



Proposed Ohio River Bridge

Environmental Assessment and Draft Section 4(f) De Minimis Analysis

Brooke County, West Virginia
Jefferson County, Ohio

State Project No.: S205-2/23-0.00 00
Federal Project No.: HPP-0223(003)D
PID No.: 79353

July 2012

PROPOSED OHIO RIVER BRIDGE
BROOKE COUNTY, WEST VIRGINIA
JEFFERSON COUNTY, OHIO

WVDOT STATE PROJECT NO.: S205-2/23-0.00 00
FEDERAL PROJECT NO.: HPP-0223(003)D
ODOT PID NO.: 79353

ENVIRONMENTAL ASSESSMENT
AND SECTION 4(f) DE MINIMIS IMPACT ANALYSIS

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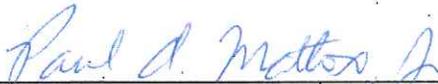
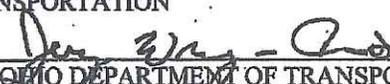
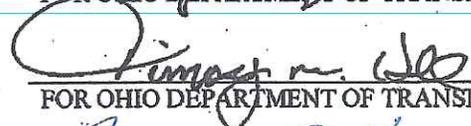
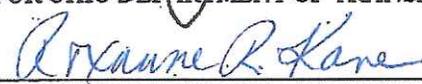
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JEFFERSON COUNTY, OHIO

ENVIRONMENTAL ASSESSMENT
AND SECTION 4 (F) DE MINIMIS IMPACT ANALYSIS

Submitted Pursuant to 42 USC 4332(2)(C)
U.S. Department of Transportation
Federal Highway Administration
and

West Virginia Department of Transportation, Division of Highways
Ohio Department of Transportation

<u>5/15/12</u> DATE OF APPROVAL	 FOR WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
<u>5/11/12</u> DATE OF APPROVAL	 FOR OHIO DEPARTMENT OF TRANSPORTATION
<u>5/11/12</u> DATE OF APPROVAL	 FOR OHIO DEPARTMENT OF TRANSPORTATION
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<u>7/19/12</u> DATE OF APPROVAL	 FOR FEDERAL HIGHWAY ADMINISTRATION - WV

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The proposed project consists of a new bridge over the Ohio River in the vicinity of Wellsburg, Brooke County, West Virginia and Brilliant, Wells Township, Jefferson County, Ohio.

Comments on this Environmental Assessment are due by September 28, 2012 and should be sent to:

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EXECUTIVE SUMMARY

The West Virginia Department of Transportation (WVDOT), Division of Highways (WVDOH) and Ohio Department of Transportation (ODOT) in cooperation with the Federal Highway Administration (FHWA) is proposing to construct a new bridge over the Ohio River south of Wellsburg, West Virginia in the vicinity of Brilliant, Ohio.

This document is an evaluation of anticipated environmental impacts associated with the construction of a new Ohio River Bridge for highway vehicles located south of Wellsburg in Brooke County, West Virginia and in the proximity of Brilliant, Wells Township, in Jefferson County, Ohio. The level of environmental documentation presented herein is an Environmental Assessment (EA). This EA evaluates the anticipated socioeconomic, cultural and natural environmental impacts of the proposed project in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended; follows U.S. Department of Transportation FHWA guidelines (*Technical Advisory T 6640.8A, October 30, 1987 – Guidance For Preparing and Processing Environmental and Section 4(f) Documents*); and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Publication L. 109-59, August 10, 2005, 118 Stat. 1144) and related guidance.

A new Ohio River crossing, connecting WV 2 to OH 7, in this region would serve many purposes, but would most importantly provide a sustainable and flexible transportation system that will support the possibility of growth in the surrounding area and also increase safety to the travelling public by providing additional routes within the existing highway system. There are three specific needs identified for this project:

- Improve access and flexibility of the regional transportation system
- Enhance regional safety (mobility)
- Stimulate economic growth and development

The proposed project is consistent with the transportation planning process at the state and regional levels. The project is included in the BHI Long Range Transportation Plan under the Fiscally Constrain[ed] List of Transportation Projects Planned for Brooke/Hancock County, West Virginia. That plan estimates \$58,858,000 for construction funding in FY 2019-2024. The BHI MPO Transportation Improvement Program (TIP) for Federal-Aid Projects 2012 through 2015 Four-Year Short Range Program, adopted May 25, 2011 (most recent update is Revision 4 dated March 28, 2012) also allocates \$6,400,000 for engineering and \$7,200,000 for right-of-way acquisitions. A portion of this allocation is funded by the SAFETEA-LU Earmark.

Alternatives

To meet the objective of connecting WV 2 with OH 7, multiple alternatives were developed and studied. Public and agency outreach was conducted throughout the alternatives development and impact analysis process to obtain input from interested parties. Seven alternatives were

developed and evaluated based on their ability to meet the project need. These include the Transportation System Management (TSM) Alternative and six Build Alternatives. The No-Build Alternative served as a baseline for which to compare alternatives.

Initially, three Build Alternatives were developed and presented to the public in September 2009. These include Build Alternatives 2, 4A and 7. Build Alternative 8 was developed subsequent to the public workshops to address comments regarding the proximity of Build Alternative 7 to the schools, park and residential areas of Brilliant. Additionally, Build Alternatives 2B and 8B were developed to provide direct access to OH 7.

Based on the preliminary assessment of the alternatives shown in Tables E-1, E-2 and E-3 for Combined, West Virginia and Ohio, respectively and comments received during the public involvement process, three alternatives were eliminated from further consideration. These include the TSM Alternative, Build Alternative 4A and Build Alternative 7. Build Alternatives 2, 2B, 8 and 8B were carried forward for further analysis and comparison to the No-Build Alternative. Build Alternative 8B has been identified as the Preferred Alternative.

Preferred Alternative

Build Alternative 8B connects WV 2 to OH 7 approximately 1.20 miles south of Buffalo Creek in West Virginia and 0.50 miles north of the existing Riddles Run interchange in Brilliant, Ohio. The West Virginia approach to the proposed bridge has a straight alignment which connects at a “T” intersection with WV 2. In Ohio, a new diamond interchange with OH 7 would be constructed in addition to a connection to 3rd Street at Cleaver Street. As a result, the existing Riddles Run Interchange ramps would be removed. It is anticipated that minor modifications, such as turn lanes or signalization, may be required on 3rd Street.

Since this alternative has a connection to 3rd Street, it could be constructed in phases. As the first phase, the connections to WV 2 and 3rd Street could be constructed along with the main river bridge and independent bridge over OH 7. Traffic would utilize 3rd Street and the existing Riddles Run Interchange to access OH 7. The proposed ramps could be added at a later time when either funding is available or traffic increases.

