

## Route 7 Realignment Suggested Plan

The attached graphics and following description supports a study conducted by the PPRA to meet the communities need to solve a serious thru-traffic problem in part due to the gas industry, but also to support the general growth in Route 7 corridor. This is strained by increased retail along the Powhatan route, while no improvements have been made to widen, provide storm drainage, or breakup the traffic flow to facilitate left turns or egress onto the road. Powhatan Point is also the only remaining town in Belmont County that has not had Route 7 upgraded to support four lane limited access thru traffic.

More important, there needs to be a proactive plan supported by the community and council to promote the realignment of Route 7 and direct a DOT initiative. To that end the study set objectives to work from. They are:

1. **Minimize impact on the community residents, property owners and adjacent owners relative to noise/access/traffic patterns.**
2. **Support a four lane limited access and parallel service road (where necessary).**
3. **Provide on-off ramps at six exit points: (1) entering from north at top of hill for Business Route 7; (2/3) before/after upper Main Street intersection with overpass; (4) Route 148/Water Street at VFW location; (5) entering from south at Murray Energy.; and (6) at southern entrance of the community for Business Route 7. These exits would serve existing local traffic with convenient exits points at Upper Main Street and Downtown and future developments on slate dumps, without any of the restrictions or impact on current thru traffic.**
4. **Make existing Route 7 a Business Route with upgrades to widen, provide drainage, stop lights, and reduced speed requirements.**
5. **Eliminate restrictions created by rail overpass or current flood plan issues.**

A PPRA effort has begun to define a "Community Urban Redevelopment Plan". An initial concept shown in **Figure 1**, addresses the commercial areas considered to offer opportunity to enhance the town's business environment, supporting our resident needs and increase financial revenue. This will evolve as more dialog occurs and more details are presented.

However, a critical aspect of the plan is the Business Route 7 corridor to facilitate commercial business development and access, that with the realignment of Route 7 will reduce current thru traffic safety/high volume impact on the community.

The layout graphics focused in more detail on the recommended new pathway through the community and related factors at those junctures.

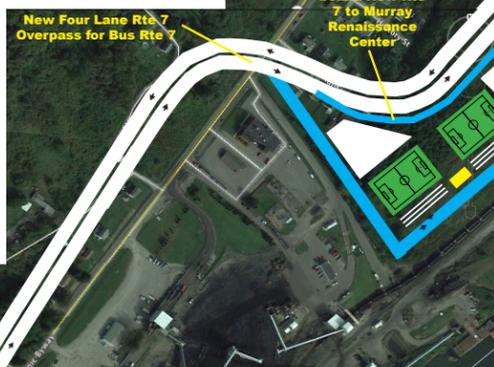
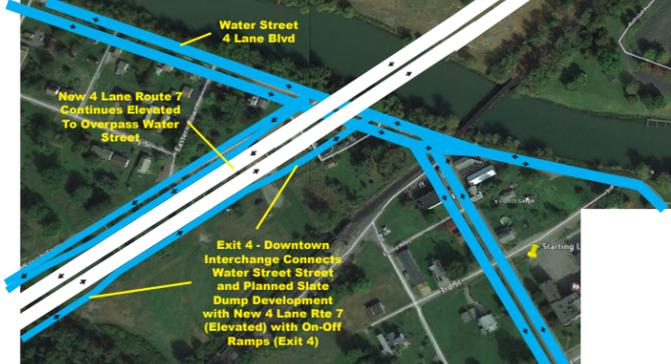
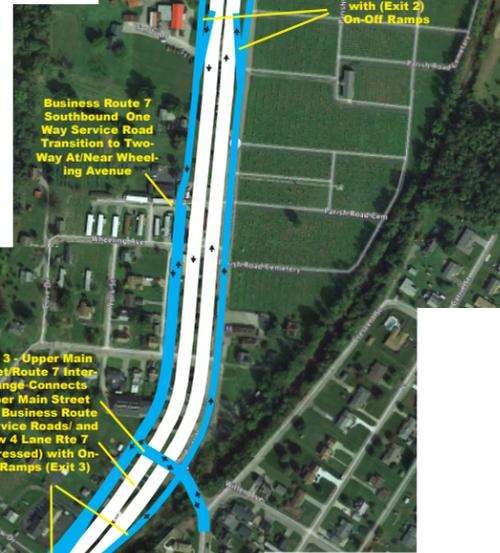
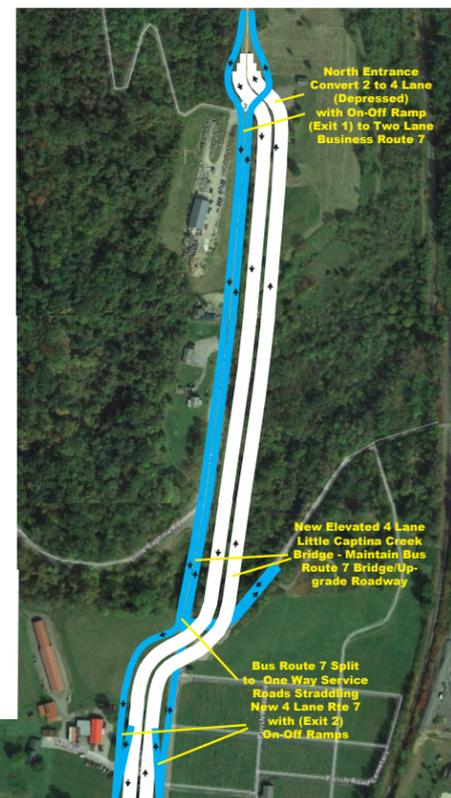
**Exit 1 - Northern entrance** to the town breaks out Route 7 from two lane to limited access four lane parallel with on-off ramp to current Business Route 7 to serve local traffic. New 4 lane will be depressed below current Route 7 to facilitate north bound overpass for on-ramp north.

