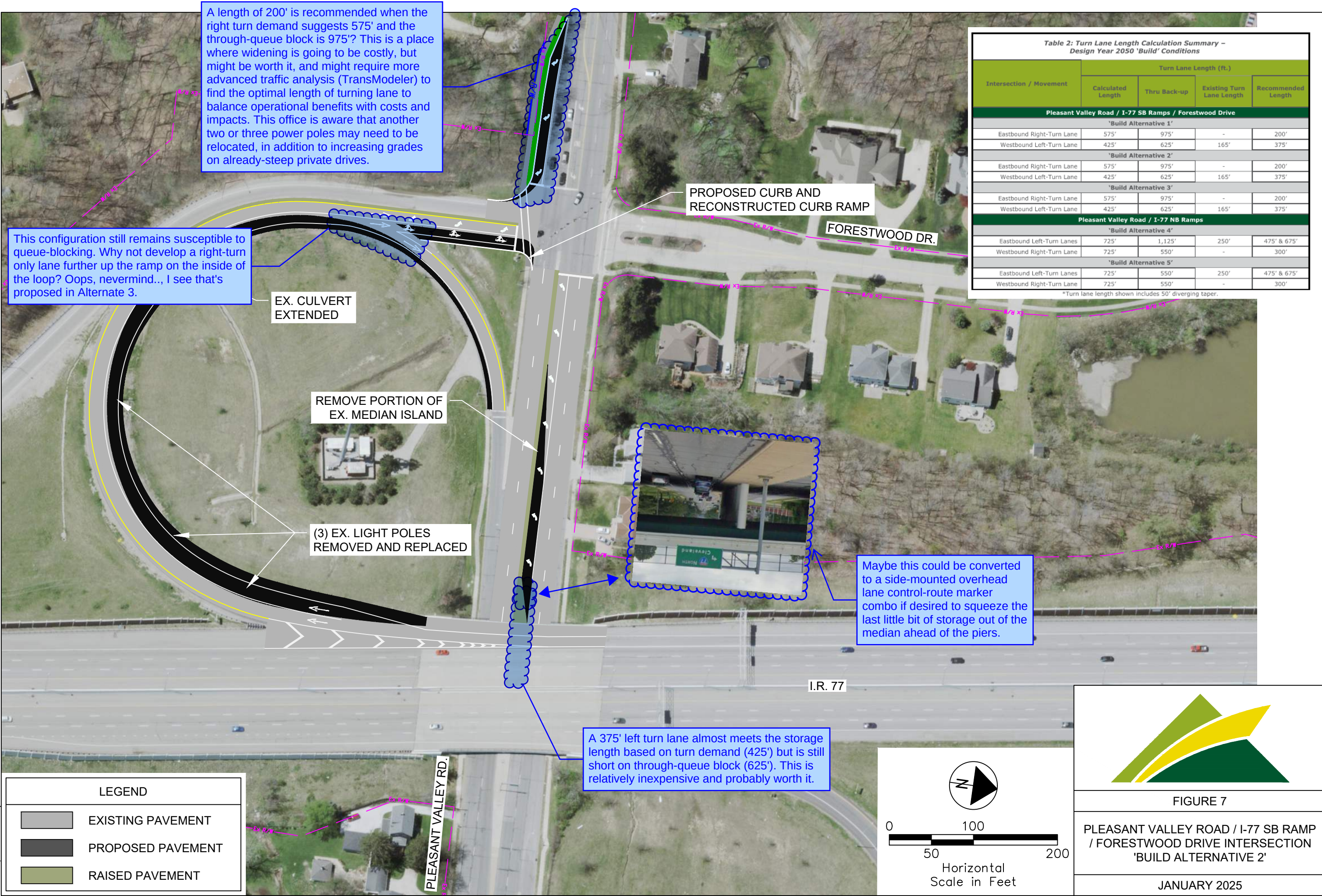


Drawing File: C:\Users\jdo04886\OneDrive\Local\Temp\AcPublish\17836\Figure 7_SB Build Alt 2.dwg Layout: Layout
Date: Jan 16, 2025 Time: 1:10 pm
Technician: ddombrosky



Drawing File: C:\2023\2023000\90 - Traffic Engineering\Pleasant Valley\Study\Figures\Figure 8_SB Build Alt 3.dwg Layout: Layout
Date: Jan 16, 2025 Time: 1:10 pm User: g
Technician: ddombrovsky

