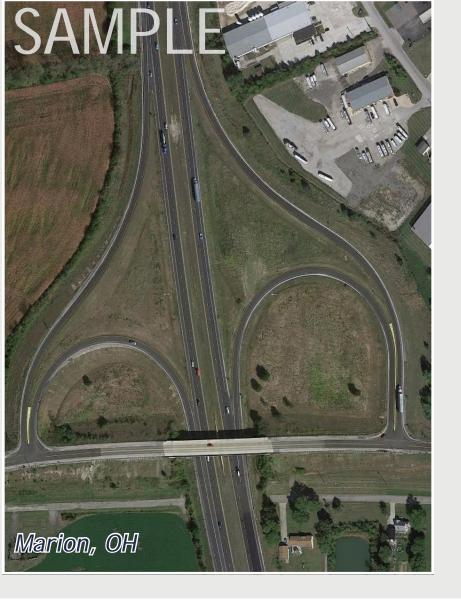
NORTHWOODS BLVD TO OLENTANGY MEADOWS DR PID 112768 | U.S. 23 Corridor Study

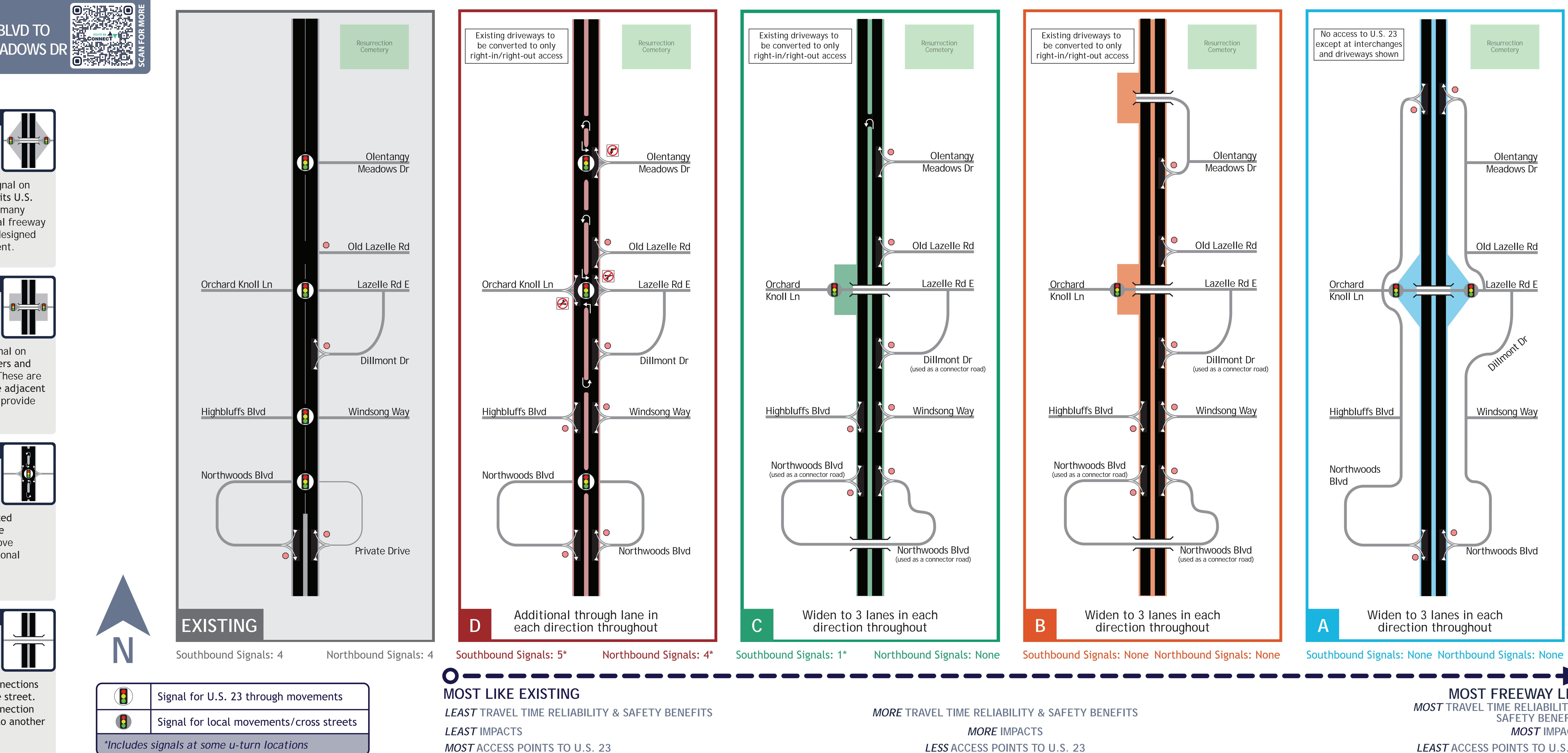
IMPROVEMENT OPTIONS







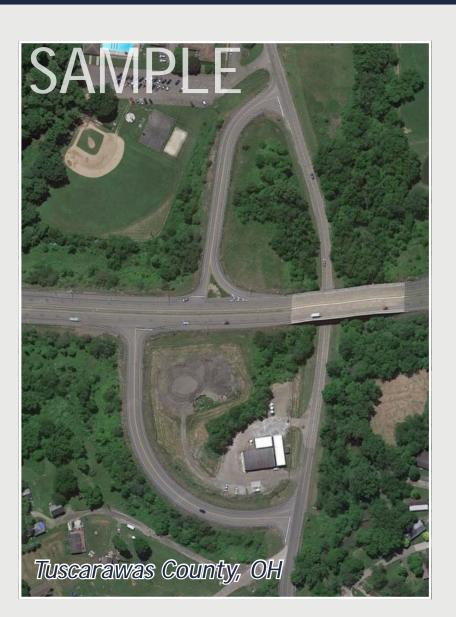
aditional freeway interchanges replace an intersection with a bridge and ramp connections,



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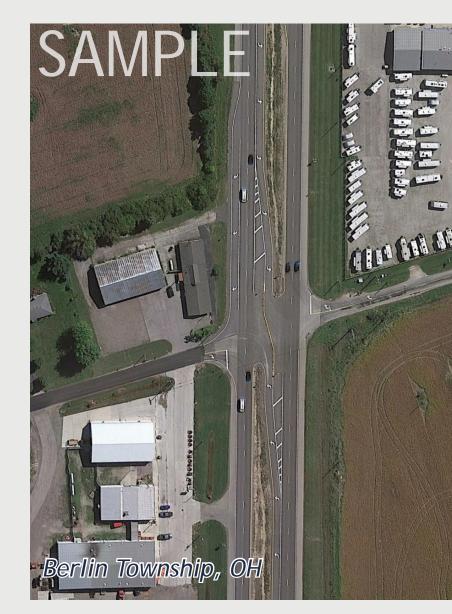


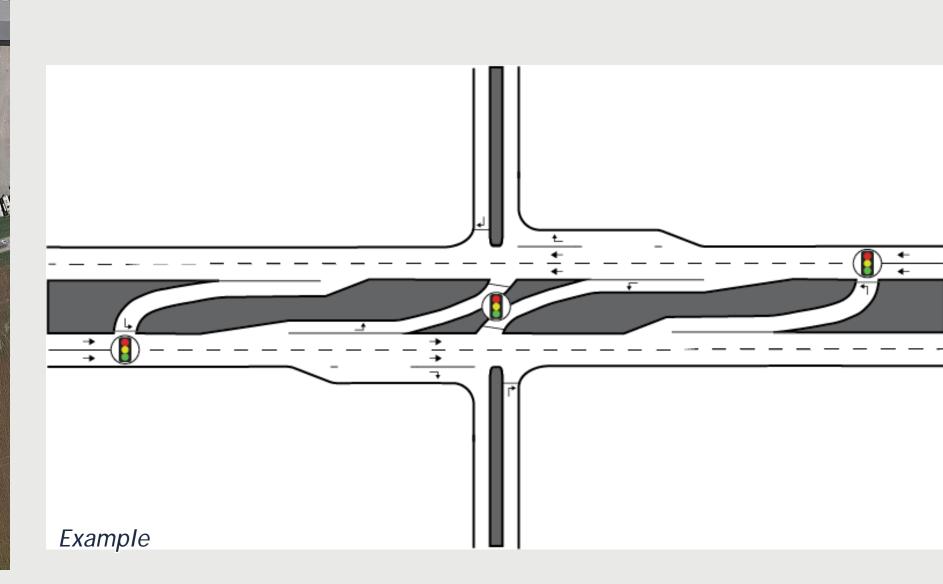




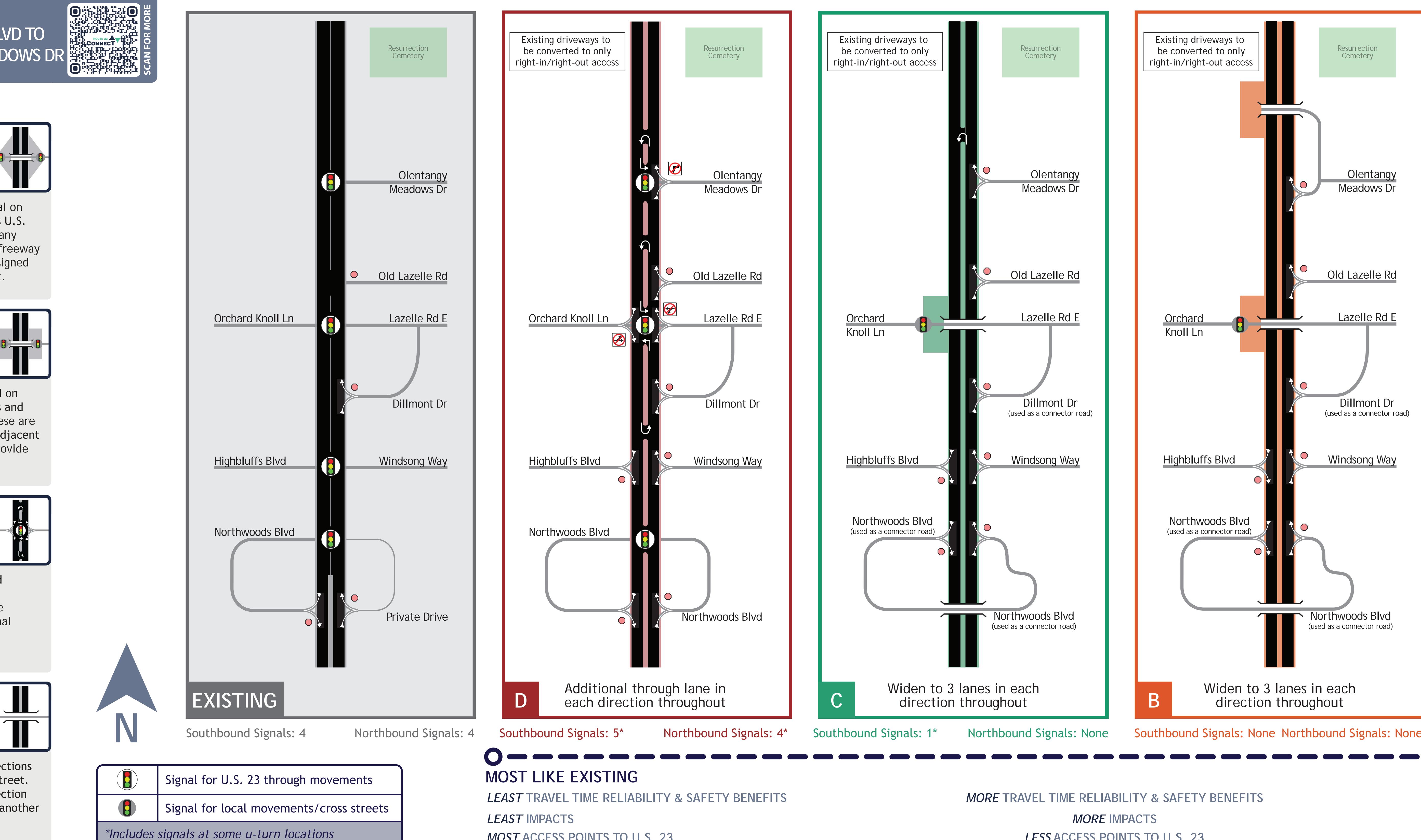
Connector road interchanges replace an intersection with a bridge and twoway connector roads. This eliminates the need for a signal on U.S. 23. However, traffic enters and

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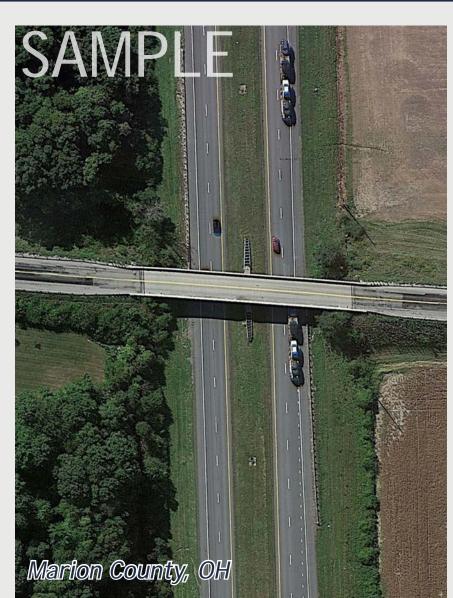


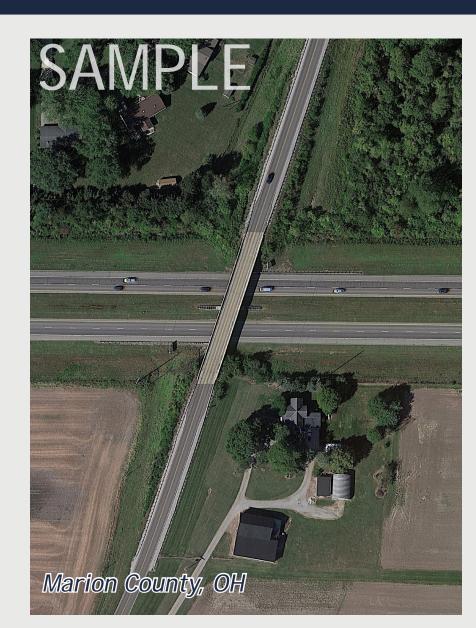
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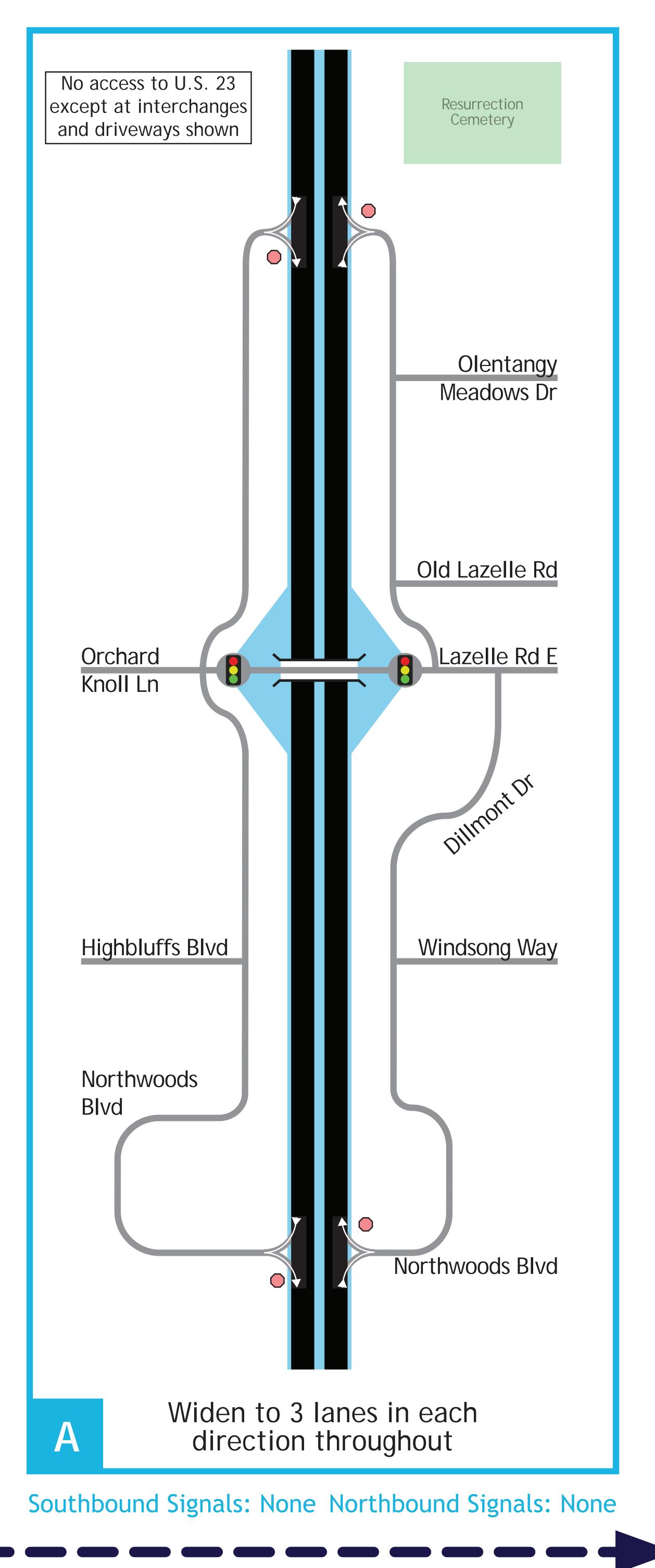




Overpasses and underpasses allow traffic on U.S. 23 and side streets to flow without stopping at an intersection.

