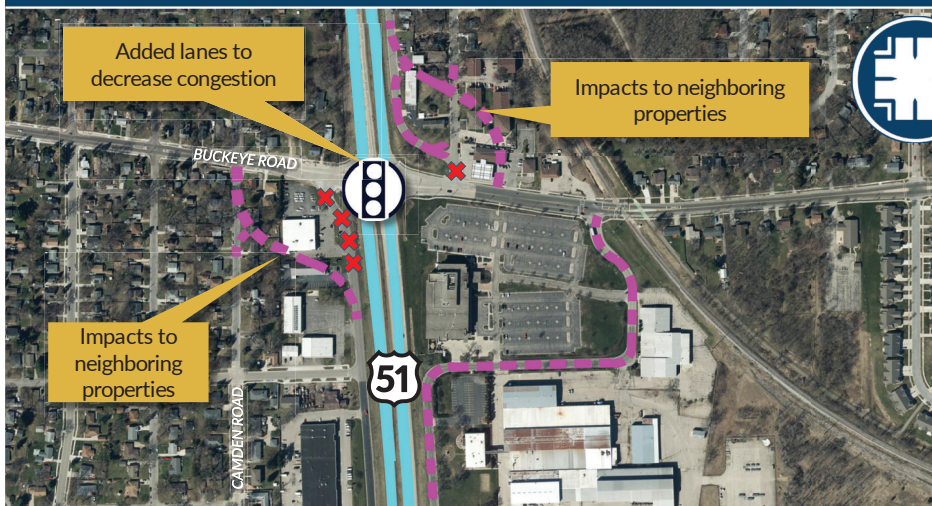


Buckeye Road Concepts

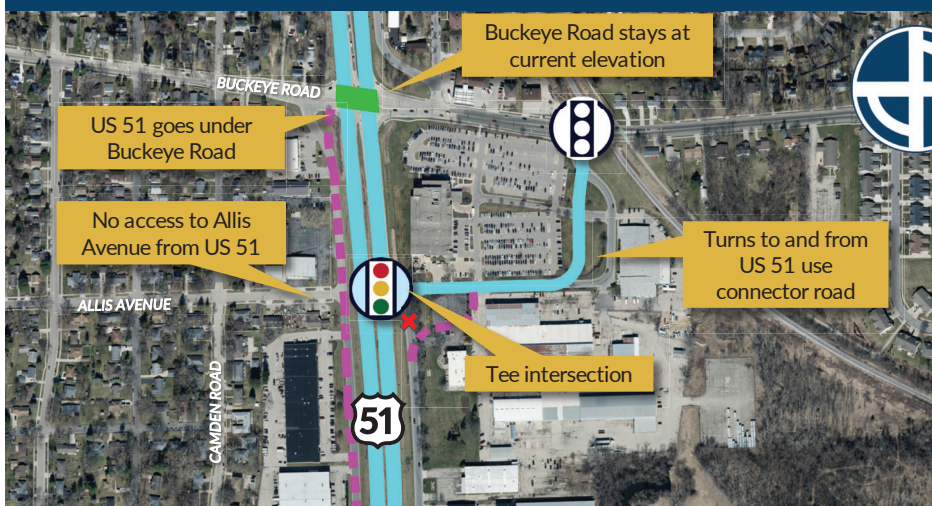
Concepts include expanding the existing intersection or two hybrid intersection options



Expanded Intersection

Adds lanes and increases the spacing to frontage road intersections.

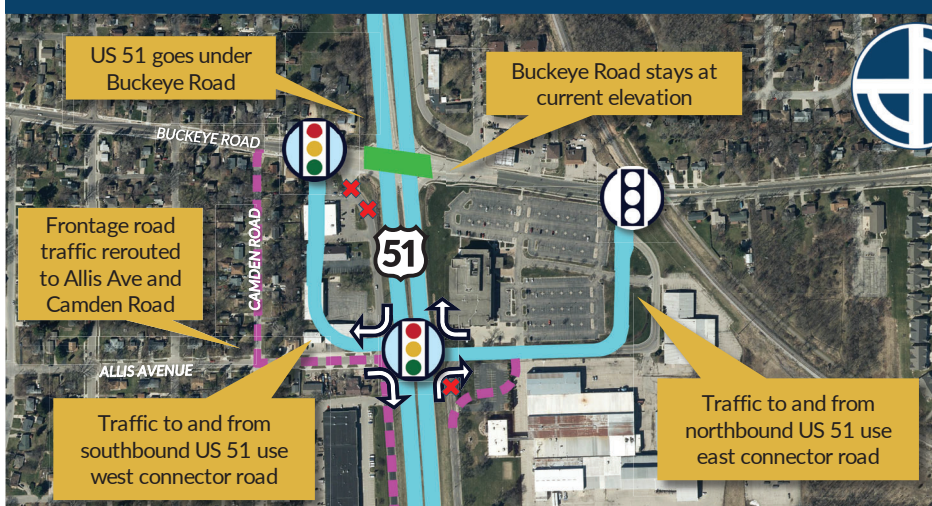
- + Addresses close frontage road intersection spacing
- + Additional lanes improve intersection operations
- + No bridge costs required
- Intersection design does not address high crash rate on US 51
- Bikes and pedestrians must cross a large intersection
- May require up to 15 relocations



One Connector Hybrid

Reroutes all turning vehicles onto a connector roadway.

- + Tee intersection likely to decrease crashes due to fewer left turn movements
- + East/west travelers would no longer interact with US 51 traffic
- + Grade separated bike and pedestrian crossing on Buckeye Road
- + Smaller US 51 intersection reduces delay
- + Uses existing frontage road as connector
- + No property relocations expected
- Indirection for turning traffic
- High cost due to bridge and retaining walls



Two Connector Hybrid

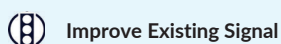
Uses two connector roads for turning vehicles; only right turns on to and off US 51.

- + Right-turn-only concept likely to decrease crashes
- + East/west travelers would no longer interact with US 51 traffic
- + Grade separated bike and pedestrian crossing
- + Right-turn-only concept reduces delay
- Indirection for turning traffic
- Frontage Road rerouted onto local roads
- May require up to 5 potential relocations
- High cost due to bridge and retaining walls

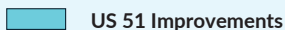
LEGEND:



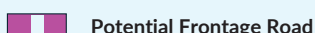
New Signal



Improve Existing Signal



US 51 Improvements



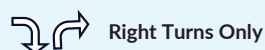
Potential Frontage Road



Remove Roadway



Proposed Bridge



Right Turns Only