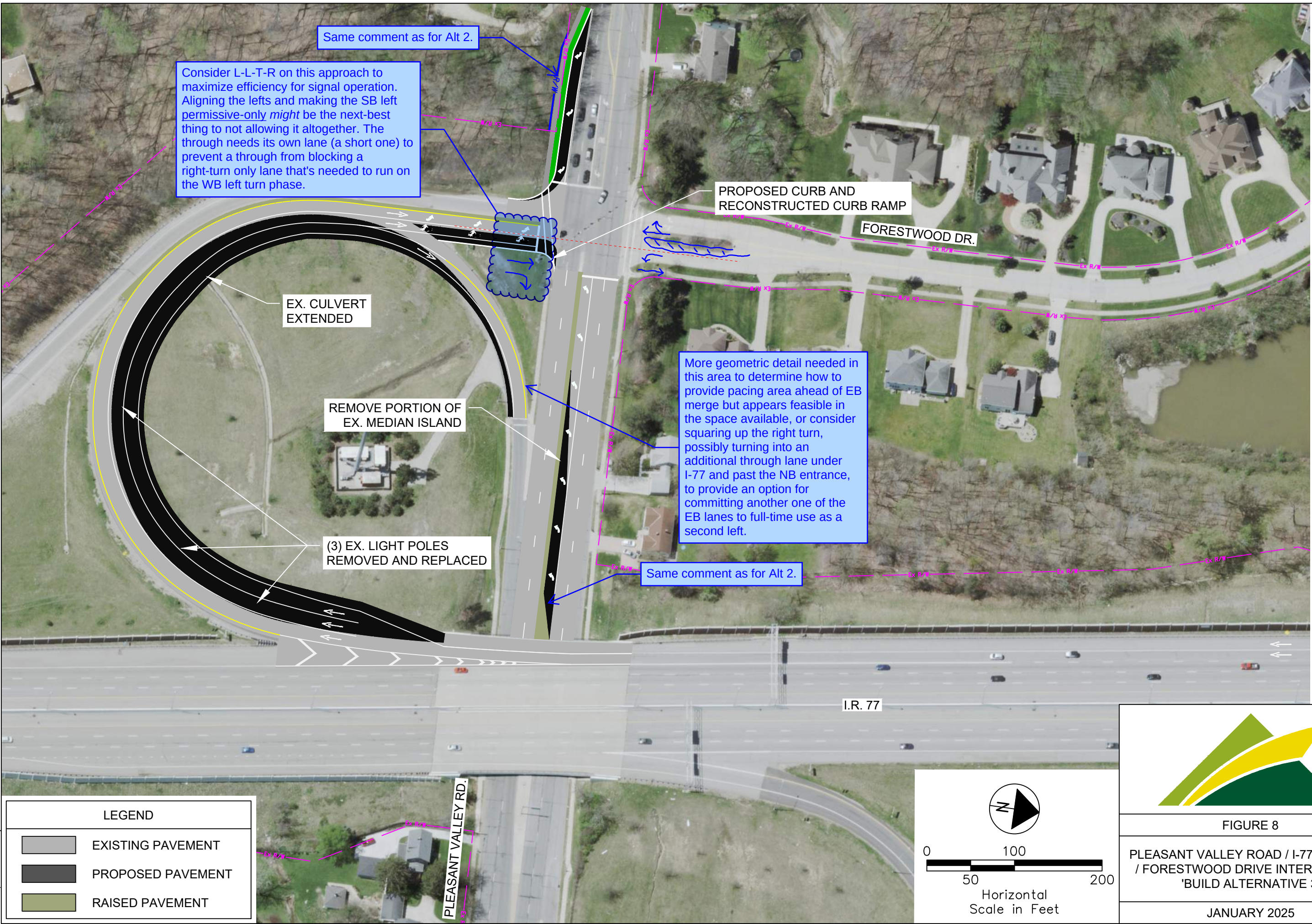
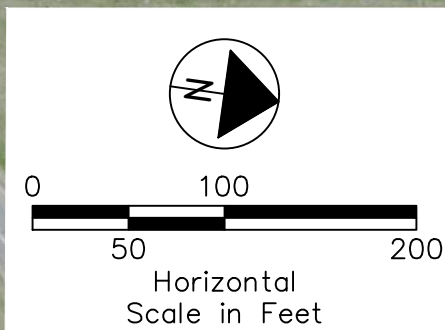


