



US 52/SR 7 Safety Corridor Management Study



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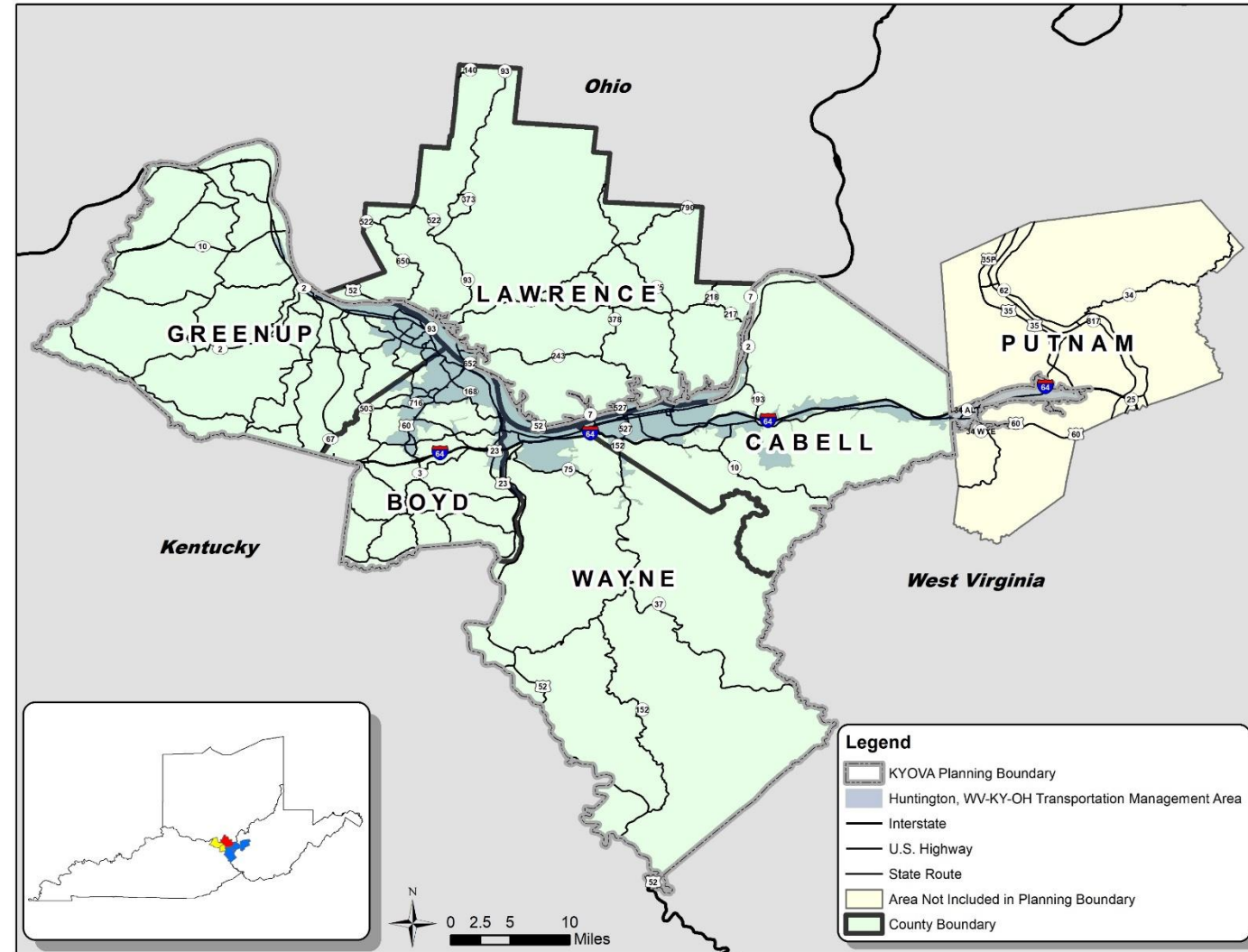


KYOVA

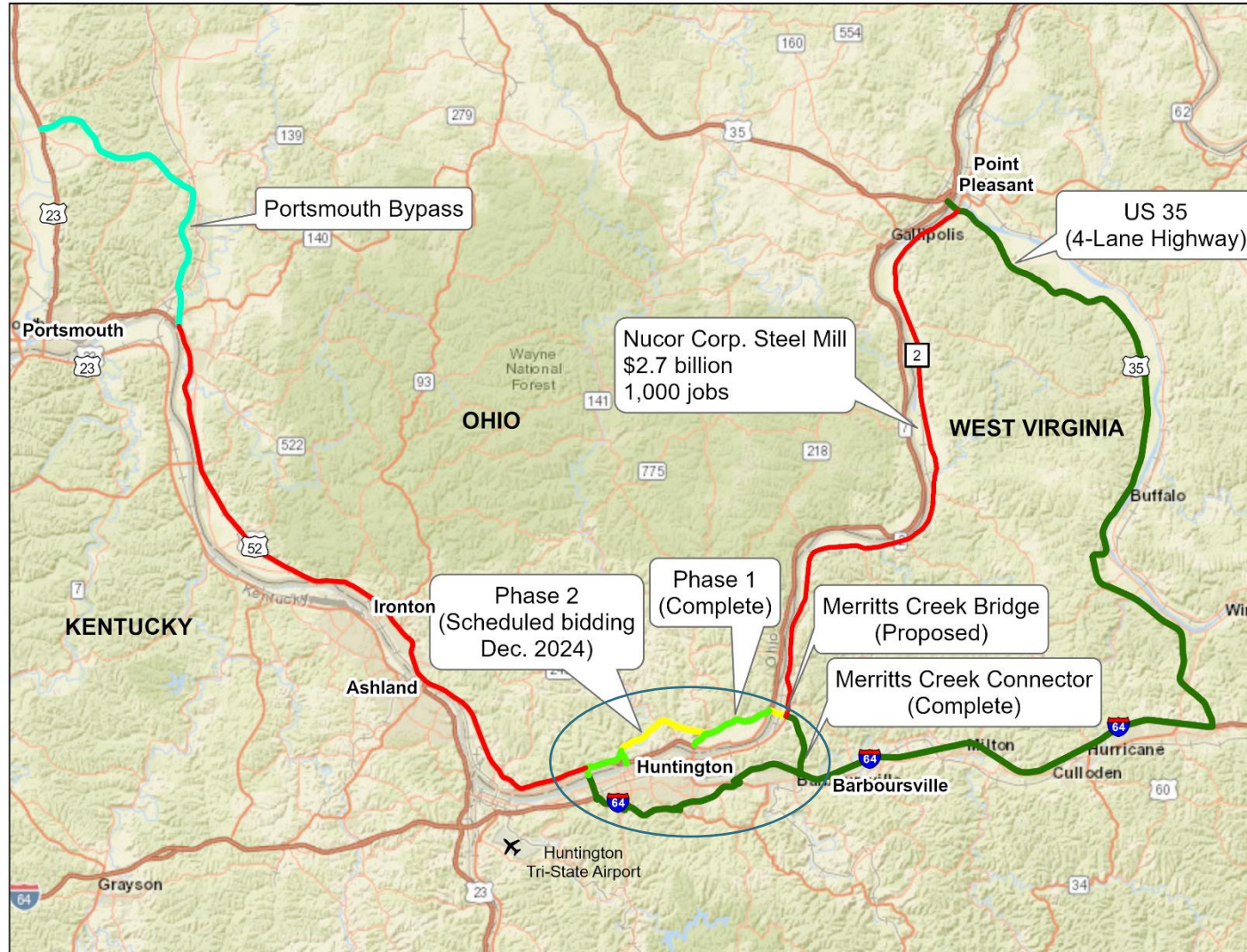
Kentucky · Ohio · West Virginia
Interstate Planning Commission

