

**EASTERN CORRIDOR SEGMENTS II-III CONCEPT DEVELOPMENT SUMMARY
SR 125-SR 32 FOCUS AREA**

Rev. May 24, 2018

Focus Area	Theme	Needs	Evaluation Criteria	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 / SR 32 /Elstun	SR 32 – Clough Pike to Newtown	Primary P1) Address eastbound PM peak-hour delays. P2) Address deficiencies at the 'S' curve. Secondary S1) Address deficient roadway grade east of Turpin Lake Place. S2) Correct deficient roadway curve at Newtown Corporation Limit. S3) Address roadway flooding issues.	<ul style="list-style-type: none"> Provide more efficient travel patterns and destination linkages. Augment capacity and provide congestion relief. Reduce travel times and delays. Improve vehicular, bicycle, and pedestrian safety. Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, Kenwood, and the Red Bank Corridor. Support and facilitate bus, rail, and TSM investments. Support existing and planned land use. Minimize environmental and community impacts. 	STS	Improve signal timing.	P1												Covered in Newtown focus area.							
				32-4	Correct 'S' curve with new horizontal geometry and consider vertical adjustment to alleviate flooding issue in this area.	P2																			
				32-5	Make Clear Creek Park exit right only and supply U-turn location on SR 32 in conjunction with pedestrian crossing location.																	Analysis of available O-D data indicates even split of left/right turns entering /existing park. Additionally, at-grade pedestrian crossing is not recommended.			
				32-6	Investigate traffic flow in Clear Creek Park to reduce backup on SR 32. Possible drop off area or 2 nd drive.																	To be investigated by Anderson Park District.			
	SR 32 – SR 125 to Clough Pike	Primary P3) Address westbound AM peak-hour delays. P4) Address rear end crashes P5) Address capacity issues and long queues on Clough Pike approach to SR 32. P6) Address fixed object crashes on the ramps from SR 32 to westbound SR 125 and eastbound SR 125 to SR 32. P7) Address merging traffic deficiencies on the ramp from SR 32 to westbound SR 125. Secondary S4) Address ramp flooding issues. S5) Address deficient vertical grade under the SR 125 overpass and at the SR 125 ramps.	<ul style="list-style-type: none"> Provide more efficient travel patterns and destination linkages. Augment capacity and provide congestion relief. Reduce travel times and delays. Improve vehicular, bicycle, and pedestrian safety. Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, Kenwood, and the Red Bank Corridor. Support and facilitate bus, rail, and TSM investments. Support existing and planned land use. Minimize environmental and community impacts. 	STS	Improve signal timing.														Advance						
				I-7a	Install dual left turn lanes from Clough onto SR 32 in conjunction with a 2 nd receiving lane on SR 32.	P5																			
				I-7b	Remove signal at Clough, add a flyover from Clough to SR 32 westbound. Verify this does not create merging bottleneck at ramps to levee.	P5																			
				I-7c	Roundabout at Clough & SR 32.	P5																			
				I-7d	Improve Clough & SR 32 intersection to allow full movements. Possible green tee intersection.	P5																			
	SR 125 / SR 32 /Elstun	Primary P8) Address capacity issues for northbound left-turn movement and westbound approach. Secondary S6) Address deficient roadway grade at strip mall. S7) Address deficient roadway grade.	<ul style="list-style-type: none"> Provide more efficient travel patterns and destination linkages. Augment capacity and provide congestion relief. Reduce travel times and delays. Improve vehicular, bicycle, and pedestrian safety. Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, Kenwood, and the Red Bank Corridor. Support and facilitate bus, rail, and TSM investments. Support existing and planned land use. Minimize environmental and community impacts. 	X-1a	Modify all existing ramp at interchange to meet current standards.	P7														No further study. Does not address sag curve under SR 125.					
				X-1b	Install friction pavement to address crashes on ramps in wet conditions.	P6																	Advance		
				X-1c	Extend merge length on ramp from westbound SR 32 to westbound SR 125.	P7																		Advance	
				X-1d	Add westbound through lane extending to Wooster using existing shoulder.	P7																		Advance	
				X-1e	Install drainage pump for rain water and block backup water from River, under bridge.		S4																	Advance	
				X-1f	Modify ramp connections from SR 32 to Eastbound SR 125 allow for bike/ped connection on existing Clough Creek bridge. Could function as an emergency signal when underpass ramps are flooded.		S4, S8																		No further study.
				125-4	Adjust lane widths on SR 125 to get bike/ped path on existing bridge over Clough Creek. (In conjunction with creation of ramp signalized intersection noted in SR 125/Elstun Concepts)		S8																		Advance with X1-g

