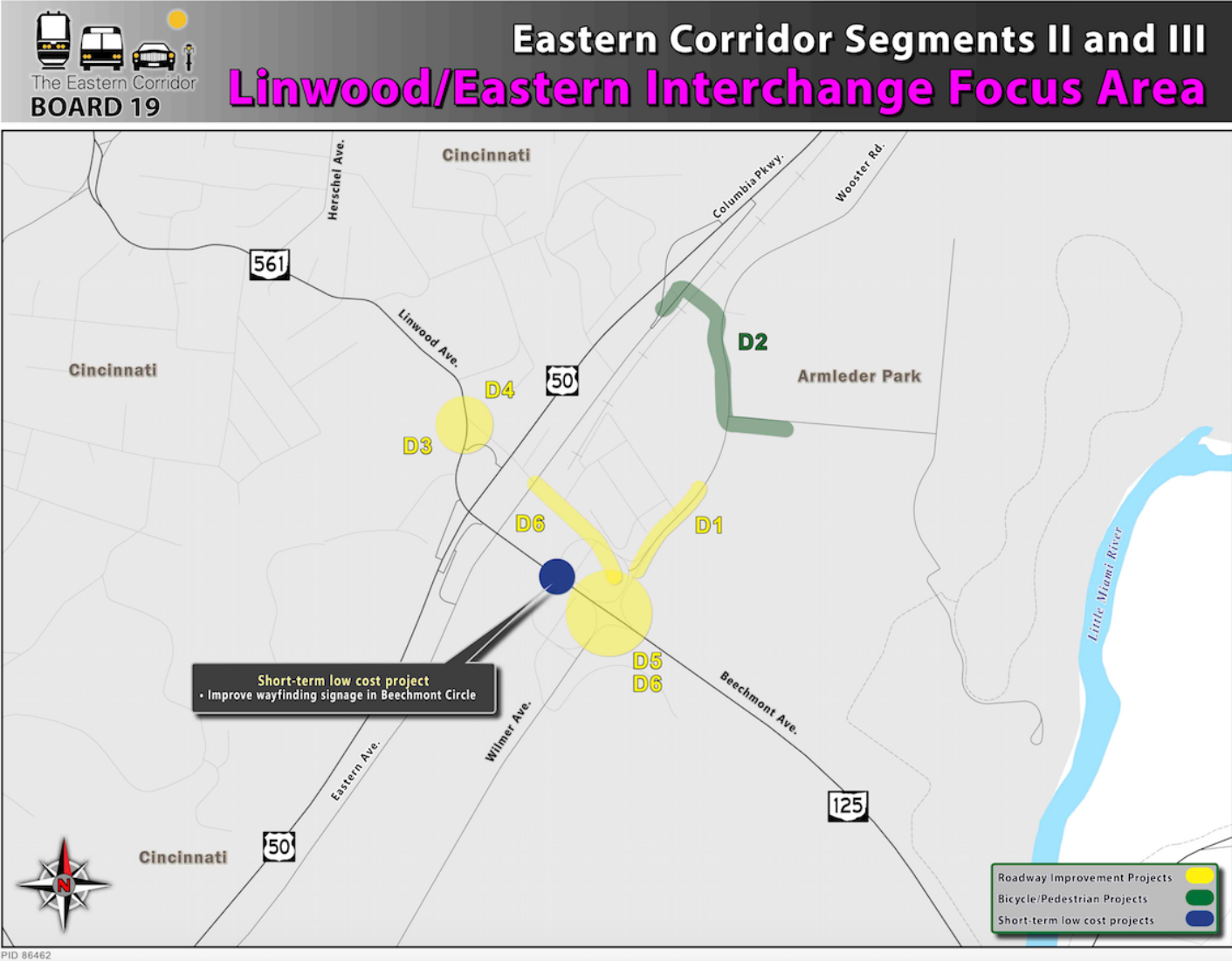


LINWOOD/EASTERN AVENUE INTERCHANGE FOCUS AREA



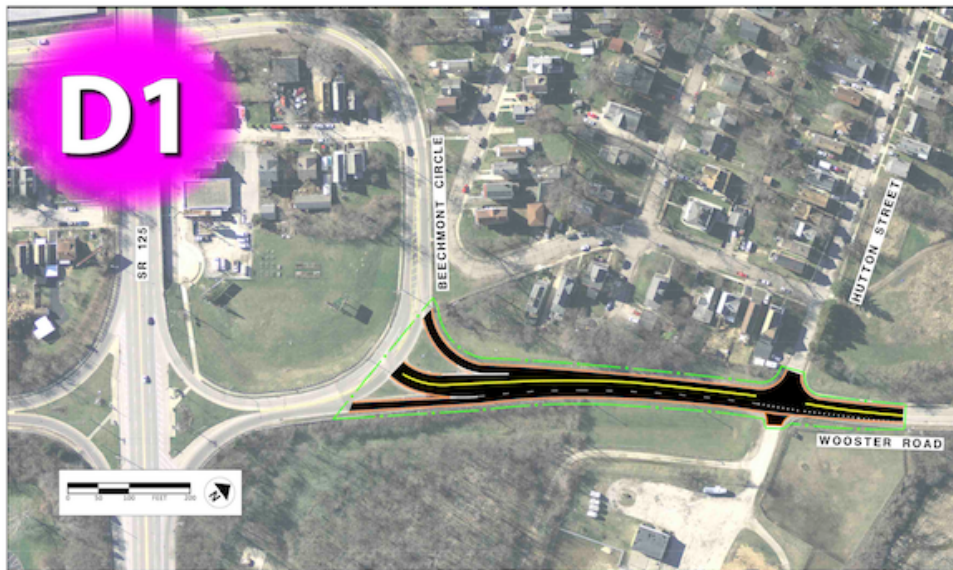
LINWOOD/EASTERN AVENUE INTERCHANGE FOCUS AREA

CONCEPTS D1 and D2, BOARD 20



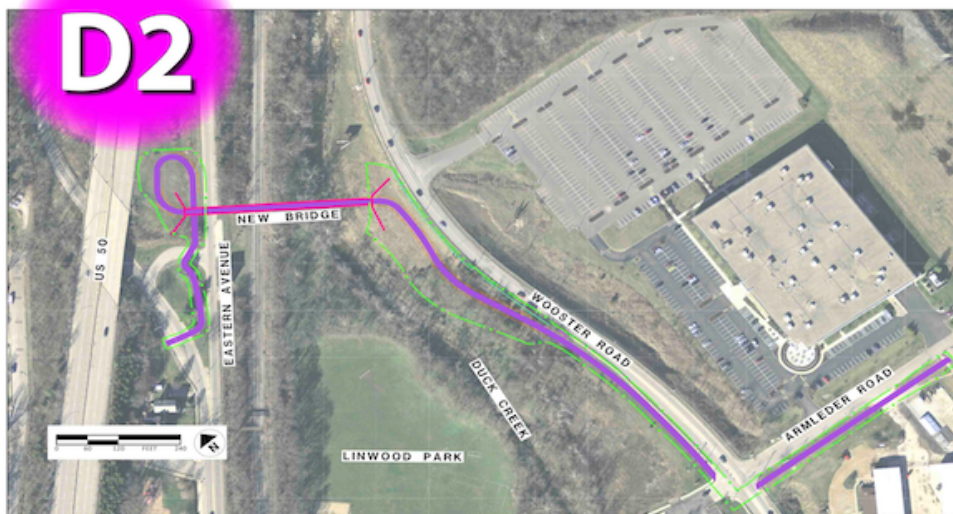
Eastern Corridor Segments II and III

Linwood/Eastern Focus Area



Continuous Right Turn Lane From SR 125 to Wooster

- \$320,000 to \$480,000 construction cost
- No new R/W required
- Converts current yield condition to a merge