This EA considered impacts to the socioeconomic, natural, and physical environment. A summary of the key impacts are identified in Tables E-1, E-2 and E-3 for Combined, West Virginia and Ohio, respectively.

Within West Virginia, the land within the Preferred Alternative footprint is undisturbed with the exception of the existing transportation facilities including WV 2, the former trolley line, and Brooke-Pioneer Trail. The West Virginia landscape is primarily wooded with a steeply sloping hillside adjacent to WV 2. There are no displaced residences or businesses in West Virginia.

In Ohio, the land within the Preferred Alternative footprint has been previously disturbed by transportation facilities (OH 7, Norfolk Southern Railroad, and Wheeling & Lake Erie Railway)

and commercial/residential development. The Preferred Alternative will impact wetlands and streams in Ohio, namely near the pond and adjacent to the proposed OH 7 SB Exit Ramp. There are no displaced residences or businesses in Ohio. Based on coordination with the United States Coast Guard, the Preferred Alternative will require an 800 foot horizontal navigational clearance in the Ohio River. With the placement of piers in the river, there will be impacts to surface waters and the floodway of the Ohio River.

The construction of the Preferred Alternative results in a temporary use of a Section 4(f) property, the Brooke-Pioneer Trail. To maintain safety of both the contractor and trail users, the trail will be closed during construction. Considering the temporary closure of the trail, FHWA has made the preliminary determination that the proposed project would have a de minimis effect on this Section 4(f) resource. Concurrence that the project would not adversely affect the activities, features and attributes that qualify the resource for protection under Section 4(f) from the Brooke-Pioneer Trail Association, as the official with jurisdiction over the trail, is pending. A detailed Section 4(f) *de minimis* analysis, including a review of applicable regulations is provided in Appendix C.

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Table E-1: Impact Assessment of Build Alternatives, Combined

Screening Criteria	Build Alternative					
	2	2B	4A ELIMINATED ¹	7 ELIMINATED ¹	8	8B PREFERRED ALTERNATIVE
Navigational Clearance	800 feet	800 feet	1,000 feet	700 feet	800 feet	800 feet
Section 4(f) Impacts	1	1	2	3	1	1
Residential Displacements	0	0	2	0	0	0
Business Displacements	1	1	5	0	0	0
Historic Resources	0	0	0	0	0	0
Waste Sites	4	4	16 ²	10 ²	4	4
Farmland Impacts (acres)	0.37	0.37	4.71	0.00	0.00	0.00
100-year Floodplain Impacts ³ (acres)	6.58	10.88	50.61	4.10	4.69	11.18
Wetlands Impacts ⁴ (acres)	0.00	1.77	0.00	0.00	0.82	2.95
Cost Estimate	\$96.0 M	\$116.8 M	\$132.0 M	\$83.0 M	\$96.4 M	\$124.6 M

Table E-2: Impact Assessment of Build Alternatives, West Virginia

Screening Criteria	Build Alternative					
	2	2B	4A ELIMINATED ¹	7 ELIMINATED ¹	8	8B PREFERRED ALTERNATIVE
Section 4(f) Impacts	1	1	1	1	1	1
Residential Displacements	0	0	2	0	0	0
Business Displacements	0	0	1	0	0	0
Historic Resources	0	0	0	0	0	0
Waste Sites	0	0	6 ²	0 ²	0	0
Farmland Impacts (acres)	0.37	0.37	4.71	0.00	0.00	0.00
100-year Floodplain Impacts ³ (acres)	0.54	0.54	7.31	0.39	0.21	0.21
Wetlands Impacts ⁴ (acres)	0.00	0.00	0.00	0.00	0.00	0.00

Table E-3: Impact Assessment of Build Alternatives, Ohio

Screening Criteria	Build Alternative					
	2	2B	4A ELIMINATED ¹	7 ELIMINATED ¹	8	8B PREFERRED ALTERNATIVE
Section 4(f) Impacts	0	0	1	2	0	0
Residential Displacements	0	0	0	0	0	0
Business Displacements	1	1	4	0	0	0
Historic Resources	0	0	0	0	0	0
Waste Sites	4	4	10 ²	10 ²	4	4
Farmland Impacts (acres)	0.00	0.00	0.00	0.00	0.00	0.00
100-year Floodplain Impacts ³ (acres)	6.04	10.34	43.40	4.71	4.48	10.97
Wetlands Impacts ⁴ (acres)	0.00	1.77	0.00	0.00	0.82	2.95

Note 1: See Section 2.3 for Alternatives Eliminated from Further Consideration.

Note 2: Value represents number of potential waste sites based on database search. Alternative was eliminated prior to ESA Screening and Phase I ESA studies.

Note 3: Based on conservative estimate. See Section 3.3.1 for details.

Note 4: Wetland Impacts do not include the Ohio River which is considered a Water of the United States and is listed on the National Wetland Inventory (1971)

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LIST OF ACRONYMS

ADT	Average Daily Traffic
APE	Area of Potential Effect
ASTM	American Society for Testing and Materials
BHJ	Brooke-Hancock-Jefferson Metropolitan Planning Commission
BMP	Best Management Practice
BUSTR	Bureau of Underground Storage Tank Regulations
CSAPR	Cross-State Air Pollution Rule
CEQ	Council of Environmental Quality
CFR	Code of Federal Regulations
DD	Detailed Design
DDAGW	Division of Drinking and Ground Waters
DHV	Design Hourly Volume
EA	Environmental Assessment
EDR	Environmental Data Resources
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FHPM	Federal-Aid Highway Program Manual
FHWA	Federal Highway Administration
FINDS	Facility Index System
FIRM	Flood Insurance Rate Map
FPPA	Farmland Protection Policy Act
HCS	Highway Capacity Software
HPI	Historic Property Inventory
HUC	Hydrological Unit Classification
ITS	Intelligent Transportation System
L	Left of the Alignment
LOS	Level of Service
LRTP	Long Range Transportation Plan
LUST	Leaking underground storage tank
MINES	Mines Master Index File
MPO	Metropolitan Planning Organization
MSATs	Mobile Source Air Toxics
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NLCD	National Land Cover Database
NRCS	Natural Resources Conservation Services
NRHP	National Register of Historic Places
NTS	Not to scale
NWI	National Wetland Inventory
NWS	National Weather Service
OEPA	Ohio Environmental Protection Agency

LIST OF ACRONYMS (cont.)

