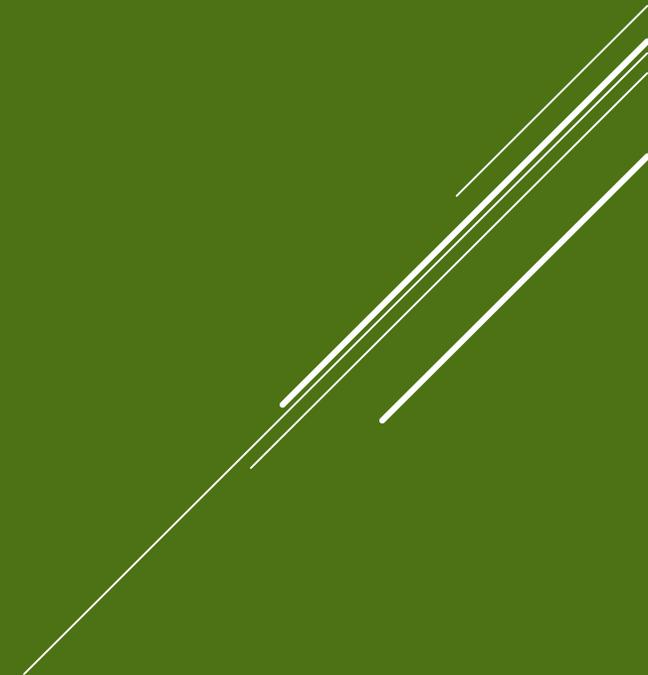
What has been done?

- Signal at Harrison/Walnut (1999)
- Urbanization in front of Fairgrounds(2005)
- Open House for SW 53rd Street Corridor (2011)
- Realignment of Reservoir Avenue (2011)
- West Hills Neighborhood Meeting (2012)
- Roundabout at SW West Hills and 53rd (2015)



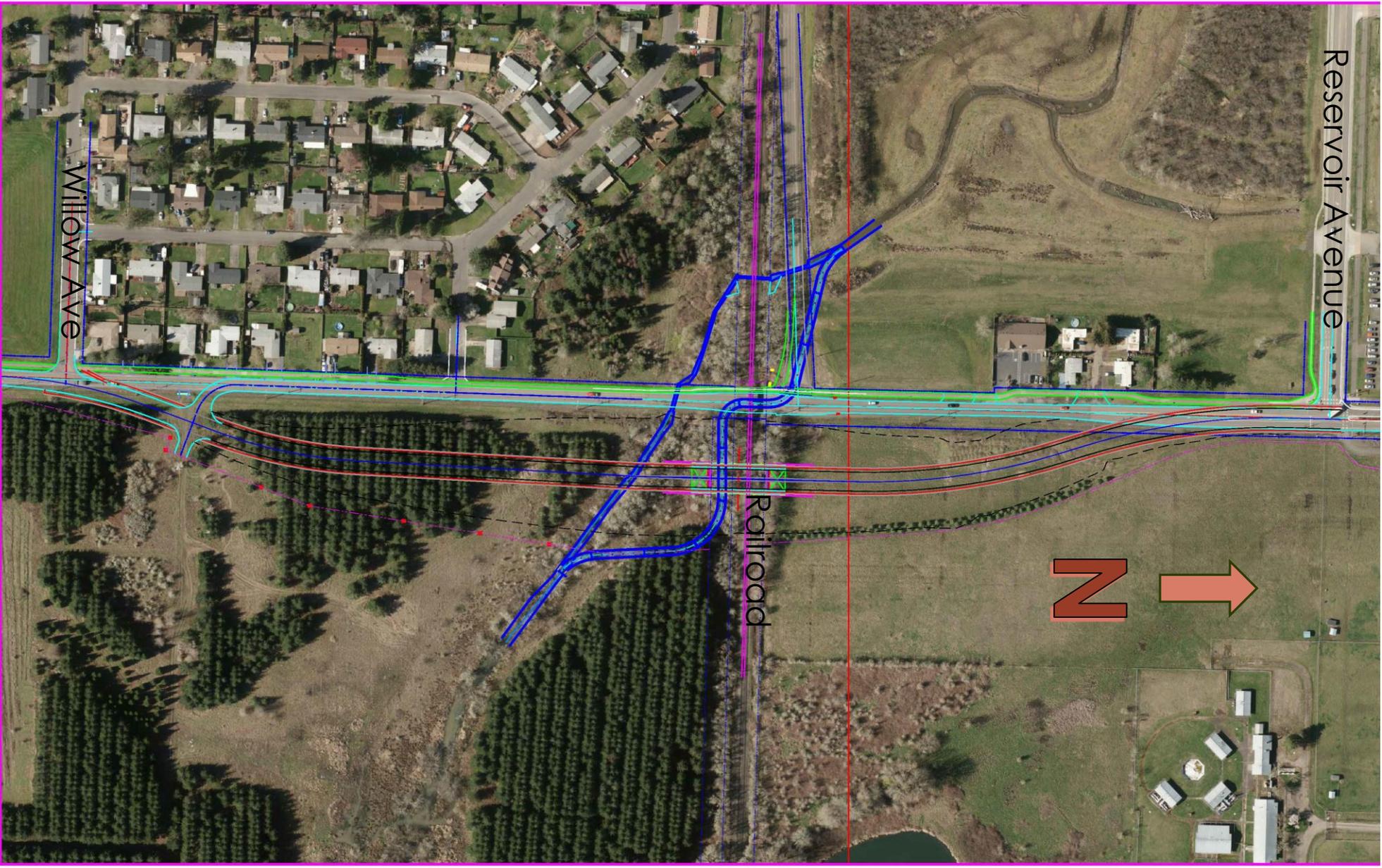
Why study the crossing more?

