

NE Circle Boulevard Reconstruction/Resurfacing

City of Corvallis Capital Project

Project Scope

Street Rehabilitation

- New asphalt surface
- Signal detection loop and street marking replacement
- Area for rehab. confined by existing curbs and gutters

ADA Sidewalk Ramp Reconstructions

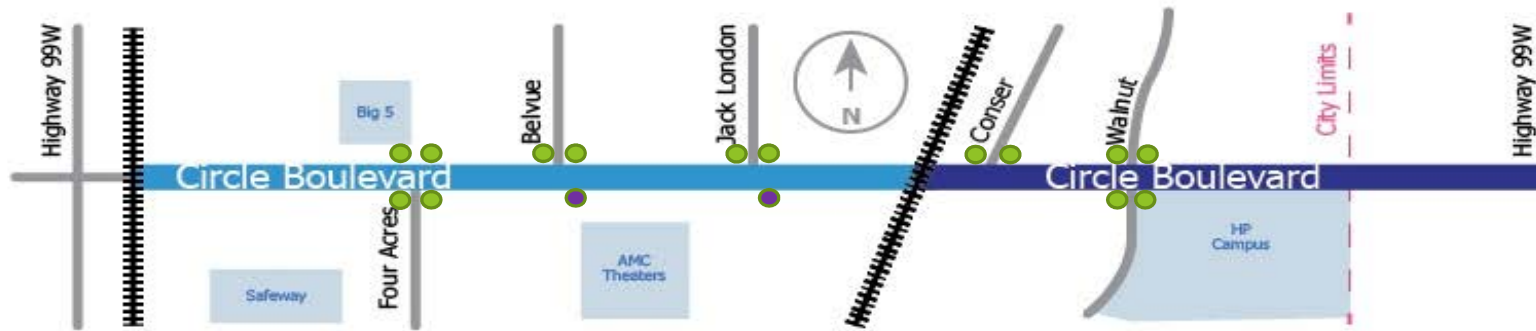
Other Considerations

- Transportation System Plan
- Segment between Hwy 99W and Jack London St. is part of a future neighborhood bikeway connection
- Circle is part of Citywide Low-stress network

Project Timeline

Design	Winter 2023
Advertising/Bidding	March 2023
Construction Start	May 2023
Completion	September 2023

NE Circle Boulevard - Project Limits



Reconstruction



- Remove existing concrete
- Construct: 8-inch asphalt
24-inch rockbase
- Traffic shifts and lane reductions expected during construction
- Daytime and night work anticipated for reconstruction

Resurfacing



- Grind 2-inch existing asphalt
- Construct: 2-inch asphalt
- Daytime work anticipated for resurfacing

● Reconstruct Sidewalk Ramp

● Add New Sidewalk Ramp

Bike & Pedestrian Amenities Within Reconstruction Area

Buffered Bike Lanes



- Buffered Bike Lanes will extend from railroad tracks to City Limits to the East.

Curb Extension



- Curb extension on Belvue to accommodate ADA ramp components.

Bike Ramp



- Westerly Bike Ramp intended to move bicyclists from sidewalk to on-street bikelanes.
- Easterly Bike Ramp available to bicyclists who prefer to utilize pedestrian refuge.

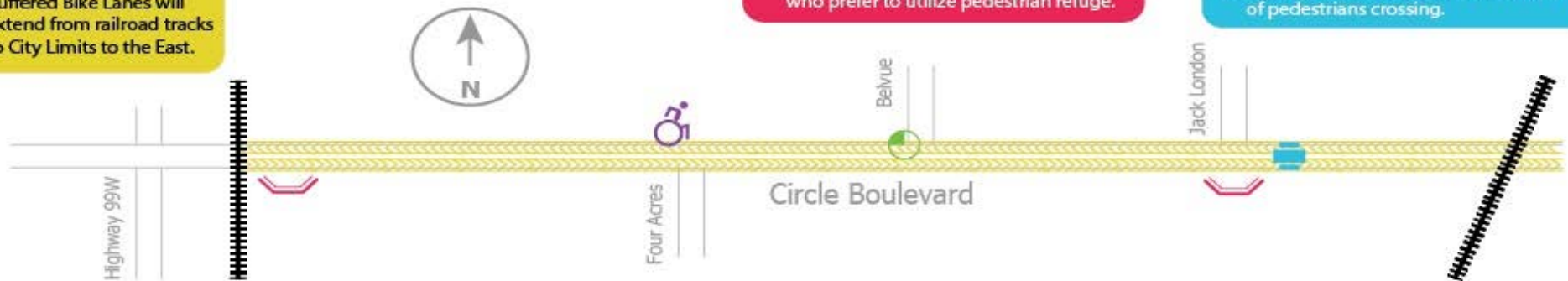
- Existing northwestern ADA ramp will shift to the West.
- New ADA ramp will create a shorter crossing distance.



