KYOVA Interstate Planning Commission
US 52 Traffic and Safety Study Alternative Ranking Matrix

					Mobility			Safety	Regional System	Community Concerns	Accessibility
Location	Number	Projects	Description	Listed in LRTP?	Improves Segment Mobility	Improves Congested Intersection LOS	Relieves Intersection Congestion	Improves Safety at Lawrence County Safety Workplan Location	Contributes to Completion of Tri-State Outer Belt or I73/74	Addresses Issues Raised During Public Engagement	Improves Community to Community Access within KYOVA MPO Boundary
Western Corridor	**W1**	CR 1A/CR 23 Interchange and US 52 Access	This improvement includes widening the bridge span over Old US 52 (CR 1A) to improve roadway clearance, realigning the Old US 52 (CR 1A) approach to the interchange to improve sight distance, creating a new service road north of US 52 (connects to Patrick Street T-117), and eliminating one highway access point. The consolidation of access to US 52 is anticipated toenhance US 52 mobility		◒	○	○	●	○	●	○
	W2	US 52 Access Improvements Location 1	This improvement includes managing access to US 52 between Rock Hollow Rd (CR 128) and Park Dr (SR 93) by: **1.** Creating a new service road between Happy Hollow Dr (T-330) and Scioto Ave, eliminating two highway access points **2.** Eliminating highway access at Township Rd 277 **3.** Improving an existing service road between Orchard Rd (T 142) and Little Storms Creek Rd (CR 22), eliminating one highway access point **4.** Creating a new service road between Little Storms Creek Rd (CR 22) and Park Dr (SR 93)		◒	○	○	◒	○	◒	○
	W3	2nd Street Bridge Replacement	This improvement includes replacing the 2nd Street Bridge that spans an inlet of the Ohio River between Orchard Street and Sycamore Street. This location is prone to flooding from the Ohio River, and the existing bridge is routinely closed when water levels rise.		○	○	○	○	○	●	◒
	W4	Ironton-Russell Bridge	This improvement includes reconstructing the Ironton-Russell Bridge over the Ohio River. The bridge will maintain and enhance the connection Ironton, OH with Russell, KY.	Yes	●	○	○	○	○	●	●
	W5	Park Drive (SR 93)	The predominant crash pattern at this location is rear-end crashes primarily at the ramp termini. The proposed improvements include upgrading the existing traffic signals to a three-phase Texas diamond configuration and adding warning signage.		○	○	○	●	○	○	○
	W6	SR 93 Interchange	This improvement includes converting the existing partial cloverleaf interchange to a diamond configuration.	Yes	○	○	○	●	○	●	○
	W7	Campbell Drive (SR 141) Interchange	This improvement includes the complete signalization of the interchange and intersection as well as the addition of two turning lanes.	Yes	○	●	●	●	○	○	○
	W8	SR 243 Interchange	This improvement includes signalizing the interchange at Marion Pike (SR 243).	Yes	○	●	●	●	○	●	○
	W9	Ashland Bridge (US 60) Ramp Terminii	The predominant crash pattern at this location is a combination of rear-end and loss-of-control collisions due to heavy queuing at the signalized intersection. The proposed improvements include signal retiming and optimization and construction of an additional westbound thru lane.	Yes	◒	○	○	●	○	●	●
Central Corridor	**C1**	US 52 Access Improvements Location 2	This improvement includes closing highway access at Hog Back Road (T-268) and constructing a new service road between Lick Creek Rd (CR 15) and Grandview Ave.		◒	○	○	◒	○	○	◒
	C2	Grandview Ave/Delta Ln Interchange	This improvement includes constructing a diamond interchange at the existing Grandview Ave intersection, constructing a new service road north of US 52 connecting Grandview Ave and Delta Ln, and eliminating highway access at Delta Ln.		◒	○	○	○	○	●	◒
	C3	Solida Rd (CR 18) Interchange	This improvement includes signalizing the eastbound ramp at the existing Solida Rd (CR 18) interchange.		○	○	○	○	○	●	○
	C4	I 73/I 74 Bridge	This improvement includes the construction of a new bridge over the Ohio River. The bridge would span from I-64 in West Virginia to South Point, Ohio.	Yes	◒	○	○	○	●	○	●