ODOT	Ohio Department of Transportation
ODNR	Ohio Department of Natural Resources
OHI	Ohio Historic Inventory
OHS	Ohio Historical Society
OMUTCD	Ohio Manual of Uniform Traffic Control Devices
ORSANCO	Ohio River Valley Water Sanitation Commission
OSHPO	Ohio State Historic Preservation Office
PCB	Polychlorinated Biphenyls
PE	Preliminary Engineering
ppm	Parts Per Million
R	Right of the Alignment
REC	Recognized environmental conditions
R/W	Right-of-Way
SARA	Superfund Amendments and Reauthorization Act
SCI	Seamen's Church Institute
SHA	State Highway Authority
SIP	State Implementation Plan
STIP	Statewide Transportation Improvement Program
T&E	Threatened and Endangered
TAC	Technical Advisory Committee
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load
TNM	Traffic Noise Model
TRAC	Transportation Review Advisory Council
TSM	Transportation System Management
USACE	United States Army Corps of Engineers
USC	United States Code
USCB	United States Census Bureau
USCG	United States Coast Guard
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USF&WS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	Underground storage tank
VMT	Vehicle Miles Traveled
vpd	Vehicles per Day
WV	West Virginia
WVDCH	West Virginia Division of Culture and History
WVDEP	West Virginia Department of Environmental Protection
WVDNR	West Virginia Division of Natural Resources
WVDOH	West Virginia Division of Highways
WVDOT	West Virginia Department of Transportation
WWTP	Wastewater Treatment Plant

1.0 PURPOSE AND NEED

1.1. Project History and Description

This document provides an evaluation of anticipated environmental impacts associated with the construction of a new Ohio River Bridge for highway vehicles located south of Wellsburg in Brooke County, West Virginia and in the proximity of the unincorporated area of Brilliant, Wells Township, in Jefferson County, Ohio. The level of environmental documentation presented herein is an Environmental Assessment (EA). Alternatives considered in this EA include: the No-Build, Transportation System Management (TSM) and Build. This EA evaluates the anticipated socioeconomic, cultural and natural environmental impacts of the proposed project in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended; follows U.S. Department of Transportation Federal Highway Administration (FHWA) guidelines (*Technical Advisory T 6640.8A, October 30, 1987 – Guidance For Preparing and Processing Environmental and Section 4(f) Documents*); and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)(Publication L. 109-59, August 10, 2005, 118 Stat. 1144) and related guidance.

Existing Regional Ohio River Bridge System

The existing upper Ohio River bridge system in the Weirton, West Virginia and Steubenville, Ohio, metropolitan region consists of three highway bridges spanning the Ohio River. The three bridges from north to south are Fort Steuben Bridge, Veterans Memorial Bridge and Market Street Bridge. The Fort Steuben Bridge is closed to traffic and at the remaining two locations, the existing bridges act as the only connections for highway vehicle traffic between West Virginia and Ohio in the region. Furthermore, the Market Street Bridge is weight restricted and thus only passenger vehicles can use the span. The Veterans Memorial Bridge carries US 22 traffic and is the only bridge in the region which allows heavy industrial, commercial and emergency highway vehicles to cross the river. West Virginia Route 2 (WV 2) and Ohio State Route 7 (OH 7) are the major arterials running north and south parallel and adjacent to the Ohio River, while US 22 is the only major 4-lane east-west highway facility that connects Pennsylvania, West Virginia and Ohio in this metropolitan area. Within this region, OH 7 is primarily a 4-lane facility and WV 2 has both 2-lane and 4-lane sections. There are no other public vehicle river crossings for approximately 25 miles north or south of the Weirton/Steubenville vicinity. Refer to Exhibit 1-1 for the location of these existing transportation facilities.



Figure 1-1: Veterans Memorial Bridge

The Fort Steuben Bridge, a narrow two-lane structure constructed in 1928, is owned by the Ohio Department of Transportation (ODOT). Due to deteriorating structural conditions of

this bridge, on January 15, 2009, ODOT announced the permanent closure of the span. Demolition occurred on February 21, 2012.

The US 22 Veterans Memorial Bridge opened to traffic in 1990 and is located just south of the Fort Steuben Bridge. Structural repairs were completed in spring 2009 on this single-tower cable-stayed structure. This bridge, which has an 820-foot forespan and 688-foot backspan, is the only highway bridge in the region operating without weight limitations. It carries four US 22 thru traffic lanes and two acceleration/deceleration lanes which connect to WV 2 and OH 7 access ramps. The West Virginia Department of Transportation (WVDOT) Division of Highways (WVDOH) and ODOT share ownership and maintenance costs for this bridge which carries more than 29,000 vehicles per day (vpd).

The Market Street Bridge, a narrow two-lane facility constructed in 1904, is owned by WVDOH and has a 5-ton weight restriction. On June 11, 2009, the WVDOT Secretary of Transportation officially announced WVDOH and FHWA will fund limited renovations to this bridge including repairs and painting. These repairs will only allow this bridge to remain open to traffic for an indefinite period of time and will still require a 5-ton weight restriction. This renovation was completed in 2011.



Figure 1-2: Market Street Bridge

Past Regional Bridge System Studies

This metropolitan region is composed of Brooke and Hancock Counties, West Virginia and Jefferson County, Ohio. The designated Metropolitan Planning Organization (MPO) for this region is the Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJ). On May 31, 1994, the BHJ 2015 Regional Transportation Plan identified the construction of a new Ohio River bridge as its Number 1 regional transportation priority. In September 1997, BHJ released a report on the impact of closing the Fort Steuben Bridge and stated their travel demand model indicated the closure of this bridge will result in increased traffic flows and therefore, have a negative impact on regional transportation flow and air quality. In May 2000, BHJ formally adopted and submitted a detailed “statement of need” document to ODOT, WVDOH and FHWA. In May 2003, BHJ formally adopted and submitted a “location and priority” document to ODOT, WVDOH and FHWA which listed the need for access improvements to the Veterans Memorial Bridge as their top priority. Their second priority was to construct a new Ohio River bridge in the area between Wellsburg and Brilliant. Their third priority was to construct a new Ohio River bridge in Steubenville at Washington Street.

The two regional bridge system studies commissioned by BHJ and funded by WVDOH and ODOT are of particular significance to the current studies described in this document. In

June 2000, BHJ issued the *Upper Ohio Valley Bridge System Study Phase I Final Report* (BHJ, 2000). The purpose of this study was to analyze and determine the need for a new Ohio River bridge crossing within a defined study area which extended from just north of the Fort Steuben Bridge to the southern boundary of Brooke County. Public involvement in this planning process occurred on several levels and included a series of public meeting workshops beginning on November 17, 1999. A Bridge Advisory Committee of local officials and citizens and transportation officials from WVDOH and ODOT identified a new river crossing as the highest priority in the region.

