

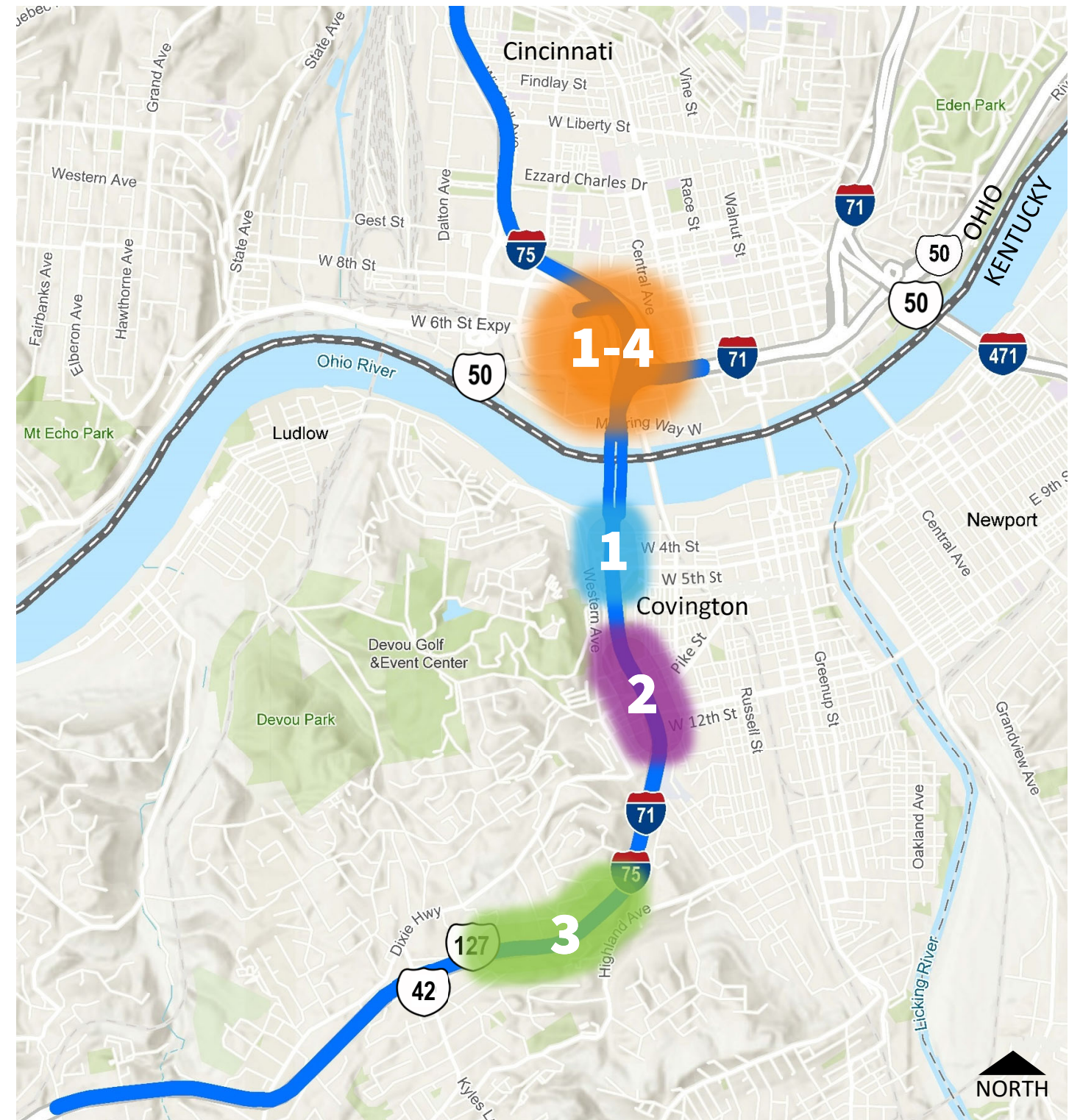
Recommended Innovations

Kentucky

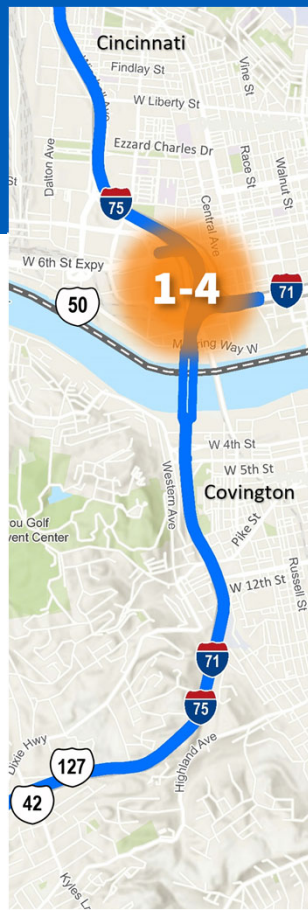
- 1 Vertical profile optimization
- 2 Pike Street access optimization
- 3 Hillside cut alignment shift

Ohio

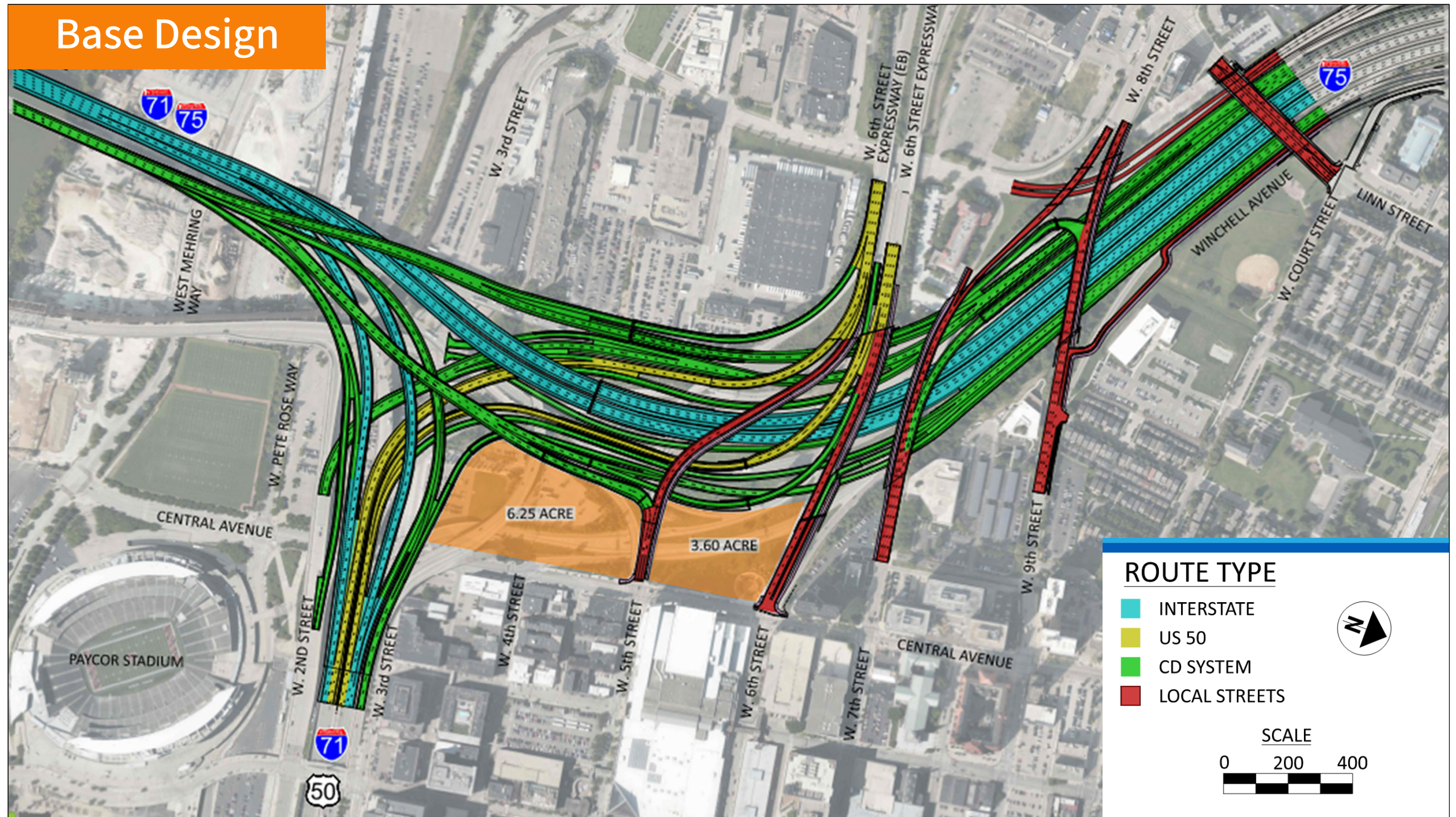
- 1 Southbound roadway reconfiguration
- 2 Combination of 2nd and 3rd Street connections
- 3 US-50 roadway consolidation
- 4 Realization of street grid concept