KYOVA Planning Area

- KYOVA planning boundary spans 5 counties:
 - Cabell & Wayne in WV
 - Boyd and Greenup in KY
 - Urbanized Area in Lawrence County, OH
- Population in Urbanized Area – 200,157
- MSA Population ~ 356,581 (also includes Putnam & Lincoln County, WV)
- Huntington, WV-KY-OH Urbanized Area designated a Transportation Management Area in 2012



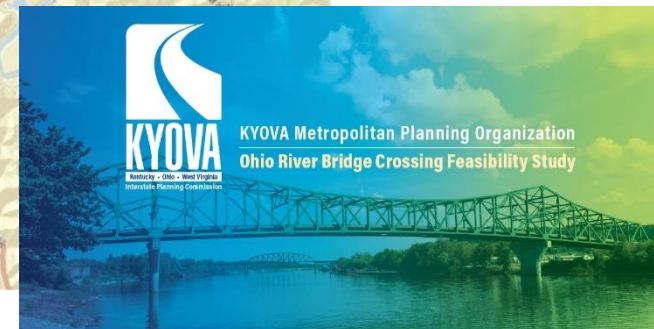
Regional Transportation Network



Ohio River Bridge Crossing Feasibility Study



- Evaluate the need for a crossing between Ohio SR-7 and WV-193
- Identify potential corridors
 - Enhance regional transportation network
 - Improve safety, mobility, and system linkage
 - Support economic development
- PEL Study in Progress



HISTORY AND PURPOSE

- Update to 2006 Safety Corridor Study
- Began in 2020, Completed 2022
- Stakeholder meetings held throughout
- Virtual public meeting held in 2020
- Purpose:
 - Address current safety, mobility, and connectivity issues
 - Link ongoing and planned projects with future needs
 - Transform US 52 into a limited access freeway
 - Strategy for implementation

PROJECT APPROACH

- Stakeholder and Public Involvement
- Land Use Analysis and Scenario Planning
- Existing and Future Conditions
- Needs Analysis
- Recommendations and Implementation



EXISTING AND FUTURE CONDITIONS

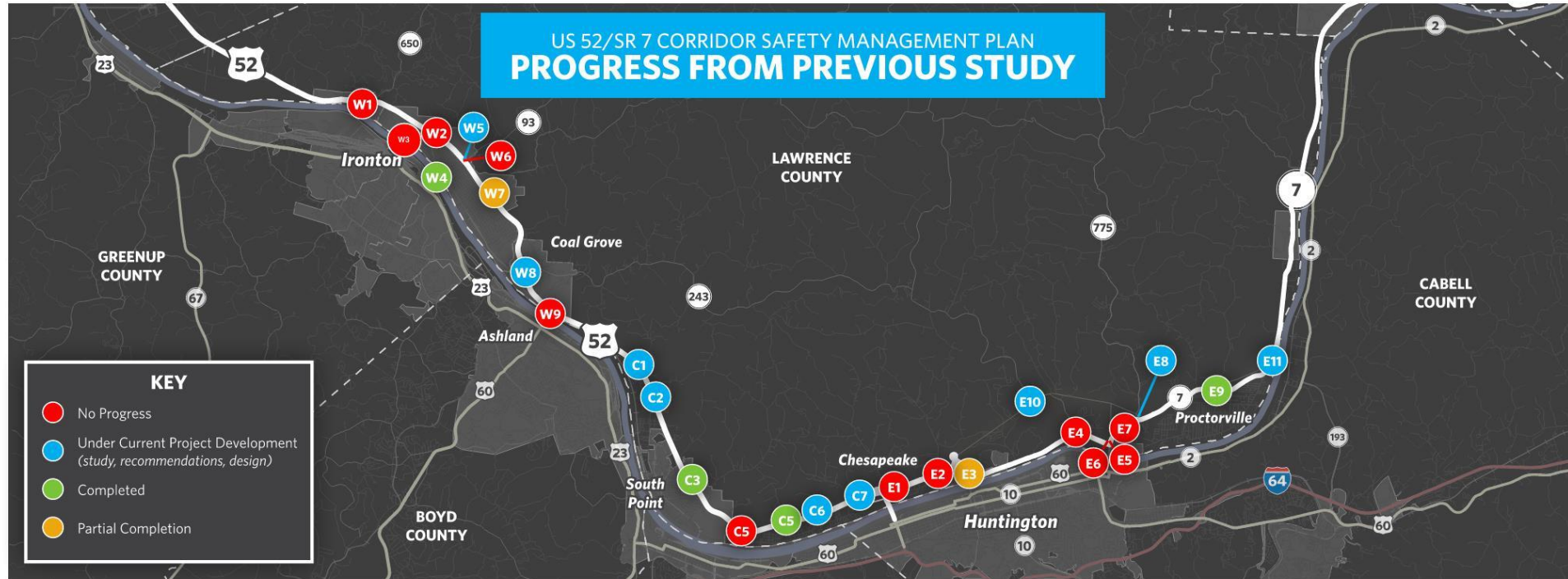
Inventory
Existing
Conditions and
Project Future
Conditions

○ State of the Corridor Assessment

- Travel Characteristics
- Reliability and Safety
 - Travel Time index
 - Speeds
 - Volumes
- Crash Analyses
- Capacity Analyses
- Geometric Deficiencies