According to the June 2000 BHJ study, the average daily traffic (ADT) on the Fort Steuben Bridge was 5,000 vpd, the Veterans Memorial Bridge carried 27,000 vpd and the Market Street Bridge carried 9,200 vpd. The study found that although the existing bridges can accommodate both current and projected 2030 traffic volumes, both the Fort Steuben and Market Street Bridges are beyond their design life and would require significant renovation to continue operating. The study states that with only one river crossing in the region, a major safety hazard would be created and the concentration of all bridge crossing capacity in a small area would limit flexibility within the system. As a basis for the need for a new crossing, the study predicts the impending closure of Market Street Bridge will cause failures in the transportation system at the US 22 with OH 7 interchange. Due to the limited bridge crossings, the existing regional transportation system lacks flexibility and redundancy in travel options, resulting in lengthy travel times. According to the study, this added travel time is a significant economic burden and a deterrent to new economic development. The study identified seven goals and objectives, which were adopted to guide the Phase I study and future work. These goals are listed below:

- Maintain and enhance transportation capacity, safety and reliability for existing businesses, their employees and all residents
- Provide enhanced access for expansion and retention of businesses and attraction of new businesses to the region
- Draw more traffic and commerce into the Upper Ohio Valley
- Develop linkages to high capacity inter-modal transportation by strengthening the connections to river ports and railroads
- Enhance emergency management options to provide alternative routes in case of flood, natural disaster, or accident
- Improve travel times throughout the region
- Ensure that the cross-river transport network from Wheeling north to Steubenville is sufficiently robust to carry all weights and sizes of commercial vehicles.

The Phase I study concluded that additional river crossing capacity would be key to solving the regional transportation issues and enhancing economic development, and Phase II of the study should begin to determine and evaluate potential locations for a new river crossing.

In September 2003, the *Brooke-Hancock-Jefferson Regional Bridge System Study, Phase II Final Report* (BHJ, 2003) was published. According to this report, the BHJ 2020 and 2025 Regional Transportation Plans indicate that “promot[ing] a regional Ohio River bridge network that maintains and expands metropolitan activity” is a top priority. Using a best management approach to the region’s declining bridge infrastructure, BHJ and its consultant directed the study through a rigorous public involvement process and quantitative review. A 32-member regional task force reviewed the ongoing site location studies during numerous public meeting workshops. Ten alternate bridge locations were considered and when factors such as vehicular mobility, environmental impact, safety and benefit/cost were considered, the preferred general location just south of Wellsburg was selected for the next new river crossing.

For the Phase II study, it was assumed both the Market Street Bridge and the Fort Steuben Bridge would both be out of service by the year 2025. Evaluation criteria for the Phase II study included: 1) effectiveness in minimizing environmental impacts, 2) cost effectiveness, 3) effectiveness for improving safety, and 4) effectiveness in supporting regional economic growth. After ongoing Bridge Advisory Committee meetings and numerous public information meetings and workshops, BHJ made the following three priority recommendations in the Phase II study:

“Priority # 1: Construct roadway and intersection capacity improvements to better access the region’s most modern bridge crossing, Veterans Memorial Bridge...

Priority # 2: Construct a new Ohio River bridge crossing south of Wellsburg to connect West Virginia State Route 2 and Ohio State Route 7.

Priority # 3: Construct a new Ohio River bridge crossing to connect West Virginia State Route 2 and Ohio State Route 7 in Steubenville at Washington Street.”

For Priority # 1, WVDOH has made improvements for better access to the Veterans Memorial Bridge on the West Virginia side and ODOT is currently doing further studies for improvements on the Ohio side, including a possible realignment of OH 7 and its intersection with University Avenue and the bridge ramps located in Steubenville.

For Priority #2, the Phase II study further indicated a new Ohio River Bridge located south of Wellsburg and in the vicinity of Brilliant would meet the area’s transportation needs, bring about economic and industrial growth in the Ohio Valley Region and supply the area with a modern alternative route should an emergency situation arise.

Environmental Study Area

The environmental study area, as shown in Exhibit 1-2, is located along the Ohio River approximately six miles south of the existing Market Street Bridge. The study area's northern limit is Buffalo Creek in West Virginia located just south of Wellsburg at approximate River Milepost 74.8. The southern limit is just north of the Cardinal Power Plant in Brilliant at approximate River Milepost 76.2. The environmental study area includes approximately 1.4 miles of the Ohio River for the study of alternative bridge crossing locations; areas south of Wellsburg for improvements to WV 2 for its connection with the various river crossing locations; and various areas in and around Brilliant for connections to OH 7 and Brilliant's local street system.



Figure 1-3: Cardinal Power Plant (Looking North)

Within the study area, WV 2 is a two-lane highway with posted speeds of 55 mph. Due to topography, there is limited development south of Wellsburg on WV 2 with the exception of several commercial buildings located at Buffalo Creek. These include a barge washing facility, convenience store/gas station, among others. Also, the Brooke County School District Bus garage is located in this area. The Brooke-Pioneer Trail runs parallel to WV 2 on the former Pittsburgh, Cincinnati and St. Louis Railway. Between WV 2 and the Brooke-Pioneer Trail is a former trolley line which is now a utility corridor.

OH 7 is a controlled access four-lane divided highway within the study area. The posted speed is 55 mph. Brilliant is connected to the regional highway system through two interchanges with OH 7. The southern interchange, signed as Riddles Run, is located near the Cardinal Power Plant and connects with 3rd Street. To the north is a split-partial interchange, signed as Brilliant, with southbound entrance and exit ramps and a northbound entrance ramp. This interchange does not have a northbound exit ramp servicing the northern end of Brilliant. 3rd Street is the primary local road within Brilliant. Many residences, businesses, parks and schools are located along 3rd Street.

1.2. Purpose and Need Statement

A new Ohio River crossing, connecting WV 2 to OH 7, in this region would serve many purposes, but would most importantly provide a sustainable and flexible transportation system that will support the possibility of growth in the surrounding area and also increase safety and mobility to the travelling public by providing additional routes within the existing highway system. The Purpose and Need for this project is to improve access and flexibility of the regional transportation system, enhance regional safety and stimulate

economic growth and development. As a result of economic growth with new and expanded development, the project may grow the employment base of the region. By facilitating traffic movements throughout the study area and the region, these goals can be accomplished.

Improve Access and Flexibility of Regional Transportation System

The purpose of an additional river crossing in the Upper Ohio Valley would be to improve access and increase overall flexibility of the existing transportation system by providing an additional connection from WV 2 to OH 7, thereby stimulating local industrial and economic growth while enhancing public safety. The proposed Ohio River crossing will provide a connection from WV 2 to OH 7 utilizing new ramps, connectors, or the existing local street system with existing connections to OH 7. It would also help facilitate the movement of industrial, commercial and commuter traffic throughout the region with decreased travel times and would give the region a competitive edge of an improved infrastructure system.

