



# COMBINED LINWOOD/EASTERN INTERCHANGE & US 50/RED BANK INTERCHANGE FOCUS AREA ADVISORY COMMITTEE MEETING NOTES

EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)

## MEETING #3 NOTES

### Meeting Date

Sept. 7, 2018

### Meeting Location

R.G. Cribbet Recreation Center

### Meeting Objectives

- Review analyses of Focus Area concepts advanced for further consideration following Meeting #2
- Discuss which proposed concepts to recommend including in the Implementation Plan and which to refine or remove from consideration
- Discuss plan for sharing recommendations with the public and gathering public input

### Meeting Summary

In addition to the discussion of each concept, which is documented on the following pages, Tommy Arnold, ODOT, shared the following:

- This is the third in a series of four Advisory Committee meetings for the Combined Linwood/Eastern Interchange & US 50/Red Bank Interchange Focus Area.
- This meeting will focus on reviewing the additional studies completed for each concept advanced following the Advisory Committee meeting held in May. We will determine which concepts warrant further consideration, need further refinement or will no longer be studied.
- Concepts recommended for advancement will be presented to the public for review and input at public meetings to be held this fall, likely late October.
- The fourth and final Advisory Committee meeting will be held following the public open houses. The purpose of this meeting is to: review input received at the public open houses; discuss any last refinements to concepts and final recommendations; identify implementation priorities; and identify possible project sponsors.
- Final recommendations will be assembled into an Implementation Plan that will be shared with local jurisdictions and used to help guide future project planning efforts. The goal is to complete the Implementation Plan by the end of the year.

Also mentioned during the meeting's opening remarks:

- OKI is beginning to embark on its 2050 planning. It will be helpful to them to have concepts included in the final Implementation Plan to be organized as a prioritized list. Mr. Arnold confirmed that prioritizing the projects is one of the goals for the Implementation Plan. Discussion notes for each concept are documented on the following pages.

## MEETING PARTICIPANTS

Nathan Alley, Sierra Club

Caroline Ammerman, Stantec

Tom Arnold, ODOT

Matt Crim, Stantec

Tom Fiorini, Cincinnati Sports Club

Wade Johnston, Green Umbrella

Martha Kelly, Cincinnati DOTE

Bob Koehler, OKI

Dan Prevost, Mt. Lookout Community Council

Steve Shadix, Stantec

Christa Skiles, Rasor Marketing Communications

Karen Sullivan, Village of Mariemont

Reggie Victor, Cincinnati DOTE

Laura Whitman, Rasor Marketing Communications



# Eastern Corridor Segments II and III

Combined Linwood/Eastern Interchange and US 50/Red Bank Interchange Focus Area

## Theme

# SR 125/US 50/EASTERN AVENUE CONNECTIVITY

### Primary Needs identified for this theme:

P1) Address lack of connectivity from SR 125 to eastbound US 50 and from westbound US 50 to SR 125.

### Secondary Needs identified for this theme:

- 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 the SR125/US 50 interchange and Beechmont Avenue.

DESCRIPTION

- Add additional ramps at the SR 125/US 50 interchange.
  - This concept would create new direct connections from US 50 to Linwood through new ramps to Grand Beech Road and would require modifications to Grand Beech Road.
- It also converts Church Place into a US 50 entrance ramp from SR 125.
- The primary difference between this concept and concept X-3a-1 is that an additional third lane would be added on eastbound SR 125 which drops at Wilmer, and there is no signal at the SR 125/US 50 interchange.

NEEDS ADDRESSED

- P1) Address lack of connectivity from SR 125 to eastbound US 50 and from westbound US 50 to SR 125.

5/22 MEETING DISCUSSION AND COMMENTS

- This concept would cost more than concept X-3a-1 to construct, but it works better to improve safety and traffic operations.
- This concept increases connections to major arterial roads but loses local access.
- If the SR 125 bridge is widened as part of this concept, consider adding a bike path and addressing pedestrian needs.
- When considering bike path connections, keep in mind that some connection to Mt. Lookout is needed.

Comments Submitted Following the 5/22 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

9/7 MEETING DISCUSSION AND COMMENTS

- The adjustments outlined in this concept would be made by changing current lane widths to 11 feet on the bridge; this allows the concept to be implemented without major bridge widening.
- Concept would streamline circuitous route for accessing US 50.

Concept drawn on the following page.

- Simulations show this concept would pull traffic off Wooster/Wilmer/Beechmont Circle without degrading operations on US 50; northbound and southbound travel speeds would increase during PM peak hours.
- The traffic benefit appears to be minimal compared to the expense; other alternatives offer similar traffic benefit for less cost.
- One Committee Member also expressed concern that this concept is detrimental to access within local communities with potential safety issues; drivers would need to use alternate routes that aren’t being improved.

Comments Submitted Following the 9/7 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

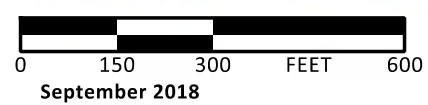
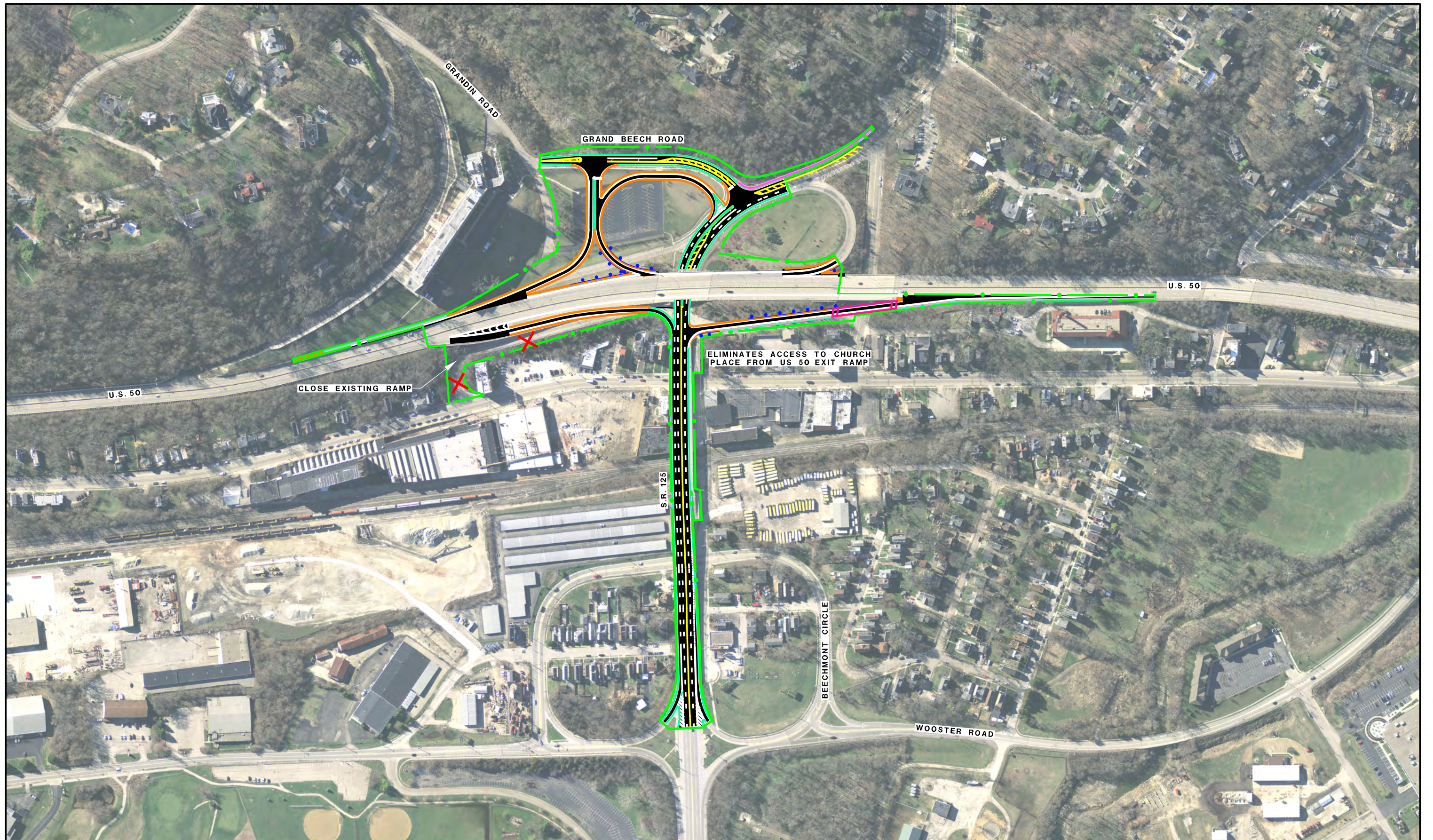
NEXT STEPS/RECOMMENDATION

- No further study. The concept is detrimental to local access.

Safety ECAT Benefit/ Cost Ratio	Traffic Operations								Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi- Modal	Improve Regional Connectivity	Improve Local Access
	Location	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	US 50	AM	NB Average Travel Speed			46.7 mph	B	1%	\$18.3M to \$27.5M	0	\$80K to \$160K	C2	Historic Sites, ESA Issues	Neutral	Improves	Degrades
			SB Average Travel Speed			44.6 mph	B	1%								
		PM	NB Average Travel Speed			44.9 mph	B	0%								
			SB Average Travel Speed			45.2 mph	B	2%								
	Wooster/ Wilmer/ Beechmont Circle	AM	NB Average Travel Speed			30.6 mph	B	-1%								
			SB Average Travel Speed			26.9 mph	C	0%								
		PM	NB Average Travel Speed			28.8 mph	B	-55%								
			SB Average Travel Speed			27.5 mph	C	-90%								

RECOMMENDATION: NO FURTHER STUDY





**Concept Drawing**  
 Eastern Corridor Projects  
 Segment II-III (SR 32 Corridor)  
 HAM-32F-0.00; PID 86462

**Figure X-3A-2**  
**ADDITIONAL RAMPS AT**  
**S.R. 125 AND U.S. 50 INTERCHANGE**



Concept not drawn.

DESCRIPTION

- Close deficient ramps from Eastern Avenue to the eastbound US 50 exit ramp.
- This concept eliminates the ramp connection (Phyllis Lane) between Eastern Avenue and SR 125.

NEEDS ADDRESSED

- S4) Address deficient weave on the eastbound US 50 exit ramp to SR 125.

5/22 MEETING DISCUSSION AND COMMENTS

- Removal of this ramp would address safety concerns.

**Comments Submitted Following the 5/22 Meeting**  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- No comments received.

NEXT STEPS/RECOMMENDATION

- Advance, but only as part of other concepts. The removal of the ramp connecting Eastern Avenue and SR 125 at Phyllis Lane would need to be done in conjunction with another improvement (i.e. EW-2, I-29a, I-29b or X-2b-2a) in order to maintain connectivity.

9/7 MEETING DISCUSSION AND COMMENTS

- The ramp has sight distance deficiencies that result in safety issues and impede operations on eastbound Columbia Parkway.
- This concept is tied to multiple alternatives that make new connections to replace the ramp (see EW-2, I-29a, I-29b and X-2b-2a). If the ramp is eliminated, that connection will need to be addressed with one of these alternatives.

**Comments Submitted Following the 9/7 Meeting**  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- To be added as comments are received.

Safety ECAT Benefit/ Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	US 50 NB Off-Ramp	AM	Average Travel Speed			29.3 mph	B	-1%	See EW-2, I-29a, I-29b or X-2b-2a	0	\$0	C1	No Impacts	Neutral	Degrades	Degrades
		PM	Average Travel Speed			24.4 mph	C	-7%								

RECOMMENDATION: ADVANCE WITH OTHER CONCEPTS



Concept not drawn.

DESCRIPTION

- Add wayfinding signage.
- Install better signage with connectivity to SR 125, Eastern Avenue, Linwood Avenue and Beechmont Circle. (Existing signs direct people to use Wooster.)

NEEDS ADDRESSED

- S5) Address lack of/limited wayfinding to improve regional connectivity.

5/22 MEETING DISCUSSION AND COMMENTS

- Existing signs direct people from SR 125 to Red Bank. Signage would need to be changed if drivers are to access Red Bank via US 50.

Comments Submitted Following The 5/22 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont supports improved wayfinding.

9/7 MEETING DISCUSSION AND COMMENTS

- No substantive discussion was held.

Comments Submitted Following the 9/7 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration with concept X-3a-2.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	IMPROVES	NEUTRAL	ADVANCE with Concept X-3a-2



Concept drawn on the following page.

DESCRIPTION

- Add a bike path or new road with a bike lane from Eastern Avenue to Wooster Road across the railroad tracks.
- Connection at extended Linwood to Wooster Road.

NEEDS ADDRESSED

- S4) Address deficient weave on the eastbound US 50 exit ramp to SR 125.
- S16) Address bicycle and pedestrian connectivity across railroad tracks to existing Armleder and Lunken bike paths.

5/22 MEETING DISCUSSION AND COMMENTS

- This concept would create a new extension of Linwood (where it currently dead ends into Eastern Avenue) through the parking lot of the Company on Eastern building, across the railroad tracks and through to the eastern-most portion of Beechmont Circle.
- The concept ties into Beechmont Circle better than concept EW-1 but would impact the existing building.

Comments Submitted Following the 5/22 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received to date.

9/7 MEETING DISCUSSION AND COMMENTS

- This concept replaces/adds connectivity lost by closing the deficient ramps from Eastern Avenue to the eastbound US 50 exit ramp (concept X-3a-2); it extends Linwood to the Beechmont Circle and addresses the deficient weave on the eastbound exit ramp to SR 125.
- The concept includes a shared-use path along the east side of the road.
- There would be impacts to the bus company’s operations building and modifications to its parking lot would be needed.
- The concept would require approval of an at-grade railroad crossing and would likely require the elimination of another at-grade railroad crossing elsewhere (per railroad standard practices). If traffic volumes increase, that could be a concern.

- A Committee Member asked if a left turn onto Beechmont Circle was modeled; it was not. *[Post meeting note: ODOT’s consultant investigated traffic at this intersection and determined that even with a dual left turn, it did not function well.]*
- The City of Cincinnati considers this area to be a transit corridor.
- This concept is not intended to be a stand-alone project and would need to be implemented as part of alternatives I-29A or I-29B.

Comments Submitted Following the 9/7 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

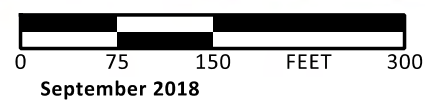
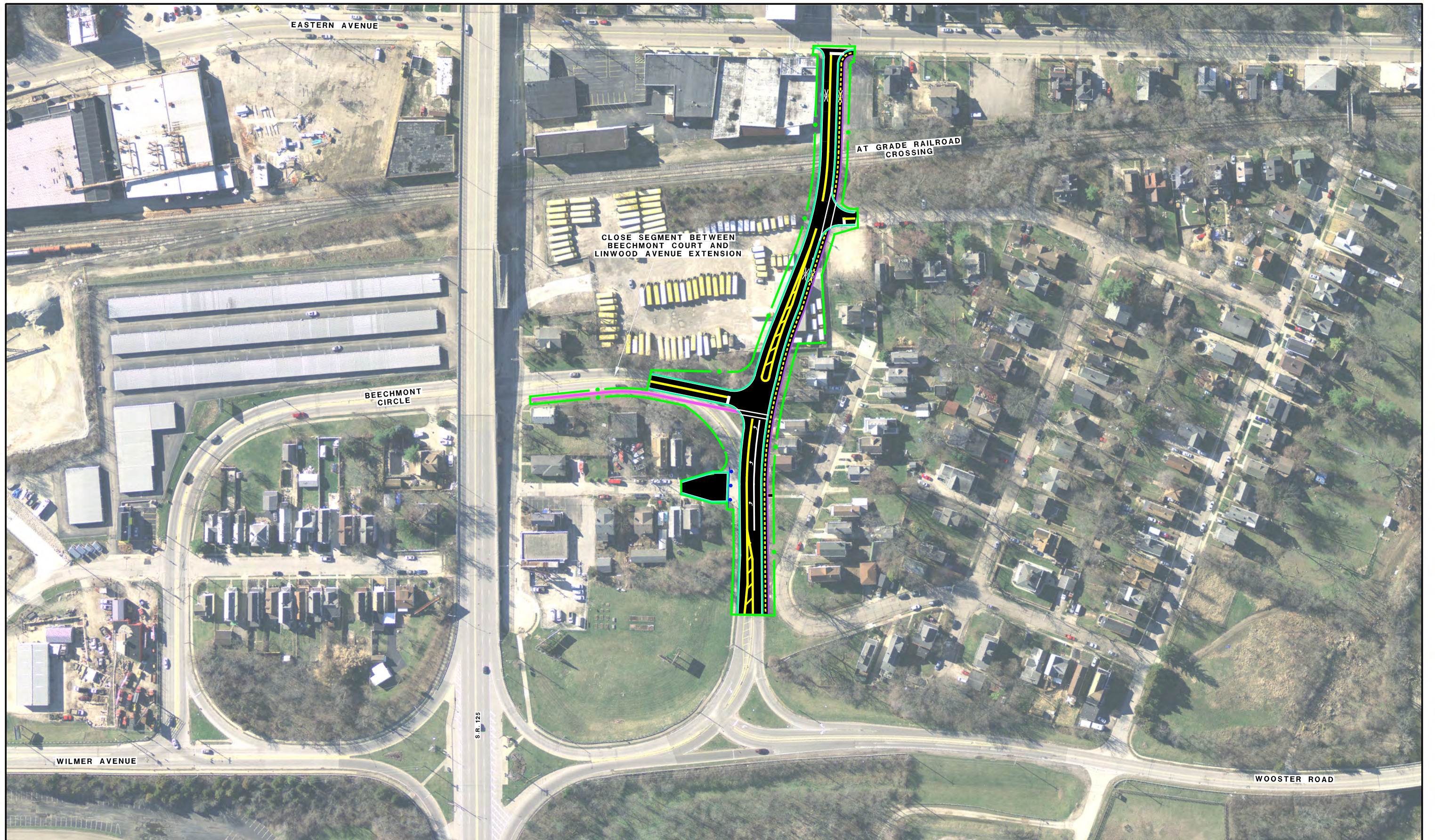
NEXT STEPS/RECOMMENDATION

- Based on subsequent traffic analysis, this concept is not recommended for further study. However, the concept to extend Linwood is included with Concept X-2b-2a and works well.