Shared-Use Path from Eastern to Armleder Park

- \$1.4M to \$2.1M construction cost
- New R/W needed from 10 parcels; no buildings impacted
- Requires new bridge over Eastern, railroad tracks and Duck Creek

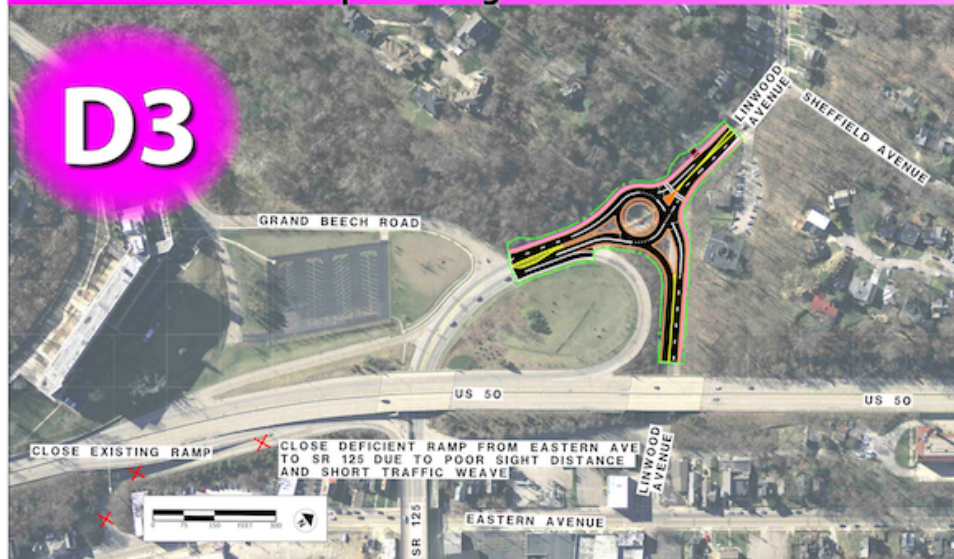
LINWOOD/EASTERN AVENUE INTERCHANGE FOCUS AREA

CONCEPTS D3 and D4, BOARD 21

Eastern Corridor Segments II and III **Linwood/Eastern Focus Area**

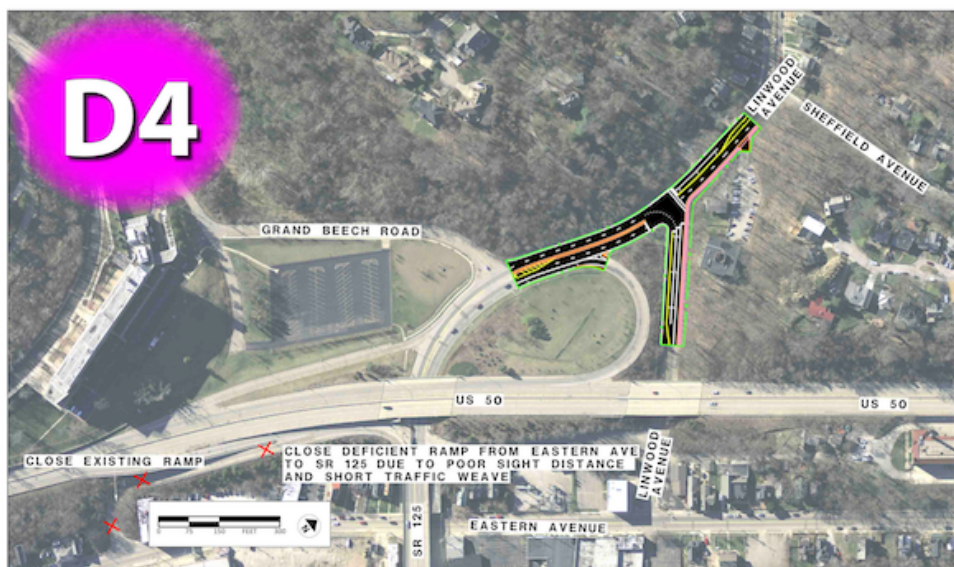


Alternatives required if entrance ramp from Eastern Avenue to SR 125 is closed due to poor sight distance and short traffic weave



Roundabout at Beechmont and Linwood Intersection

- \$4.0M to \$6.0M construction cost
- New R/W needed from 5 parcels; no buildings impacted
- Close deficient ramp from Eastern to SR 125
- Reduces WB approach AM peak delay by approximately 90%; reduces WB approach PM peak delay by approximately 95%
- Provides gateway to residential area
- Improves safety
- Eliminates parking between Linwood and Sheffield



Signalized Intersection at Beechmont and Linwood

- \$320,000 to \$450,000 construction cost
- New R/W needed from 3 parcels; no buildings impacted
- Close deficient ramp from Eastern Avenue to SR 125
- Reduces WB approach AM and PM peak delay by approximately 90%
- Eliminates parking between Linwood and Sheffield