The one-way trip distance over the existing highway system between Wellsburg and Brilliant is approximately 20 miles. With average travel speeds less than 40 mph during normal dry weather travel conditions, trips between the two locations normally take approximately 30 minutes. In poor weather or hazardous road conditions, trip lengths can be considerably longer. In events when travel on WV 2 or OH 7 is restricted, travel times become extreme. With the addition of a new river crossing between these two locations, highway vehicle trips could be made in less than 5 minutes. This would allow efficient inter-state travel between Wellsburg and Brilliant for recreation, shopping and job opportunities.

Over the years, the industrial regions on both sides of the river have created opportunities for expansion, redevelopment and diversification of businesses within the region, but within the study area, travel options are currently very limited to only north and south movements along the river within each state. The proposed river crossing will play a major role in attracting, retaining and serving the needs of these businesses by allowing east-west travel between the two states, thus providing a flexible highway vehicular access system.

With the addition of a new river crossing in the Brilliant area, there would be access to a controlled access north-south four-lane facility (OH 7) which would enhance regional travel. With an increase in transportation flexibility and reduced travel times, it is also likely the proposed crossing will enhance community cohesion between Wellsburg and Brilliant. Through improved safety and increased accessibility between these and other communities, particularly those that lie on opposite sides of the river, personal, commercial and industrial travel needs will be served and enhanced.

Should the Market Street Bridge close to traffic prior to the construction of a new crossing, as is currently proposed, there would remain only one river crossing for highway vehicles

within approximately 50 miles. The closest highway vehicle river crossings beyond the regional bridges discussed previously are located approximately 25 miles to the south at Wheeling, West Virginia and approximately 25 miles to the north at East Liverpool, Ohio. With only the US 22 Veterans Memorial Bridge remaining, the transportation system in this region would be severely limited and would offer no flexibility in routes for highway passenger, commercial, industrial and emergency vehicular travel between the two states. If an unforeseen event were to close the Veterans Memorial Bridge, highway travel between communities located in both states would be severed and long detours would need to be posted. Even if the Market Street Bridge were to remain open to passenger vehicles during a temporary closure of the Veterans Memorial Bridge, travel would still be severely restricted for all commercial, industrial and emergency vehicles.

Enhance Regional Safety (Mobility)

The highways, city streets and local rural roads which make up the regional transportation system rely heavily on WV 2 and OH 7 to connect the communities along the Ohio River in this region. When these routes are closed due to crashes, flooding, or landslides, few alternate routes are available. By providing a second link between these two routes with a new river crossing, additional transportation options become available for normal transportation purposes, as well as for the passage of emergency vehicles and delivery of emergency services.

Several recent landslide events along WV 2 and OH 7 required the need for lengthy detours for passage of emergency and other vehicles serve as examples for the need of an improved transportation system in the region. As a result of heavy rains and flooding conditions of the Ohio River due to Hurricane Ivan, in September 2004, President Bush approved a request from West Virginia Governor Bob Wise for a Federal disaster declaration for Brooke, Hancock, Ohio and other West Virginia counties. A portion of the City of Wellsburg was flooded by rising waters of the Ohio River and sections of WV 2 were closed. Northbound lanes of OH 7 were also closed, but southbound lanes remained open. Events such as this highlight the need for the ability to safely escape hazardous conditions and provide aid to those in disaster areas.

From late February 2011 through early March 2011, the region experienced multiple land and rockslides. Each separate event resulted in partial or complete closures of the regions most relied upon routes, WV 2 and OH 7. Some closures lasted a matter of days and others lasted a number of weeks. The closure of these routes illustrates the necessity of an improved transportation system in the region for access and emergency management purposes. The National Weather Service (NWS) reports that parts of the Upper Ohio River Valley have received nearly 200% of normal precipitation in February 2011. This precipitation, in excess of normal amounts, saturated the soil which contributed to the recent landslides. In its National Hydrologic Assessment, NWS describes the region's flood risk in Spring 2011 to be "Above Average". Additional wet weather will likely intensify the

existing potential for slides in the area, thus emphasizing the need for another means to safely divert traffic.

For regional travel movements, a new river crossing located in the study area would serve as an additional and alternate route as emergency situations arise. This new bridge could be used for ambulance service located in many regional West Virginia, Ohio and Pennsylvania communities, as well as for their fire fighting equipment movements should a significant event occur which requires more than local emergency providers. For situations such as these, response times would be significantly reduced for ambulance service and fire fighting equipment movements in and around the Wellsburg and Brilliant areas, as well as for the adjacent communities and neighborhoods. Emergency action plans needed for any events occurring at local and regional industrial complexes, including the Cardinal Power Plant, would be enhanced with the flexibility the new routes would offer. Emergency service response times would be enhanced for highway accidents, natural hazards, or man-made disruptions along WV 2 and OH 7.

In addition, when annual safety inspections take place on the Veterans Memorial Bridge and lane capacity is reduced, the additional routes created by the addition of a new bridge would be utilized. As noted earlier, with the Fort Steuben Bridge out of service and the 5-ton weight limit imposed on the Market Street Bridge, these old, deteriorated structures can not share the traffic responsibility with the Veterans Memorial Bridge of providing a major link for emergency vehicles.

Economic Growth and Development

This region has always been an area of industrial, manufacturing and coal mining activities. This area has seen an increase in older populations and a decrease in basic industry (BHJ, 2003). Employment has been leaving this region, thus spreading out the communities, weakening the region's structure and forcing longer commutes for residents. As a result, the industry and economics of the area have changed. The population of the BHJ area is projected to decline by as much as 18% by 2030, two-thirds of a percent annual decrease over the next 30 years (BHJ, 2008). As a reflection of this population trend, the study also predicts a decline in employment opportunities. It is estimated that although some economic areas show small growth trends, the decline in manufacturing employment is so extreme that overall employment numbers resulted in a decline of 12.79% from 2000 to 2030.

For the existing steel mills and other industries located in Ohio and West Virginia near the study area, the proposed bridge would provide a direct connection into various areas of West Virginia's northern panhandle, Eastern Ohio and Western Pennsylvania. The bridge would also reveal access from OH 7 to several existing industrial parks and developable land sites which are currently only accessible through narrow sections of WV 2, forcing travel times to be extensive. Within 2 miles south of the study area examples of currently underutilized regional development sites can be found in Brooke County and neighboring Ohio County along WV 2. Although level, developable land is readily available at these

sites, little development has taken place over the last few decades. Similar sites are also found north and south of the study area in Ohio along OH 7. A new bridge spanning the Ohio River and ultimately reconnecting small communities into the region could help restore stability and provide access to promote growth to the area's economic and population base.