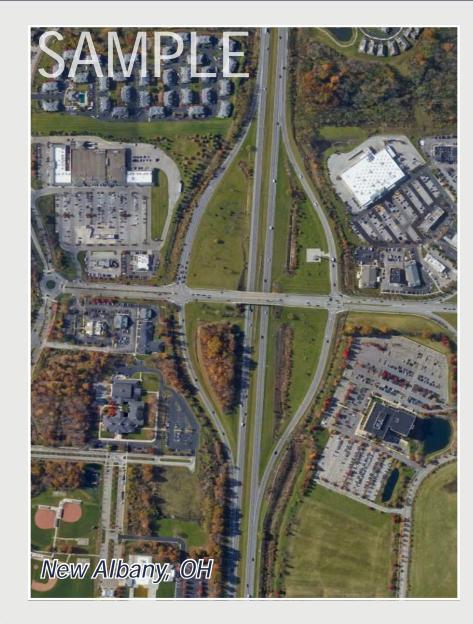
These do not have direct connections between U.S. 23 and the side street. Traffic wishing to make a connection between routes must divert to another location.

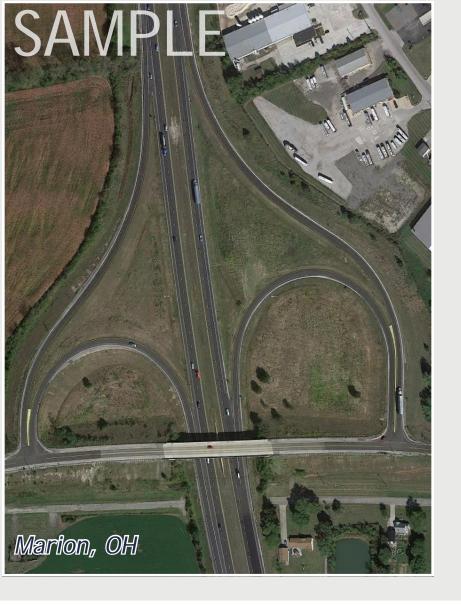
LESS ACCESS POINTS TO U.S. 23



SEGVEN #2. GREEN WEADOWS D TO ORANGE RD GREEN MEADOWS DR PID 112768 | U.S. 23 Corridor Study

IMPROVEMENT OPTIONS







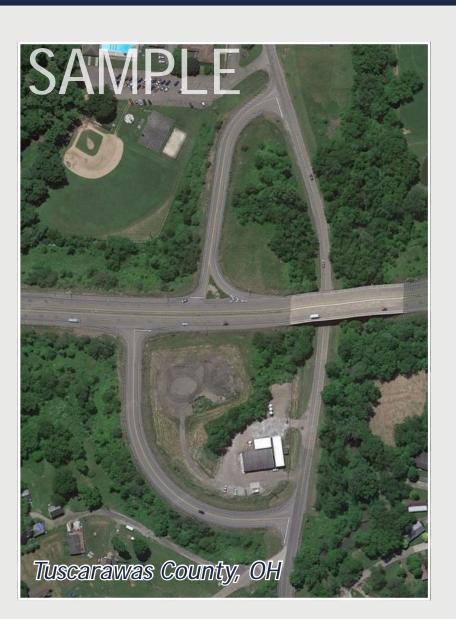
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eliminating the need for a signal on U.S. 23. Traffic enters and exits U.S. 23 at high speeds. There are many shapes of potential traditional freeway interchanges. These will be designed to allow for a u-turn movement.

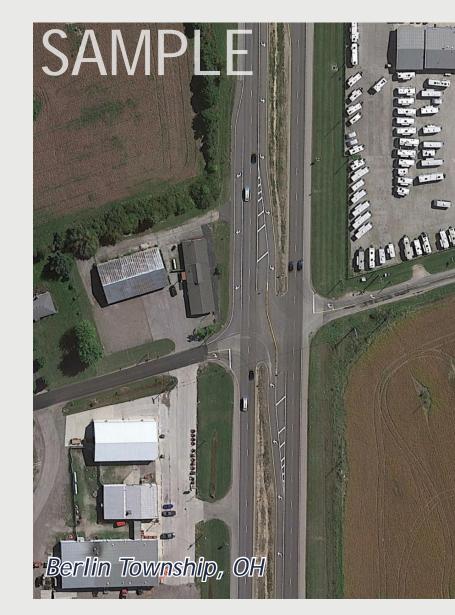


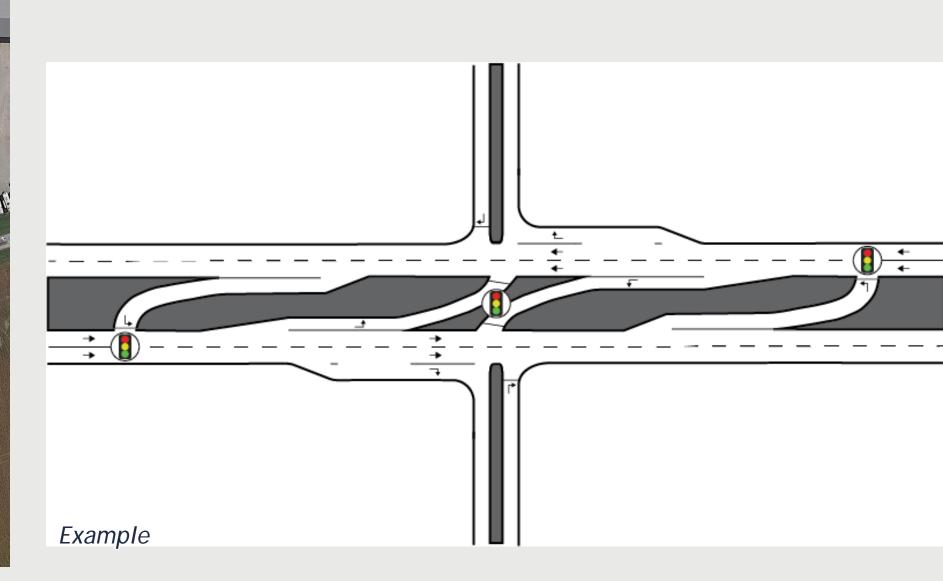




Connector road interchanges replace an intersection with a bridge and twoway connector roads. This eliminates the need for a signal on U.S. 23. However, traffic enters and

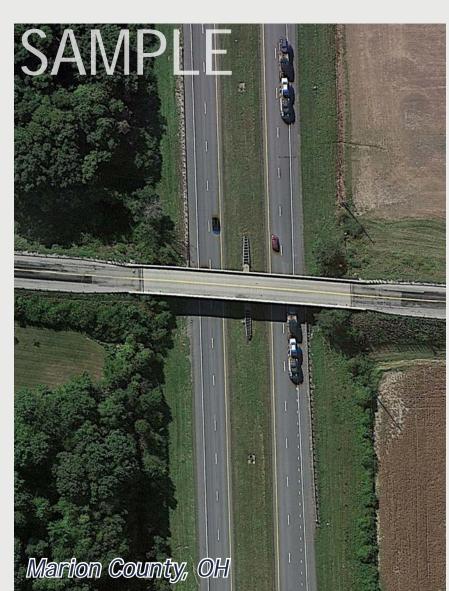
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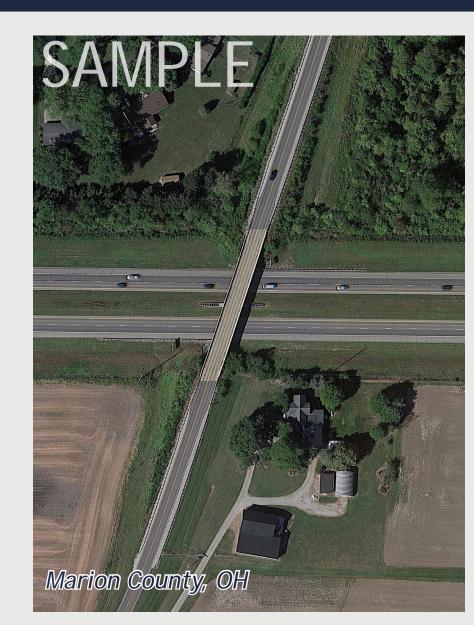




RCUTs restrict side street left turns and through movements, but allow these movements via a nearby U-turn. RCUTs can be signalized or unsignalized. RCUTs reduce intersection delays and improve safety, compared with traditional





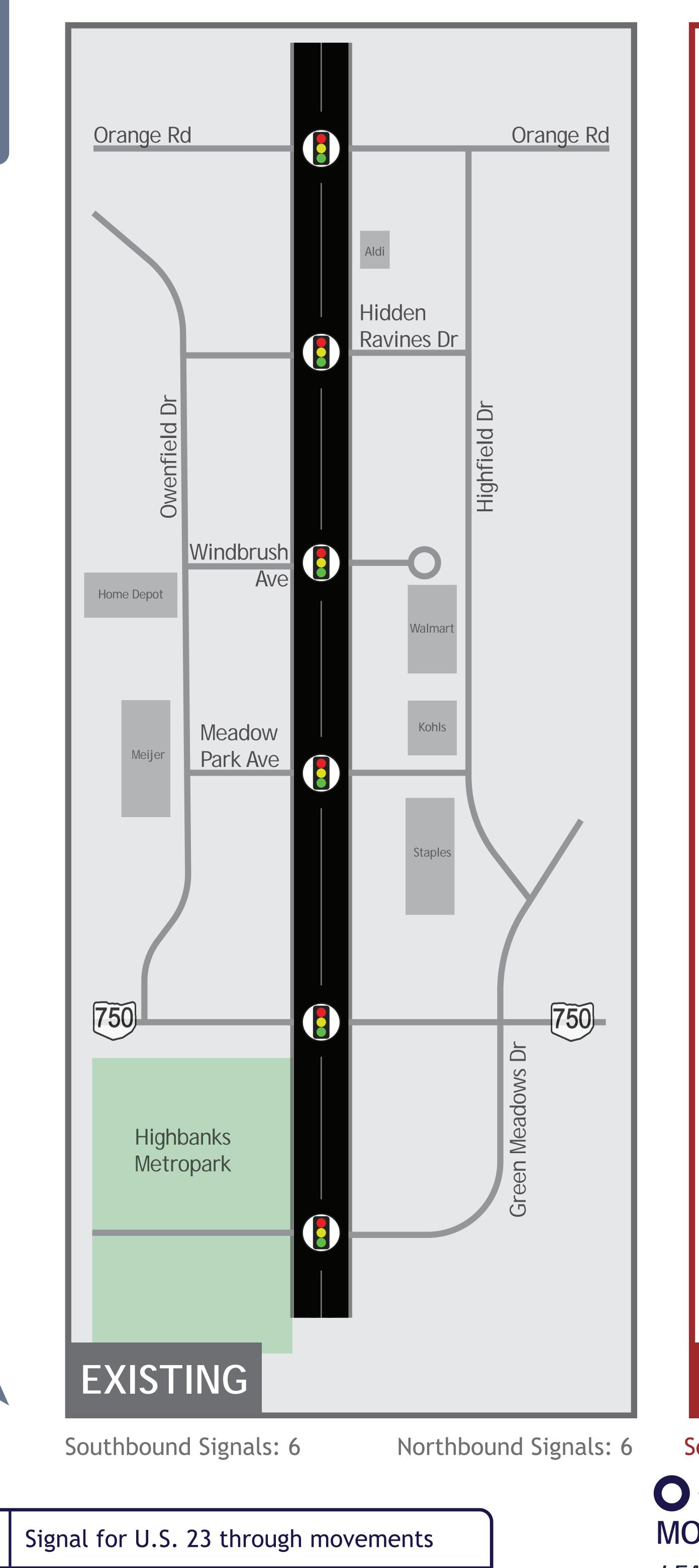


Overpasses and underpasses allow traffic on U.S. 23 and side streets to flow without stopping at an intersection.

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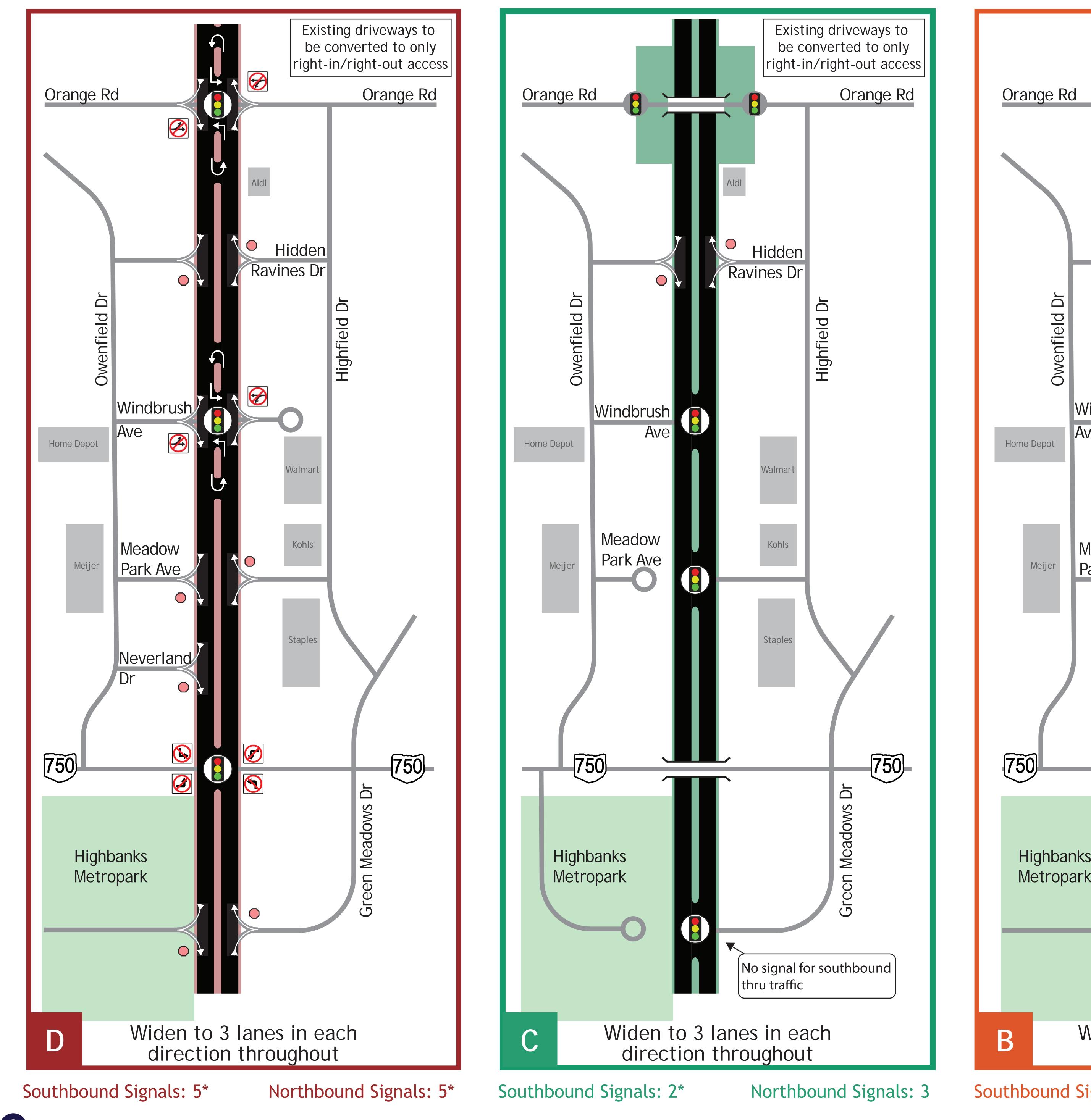






Signal for local movements/cross streets

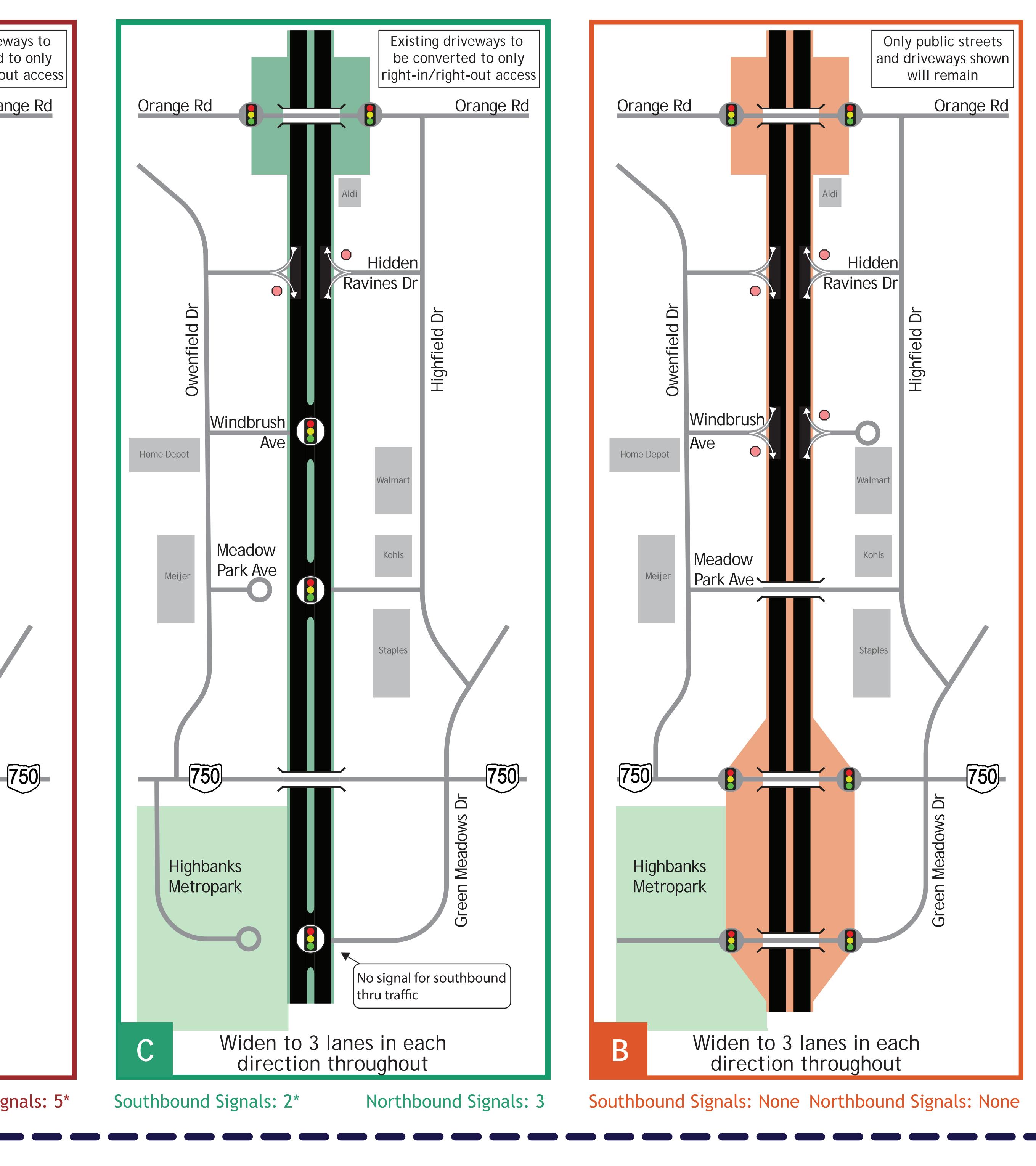
*Includes signals at some u-turn locations