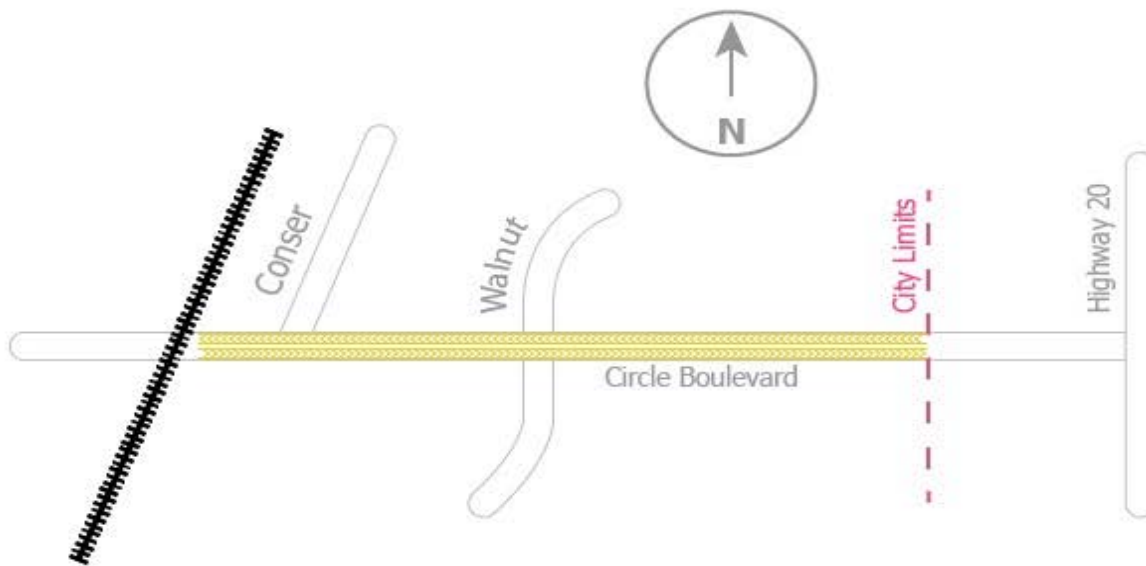
Pedestrian Refuge



- Median refuge to help cross multiple lanes of traffic.
- Signage will be added to alert drivers of pedestrians crossing.



Bike & Pedestrian Amenities Within Resurfacing Area



Buffered Bike Lanes



- Buffered Bike Lanes will extend from railroad tracks to City Limits.

NE Circle Boulevard - Proposed Lane Layout



Proposed Widths	5.5'	6.75'	10.5'	10.5'	10.5'	10.5'	10.5'	6.75'	5.5'
Existing Widths	5.5'	4.75'	11'	11.25'	12'	11.25'	11'	4.75'	5.5'

Re-apportioned vehicle lane widths to create 2-ft buffers for both bike lanes.

NE Circle Boulevard - Right Turn Lane



Proposed Widths 6.75' 11'

Right Turn Lanes at Four Acre Pl. and HP entrances
Bike lane green zones in vehicle right turn conflicts
Right turn lanes maintain 11' width

Buffered Bike Lanes

What are they?

An extension of the on-street bike lane width marked to the left side of the on-street bike lane.

Who are they for?

The buffer provides cyclists additional spacing from adjacent vehicular traffic.

How should I navigate them?

Vehicles: Are not permitted to travel within buffer since it is considered part of the on-street bike lane.

Bicycles: Stay to the right of the buffered markings to receive full benefit.

Pedestrians: Not for pedestrian travel.



Curb Extensions

What are they?

Typically pedestrian safety feature. For this project the curb extension aided re-design of the NW ramp at Belvue to meet ADA standards.