LINWOOD/EASTERN AVENUE INTERCHANGE FOCUS AREA

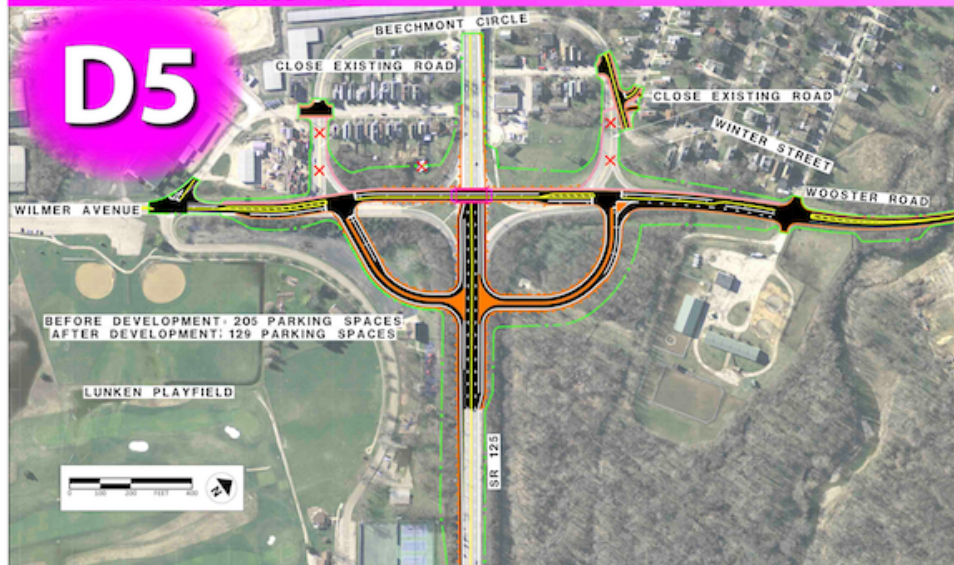
CONCEPTS D5 and D6, BOARD 22



Eastern Corridor Segments II and III

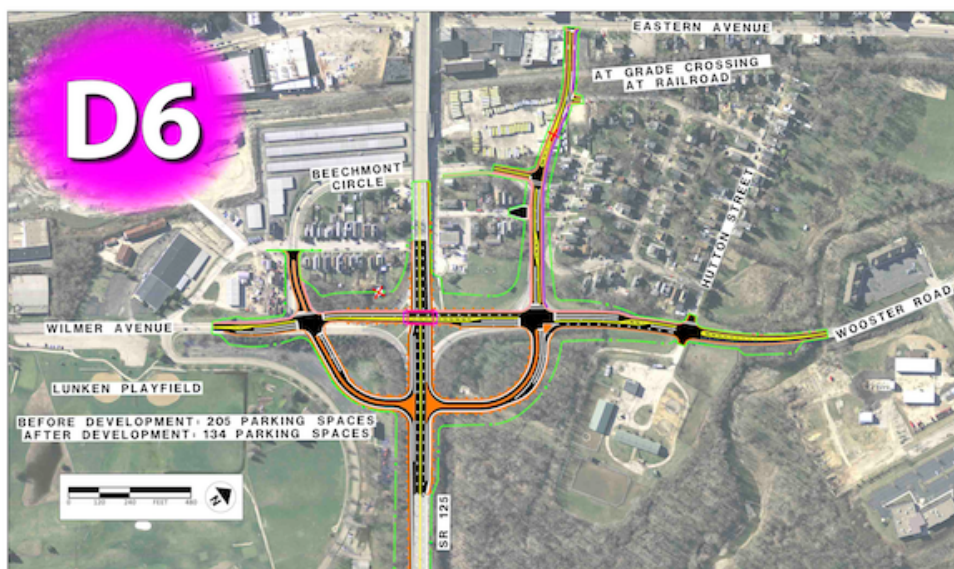
Linwood/Eastern Focus Area

Alternatives to address local connectivity and pedestrian safety in Beechmont Circle



Grade Separated Interchange Connecting Wilmer and Wooster

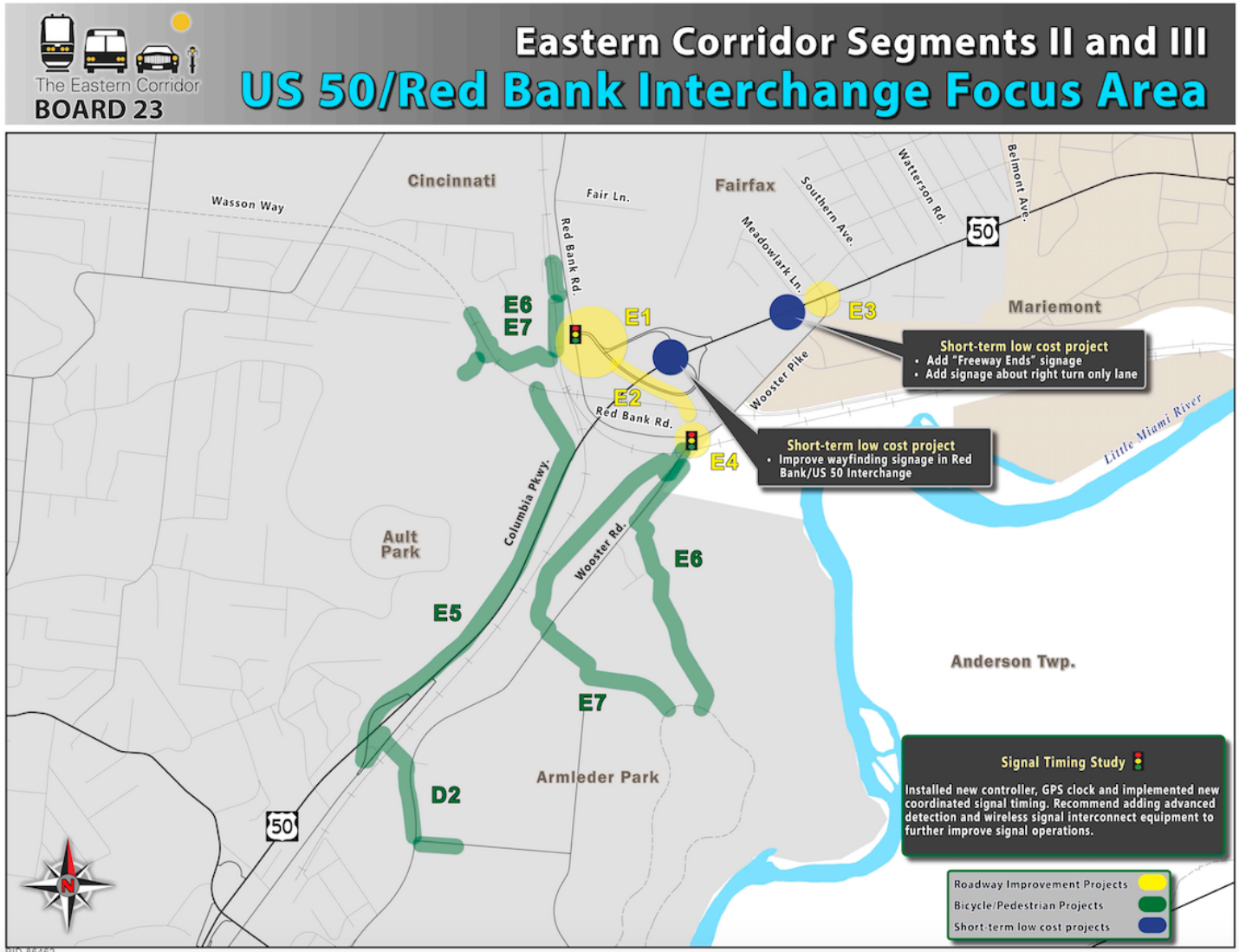
- \$7.0M to \$10.5M construction cost
- New R/W needed from 21 parcels; 1 garage impacted
- 76 parking spaces eliminated in Lunken Playfield parking lot
- Relocates bus stop on SR 125
- Connects Beechmont Circle to Winter
- Signalized intersections at the ends of each ramp
- Connect Wilmer and Wooster which removes through traffic from Beechmont Circle



