

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

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			
CORRIDOR	US 50 West of Mariemont Square	<p>Primary P1) Address eastbound PM peak-hour and westbound AM peak-hour delays. P2) Address capacity issues on westbound approach of Watterson/US 50 intersection. P3) Address southbound capacity issues at Plainville/US 50 intersection. P4) Address deteriorated pavement markings in Mariemont Square.</p> <p>Secondary S1) Address deficient roadway grade between Oak Street and Pleasant Street. S2) Address deficient sight distance at Plainville/US 50 intersection. S3) Address deficient sight distances in Mariemont Square.</p>	STS	Improve signal timing.	P1, P2, P5												Advance		
			50-3	Add EB/WB through lanes on US 50.	P1													No further study. Community impacts too great.	
			I-15a	Right turn lane extension on southbound Watterson by using peak-hour parking restriction.															
			I-14a	Restrict left turns from southbound Plainville in peak hour.	P3														
			I-14b	Investigate signalization at Plainville/US 50 intersection.	P3														No further study. Signalization is not recommended due to additional delay created
			I-14c	Add southbound left turn lane at Plainville/US 50 intersection.	P3														No further study. SB approach still has a failing LOS
			50-4	Restripe WB between West St and Square to better delineate and extend drop lane.	P1														Advance. Implement with PID 101309 if possible.
			I-13a	Replace signal heads in Mariemont Square.	P4														Recommend replacing with LED signal heads and backplates.
			I-13b	Refresh Mariemont Square pavement markings and add RPMs through intersections.	P4														Advance. Implement with PID 101309 if possible.
			I-13c	Provide merging lane on south side of Square for unsignalized NB Miami Rd traffic.	P1														
			I-13d	Add curb bump out to move stop bar for better sight distance on northbound Miami in Square. Would also straighten crosswalk.															
			I-13e	Add curb bump outs to shorten crosswalks and better delineate lanes in Square.															Advance
			CORRIDOR		<p>Primary P5) Address eastbound PM peak-hour delays. P6) Address sideswipe and rear-end crashes at signalized intersections. P7) Address capacity issues for southbound left-turn movement at Walton Creek/US 50 intersection. P8) Address overall intersection failure and</p>	STS	Improve signal timing.	P1, P5											
50-5	Eliminate pinch point between East St and Petoskey Ave by restriping and minor widening.	P6																Advance. Implement with PID 101309 if possible.	

Evaluation Criteria Legend										
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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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US 50 CC	US 50 East of Mariemont Square	capacity issues for northbound left-turn movement and westbound approach at Newtown/US 50 intersection. Secondary S4) Address deficient roadway grade at Pocahontas Avenue.	I-33a, I-32a, I-12a, I-11a	Restripe inside WB lane to create a center turn lane and EB left turn lane at Pocahontas Ave.	P6											No further study. Alt 50-5 negates need for this alternative.		
			I-32b	Add backplates to signals.	P6												Advance	
			I-32b	Remove unwarranted signal at Mariemont Promenade Shopping Center.														Hold for resolution of Mariemont HS plans and Bike Trail Connection Alignment
			I-12b	Add protected/permissive SB left turn phase at Walton Creek/US 50 intersection.	P7													
			I-12c	Lengthen storage capacity for SB left turn. Investigate adding double left turn by changing right lane to left, straight, and right at Walton Creek/US 50 intersection.	P7													
			I-11b	Create a continuous right turn lane to SB Newtown Road at Newtown/US 50 intersection. Allow for existing turn lane to be used for bike path.	P8													Hold for work on bike path connections.
			I-11c	Install a roundabout at Newtown/US 50 intersection.	P8													
			I-32b	Mariemont HS considering new access point to connect to US 50 Promenade signal.														Hold for resolution of Mariemont HS plans.
	Bicycle and Pedestrian Connectivity to Little Miami Trail	Primary P9) Address bicycle connectivity from Mariemont to Little Miami Trail. P10) Address pedestrian connectivity to businesses on south side of US 50. Secondary • None	BIKE-5	Use old RR bed for bicycle connectivity to Little Miami Trail.														
			50-7	Create shared use path along the south side of US 50 to Promenade intersection, then continue on north side of US 50 to Pocahontas.														
			BIKE-6	Create shared use path on old traction line along north side of US 50.														
			50-8	US 50 road diet to create bike facility on pavement.														
			50-9	Extend sidewalk along south side of US 50 east to Newtown Rd.														
		50-10	Pedestrian crossing of US 50 at Ashley Oaks.															

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