Safety ECAT Benefit/ Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
									\$715K to \$1.1M	1 commercial	\$475K to \$950K	D1	R/W Impacts	Improves	Improves	Improves

RECOMMENDATION: NO FURTHER STUDY





### Concept Drawing

Eastern Corridor Multi-Modal Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

### Figure EW-2

GRADE SEPARATED INTERCHANGE TO CONNECT  
WILMER AVENUE TO WOOSTER ROAD



Concept drawn on the following page.

DESCRIPTION

- Install a roundabout at the Beechmont/Linwood intersection.

NEEDS ADDRESSED

- S4) Address deficient weave on the eastbound US 50 exit ramp to SR 125.

5/22 MEETING DISCUSSION AND COMMENTS

- Roundabouts can serve as gateways to communities or neighborhoods. They also slow traffic while allowing it to flow continuously.
- Initial analysis indicates this concept works well:
  - 50 percent decrease in evening peak-hour delays.
  - Neutral for morning peak-hour delays (still LOS A/B)
- A roundabout at this location would provide a better neighborhood connection to Armleder.
- Pedestrian access across a two-lane roundabout is challenging, but this is not identified as a high-pedestrian area.
- The sight distance approaching the proposed roundabout is shorter than desired.
- Need to determine if a signalized intersection would work better at this location (See concept I-29b)
- No additional comments received following the 5/22 meeting.

Comments Submitted Following the 5/22 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received to date.

9/7 MEETING DISCUSSION AND COMMENTS

- This concept should be evaluated as an alternative to Concept I-29b. Either alternative would need to be constructed with EW-2 and/or X-3b.
- The roundabout requires two through lanes (one lane won't work); the right lane would essentially serve as a ramp to US 50.
- The concept would require a small retaining wall on the northwest side of the roundabout, which would also require building into the existing hillside.
- During AM peak hours, the roundabout would increase the delay, as vehicles are essentially free flowing today. The projected delay would be roughly between 4 to 9 seconds, which still provides a high level of overall service.
- One Committee member expressed concern regarding pedestrians crossing a two-lane roundabout; however, there are no crosswalks today on Linwood. An island could be constructed in the roundabout for a two-stage crosswalk.
- The roundabout is significantly (nearly 10 times) more costly than the signalized alternative (I-29b), which also works well to improve delays. However, roundabouts provide other safety benefits, such as slowing traffic as it enters the Mt. Lookout neighborhood.

Comments Submitted Following the 9/7 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

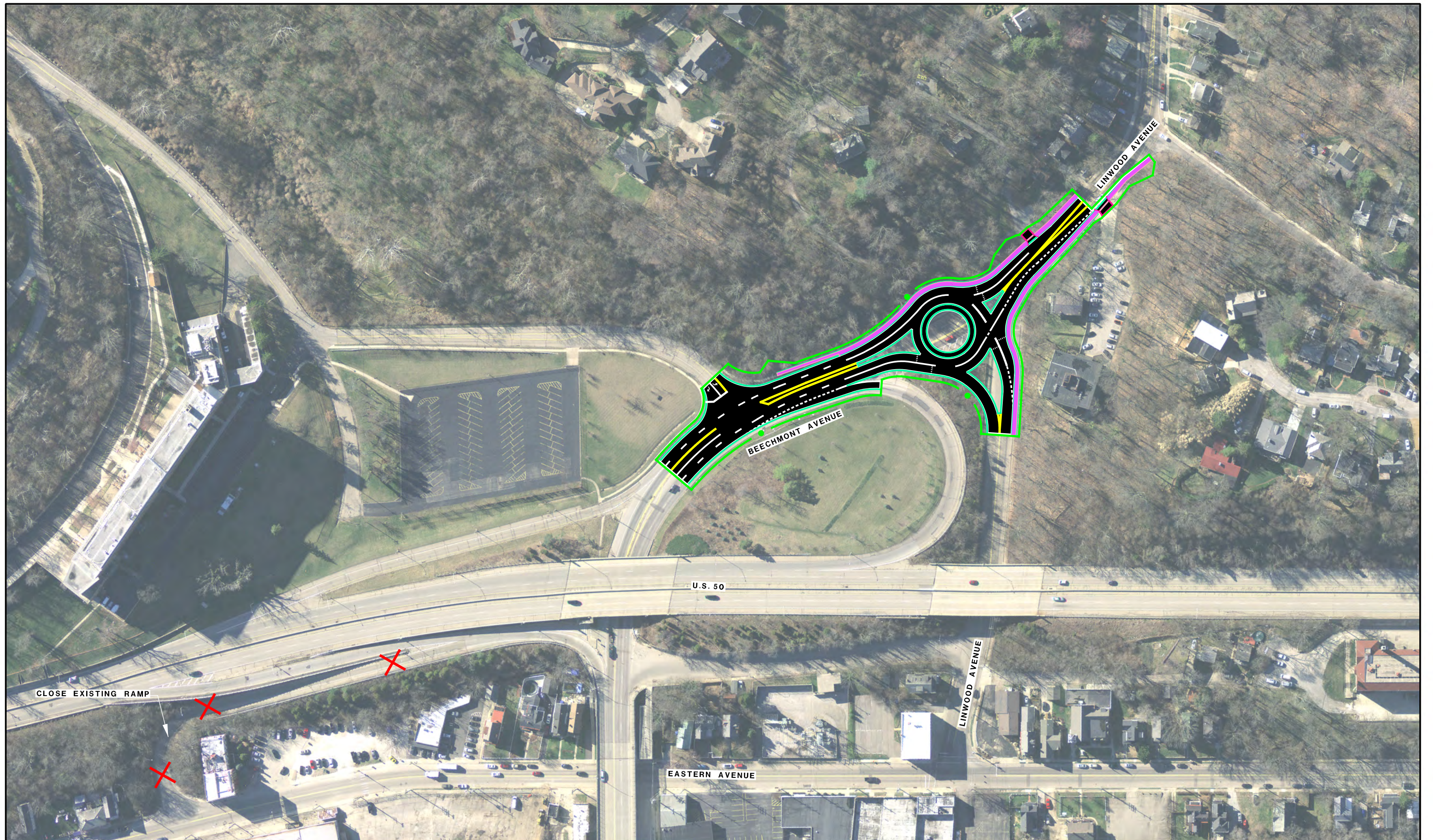
NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/ Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
		AM	9.5	A	-93%	16.9	C	41%	\$4M to \$6M	0	\$60K to \$120K	C2	R/W Impacts, Potential T&E, Noise	Neutral	Neutral	Neutral
		PM	13.7	B	51%	24.5	C	15%								

RECOMMENDATION: ADVANCE





0 75 150 300 FEET  
September 2018



**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (S.R. 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure I-29A**  
**ROUNDBOUT AT BEECHMONT AVENUE  
AND LINWOOD AVENUE INTERSECTION**



Concept drawn on the following page.

DESCRIPTION

- Signalize the Beechmont/Linwood intersection.

NEEDS ADDRESSED

- S4) Address deficient weave on the eastbound US 50 exit ramp to SR 125.

5/22 MEETING DISCUSSION AND COMMENTS

- Requires two westbound lanes on Linwood Avenue.
- No additional comments received following the 5/22 meeting.

Comments Submitted Following the 5/22 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

9/7 MEETING DISCUSSION AND COMMENTS

- This concept should be evaluated as an alternatie to Concept I-29a. Either alternative would need to be constructed with EW-2 and/or X-3b.
- Two lanes are required through the signal, though the assumption is a small number of vehicles will use the right lane; a Committee member suggested dropping the second lane after the intersection instead of transitioning to a right-turn only lane to Sheffield. This would discourage cut-through traffic using Sheffield.
- The roundabout (I-29a) is significantly (nearly 10 times) more costly than signalizing the intersection, but also works fairly well to improve delays.
- The signalized intersection could allow for a pedestrian /crossing at the north leg of the intersection across Linwood Avenue, which could be accommodated into the signal phasing.

Comments Submitted Following the 9/7 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

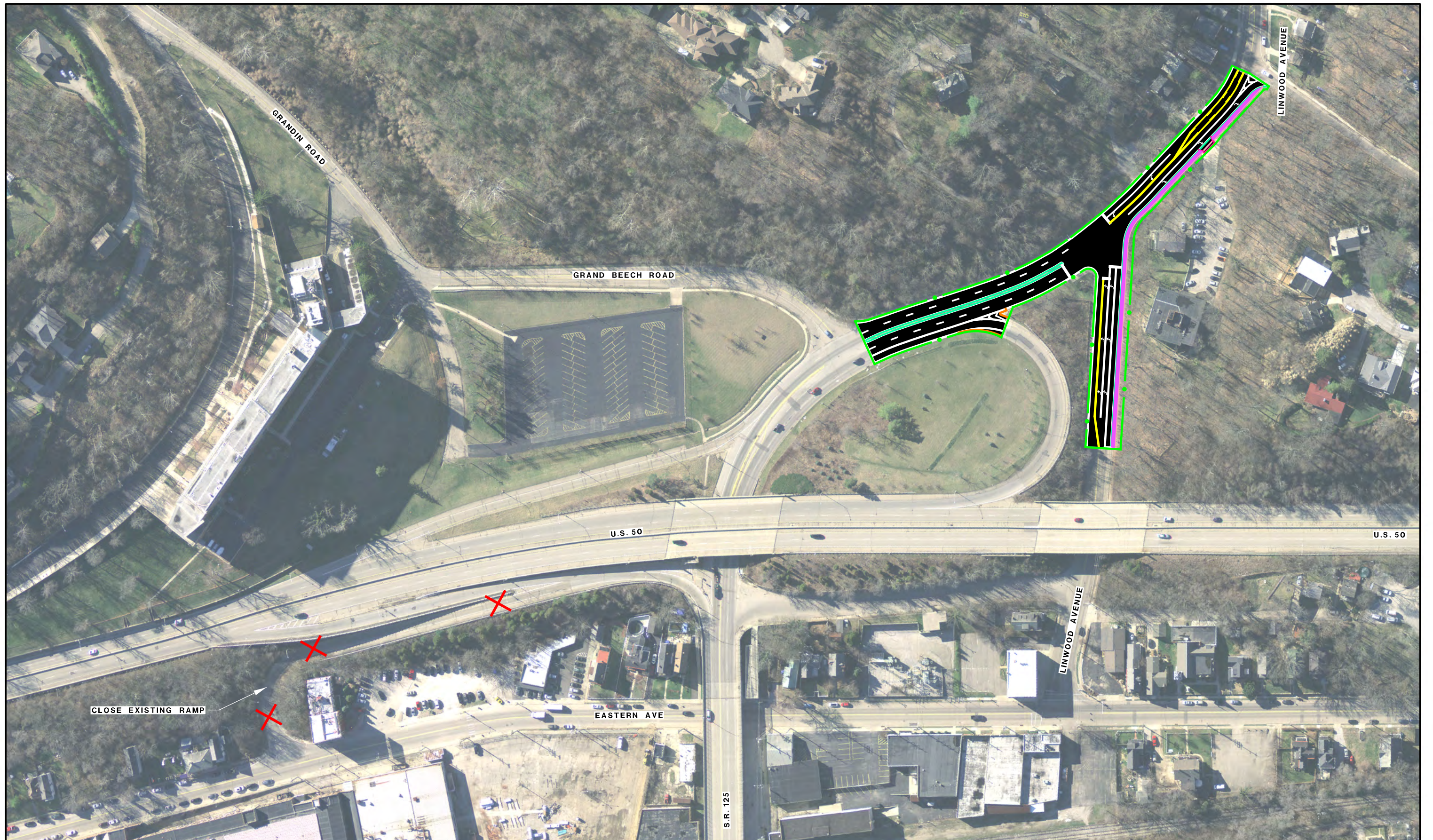
NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/ Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
		AM	14.9	B	-203%	18.4	B	36%	\$300K to \$450K	0	\$20K to \$40K	C2	R/W Impacts	Neutral	Neutral	Neutral
		PM	33.7	C	-21%	40.6	D	-80%								

RECOMMENDATION: ADVANCE





0 75 150 300  
FEET  
September 2018



**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure I-29B**  
**SIGNALIZED INTERSECTION AT BEECHMONT  
AVENUE AN LINWOOD AVENUE**





## Eastern Corridor Segments II and III

Combined Linwood/Eastern Interchange and US 50/Red Bank Interchange Focus Area

### Theme

# WOOSTER ROAD AND WILMER AVENUE

#### Primary Needs identified for this theme:

- P2) Address localized connectivity travel patterns within Beechmont Circle.
- P9) Address pedestrian safety issues crossing SR 125 at bus stops.

#### Secondary Needs identified for this theme:

- S9) Address lack of/limited wayfinding to improve regional connectivity.
- S10) Address roadway curve and grade deficiencies.
- S11) Support access to future transit connections.



Concept drawn on the following page.

DESCRIPTION

- Add better way-finding signing for auto connectivity.

NEEDS ADDRESSED

- P2) Address localized connectivity travel patterns within Beechmont Circle.

5/22 MEETING DISCUSSION AND COMMENTS

- None discussed.

Comments Submitted Following the 5/22 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont supports improved wayfinding.

Comments Submitted Following the 9/7 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

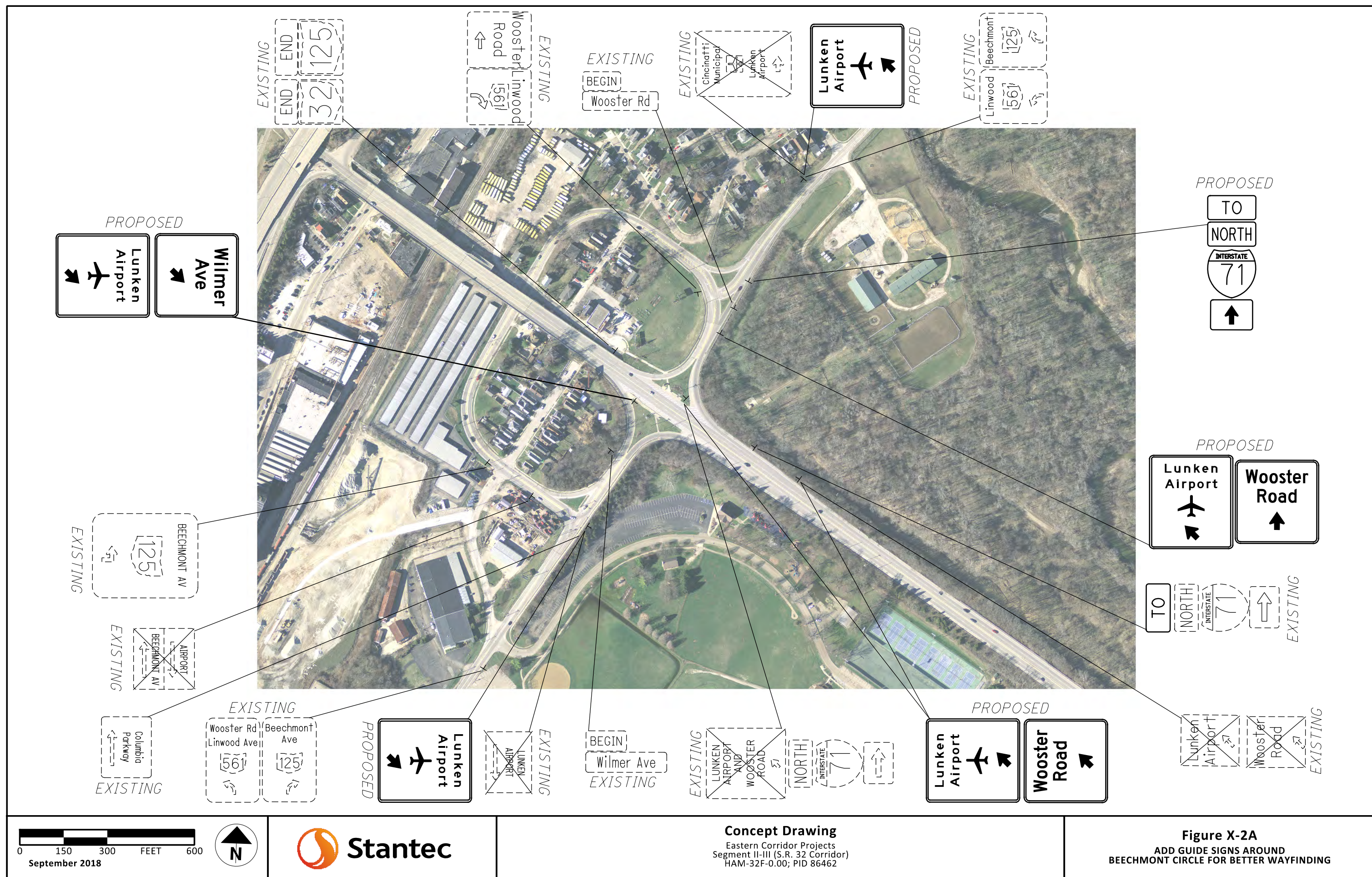
9/7 MEETING DISCUSSION AND COMMENTS

- While there are a variety of signs in the area, there is not a lot of consistency regarding how the signs look, particularly in terms of Lunken Airport signage.
- Proposed new signs are shown in bold on the concept exhibit; signs recommended for removal are drawn with an "X" through them.
- The Committee suggested that the signs be shown in color for the public meeting.
- One Committee member requested making it more obvious to drivers turning onto Wooster from the Beechmont Circle that they have the right-of-way; many think they must yield to drivers coming off of the Beechmont Levee. Others agree that it would be an improvement to add signage to more clearly define who has the right-of-way at this location.
  - The best way to address the confusion regarding driver right-of-way at the Beechmont Circle/Wooster location is to add a second lane (see I-26b). This could be accomplished by expanding onto the shoulder and removing the median on Wooster.