Ohio Recommended Innovations



Base Design



ROUTE TYPE

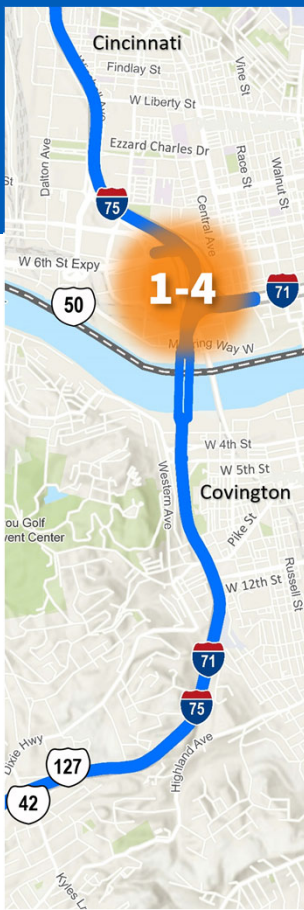
- INTERSTATE
- US 50
- CD SYSTEM
- LOCAL STREETS



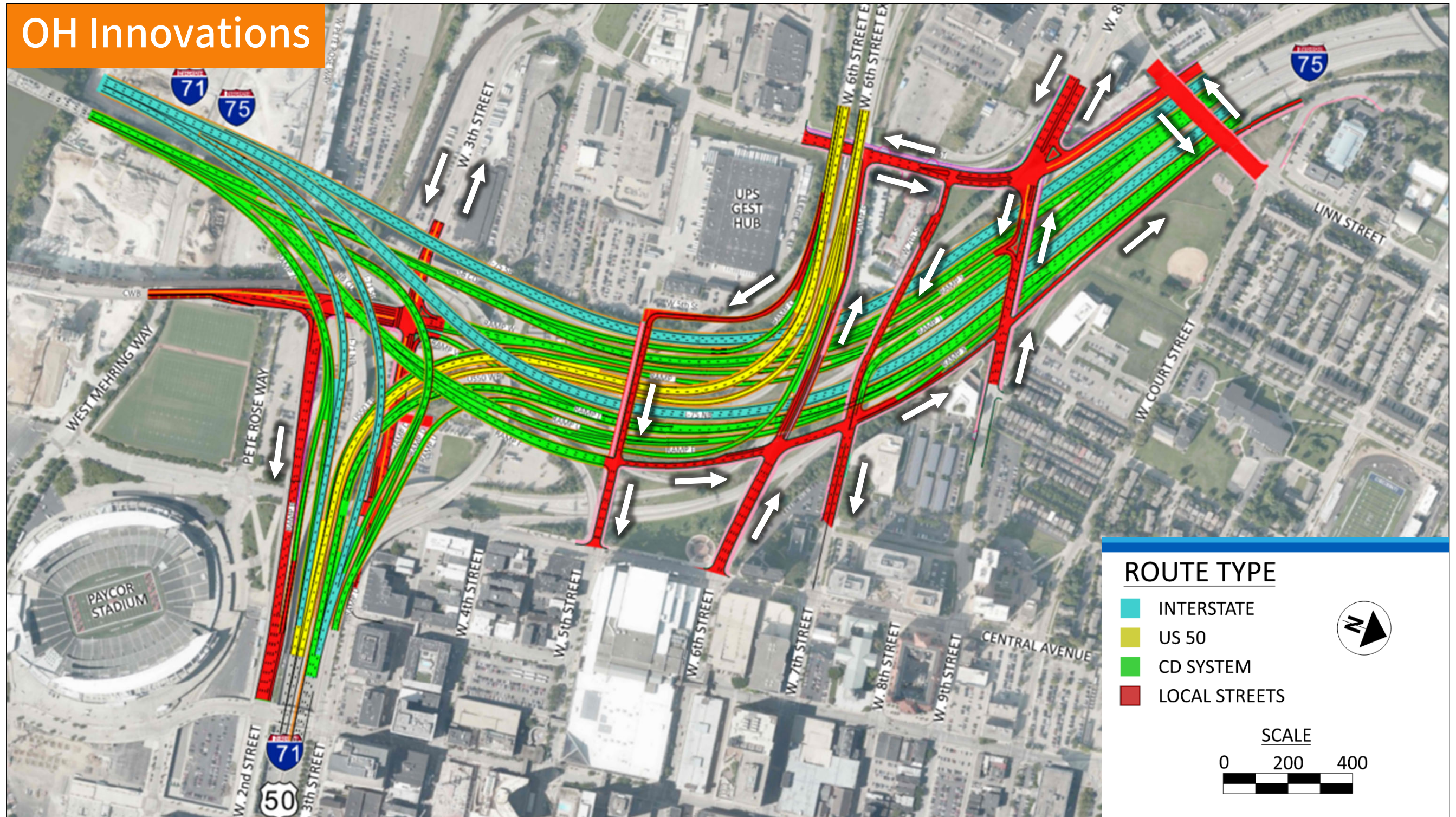
SCALE



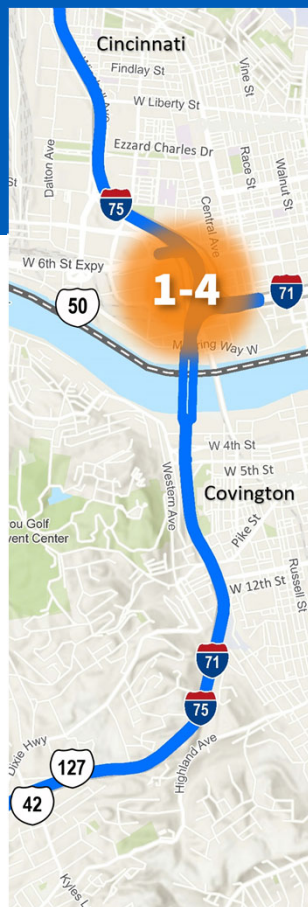
Ohio Recommended Innovations



OH Innovations



Ohio Recommended Innovations

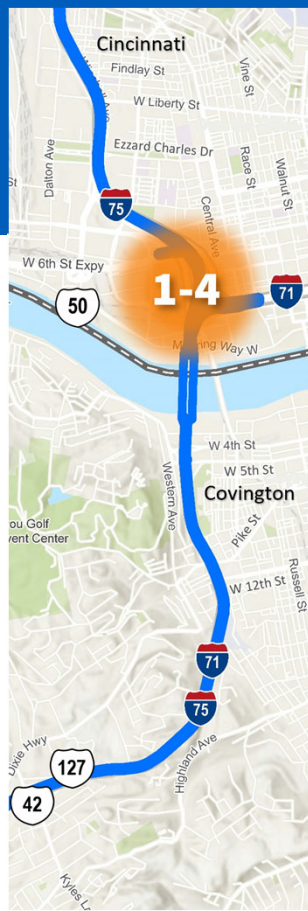


1 | Southbound Roadway Reconfiguration

- Southbound I-71/I-75 moved to outside
- Southbound collector-distributor roadway moved to inside
- Southbound I-75 constructed offline
- Simplified bridge designs
- Simplified maintenance of traffic