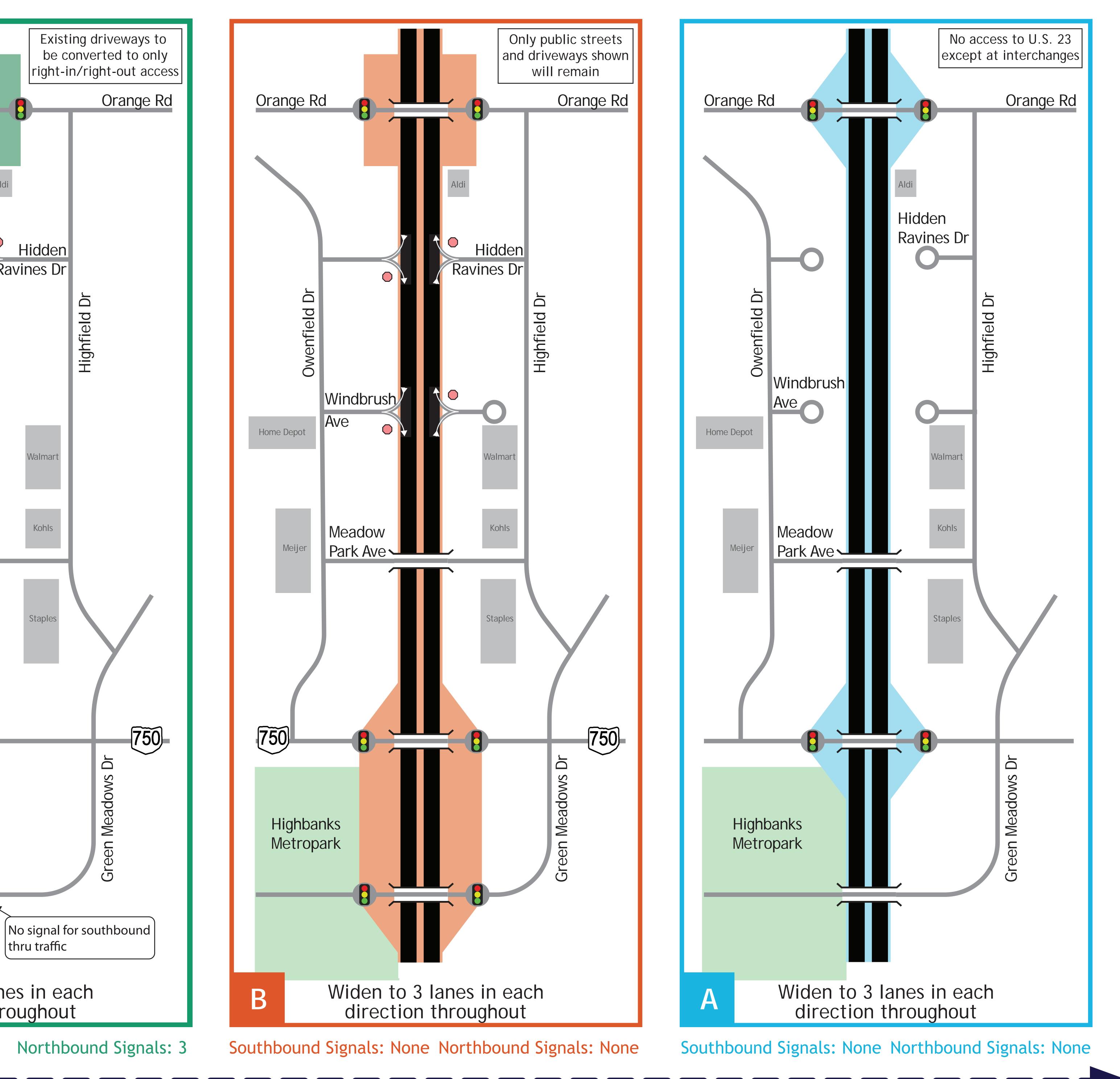


MOST LIKE EXISTING LEAST TRAVEL TIME RELIABILITY & SAFETY BENEFITS LEAST IMPACTS **MOST ACCESS POINTS TO U.S. 23**

MORE TRAVEL TIME RELIABILITY & SAFETY BENEFITS MORE IMPACTS

LESS ACCESS POINTS TO U.S. 23





MOST FREEWAY LIKE MOST TRAVEL TIME RELIABILITY & SAFETY BENEFITS **MOST IMPACTS**

LEAST ACCESS POINTS TO U.S. 23

• ORANGEPOINT DR TO OLENTANGY CROSSINGS PID 112768 | U.S. 23 Corridor Study

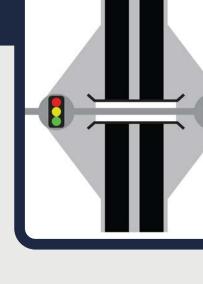
IMPROVEMENT OPTIONS







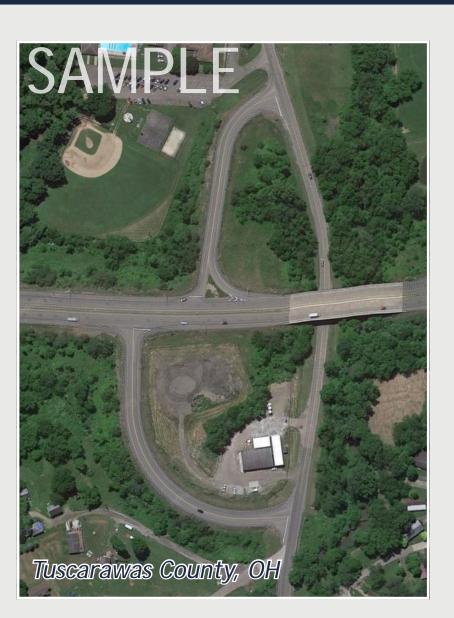
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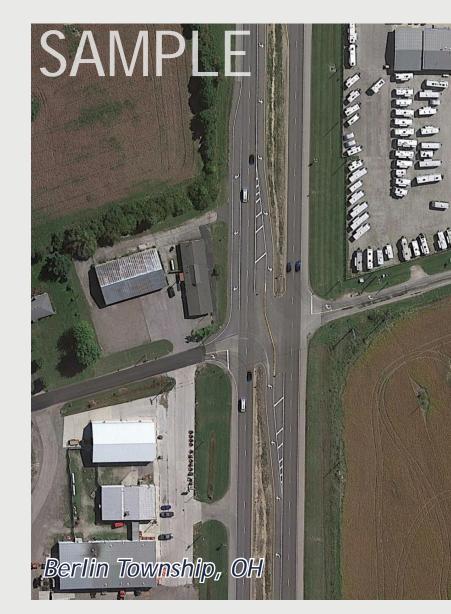


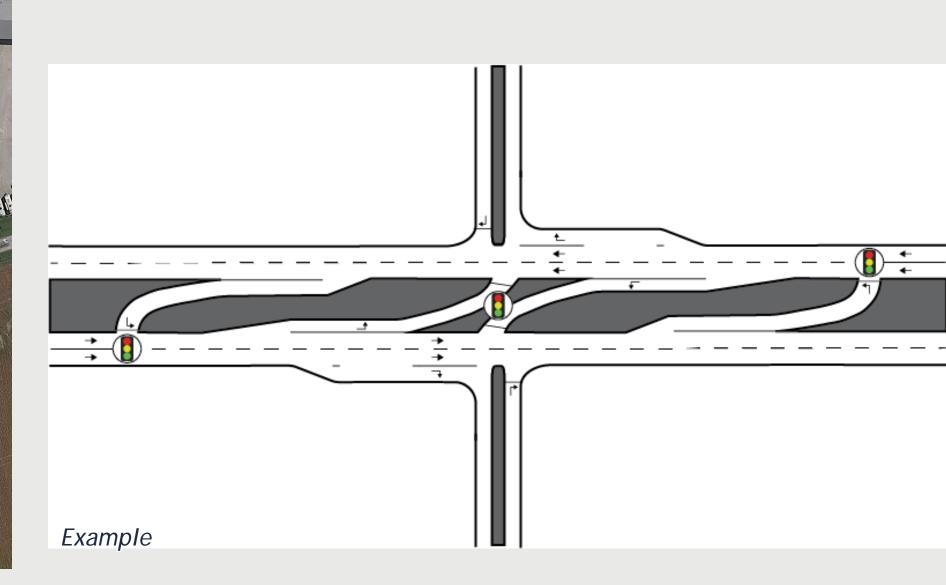




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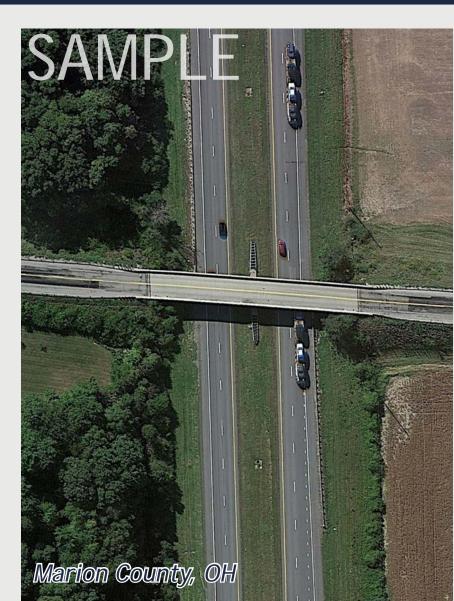


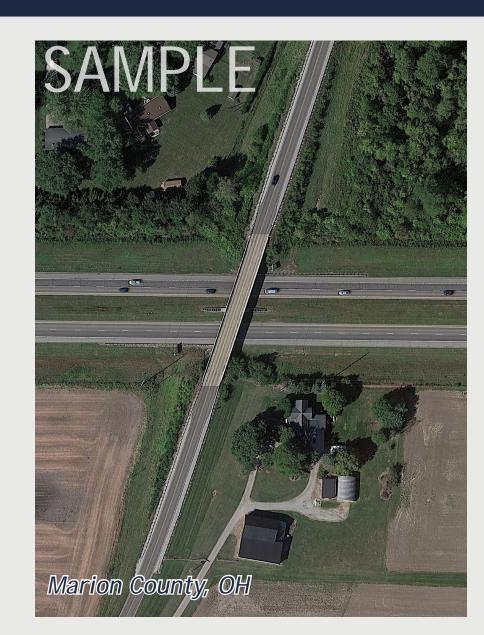
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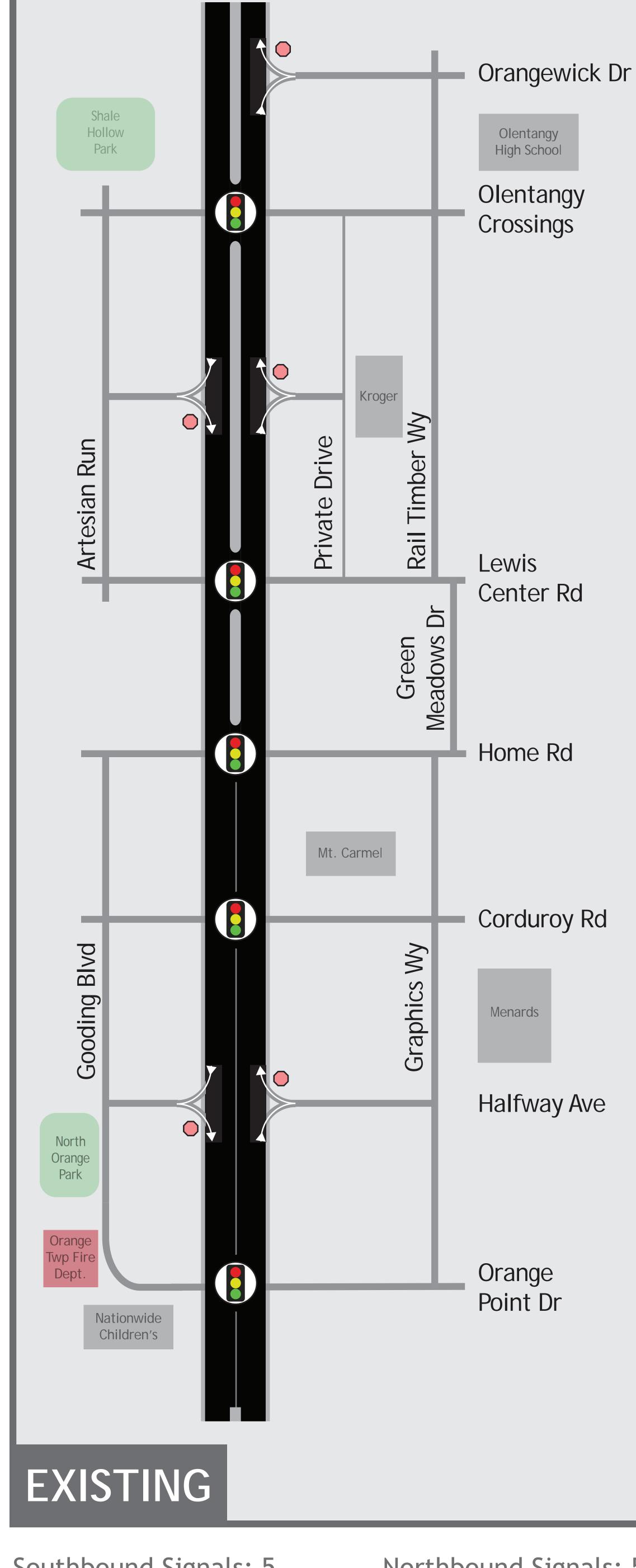


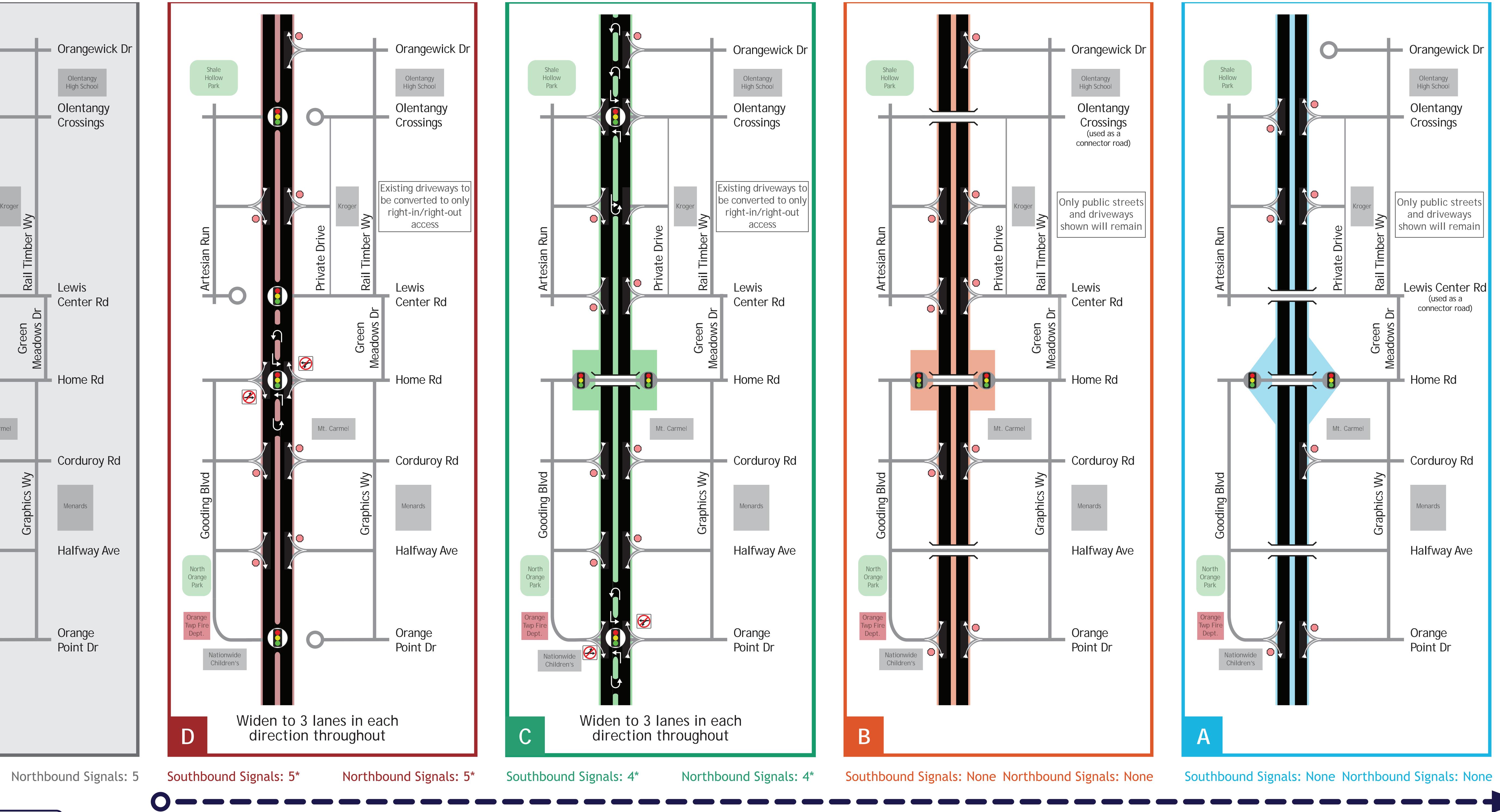


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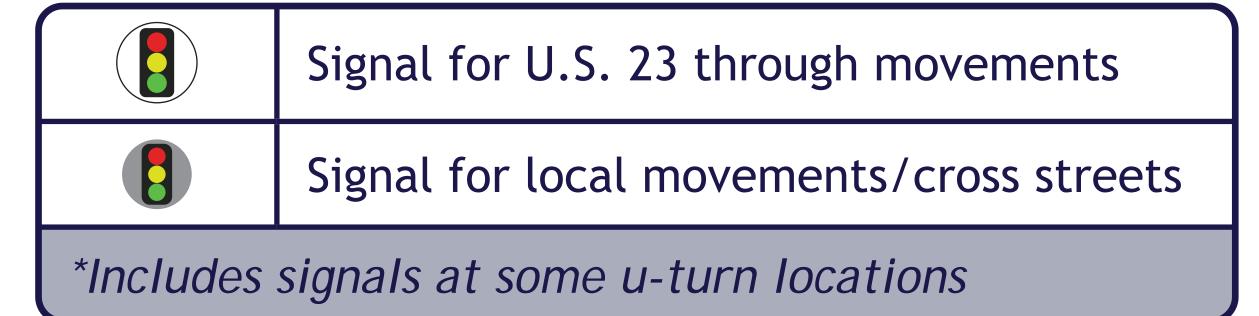