- Almost thirty years had passed...
 - New environmental regulations
 - Advances in construction methods
- Raising the tracks became a feasible option
- Needed to update costs and benefits
- Development is happening at a larger scale
 - Sylvia Subdivision
 - Dunawi Lane
 - The Retreat
 - Proposed annexation

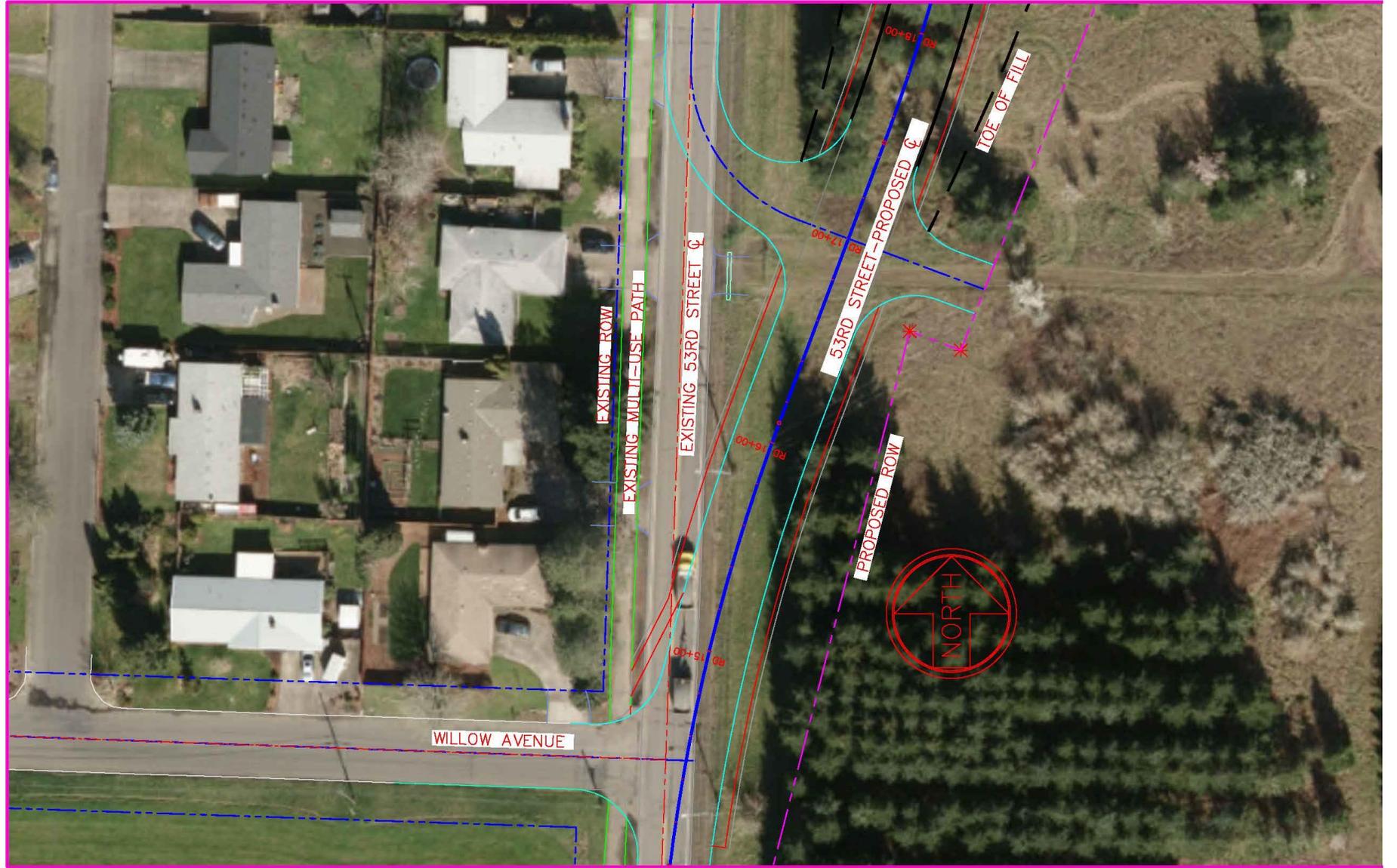


Anything different this time?

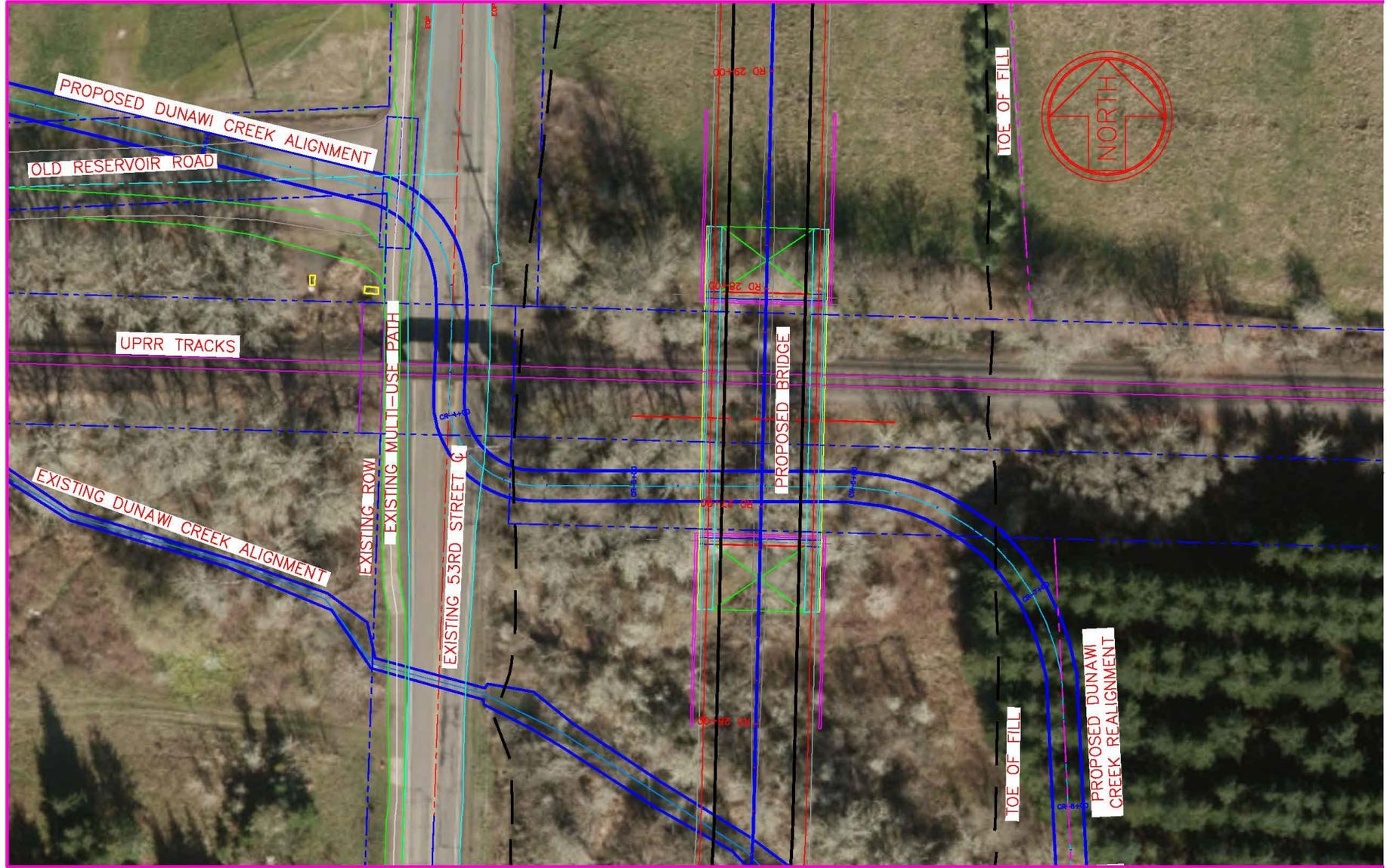
- Two options were found financially equivalent:
 - Raise the railroad and improve the underpass
 - Construct an overpass
 - Overpass has other benefits
 - Naturalize Dunawi Creek
 - Continue work from Reservoir Ave Realignment Project
 - Utilize recycled box beams from the Oregon Department of Transportation
 - The Overpass remained the preferred option!
 - Board directed staff to proceed with design in 2012
- 