Safety ECAT Benefit/ Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
									\$10.5K to \$16K	0	\$0	C1	No Impacts	Neutral	Improves	Neutral

RECOMMENDATION: ADVANCE







Concept I-26b drawn on the following page.

DESCRIPTION

- This concept extends the right turn lane on Beechmont Circle for the turn onto Wilmer.

*Note: This concept was evaluated in response to an Advisory Committee request made at the February 14 committee meeting. However, based on the subsequent discussion at the 5/22/18 Advisory Committee meeting, it was determined that the consultant misunderstood the request and evaluated the wrong intersection. The request was to evaluate the Beechmont Circle/Wooster intersection.*

*Since the 5/22 meeting, the consultant has reviewed the Beechmont Circle/Wooster intersection and assigned it an identifier: I-26b.*

*Notes regarding concept I-26b are included on this page in italics.*

Concept I-26b  
(Concept drawn on the following page)

- This concept extends the ramp from SR 125 onto Wooster. The ramp would no longer need to yield to the southbound left lane from Beechmont Circle.*

NEEDS ADDRESSED

- P2) Address localized connectivity travel patterns within Beechmont Circle.

5/22 MEETING DISCUSSION AND COMMENTS

Concept I-27b:

- Vehicles turning right are blocked at times by vehicles turning left at Wilmer and waiting for the signal.
- As currently designed, the right turn lane extends to Wilmer Court, which appears to be sufficient.

Concept I-26b:

- Right turning vehicles must yield to left turning vehicles.

Comments Submitted Following the 5/22 Meeting

*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- Figure 1-27b is not included in the Concept Drawing pdf.

ODOT response:

- Concept I-27b was not drawn.

9/7 MEETING DISCUSSION AND COMMENTS

Concept I-26b:

- Concept removes the median on Wooster to allow for two lanes. This creates a continuous right turn lane at Beechmont Circle for turns onto Wooster from SR 125, so those drivers can merge instead of coming to a yield line. The concept includes minimal widening.

Comments Submitted Following the 9/7 Meeting

*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

Concept I-27b:

- No further study. This concept was evaluated in error due to a misunderstood request from the Feb. 14 Advisory Committee meeting.

Concept I-26b:

- Advance for public consideration.

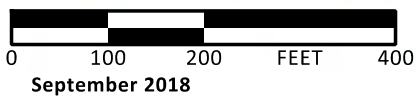
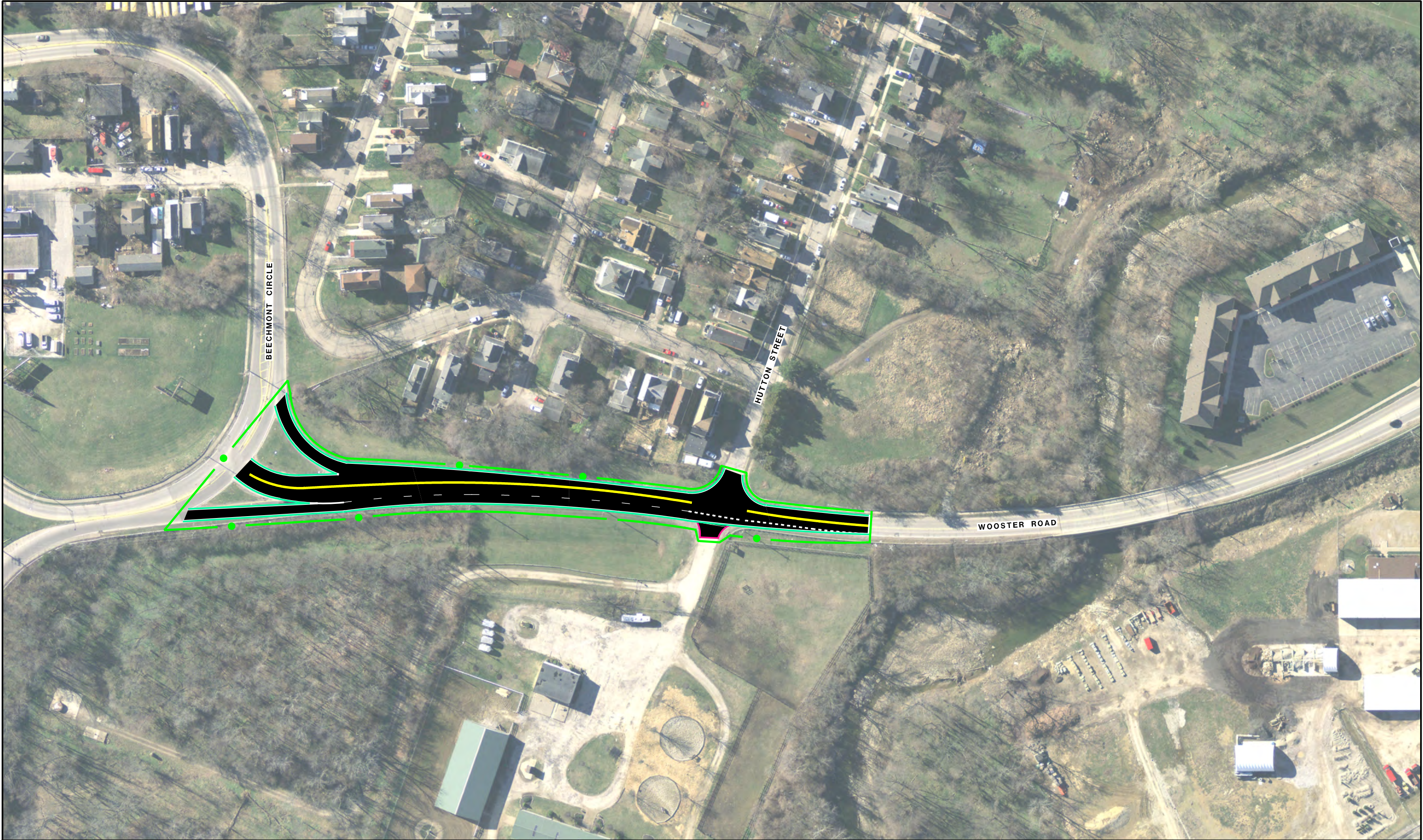
I-27b: Concept was not evaluated because the existing turn lane appeared to be sufficient. No further study.

I-26b: Evaluated below.

Safety ECAT Benefit /Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
									\$350K to \$530K	0	\$0	C2	R/W Impacts, Noise, ESA Issues	Neutral	Improves	Neutral

RECOMMENDATION: ADVANCE





**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (S.R. 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure I-26B**  
**CONTINUOUS RIGHT TURN LANE FROM  
BEECHMONT CIRCLE TO WOOSTER ROAD**



Concept drawn on the following page.

DESCRIPTION

- Create a grade-separated interchange to connect Wilmer and Wooster.
- This alternative creates three-way signalized ramp intersections.

NEEDS ADDRESSED

- P2) Address localized connectivity travel patterns within Beechmont Circle.
- P9) Address pedestrian safety issues crossing SR 125 at bus stops.
- S11) Support access to future transit connections.

5/22 MEETING DISCUSSION AND COMMENTS

- This concept offers a lower speed connection to Wilmer Avenue and Wooster as compared to concept X-2b-3.
- The Wooster/Wilmer interchange would bridge over over SR 125.
- Offers a clear connection between Wilmer and Wooster.
- Concept would take through-traffic off Beechmont Circle; streets within Beechmont Circle would be used for local traffic.
- Would need to add a turn lane to Hutton Street from Wooster.
- Concept would impact the locations of existing bus stops; bus stops would have to be relocated.

Comments Submitted Following the 5/22 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- Will the three-way intersections on either side (East and West) of the proposed grade change connection of Wilmer and Wooster be signalized, or stop signs? Concern this will slow flow of traffic compared to current design.

ODOT Response:

- The intersections would either be signalized intersections or reconfigured into roundabouts.

9/7 MEETING DISCUSSION AND COMMENTS

- This alternative should be evaluated with X-2b-2a and X-2b-5.
- The concept connects Wooster and Wilmer over SR 125. Wooster and Wilmer would connect with SR 125 using T-intersections (although the Wilmer/SR 125 connection may have to be adjusted somewhat).
- This option would pull commuter traffic out of two small subdivisions. (the Linwood Neighborhood Plan identifies removing commuter traffic from the neighborhood as a goal).
- This concept would result in the loss of parking spaces in the Lunken Playfield parking lot, though the number of spaces lost is not yet known.

Comments Submitted Following the 9/7 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

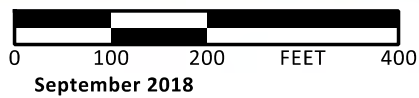
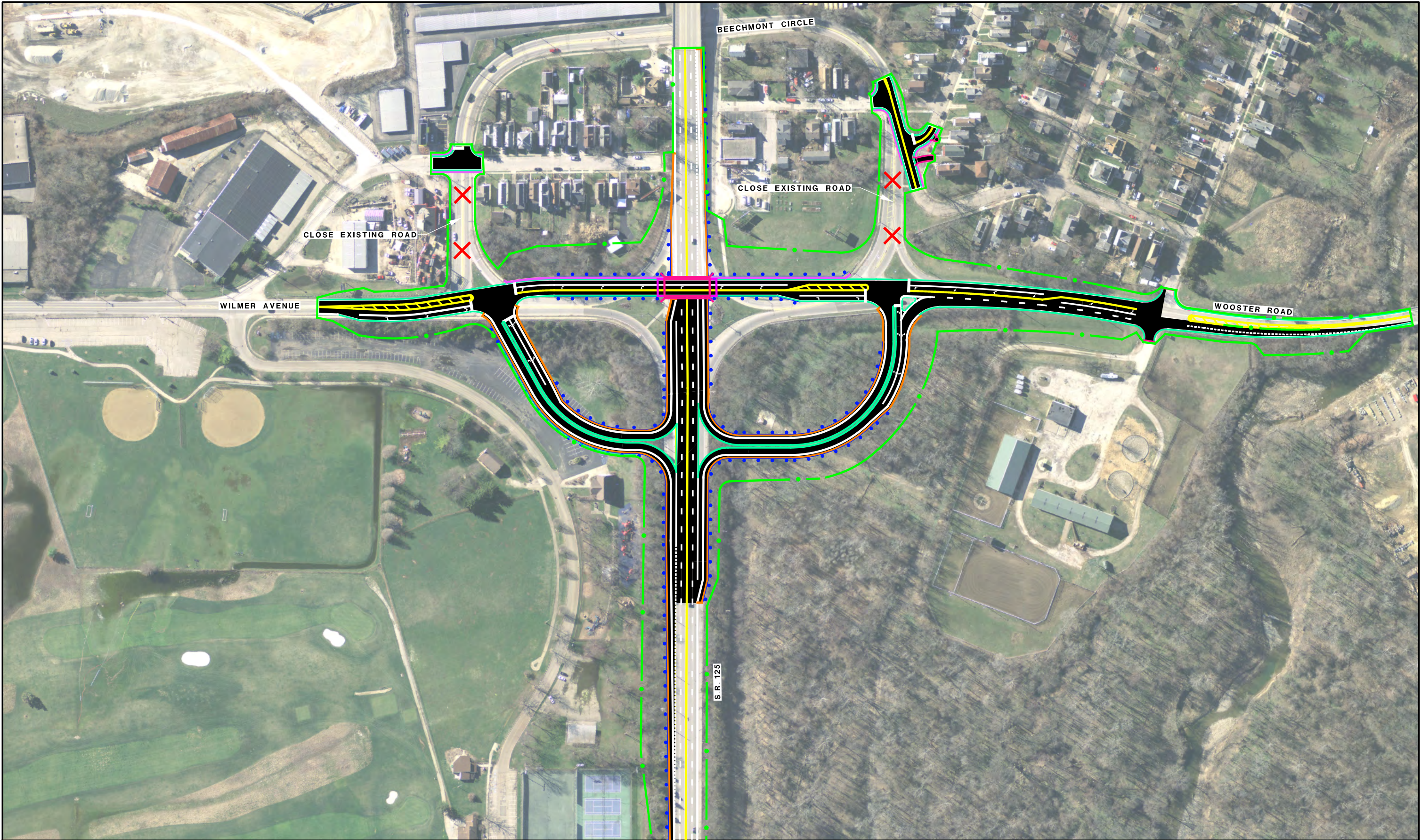
NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/ Cost Ratio	Traffic Operations								Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi- Modal	Improve Regional Connectivity	Improve Local Access
	Location	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	Wooster Road & SR 125 WB Ramps Signalized Intersection	AM	18.4	B		13.9	B		\$6.9M to \$10.4M	0	\$875K to \$1.8M	D1	Section 4(f)	Improves	Improves	Improves
		PM	39.5	D		46.4	D									
	Wilmer Avenue & SR 125 EB Ramps Signalized Intersection	AM	15.9	B		10.8	B									
		PM	35.0	D		39.3	D									

RECOMMENDATION: ADVANCE





**Concept Drawing**  
Eastern Corridor Multi-Modal Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure X-2B-2**  
**GRADE SEPARATED INTERCHANGE TO CONNECT**  
**WILMER AVENUE TO WOOSTER ROAD**



Concept drawn on the following page.

DESCRIPTION

- Create a grade-separated interchange to connect Wilmer and Wooster.
- This alternative creates four-way signalized ramp intersections.

NEEDS ADDRESSED

- P2) Address localized connectivity travel patterns within Beechmont Circle.
- P9) Address pedestrian safety issues crossing SR 125 at bus stops.
- S11) Support access to future transit connections.
- S16) Address bicycle and pedestrian connectivity across railroad tracks to existing Armleder and Lunken bike paths.

9/7 MEETING DISCUSSION AND COMMENTS

- This alternative should be evaluated with X-2b-2 and X-2b-5.
- It connects Wooster and Wilmer over SR 125. Wilmer and Wooster would connect with SR 125 and the Beechmont Circle using four-way intersections.
- The concept is shown with concept EW-2, which would create a new extension of Linwood (where it currently dead ends into Eastern Avenue) through the parking lot of the Company on Eastern building, across the railroad tracks (at grade) and through to the eastern-most portion of Beechmont Circle.
- The two subdivisions within Beechmont Circle remain separated; however most commuter traffic would be removed from neighborhood streets (the Linwood Neighborhood Plan identifies removing commuter traffic from the neighborhood as a goal).
- This concept would result in the loss of parking spaces in the Lunken Playfield parking lot, though the number of spaces lost is not yet known.
- This alternative is more expensive than X-2b-2 and would require one commercial relocation.

Comments Submitted Following the 9/7 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

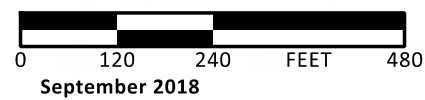
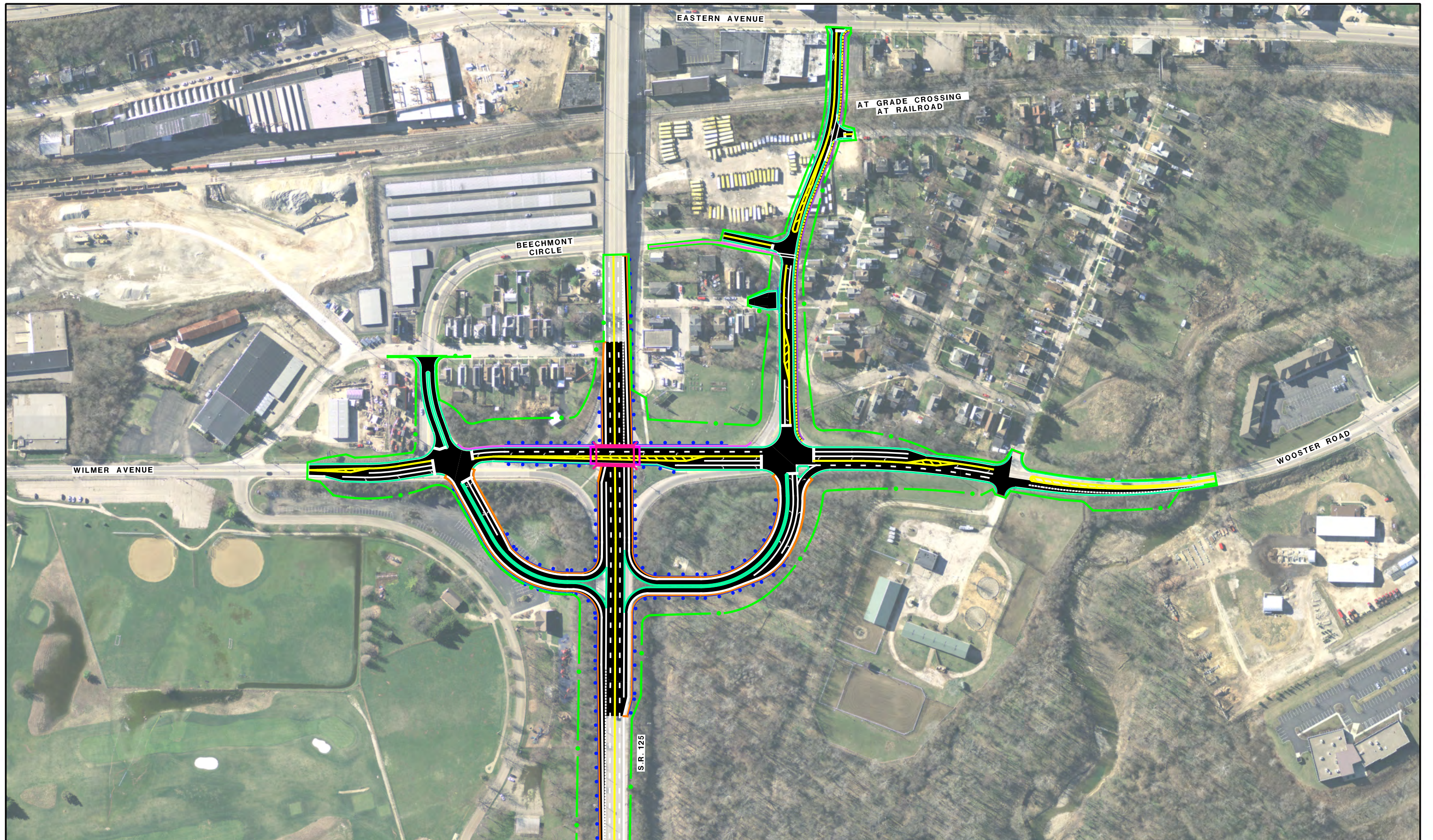
NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/ Cost Ratio	Traffic Operations								Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi- Modal	Improve Regional Connectivity	Improve Local Access
	Location	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	Wooster Road & SR 125 WB Ramps Signalized Intersection	AM	18.2	B					\$8M to \$12M	1 Commercial	\$1.3M to \$2.5M	D1	R/W Impacts, Section 4(f)	Improves	Improves	Improves
		PM	22.1	C												
	Wilmer Avenue & SR 125 EB Ramps Signalized Intersection	AM	20.1	C												
		PM	39.6	D												

RECOMMENDATION: ADVANCE





### Concept Drawing

Eastern Corridor Multi-Modal Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

### Figure X-2B-2A

GRADE SEPARATED INTERCHANGE TO CONNECT  
WILMER AVENUE TO WOOSTER ROAD



Concept drawn on the following page.