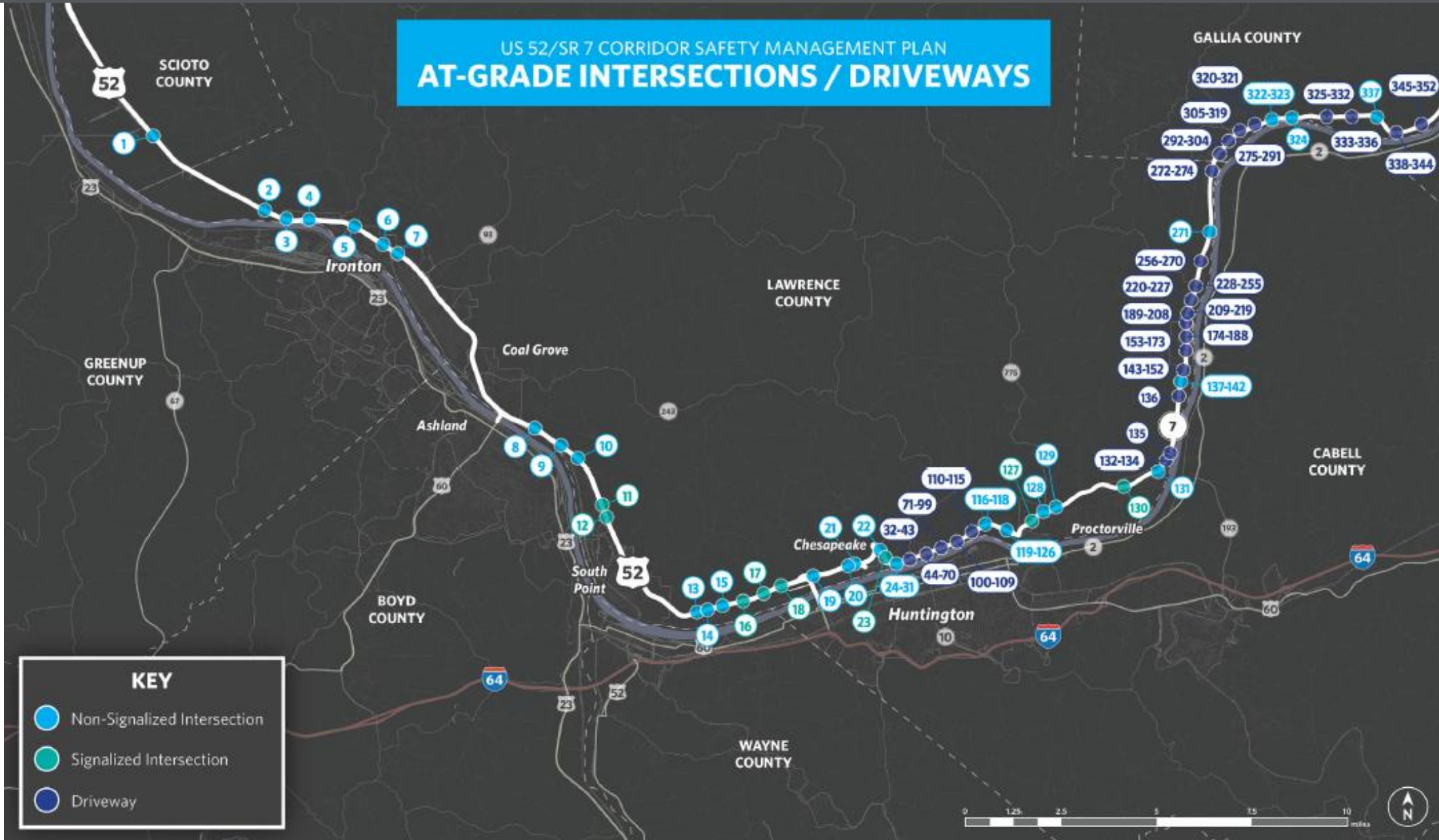


CORRIDOR STUDY HISTORY



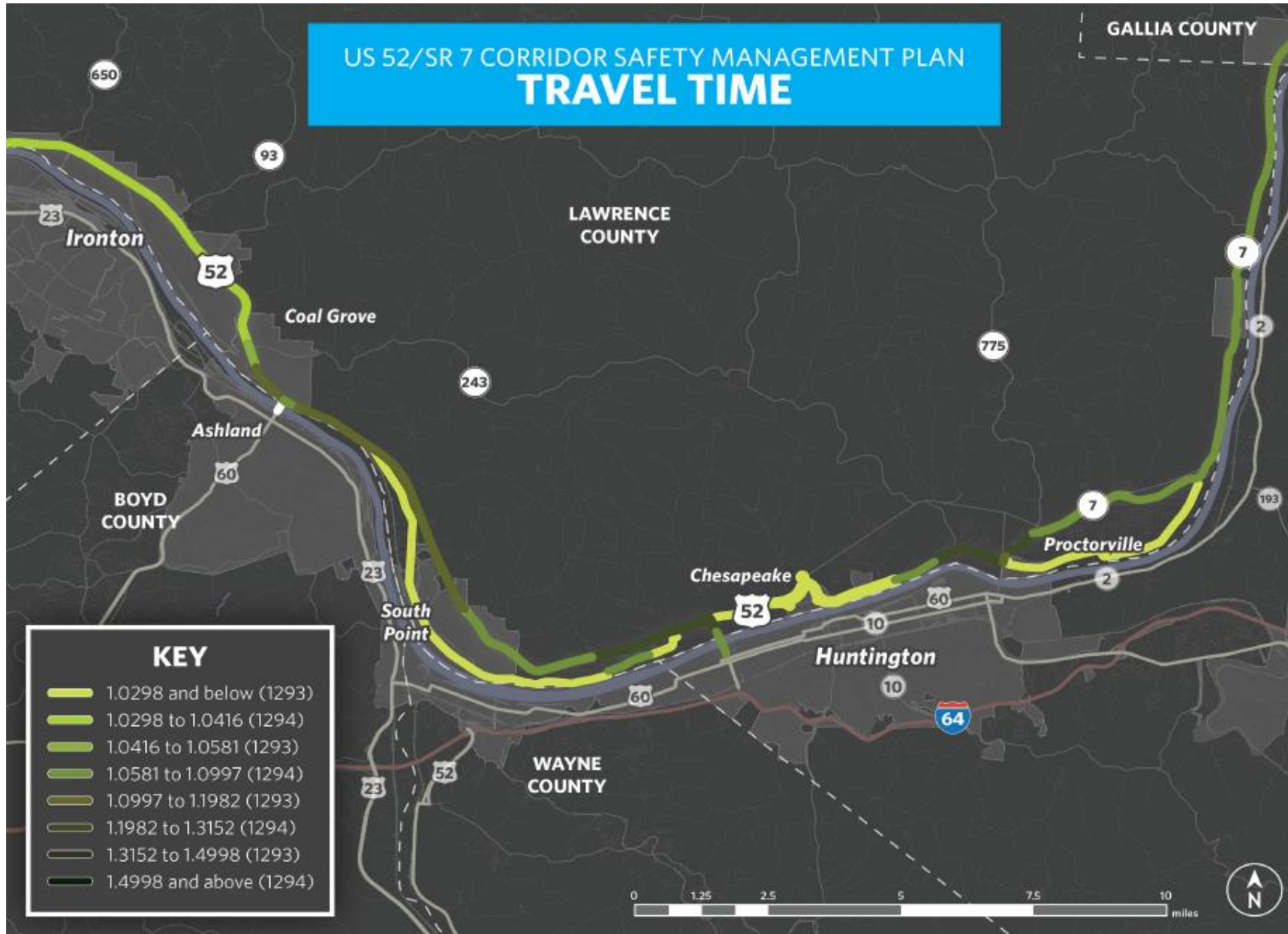
WESTERN CORRIDOR	CENTRAL CORRIDOR	EASTERN CORRIDOR
W1 US 52/CR 1A/CR 23 Interchange - No progress	C1 US 52 Access management between CR1 and CR15 - Study completed that recommended interchange with Grandview Ave.	E1 Buffalo Creek Rd Overpass - No progress
W2 US 52 Access management between Hanging Rock and SR 93 - No progress	C2 US 52/Grandview Ave. intersection and Delta intersection- Study completed that recommended interchange with Grandview Ave.	E2 SR 7 Access Management - No progress
W3 2nd Street Bridge Replacement - Bridge Replaced	C3 Solida Rd Interchange - Roundabout construction at the ramps	E3 3rd Ave and SR 7 - Right turn lane added to eastbound, no right turn lane added to westbound
W4 Ironton-Russell Bridge - New bridge opened in 2016	C4 I-73/I-74 Ohio River Crossing Bridge - No progress	E4 SR 7 and SR 242 intersection improvement - No progress
W5 US 52/SR 93 interchange - On-going safety study to recommend improvements at ramp intersections	C5 Burlington-Macedonia Corridor Improvements - Walmart Way intersection improvements made	E5 SR 775 and Old SR 7 intersection improvement - No progress
W6 SR 93 Interchange reconfiguration to diamond interchange - No progress	C6 Burlington Road Area interchange - Study completed recommending interchange layout	E6 East End Bridge and SR 775 ramp improvements - No progress
W7 SR 141 Interchange - Turn lanes installed, no traffic signal installation	C7 Charley Creek Rd interchange - Study completed recommending interchange layout	E7 SR 775 and Irene Rd intersection improvement - No progress
W8 SR 243 Interchange - Ramp intersection roundabouts to be constructed in 2023		E8 SR 775 and Chesapeake Bypass - Under design
W9 Ashland Bridge Ramps - No progress		E9 Chesapeake Bypass Phase 1A - Completed
		E10 Chesapeake Bypass Phase 2 - Under design
		E11 Merrick Creek Bridge - Currently under study