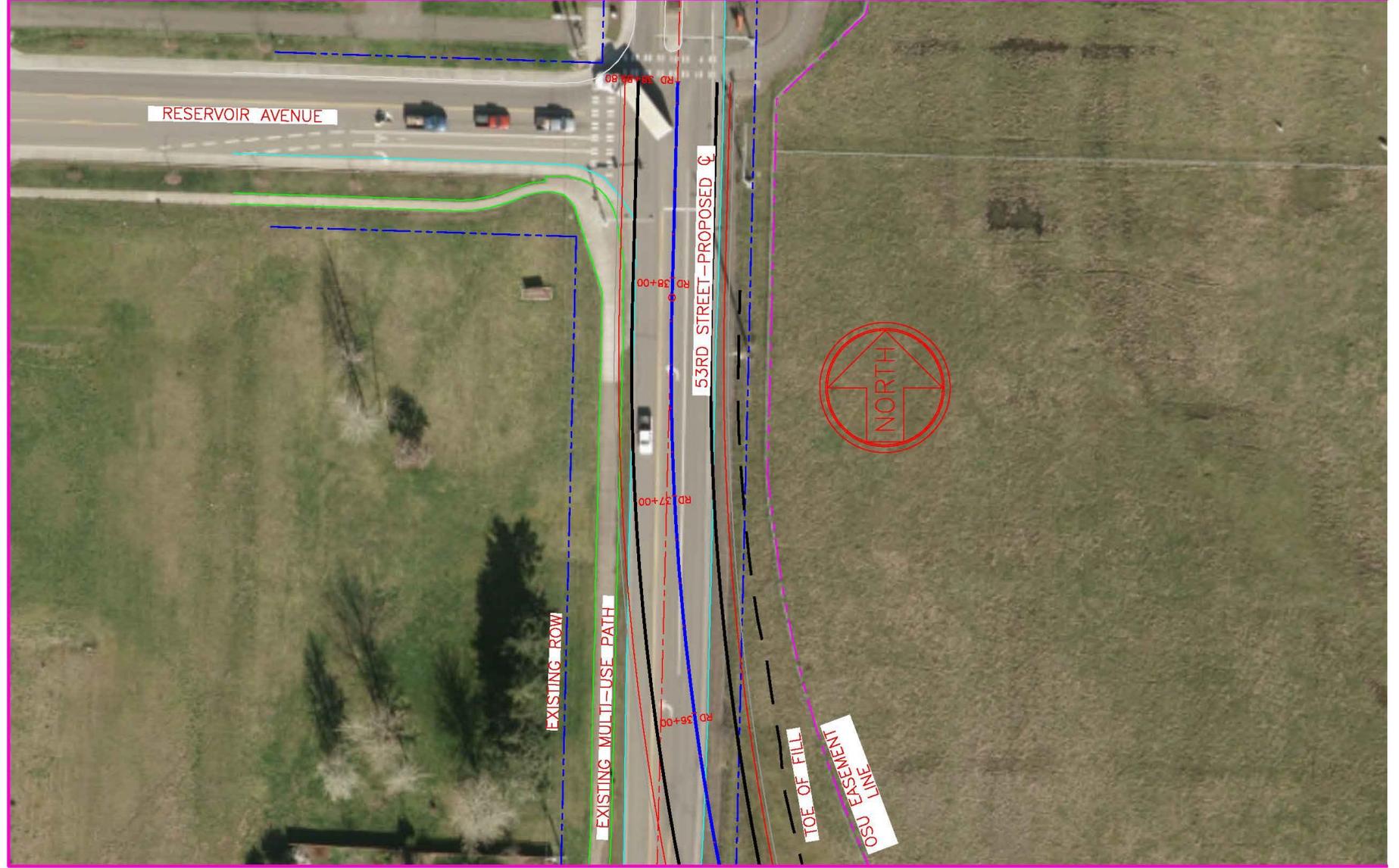
Willow Avenue



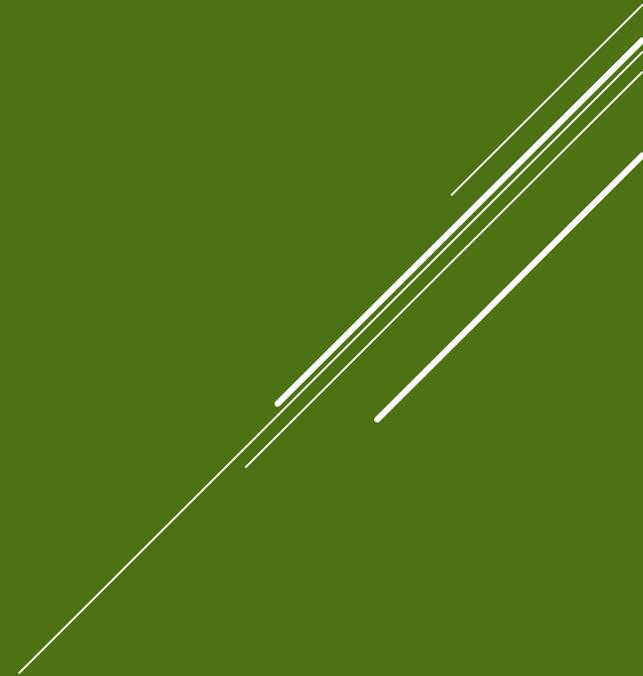
Railroad Crossing



Reservoir Avenue



Simulation

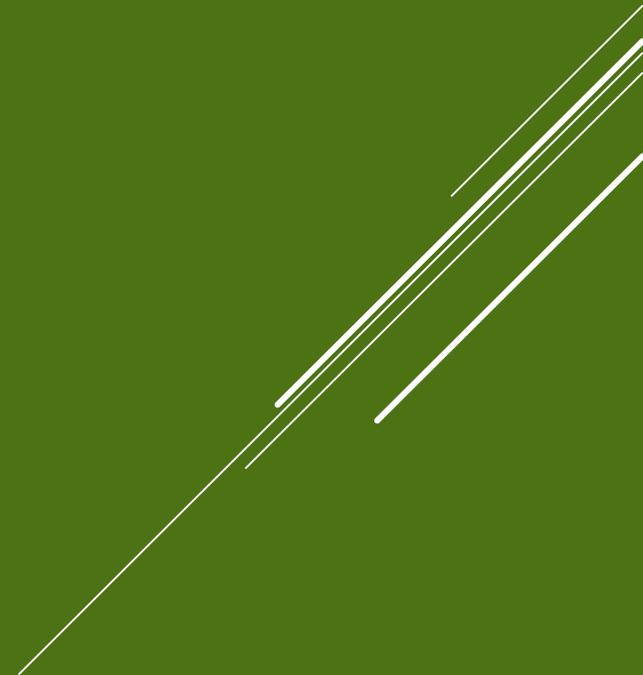


Project Costs and Funding

- Current estimate: between \$7.5 and \$8.5 million
 - Grants
 - Oregon Transportation Infrastructure Bank (low interest loan)
 - State Allocation
- 

Next steps?

- Continue to receive feedback
- Refine the design
- Neighborhood meeting next year
- Finalize design in 2018
- County to pursue funding – prioritize projects
- Earliest construction could begin 2021



Questions?

- Small group discussions
- Google goggles!

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