Who are they for?

Curb extensions are for pedestrians providing better; visibility for approaching motorists and cyclists, shorter pedestrian crossing distances, slower motorists speeds.

How should I navigate them?

Vehicles: When turning be aware of pedestrians.

Bicycles: When turning be aware of pedestrians.

Pedestrians: Similar to any crosswalk approach.



Bike Ramps

What are they?

Bike ramps provide transitions from sidewalk to on-street bike lane or vice versa.

Who are they for?

Bike ramps are for cyclists providing smooth transitions from one multi-modal facility to another.

How should I navigate them?

Vehicles: There are no changes for motorists.

Bicycles: When merging from sidewalk to the on-street bike lane, yield to cyclists already traveling in the bike lane or to pedestrians when entering the sidewalk.

Pedestrians: These are not for pedestrian use. These are not ADA sidewalk ramps.



Pedestrian Refuge

What are they?

A raised curb infill with a pass through placed in the center median aligned with a crosswalk at an intersection.

Who are they for?

Pedestrian and cyclists. Provides a mid-way refuge on wide multi-lane streets.

How should I navigate them?

Vehicles: When approaching be alert to peds. Crossing the street. Signs and pavement markings will guide motorists where to stop.

Bicycles: Similar to vehicles.

Pedestrians: Treat as a typical crosswalk. Cross the street once vehicles have stopped for you. Truncated domes will be installed on either side of the refuge.

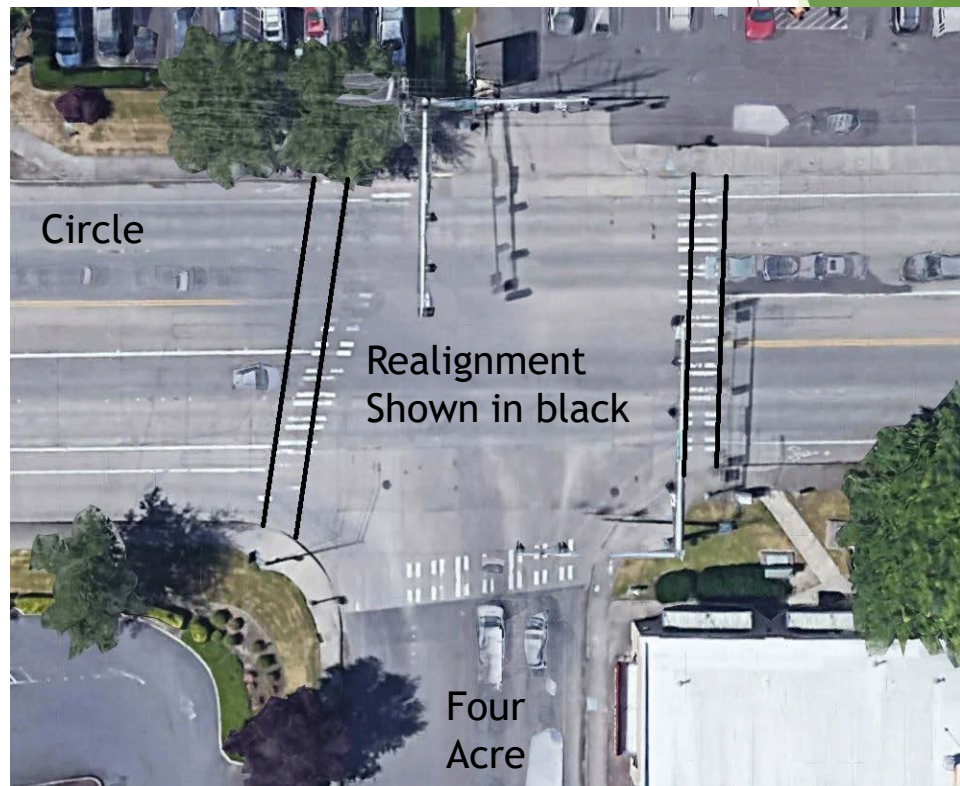


ADA Ramp Relocation

The sidewalk ramps at both NW and NE corner of Circle/Four Acre will be relocated in order to meet ADA requirements.

New pedestrian poles and push buttons will be constructed at both the NW and NE sidewalk ramps.

Realignment creates shorter crossing distance for pedestrians.



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Questions?