## DESCRIPTION

- Create a grade-separated interchange to connect Wilmer and Wooster.
  - SR 125 would go under the Wilmer/Wooster connection.
  - This alternative creates roundabouts at the ramp intersections.

## NEEDS ADDRESSED

- P2) Address localized connectivity travel patterns within Beechmont Circle.
- P9) Address pedestrian safety issues crossing SR 125 at bus stops.

S11) Support access to future transit connections.

## 5/22 MEETING DISCUSSION AND COMMENTS

- Facilitates connections from SR 125 to Wilmer and to Wooster through the addition of new ramps.
- The new ramps from SR 125 to Wilmer and Wooster would impact properties south of Wilmer/Wooster.
- Roundabouts would be used to connect SR 125 with Wooster and Wilmer
  - Roundabouts calm traffic and allow for continuous flow
- Sidewalk connection would be included on the bridge over SR 125.

### Comments Submitted Following the 5/22 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

## 9/7 MEETING DISCUSSION AND COMMENTS

- This alternative should be evaluated with X-2b-2 and X-2b-2a.
- Traffic simulations show a significant increase in PM peak hour delays. Traffic traveling down Wooster to east on Beechmont left no gaps for other traffic to enter the roundabout.
- This concept would result in the loss of parking spaces in the Lunken Playfield parking lot, though the number of spaces lost is not yet known.
- While an improvement over the No Build alternative, this option did not work as well as the signalized intersection options in traffic simulations and is more expensive.

### Comments Submitted Following the 9/7 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

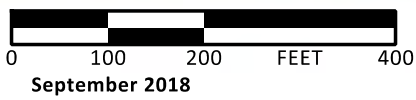
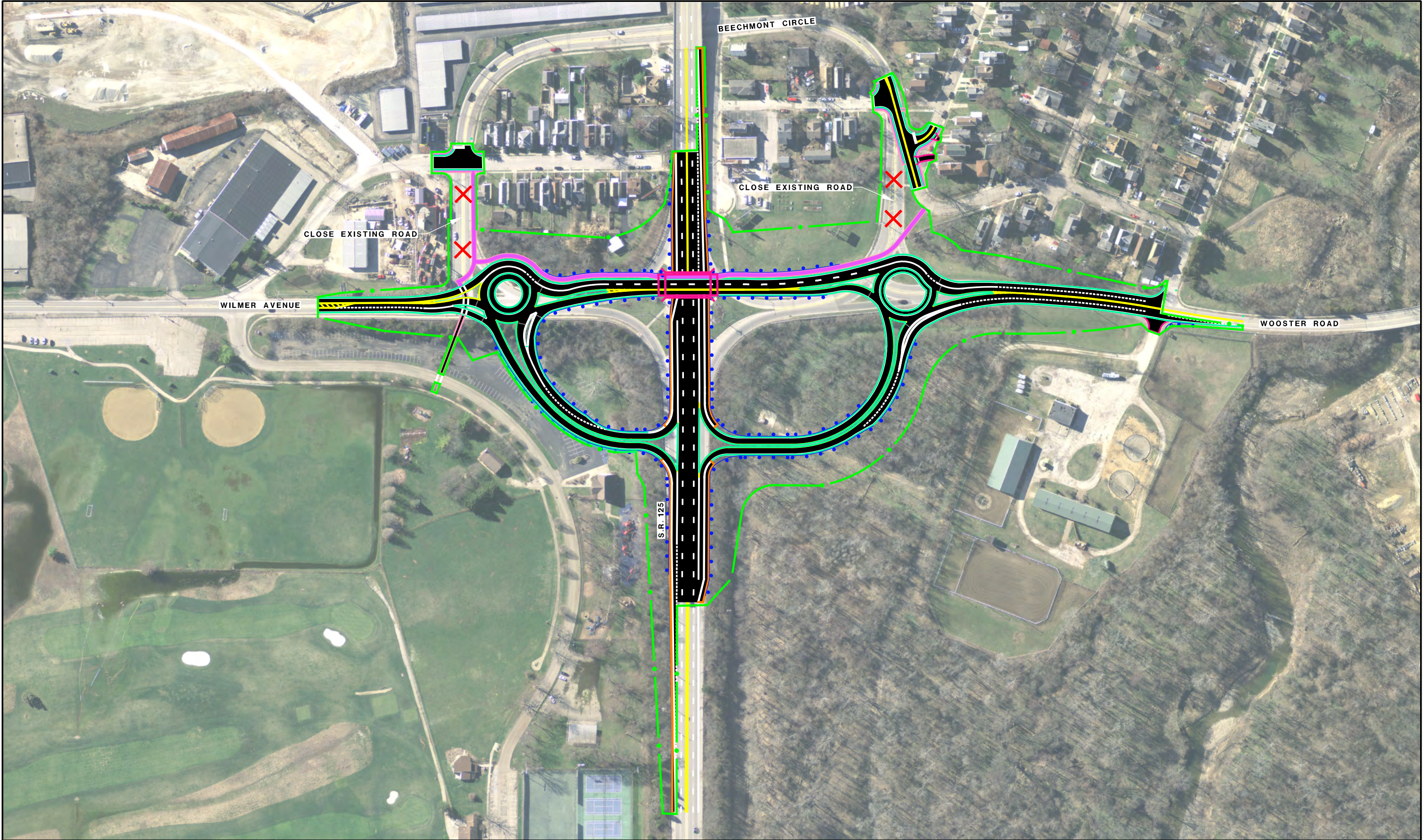
## NEXT STEPS/RECOMMENDATION

- No further study. Traffic simulations showed PM peak delays.

Safety ECAT Benefit/ Cost Ratio	Traffic Operations								Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi- Modal	Improve Regional Connectivity	Improve Local Access
	Location	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	Wooster Road & SR 125 WB Ramps Roundabout	AM	5.6	A		6.0	A		\$8.4M to \$12.6M	0	\$975K to \$2M	D1	Section 4(f)	Improves	Improves	Improves
		PM	9.7	A		12.6	B									
	Wilmer Avenue & SR 125 EB Ramps Roundabout	AM	7.9	A		11.1	B									
		PM	15.3	C		73.6	F									

RECOMMENDATION: NO FURTHER STUDY





**Concept Drawing**  
 Eastern Corridor Multi-Modal Projects  
 Segment II-III (SR 32 Corridor)  
 HAM-32F-0.00; PID 86462

**Figure X-2B-5**  
**GRADE SEPARATED INTERCHANGE TO CONNECT**  
**WILMER AVENUE TO WOOSTER ROAD**





## Eastern Corridor Segments II and III

Combined Linwood/Eastern Interchange and US 50/Red Bank Interchange Focus Area

Theme

# US 50/RED BANK CONNECTIVITY

**Primary Needs identified for this theme:**

- P3) Address localized connectivity travel patterns within the interchange.
- P4) Address capacity issues and long queues on northbound and westbound approaches of the Red Bank/Colbank intersection.

**Secondary Needs identified for this theme:**

- S12) Address lack of/limited wayfinding to improve regional connectivity.



Concept not drawn.

DESCRIPTION

- Designate lane assignments on dual southbound left turn lanes on Red Bank Road to Colbank Road.
- Make inside lane on Colbank Road a dedicated left onto the ramp to westbound US 50.

NEEDS ADDRESSED

- P4) Address capacity issues and long queues on northbound and westbound approaches of the Red Bank/Colbank intersection.
- S12) Address lack of/limited wayfinding to improve regional connectivity.

5/22 MEETING DISCUSSION AND COMMENTS

- This concept would designate lane assignments on southbound Red Bank and on Colbank Road and would add additional wayfinding signage.

Comments Submitted Following the 5/22 Meeting  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- Figure 1-25a is not included in the Concept Drawing pdf. If this concept is being considered for further study, please provide the Figure to allow for comments.

- ODOT Response:
- Concept I-25a proposes only signing and pavement marking changes and was not drawn.

9/7 MEETING DISCUSSION AND COMMENTS

- Concept has been combined with concepts I-25b and X-4a.The idea was not specifically discussed at this meeting as concept I-25a.

Comments Submitted Following the 9/7 Meeting  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Combine with concepts I-25b and X-4a, and advance for further study.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE with other concepts

RECOMMENDATION: ADVANCE WITH OTHER CONCEPTS



Concept drawn on the following page.

DESCRIPTION

- Improve signal timing.
- Lengthen storage lanes (storage refers to the amount of space available for vehicles to line up in a designated turn lane).
- Add dual westbound right turn lanes from Colbank to northbound Red Bank.
- Add dual northbound through lanes on Colbank to northbound Red Bank at the Red Bank/Colbank intersection.

NEEDS ADDRESSED

P4) Address capacity issues and long queues on northbound and westbound approaches of the Red Bank/Colbank intersection.

5/22 MEETING DISCUSSION AND COMMENTS

- The needs of bicyclists should be considered as part of this concept.

Comments Submitted Following the 5/22 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

9/7 MEETING DISCUSSION AND COMMENTS

- This concept is an alternative to others designed to improve operations at the Red Bank/US 50 interchange: I-25c, X-4a, X-4c-2, X-4d and X-4d-1.
- Simulations demonstrate this concept would provide good improvements to traffic operations, reducing AM peak hour delays by 85 percent and PM peak hour delays by 43 percent.
- The committee discussed installing a traffic signal to stop the northbound movement at the intersection of Colbank and US 50 ramp and provide a turn arrow so that drivers turning left from Colbank to the westbound US 50 ramp don’t have to stop a second time but could move continually through the intersection (similar to the existing intersection at Glenway and Glenhills Way). The signal could be equipped with a sensor to display an arrow only when the queue is long.

- The committee discussed whether or not two travel lanes were needed on the ramp to eastbound US 50 past the Colbank/US 50 ramp intersection. Restriping could reduce the lanes to one if it’s warranted.

Comments Submitted Following the 9/7 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

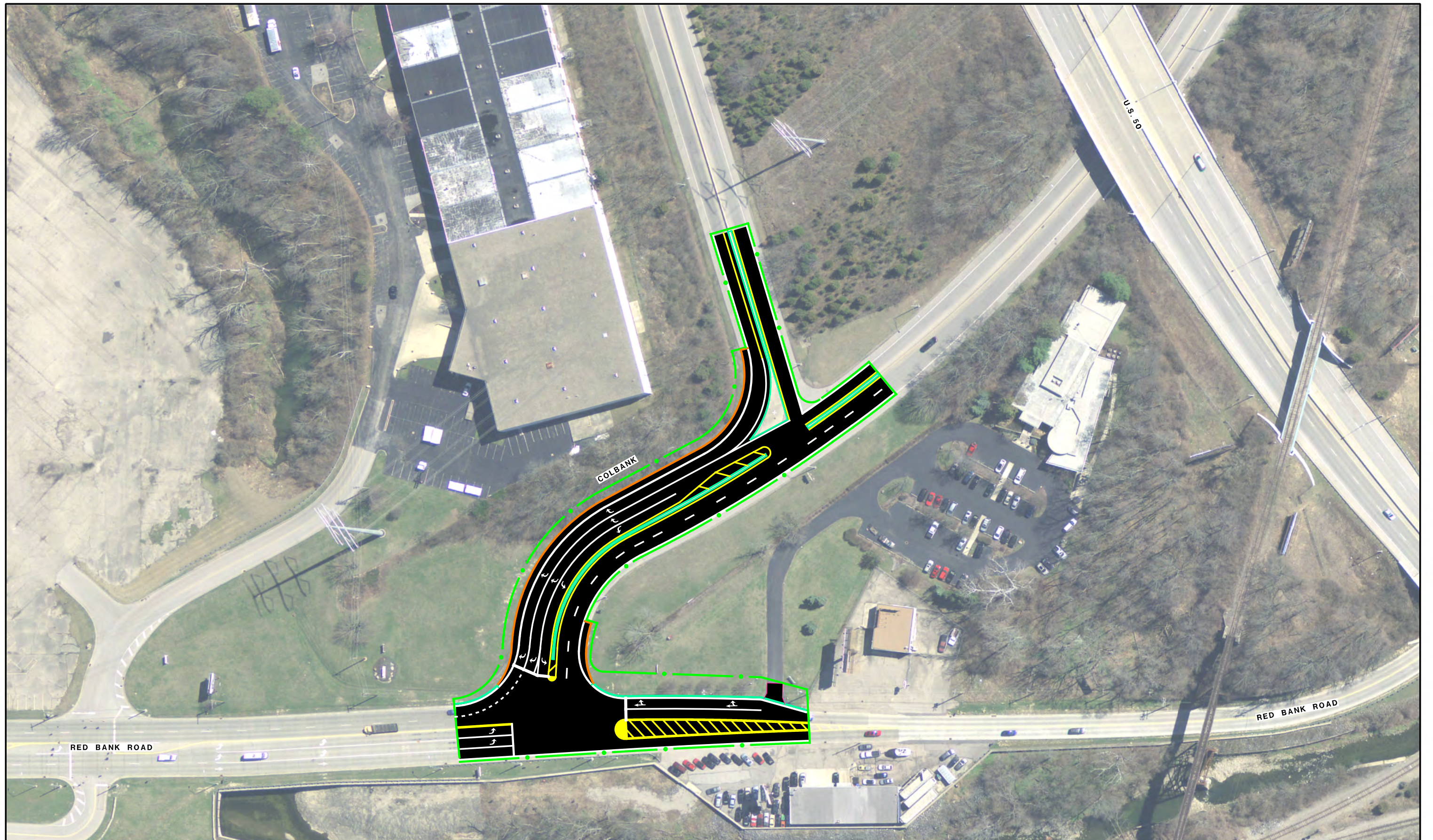
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/ Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	Red Bank Rd. & Colbank Rd.	AM	19.5	B	85%				\$625K to \$940K	0	\$17K to \$34K	C2	R/W Impacts, Noise, ESA Issues	Neutral	Neutral	Neutral
		PM	18.8	B	43%											





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September 2018



**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (S.R. 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure I-25B**  
DUAL WESTBOUND TURN LANES  
AND DUAL NORTHBOUND THROUGH LANES



Concept drawn on the following page.

DESCRIPTION

- Eliminate the 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.
  - This concept combines the two existing intersections (US 50 ramps/Colbank Road and Colbank Road/Red Bank Road) into one.

NEEDS ADDRESSED

- P4) Address capacity issues and long queues on northbound and westbound approaches of the Red Bank/Colbank intersection.

5/22 MEETING DISCUSSION AND COMMENTS

- The reconfigured intersection would better support current and future traffic volumes.
- Initial analysis indicates that, as proposed, this concept would result in:
  - An 80 percent decrease in morning peak-hour delays.
  - A 50 percent decrease (approximately) in evening peak-hour delays.
- The concept would require vehicles traveling north on Red Bank Road (from Wooster Pike) to turn left at the new intersection to continue traveling on Red Bank Road.
- Constructing the approach to the new southwest leg of the new intersection would require:
  - Eliminating a building along Red Bank Road, west of the Lawyers Title of Cincinnati building located at 3500 Red Bank Road.
  - Crossing under the railroad trestle has a width constraint that limits the concept.

Comments Submitted Following the 5/22 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont does not support eliminating the intersection. Multiple traffic routes currently allows for options for vehicle and truck traffic from businesses.

9/7 MEETING DISCUSSION AND COMMENTS

- This concept is an alternative to others designed to improve operations at the Red Bank/US 50 interchange: I-25b, X-4a, X-4c-2, X-4d and X-4d-1.
- This option combines two intersections into one.
- Functionally, this concept works well to improve traffic delays; however, access to two businesses is compromised, and it would require relocating one business.