EXISTING AT-GRADE INTERSECTIONS AND DRIVEWAYS



Inventory
Existing
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TRAVEL TIME RELIABILITY INDEX

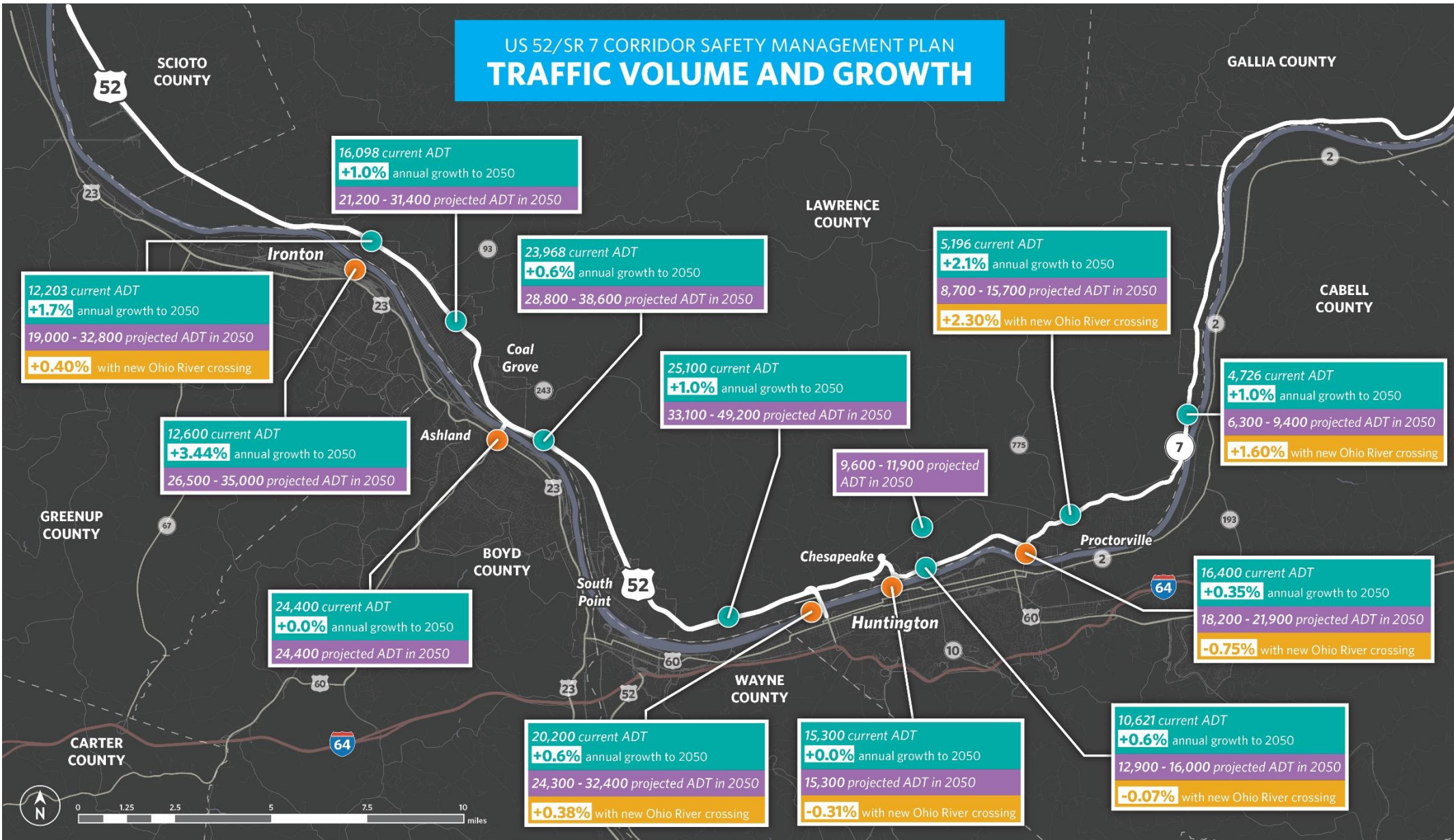


Inventory
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TRAFFIC VOLUMES AND GROWTH

US 52/SR 7 CORRIDOR SAFETY MANAGEMENT PLAN TRAFFIC VOLUME AND GROWTH

Inventory Existing Conditions and Project Future Conditions



CRASH DENSITY AND SEVERITY

US 52/SR 7 CORRIDOR SAFETY MANAGEMENT PLAN CRASH DENSITY AND SEVERITY

CRASH TYPE AT A GLANCE



- RE Rear End (33%)
- AG Angle (15%)
- PD Pedestrian (13%)
- HE Head On (10%)

- FO Fixed Object (10%)
- OV Overturning (5%)
- NC Other-Non Collision (5%)
- SP Sideswipe Passing (3%)