As an example of population decline in the region, the population in the City of Wellsburg in 2000 was 2,891 (United State Census Bureau (USCB), 2000). Between 1990 and 2000, the City of Wellsburg experienced a decrease in population of -14.6%. Brooke County also experienced a decrease in population of 5.7% from 1990 to 2000 to a population of 25,447 in 2000. In comparison, the state of West Virginia experienced a slight increase of 0.8% between 1990 and 2000 to a population of 1,808,344.

The study area on the west side of the Ohio River experienced population changes similar to those on the east side of the river. The population of Jefferson County experienced decreases in population between 1990 and 2000 of 8.0% to a total population of 73,894 in 2000 (USCB, 2000). The demographic data for zip code 43913 (unincorporated town of Brilliant and surrounding area), shows this area underwent an increase in population of 3.3% between 1990 and 2000, while the state of Ohio grew 4.7% between 1990 and 2000.

The December 5, 2007 report entitled *A Socioeconomic Profile – Brooke County, West Virginia* (Headwaters Economics, 2007) documented the long-term trends in demographics, employment and income of Brooke County. This report is based on the 2007 version of the Economic Profile System which uses databases from the Bureau of the Census including County Business Patterns; Bureau of Labor Statistics; and the Regional Economic Information System of the Bureau of Economic Analysis, U.S. Department of Commerce. This report shows a population decline from 1970 to 2005 of 19%. At an annual rate, this represents a decline of 0.6%. According to this report, over the last 35 years population growth in Brooke County has been slower than the state and the nation. Furthermore, the population has gotten older since 1990 (the median age in 2000 was 41.2 years, up from 37.3 years in 1990). Over the last 35 years, job growth in Brooke County has been slower than the state and the nation. Income growth in Brooke County has been slower over the last 35 years than the state and nation. The report's commuting data also suggests Brooke County is a bedroom community (income derived from people commuting out of the county to work exceeds the income from people commuting into the county).

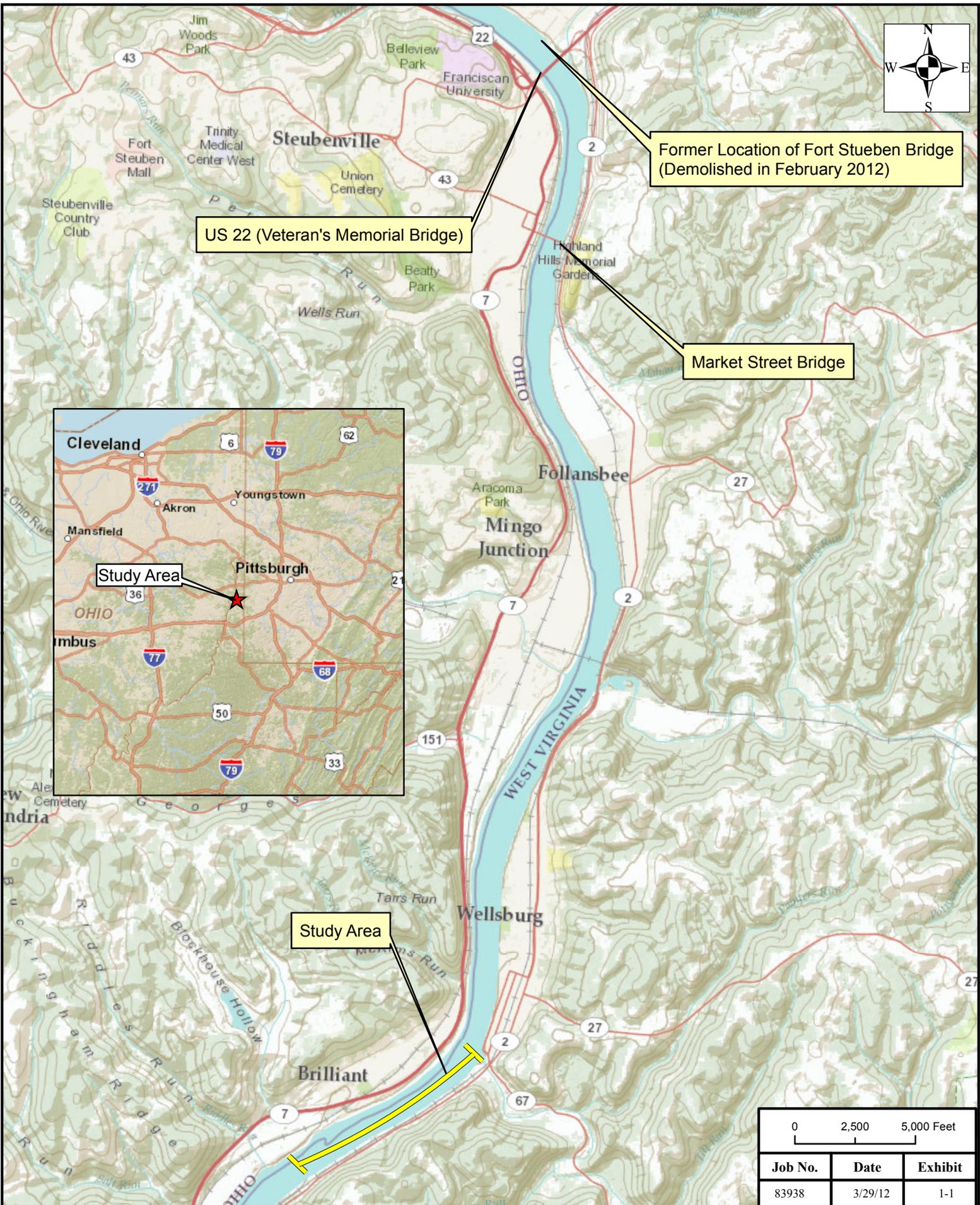
To create employment opportunities and reverse the trend of population decline, there is a strong demonstrated need for the stimulation of economic development in the region. By facilitating traffic movements throughout the study area, as well as the region as a whole, development opportunities should be enhanced resulting in job creation.

1.3. Consistency with Other Plans

The proposed project is consistent with the transportation planning process at the state and regional levels. The project is included in the BHJ Plan as BR-2 under planned projects for FY 2010-2018 (R/W Acquisition) and FY 2019-2024 (Construction) (BHJ, 2008). For FY 2019-2024, \$58,858,000 is included in the Fiscally Constraint List of Transportation Projects Planned for Brooke/Hancock County, West Virginia. The BHJ MPO Transportation Improvement Program (TIP) for Federal-Aid Projects 2012 through 2015 Four-Year Short Range Program, adopted May 25, 2011 (most recent update is Revision 4 dated March 28, 2012) also allocates \$6,400,000 for engineering and \$7,200,000 for right-of-way acquisitions. A portion of this allocation is funded by the SAFETEA-LU Earmark.