Comments Submitted Following the 9/7 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

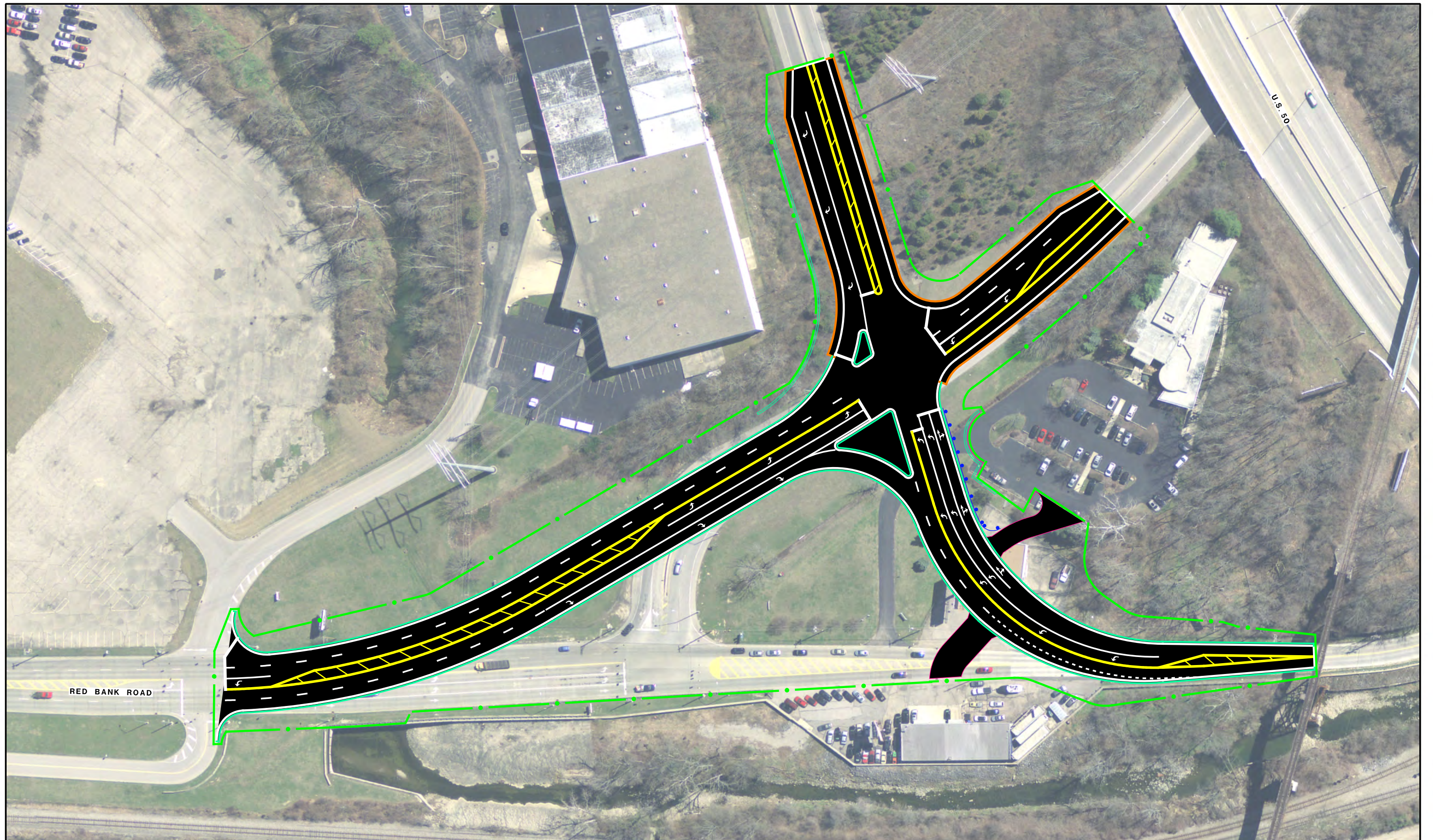
NEXT STEPS/RECOMMENDATION

- No further study. The benefit provided by this concept is comparable to concept I-25b, which is less expensive and has fewer impacts.

Safety ECAT Benefit/ Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	Relocated Red Bank Rd. & Colbank Rd.	AM	25.0	C	81%	19.9	B	66%	\$2.1M to \$3.1M	1 commercial	\$350K to \$700K	D1	R/W Impacts	Neutral	Improves	Neutral
		PM	17.1	B	47%	12.6	B	68%								

RECOMMENDATION: NO FURTHER STUDY





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FEET  
September 2018



### Concept Drawing

Eastern Corridor Projects  
Segment II-III (S.R. 32 Corridor)  
HAM-32F-0.00; PID 86462

### Figure I-25C

RELOCATE RED BANK/COLBANK INTERSECTION



Concept drawn on the following page.

DESCRIPTION

- Add wayfinding signage.

NEEDS ADDRESSED

S12) Address lack of/limited wayfinding to improve regional connectivity.

5/22 MEETING DISCUSSION AND COMMENTS

- This concept would address the lack of signage uniformity in this area.

Comments Submitted Following the 5/22 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont supports improved wayfinding.

Comments Submitted Following the 9/7 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

9/7 MEETING DISCUSSION AND COMMENTS

- This concept is a supplement to other concepts designed to improve operations at the Red Bank/US 50 interchange. Other concepts that could be combined with this concept include: I-25c, I-25b, X-4c-2, X-4d and X-4d-1.
- Signage would ensure dual left-turn lanes are well-marked and would add missing signage referring drivers to US 50 (Columbia Parkway). It would also replace Milford with Mariemont as the next village on directional signage located on Red Bank, as the road approaches US 50.
- Overhead signage is recommended approaching the Red Bank/Colbank intersection, and again at the intersection to reduce unnecessary weaving by drivers in the area.
- The committee discussed the possibility of adding pavement tatoos/markings, but it was determined that while those tend to work well on highways, they would likely be blocked by slow moving or idling vehicles when/if there is a queue.

Safety ECAT Benefit /Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
									\$20.2K to \$30.4K	0	\$0	C1	No Impacts	Neutral	Improves	Neutral

RECOMMENDATION: ADVANCE







Concept drawn on the following page.

DESCRIPTION

- Install a roundabout at the Colbank Road/US 50 ramp intersection.

NEEDS ADDRESSED

- P3) Address localized connectivity travel patterns within the interchange.

5/22 MEETING DISCUSSION AND COMMENTS

- This concept appears to work well to reduce delays during both morning and evening peak-hours.
- The concept would resolve backups from vehicles turning left by allowing left turns without having to yield to traffic coming from other directions.
- This concept is a minor project with good benefits.
- As compared to concept X-4c-1, this alternative would not have any right-of-way impacts.

Comments Submitted Following the 5/22 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

9/7 MEETING DISCUSSION AND COMMENTS

- This concept is an alternative to others designed to improve operations at the Red Bank/US 50 interchange: I-25b, I-25c, X-4a, X-4d and X-4d-1.
- A roundabout at this intersection is likely to be confusing to drivers, as traffic coming into the roundabout would be required to yield to traffic turning left.

9/7 MEETING DISCUSSION AND COMMENTS

- (continued)
- The committee discussed whether it would be possible to make dual left turn lanes for the turn onto the US 50 ramp.
  - Matt Crim, Stantec, reported that approximately 490 cars turn left from Colbank to westbound US 50, whereas 169 cars continue straight to eastbound US 50 during the PM peak hour.
  - A non-traditional roundabout at this location is considerably more expensive than the signalized intersection concept and provides less benefit.

Comments Submitted Following the 9/7 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

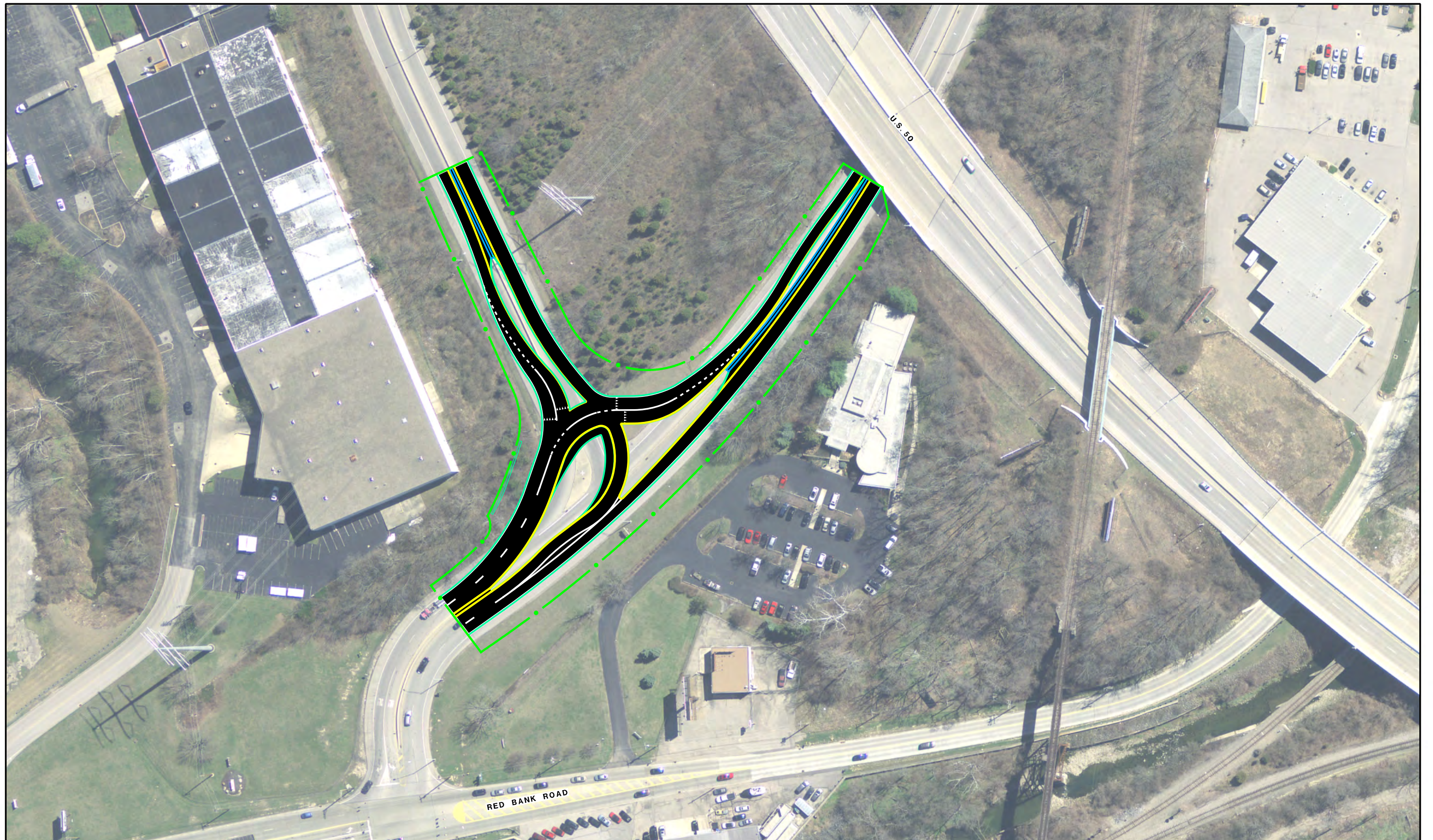
NEXT STEPS/RECOMMENDATION

- No further study. The cost/benefit analysis for this concept is less favorable than other alternatives.

Safety ECAT Benefit/ Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
		AM	5.3	A	9%				\$1.1M to \$1.7M	0	\$4.5K to \$9K	C2	R/W Impacts, Noise, ESA Issues	Neutral	Neutral	Neutral
		PM	6.3	A	22%											

RECOMMENDATION: NO FURTHER STUDY





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September 2018



#### Concept Drawing

Eastern Corridor Projects  
Segment II-III (S.R. 32 Corridor)  
HAM-32F-0.00; PID 86462

#### Figure X-4C-2

ROUNDBOUT AT COLBANK AND U.S. 50  
RAMP INTERSECTION



Concept drawn on the following page.

DESCRIPTION

- Extend Wooster to tie directly into Colbank Road.
  - The road would be tied directly into Red Bank at Woodland Road via the eastbound US 50 ramps (east of Hyde Park Lumber).
- All three intersections would be signalized.

NEEDS ADDRESSED

- P4) Address capacity issues and long queues on northbound and westbound approaches of Red Bank/Colbank intersection.
- P7) Address capacity issue for northbound left turn movement at the Wooster/Red Bank intersection.
- S16) Address bicycle and pedestrian connectivity across railroad tracks to existing Armleder and Lunken bike paths.

5/22 MEETING DISCUSSION AND COMMENTS

- This concept moves the primary connection from Wooster Pike to Red Bank east of Hyde Park Lumber:
  - Avoids impact to any buildings.
  - Avoids new connections under the railroad trestle.

5/22 MEETING DISCUSSION AND COMMENTS (continued)

- Maintains local access to Hyde Park Lumber & Design Center, the Department of Motor Vehicles (Red Bank branch) and other businesses in the shopping center.
- The existing intersection of Red Bank/Colbank would become a cul-de-sac.
- This concept appears to help alleviate traffic on Wooster, but a traffic modeling simulation has not yet been run.
- Bike path considerations:
  - At-grade crossings at Red Bank.
  - Connecting to Wasson Way may be a challenge.
  - Shared use paths could be constructed at the same time as new road connections.
- Concept has potential, but a traffic analysis study is needed.
- Concept assumes removal of the railroad embankment. It was noted that preservation for commuter rail may be necessary.

Comments Submitted Following the 5/22 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont does not support creating a cul-de-sac on Red Bank and eliminating the current intersection of Colbank and Redbank. Multiple traffic routes currently provide options for vehicle and truck traffic from businesses.

9/7 MEETING DISCUSSION AND COMMENTS

- This concept is an alternative to other concepts designed to improve operations at the Red Bank/US 50 interchange including I-25b, I-25c, X-4a, X-4c-2 and X-4d-1.
- This concept is very similar to X-4d-1. X-4d includes signals at all three intersections; X-4d-1 has a signal at one intersection, is stop-controlled at another and has a roundabout at the third. Both concepts work well.
- Mariemont expressed concern about making the current Red Bank/Colbank intersection a cul-de-sac. Redundancy is desired to provide two routes for trucks to Red Bank Road.
- When considering the existing roadway configuration along Red Bank, it is virtually impossible to create a shared-use path from Red Bank to Armleder and the Little Miami Trail due to existing structural constraints (lack of space, guardrails, retaining walls). This concept however, includes an option to construct a shared-use path along the south side of Colbank and its new connection to Wooster Road.

Comments Submitted Following the 9/7 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

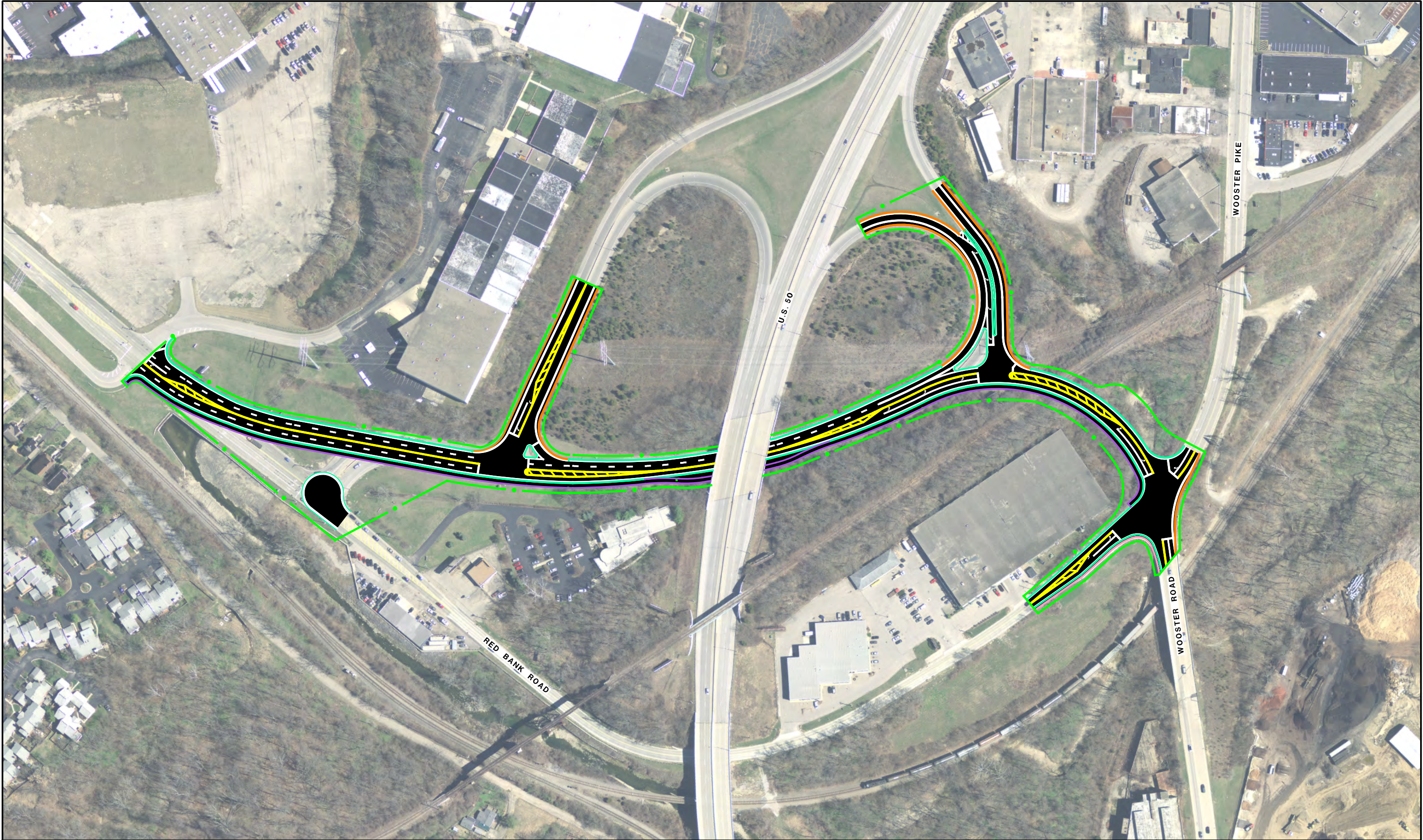
NEXT STEPS/RECOMMENDATION

- No further study. Concept X-4d-1 (roundabout at Wooster intersection) appears to be a better option and allows for a better shared-use path connection (the roundabout allows a shared-use path to utilize existing width on the bridge).

Safety ECAT Benefit/ Cost Ratio	Traffic Operations								Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi- Modal	Improve Regional Connectivity	Improve Local Access
	Location	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	Red Bank Rd & US 50 WB Ramps	AM	15.3	B	88%	7.9	A	87%					Improves	Improves	Neutral	
		PM	16.8	B	49%	11.9	B	70%								
	Red Bank Rd & US 50 EB Ramps	AM	12	B		2.7	A									
		PM	11.1	B		2.9	A									
	Red Bank Rd & Wooster Road/Old Red Bank Rd	AM	22.7	C	-2%	11.9	B	56%								
		PM	13.7	B	8%	13.4	B	57%								

RECOMMENDATION: NO FURTHER STUDY





0 100 200 FEET 400  
August 2018



**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (S.R. 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure X-4D**  
EXTEND WOOSTER TO TIE  
DIRECTLY INTO RED BANK ROAD



Concept drawn on the following page.