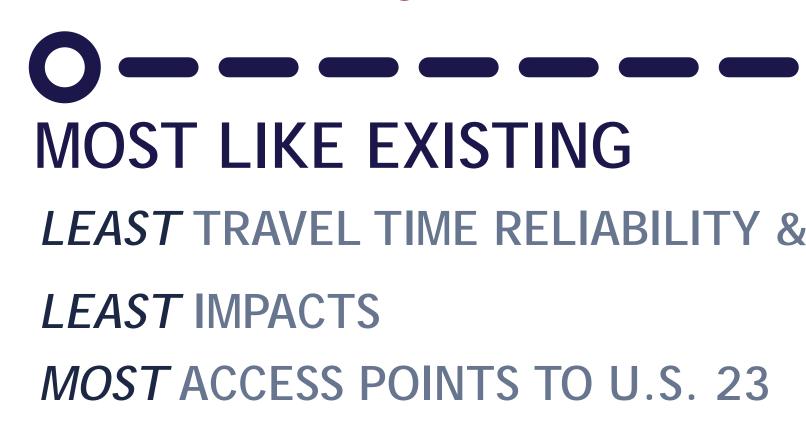






Southbound Signals: 5

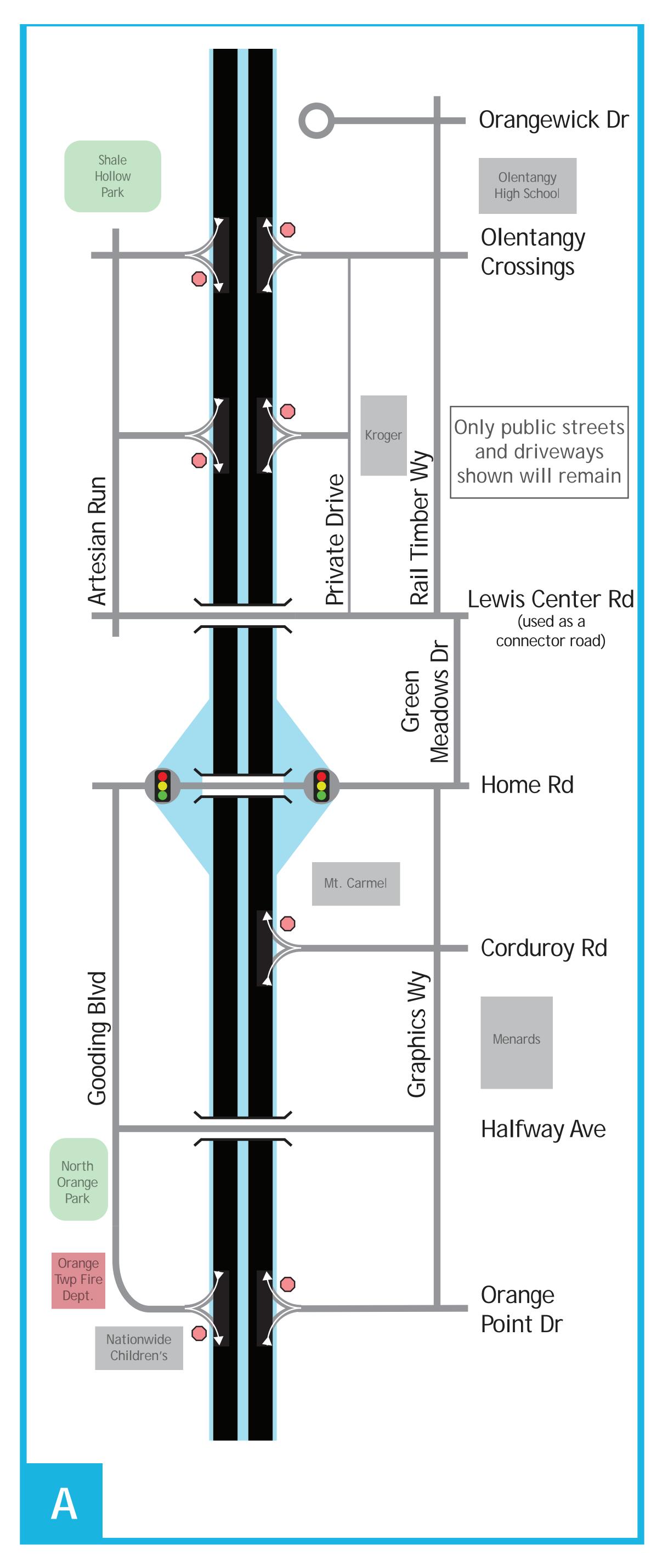




LEAST TRAVEL TIME RELIABILITY & SAFETY BENEFITS

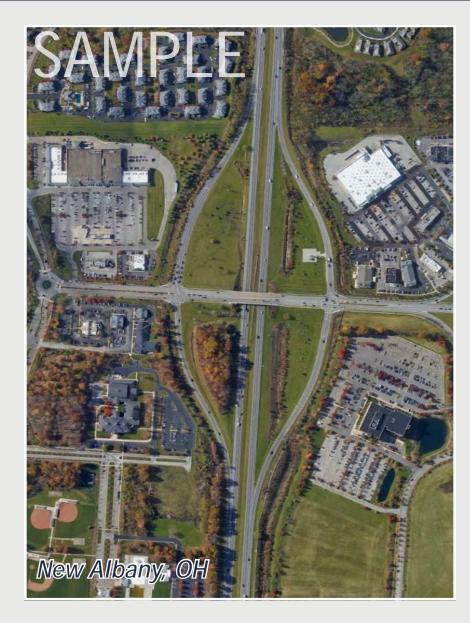
MORE TRAVEL TIME RELIABILITY & SAFETY BENEFITS MORE IMPACTS

LESS ACCESS POINTS TO U.S. 23



HYATTS RD/SHANAHAN RD TO POLLOCK RD PID 112768 | U.S. 23 Corridor Study

IMPROVEMENT OPTIONS



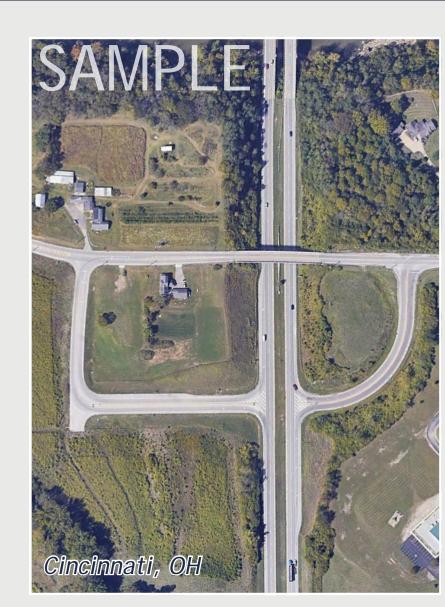




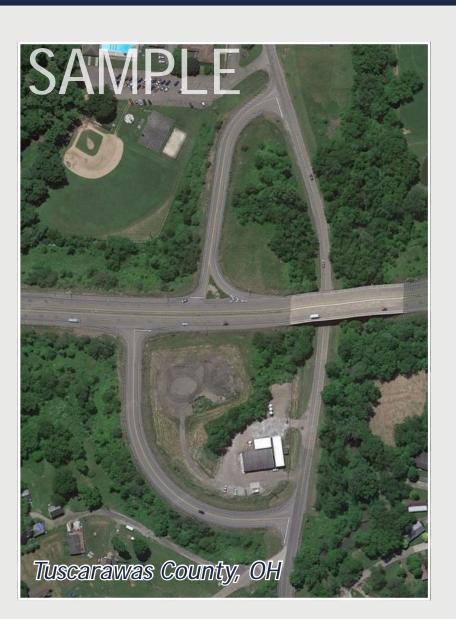
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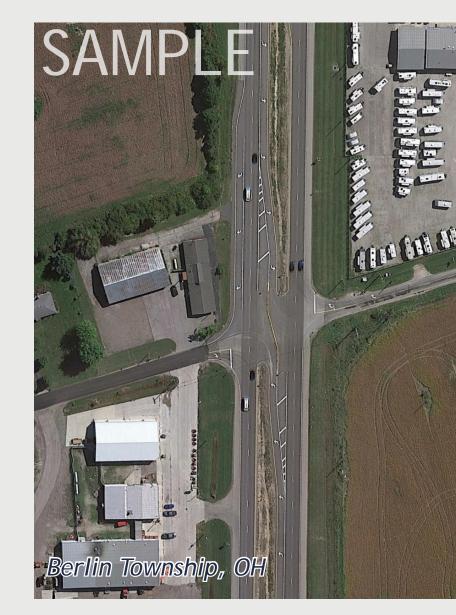


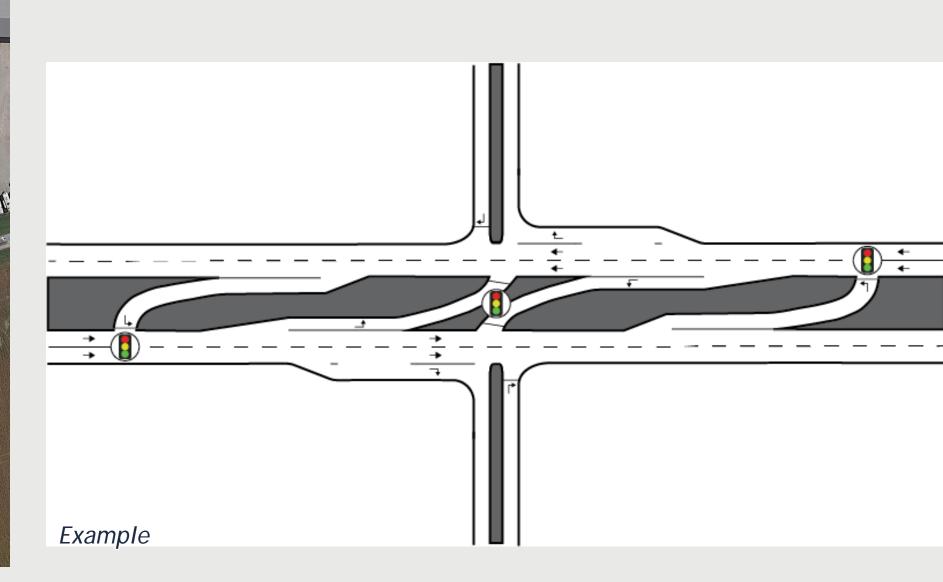




Connector road interchanges replace an intersection with a bridge and twoway connector roads. This eliminates the need for a signal on U.S. 23. However, traffic enters and

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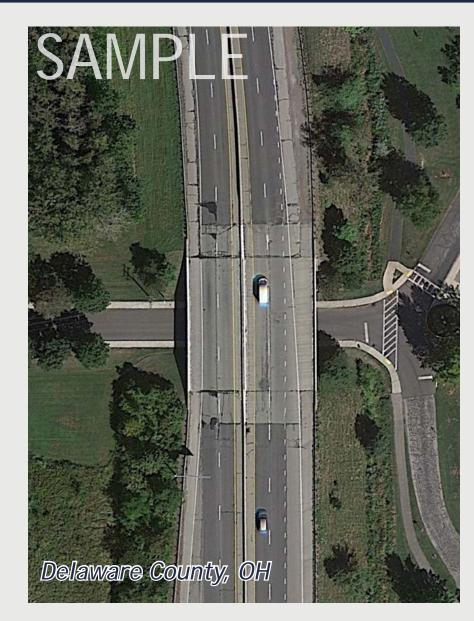


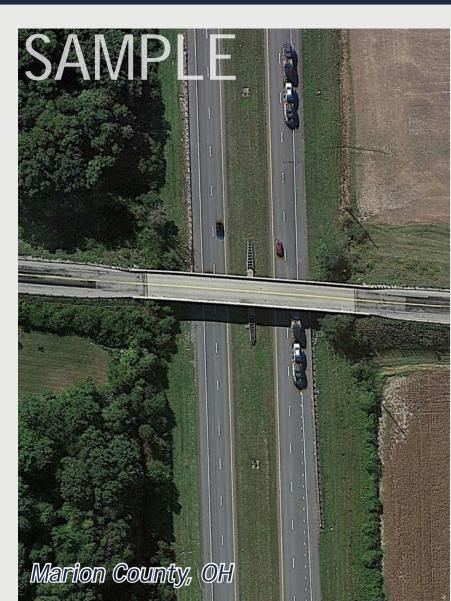


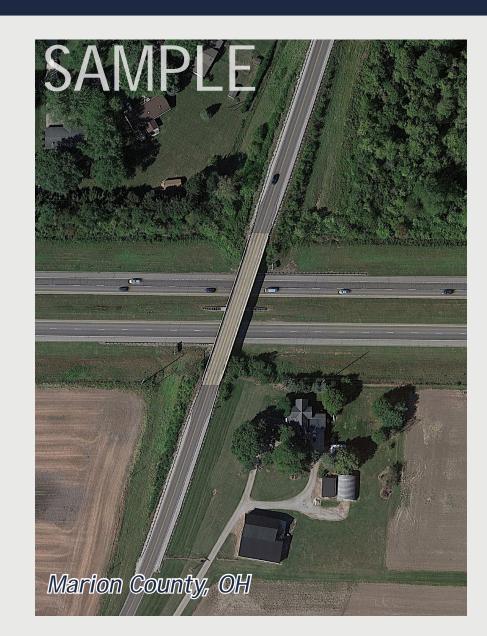
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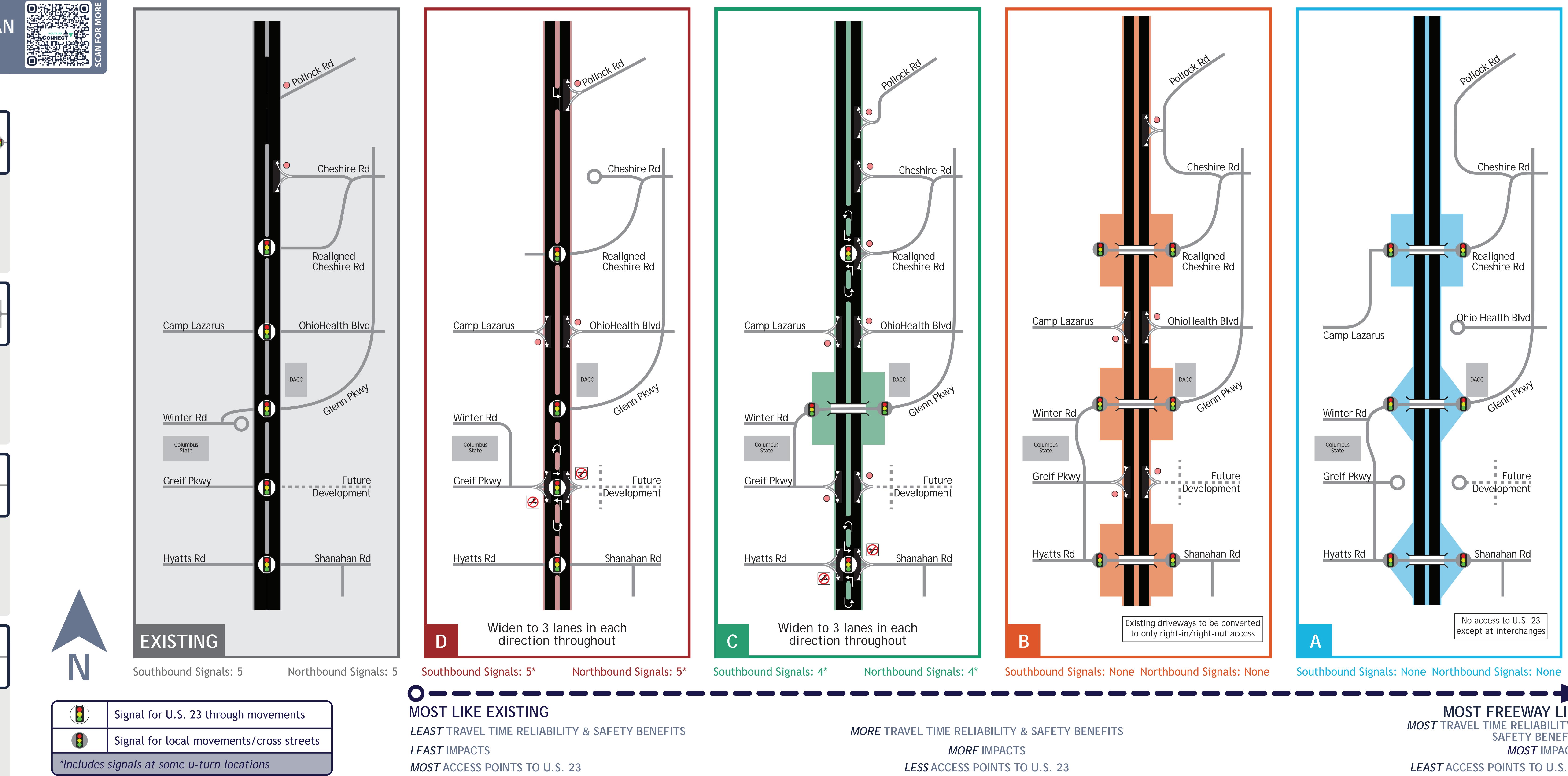


