

Karl Road Improvement FRA-161-12.04; PID 110436 August 2020



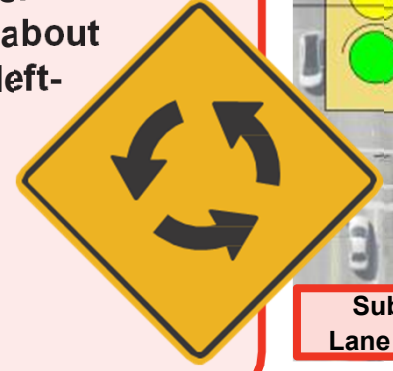
Project Purpose. Why a Roundabout?

Safety, Operation, Access Management

The intersection of Karl Road and the North Service Road has suffered from elevated crash rates due to excessive driving pattern conflicts and the short distance between this intersection and SR 161. The purpose of this project is to improve safety, access management and traffic operations. Adding a concrete median between SR 161 and the roundabout will reduce conflict points and congestion by eliminating left-turn and through movements.

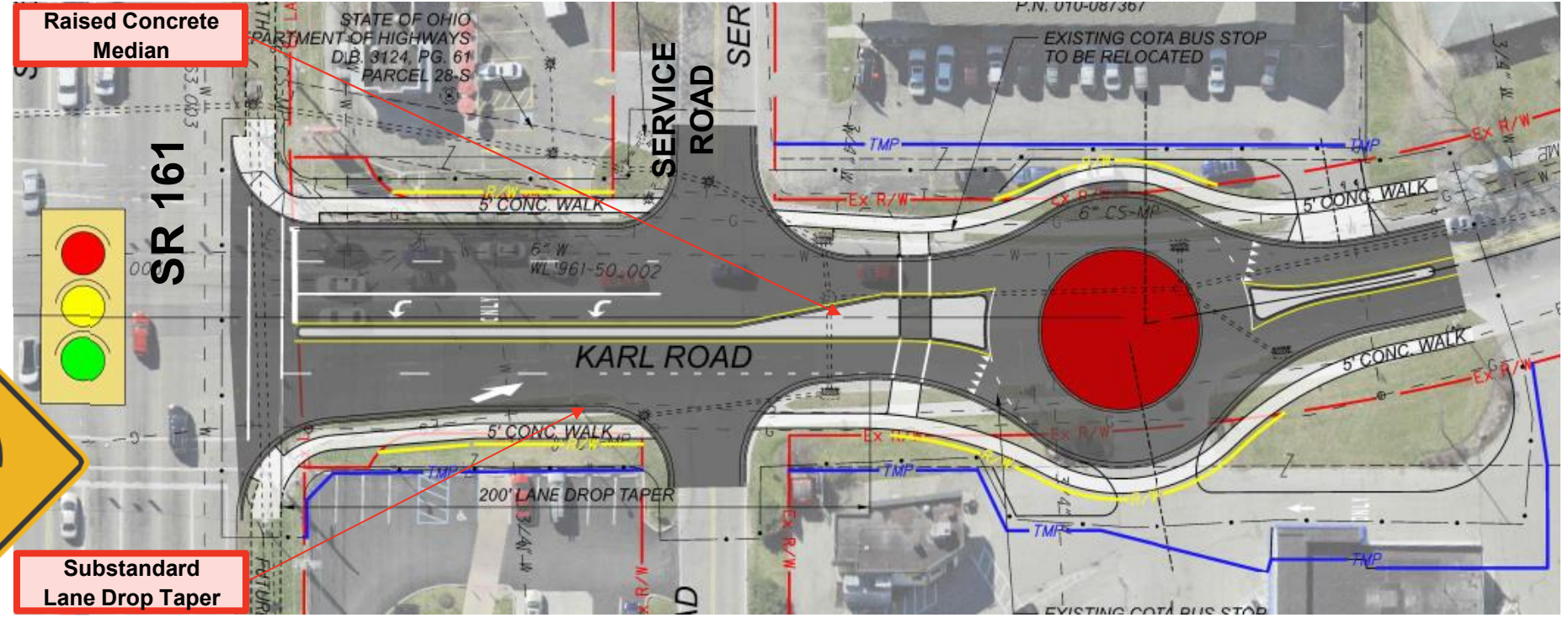
Proposed Improvements:

- Construct mini-roundabout to allow U-turns
- Construct concrete median
- Upgrade signal at SR 161 and Karl Road
- Drainage Upgrades



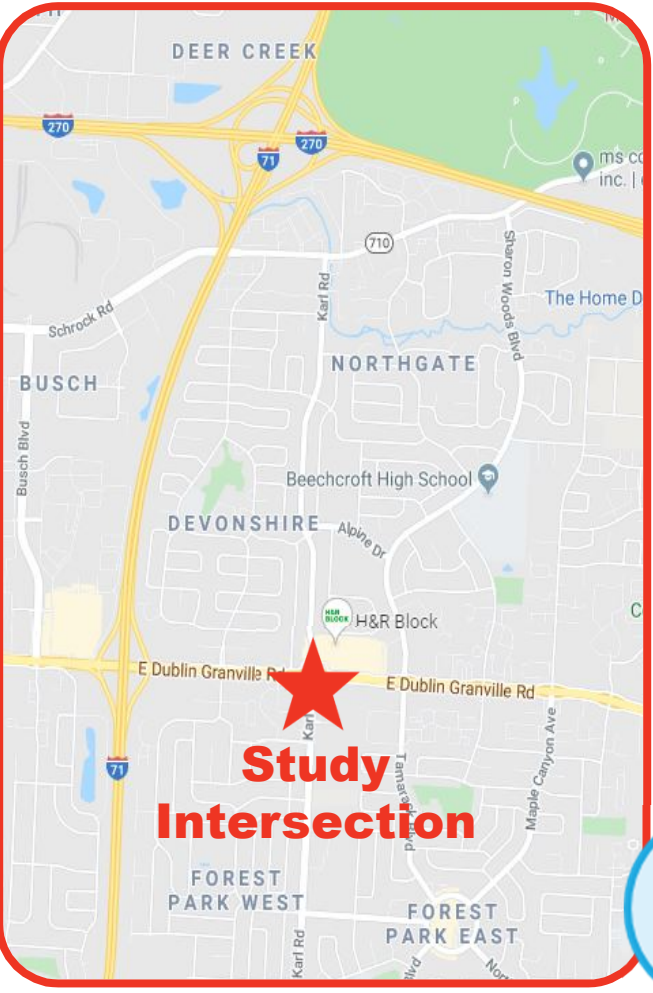
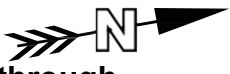
Raised Concrete Median

Substandard Lane Drop Taper



Alternative 1 (Determined Not Feasible)

Benefits: reduces impacts to residential properties, smaller footprint
Impacts: unacceptable level of service, substandard northbound lane drop, parking lot cut-through potential, relocated bus stops, significant impacts to parking lot on the east side



Project Information:

- Design: July 2020 – Feb 2022
 - ROW Acquisition: Feb 2021 – Feb 2022
 - Construction: April 2022 – Dec 2022
- | | | |
|---------------|----------|----------|
| Project Cost: | Alt. 1 | Alt. 2 |
| | \$1.95M | \$2.06M |
| Right of Way: | 4/0.06ac | 6/0.09ac |
- (# Parcels/Acres Impacted)