**Little Captina Creek Bridge** - the new four lane bridge over the creek can be done without interrupting current Route 7 traffic pattern. Depression at top of hill and elevation at bottom should reduce slope of the new Route 7. Improvements to the Business Route 7 should be done to widen with added berms and storm drainage requirements.

**Exit 2 - Cemetery Corridor Breakout** - the new four lane Route 7 continues at an elevated level past the creek to permit underpass access for the breakout of Business Route 7 to support separate one-way service roads straddling the new four lane Route 7 pathway for access to adjacent properties along cemetery corridor, as shown graphically. Turn-arounds are provided the breakout and Main Street interchange. A two-way traffic pattern is facilitated on southbound service road from Wheeling Ave thru Main Street Interchange and continues on as Business Route 7.

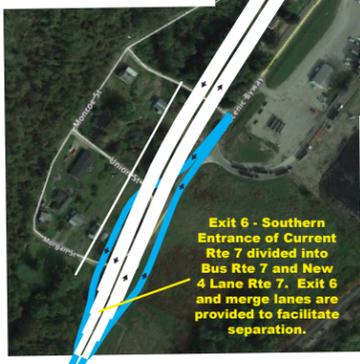
**Exit 3 - Upper Main Street/Route 7 Interchange** - the new four lane Route 7 continues at a depressed level to permit a Main Street interconnection with the Business Route 7 via an overpass as an extension to existing rail line overpass, separated by the one way routes to northbound service road and northbound Main Street Exit 3 of new Rte 7. The new Rte 7 pathway will remain depressed along rail line to reduce noise/visibility on the the adjacent property owners. The new Rte 7 pathway will elevate before Mellot Street to support the overpass/bridge over Mellot Street. the rail spur line, Captina Creek, Water Street, slate dump and flood plane issues. Material from the excavation along the rail line could be utilized as earthworks to support the elevated new four lane Rte 7 over Mellot St, the rail spur, to Captina Creek.

**Exit 4 - Downtown Water Street and Slate Dump Development Interchange** - the new four lane Route 7 elevated provides thru traffic flow with easy access to the downtown and Murray Renaissance Center developments. Water Street/Route 148 needs to be upgraded to support a four lane boulevard from Business Route 7 to rail line as part of future developments. Exit 4 on-off ramps connect new Route 7 elevated four lane southbound/northbound access from Water St and slate dump development. Removal of slate material for use as material to support the new Rte 7 elevation from Water St as well as planned elevation at southern overpass of Business Rte 7.



**Exit 5 - Northbound New Rte 7/Murray Renaissance Center** - provides off-ramp directly into the center for northbound travelers from new Rte 7. Southbound travelers would use either the Water Street turnaround or continue via center southern two way exits to Business Route 7 to leave town.

**Business Route 7 Overpass** - permits the New 4 lane Rte 7 to continue over Business Route 7 and unimpeded thru to Exit 6. This also avoids the heavy coal hauling traffic from the Business Rte 7 to the Murray Coal terminal. The overpass intersects with hillside support paralleling the coal terminal.



**Exit 6 - Southern Entrance New Four Lane Route 7 / Business Route 7 Intersection** - represents southern point of the Route 7 realignment that both merges and separates the two routes at Exit 6. At that juncture northbound travelers may exit from the current Route 7 to the Business Route 7 pathway or chose to continue on the new four lane Route 7. Travelers leaving town on Business Rte 7 would be separated, taken under the new four lane Rte 7 and then merged along with new four lane Rte 7 into the southbound two lane Route 7.