Grade Separated Interchange Connecting Wilmer, Wooster, and Eastern

- \$8.0 to \$12.0M construction cost
- New R/W needed from 35 parcels; 1 commercial building and 1 garage impacted
- Connection to Eastern has at-grade railroad crossing
- Connection to Eastern includes shared-use path
- 71 parking spaces eliminated in Lunken Playfield parking lot
- Relocates bus stop on SR 125
- Signalized intersections at the ends of each ramp
- Connect Wilmer and Wooster which removes through traffic from Beechmont Circle

US 50/RED BANK INTERCHANGE FOCUS AREA



US 50/RED BANK INTERCHANGE FOCUS AREA

CONCEPTS E1 and E2, BOARD 24



BOARD 24

Eastern Corridor Segments II and III

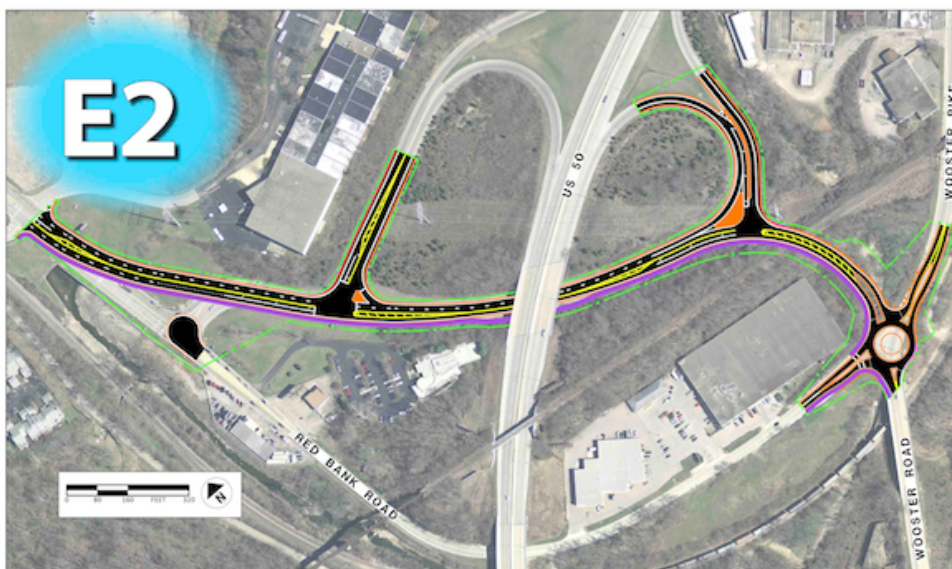
US 50/Red Bank Focus Area

Alternatives to address capacity issues and long queues at the Red Bank/Colbank intersection



Red Bank and Colbank Intersection Improvements

- \$675,000 to \$1.0M construction cost
- New R/W needed from 2 parcels; no buildings impacted
- Reduces AM peak delay by approximately 75%; PM peak delay by approximately 40%
- New signal at ramps coordinated with existing signal to allow protected left turn onto US 50 westbound ramp



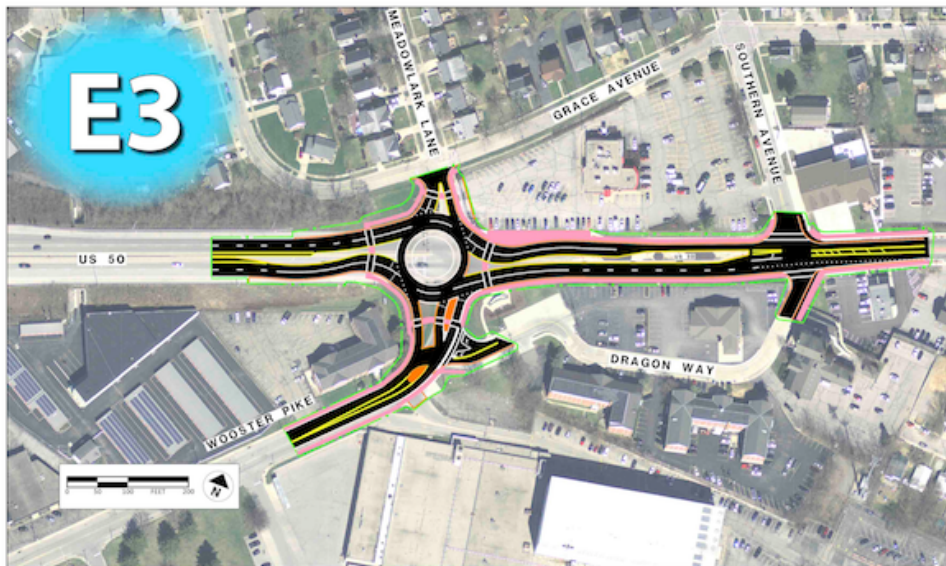
Extend Wooster to Tie Into Red Bank

- \$2.7M to \$4.1M construction cost
- New R/W needed from 5 parcels; no buildings impacted
- Reduces AM peak delay by approximately 75%; PM peak delay by approximately 45%
- Provides pedestrian and bicycle connectivity from Red Bank to Wooster
- Relocates signalized intersection to the end of the US 50 westbound ramps
- Requires removal of old railroad bed and embankment

US 50/RED BANK INTERCHANGE FOCUS AREA CONCEPTS E3 and E4, BOARD 25

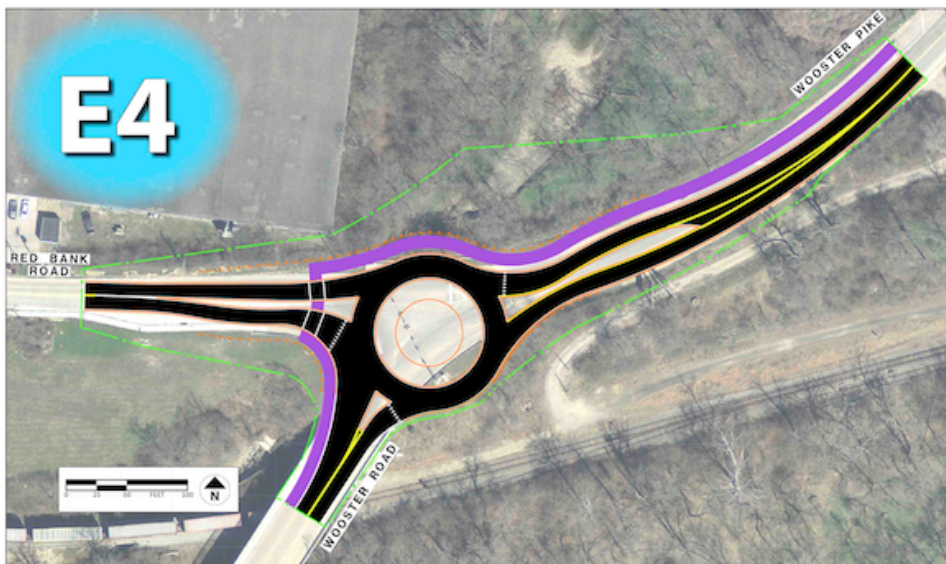


Eastern Corridor Segments II and III **US 50/Red Bank Focus Area**



Roundabout at Meadowlark and US 50

- \$1.2M to \$1.8M construction cost
- New R/W needed from 3 parcels; no buildings impacted
- Reduces AM peak delay by approximately 35%; PM peak delay by approximately 60%
- Eliminates existing traffic signal
- Provides gateway to Fairfax business district
- Improves safety