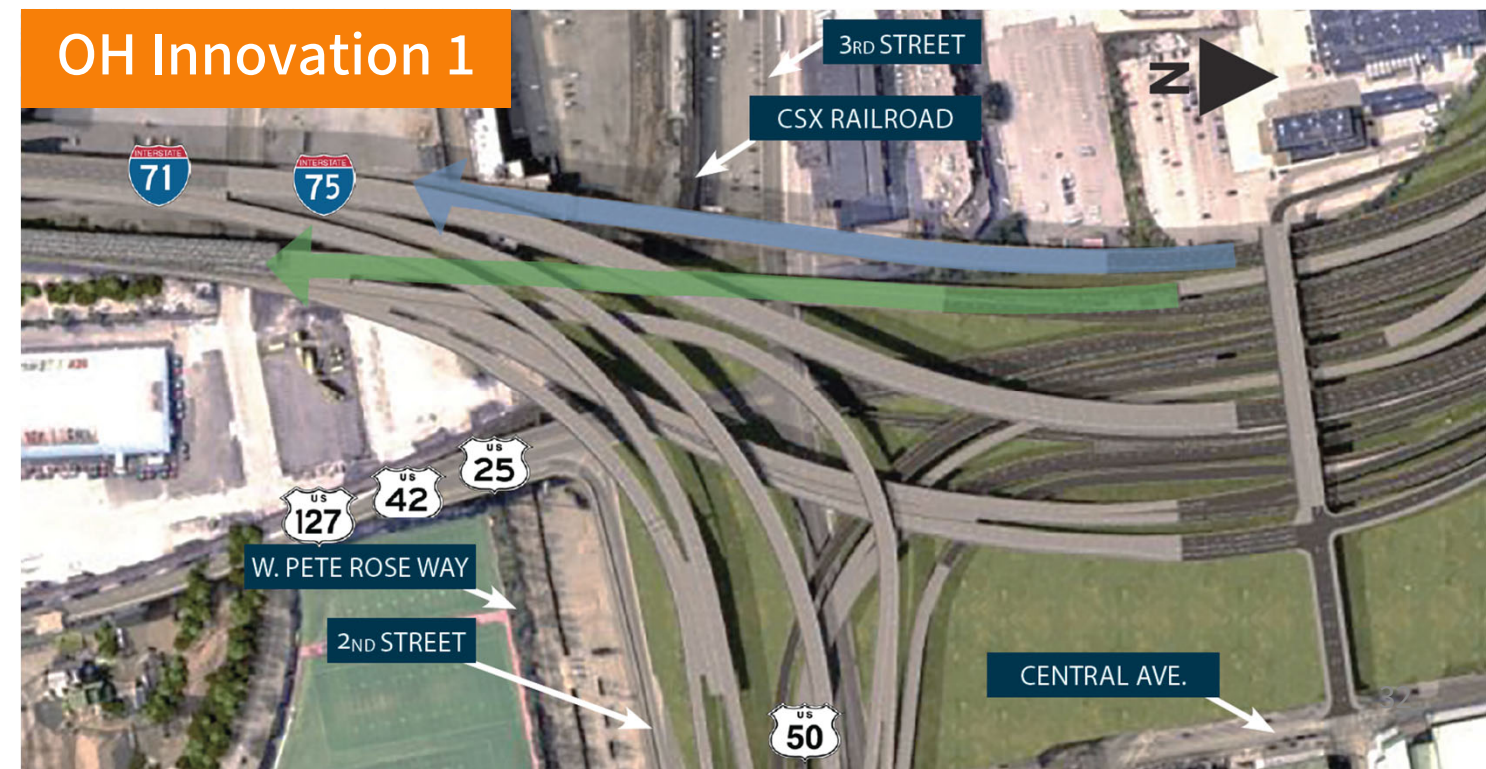
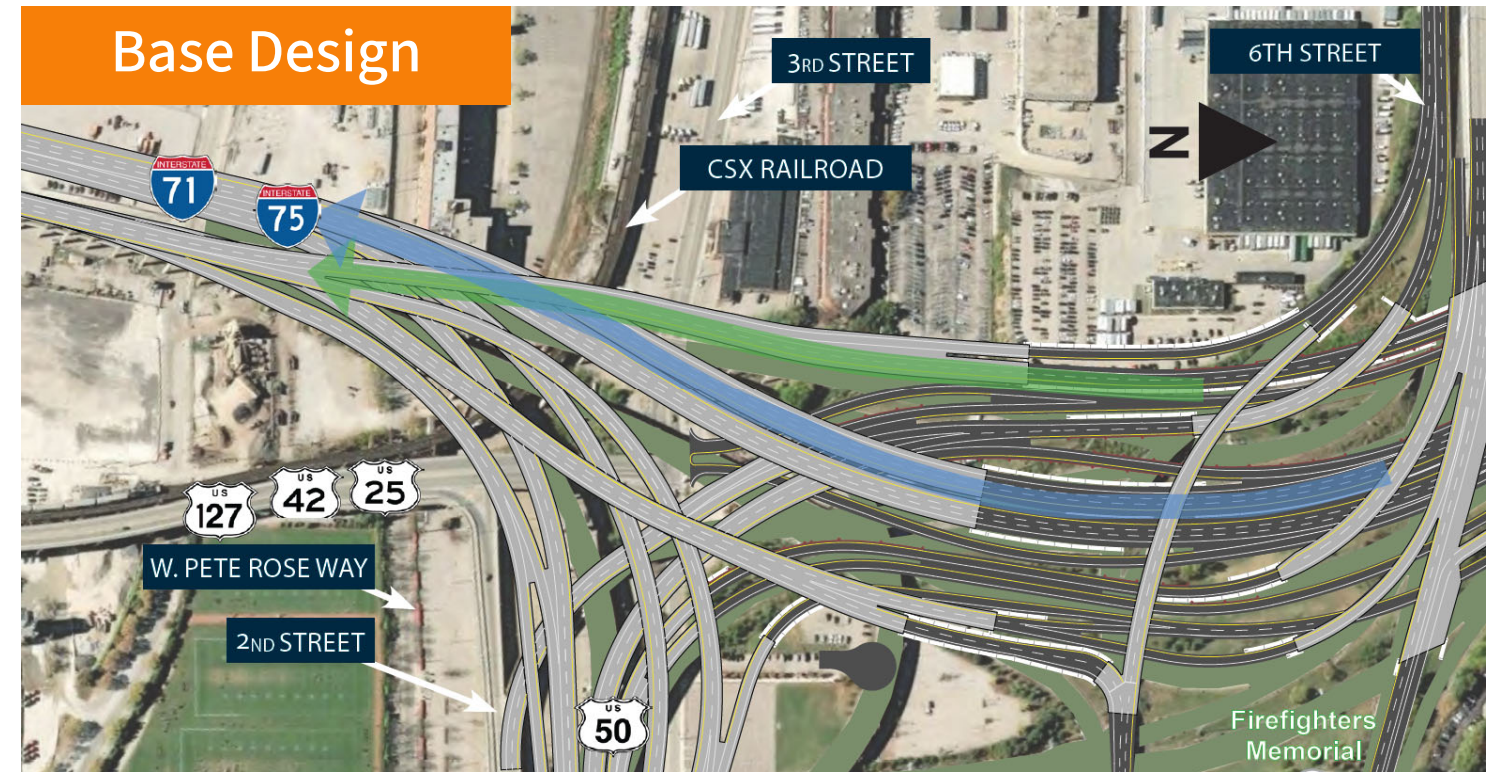


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1 | Southbound Roadway Reconfiguration

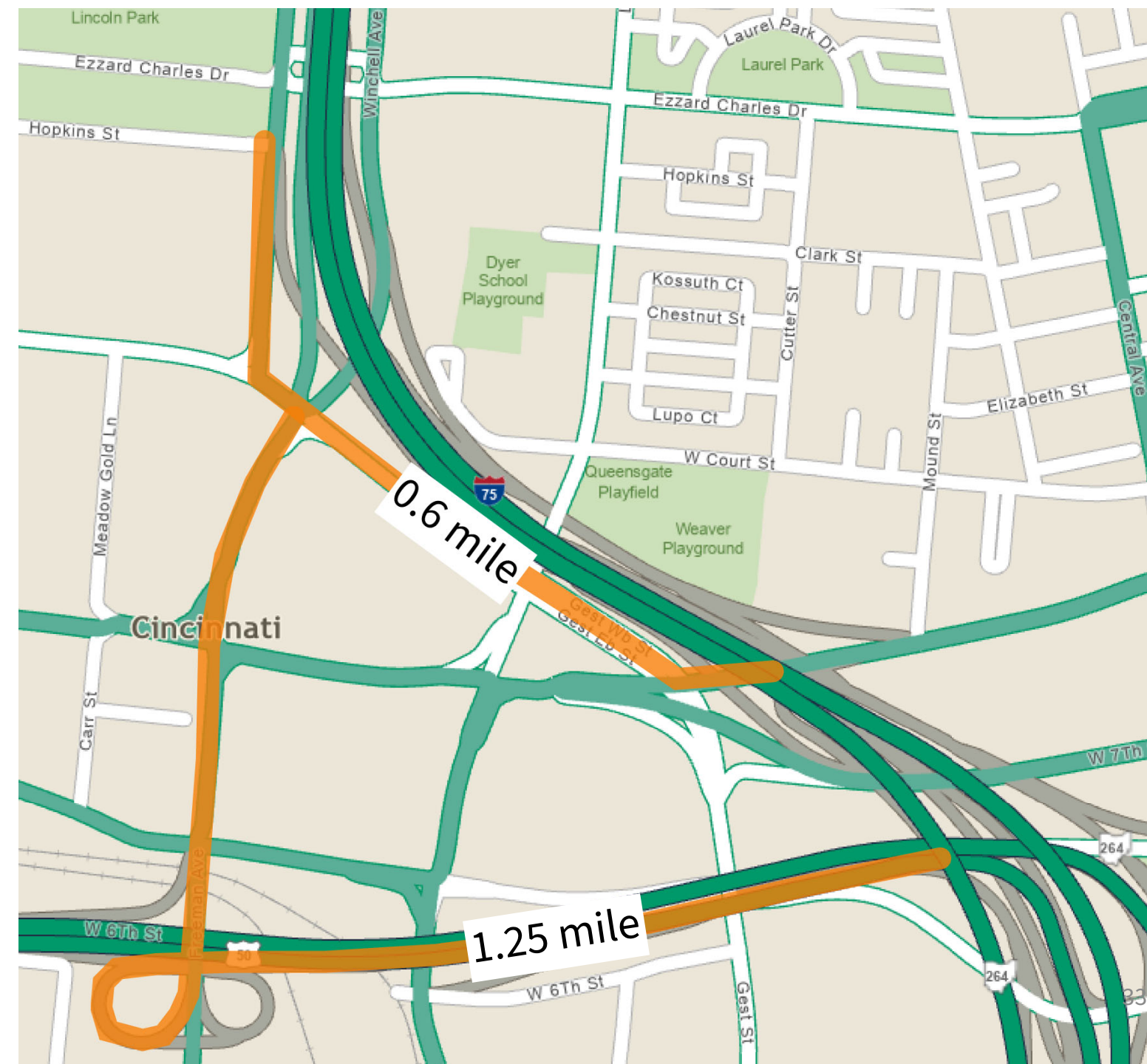
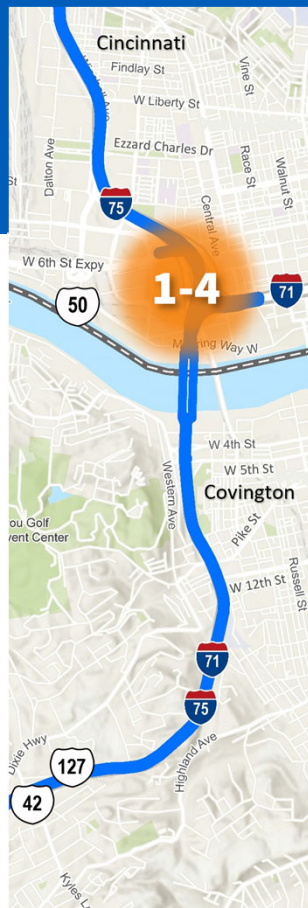
- Improves constructability
- Reduces costs
- Improves safety



