



# Executive Summary

# Ohio River Bridge Crossing

# Feasibility Study

Lawrence County, Ohio | Cabell County, West Virginia

## STUDY PURPOSE

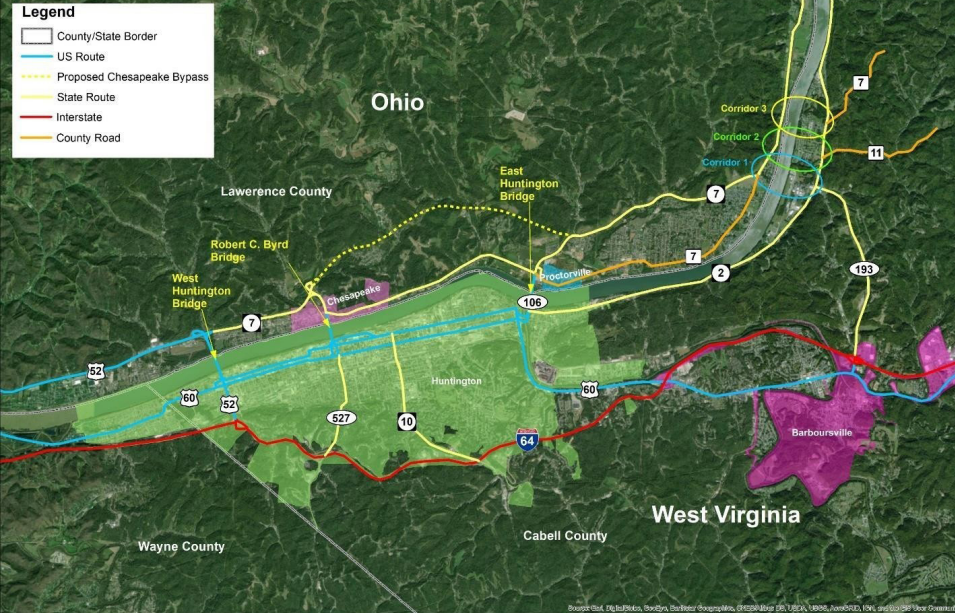
The purpose of the Ohio River Bridge Crossing Feasibility Study is to evaluate the need for a crossing between **Ohio SR 7 (SR-7) and Big Ben Bowen Highway / Merritts Creek Connector (WV-193)** and identify potential corridors that would enhance the transportation network in the Huntington metropolitan region, by improving safety, mobility, and providing increased system linkage and connectivity to population centers, as well as key local and regional destinations, consistent with state, regional, and local transportation planning initiatives. It is anticipated that a new crossing combined with completion of the SR-7 (Phase-II) by the Ohio Department of Transportation (ODOT), would:

- Improve cross-river mobility in the Huntington metropolitan area
- Strengthen the transportation network in the Tri-state region. Improved connectivity is needed to link existing facilities, population centers, and key destinations for work, school, or recreation; therefore, encouraging increased use of active transportation modes.
- Support the completion of the Huntington Outer belt linking Ohio, West Virginia, and key segments of Interstate 64 (I-64).

This study documents the engineering and environmental evaluation for potential corridors and refine feasible corridors recommended for further evaluation in Phase 2 that will meet the federal requirements for approval under the National Environmental Policy Act (NEPA).



KYOVA | 400 Third Avenue | P.O. Box 939 | Huntington, West Virginia 25712



## STUDY PROCESS

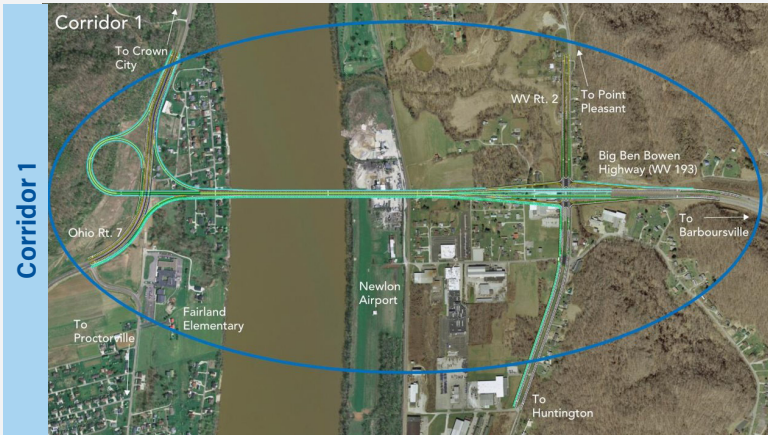
Our study's process began by determining the draft purpose and need for the project and then defining a range of alternatives that could meet the purpose and need. The draft purpose and need for this project are primarily to provide improved transportation mobility to support the projected transportation demand being generated by current and future economic and population growth. The project location map shows the corridor evaluation area and is presented in Figure 1-1.