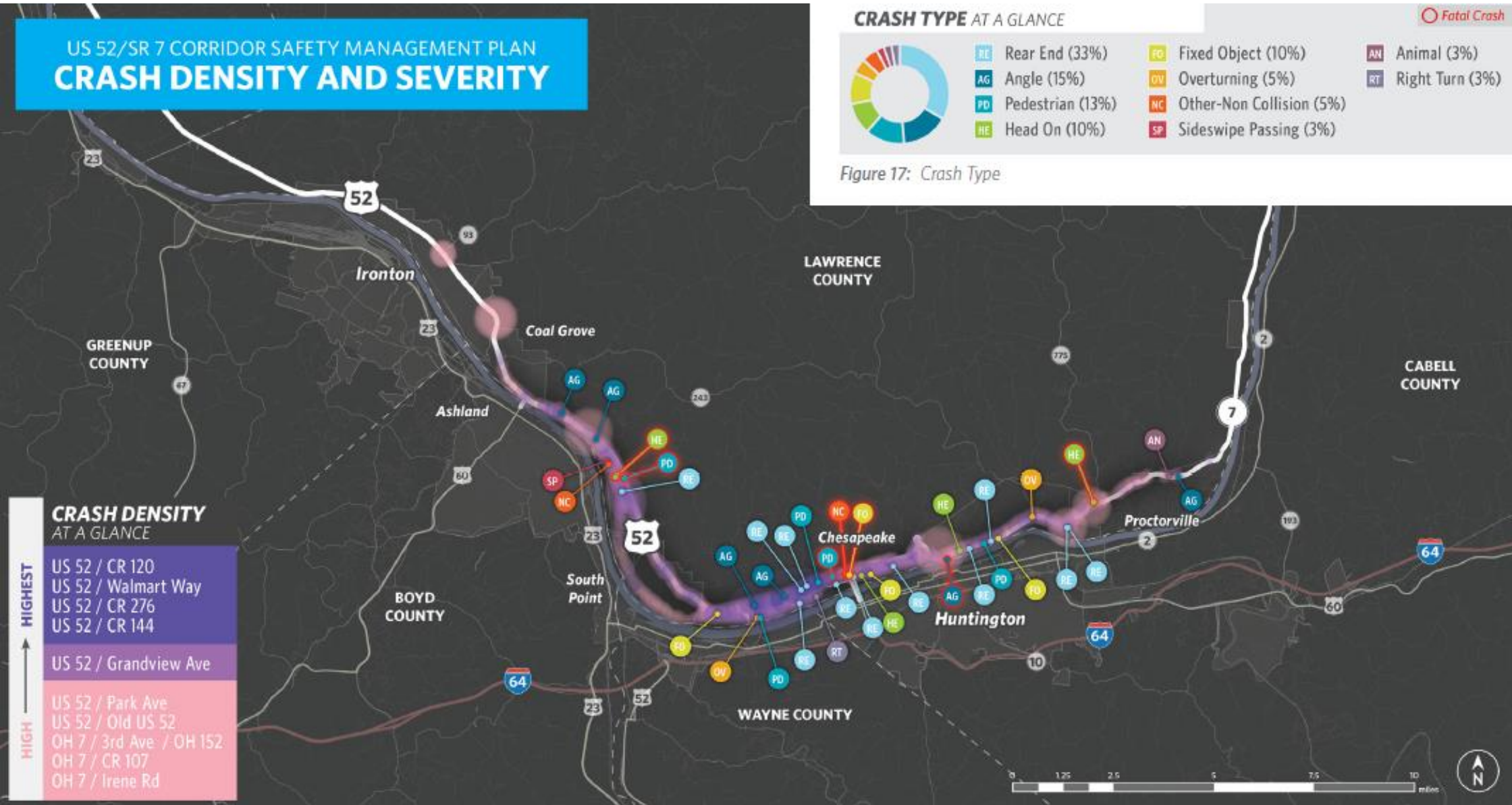
- Fatal Crash
- AN Animal (3%)
- RT Right Turn (3%)

Figure 17: Crash Type

Inventory Existing Conditions and Project Future Conditions

CRASH DENSITY AT A GLANCE

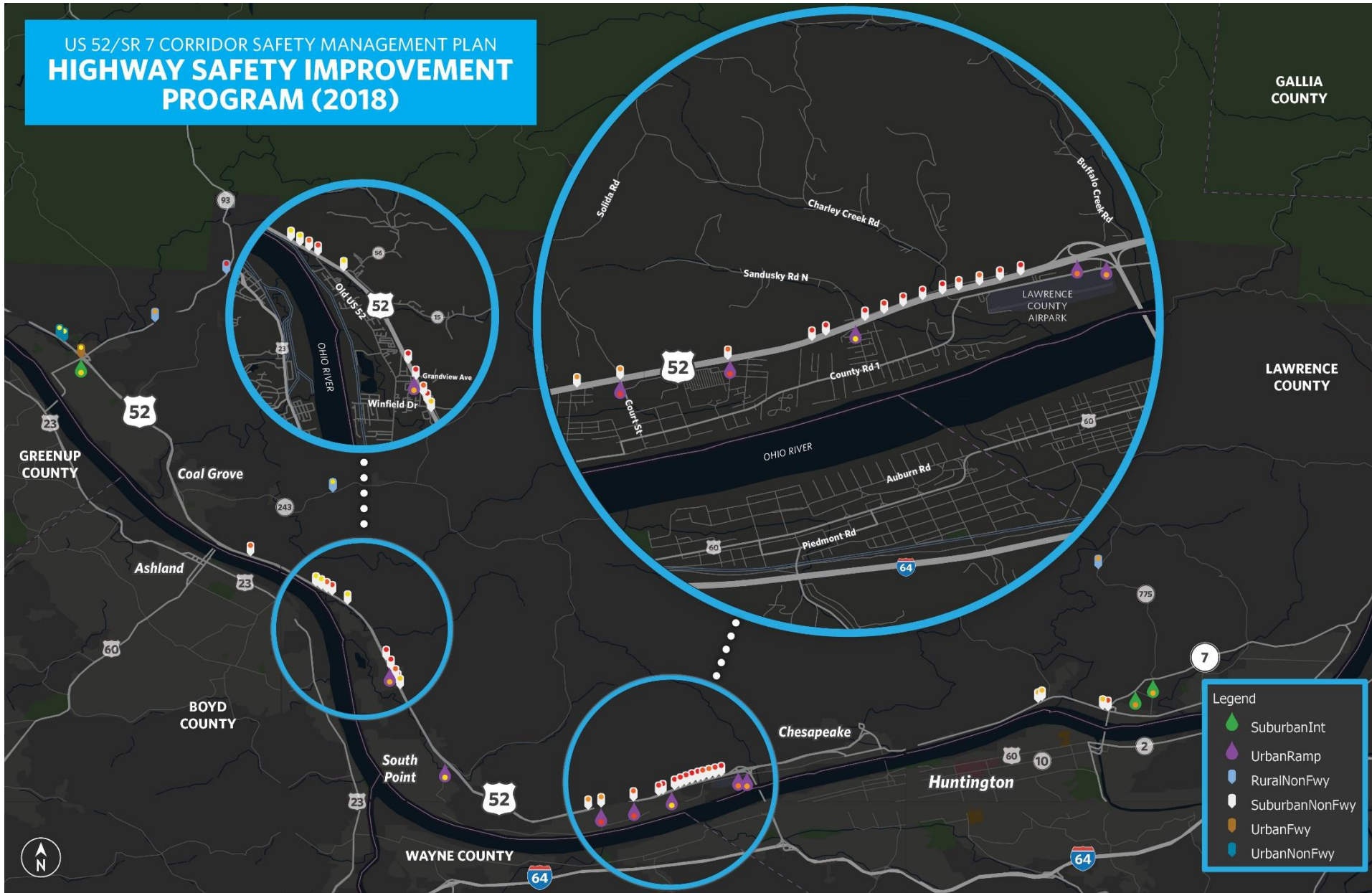
- HIGHEST
- US 52 / CR 120
- US 52 / Walmart Way
- US 52 / CR 276
- US 52 / CR 144
- US 52 / Grandview Ave
- US 52 / Park Ave
- US 52 / Old US 52
- OH 7 / 3rd Ave / OH 152
- OH 7 / CR 107
- OH 7 / Irene Rd