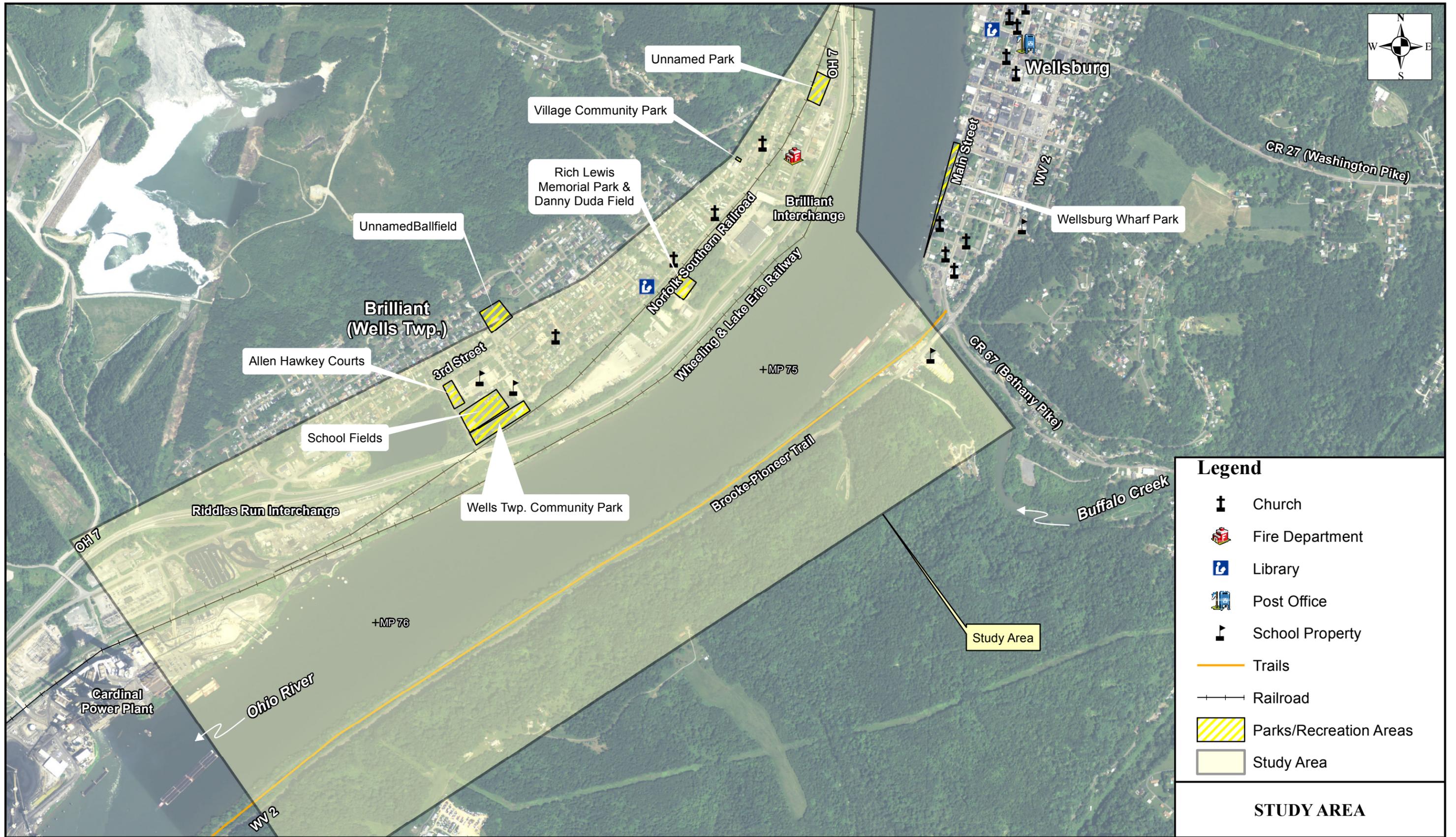
The WVDOT Statewide Transportation Improvement Program (STIP) for Federal Fiscal Years 2012-2017, approved November 7, 2011, includes this project. In Section 9 Financial Tables and Information, the Ohio River Bridge, South of Wellsburg in Brooke County is listed as Demo ID WV070, Section 1702 with unobligated funds of \$24,346,600.

The ODOT STIP for Fiscal Years 2012-2015, dated July 2011, includes this project. According to the ODOT STIP, the project is identified as PID 79353 *JEF New Ohio River Bridge* and lists the preliminary engineering (PE) and R/W Acquisition phases. PE includes planning, environmental documentation and 30% design. ODOT's Transportation Review Advisory Council (TRAC) Draft 2013-2016 Major New Program List, dated January 31, 2012, identifies the committed funding for the PE and detailed design (DD) phases of this project (ODOT, 2012).

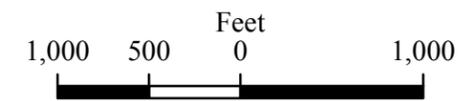


PROPOSED OHIO RIVER BRIDGE
 BROOKE COUNTY, WV AND JEFFERSON COUNTY, OH
 STATE PROJECT: S205-2/23-0.00 00; FEDERAL PROJECT: HPP-0223(003)D;
 PID:79353

REGIONAL BRIDGE SYSTEM



PROPOSED OHIO RIVER BRIDGE
BROOKE COUNTY, WV AND JEFFERSON COUNTY, OH
 STATE PROJECT: S205-2/23-0.00 00; FEDERAL PROJECT: HPP-0223(003)D; PID:79353



2.0 ALTERNATIVES

This section describes the alternatives development process including early conceptual studies and early agency coordination; alternatives considered and eliminated from further consideration; and the alternatives carried forward. The No-Build Alternative is also considered.

2.1. Conceptual Studies and Early Agency Coordination

Conceptual Engineering Studies

During conceptual studies undertaken in 2008, many possible river crossing locations and their possible connections with WV 2 and OH 7 were sketched. Engineering workshops were held with WVDOH and the design team to determine concepts that had the best potential of becoming viable crossing locations in terms of cost effectiveness and traffic flow during and after construction. As a result of these studies, multiple river crossing locations were considered to have a possibility of making cost effective connections with WV 2 and OH 7 (see Exhibit 2-1).

Of these crossing locations, three Build Alternatives were further refined and identified to have the most apparent cost effective WV 2 and OH 7 connections. Build Alternatives 2, 4A and 7 were selected for further engineering study and were presented to the public in September 2009. Engineering studies associated with these three locations are fully described in *Ohio River Bridge Design Report Field Review Submission* (HDR, June 2009) and *Ohio River Bridge Design Report Office Review Submission* (HDR, December 2009).