DESCRIPTION

- Extend Wooster to tie directly into Colbank Road.
  - The road would be tied directly into Red Bank at Woodland Road via the eastbound US 50 ramps (east of Hyde Park Lumber).
- The concept includes a signal at the first ramp location, an unsignalized connection at the US 50 and eastbound ramps, and a roundabout at Red Bank Road and Wooster Road.

NEEDS ADDRESSED

- P4) Address capacity issues and long queues on northbound and westbound approaches of Red Bank/Colbank intersection.
- P7) Address capacity issue for northbound left turn movement at the Wooster/Red Bank intersection.
- S16) Address bicycle and pedestrian connectivity across railroad tracks to existing Armleder and Lunken bike paths.

9/7 MEETING DISCUSSION AND COMMENTS

- This concept is an alternative to other concepts designed to improve operations at the Red Bank/US 50 interchange including I-25b, I-25c, X-4a, X-4c-2, X-4d and X-4d-1.
- This concept is very similar to X-4d-1. X-4d includes signals at all three intersections; X-4d-1 has a signal at one intersection, is stop-controlled at another and has a roundabout at the third. Both concepts work well.
- The roundabout portion of this concept provides an advantage over the signalized intersection by providing a continuous flow connection from Wooster Road to Red Bank Road. It also eliminates the need for the existing left turn lane on the Wooster bridge, allowing space for a shared-use path without widening the bridge.
- This concept includes an option to construct a shared-use path along the south side of Colbank and its new connection to Wooster Road. The grade of the new roadway is flat.
- The concept does not preclude future rail use in the area, but would require building a new bridge. The cost of constructing a new bridge has not been estimated.
- The roundabout is designed for full semi-truck utilization.

Comments Submitted Following the 9/7 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

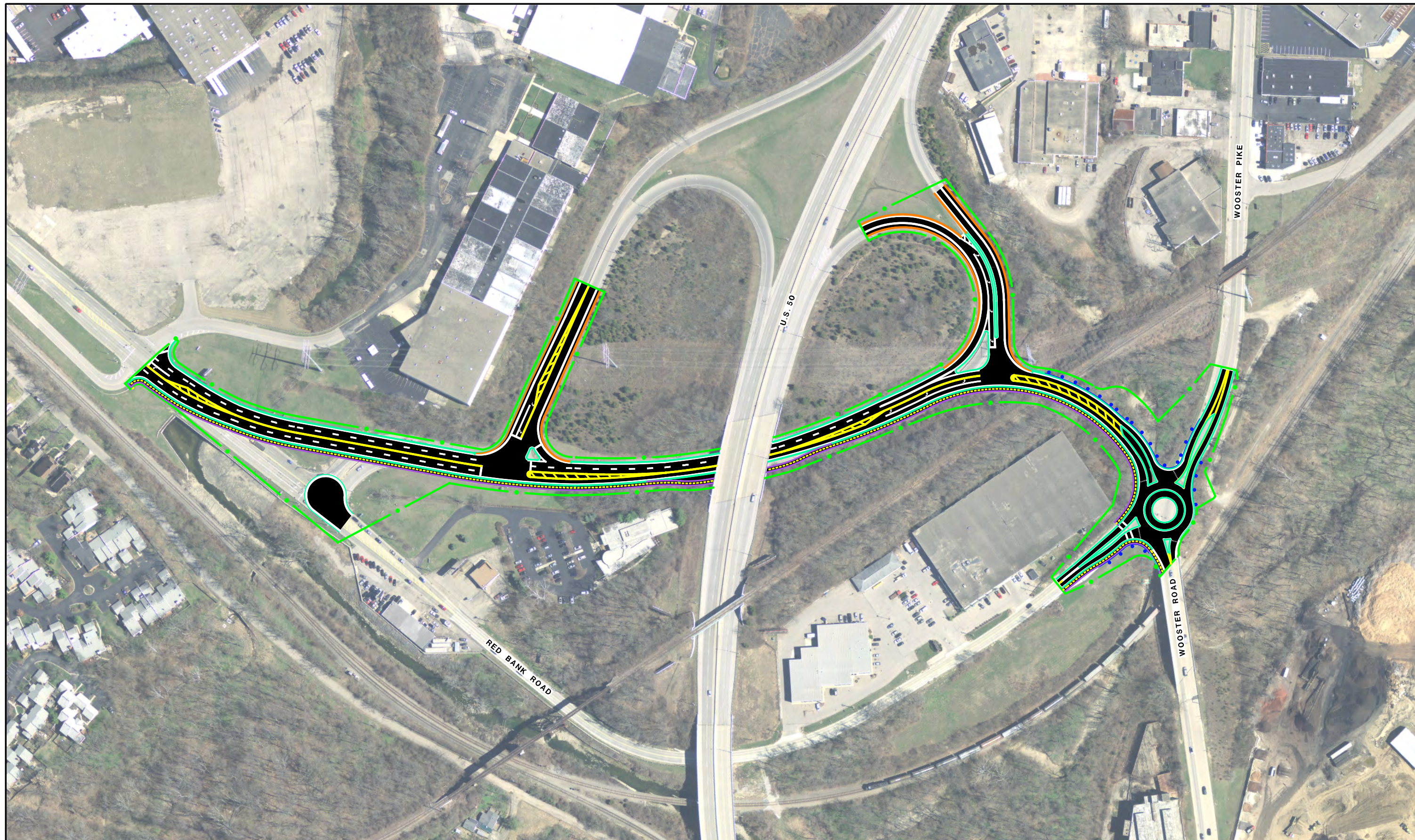
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/ Cost Ratio	Traffic Operations								Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi- Modal	Improve Regional Connectivity	Improve Local Access
	Location	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	Red Bank Rd & US 50 WB Ramps	AM	15.3	B	88%	10.8	B	82%	\$2.7M to \$4.2M	0	\$160K to \$320K	C2	R/W Impacts, Stream Impacts, Waterway Permit, Potential T&E, Noise, ESA Issues	Improves	Improves	Neutral
		PM	16.8	B	49%	13.6	B	66%								
	Red Bank Rd & US 50 EB Ramps	AM	1.0	A		7.2	A									
		PM	1.4	A		2.1	A									
	Red Bank Rd & Wooster Rd/Old Red Bank Rd	AM	21.1	C	5%	15.7	C	42%								
		PM	18.3	C	-23%	14.1	B	55%								





0 100 200 400  
FEET  
September 2018



**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (S.R. 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure X-4D-1**

**EXTEND WOOSTER TO TIE  
DIRECTLY INTO RED BANK ROAD**





## Eastern Corridor Segments II and III

Combined Linwood/Eastern Interchange and US 50/Red Bank Interchange Focus Area

### Theme

# US 50/Wooster/Meadowlark

#### Primary Needs identified for this theme:

- P5) Address safety issues related to the end of the 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 the Wooster/Red Bank intersection.

#### Secondary Needs identified for this theme:

- 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.



Concept drawn on the following page.

DESCRIPTION

- Add signage indicating "freeway ends." Add flashing beacon to alert drivers to long queues at the Meadowlark intersection.

NEEDS ADDRESSED

P5) Address safety issues related to the end of the freeway section on US 50.

5/22 MEETING DISCUSSION AND COMMENTS

- None discussed.

Comments Submitted Following the 5/22 Meeting  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- Mariemont supports improved wayfinding and signage.

9/7 MEETING DISCUSSION AND COMMENTS

- A sign noting the end of the US 50 “freeway” would be placed approximately one mile west of Meadowlark Lane.
- The existing flashing beacon would be moved backed as well to be closer to the end of queued traffic.

Comments Submitted Following the 9/7 Meeting  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- To be added as comments are received.

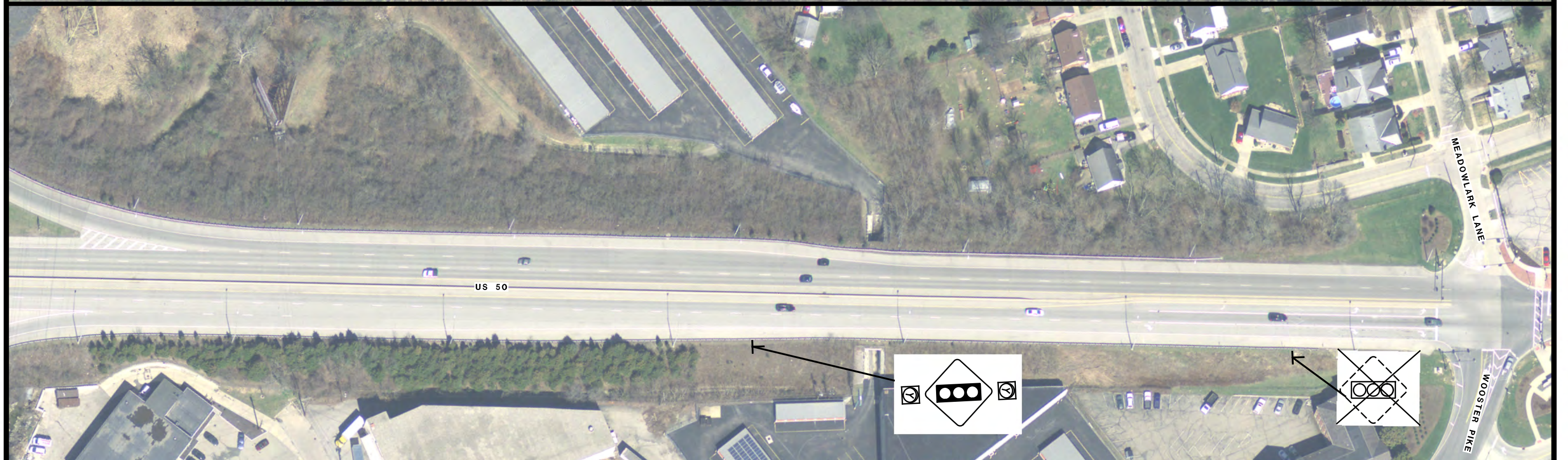
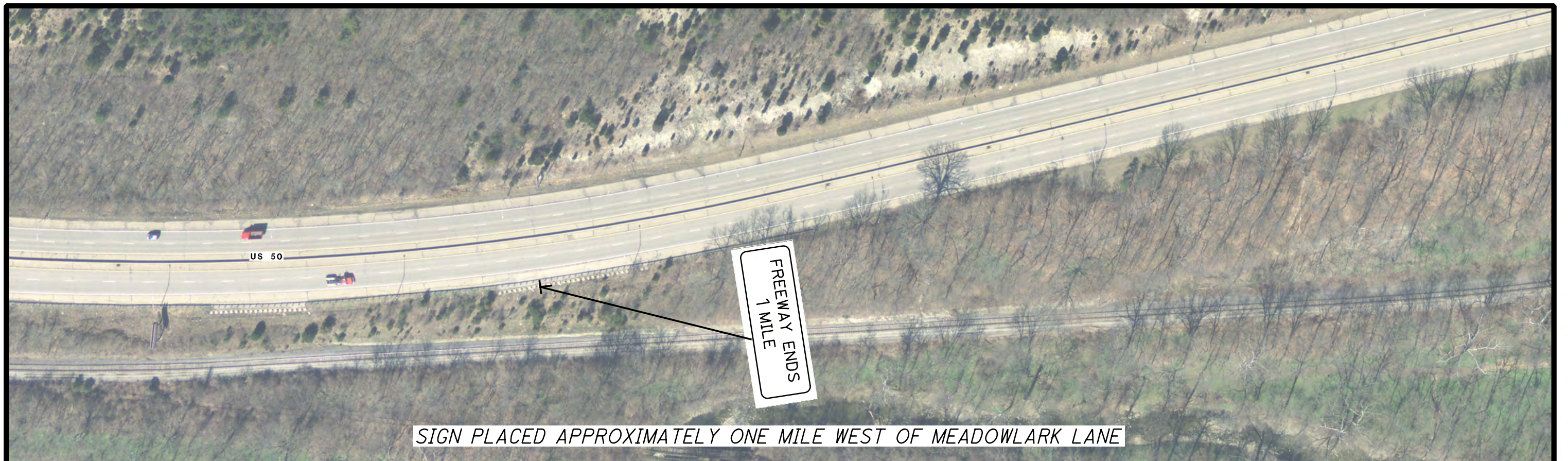
NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit /Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
									\$10.6K to \$16K	0	\$0	C1	No Impacts	Neutral	Neutral	Neutral

RECOMMENDATION: ADVANCE





0 50 100 200  
FEET  
September 2018



**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (S.R. 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure 50-1**  
ADD WARNING SIGNAGE  
TO US 50 IN ADVANCE OF  
MEADOWLARK LANE



Concept drawn on the following page.

DESCRIPTION

- Add advance signing to alert drivers to right lane reduction on eastbound US 50 at Wooster Pike.

NEEDS ADDRESSED

- P5) Address safety issues related to the end of the freeway section on US 50.

5/22 MEETING DISCUSSION AND COMMENTS

- It’s possible to restrict right turns on red, but there have been no crashes documented at this location.

Comments Submitted Following the 5/22 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont supports improved wayfinding and signage.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

9/7 MEETING DISCUSSION AND COMMENTS

- This concept proposes overhead signage to further alert drivers that the right lane is a turn only lane. It also adds a dotted line pavement marking to indicate the turn lane.
- A Committee member expressed that this advanced warning would be very helpful to drivers.

Comments Submitted Following the 9/7 Meeting

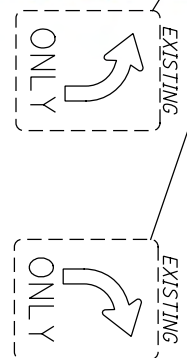
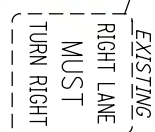
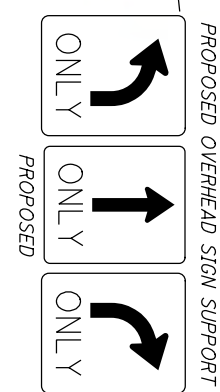
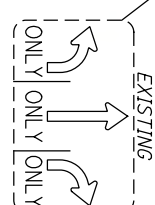
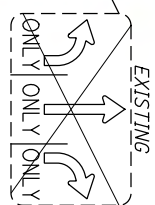
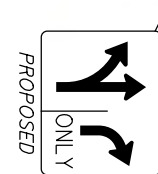
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

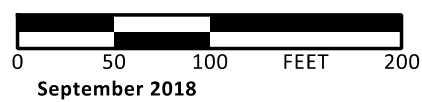
Safety ECAT Benefit /Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
									\$15.4K to \$23.2K	0	\$0	C1	No Impacts	Neutral	Neutral	Neutral

RECOMMENDATION: ADVANCE





EXISTING SIGNAL SUPPORT



**Concept Drawing**  
 Eastern Corridor Projects  
 Segment II-III (S.R. 32 Corridor)  
 HAM-32F-0.00; PID 86462

**Figure 50-2**  
 ADD WARNING SIGNAGE  
 TO US 50 IN ADVANCE OF  
 DROP LANE



Concept drawn on the following page.

DESCRIPTION

- Install a roundabout at the Meadowlark/US 50 intersection.

NEEDS ADDRESSED

P6) Address eastbound PM peak-hour queues at the US 50/Meadowlark intersection.

5/22 MEETING DISCUSSION AND COMMENTS

- A roundabout could serve as a gateway to Fairfax.
- The roundabout could include a truck lane and would be designed to handle trucks and emergency vehicles.
- Roundabouts offer better lane utilization.
- Initial analysis suggests the roundabout would:
  - Reduce morning peak-hour delays by 60 percent.
  - Reduce evening peak-hour delays by 60 percent.
- It’s possible that drivers may try to avoid the roundabout by taking Dragon Way to Watterson; once people become familiar with the roundabout and delays are reduced, this behavior may be insignificant.
- Specific alignments may need to be refined.

Comments Submitted Following the 5/22 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- Verify roundabout shown is drawn to scale and that it will accommodate life safety and semi-truck traffic. Have all other options for this intersection been eliminated? Additional input from Mariemont businesses will be needed to address other potential concerns. The Haney Building (formerly Streitman Biscuit Company) and the Mariemont Industrial District are listed on the National Registry of Historic Places, and Section 106 shall be incorporated into the process.

ODOT Response:

- Roundabouts can accommodate truck traffic.
- The Federal Highway Administration has identified roundabouts as a proven safety counter-measure.
- All National Environmental Policy Act (NEPA) guidelines will be followed.

9/7 MEETING DISCUSSION AND COMMENTS

- Simulations demonstrate that the roundabout provides better traffic operations than the No Build option.
- A roundabout could also cut down on the number of people who use Dragon Way to try to avoid the existing traffic signal at US 50 and Meadowlark.

- The committee discussed whether the traffic signal at Watterson could back drivers up into the roundabout. Traffic simulations show that for 95 percent of queues, this would not be an issue. However, given signal timing adjustments and the fact that closures on Wooster Pike have resulted in more traffic on US 50, these simulations will need to be re-evaluated once Wooster reopens to ensure that is still the case
- The committee discussed whether it would be simpler to reconfigure the lanes in front of the Mainliner and eliminate the curb bump-outs to allow for two lanes of westbound traffic. This could provide a more immediate solution, with the roundabout phased in later. Long term, however, the roundabout offers other benefits (slower travel speeds, increased safety) and could serve as a gateway to Fairfax.