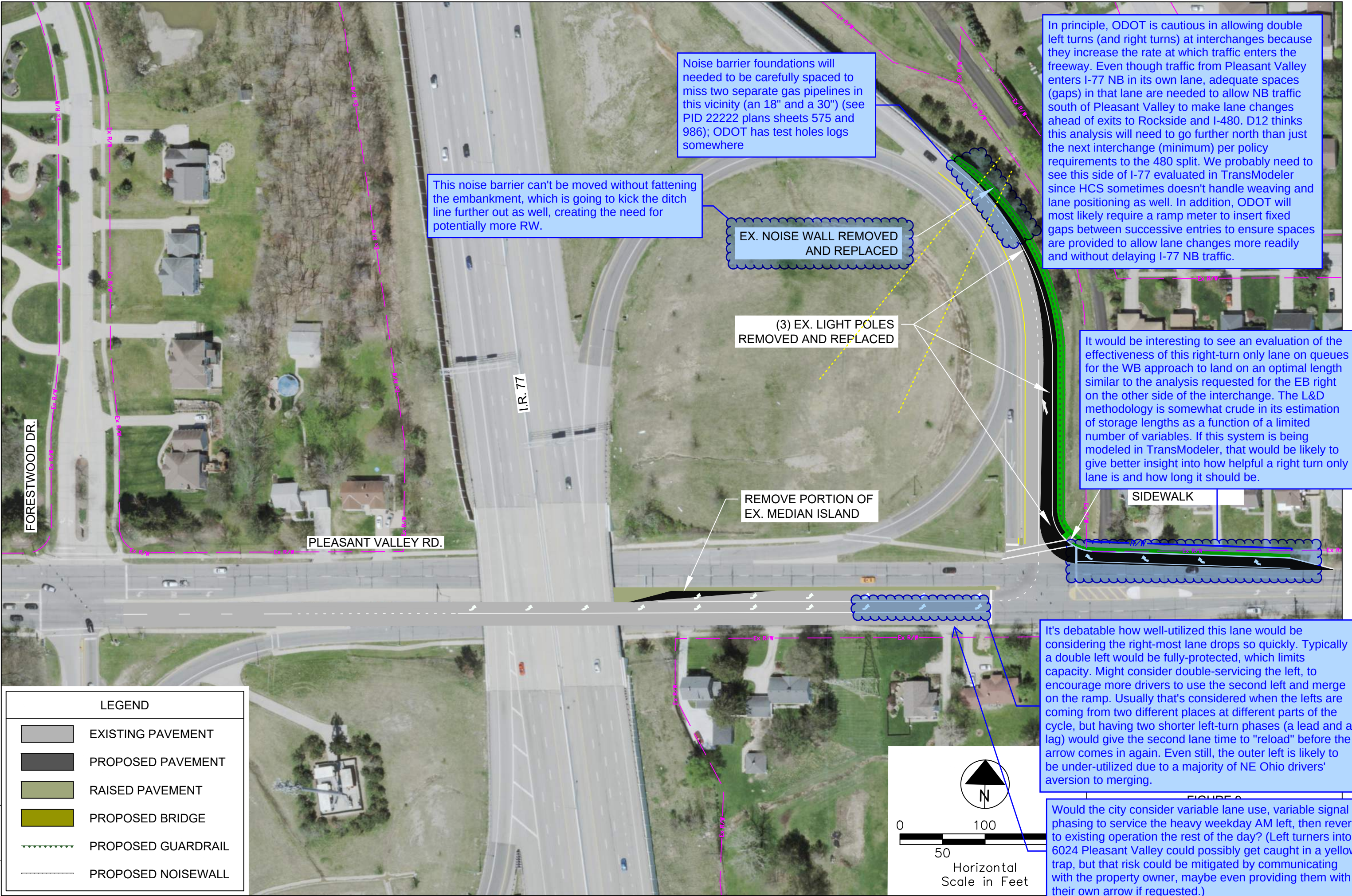
FIGURE 8

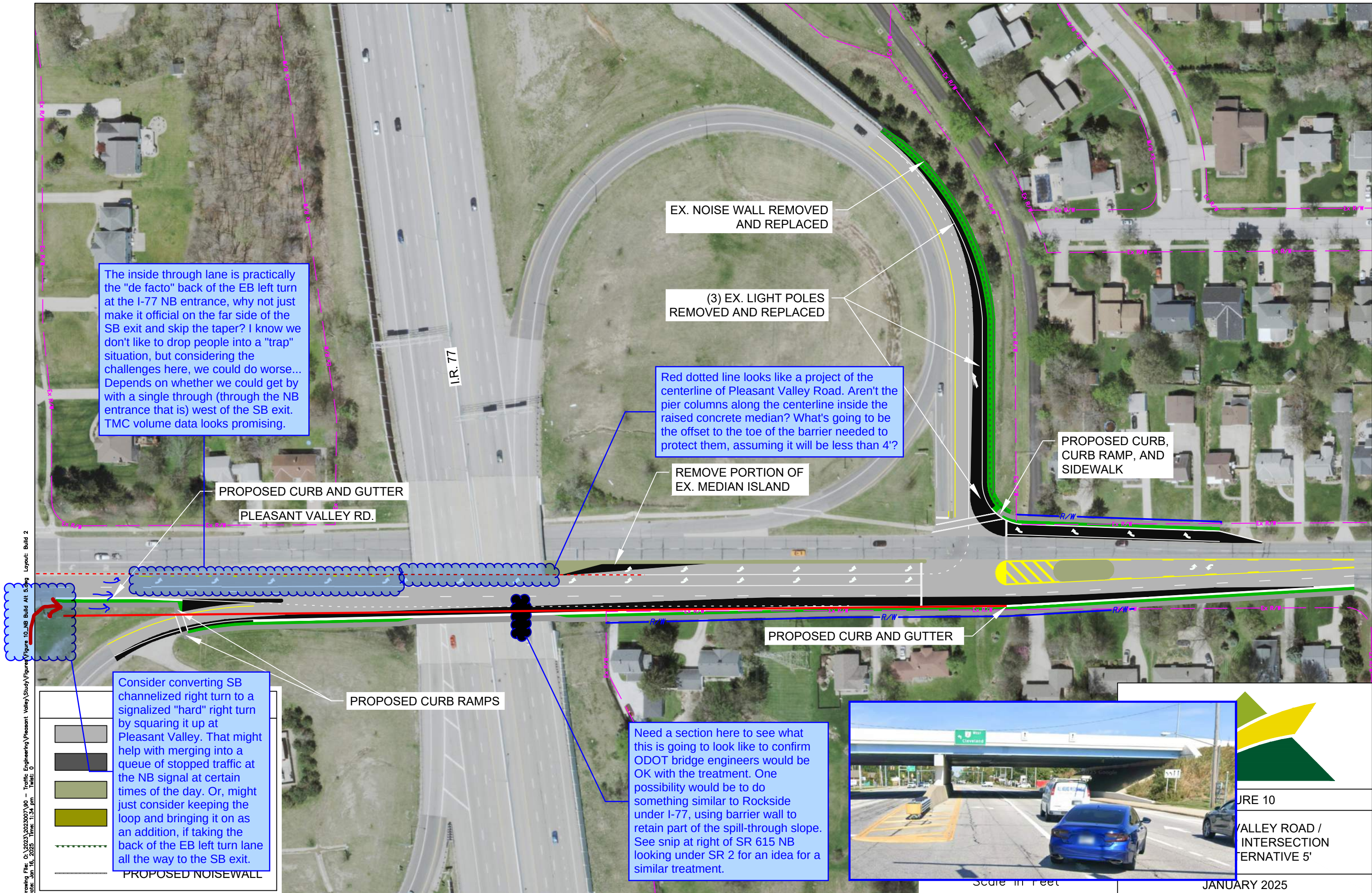
PLEASANT VALLEY ROAD / I-77 SB RAMP
/ FORESTWOOD DRIVE INTERSECTION
'BUILD ALTERNATIVE 3'

JANUARY 2025



Drawing File: C:\2023\2023007\90 - Traffic Engineering\Pleasant Valley\Study\Figures\Figure 9_NB Build Alt 4.dwg Layout: Build 1
Date: Jan 16, 2023 Time: 1:17 PM
Technician: ddombrosky





The inside through lane is practically the "de facto" back of the EB left turn at the I-77 NB entrance, why not just make it official on the far side of the SB exit and skip the taper? I know we don't like to drop people into a "trap" situation, but considering the challenges here, we could do worse... Depends on whether we could get by with a single through (through the NB entrance that is) west of the SB exit. TMC volume data looks promising.

EX. NOISE WALL REMOVED AND REPLACED

(3) EX. LIGHT POLES REMOVED AND REPLACED

Red dotted line looks like a project of the centerline of Pleasant Valley Road. Aren't the pier columns along the centerline inside the raised concrete median? What's going to be the offset to the toe of the barrier needed to protect them, assuming it will be less than 4'?