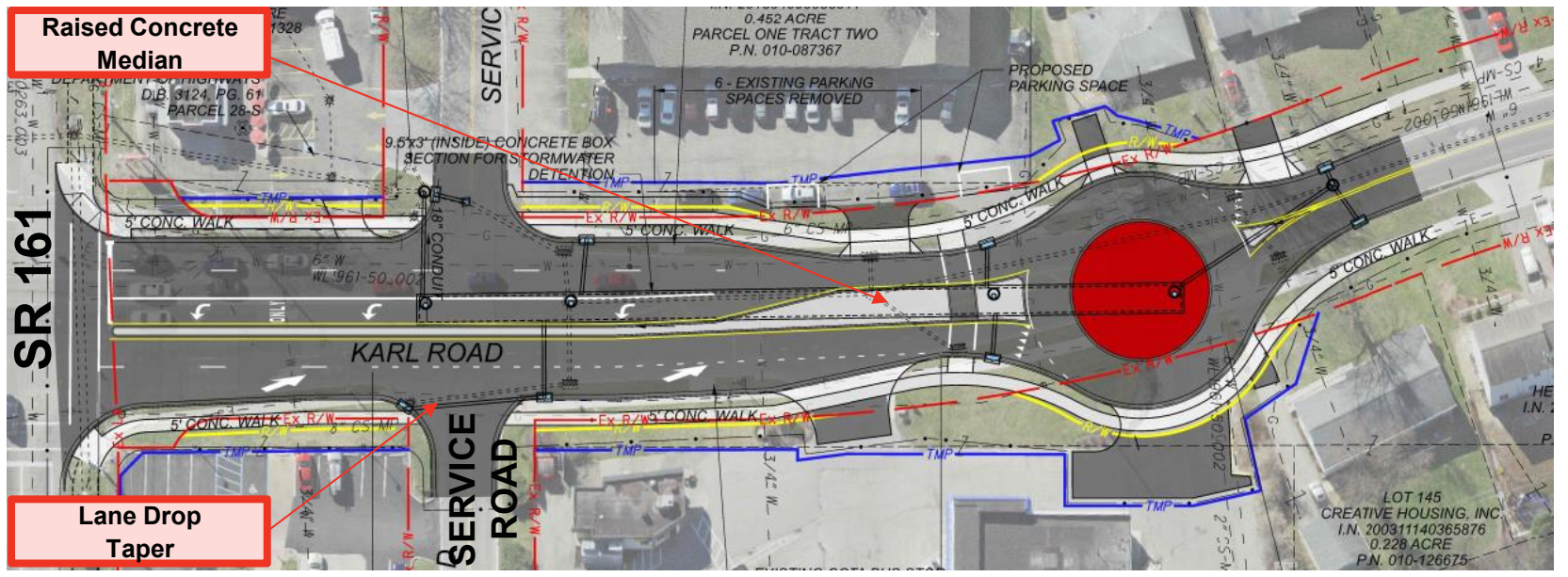
Q How will I turn left onto Karl Road from the shopping plaza and the east leg of the service road intersection?
A You will no longer be able to turn left. To travel southbound on Karl Road, turn right and make a U-turn at the roundabout.

Q How will I turn left onto Karl Road from the west leg of the service road intersection in Alt 2?
A You will no longer be able to turn left onto Karl Road. To travel North from the west leg of the service road intersection, use Endicott Road or Ambleside Drive.