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1 | Southbound Roadway Reconfiguration

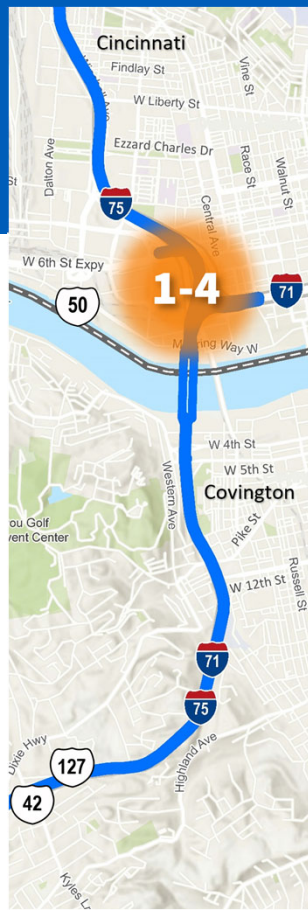
- Western Avenue ramp to southbound I-75 removed
- Alternate routes
 - o Proposed 9th Street entrance (+0.6 mile)
 - o Existing Freeman Avenue interchange (+1.25 mile)
- Low volumes
 - o 300 vehicles in PM peak hour



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2 | Combination of 2nd and 3rd Street Connections

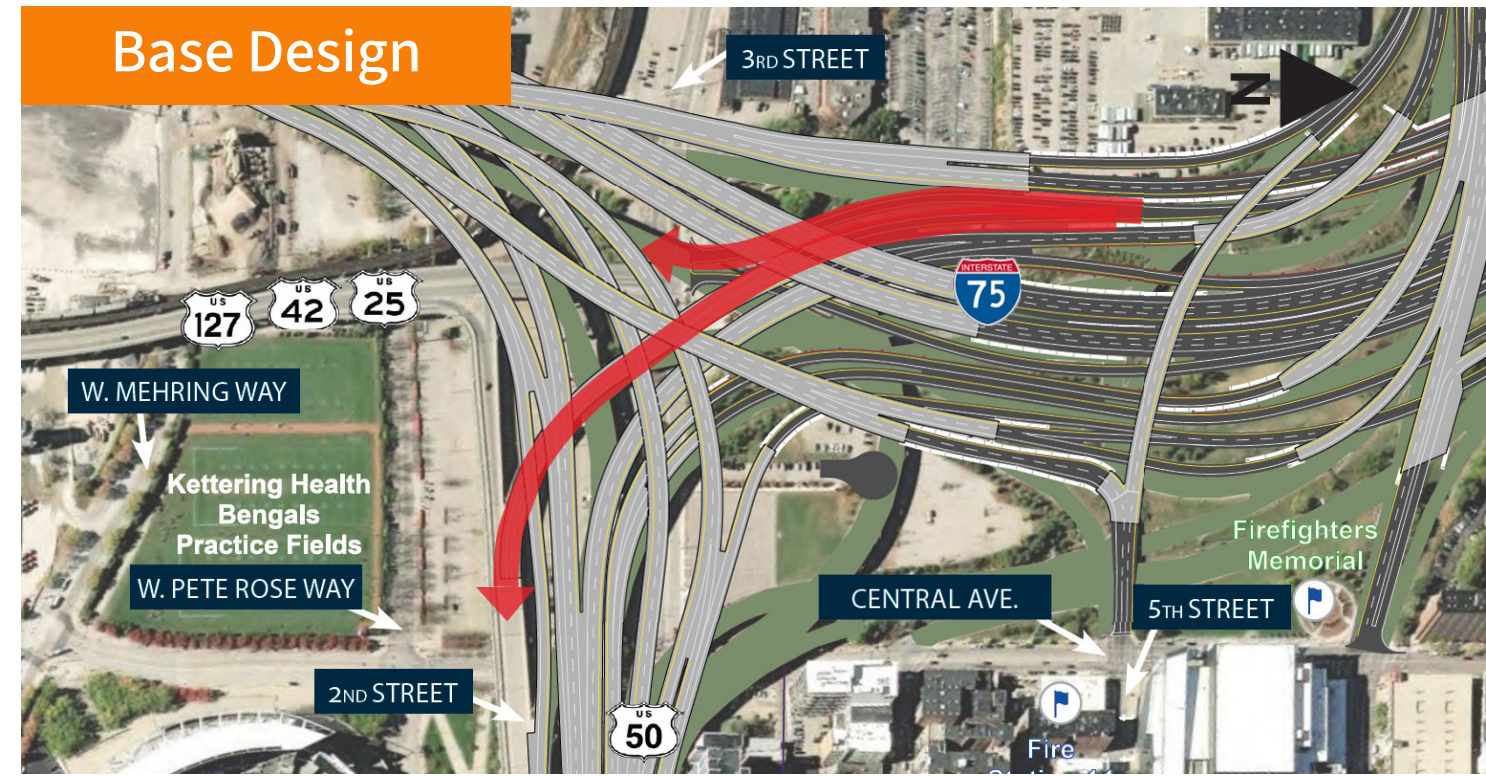
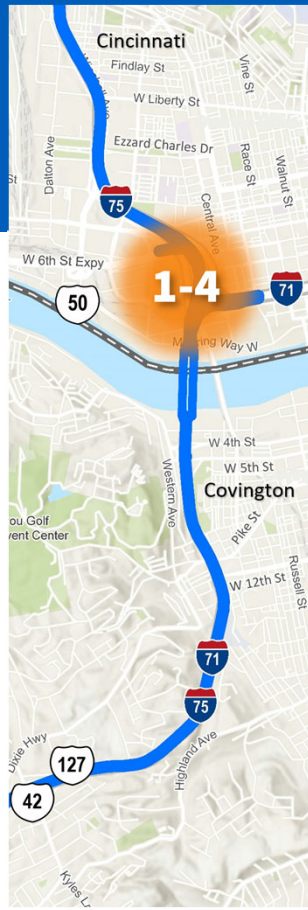
- Southbound I-75 ramps to 2nd and 3rd Streets
- Traffic rerouted through upgraded at-grade 2nd and 3rd Street intersections
- Reduced vertical design challenges



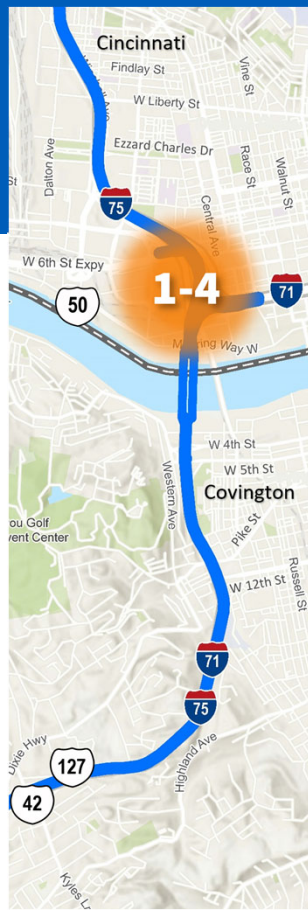
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2 | Combination of 2nd and 3rd Street Connections

- Reduces costs
- Enhances street grid system
- Improves safety at the 2nd Street and Elm Street intersection
- Reduces impacts to city parking lots