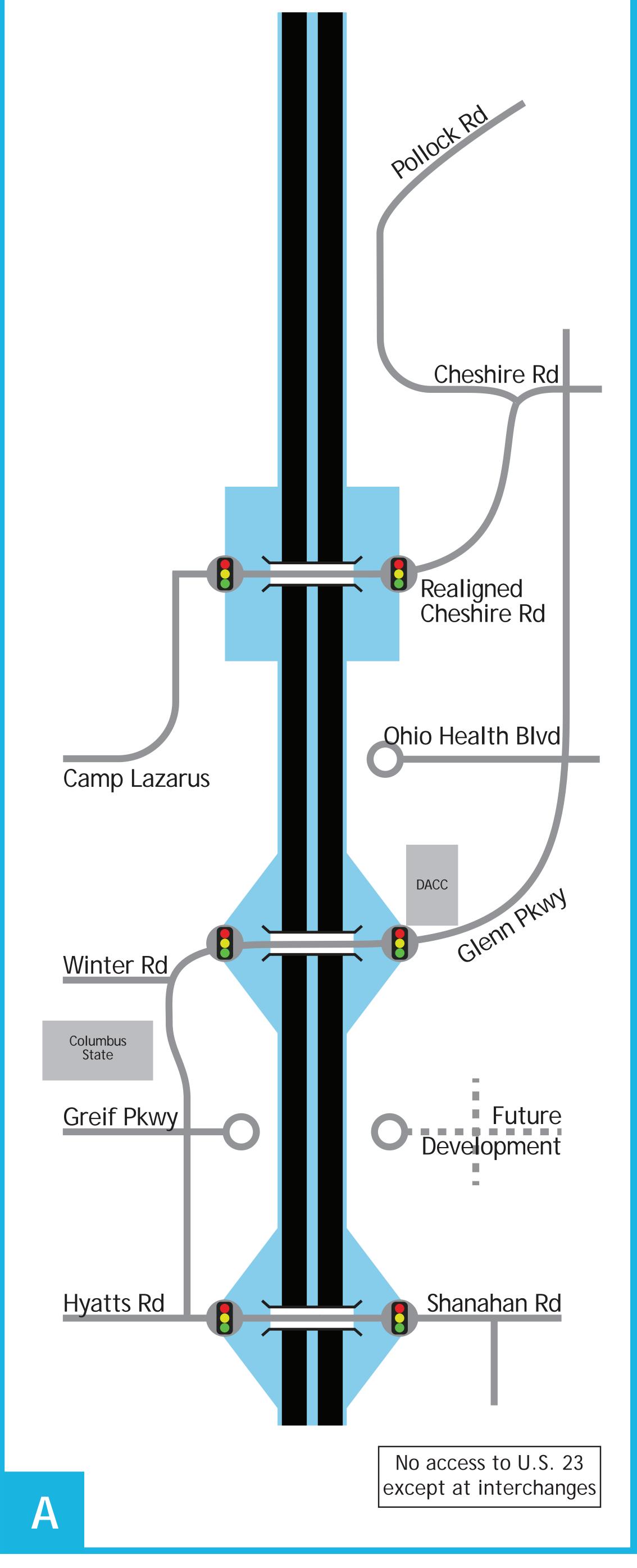




Overpasses and underpasses allow traffic on U.S. 23 and side streets to flow without stopping at an intersection.

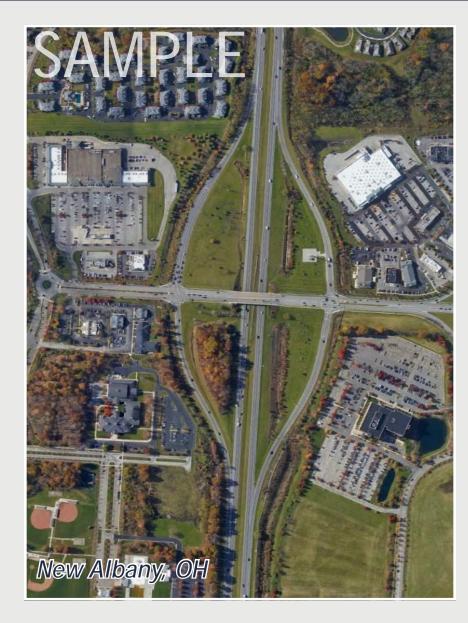
These do not have direct connections between U.S. 23 and the side street. Traffic wishing to make a connection between routes must divert to another location.

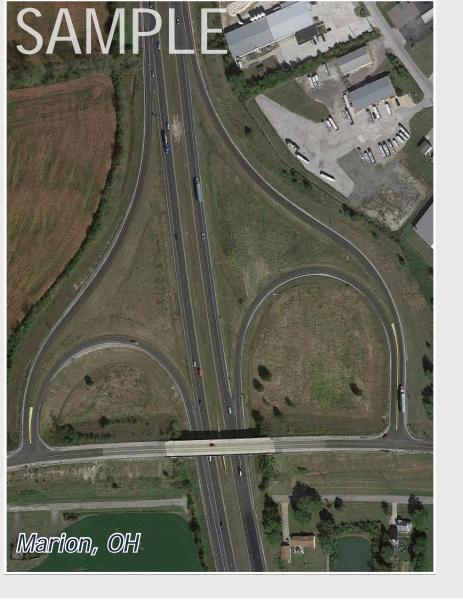




SEGNENT #5 SR 315 TO US 42 PID 112768 | U.S. 23 Corridor Study

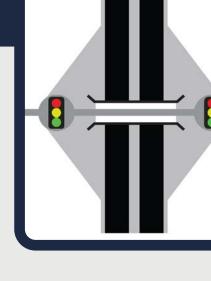
IMPROVEMENT OPTIONS







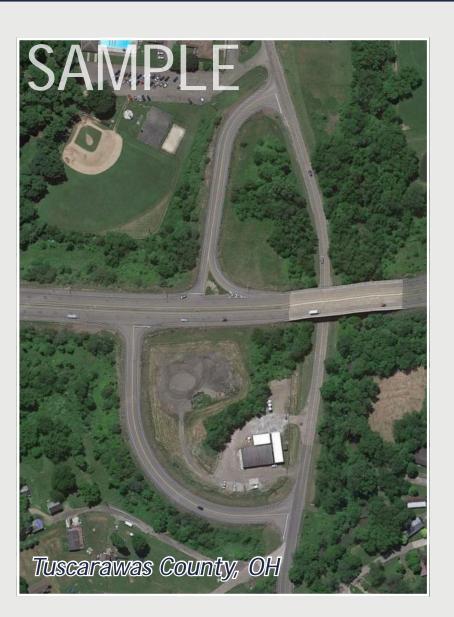
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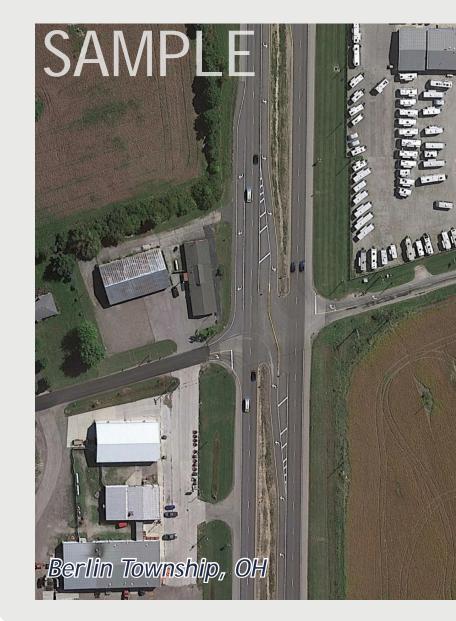


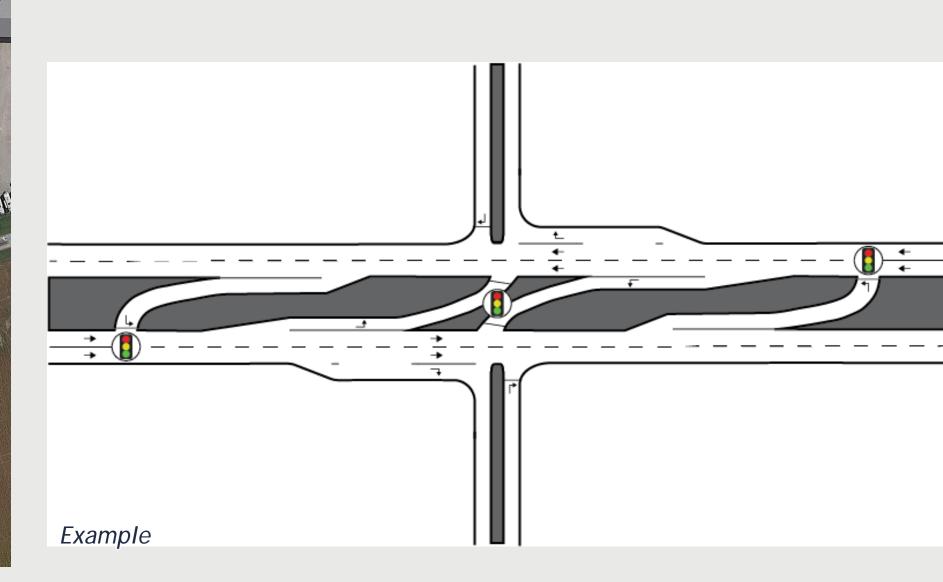




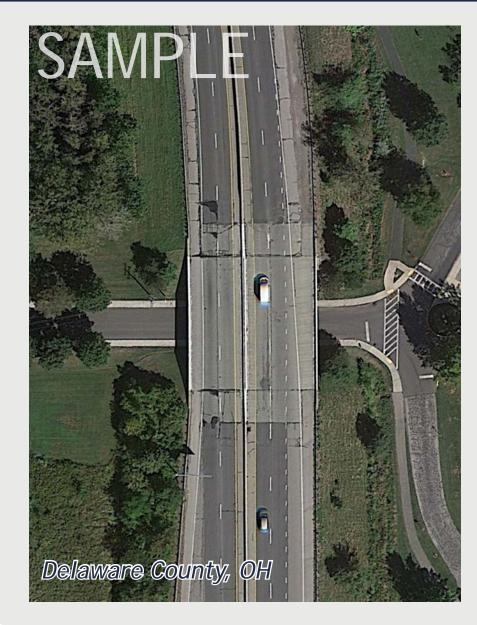
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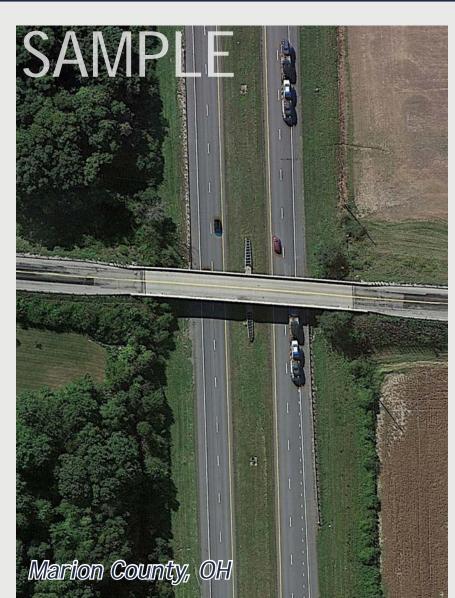
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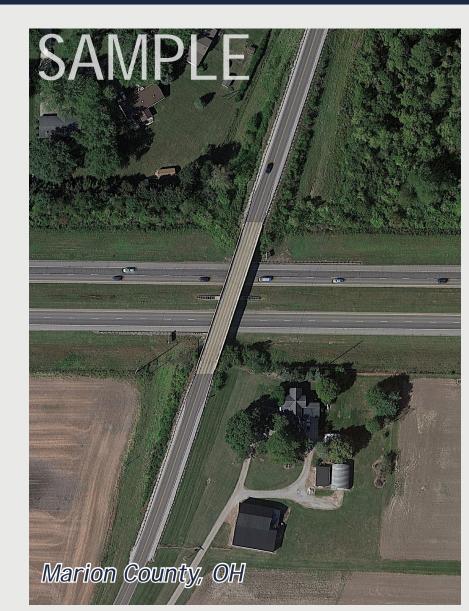




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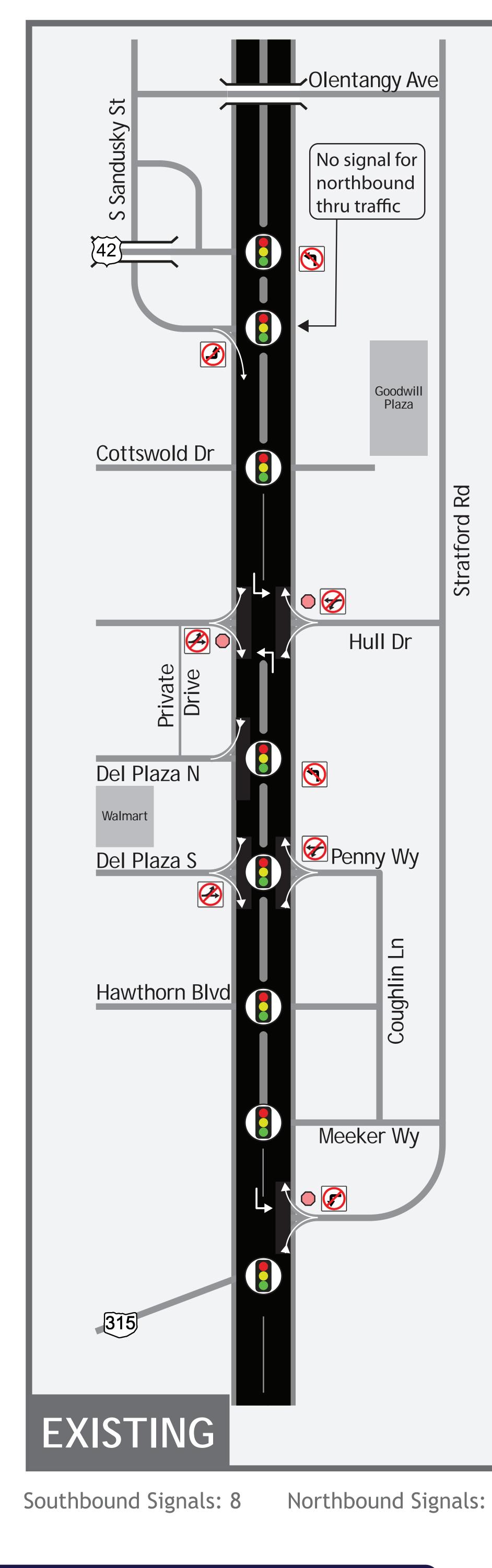


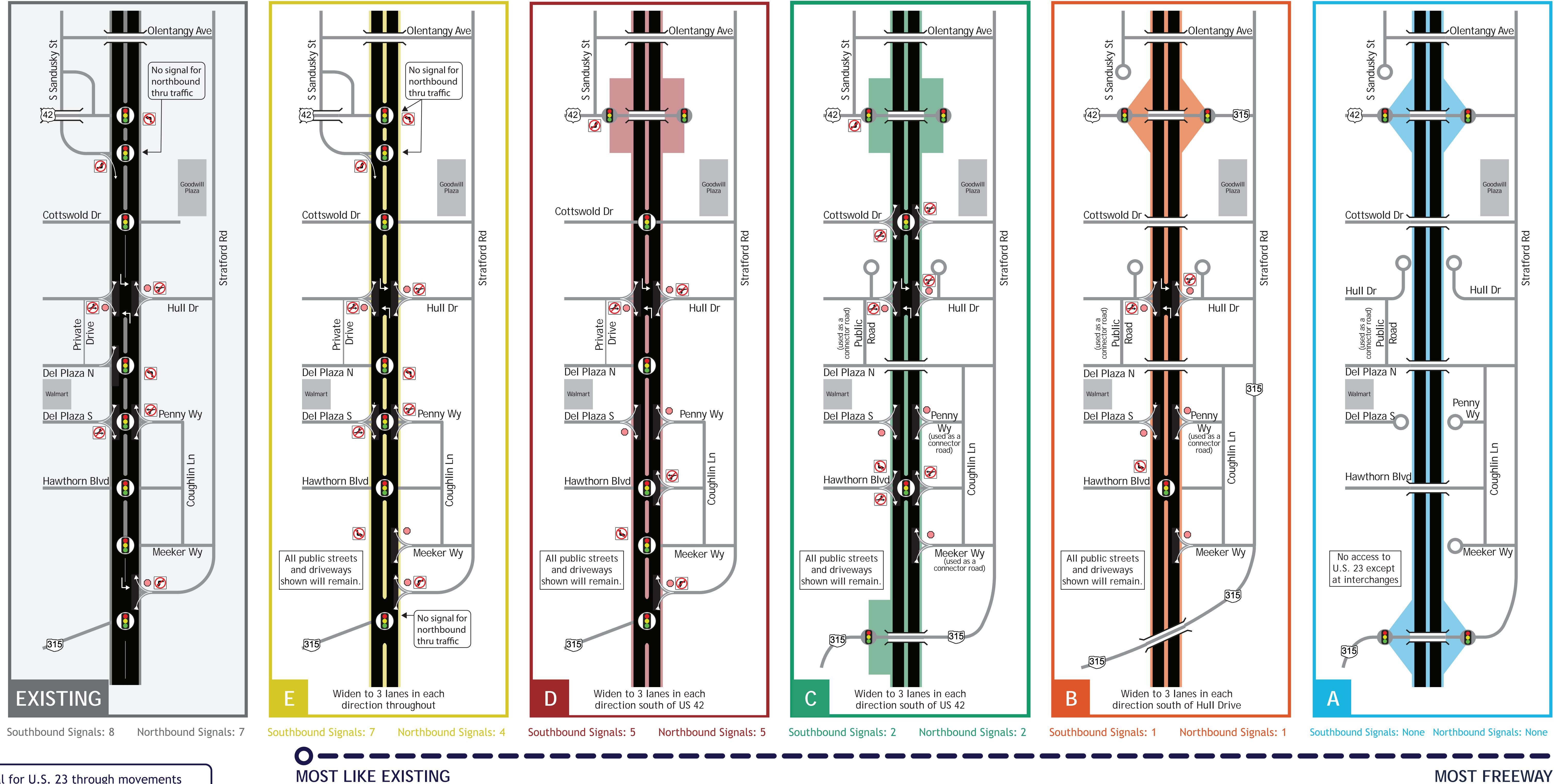
Overpasses and underpasses allow traffic on U.S. 23 and side streets to flow without stopping at an intersection.