Evaluation Criteria Legend										
Meets Primary Need(s)?	Meets Secondary Need(s)?	Safety	Traffic Operations	Constructability Issues	Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Bus / Transit	Improve Regional Connectivity	Improve Local Access
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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SR 125				X-1g	Add roundabout at ramp connection from SR 32 to Eastbound SR 125. Allows for bike/ped connection on existing Clough Creek bridge, can function as an emergency connection when underpass ramps are closed.		S4, S8															
				125-4	Adjust lane widths on SR 125 to get bike/ped path on existing bridge over Clough Creek. (In conjunction with creation of ramp signalized intersection noted in SR 125/Elstun Concepts)		S8													Advance with X-1g		
				125-1	Reduce "freeway" feel of SR 125 approaching Beechmont Hill to calm traffic entering 35 mph zone, possibly with aesthetic treatments.																	Addressed with X-1g
				125-2	Improve access management to strip mall.																	Addressed with X-1g
				I-22a	Improve signal timing.	P8																
				I-22b	Extend NB left turn lane and add WB right turn lane.	P8																
				Elstun-1	Add sidewalk to connect bus stops on SR 125 with rental properties on Elstun Rd.		S9															
	Bicycle and Pedestrian	<p>Primary P9) Connect Little Miami Trail to Lunken Trail.* P10) Address pedestrian and bicycle connectivity from the Turpin Lake subdivision to the Little Miami Trail.</p> <p>Secondary S8) Address pedestrian and bicycle connectivity from Elstun Rd to Little Miami Trail. S9) Address pedestrian connectivity between rental properties on Elstun Rd and bus stops along SR 125. S10) Address pedestrian and bicycle connectivity from Newtown to Clear Creek Park.</p> <p><i>*Note: This primary need is now being advanced with funded project PID 107295.</i></p>	<ul style="list-style-type: none"> • Provide more efficient travel patterns and destination linkages. • Improve vehicular, bicycle, and pedestrian safety. • Improve regional connectivity to existing and planned bike/ped facilities. • Support existing and planned land use. • Minimize environmental and community impacts. 	32-1a	Make connection from Turpin Lake subdivision to Little Miami Trail with "mid-block" pedestrian crossing.	P10																
				32-1b	Make connection from Turpin Lake subdivision to Little Miami Trail with "mid-block" pedestrian crossing.	P10																Advance with 32-4
				32-2	New bike/ped connection from Turpin Hills (Ropes Dr) to Little Miami Trail.																	
				32-3	New bike/ped connection from 5-mile trail to Little Miami Trail.		S10															
				Elstun-1	Add sidewalk to connect bus stops on SR 125 with rental properties on Elstun Rd.		S9															
				125-3	Connect SR 125 sidewalk to Little Miami Trail with shared use path.		S8															
				125-4	Adjust lane widths on SR 125 to get bike/ped path on existing bridge over Clough Creek. (In conjunction with creation of ramp signalized intersection noted in SR 125/Elstun Concepts)		S8												Advance with X1-g			
				125-5	Add sidepath along south side of SR 125 between Elstun Rd and Ranchvale Dr.																	

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		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