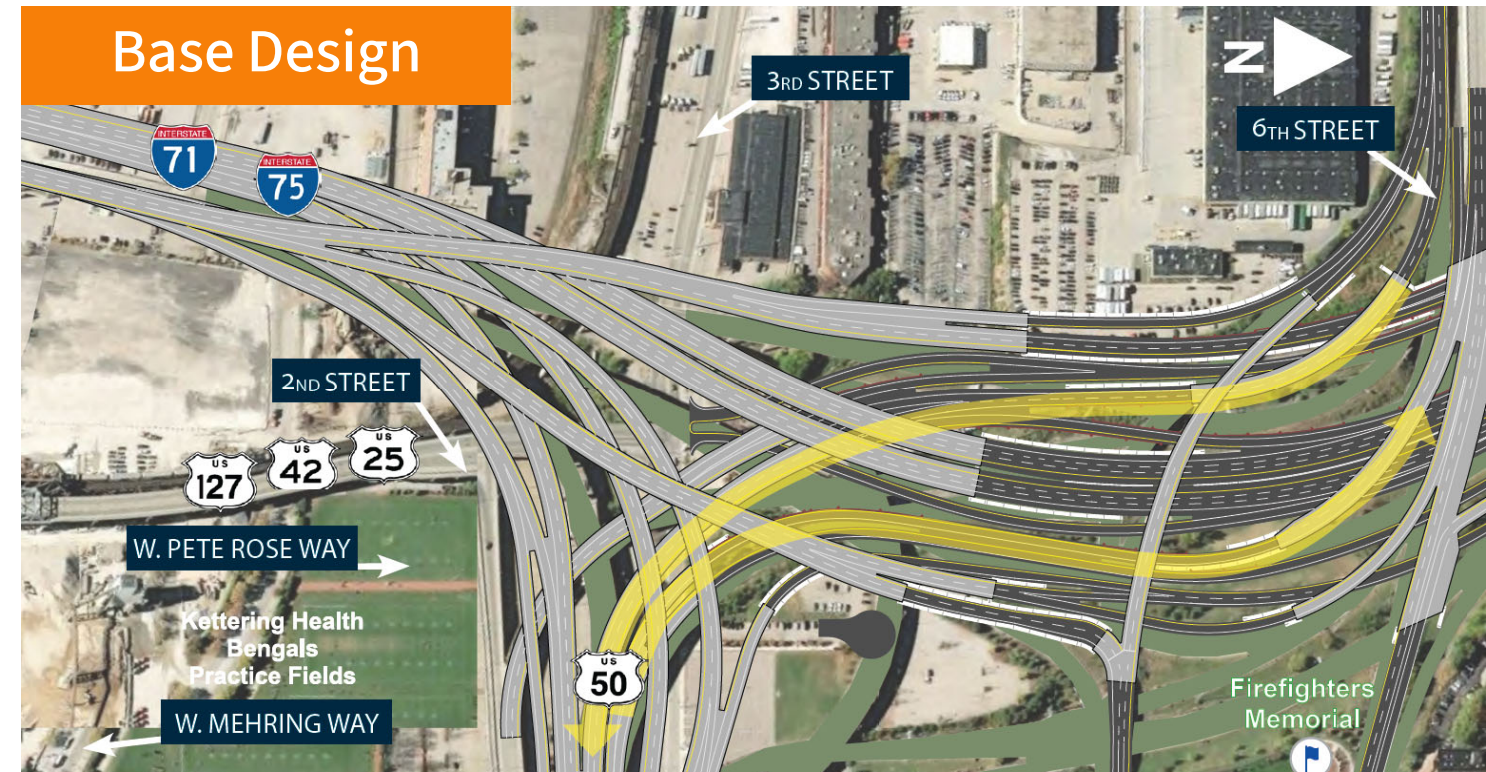


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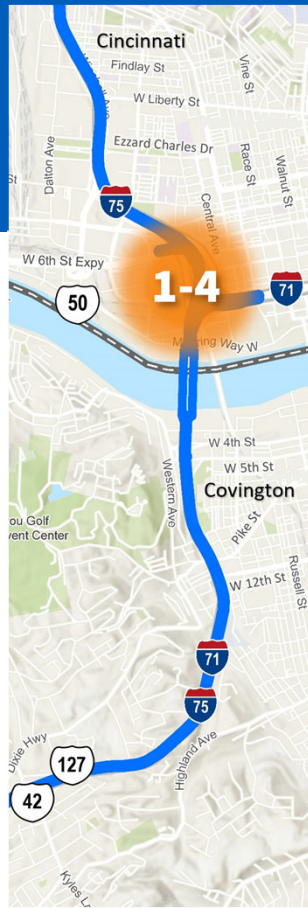


3 | US-50 Roadway Consolidation

- Reconfigure US-50 eastbound and westbound to follow a single alignment

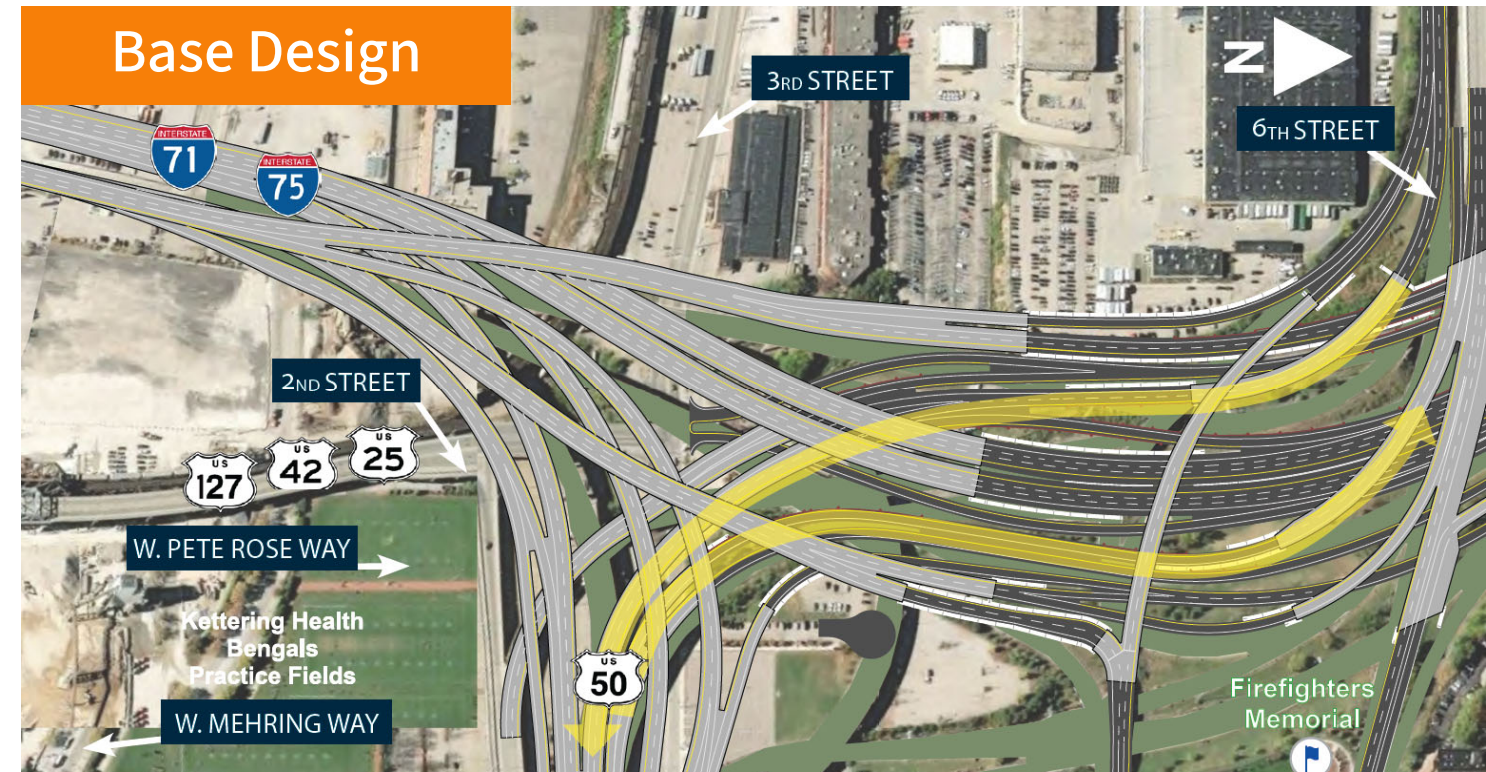


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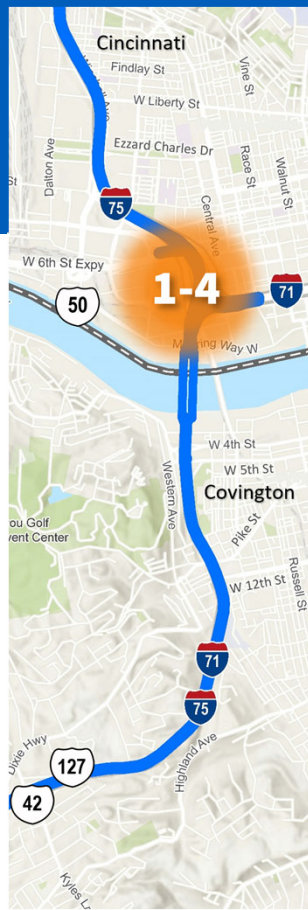