These do not have direct connections between U.S. 23 and the side street. Traffic wishing to make a connection between routes must divert to another location.









	Signal for U.S. 23 through movements
	Signal for local movements/cross streets
*Includes signals at some u-turn locations	

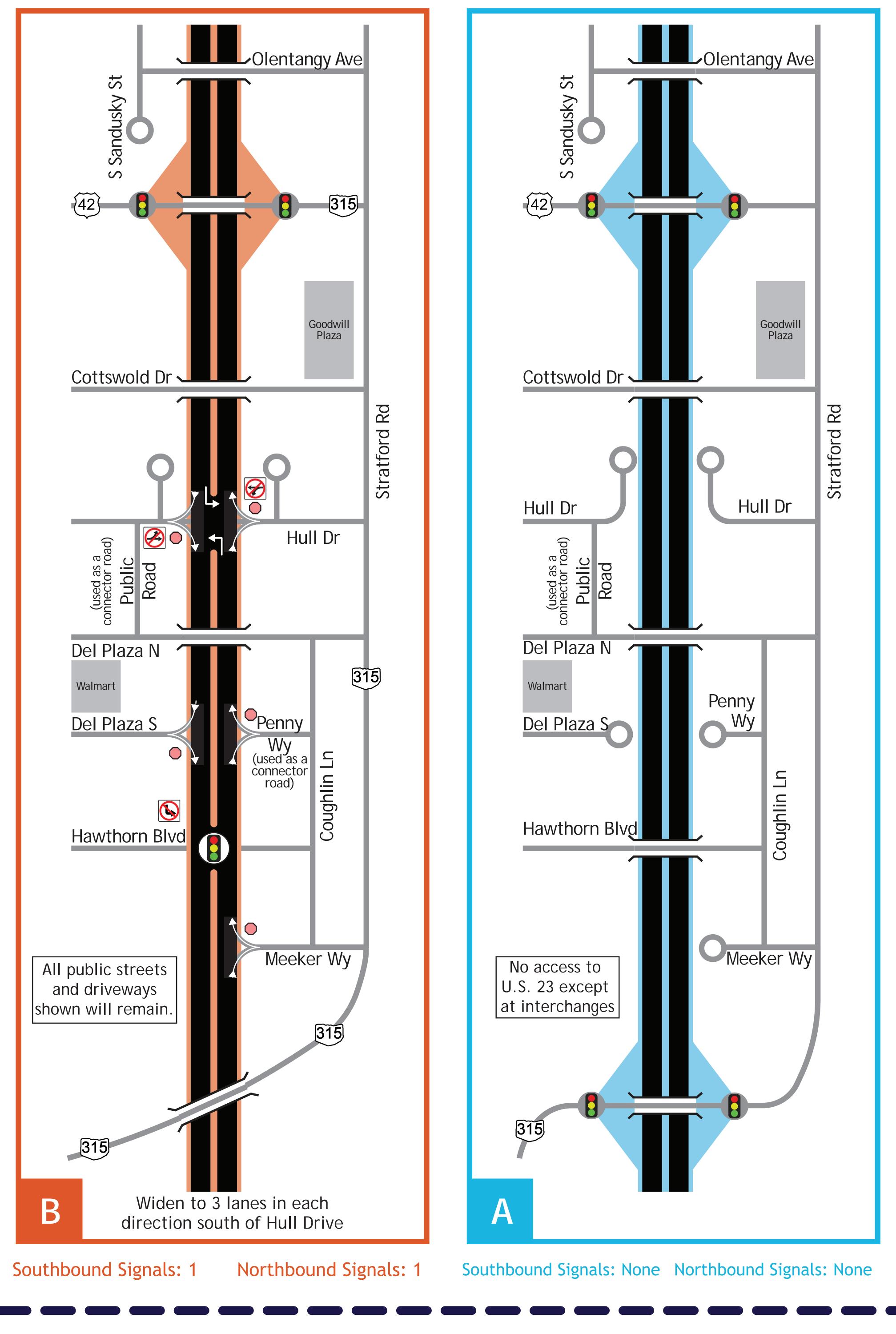
LEAST IMPACTS

LEAST TRAVEL TIME RELIABILITY & SAFETY BENEFITS

MORE TRAVEL TIME RELIABILITY & SAFETY BENEFITS MORE IMPACTS

MOST ACCESS POINTS TO U.S. 23

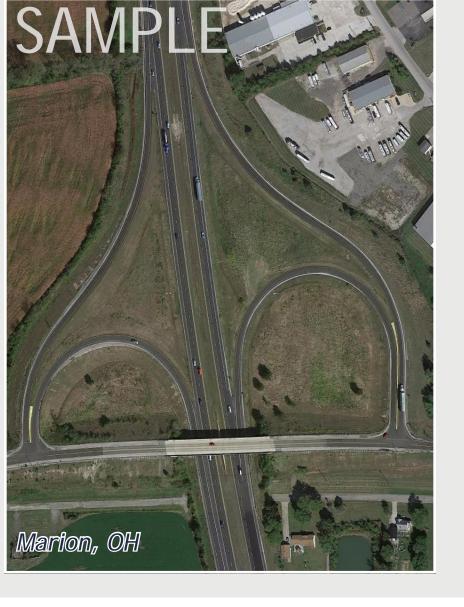
LESS ACCESS POINTS TO U.S. 23



, PENNSYLVANIA AVE TO COOVER RD PID 112768 | U.S. 23 Corridor Study

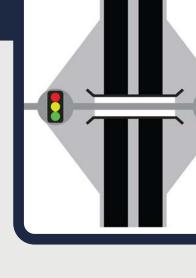
IMPROVEMENT OPTIONS



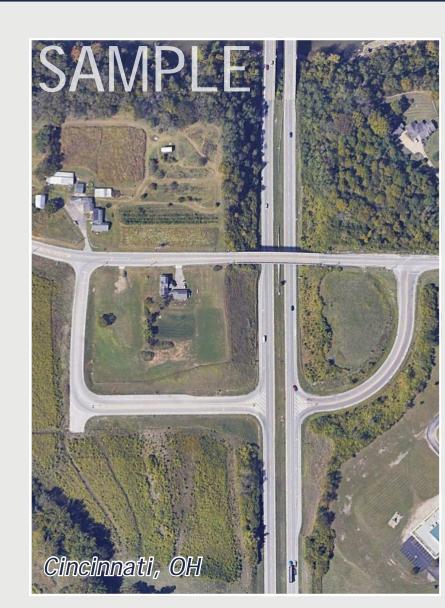




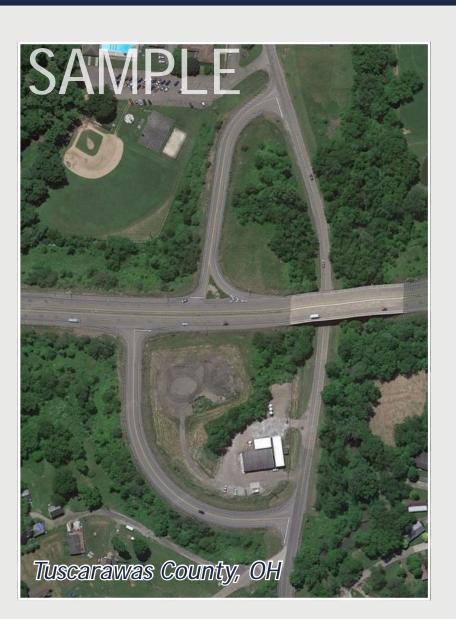
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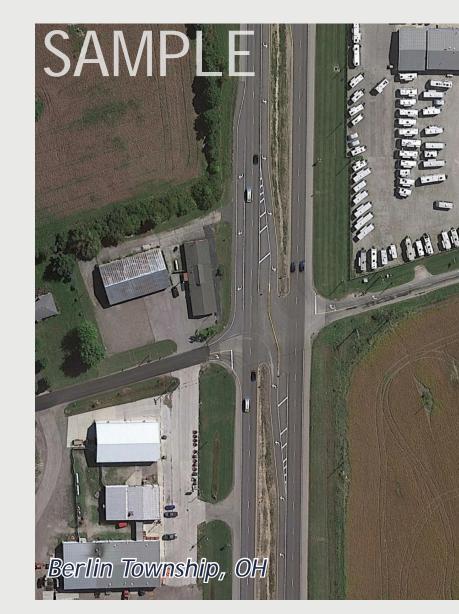


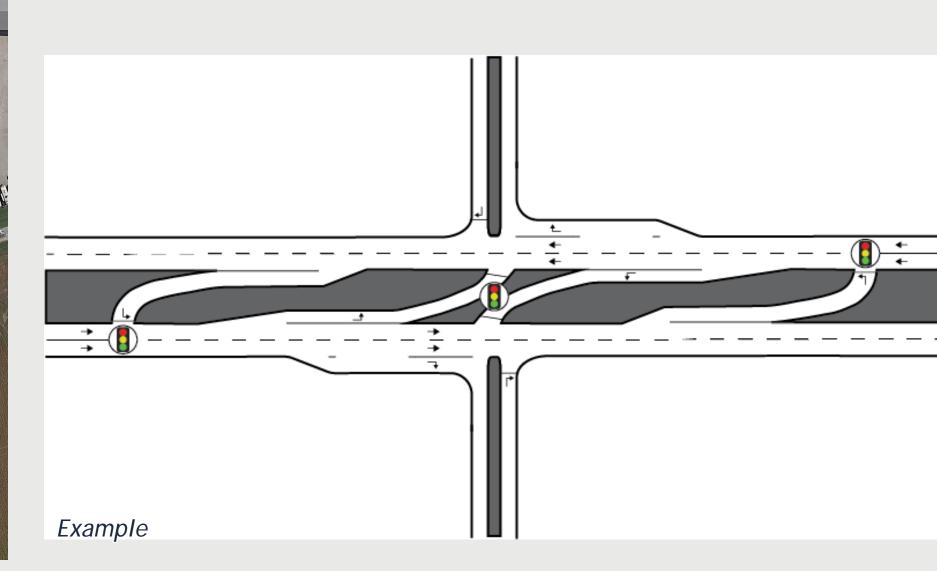




Connector road interchanges replace an intersection with a bridge and twoway connector roads. This eliminates the need for a signal on U.S. 23. However, traffic enters and

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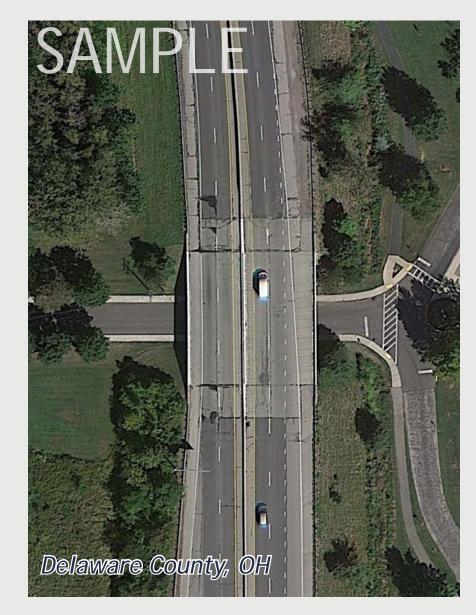


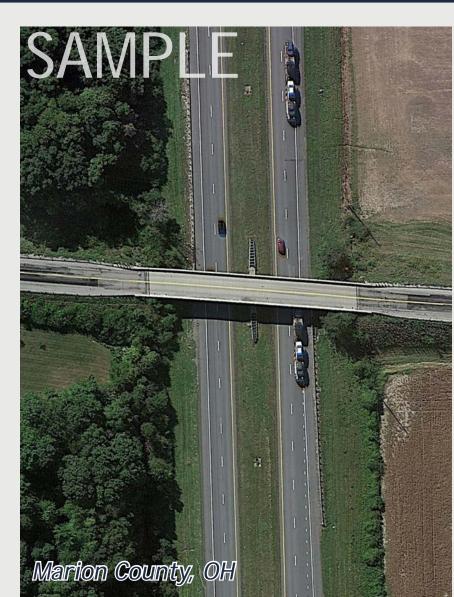


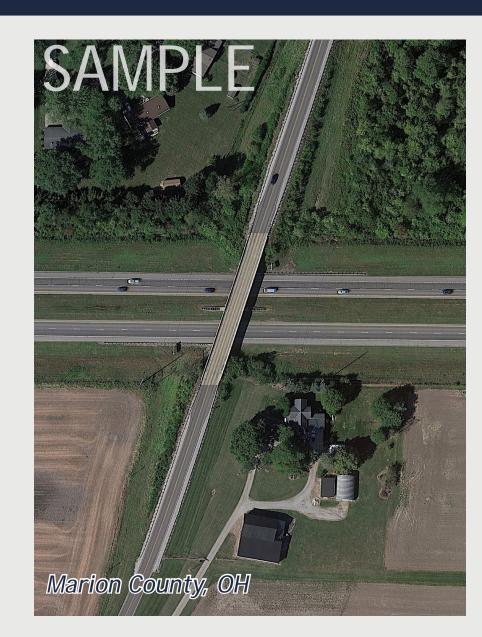
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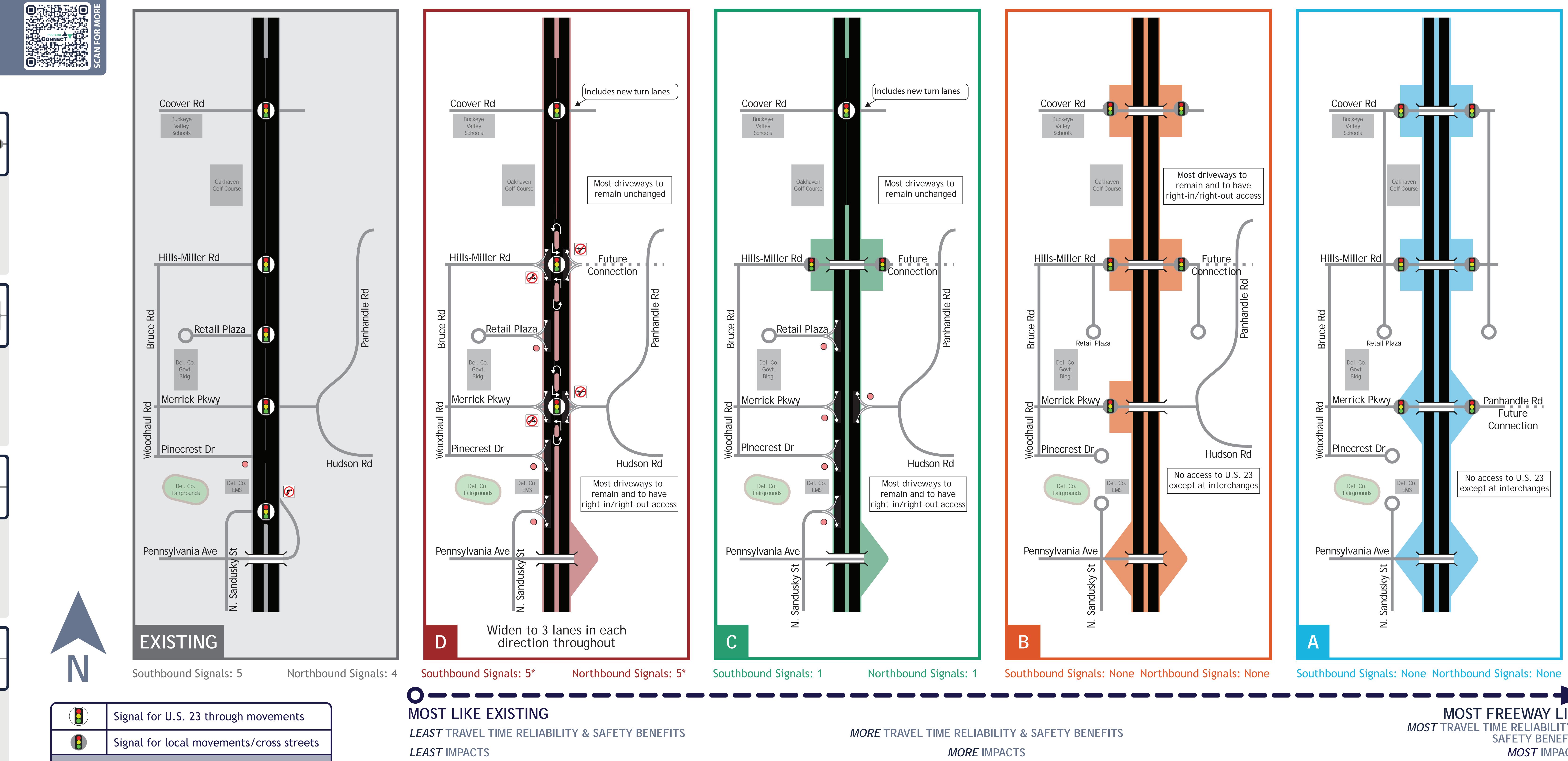