Comments Submitted Following the 9/7 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

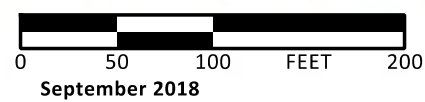
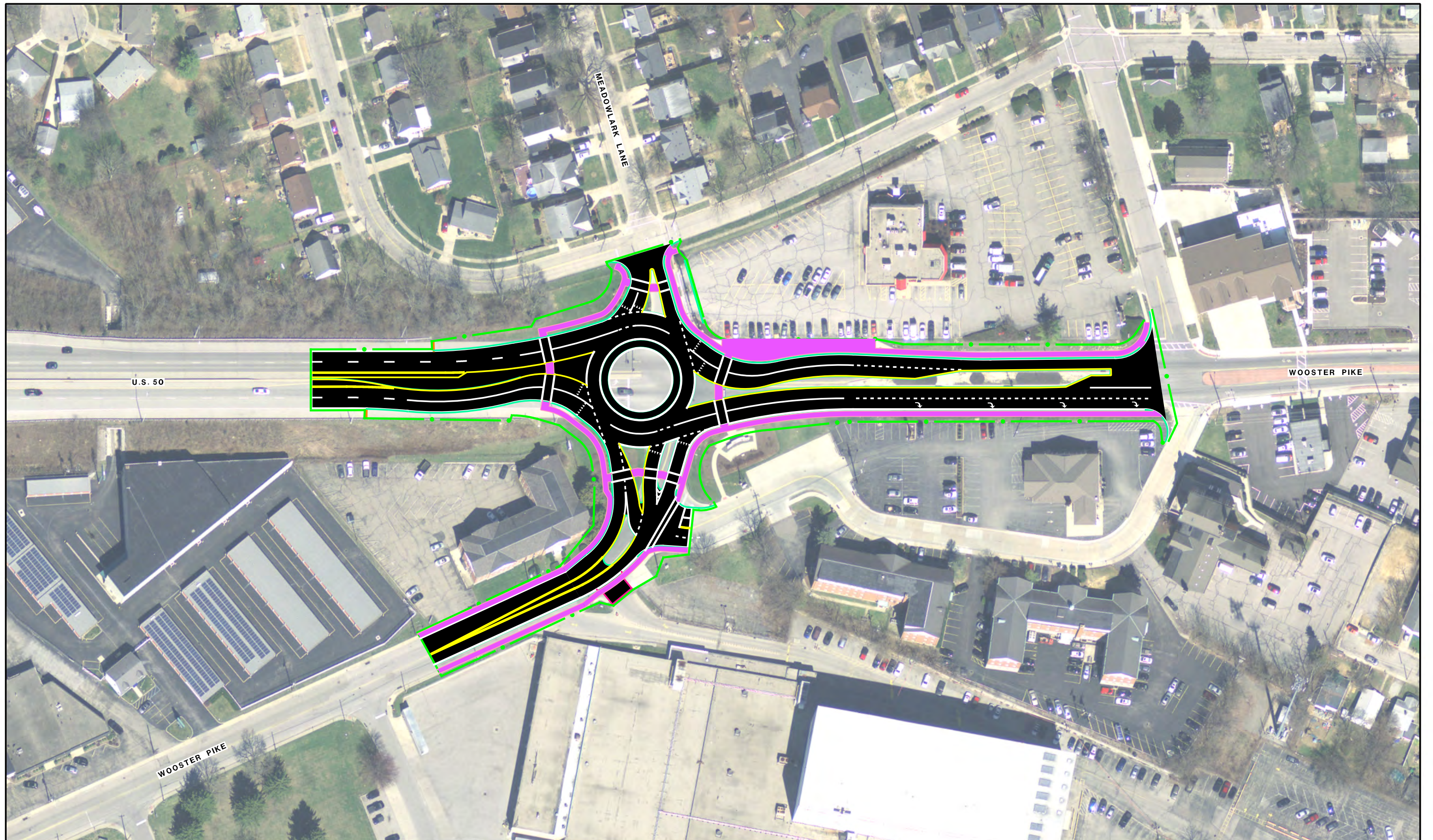
NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/ Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
1.0		AM	8.0	A	66%	14.2	B	1%	\$1.1M to \$1.7M	0	\$12.5K to \$25K	D2	Section 4(f)	Neutral	Neutral	Neutral
		PM	8.5	A	66%	16.9	C	55%								

RECOMMENDATION: ADVANCE





**Concept Drawing**  
 Eastern Corridor Projects  
 Segment II-III (S.R. 32 Corridor)  
 HAM-32F-0.00; PID 86462

**Figure I-16B**  
**ROUNDBOUT AT MEADOWLARK LANE  
 AND U.S. 50 INTERSECTION**



Concept not drawn.

DESCRIPTION

- Improve signal timing on US 50 and Red Bank in Fairfax.

NEEDS ADDRESSED

- P6) Address eastbound PM peak-hour queues at the US 50/Meadowlark intersection.

5/22 MEETING DISCUSSION AND COMMENTS

- None discussed.

Comments Submitted Following the 5/22 Meeting  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- Mariemont supports improved signal timing.

9/7 MEETING DISCUSSION AND COMMENTS

- Signal timing improvements are underway throughout the corridor along SR 32, US 50 and at the Church/Valley intersection in Newtown.
- Continued evaluation is necessary to tweak improvements. There is more traffic in the area now, likely the result of seasonal fluctuations (back to school), current construction on I-275 and temporary road closures within nearby areas.
- ODOT recommends adding advanced detection and wireless signal interconnects at the following locations so that the signals are more responsive and adaptive to fluctuations in traffic.
  - Red Bank & Colbank
  - Red Bank & Wooster

Comments Submitted Following the 9/7 Meeting  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- In progress. New controllers were installed the week of Aug. 13; new GPS clocks were installed the week of Sept. 1.
- ODOT recommends adding advanced detection and wireless signal interconnects at the Red Bank/Colbank and Red Bank/Wooster signals so that signals are more responsive and adaptive to fluctuations in traffic.  
*[NOTE: The same recommendation was made for the signal at US 50/Meadowlark, but costs for that were included with STS recommendations for the adjoining US 50 Corridor Focus Area so that it was considered together with the US 50/Watterson signal.]*

Safety ECAT Benefit /Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
									\$57.5K to \$86.5K	0	\$0	C1	No Impacts	Neutral	Neutral	Neutral

RECOMMENDATION: IN PROGRESS



Concept drawn on the following page.

DESCRIPTION

- Install a roundabout at the Wooster Pike/Red Bank intersection.

NEEDS ADDRESSED

- P7) Address capacity issue for northbound left turn movement at the Wooster/Red Bank intersection.
- S16) Address bicycle and pedestrian connectivity across the railroad tracks to existing Armleder and Lunken bike paths.

5/22 MEETING DISCUSSION AND COMMENTS

- A roundabout would be designed to comfortably accommodate trucks.
- Would only need to use two lanes instead of three on the bridge, and it would be possible to get a bike lane across the bridge over the railroad without widening the existing bridge.
- Initial analysis indicates:
  - No change in delays during morning peak-hours.
  - A 20 percent increase in delays during evening peak-hours.
- Team will consider how best to incorporate multi-use path connections into this concept.

Comments Submitted Following the 5/22 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

9/7 MEETING DISCUSSION AND COMMENTS

- No substantive discussion.

Comments Submitted Following the 9/7 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

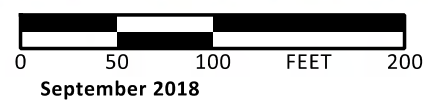
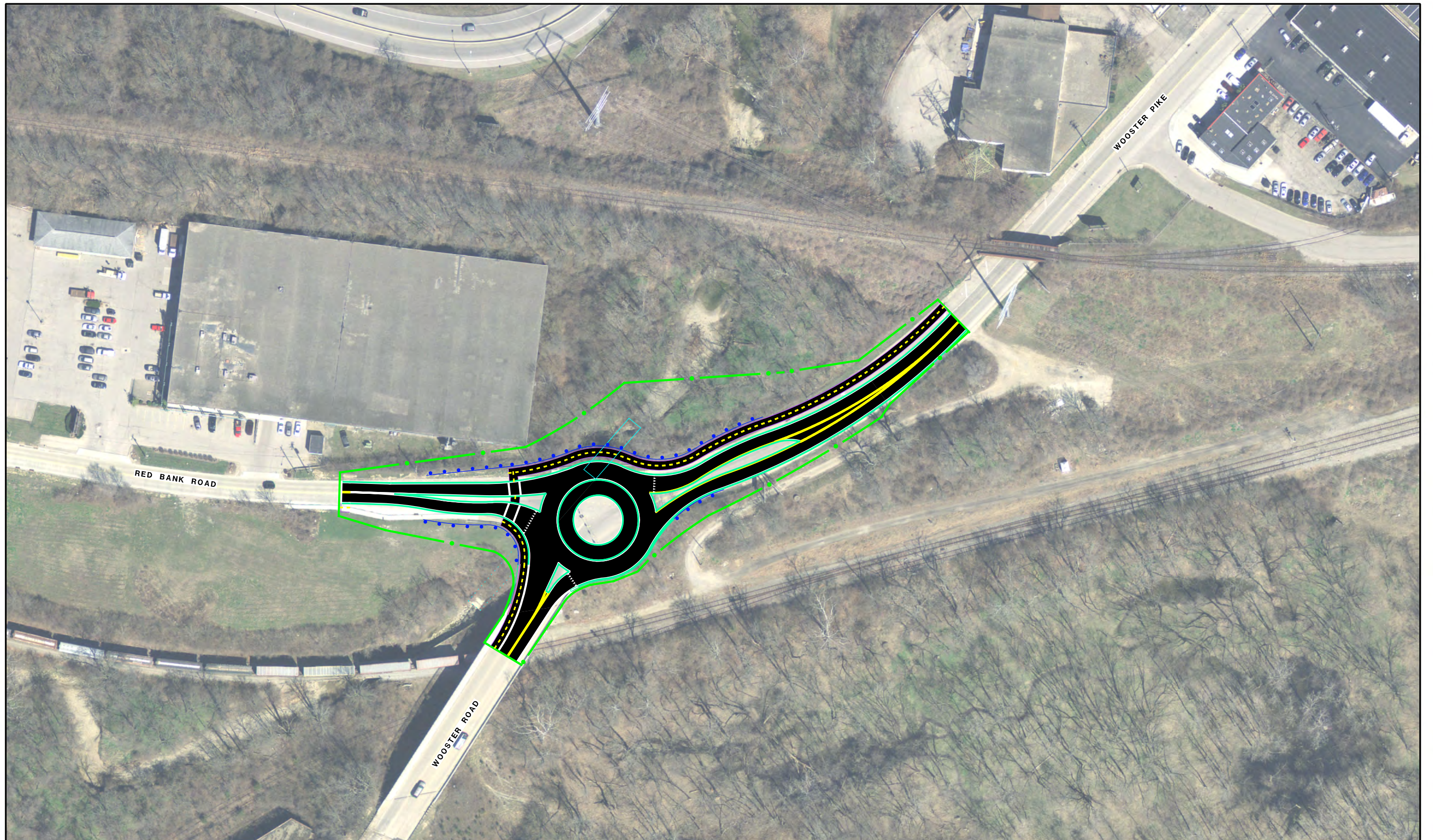
NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/ Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi- Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
		AM	23.7	C	-6%				\$1.2M to \$1.8M	0	\$40K to \$80K	C2	R/W Impacts, Stream Impacts, Waterway Permit	Improves	Neutral	Neutral
		PM	18.1	C	-21%											

RECOMMENDATION: ADVANCE





**Concept Drawing**  
 Eastern Corridor Projects  
 Segment II-III (S.R. 32 Corridor)  
 HAM-32F-0.00; PID 86462

**Figure I-20B**  
**ROUNDAABOUT AT WOOSTER PIKE  
 AND RED BANK ROAD INTERSECTION**





## Eastern Corridor Segments II and III

Combined Linwood/Eastern Interchange and US 50/Red Bank Interchange Focus Area

Theme

# Bicycle and Pedestrian

### Primary Needs identified for this theme:

- P9) Address pedestrian safety issues crossing SR 125 at bus stops.
- P10) Address bicycle connectivity (designated US Bicycle Route 21).

### Secondary Needs identified for this theme:

- S16) Address bicycle and pedestrian connectivity across the railroad tracks to existing Armleder and Lunken bike paths.



Concept drawn on the following page.

DESCRIPTION

- Add a shared-use path from the Eastern Avenue/Heekin intersection across the railroad tracks into Linwood Park and over the creek to the Wooster Pike/Armleder Road intersection.

NEEDS ADDRESSED

S16) Address bicycle and pedestrian connectivity across the railroad tracks to existing Armleder and Lunken bike paths.

5/22 MEETING DISCUSSION AND COMMENTS

- The suggested shared-use path from Eastern to Wooster goes down a steep slope near Eastern. The path would need to be stairs with a runnel/gutter along the side to use for walking bikes up/down the hillside.
- As drawn, the path from Eastern travels across the access drive to Linwood Park. However, the entrance to this driveway is gated at night.
- Crossing the railroad at grade may not be an option based on rail company allowance.
- The existing pedestrian bridge over the railroad is not bike friendly.
- The Committee expressed interest in placing the bike path along existing streets instead of establishing a new connection through the park and across the creek. The City’s Linwood Plan already discusses adding a bike path along Wooster Road from Beechmont Circle to Armleder.
- Consultant to look at the possibility of building a ramp to facilitate use of the existing pedestrian bridge for bike use.

Comments Submitted Following the 5/22 Meeting  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- No comments received.

9/7 MEETING DISCUSSION AND COMMENTS

- This concept requires constructing two new bridges (one across Eastern Avenue and one across the railroad tracks) and widening the bridge on Wooster that crosses a creek (located between Hutton Street and Armleder Road).

- It uses the location of the existing pedestrian concrete bridge over the railroad tracks (across from the old school) to add a bike path from Eastern Avenue across the railroad tracks onto Hutton Avenue.
- The new bike path would loop up through the front yard of the old school and down into Linwood Park (a new access drive to the park would be needed).
- From there, the path would continue down Hutton to Wooster Pike and then to Armleder Road.
- The existing sidewalk along Wooster Pike would be widened to a shared-use path.
- The BIKE-2a concept has a connection from Eastern to Armleder that accomplishes a similar result but at a more reasonable cost.

Comments Submitted Following the 9/7 Meeting  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- To be added as comments are received.

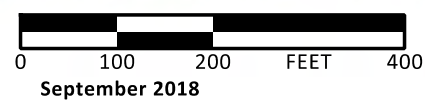
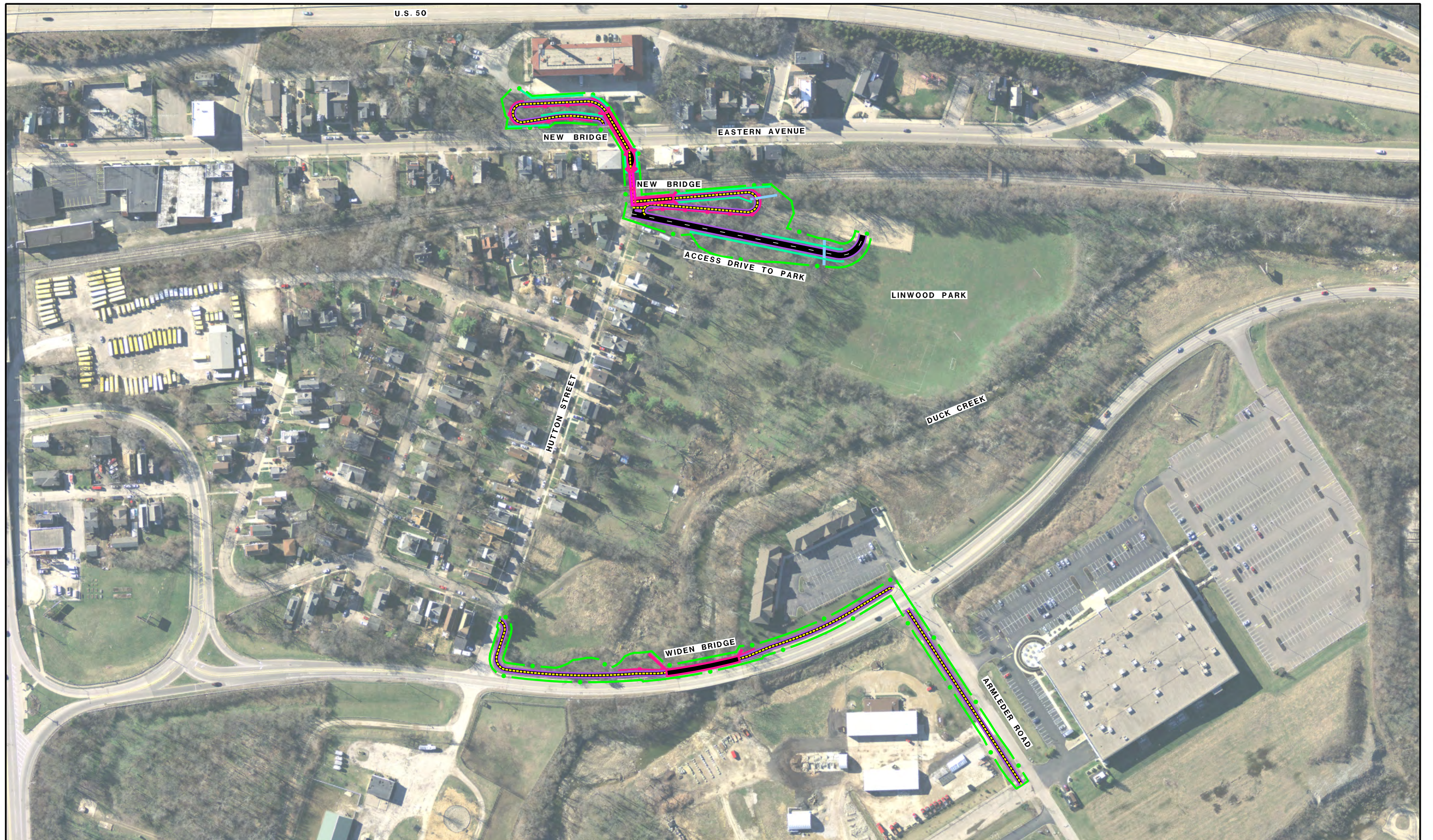
NEXT STEPS/RECOMMENDATION

- No further study due to high costs and impacts. Crossing from BIKE-2a looks more promising. This will become BIKE-1a.

Safety ECAT Benefit /Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
									\$3M to \$4.6M	0	\$110K to \$220K	D1	Section 4(f)	Improves	Improves	Improves

RECOMMENDATION: NO FURTHER STUDY





### Concept Drawing

Eastern Corridor Multi-Modal Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

### Figure BIKE-1

SHARED USE PATH FROM EASTERN AVENUE TO  
ARMLEDER ROAD



Concept drawn on the following page.