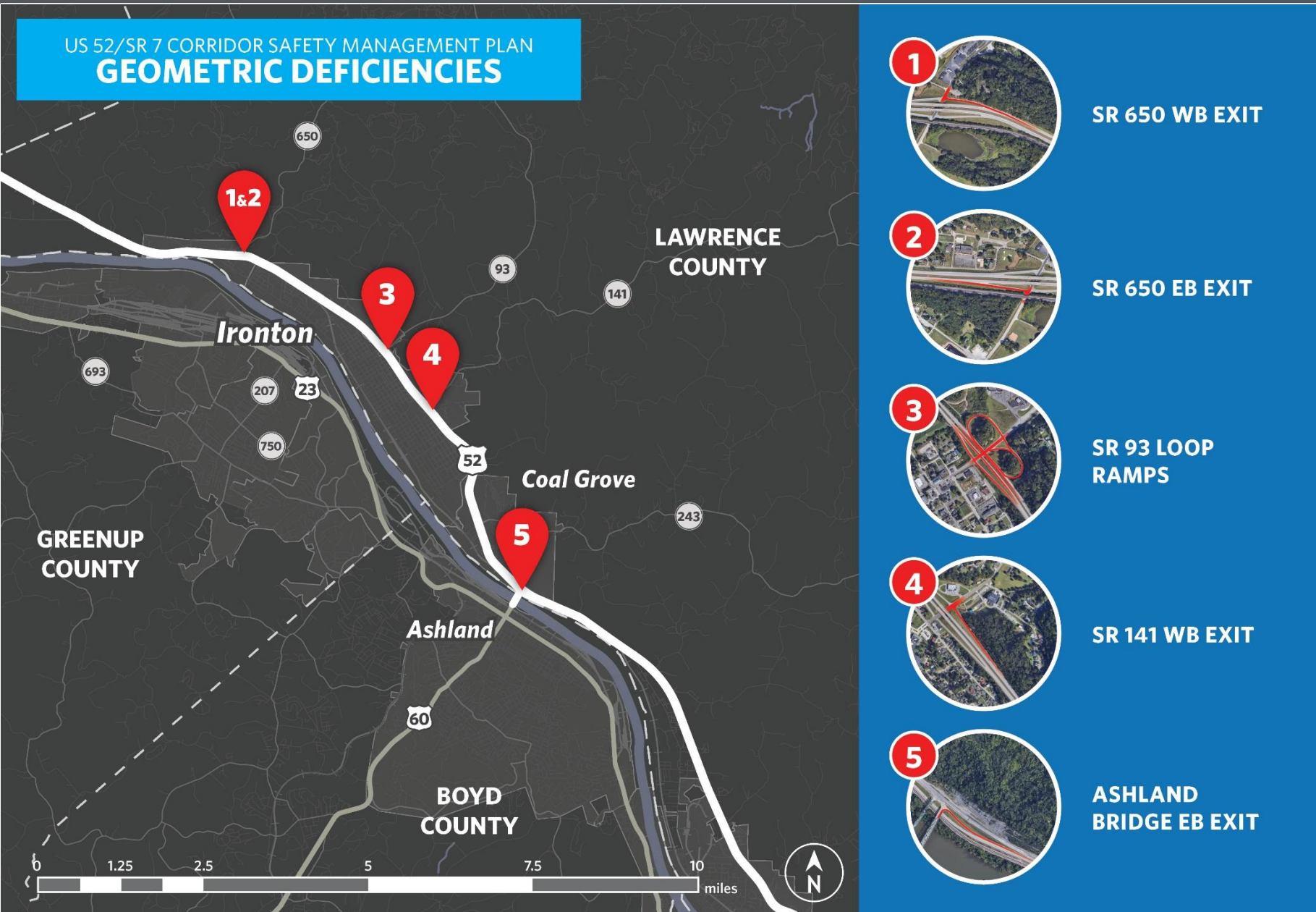
ODOT SAFETY IMPROVEMENT PROGRAM

US 52/SR 7 CORRIDOR SAFETY MANAGEMENT PLAN HIGHWAY SAFETY IMPROVEMENT PROGRAM (2018)