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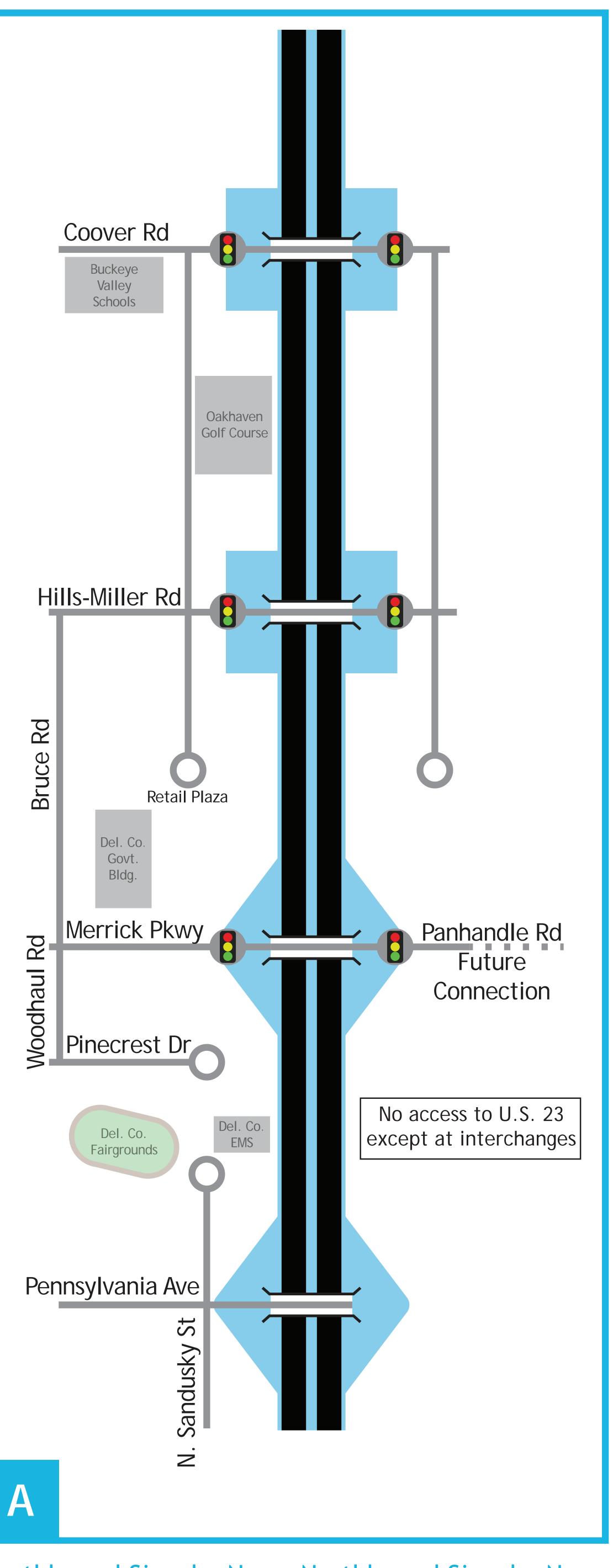




*Includes signals at some u-turn locations

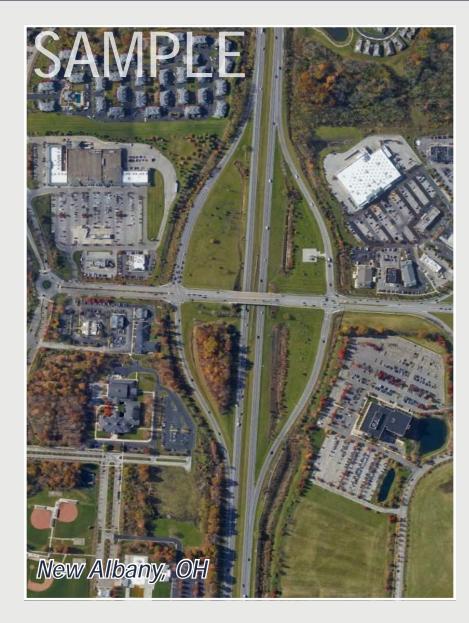
MOST ACCESS POINTS TO U.S. 23

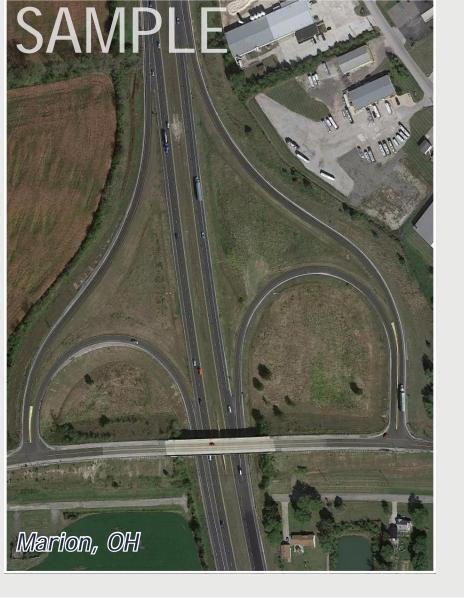
LESS ACCESS POINTS TO U.S. 23



SEGVENT #7 • MAIN RD • TO SR 229 PID 112768 | U.S. 23 Corridor Study

IMPROVEMENT OPTIONS







ditional freeway interchanges replace an intersection with a bridge ramp connections,



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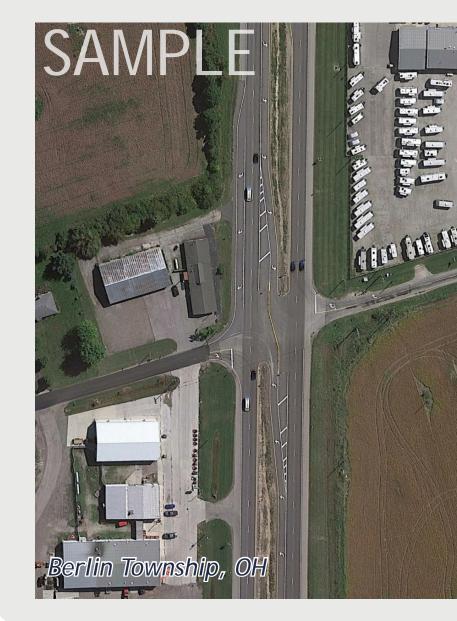


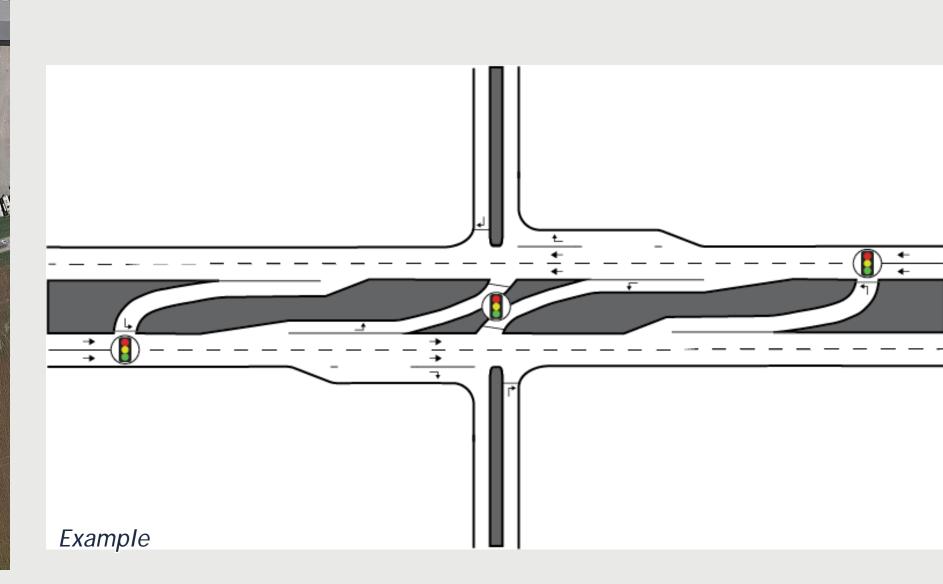




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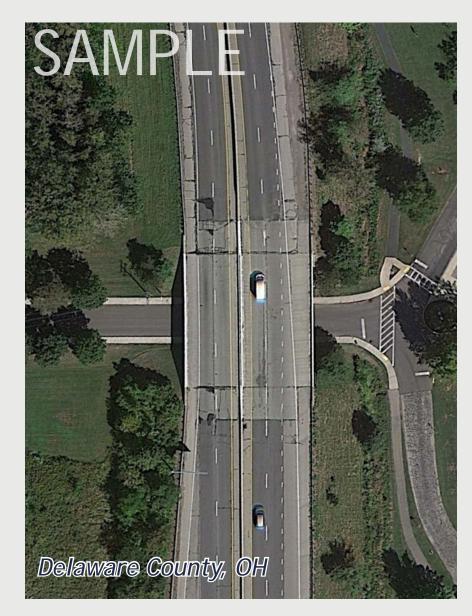


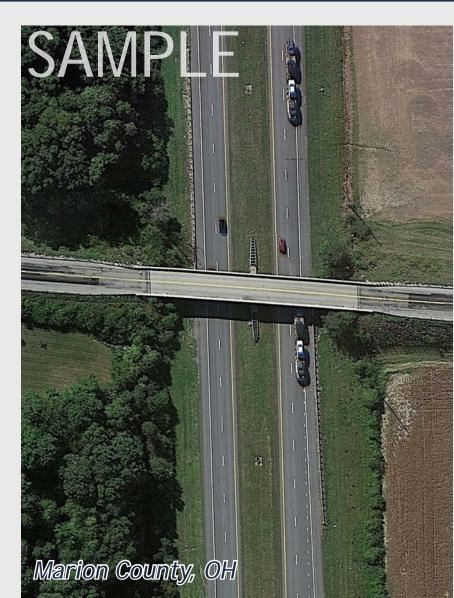


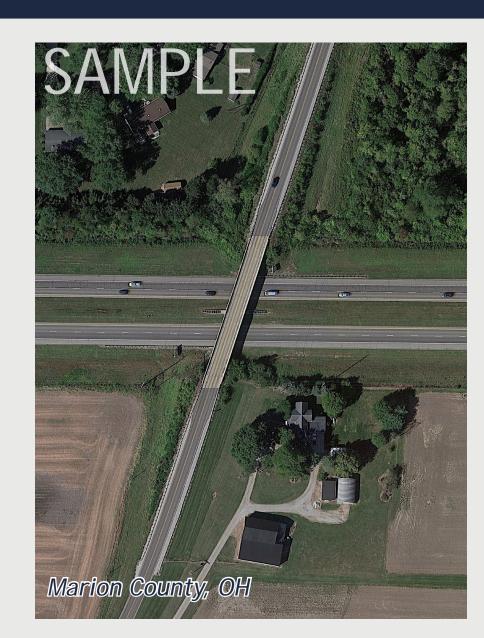
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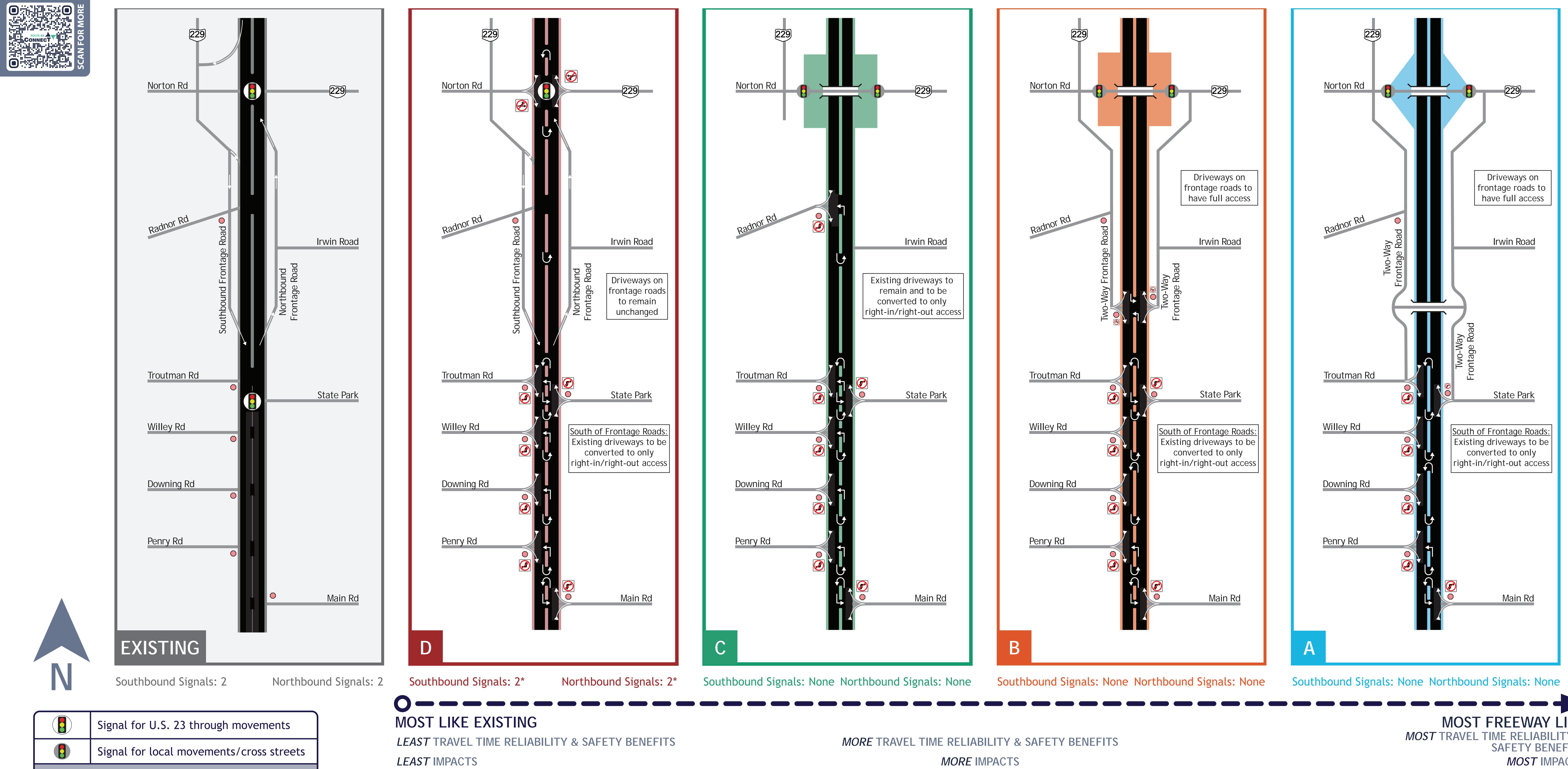




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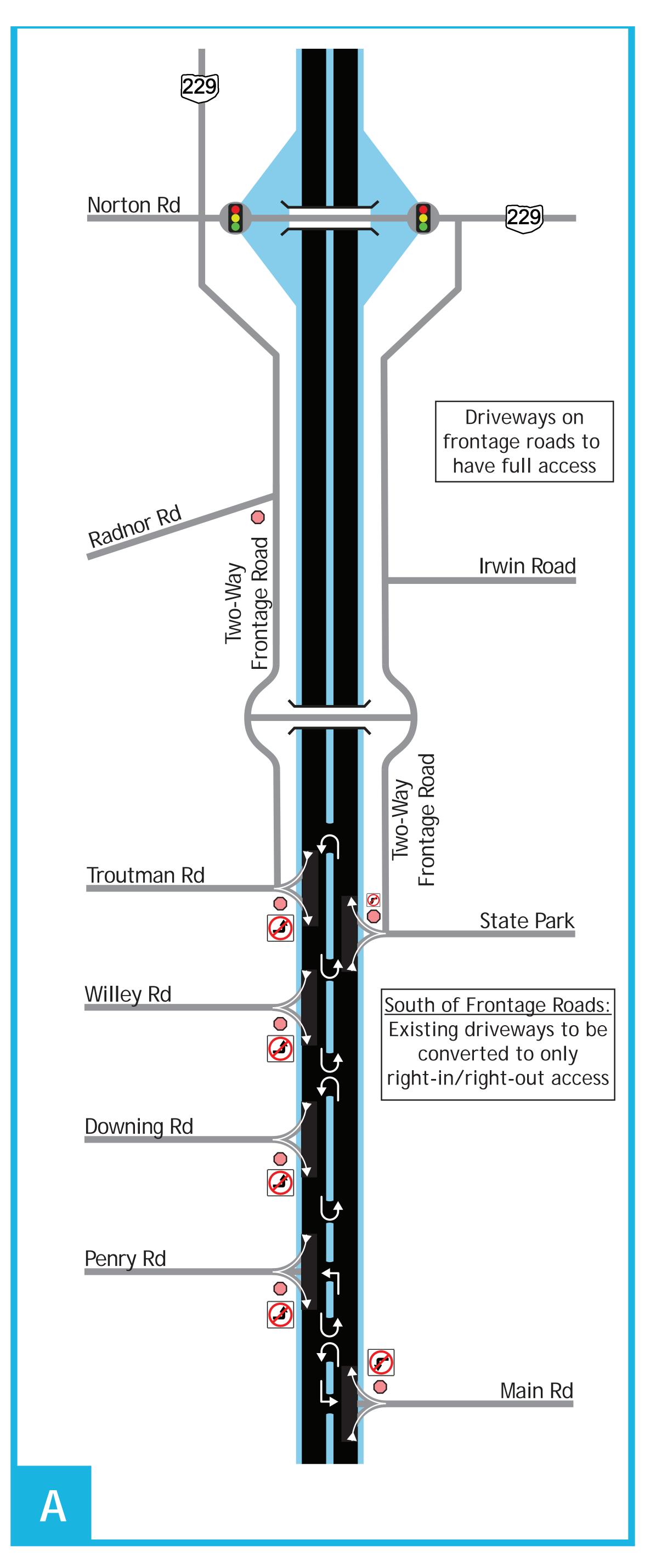
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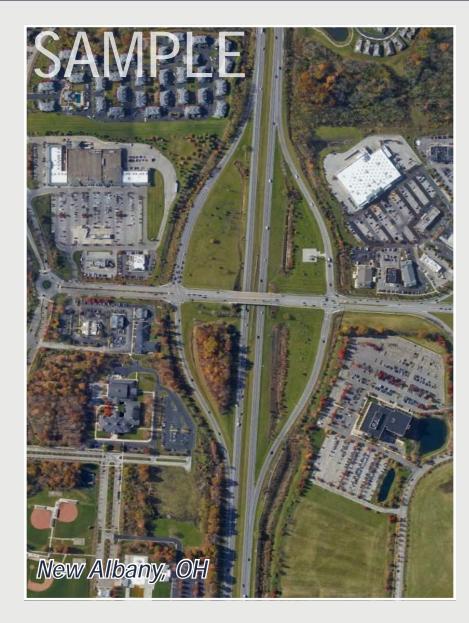
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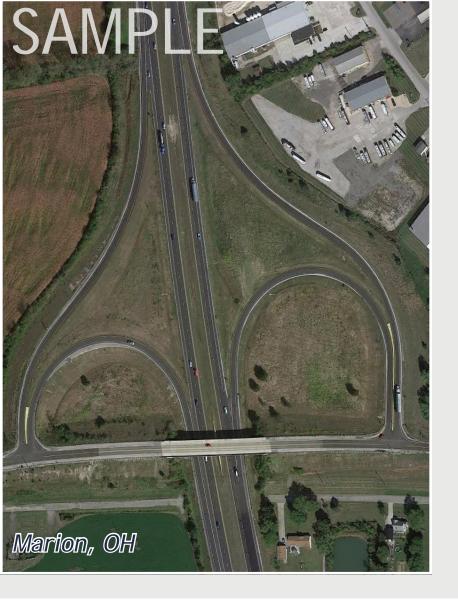
LESS ACCESS POINTS TO U.S. 23