Roundabout at Wooster and Red Bank

- \$1.2M to \$1.8M construction cost
- New R/W needed from 2 parcels; no buildings impacted
- No significant change in peak delay
- Eliminates existing traffic signal
- Improves safety
- Provides room to carry shared-use path across existing bridge

US 50/RED BANK INTERCHANGE FOCUS AREA CONCEPTS E5, E6 and E7, BOARD 26



BOARD 26

Eastern Corridor Segments II and III US 50/ Red Bank Focus Area

Alternatives to address pedestrian and bicycle connectivity from Wasson Way Trail to Armleder Park

E5-7

E5: Shared-Use Path Along US 50

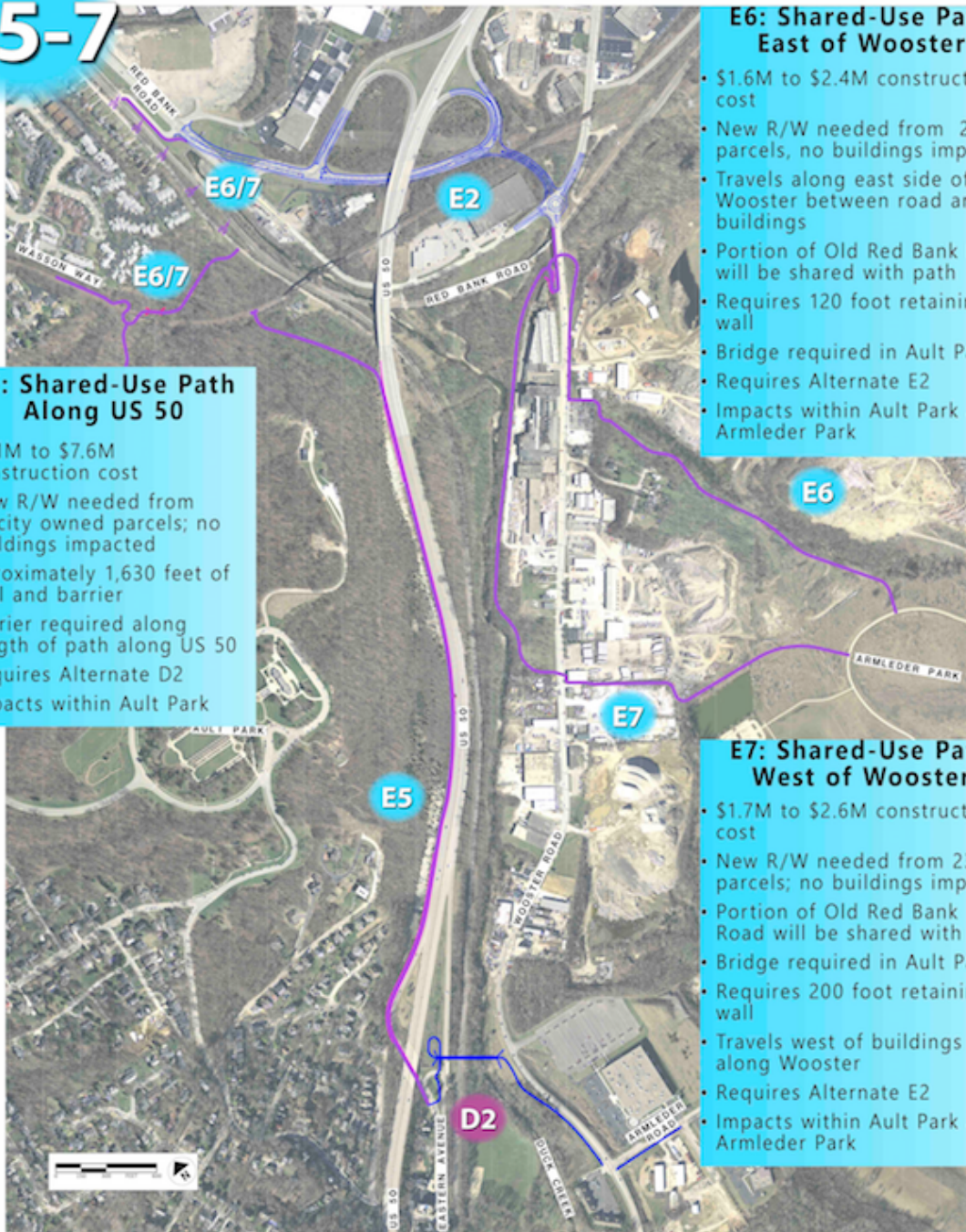
- \$5.1M to \$7.6M construction cost
- New R/W needed from 61 city owned parcels; no buildings impacted
- Approximately 1,630 feet of wall and barrier
- Barrier required along length of path along US 50
- Requires Alternate D2
- Impacts within Ault Park