3 | US-50 Roadway Consolidation

- Reduces footprint
- Improves geometrics
- Allows for future extension of 5th Street to Gest Street

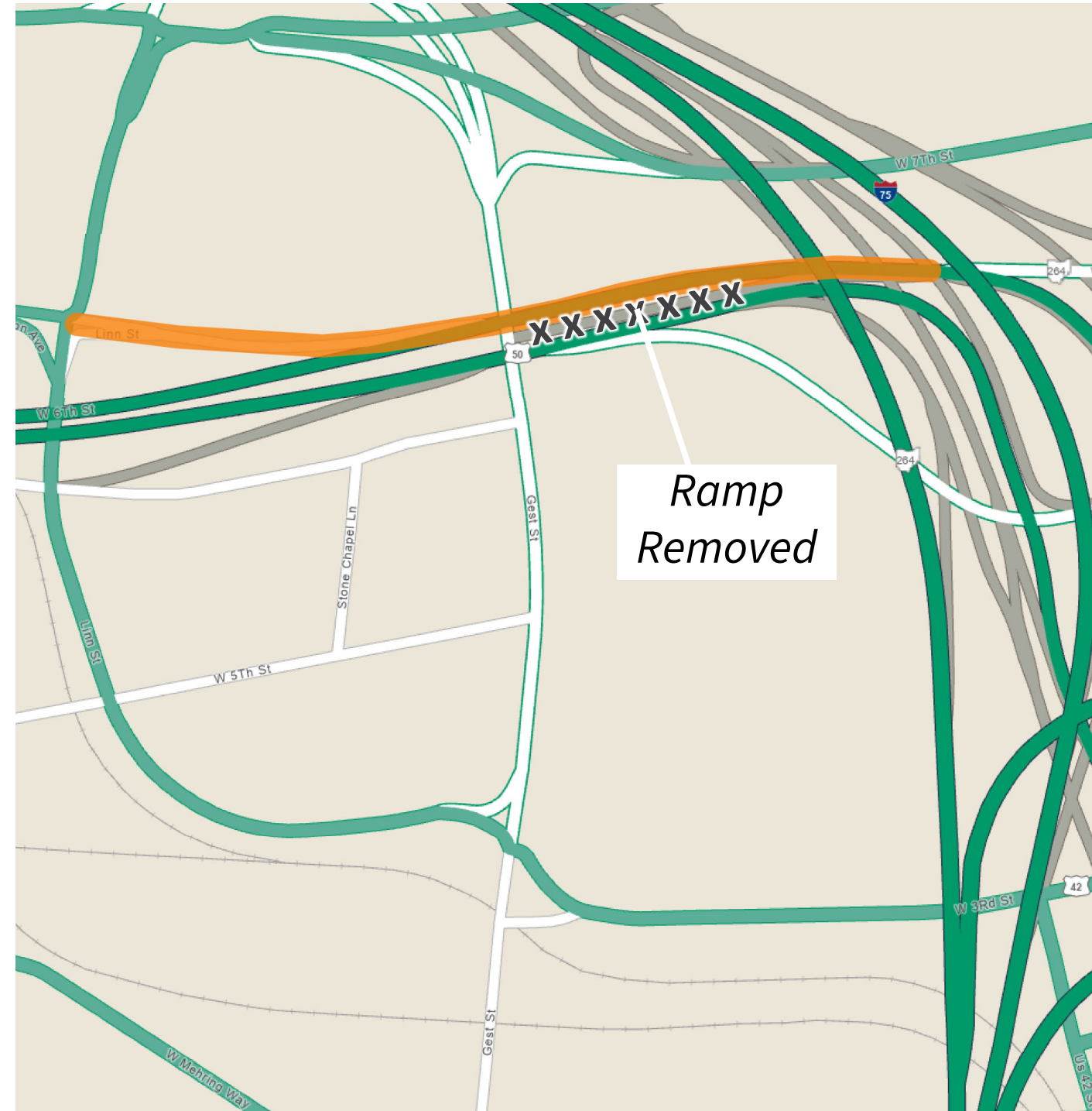


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3 | US-50 Roadway Consolidation

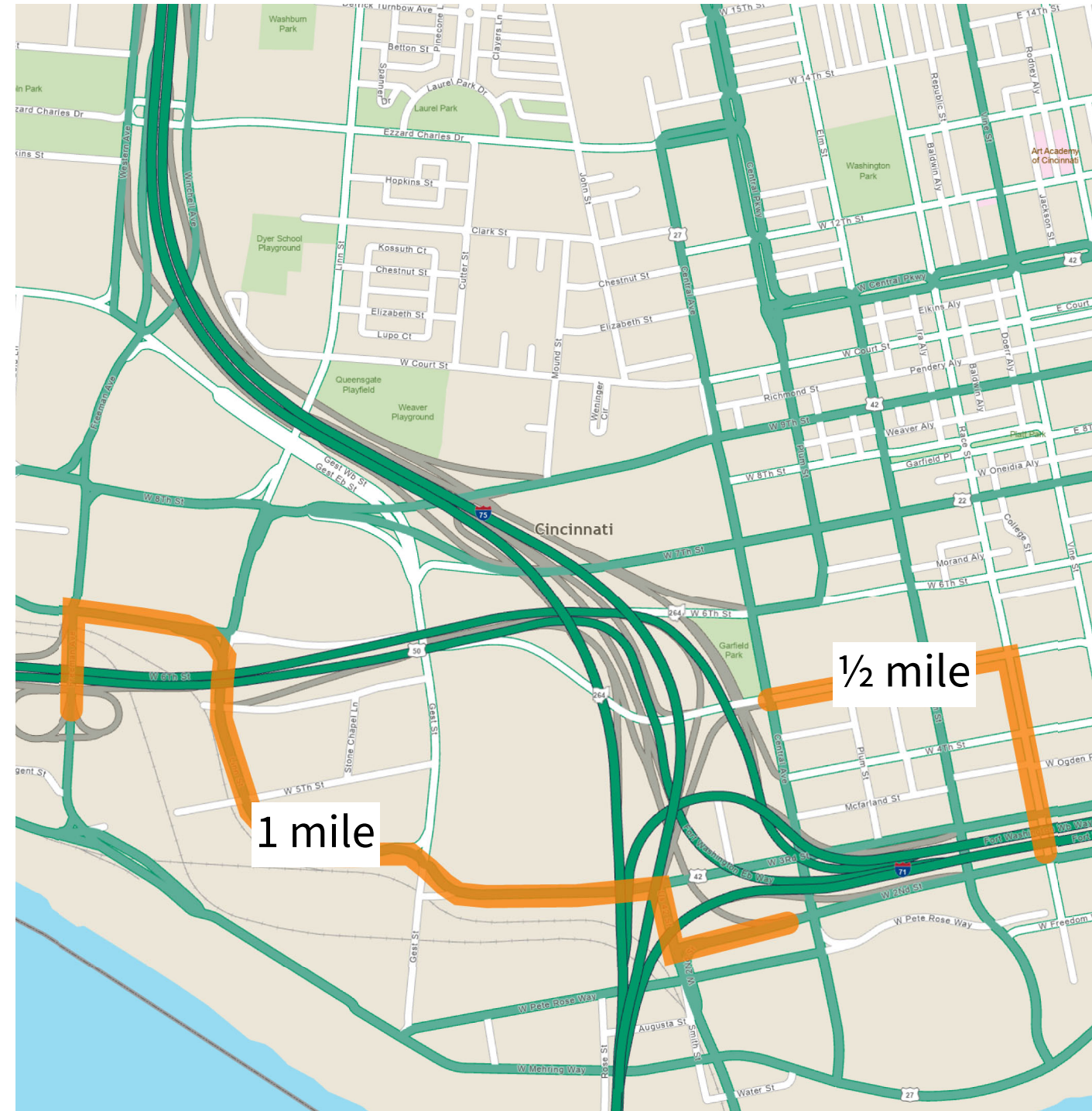
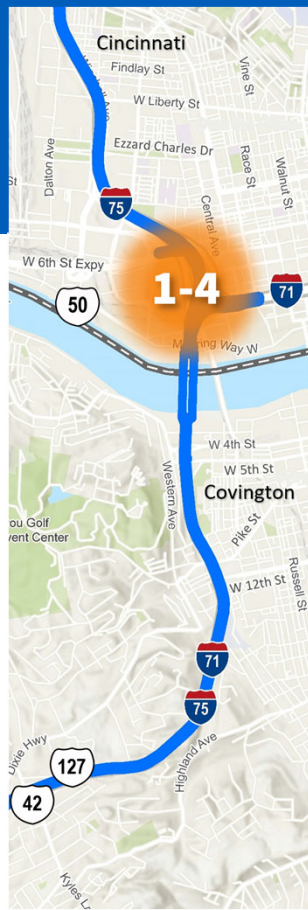
- Ramp from westbound US-50 to Gest Street removed
- Traffic rerouted to existing Linn Street exit
- Relatively low volumes
 - o 580 vehicles in the AM peak hour