	C5	Burlington Macedonia Corridor Improvements	The predominant crash pattern at this location is rear-end collisions between the signals and angle collisions at the intersections. The proposed improvements include creating a progression-controlled signal system that would create more consistent traffic flows along the corridor.		○	●	●	●	◒	●	◒
	C6	Burlington Retail Area Interchange	This improvement includes constructing a diamond interchange between the Burlington-Macedonia Rd (CR 120) and Wal-Mart Way (CR-410) intersections. Highway access would be eliminated at these locations. This improvement would require the construction of a new service road between Dallas-Matthew Pike and Burlington-Macedonia Rd (CR 120), eliminating highway access at Dallas-Matthew Pike.		●	●	●	●	●	●	●
	C7	Charley Creek Rd (CR 144) Interchange	This improvement includes constructing a diamond interchange at the existing Charley Creek Rd intersection. Highway access would be eliminated at Sandusky Rd (CR 276). This improvement would require the construction of new service roads north of US 52, connecting to CR 406 on either side, as well as realigning Old US 52 (CR 1) south of US 52.		●	●	●	●	●	●	●

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Eastern Corridor	**E1**	Lick Creek Rd (CR 15) Overpass	This improvement includes constructing a new highway overpass from Lick Creek Rd (CR 15) to Old US 52 (CR 1), removing a highway access point along US 52.		◒	○	○	●	○	○	○
	E2	SR 7 Access Improvements Location 1	These improvements include managing access to SR 7 by constructing two new service roads: 1. Between Kimball Ln (T-287) and Tallow Ridge Rd (CR 124), eliminating two highway access points 2. Between Tallow Ridge Rd (CR 124) and Big Branch Rd (CR 31), creating alternate access between these two routes		◒	○	○	◒	◒	○	○
	E3	3rd Avenue and SR 7 (2nd Street Bridge)	This improvement includes constructing free flow right-turn lanes in the eastbound and westbound approaches. Modify signal cycle length.		○	●	●	●	○	○	◒
	E4	SR 7 and SR 243 (Bradrick)	This improvement includes constructing a free flow right-turn lane on southbound SR 243.		○	●	●	●	○	●	○
	E5	SR 607 and SR 7	This improvement includes constructing free flow right-turn lanes on the southbound and westbound approaches. Protected phasing should be given to northbound and southbound left-turn movements.		○	●	●	●	○	○	○
	E6	East End Bridge and SR 607 Ramp	This improvement includes widening SR 607 to provide a second southbound thru lane and a second westbound left turn lane to accommodate heavy volumes of traffic using the East End Bridge to cross the Ohio River.		●	●	●	○	○	○	●
	E7	SR 607 and Irene Road	This improvement includes modifing the signal timing to improve vehicle progression.		○	●	●	○	○	○	●
	E8	SR 607 and Chesapeake Bypass	This improvement includes constructing dual left-turn lanes on the westbound approach, as well as free flow right-turn lanes on the northbound and eastbound approaches.		○	●	●	○	○	○	●
	E9	Chesapeake Bypass Phase 1C	This improvement includes the construction of additional thru lanes and grade separated interchanges at SR 607 amd Kinley Avenue along the Chesapeake Bypass between SR 607 and SR 7 (existing Phase 1A alignment).		○	○	○	○	◒	○	○
	E10	Chesapeake Bypass Phase 2	This improvement includes completion of the full alignment of the Chesapeake Bypass from the SR 607 interchange to an interchange at SR 527. The alignment will be built as four lanes divided with grade separated intersections.	Yes	◒	○	●	○	●	●	●
	E11	Merrick Creek Bridge	This improvement includes the construction of a new bridge over the Ohio River. The bridge would span from the Merrick Creek Connector in West Virginia to the eastern terminus of the Chesapeake Bypass in Ohio.	Yes	○	○	○	○	●	●	●
Corridor-Wide	**CW1**	Incident Management/Traffic Management Improvements	This improvement includes utilizing Intelligent Transportation System elements to better manage incidents along the corridor to improve congestion and increase safety		●	◒	○	◒	○	○	◒