## CORRIDORS CONSIDERED FOR EVALUATION

### Corridor 1:

#### WV 2 (Ohio River Road)/WV 193 (Big Ben Highway)

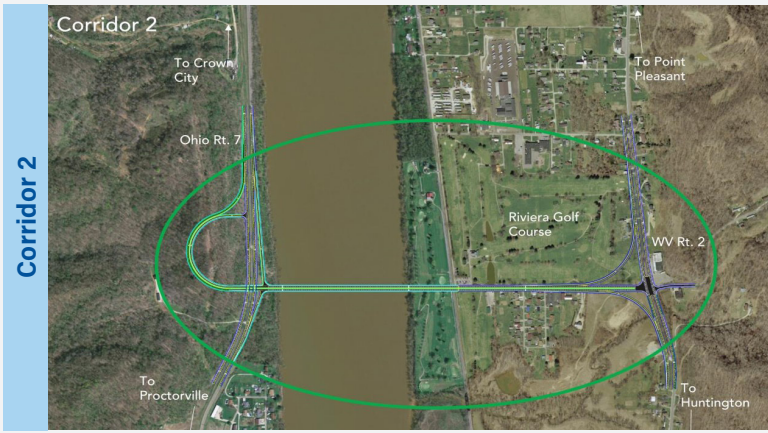
This corridor would provide the most direct connection between WV 193 and Ohio SR-7. The existing WV-2/WV-193 intersection will be upgraded to a diamond interchange with an overpass bridge to accommodate 4 travel lanes. Ohio Route 7 will also be upgraded to 4 lanes.



### Corridor 2:

#### WV 2 (Ohio River Road)/CR 11 (Big Seven Mile Road)

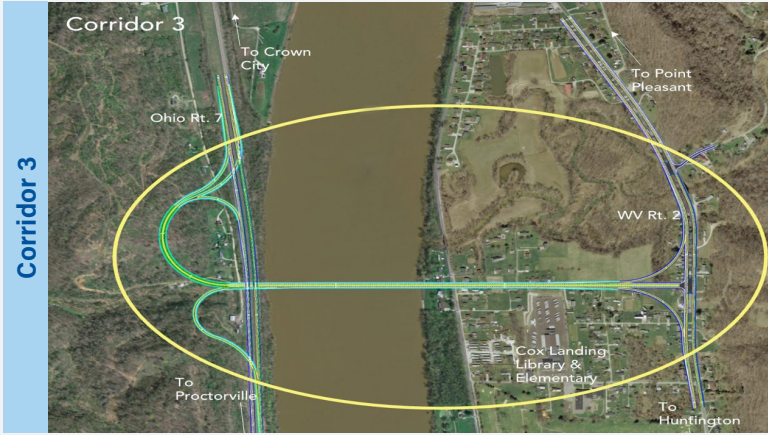
Corridor 2 is located at the WV-2/CR-11 intersection and along Cox Landing Road, extends over the Ohio River, and then intersects with Ohio State Route 7 in Lawrence County, Ohio. The existing WV-2/CR-11 intersection will be upgraded to accommodate four travel lanes. Ohio State Route 7 will also be upgraded to four lanes.



### Corridor 3:

#### WV 2 (Ohio River Road)/CR 7 (Nine Mile Road)

Corridor 3 is located approximately 0.3 miles south of WV CR 7 (Nine Mile Road) along Douthat Lane and extends over the Ohio River, intersecting OH Route 7 near Private Road 1286. This corridor features flyover ramps for northbound traffic on OH Route 7 due to available width restrictions adjacent to the Ohio River.



# CORRIDOR EVALUATION MATRIX

Below is the table used to determine the best solution for the community. Green denotes the most desirable outcome, while red indicates the least desirable outcome. The team used various variables to determine which of these potential solutions would serve the local area the best.