E6: Shared-Use Path East of Wooster

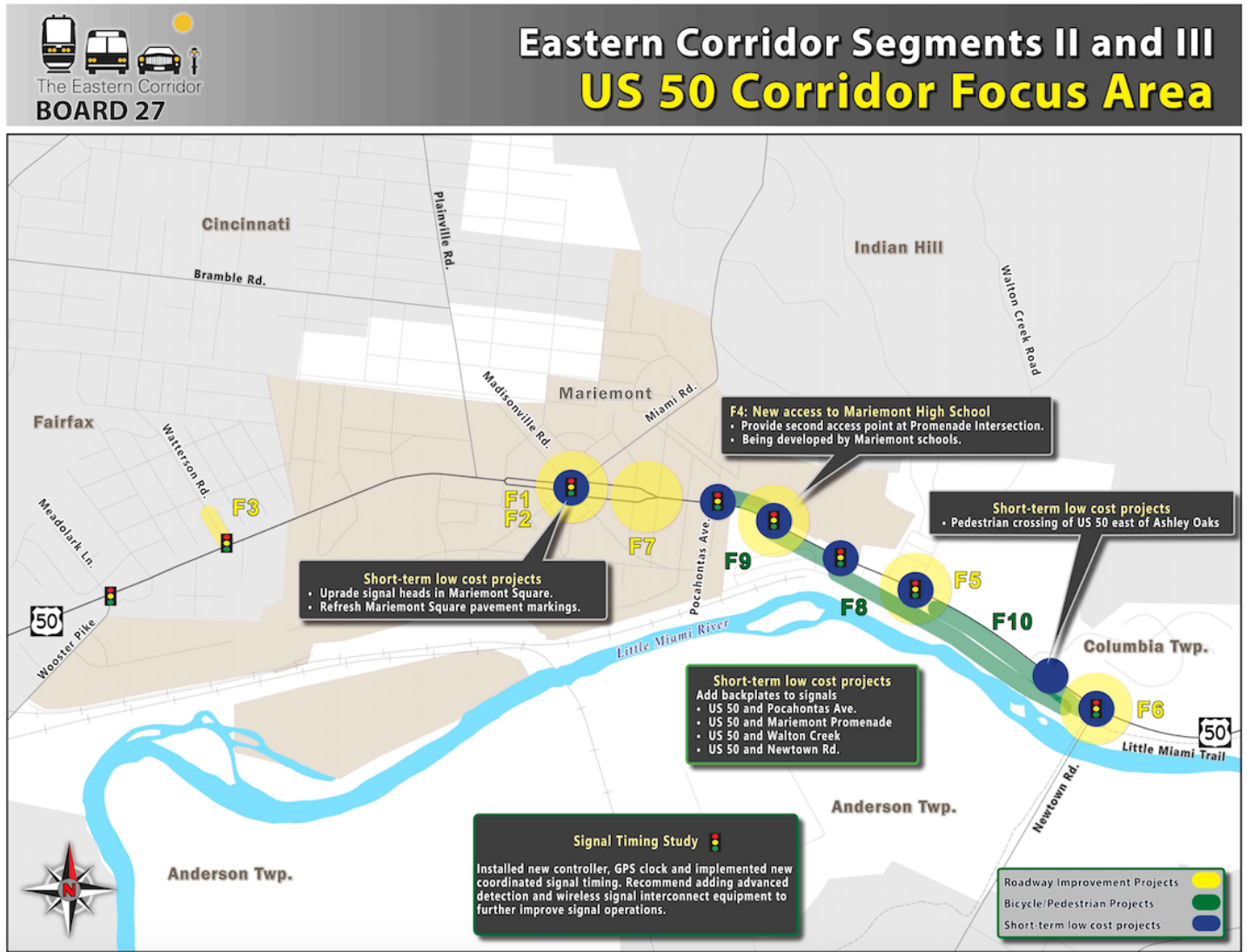
- \$1.6M to \$2.4M construction cost
- New R/W needed from 24 parcels; no buildings impacted
- Travels along east side of Wooster between road and buildings
- Portion of Old Red Bank Road will be shared with path
- Requires 120 foot retaining wall
- Bridge required in Ault Park
- Requires Alternate E2
- Impacts within Ault Park and Armleder Park

E7: Shared-Use Path West of Wooster

- \$1.7M to \$2.6M construction cost
- New R/W needed from 23 parcels; no buildings impacted
- Portion of Old Red Bank Road will be shared with path
- Bridge required in Ault Park
- Requires 200 foot retaining wall
- Travels west of buildings along Wooster
- Requires Alternate E2
- Impacts within Ault Park and Armleder Park



US 50 CORRIDOR FOCUS AREA



US 50 CORRIDOR FOCUS AREA CONCEPTS F1 and F2, BOARD 28



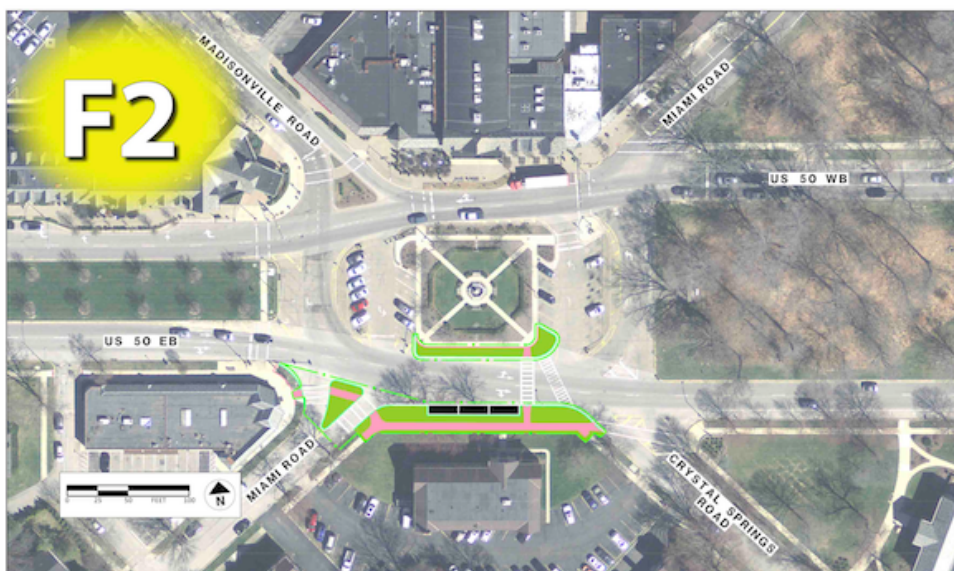
Eastern Corridor Segments II and III **US 50 Corridor Focus Area**

Alternatives to improve sight distance and enhance pedestrian safety in Mariemont Square



Maintain Parking Along Inside Edge of Square

- \$35,000 construction cost
- No new R/W required
- 2 parking spaces removed along south side of US 50
- Provide better sight distance for drivers approaching square from Miami and Crystal Springs
- Provide shorter crosswalk across US 50 eastbound
- Project within National Historic Landmark



Remove Parking Along Inside Edge of Square

- \$45,000 construction cost
- No new R/W required
- Replace parking with additional landscaped area along inside edge of square
- 5 parking spaces removed (3 along inside edge of square and 2 along south side of US 50)
- Provide better sight distance for drivers approaching square from Miami and Crystal Springs
- Provide shorter crosswalk across US 50 eastbound
- Project within National Historic Landmark

