



## **Highway 138 Corridor Solutions Study** ***Final Alternatives***

### **1(a): Existing Alignment Improvements**

This design option would focus on the primary intersections within the downtown. Improvements would increase existing turning radii at the Washington/Oak and Stephens/Pine couplets and at Stephens/Diamond Lake. Intersection improvements at Stephens Street and Diamond Lake Boulevard would include widening Stephens Street to accommodate dual southbound left turn lanes to Diamond Lake. Widening of Stephens will also need to occur to accommodate a third northbound thru lane on Stephens, from Douglas Avenue to north of the Diamond Lake intersection.

### **2(a): Washington-Stephens-Diamond Lake Alignment**

This design option widens Washington Avenue to four travel lanes. Past the bridge, the route veers north along the Stephens Street alignment to Diamond Lake Boulevard. Signalized intersections would be positioned at Pine Street, Douglas Street, Diamond Lake Boulevard, and Winchester Street. The northbound couplet portion of Stephens Street south of Washington Street would merge onto the reconfigured corridor. Stephens Street would be widened to accommodate four north bound thru lanes from south of Douglas to Diamond Lake Boulevard. Washington Avenue east of Stephens Street could either remain a westbound one-way street or convert to two-way traffic. West of Stephens Street, however, the alignment would be restricted to a one-way eastbound loop south onto Pine street. Intersection improvements at Stephens Street and Diamond Lake Boulevard would include widening Stephens Street to accommodate dual southbound left turn lanes to Diamond Lake.

### **2(c): Washington-Rose-Diamond Lake Alignment**

This design option widens Washington Avenue to four travel lanes. However, this time, Highway 138 crosses Stephens Street and veers north onto the Rose Street alignment toward Diamond Lake Boulevard. The reconfiguration would require signalized intersections through downtown at three locations: Washington Avenue/Stephens Street; Rose Street/Douglas Avenue; and Diamond Lake Boulevard/Winchester Street. The segment of Rose Street south of Washington Avenue would connect with the Highway 138 corridor via a right-in/right-out intersection at the corner where Washington Avenue turns north onto the section of the Rose Street alignment that connects with Diamond Lake Boulevard. The north end of the Stephens/Pine couplet would shift south. Another change under this design option would be the Diamond Lake Boulevard approach to Stephens Street. Although several potential new configurations are possible, most would likely entail the connection to be limited to westbound travel from Diamond Lake Boulevard merging northbound onto Stephens Street.



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### **3(a): Harvard-Diamond Lake Bridge Connection (At-Grade)**

In this design option, the east end of the bridge would cross the existing railroad line at-grade and connect with Stephens Street at a signalized crossing before proceeding eastward along the existing Diamond Lake Boulevard alignment. The existing two lane configuration of the Oak Avenue Bridge may be allow for two-way travel to and from downtown and points south under this option. Intersection improvements at Stephens Street and Diamond Lake Boulevard would include widening Stephens Street to accommodate dual southbound left turn lanes to Diamond Lake.

### **3(d): Harvard-Diamond Lake Bridge Connection (RR Above-Grade)**

This design option is similar to 3A, however, it would gradually elevate the existing railroad bed starting from the south in the vicinity of Mosher Avenue to a point where the line goes over Oak, Washington, and Douglas Avenues as an overpass and then continues north and over the realigned Highway 138 at Diamond Lake Boulevard, before descending north of the Diamond Lake Boulevard corridor to its existing grade. Intersection improvements at Stephens Street and Diamond Lake Boulevard would include widening Stephens Street to accommodate dual southbound left turn lanes to Diamond Lake.

### **4(a): Northern Alignment (Flyover)**

Under this design option, the eastern terminus of the bridge aligns with Rowe/Odell Avenues, descending to the signalized intersection at Jackson Street north of Diamond Lake Boulevard. The limited bridge clearance at Winchester Street would require the need to vacate existing north-south through access.