

**EASTERN CORRIDOR SEGMENTS II-III CONCEPT DEVELOPMENT SUMMARY
LINWOOD-EASTERN-US 50 FOCUS AREA**

Rev. May 22, 2018

Focus Area	Theme	Needs	Concepts		Evaluation										Recommendation						
			Identifier	Description	Meets Primary Need(s)?	Meets Secondary Need(s)?	Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity		Improve Local Access					
SR 125/US 50/Eastern Avenue Connectivity		<p>Primary P1) Address lack of connectivity from SR 125 to eastbound US 50 and from westbound US 50 to SR 125.</p> <p>Secondary S1) Address deficient roadway curves on SR 125 and interchange ramps. S2) Address deficient roadway grade on SR 125 and on US 50. S3) Address deficient sight distance at the eastbound US 50 exit ramp intersection with SR 125. S4) Address deficient weave on the eastbound US 50 exit ramp to SR 125. S5) Address lack of/limited wayfinding to improve regional connectivity. S6) Address deficient roadway grade east of the viaduct. S7) Address physical connectivity between SR125/US 50 interchange and Beechmont Avenue. S8) Address lack of and limited wayfinding to improve regional connectivity.</p>	X-3a-1	Add additional ramps at SR 125/US 50 interchange.	P1																
			X-3a-2	Add additional ramps at SR 125/US 50 interchange.	P1																
			X-3b	Close deficient ramps from Eastern Avenue to EB US 50 exit ramp.		S4														Advance, however removal of ramp would need to be done in conjunction with another improvement to maintain connectivity.	
			X-3c	Improve horizontal curve west of interchange.		S1														No further study. Addresses secondary need in area that was not otherwise impacted. No alternative created.	
			X-3d	Add wayfinding signage. Install better signing with connectivity to SR 125, Eastern Avenue, Linwood Avenue, and Beechmont Circle. (Existing signing directs people to use Wooster.)		S5, S8														Advance	
			EW-1	Add bike path or new road with bike lane from Eastern Avenue to Wooster Road across railroad tracks. Reconnect Beechmont Ct under Beechmont viaduct.		S4, S16															Advance with X-3b
			EW-2	Add bike path or new road with bike lane from Eastern Avenue to Wooster Road across railroad tracks. Connection at extended Linwood to Wooster Road.		S4, S16															Advance with X-3b
			I-29a	Install a roundabout at Beechmont/Linwood intersection.		S4															
			I-29b	Signalize Beechmont/Linwood intersection.		S4															Advance with X-3b

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Primary Need(s) Being Met	Secondary Need(s) Being Met	Improves	Improves	Simple	<\$5 million	None	Minimal (C1/C2)	Improves	Improves	Improves
		Neutral	Neutral	Moderate	\$5 - \$10 Million	Property Takes	Moderate (D1/D2)	Neutral	Neutral	Neutral
		Degrades	Degrades	Complex	>\$10 million	Relocations	High (D3 or greater)	Degrades	Degrades	Degrades

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Wooster Road and Wilmer Avenue		Primary P2) Address localized connectivity travel patterns within Beechmont Circle.	X-2a	Add better signing for auto connectivity	P2														
		Secondary S9) Address lack of and limited wayfinding to improve regional connectivity. S10) Address roadway curve and grade deficiencies. S11) Support access to future transit connections.	X-2b-1	Create grade seperated interchange to connect Wilmer and Wooster. SPUI with signal on SR 125 under bridge.	P2														No further study
		X-2b-2	Create grade seperated interchange to connect Wilmer and Wooster.	P2, P9	S11														Advance
		X-2b-3	Create grade seperated interchange to connect Wilmer and Wooster.	P2, P9	S16														
		EW-2	Add bike path or new road with bike lane from Eastern Avenue to Wooster Road across railroad tracks. Connection at extended Linwood to Wooster Road.		S4, S16														Advance with X-3b
		X-2b-4	Create grade seperated interchange to connect Wilmer and Wooster. SR 125 over.	P2															
		X-2b-5	Create grade seperated interchange to connect Wilmer and Wooster.	P2, P9	S11														Advance
		I-26a	Install roundabout at Beechmont Circle/Wooster Road.	P2															
		I-27a	Install roundabout at Beechmont Circle/Wilmer Avenue.	P2															
		I-27b	Extend right turn lane on Beechmont Circle for turn onto Wilmer. Can be blocked by left turns at Wilmer waiting for signal.																