US 50 CORRIDOR FOCUS AREA CONCEPTS F3, F4 and F5, BOARD 29

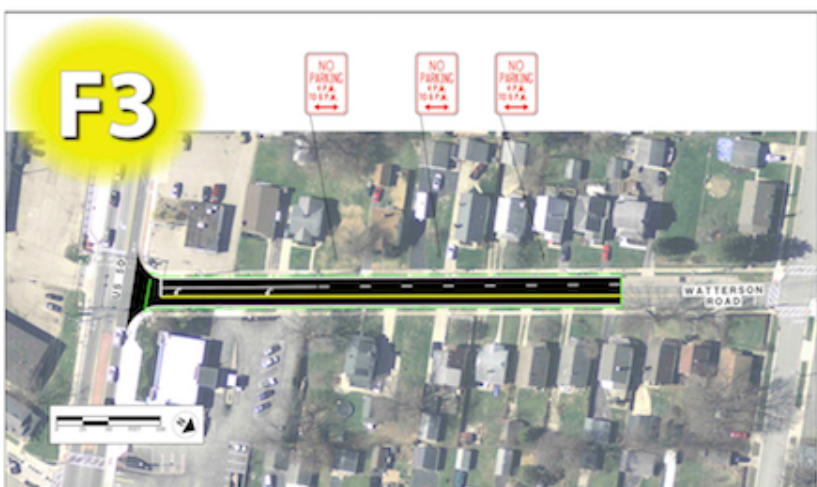


BOARD 29

Eastern Corridor Segments II and III

US 50 Corridor Focus Area

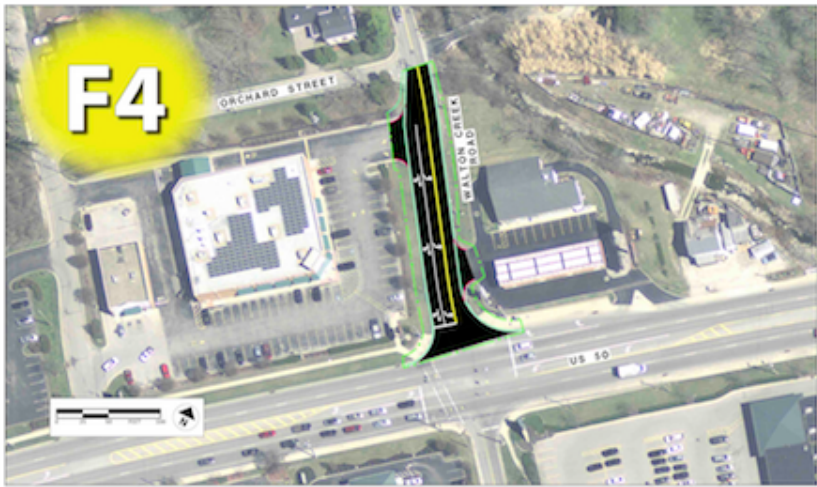
F3



Right Turn Lane Extension By Parking Restriction at Watterson and US 50 Intersection

- \$15,000 construction cost
- No new R/W required
- Parking restriction from 4 PM to 6 PM only
- Reduces SB approach PM delays by approximately 30%

F4



Extend Southbound Left Turn Lane at Walton Creek and US 50 Intersection

- \$100,000 construction cost
- New R/W needed from 6 parcels; no buildings impacted
- Improves traffic operations by reducing left turn queue from blocking adjacent lane

F5



Roundabout at Newtown and US 50 Intersection

- \$1.4M to \$2.2M construction cost
- New R/W needed from 5 parcels; no buildings impacted
- Reduce AM peak delay by approximately 80%; PM peak delay by approximately 50%
- Improves safety
- Eliminate existing traffic signal
- Requires one retaining wall

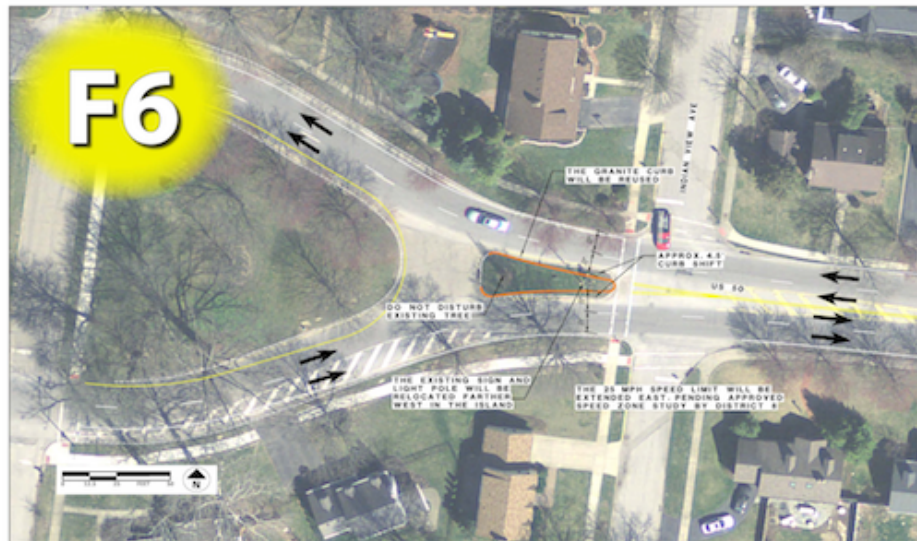
PID 86462

US 50 CORRIDOR FOCUS AREA CONCEPTS F6, BOARD 30



Eastern Corridor Segments II and III US 50 Corridor Focus Area

Maintain Two Lanes in Each Direction on US 50 at Chicane



- \$30,000 construction cost
- No new R/W required
- Reduce speed on US 50 to 25 MPH
- Shift location of "Village of Mariemont" sign and light pole
- All trees untouched
- Shift curb up to 4.5 feet inward on east end of island
- Reuse granite curb
- Improves lane utilization on US 50 reducing delay
- Project within National Historic Landmark
- Section 106 coordination underway
- Proposed to be completed with PID 101309 in Spring 2019



Existing F6



Proposed F6

Rendering is for illustrative purposes only and may not reflect final design.

Section 106 of the National Historic Preservation Act of 1966 requires Federal agencies (or local agencies using Federal funds) to consider the effects of their actions on historic properties. Individuals or organizations with a demonstrated interest in the effects of the undertaking on historic properties can become consulting parties on this project. Persons interested in becoming a consulting party have the opportunity to fill out and submit an application form provided at this meeting.

