

New Alignment Option --Overcrossing at the Intersection of Salem Parkway and Hyacinth Street/Verda Lane

Description: This project would provide a bicycle/pedestrian bridge over Salem Parkway, with ramps that start/end at the southeast and southwest corners of Salem Parkway/Verda Lane/Hyacinth Street intersection. A Keizer user (from either Verda Lane or the existing multi-use path parallel to Salem Parkway) would access the bridge via a ramp at the southwest corner of the intersection, cross over Salem Parkway on a bridge that is approximately 23 feet above Salem Parkway, and come back to grade at the southeast corner of the intersection, where the path would connect to a new multi-use path on the south side of Hyacinth Street.

Bridge and Ramp Design: The bridge above Salem Parkway would be 14 feet wide. The initial cost estimate assumes a concrete bridge; however other bridge types/designs could be substituted when the project is developed. The conceptual plan view shows switchback ramps that will be ADA-compliant (slope of 5% grade or less). The conceptual plan view shows 90 degree turns along the ramps/bridges but would be constructed with a curve where possible.

Access: From one end of ramp to the other end (i.e. both starting at grade) the crossing length using the new ramps and bridge would be about 1000 feet. Using the existing at-grade crossings (crossing the 5-lane Salem Parkway and the right-turn lane onto Hyacinth) from the same starting/ending points is about 300 feet.

Cost: The estimated cost, including design, construction and contingencies is in the range of \$4 to \$5 million.

Ramp Alternatives: instead of the switchback ramps on the southwest corner of the intersection, the study team examined a straight ramp that would extend south -- parallel to Salem Parkway -- and connect to the existing multi-use path. However, that ramp would need to be very long since it chases the 1.5% downgrade of the natural slope along Salem Parkway, adding to the cost of the concept. A switchback ramp on retaining walls has a smaller footprint and is more cost efficient. Also considered was a straight ramp extending along the south side of Verda Lane, which would likely affect one private driveway and close two other private driveways along Verda Lane and require additional right-of-way purchase. The switchback ramp at the corner of the intersection provides a connection that is accessible from multiple directions.