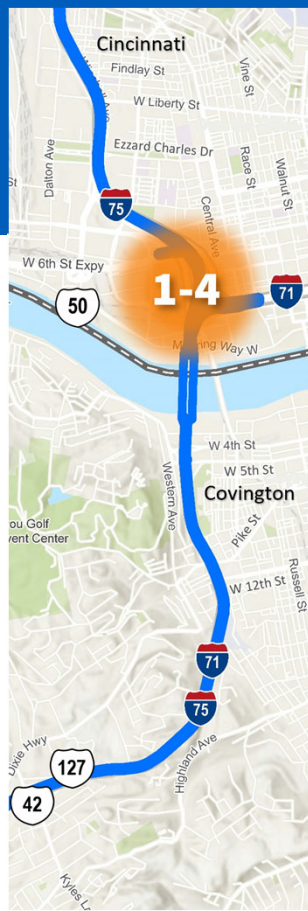
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3 | US-50 Roadway Consolidation

- Ramp from eastbound US-50 to 2nd Street removed
- Alternate routes
 - o Existing Freeman Avenue exit (+1 mile)
 - o 5th Street exit (+1/2 mile)
- Low volumes
 - o 220 vehicles in AM peak hour
 - o 90 vehicles in PM peak hour



Ohio Recommended Innovations



4 | Realization of Street Grid Concept

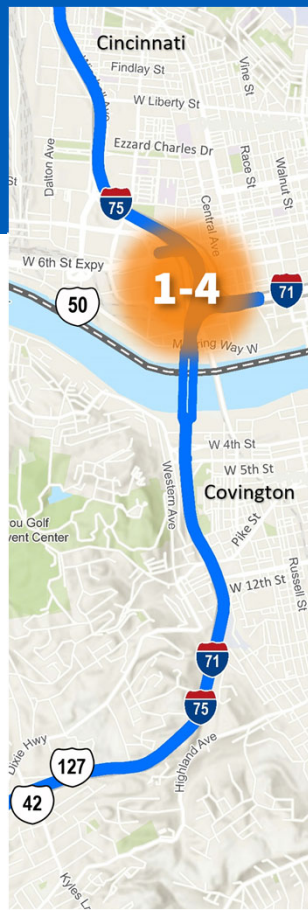
- New intersection at Gest and 9th Streets
- Improved intersection at Gest and 7th Streets
- New intersection at Gest and 6th Streets
- 5th Street extended to Queensgate with potential future extension to Gest Street



Ohio Recommended Innovations

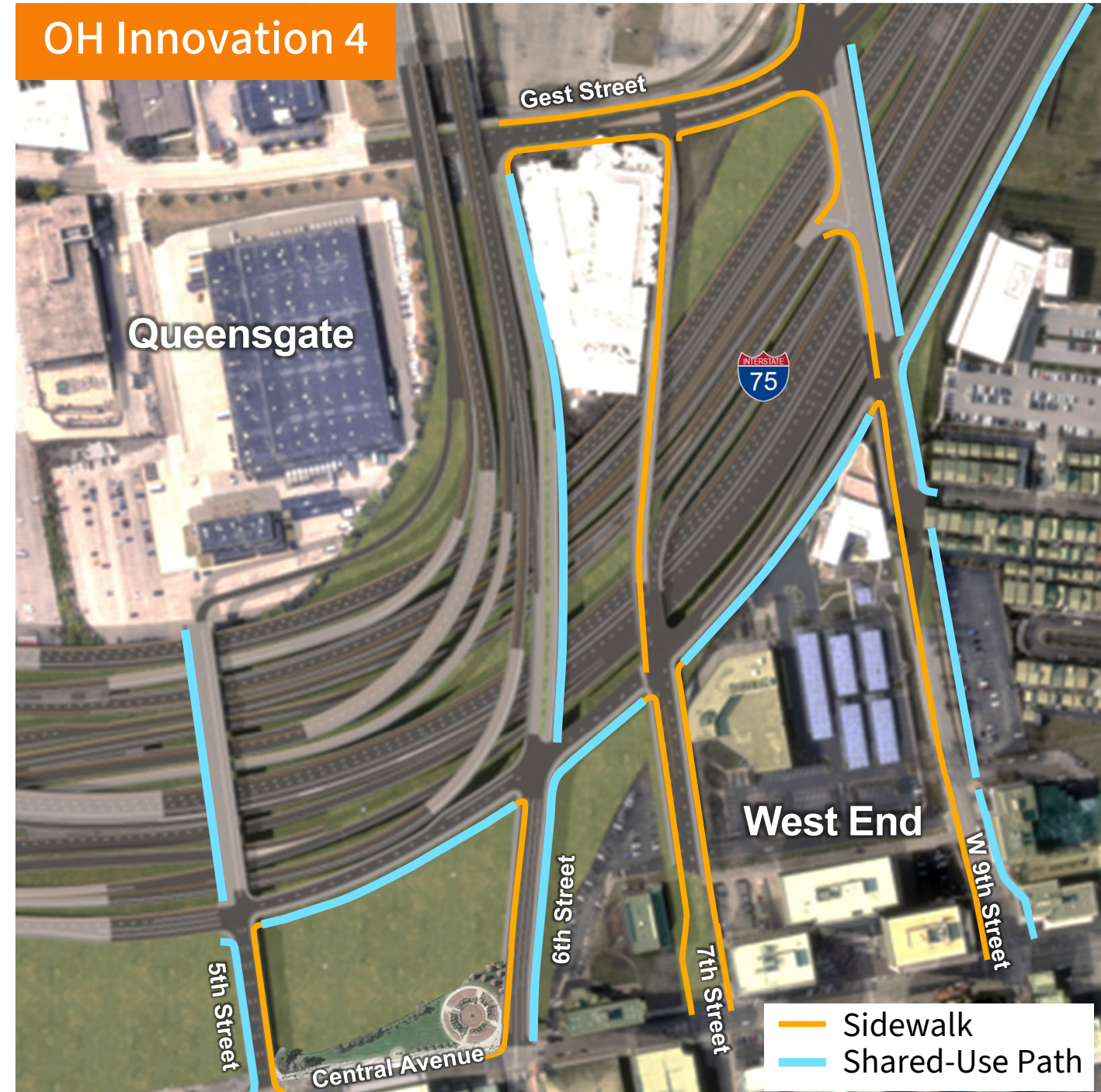
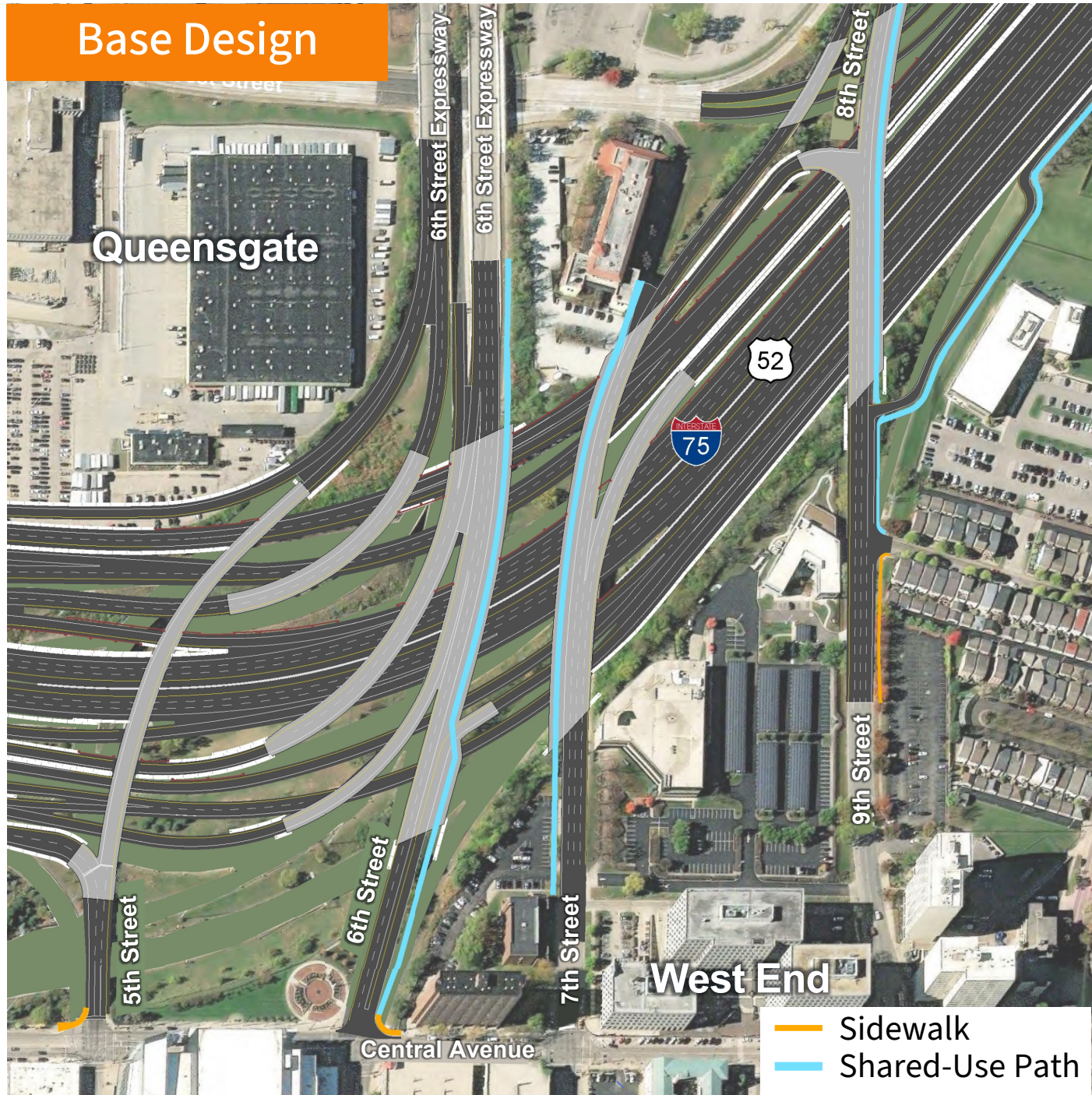
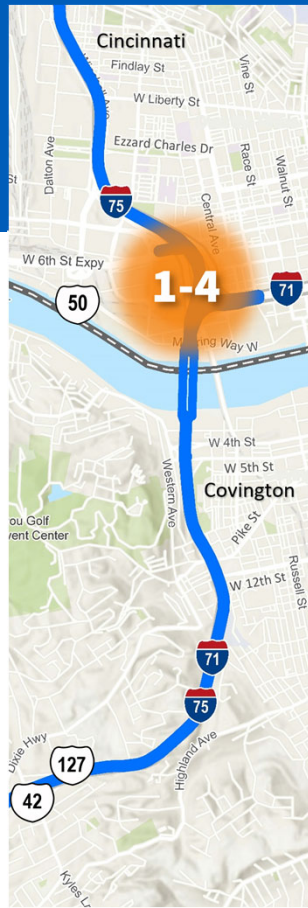
4 | Realization of Street Grid Concept