REMOVE PORTION OF EX. MEDIAN ISLAND

PROPOSED CURB, CURB RAMP, AND SIDEWALK

PROPOSED CURB AND GUTTER
PLEASANT VALLEY RD.

PROPOSED CURB AND GUTTER

PROPOSED CURB RAMP

Consider converting SB channelized right turn to a signalized "hard" right turn by squaring it up at Pleasant Valley. That might help with merging into a queue of stopped traffic at the NB signal at certain times of the day. Or, might just consider keeping the loop and bringing it on as an addition, if taking the back of the EB left turn lane all the way to the SB exit.

Need a section here to see what this is going to look like to confirm ODOT bridge engineers would be OK with the treatment. One possibility would be to do something similar to Rockside under I-77, using barrier wall to retain part of the spill-through slope. See snip at right of SR 615 NB looking under SR 2 for an idea for a similar treatment.



FIGURE 10
PLEASANT VALLEY ROAD /
INTERSECTION
ALTERNATIVE 5'

JANUARY 2025

Scale in Feet

Drawing File: C:\2023\2023000\90 - Traffic Engineering\ Pleasant Valley\ Study\ Figure 10 NB Build Alt 5.dwg
Date: Jan 16, 2025
Time: 1:34 pm
Layout: Build 2
Technician: ddombrosky