



| 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.  |
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|                  | E2  | SR 7 Access Improvements Location 1     | These improvements include managing access to SR 7 by constructing two new service roads:<br>1. Between Kimball Ln (T-287) and Tallow Ridge Rd (CR 124), eliminating two highway access points<br>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 modifying 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 and 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.  |
|                  | 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.   |