Raised Concrete Median

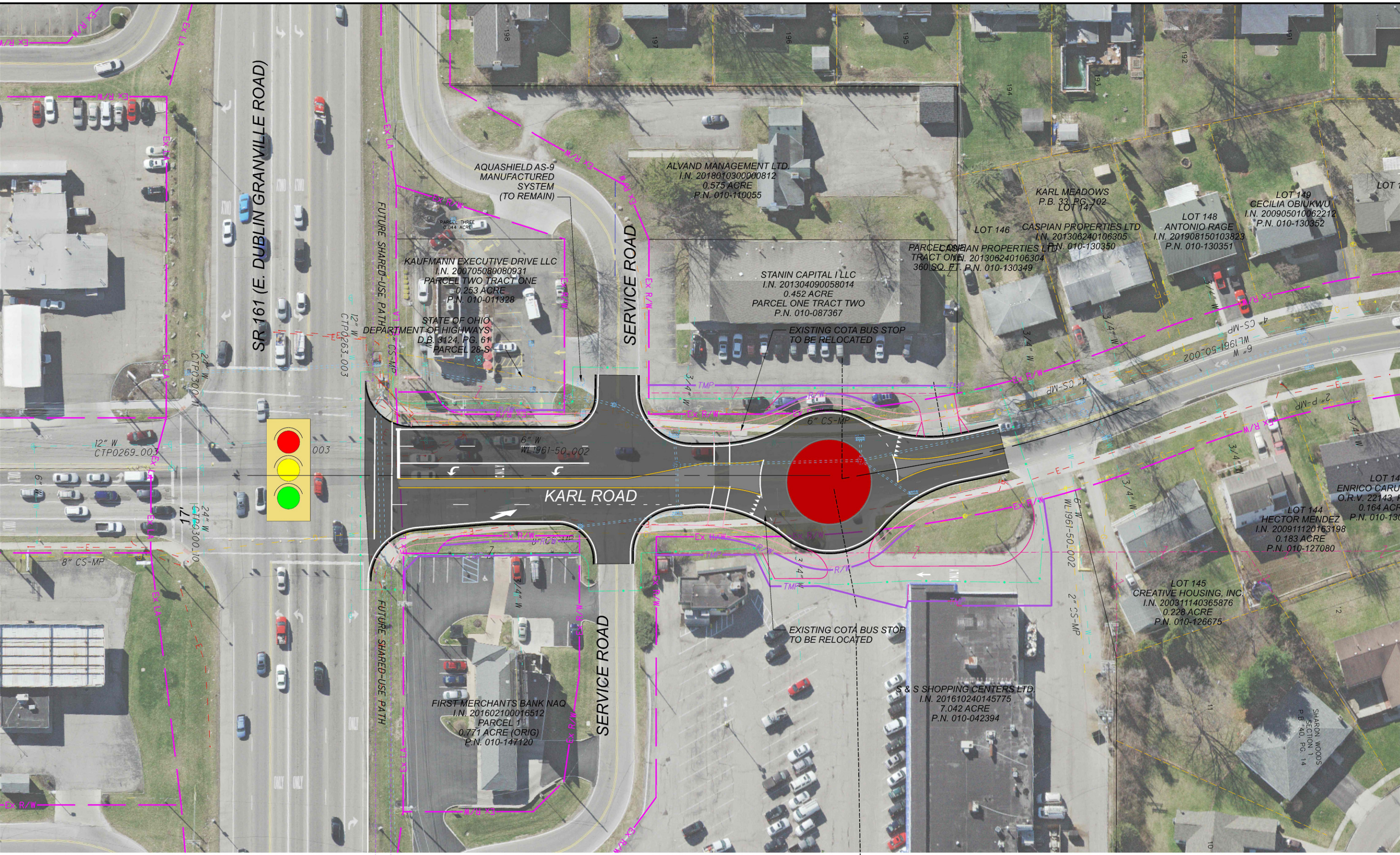
Lane Drop Taper



Alternative 2

Benefits: improves overall operations, longer northbound lane drop taper, maintain bus stop locations
Impacts: residential drives

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated June 6, 2018, and executed by FHWA and ODOT.



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**KARL ROAD
CONCEPTUAL ALTERNATIVE 1 (90' ICD)**