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GEOMETRIC DEFICIENCIES



1 SR 650 WB EXIT



2 SR 650 EB EXIT



3 SR 93 LOOP RAMPs



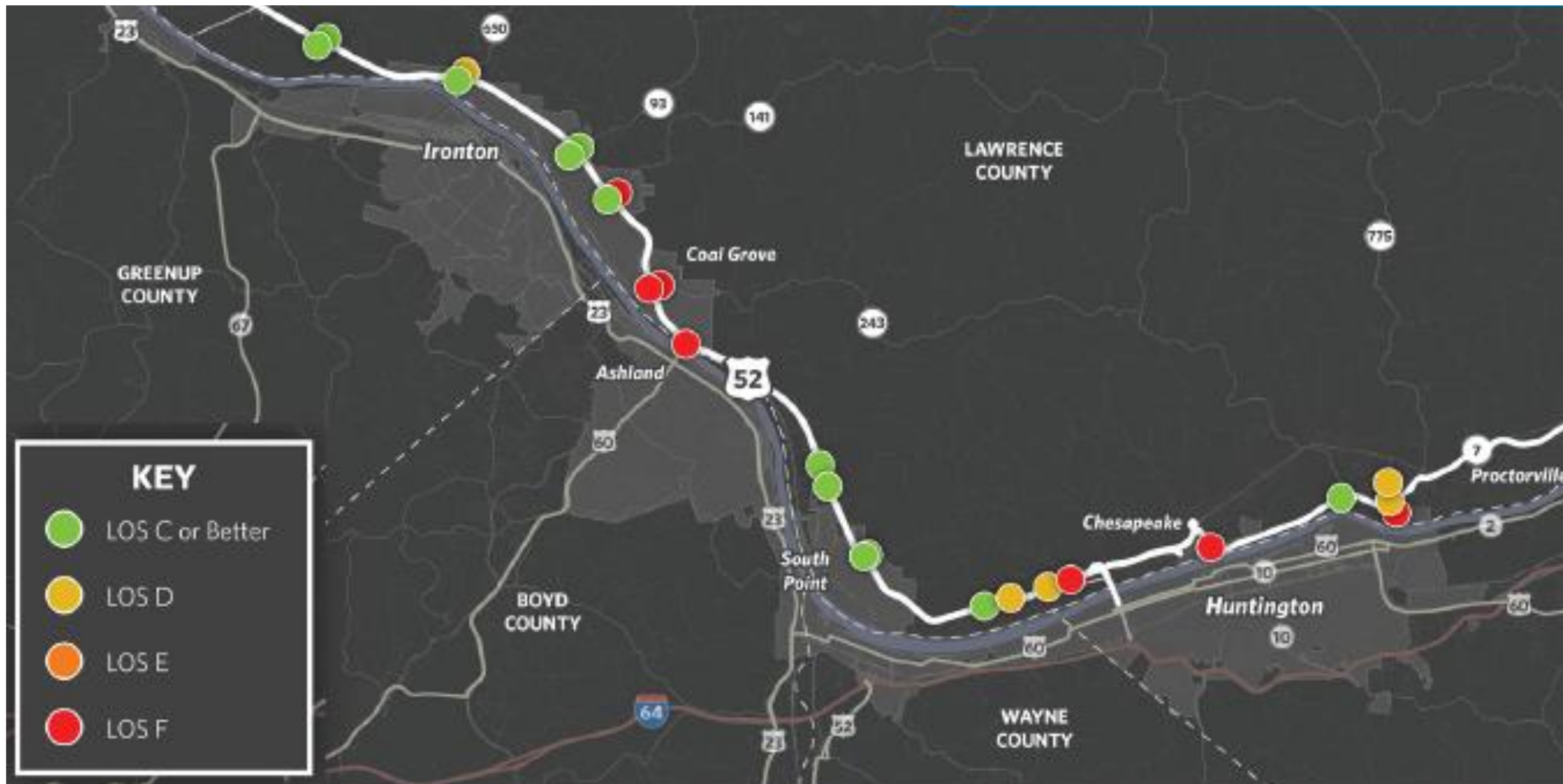
4 SR 141 WB EXIT



5 ASHLAND BRIDGE EB EXIT

Inventory Existing Conditions and Project Future Conditions

TRAFFIC CONGESTION



Inventory
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DEVELOPMENT OPPORTUNITIES



Inventory Existing Conditions and Project Future Conditions

PRELIMINARY DRAFT ASSESSMENT

	High Crash Density	Low Travel Time Reliability	At-Grade Intersections/ Driveways Present	Development Opportunities	Traffic Growth/Congestion Issues Present	Geometrics Deficiencies Present	Current Projects/ Studies
SR 650 Interchange Area				●	●	●	
Deep Cut Road			●		●		
SR 93 Interchange Area	●			●	●	●	●
SR 141 Interchange					●	●	
SR 243	●				●	●	●
12th/13th Street Bridge		●			●	●	
CR 1/CR 15	●	●	●				
Grandview Avenue	●	●	●	●			
Solida Road							
Burlington Macedonia Road Area	●	●	●	●	●		●
Charley Creek Road Area	●	●	●		●		●
Buffalo Creek Road Area			●				
SR 7/6th Street Bridge Intersection	●				●		
SR 7/SR 243		●	●				
SR 7/East Bridge Intersection Area	●	●	●	●	●		
SR 7/Irene Road	●	●	●		●		
SR 7/775	●	●	●		●		
SR 7/CR 7			●	●	●		
SR 7 East				●	●		

● Issue or Opportunity Identified

● Issue or Opportunity Identified in Current Projects/Studies

■ Current Projects/Studies Criteria

■ 2-3 Criteria Selected (including High Crash Density)

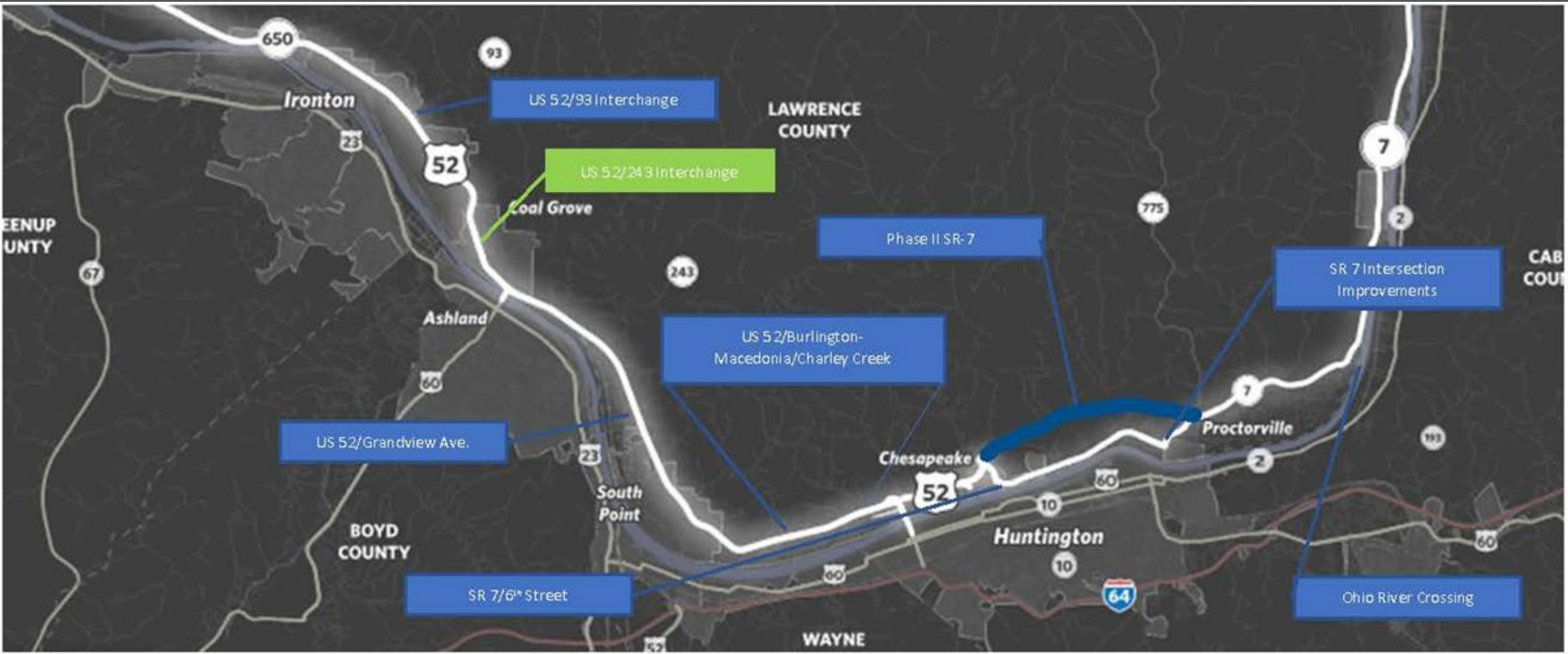
■ 4 Criteria Selected (including High Crash Density)