- Improves connections to Queensgate for all modes of travel
- Shortens pedestrian crossing from downtown to Queensgate
- Condenses interchange footprint
- May open up additional developable land



Ohio Recommended Innovations

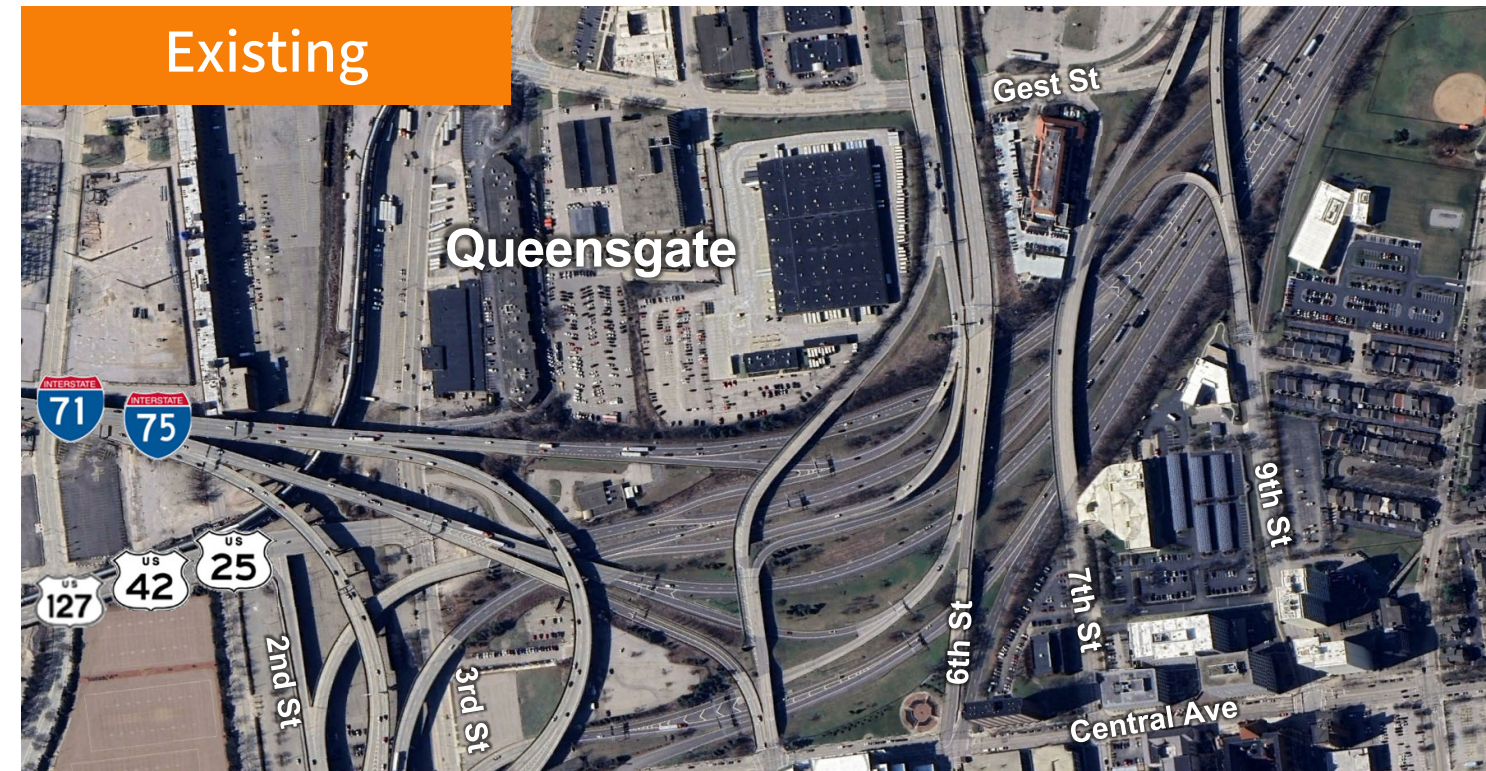
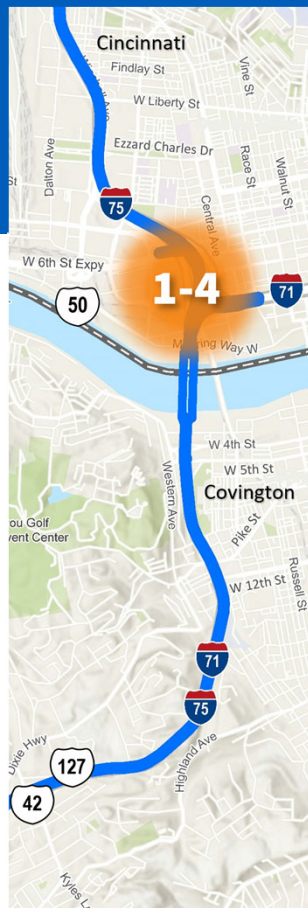
4 | Realization of Street Grid Concept



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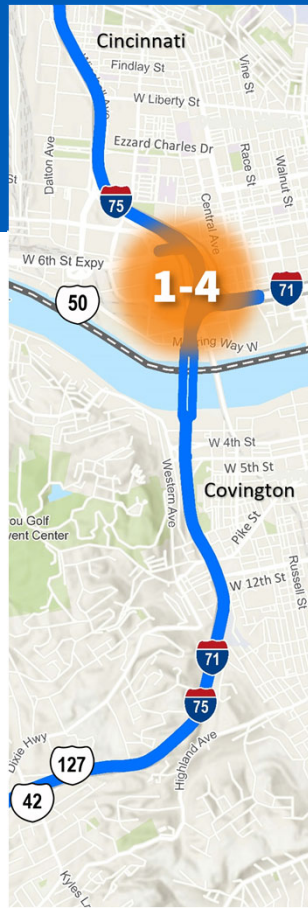
4 | Realization of Street Grid Concept

- Improves east-west connectivity between downtown and Queensgate
- Connects across 3rd, 5th, 6th 7th, and 9th Streets



Ohio Recommended Innovations

4 | Realization of Street Grid Concept



Ohio Recommended Innovations