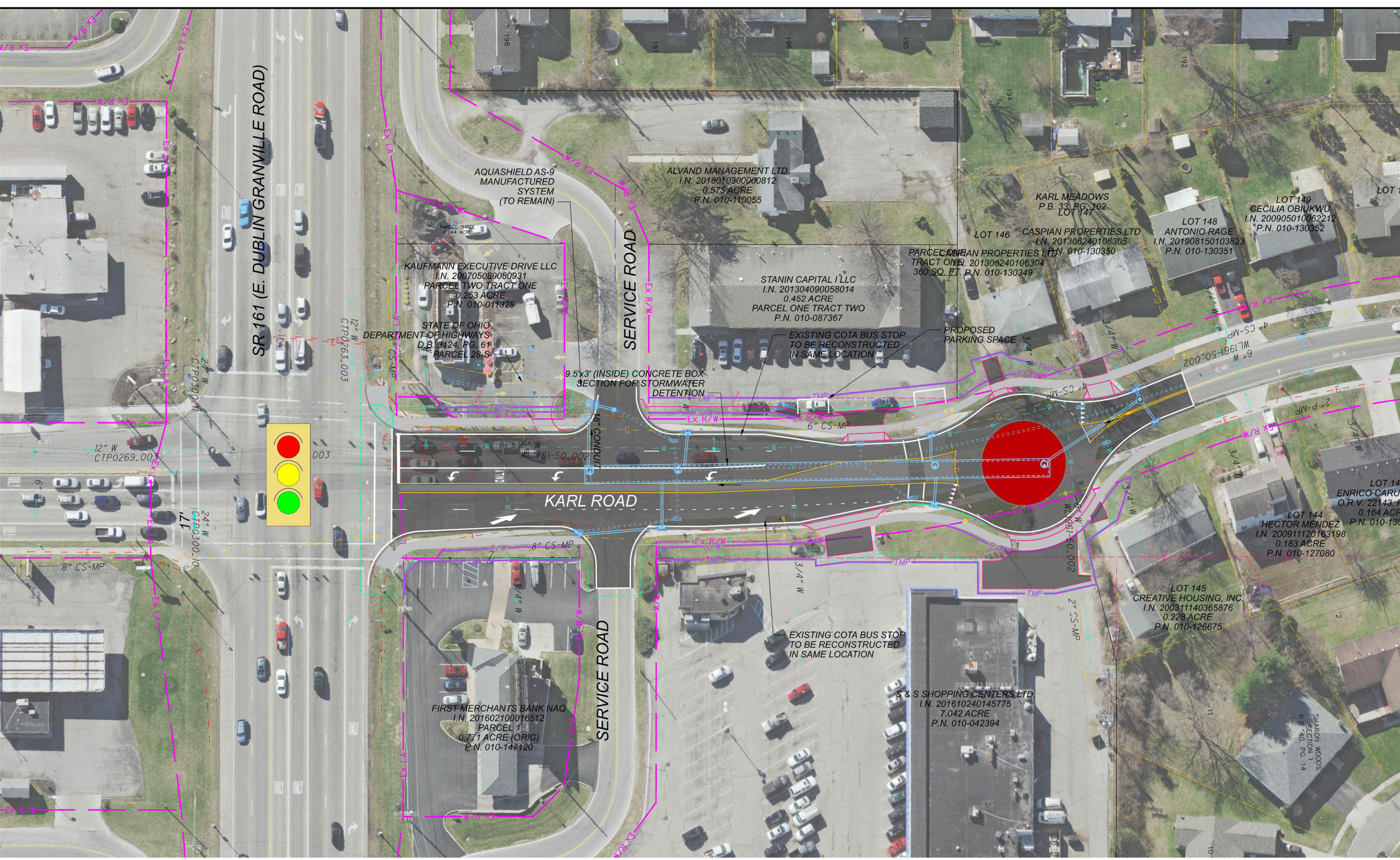
FRA-161-12.04

Karl Road Alternative 1 (Determined Not Feasible)

Benefits: reduces impacts to residential properties, smaller footprint

Impacts: unacceptable level of service, substandard northbound lane drop, parking lot cut-through potential, relocated bus stops, significant impacts to parking lot on the east side

- LEGEND**
- R/W- PROPOSED RIGHT-OF-WAY
 - TMP- PROPOSED TEMPORARY EASEMENT
 - PROPOSED STORM SEWER PIPE
 - PROPOSED SIGNAL REPLACEMENT



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SCALE IN FEET

15
HORIZONTAL
SCALE IN FEET

KARL ROAD
CONCEPTUAL ALTERNATIVE 2 (90' ICD)

FRA-161-12.04

Karl Road Alternative 2 (Recommended Alternative)

Benefits: improves overall operations, longer northbound lane drop taper, maintain bus stop locations

Impacts: residential drives

LEGEND

- R/W- PROPOSED RIGHT-OF-WAY
- TMP- PROPOSED TEMPORARY EASEMENT
- PROPOSED STORM SEWER PIPE
- PROPOSED SIGNAL REPLACEMENT