DESCRIPTION

- Connect Wasson Way Trail to the Armleder Road entrance with a shared-use path along US 50.
  - This concept brings Wasson from Ault Park along Columbia Parkway to Eastern, where it could tie into Concept BIKE-1.

NEEDS ADDRESSED

P10) Address bicycle connectivity (designated US Bicycle Route 21).

5/22 MEETING DISCUSSION AND COMMENTS

- A barrier-protected shared-use path would be located along right side of westbound US 50.
- The path would follow the existing exit ramp (5% grade) from US 50 to Eastern Avenue, then cross to Armleder Road using the connection established in the BIKE-1 concept.

Comments Submitted Following the 5/22 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

9/7 MEETING DISCUSSION AND COMMENTS

- This concept requires construction of a new bridge crossing from Eastern Avenue to Wooster Road. The bridge would be located immediately east of Linwood Park.
- A shared-use path located next to US 50 would need to be separated by a physical barrier; concrete barriers are proposed. Installing concrete barriers would not impact the hillside or shoulder along US 50, but would require modification of the city gateway.
  - One Committee member expressed concern that cyclists would be traveling a long way without an option to exit the path. Another suggested that, even with the concrete barrier, cyclists might not feel safe, particularly with children traveling so close to vehicular traffic on US 50.

- The BIKE-2b, BIKE-4a and BIKE-4b concepts would need to be construction in conjunction with other projects to complete a full connection. Cost estimates for the necessary combinations are:
  - BIKE-2a: \$3.1M to \$4.7M
  - BIKE-2b, X-4d-1, BIKE-4a: \$4.53M to \$7M
  - BIKE 2b, X-4d-1, BIKE-4b: \$4.43M to \$6.8M

Comments Submitted Following the 9/7 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

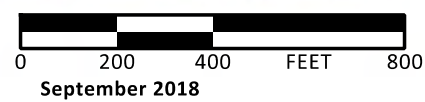
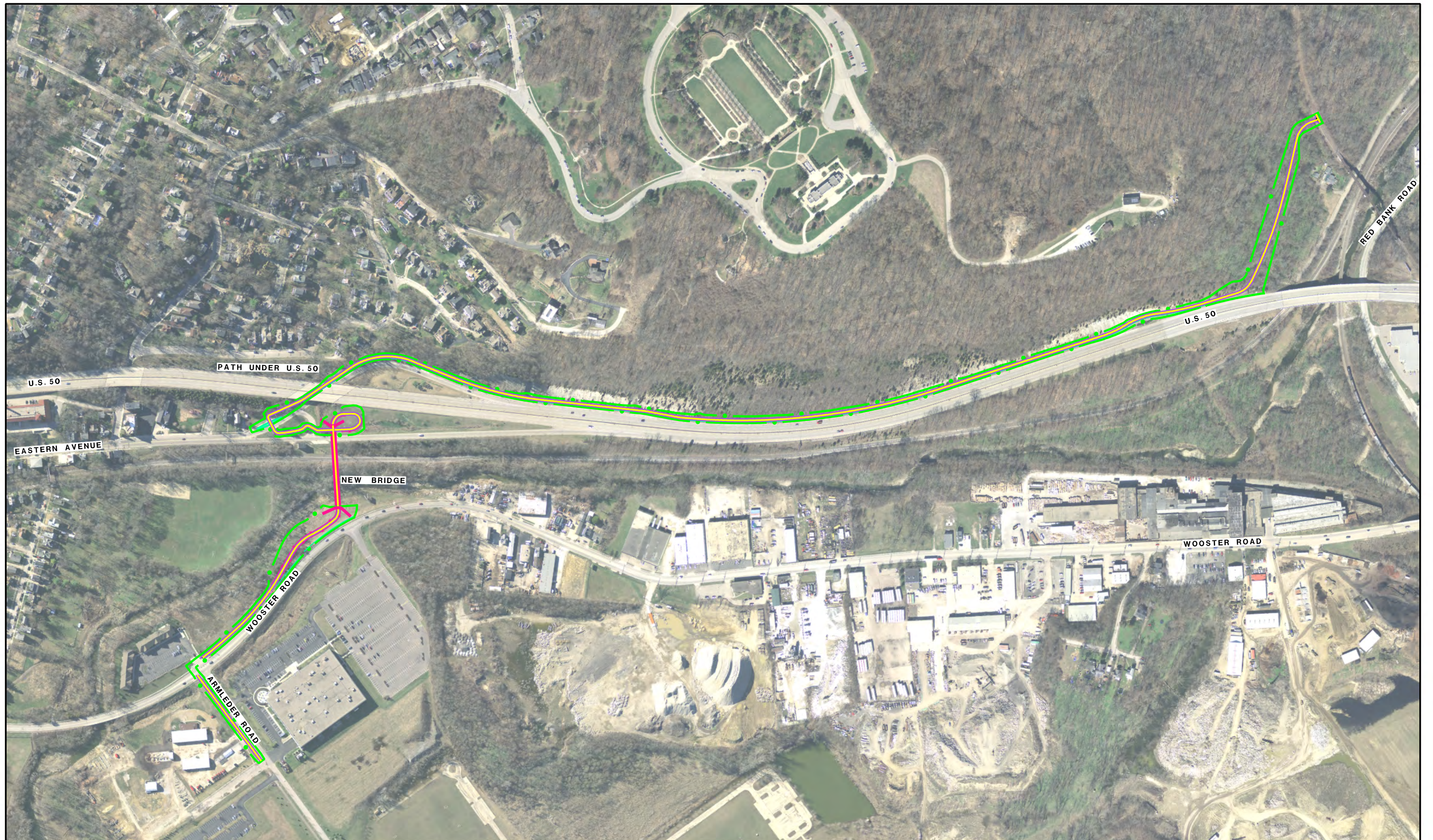
NEXT STEPS/RECOMMENDATION

- Advance for public consideration.
- The connection between Eastern Avenue and Armleder will be split off into new Concept BIKE-1a.

Safety ECAT Benefit /Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
									\$3.1M to \$4.7M	0		D1	Section 4(f)	Improves	Improves	Improves

RECOMMENDATION: ADVANCE





### Concept Drawing

Eastern Corridor Multi-Modal Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

### Figure BIKE-2A (Overall View)

SHARED USE PATH FROM WASSON TRAIL  
TO ARMLEDER ROAD



Concept drawn on the following page.

DESCRIPTION

- Connect the Wasson Way Trail to Armleder Road with shared-use path running on a gravel path in Ault Park to Old Red Bank Road over to Red Bank.
  - This shared-use path would drop out of Ault Park at the first railroad trestle and follow the tracks north to a connection with Red Bank Road.
  - Path would then follow Red Bank south to Wooster Road. Path would continue southwest on Wooster Road to Armleder Road.

- The consultant team will determine who owns the railroad tracks in this area.

Comments Submitted Following the 5/22 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

- BIKE-2a: \$3.1M to \$4.7M
- BIKE-2b, X-4d-1, BIKE-4a: \$4.53M to \$7M
- BIKE 2b, X-4d-1, BIKE-4b: \$4.43M to \$6.8M

Comments Submitted Following the 9/7 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEEDS ADDRESSED

P10) Address bicycle connectivity (designated US Bicycle Route 21).

5/22 MEETING DISCUSSION AND COMMENTS

- An on-street bike path on Wooster would be challenging because businesses are located close to the road on both sides in this area.
- Commercial use of the road would make it a challenge to keep the bike path clean. Road debris (gravel, dirt, sand, trash, etc.) would likely collect in the bike path.
- Running the bike path behind the businesses located on the north side of Wooster may be a challenge. Space availability is limited by a creek and old rail tracks (not used since 1982) and buildings. Ownership of the rail tracks may be split between SORTA and Norfolk Southern.
- The consultant team will confirm whether routing a bike path behind businesses on the north side of Wooster may be an option.

9/7 MEETING DISCUSSION AND COMMENTS

- This concept would be part of a phased-approach to connecting the Wasson Way Trail to Armleder Road using X-4d-1 (Wooster extension to Colbank with roundabout at Red Bank Road and Wooster Road) and BIKE-4a or BIKE-4b.
- The path would connect with the gravel path in Ault Park, drop under the railroad trestle at the back of the park and go north parallel to Old Red Bank road, then over the creek before turning south to follow along the new X-4d or X-4d-1 connector.
- A Committee member asked if instead of following the new connector, would it be possible to continue the path along Old Red Bank Road US 50 of the US 50 ramp. ODOT shared that there is an existing abutment wall under US 50 that is a barrier to a bike path connection.
- The BIKE-2b, BIKE-4a and BIKE-4b concepts would need to be construction in conjunction with other projects to complete a full connection. Cost estimates for the necessary combinations are:

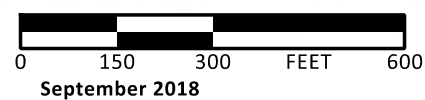
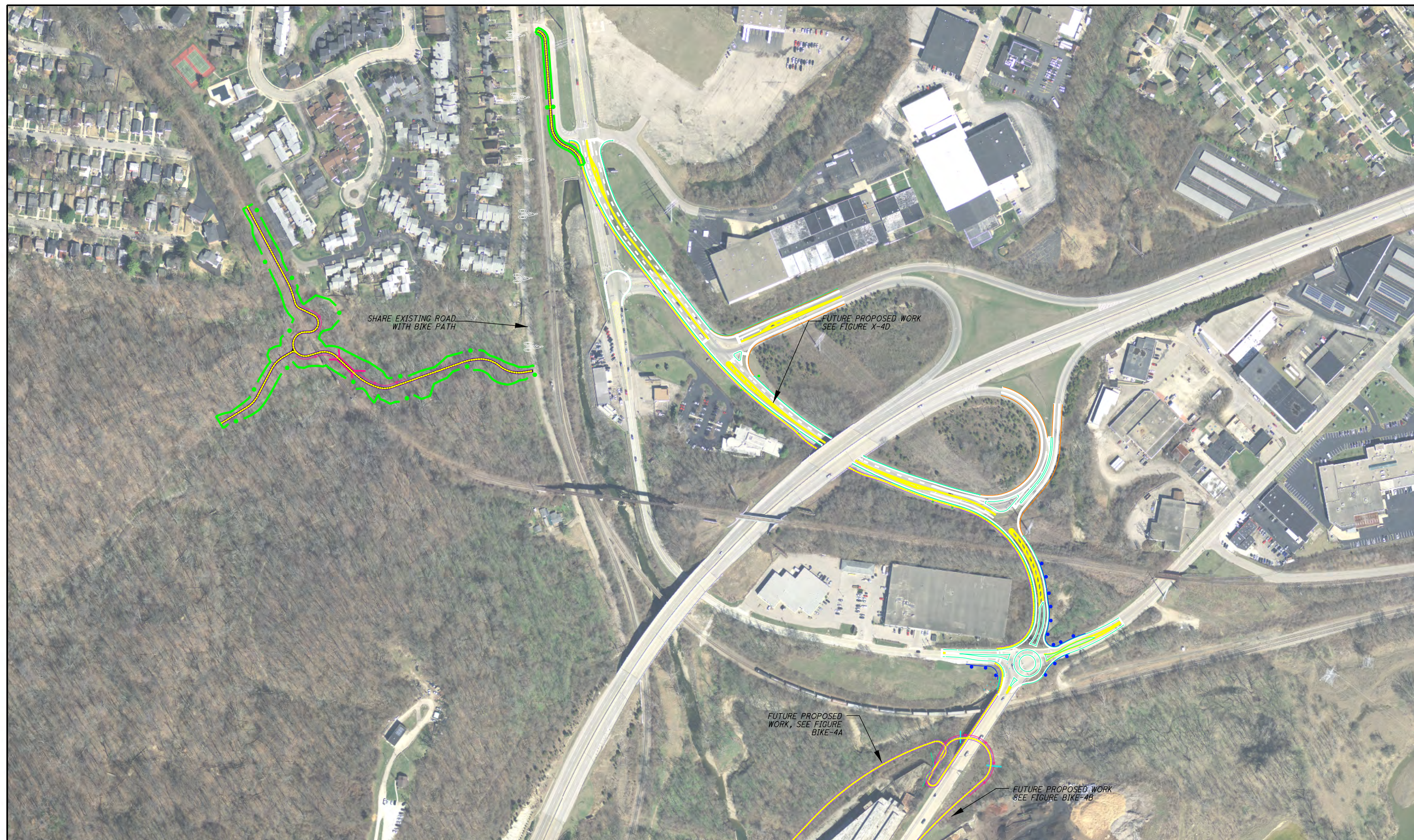
NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit /Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
									\$530K to \$800K	0	\$380K to \$760K	C2	R/W Impacts, Stream Impacts, Waterway Permit, Potential T&E, Section 4(f), ESA Issues	Improves	Improves	Improves

RECOMMENDATION: ADVANCE





# Stantec

### Concept Drawing

Eastern Corridor Projects  
Segment II-III (S.R. 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure BIKE-2B**

**SHARED USE PATH CONNECTION BETWEEN  
WASSON TRAIL AND ARMLEDER TRAIL**



Concept drawn as concepts BIKE-4a and BIKE-4b.

DESCRIPTION

- Improve Wooster Road to include a shared-use path.

NEEDS ADDRESSED

- P10) Address bicycle connectivity (designated US Bicycle Route 21).

5/22 MEETING DISCUSSION AND COMMENTS

- None discussed.

Comments Submitted Following the 5/22 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- Figure BIKE-4 shows a bike trail extension across Wooster towards Mariemont Avenue near the Mariemont Industrial District. Any proposed bike paths in Mariemont will require Village approval. Also, not bike path information has been provided for the US 50 segment. Mariemont reserves the right to additional comments as this information becomes available from ODOT.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

9/7 MEETING DISCUSSION AND COMMENTS

- Concept advanced as BIKE-4a and BIKE-4b (described on following pages).

Comments Submitted Following the 9/7 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	IMPROVES	NEUTRAL	IMPROVES	ADVANCE

RECOMMENDATION: ADVANCED AS BIKE-4A AND BIKE-4B



Concept drawn on the following page.

DESCRIPTION

- Add shared-use path along Wooster Pike behind Cincinnati Paperboard and then crossing Wooster at the greenspace to the Armleder Trail loop.

NEEDS ADDRESSED

- P10) Address bicycle connectivity (designated US Bicycle Route 21).

9/7 MEETING DISCUSSION AND COMMENTS

- This concept could be combined with X-4d-1 (Wooster extension to Colbank with roundabout at Red Bank Road and Wooster Road) and BIKE-2b to connect the Wasson Way Trail to the Armleder Trail Loop.
- This concept would include a mid-block crossing on Wooster (west of Cincinnati Paperboard’s greenspace) with a rectangular rapid flash beacon (RRFB).
- Running the shared-use path behind Cincinnati Paperboard but south of the creek is a tight fit.
- A Committee member asked if it might be possible to take the trail through the existing Norfolk-Southern railyard in Mariemont (Clare Yard). It was reported however, that that area is being preserved for potential future rail use.
- A Committee member asked whether it was possible to rate Concept BIKE-4a and BIKE-4b as to which is more feasible from a construction standpoint. Additional engineering analysis would be required in order to make that determination.
- The BIKE-2b, BIKE-4a and BIKE-4b concepts would need to be construction in conjunction with other projects to complete a full connection. Cost estimates for the necessary combinations are:
  - BIKE-2a: \$3.1M to \$4.7M
  - BIKE-2b, X-4d-1,BIKE-4a: \$4.53M to \$7M
  - BIKE 2b, X-4d-1, BIKE-4b: \$4.43M to \$6.8M

Comments Submitted Following the 9/7 Meeting

- (Comments are presented as submitted by Committee members; no edits to content were made.)
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit /Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
									\$1.3M to \$2M	0	\$390K to \$780K	C2	R/W Impacts, Stream Impacts, Waterway Permit, Potential T&E, Section 4(f), ESA Issues	Improves	Improves	Improves

RECOMMENDATION: ADVANCE





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FEET  
September 2018



**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (S.R. 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure BIKE-4A**  
SHARED USE PATH BETWEEN  
RED BANK ROAD AND ARMLEDER TRAIL



Concept drawn on the following page.

DESCRIPTION

- Add shared-use path along the south side of Wooster Pike past Hafner parcel to Armleder Trail Loop.

NEEDS ADDRESSED

- P10) Address bicycle connectivity (designated US Bicycle Route 21).

9/7 MEETING DISCUSSION AND COMMENTS

- This concept could be combined with X-4d-1 (Wooster extension to Colbank with roundabout at Red Bank Road and Wooster Road) and BIKE-2b to connect the Wasson Way Trail to the Armleder Trail Loop.
- This concept uses the existing Wooster bridge and then crosses under the bridge to get to the east side of Wooster, near the Hafner driveway.
- The path would weave between parking lots, past the Miami Avenue residential area and follow a swale to an eventual connection with the Armleder trail.
- A Committee member asked whether it was possible to rate Concept 4-a and Concept 4-b as to which was more feasible from a construction standpoint. However, additional engineering analysis would be required in order to make that determination.
- The BIKE-2b, BIKE-4a and BIKE-4b concepts would need to be construction in conjunction with other projects to complete a full connection. Cost estimates for the necessary combinations are:
  - BIKE-2a: \$3.1M to \$4.7M
  - BIKE-2b, X-4d-1, BIKE-4a: \$4.53M to \$7M
  - BIKE 2b, X-4d-1, BIKE-4b: \$4.43M to \$6.8M

Comments Submitted Following the 9/7 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit /Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
									\$1.2M to \$1.8M	0	\$450K to \$900K	C2	R/W Impacts, Stream Impacts, Waterway Permit, Potential T&E, Section 4(f), ESA Issues	Improves	Improves	Improves





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FEET  
September 2018



#### Concept Drawing

Eastern Corridor Projects  
Segment II-III (S.R. 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure BIKE-4B**  
SHARED USE PATH BETWEEN  
RED BANK ROAD AND ARMLEDER TRAIL