

PREFERRED ALTERNATIVE

The preferred conceptual alternative is to improve the US 68/US 40/SR 4 interchange and Upper Valley Pike according to Alternate 2A. This action will address the identified need by providing adequate capacity for intersection movements and reducing congestion related crashes. Consistent with the Purpose and Need established for the project and input received during the public involvement process, the following features should be included in the improvement along with lane additions and ramp modifications:

- Align Columbia Street with the off ramp from southbound US 68 and signalize the intersection.
- Eliminate the westbound to southbound, and southbound to eastbound loop ramps and maintain the southbound on ramp to US 68 from US 40/SR 4.
- Add lane capacity to the US 40/SR 4/Upper Valley Pike intersection.
- Maintain existing access to the Ohio Masonic Home.
- Improve guide signing in the area and add warning of the signalized condition of the US 40/SR 4 Upper Valley Pike intersection, especially for eastbound drivers.
- Improve the vertical profile of the US 40/SR 4/Upper Valley Pike intersection to eliminate sharp grade breaks.
- Coordinate signals between the proposed signal at the US 68 Southbound Off-Ramp/Upper Valley Pike intersection and the US 40/SR 4/Upper Valley Pike intersection to mitigate any queue deficiency on Upper Valley Pike. As an alternative, relocating the ramp intersection further north should be considered.
- Widen and improve of Upper Valley Pike between the US 68 Southbound Off-Ramp and Shrine Road to add capacity and improve alignment throughout the corridor. Shrine Road should be similarly improved on its approach to Upper Valley Pike where the vertical alignment is deficient.

Approximate work limits for these improvements are as follows:

- US 40/SR 4 from approximately Dartmouth Road to US 68, a distance of +/- 3,500 feet
- Upper Valley Pike from US 40/SR 4 to 1,000 feet north of Shrine Road, a distance of +/- 7,000 feet
- US 68 approximately 1,000 feet north and south of US 40/SR 4 for minimal work related to removing the western loop ramps.