US 50 CORRIDOR FOCUS AREA CONCEPT F7, F8 and F9, BOARD 31



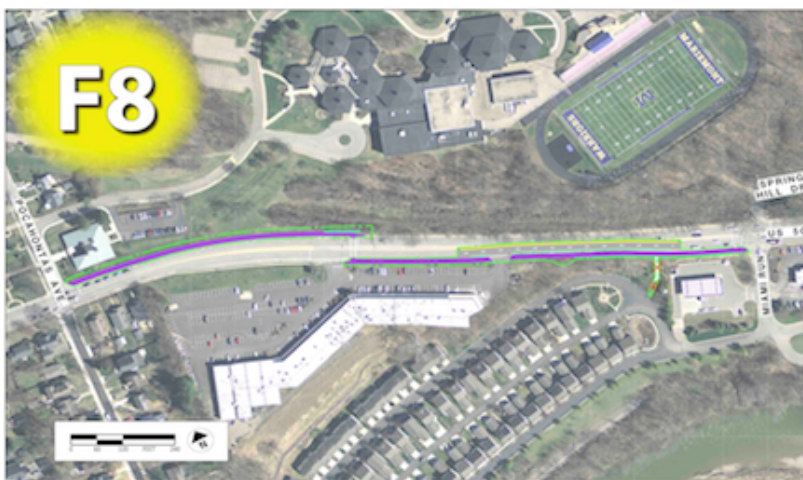
BOARD 31

Eastern Corridor Segments II and III US 50 Corridor Focus Area



Shared-Use Path from Little Miami Trail to Spring Hill

- This alternative is being advanced by Great Parks of Hamilton County and Columbia Township
- Phase 1 from Newtown Road to the west edge of 50 West Brewing Company will be constructed in 2019



Shared-Use Path Along US 50 from Spring Hill to Pocahontas

- \$850,000 to \$1.3M construction cost
- New R/W needed from 7 parcels; no buildings impacted
- Eastbound lanes shifted to reduce R/W impacts
- Requires 375 foot long retaining wall
- Stairs to Mariemont Landing removed; access provided using new path along Miami Run (see alt F7)



Sidewalk Along South Side of US 50

- \$170,000 to \$260,000 construction cost
- New R/W needed from 9 parcels; no buildings impacted
- Sidewalk placed directly behind back of curb

Eastern Corridor Segments II and III Dropped Alternatives

**Additional alternatives studied as part of this project;
however, are not recommended for further study**

SR 125/SR 32

- Make Clear Creek Park exit right turn only
- Install dual left turn lanes from Clough onto SR 32 in conjunction with a second receiving lane on SR 32
- Remove signal at SR 32/Clough intersection and construct free flow ramp from Clough to westbound SR 32
- Add roundabout at the SR 32/Clough Pike intersection
- Modify all existing ramps at the SR 32/SR 125 interchange to meet current standards
- Add westbound thru-lane on the Beechmont Levee (SR 125) extending between SR 32 and Wooster
- Modify ramp connection from SR 32 to eastbound SR 125 to allow for a shared-use path connection on existing Clough Creek Bridge
- Add roundabout just east of the SR 32/SR 125 interchange
- Improve signal timing at SR 125/Elstun intersection
- Extend the northbound left turn lane on Elstun Road
- Connect SR 125 sidewalk at Elstun Rd to the Little Miami Trail utilizing existing SR 125 bridge over Clough Creek

NEWTOWN

- Install roundabout at SR 32/Church intersection
- Install offset roundabout at SR 32/Church intersection
- Install roundabout at the SR 32/Round Bottom intersection
- Install offset roundabout at the SR 32/Round Bottom intersection
- Extend the northbound left turn lane at Round Bottom/Valley intersection
- Extend southbound left turn lane on Newtown Road, approaching the Church/Valley intersection
- Install a deferred left at the Church/Valley intersection

ANCOR/SR 32 HILL

- Install roundabout at SR 32/Eight Mile intersection
- New interchange at SR 32/Eight Mile with SR 32 grade improvements for truck traffic
- New bridge on SR 32 over Eight Mile, new right in right out intersections, new alignment on existing westbound SR 32 improving grade for truck traffic
- Relocate Eight Mile/SR 32 intersection to the west to move away from SR 32 Hill utilizing roundabout configuration
- Relocate Eight Mile/SR 32 intersection to the west to move away from SR 32 Hill utilizing signalized green tee configuration
- Relocate eastbound SR 32 to the current westbound alignment and widen the roadway
- Add truck climbing lane on eastbound SR 32
- Modify drainage patterns to water from crossing eastbound lanes on SR 32 Hill
- Modify SR 32/Moran intersection to prevent illegal left turns to/from SR 32
- Reduce grade on SR 32 Hill by adding new interchanges at Eight Mile and Beechwood with high speed ramps
- Reduce grade on SR 32 Hill by adding new interchanges at Eight Mile and Beechwood with one-way frontage road
- Add access road from SR 32 to Broadwell along hillside
- Add access road from Little Dry Run to Round Bottom at Riverside Park
- Add access road from SR 32 to Round Bottom using old Edwards corridor

LINWOOD/EASTERN

- Add missing ramps at the SR 125/US 50 interchange, including dual eastbound exit ramp from US 50 to SR 125
- Add missing ramps at the SR 125/US 50 interchange
- Improve horizontal curve on US 50 west of the SR 125 and US 50 interchange
- Add new road with shared-use path from Eastern to Beechmont Court across the railroad tracks
- New single point urban interchange to connect Wilmer and Wooster over SR 125
- New folded diamond interchange to connect Wilmer and Wooster over SR 125
- New diamond interchange to connect Wilmer and Wooster under SR 125 with a peanut roundabout
- New folded diamond interchange to connect Wilmer and Wooster over SR 125 with roundabout intersections
- Add pedestrian signal on SR 125 at Beechmont Circle
- Add a pedestrian bridge over SR 125 at Beechmont Circle
- Create a pedestrian connection under SR 125 to connect Beechmont Court to Wilmer Court
- Install a roundabout at Beechmont Circle/Wooster
- Install a roundabout at Beechmont Circle/Wilmer
- Add a sidewalk around Beechmont Circle for connectivity of pedestrian traffic to and from the bus stops

US 50/RED BANK

- Realign Red Bank to eliminate the Red Bank/Colbank intersection and create a four way intersection at US 50 ramps
- Signalize the Colbank/US 50 ramp intersection
- Install single lane roundabout at the Colbank/US 50 ramp intersection
- Install roundabout at the Colbank/US 50 ramp intersection with dual lanes for both US 50 exit ramps
- Install "no right turn on red" sign on Wooster at US 50/Wooster intersection
- Improve roadway grade on Wooster at intersection with Red Bank
- Add an extra lane along Wooster Pike to accept a continuous right turn lane from Wooster Road to Wooster Pike
- Restripe Wooster Road to include bike lanes and/or sharrows

US 50 CORRIDOR

- Add eastbound/westbound through lanes on US 50
- Restrict left turns from southbound Plainville during peak hours
- Add new traffic signal at Plainville/US 50 intersection
- Add southbound left turn lane at the Plainville/US 50 intersection
- Restripe westbound US 50 between West Street and Mariemont Square to better delineate and extend the existing drop lane
- Provide merging lane on south side of Mariemont Square for unsignalized northbound Miami right turn traffic
- Restripe inside westbound lane on US 50 to create a center turn lane and eastbound left turn lane at Pocahontas
- Create a drop right turn lane from US 50 to southbound Newtown Road at the Newtown/US 50 intersection
- Create shared-use path along the north side of US 50 to Pocahontas
- Create shared-use path on old traction line along north side of US 50
- US 50 road diet to create bike facility on existing pavement from Indian View to Walton Creek