SEGNENT #15. U.S. 23 AND I-270 INTERCHANGE PID 112768 | U.S. 23 Corridor Study

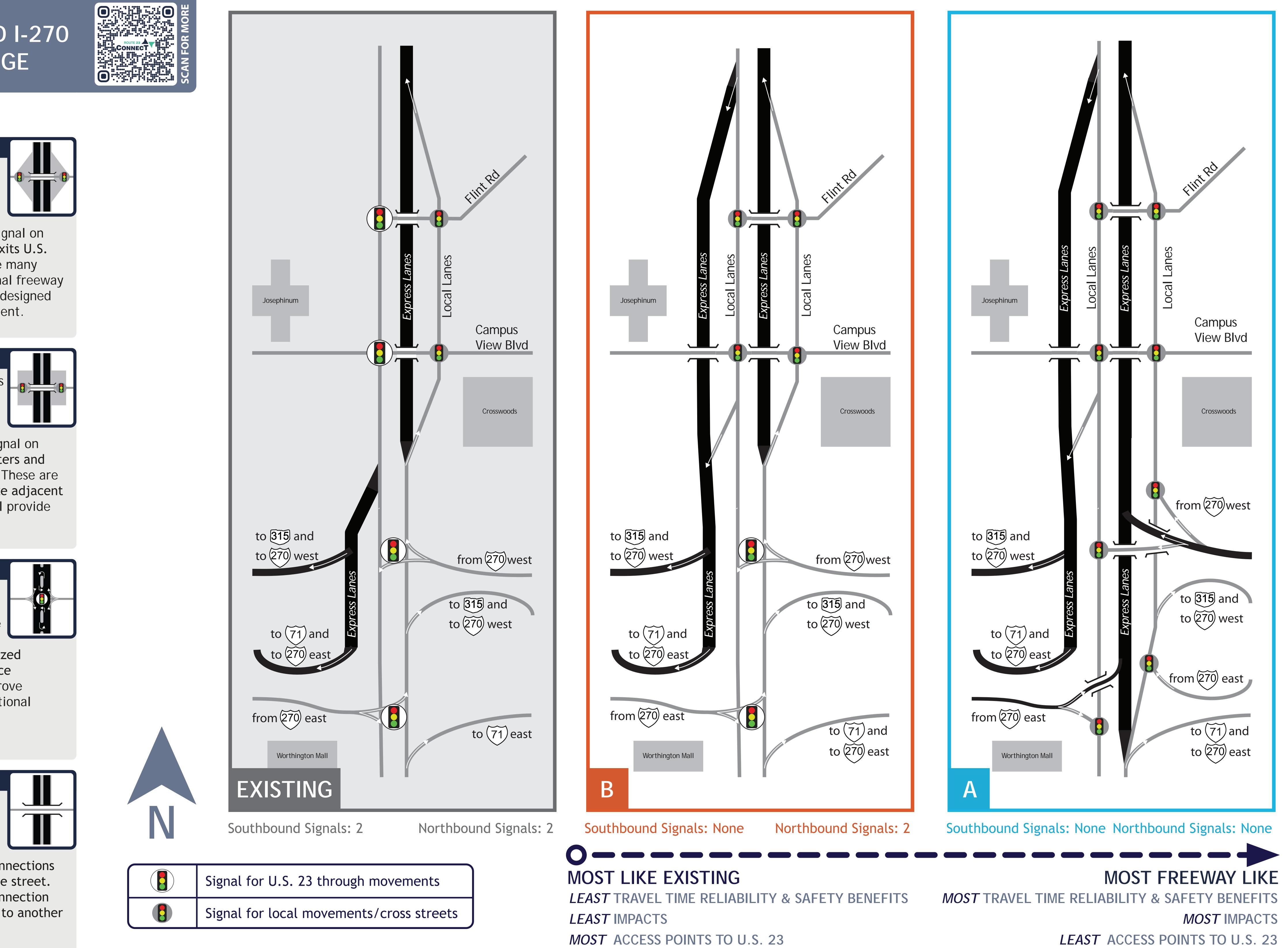
IMPROVEMENT OPTIONS



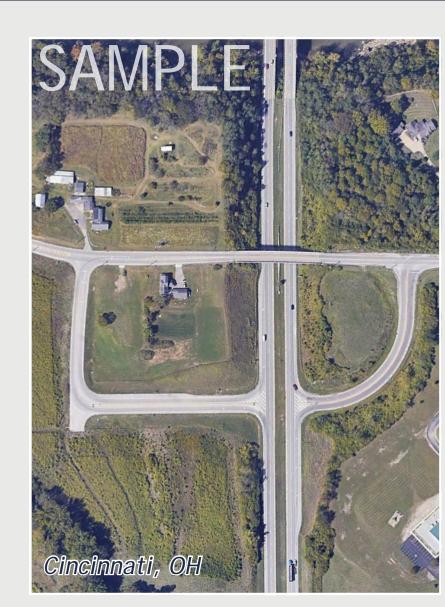




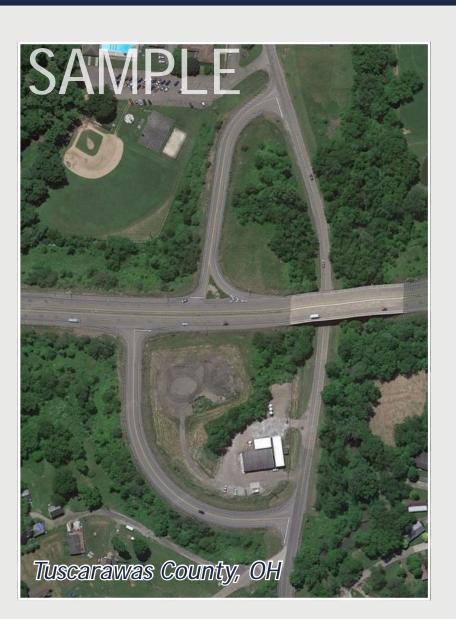
raditional freeway interchanges replace an intersection with a bridge and ramp connections,



eliminating the need for a signal on U.S. 23. Traffic enters and exits U.S. 23 at high speeds. There are many shapes of potential traditional freeway interchanges. These will be designed to allow for a u-turn movement.

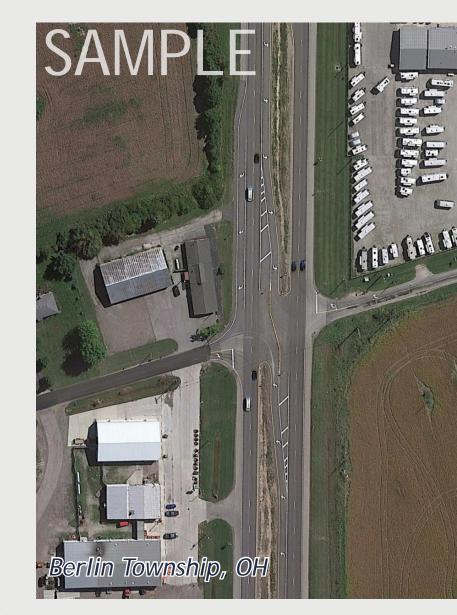


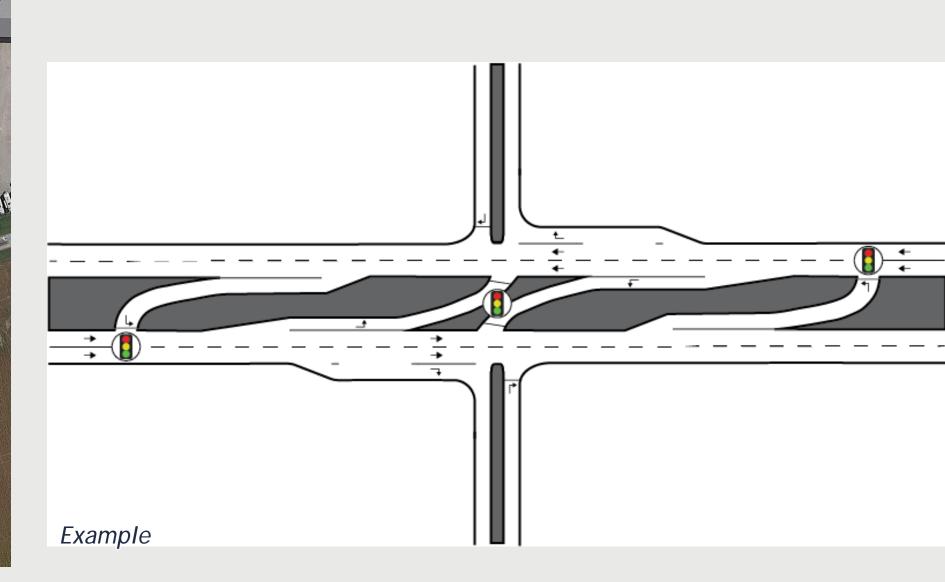




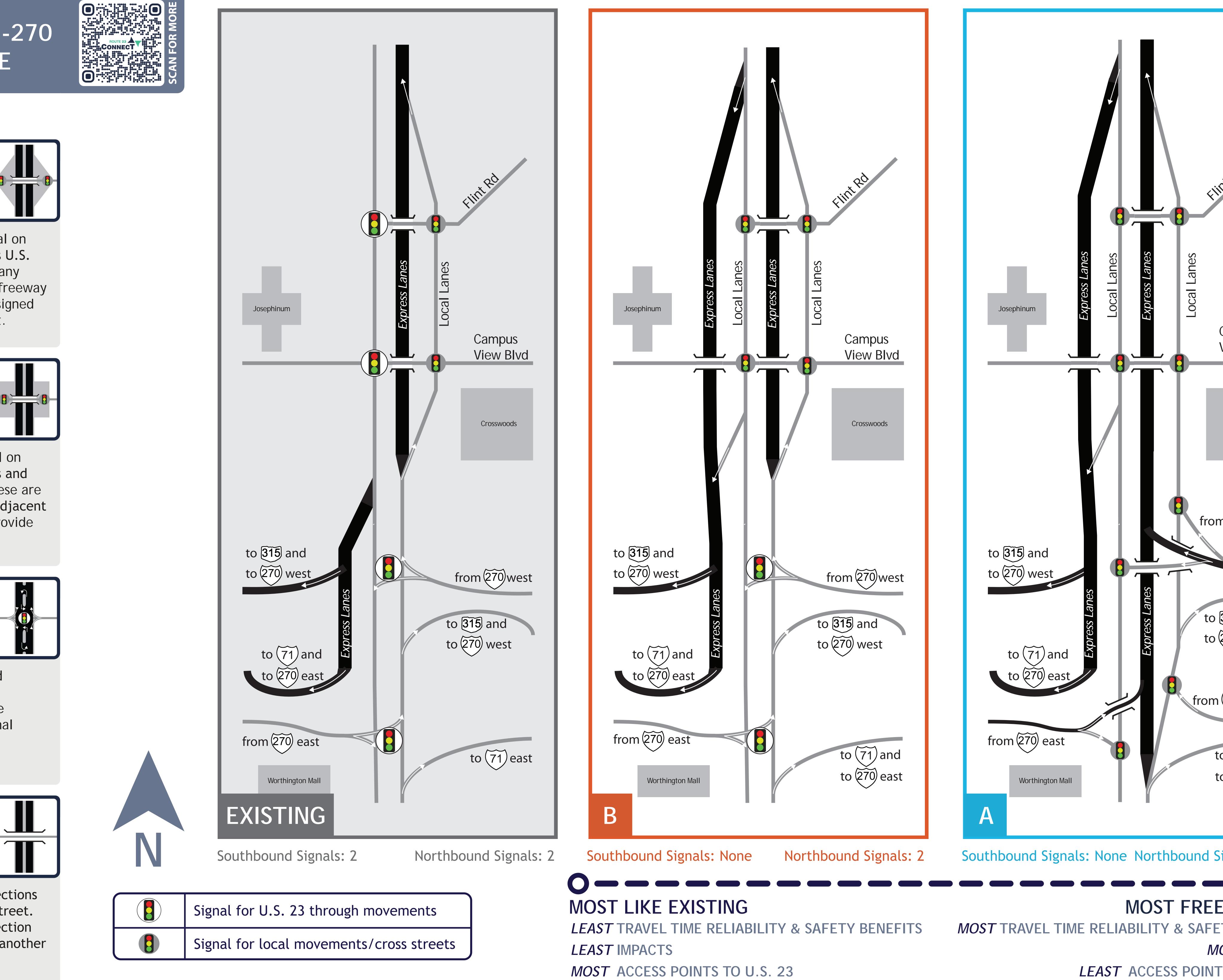
Connector road interchanges replace an intersection with a bridge and twoway connector roads. This eliminates the need for a signal on U.S. 23. However, traffic enters and

exits U.S. 23 at low speeds. These are flexible in design to minimize adjacent property impacts. These will provide for a u-turn movement.

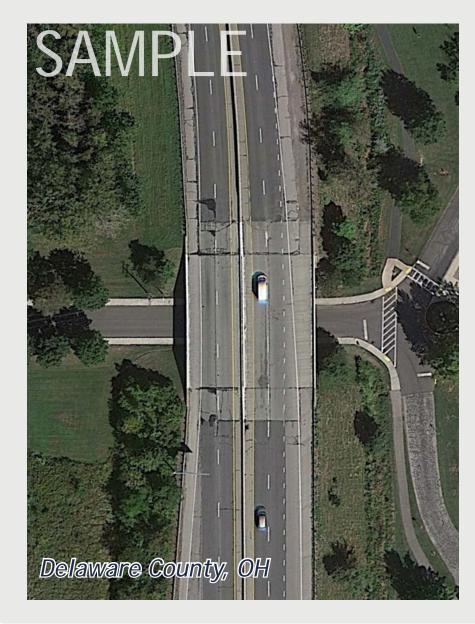


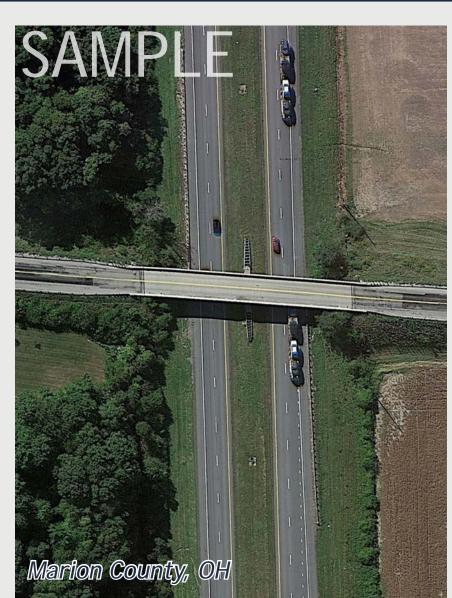


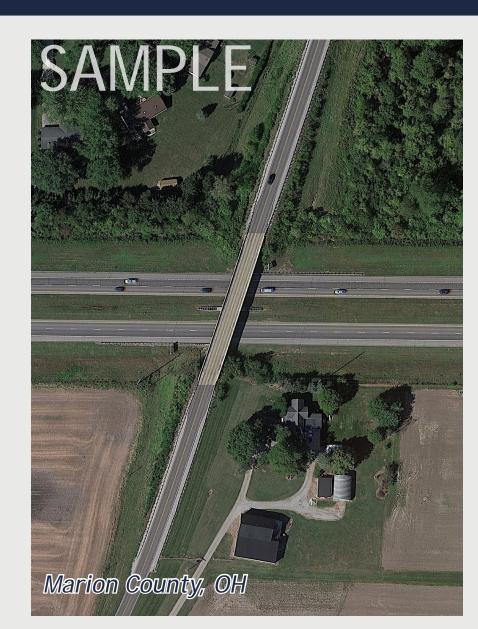
RCUTs restrict side street left turns and through movements, but allow these movements via a nearby U-turn. RCUTs can be signalized or unsignalized. RCUTs reduce intersection delays and improve safety, compared with traditional











Overpasses and underpasses allow traffic on U.S. 23 and side streets to flow without stopping at an intersection.

These do not have direct connections between U.S. 23 and the side street. Traffic wishing to make a connection between routes must divert to another location.

MOST IMPACTS

LEAST ACCESS POINTS TO U.S. 23