■ 5+ Criteria Selected (including High Crash Density)

NEEDS ANALYSIS

- Prepare Alternatives
- Alternative Analysis Leading to a Preferred Alternative
- Connected-Automated Vehicle impacts - Analyze technologies to “future proof” the corridor

AREAS OF CONCENTRATION



US 52/SR 93 INTERCHANGE



Needs Analysis

US 52/SR 93 INTERCHANGE



Needs Analysis

Alternative ramp improvements and Storms Creek crossings

US 52/SR 93 INTERCHANGE



Needs Analysis

Alternative ramp improvements and Storms Creek crossings

US 52/CR 1/CR 15/GRANDVIEW AVE



Needs Analysis

US 52/CR 1/CR 15/GRANDVIEW AVE



Safety improvement alternatives:
Right in-Right out
Phasing of interchange
R-cut intersection

US 52/CR 1/CR 15/GRANDVIEW AVE RECOMMENDATION



Proposed New Interchange between Grandview and Delta

US 52/BURLINGTON-MACEDONIA RECOMMENDATION



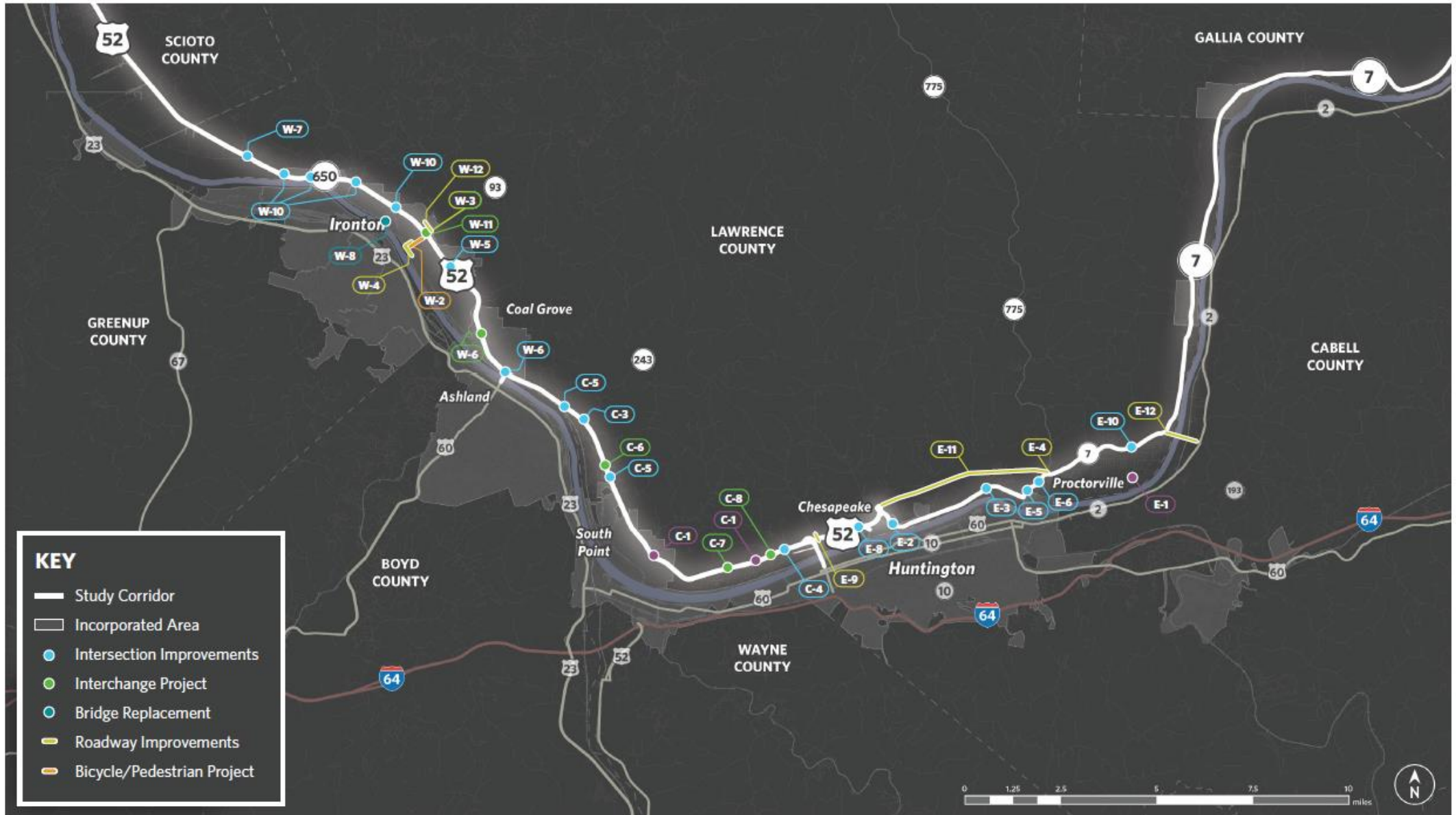
US 52/BURLINGTON-MACEDONIA RECOMMENDATION



US 52/SANDUSKY/CHARLEY CREEK RECOMMENDATION



RECOMMENDATIONS



RECOMMENDATIONS - PRIORITIES

- #1 Chesapeake Bypass Phase 2
- #2 Marion Pike Interchange (SR 243)
- #3 Park Drive (SR 93) Interchange
- #4 Burlington Retail Area Interchange/Sandusky Road/Charley Creek Road (CR 144) Interchange
- #5 Grandview Avenue/Delta Lane Interchange
- #6 Ohio River Crossing (Merrick Creek)

RECOMMENDATIONS

- Construction Costs
 - Near term - \$104.6 million
 - Short term – \$28.4 million
 - Medium term - \$115.6 million
 - Long term - \$209.2 million
 - Chesapeake Bypass
 - Burlington-Macedonia & Charley Creek
 - Grandview Avenue
 - Ohio River Crossing

RECOMMENDATIONS - PRIORITIES

Implementation Plan included Project Development Phases in Near and Short term

C-6	Grandview Avenue/Delta Lane Interchange - County Priority #5		Long Term (Greater than 20 years)	\$11,450,000
C-6	Grandview Avenue Interchange Design		Near Term (0 to 5 years)	\$1,000,000
C-6	Grandview Avenue Interchange R/W Acquisition		Short Term (5 to 10 years)	\$75,000

NEAR TERM IMPROVEMENT – US 52/WALMART WAY



NEAR TERM IMPROVEMENT – US 52/CR 15



NEAR TERM IMPROVEMENT – US 52/CR 1



NEAR TERM IMPROVEMENT – US 52/CHARLEY CREEK



NEAR TERM IMPROVEMENTS – PARK AVENUE/8TH/9TH US 52/ASHLAND BRIDGE



NEXT STEPS

- Continue to analyze the “Hot Spots”
- Find Near and Short Term Improvements
- Advance Project Development

Information shown on KYOVA website –
WWW.KYOVAIPC.ORG

QUESTIONS



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