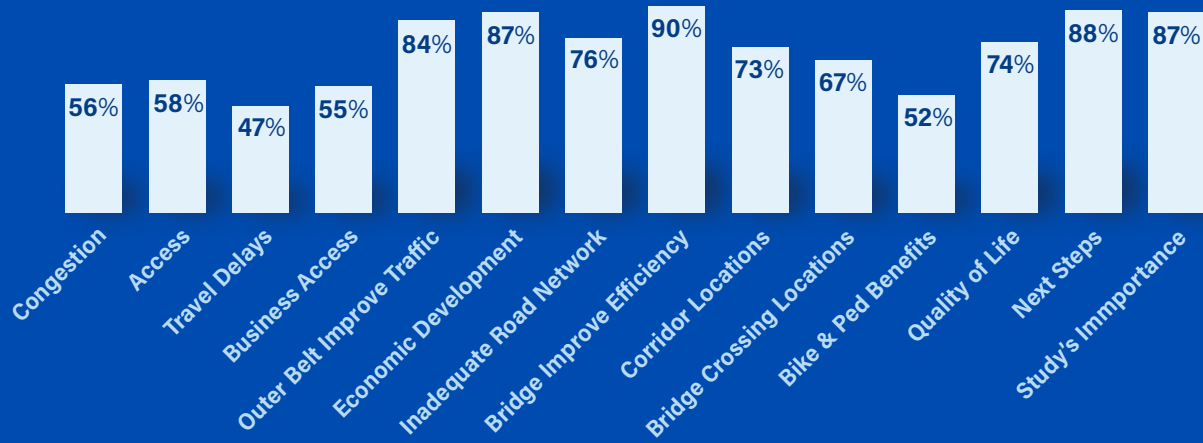
Evaluation Criteria	Corridor 1	Corridor 2	Corridor 3	No-Build
<b>Purpose &amp; Need</b>				
Enhance Safety / Mobility / Multimodal	Meets Purpose & Need	Meets Purpose & Need	Less Desired Community to Community access with east Huntington	No subparts of mobility would be met. Improving existing bridge not practical.
Access Connectivity	Most Direct Access	1-mile longer to outer belt	2-miles longer to outer belt	Restricted Access
Support Economic Development	Most Desirable	Less Desirable	Less Desirable	Do Not Support
Traffic Circulation and Congestion Relief	Most Desirable	Less Desirable	Less Desirable	Least Desirable
<b>Engineering</b>				
Maintenance of Traffic (MOT)	Meets Criteria	Increased Disruptions	Increased Disruptions	No Impact
Construction Risks	Typical Risks	Additional Excavation	Additional Excavation	No Impact
<b>Public Support</b>				
Public Support	Most Support	Less Support	Less Support	Least Support
<b>Environmental</b>				
<i>Socioeconomics / Community / Natural / Physical Impacts</i>				
Community Cohesion	Residential Isolation	Residential Isolation	Residential Isolation	No Impact
Residential Relocation	87 Relocations	39 Relocations	99 Relocations	No Impact
Business Relocation	7 Potential Relocations	2 Potential Relocations	3 Potential Relocations	No Impact
Under-served Population	Up to 37 percent Low-Income	Up to 45% Low-Income	Up to 45% Low-Income	No Impact
Noise	Potential Impact	Potential Impact	Potential Impact	No Impact
Historic Resources	4 Potential Sites	1 Potential Site	1 Potential Site	No Impact
Wetland Impacts	No Impact	0.34 acres	0.17 acres	No Impact
Stream Impacts	5,500 LF	3,759 LF	7,234 LF	No Impact
Threatened and Endangered Species (T&E)	Within range of federally-listed	Within range of federally and state listed	Within range of federally and state listed	No Impact
<b>Construction &amp; Right-of-Way Costs (Ultimate four-lane section)</b>				
Construction Cost	\$138,500,000	\$139,500,000	\$158,800,000	
Right-of-Way Cost	\$18,900,000	\$14,000,000	\$27,700,000	
Total Cost	\$157,400,000	\$153,500,000	\$186,500,000	

<b>Color Code Index:</b>	Most desirable	Less desirable	Least desirable	Not applicable
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## STAKEHOLDER & PUBLIC INVOLVEMENT

Public feedback was critical throughout the evaluation of the benefits and challenges of each option, as well as impacts related to the economic development, residents and businesses, the environment, and other key factors. A list of 371 contacts was compiled, including project sponsors, the consulting team, steering committee members, business and industry contacts and residents. Below is a summary of public responses to project's survey questions.

### Public Support



## SUMMARY & RECOMMENDATION

Based on the evaluation as summarized in the matrix, it is recommended that Alternative Corridor 3 be dropped from future consideration due to access, traffic circulation and connectivity, and stakeholders and public input. Alternative Corridor 1 and Alternative Corridor 2 are considered feasible and warrants further consideration in a subsequent NEPA study.

## NEXT STEPS

Should the recommendations from the Ohio River Bridge Crossing Feasibility Study advance, detailed public involvement, environmental studies, roadway alignments and bridge designs would occur. The advanced phase would complete National Environmental Policy Act (NEPA) documentation and detailed design plans.

## PROJECT TIMELINE