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LINWOOD/EASTERN & US 50/REDBANK INTERCHANGES	US 50/Red Bank Connectivity	<p>Primary P3) Address localized connectivity travel patterns within the interchange. P4) Address capacity issues and long queues on northbound and westbound approaches of Red Bank/Colbank intersection.</p> <p>Secondary S12) Address lack of/limited wayfinding to improve regional connectivity.</p>	I-25a	Designate lane assignments on dual SB left turn lanes on Red Bank Rd. Make inside lane on Colbank a dedicated left onto ramp to US 50 WB.	P4	S12															
			I-25b	Improve signal timing, lengthen storage lanes, add dual WB right turn lanes and dual NB thru lanes at Red Bank/Colbank intersection.	P4														Advance		
			I-25c	Eliminate Red Bank/Colbank intersection so that traffic to/from US 50 is the through movement. Realign south leg of Red Bank to ramp terminal intersection. (Combine the two intersections into one	P4																
			X-4a	Add wayfinding signage		S12														Advance	
			X-4b	Signalize Colbank Rd/US 50 ramp intersection. Make inside lane on Colbank a dedicated left onto ramp to US 50 WB.	P3															No further study. Signal not warranted	
			X-4c-1	Install roundabout at Colbank Rd/US 50 ramp intersection.	P3																
			X-4c-2	Install roundabout at Colbank Rd/US 50 ramp intersection.	P3															Advance with I-25b	
			X-4d	Extend Wooster to tie directly into Colbank.	P7																
	US 50/Wooster/Meadowlark	<p>Primary P5) Address safety issues related to end of freeway section on US 50. P6) Address eastbound PM peak-hour queues at the US 50/Meadowlark intersection. P7) Address capacity issue for northbound left turn movement at the Wooster/Red Bank intersection. P8) Address sight distance within Wooster/Red Bank intersection.</p> <p>Secondary S13) Address deficient roadway grade just east and west of the Red Bank Road/Wooster Road intersection. S14) Address deficient roadway grade at the Wooster/Red Bank intersection. S15) Support access to future transit connections.</p>	50-1	Add signage indicating "freeway ends". Add flashing beacon to alert drivers to long queues at the Meadowlark intersection.	P5														Advance		
			STS	Improve signal timing on US 50 in Fairfax.	P6															Advance	
			I-16a	Address right turn on red from northbound Wooster onto eastbound US 50. May be unclear which traffic must be yielded to as single lane on US 50 begins in intersection.																	Install No Right Turn on Red restriction, however not recommended for further study.
			I-16b	Install roundabout at Meadowlark/US 50 intersection.	P6																
			50-2	Add advance signing to alert drivers of drop right lane on eastbound US 50 at Wooster Rd.																	
			WOO-1	Adjust roadway grade deficiencies on Wooster.		S13, S14															Secondary need. Will be addressed with other concepts in area if applicable.
		I-20a	Add extra lane along Wooster Pike to accept a continuous right turn lane from Wooster Road to Wooster Pike.	P7														No further study. Right turn volume doesn't necessitate a free flow movement.			
		I-20b	Install roundabout at Wooster/Red Bank intersection.	P7	S16													Advance			

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Bicycle and Pedestrian	<p>Primary P9) Address pedestrian safety issues crossing SR 125 at bus stops. P10) Address bicycle connectivity (designated US Bicycle Route 21).</p> <p>Secondary S16) Address bicycle and pedestrian connectivity across railroad tracks to existing Armleder and Lunken bike paths.</p>	BC-1	Add sidewalk around Beechmont Circle for connectivity of pedestrian traffic to and from bus stop.													No further study. Sidewalk already exists to connect bus stops to residential areas.	
		X-2c	Add HAWK or pedestrian signal on SR 125 at Beechmont Circle.	P9													No further study. Not warranted.
		X-2d	Add pedestrian bridge over SR 125 at Beechmont Circle.	P9													No further study. Anticipated poor cost/benefit ratio.
		X-2e	Pedestrian connection under SR 125 to connect Beechmont Ct to Wilmer Ct.	P9													No further study. SR 125 profile would not permit underpass east of existing walk along Beechmont Circle.
		BIKE-1	Add bike path from Eastern Avenue at Heekin intersection across railroad tracks into Linwood Park and over creek to Wooster at Armleder.		S16												
		BIKE-2a	Connect Wasson Trail to Armleder with trail along US 50.	P10													
		BIKE-2b	Connect Wasson Trail to Armleder with trail running on gravel path in Ault Park to Old Red Bank over to Wooster.	P10													
		BIKE-3	Restripe Wooster Road to include bike lanes and/or sharrows.														
		BIKE-4	Improve Wooster Road to include a shared use path.														

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