The remaining crossing locations identified during the conceptual engineering studies were not carried forward for the following reasons:

- **River Crossing Location 1** - This concept was eliminated from further consideration due to anticipated high construction costs associated with the combination of a 1000 foot main river span, large earthwork volume, and potential impacts to electrical and cell towers in West Virginia.
- **River Crossing Location 3** - This concept was eliminated from further consideration due to the impact to the ballfield in Brilliant and anticipated high construction costs associated with 1000 foot main river span, curved bridges over OH 7 and high walls between OH 7, ramps and the railroad tracks.
- **River Crossing Location 5** - With significant impacts to the school property in Ohio, this concept was eliminated from further consideration and replaced with Build Alternative 7.
- **River Crossing Location 6** - With significant impacts to the school property and public swimming pool in Ohio and close proximity to the elementary school, this concept was eliminated from further consideration and replaced with Build Alternative 7.

Coordination to Develop Traffic Projections

The BHJ Regional Travel Demand Model developed for their fiscally constrained 2030 LRTP includes this project. BHJ was engaged to develop traffic projections for the 2012 (opening day) and 2030 No-Build and Build scenarios. Table 2-1 identifies the assumptions utilized regarding the operation of key transportation facilities in the region.

Table 2-1: Travel Demand Modeling Assumptions

Scenario	Market Street Bridge Disposition	US 22 EB Ramps, University Blvd. and OH 7 Intersection Improvements
2012 No-Build	Open	Incomplete
2012 Build	Closed	Incomplete
2030 No-Build	Closed	Complete
2030 Build	Closed	Complete

The projected 2012 (opening day) ADT for the proposed bridge is 9,000 vpd and the 2030 ADT is 10,000 vpd. The development of traffic projections is further detailed in the *Traffic Study* (HDR, July 2009) and *Traffic Study Addendum* (HDR, April 2011).

Coordination for River Navigation Requirements

In letters, telephone conversations and meetings with the U.S. Coast Guard (USCG) staff in late 2008 and early 2009, specific Ohio River navigational requirements were determined for various river crossing locations. Six of the eight river crossing locations shown on Exhibit 2-1, which were labeled Alternate Crossing Locations A through F for correspondence with the USCG, were submitted to the USCG to request navigational requirements in the study area. A letter received from the USCG dated February 27, 2009 (see Appendix A), stated that regardless of which alternative is selected, the minimum vertical clearance shall be 55 feet above the 2% flowline or 69 feet above normal pool, whichever is greater. For River Crossing Locations 5 (USCG Alt. D) and 6 (USCG Alt. C), a minimum horizontal clearance of 700 feet would be acceptable while a minimum horizontal clearance of 1,000 feet would be required for River Crossing Locations 1 (USCG Alt. F), 2 (USCG Alt. E), 3 (USCG Alt. B) and 4 (USCG Alt. A).

Subsequent to the correspondence with the USCG, WVDOH engaged Seamen’s Church Institute (SCI) to develop river navigation simulation models for the study area. The intent of the modeling was to determine if the navigational clearances provided by the USCG could be optimized. A coordination meeting with WVDOH, ODOT, USCG, Wells Township, SCI, river industry representatives and others was held on November 9, 2010 to develop the scope of the simulation process. On January 4 and 5, 2011, the simulation runs were performed by river boat pilots with varied experience levels and independent interviews were conducted after the simulation runs. The USCG attended both meetings

held at SCI's facility in Paducah, Kentucky. Based on SCI's report, it is possible that Build Alternatives 2, 2B, 8 and 8B navigational clearance can be reduced to 750-800 feet (SCI, August 2011). Build Alternative 7 appears to require a clearance of 750-800 feet or greater. Although Build Alternative 4A was not simulated, the river boat pilots commented that it was the least preferable alternative due to the bend in the river and proximity to the Buffalo Creek confluence. On October 4, 2011, the USCG notified WVDOH that Build Alternatives 2/2B and 8/8B require a minimum 800 foot navigational clearance.



Figure 2-1: SCI Simulation Wheel House

2.2. Alternatives Development

To meet the objective of connecting WV 2 with OH 7, multiple alternatives were developed and studied. Each of these alternatives, shown in Exhibit 2-2, is discussed in more detail as follows. The following design criteria were utilized in the development of the alternatives (HDR, June 2009 and December 2009):

- River bridge typical section includes four 12 foot lanes with 6 foot shoulders for a total width of 60 feet. Maximum grade is 10%.
- River vertical clearance of 69 feet above normal pool.
- Minimum vertical clearance above railroads is 23 feet.
- Minimum vertical clearance above WV 2 and OH 7 is 16.5 feet.
- WV 2 lane width is 12 feet with 8 foot paved shoulders. Maximum grade is 6%. Assumed cut slope of 1.5:1. The grading for WV 2 will include provisions for a future four-lane roadway with auxiliary lanes.
- 3rd Street lane width is 12 feet with 4 foot paved shoulders. Maximum grade is 12%.
- OH 7 ramp lane width is 16 feet with 3 foot left and 6 foot right paved shoulders. Maximum grade is 5%.

The river bridge typical section, shown in Figure 2-2, was developed to allow for future flexibility of lane configurations; enhance safety for bridge inspectors and maintain traffic flow during lane closures; and accommodate future traffic generated by regional development and growth. At this time it is undecided if sidewalks and/or bicycle facilities will be included on the proposed bridge. During the preliminary and final design process, the option of sidewalks and/or bicycle facilities will be evaluated.

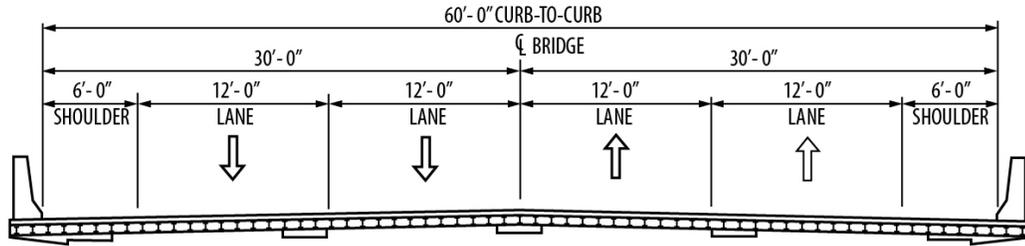


Figure 2-2: Bridge Typical Section (NTS)

Initially, three Build Alternatives were developed and presented at the September 2009 public workshop meetings. These were designated as Build Alternatives 2, 4A and 7. Subsequent to the public workshops, three additional alternatives, known as Build Alternatives 2B, 8 and 8B (see Exhibit 2-2), were developed to address comments from both the public and agencies. Descriptions of the No-Build Alternative, Transportation System Management Alternative, and six Build Alternatives are provided below. A preliminary assessment of the environmental impacts associated with each Build Alternative is summarized in Tables 2-2, 2-3 and 2-4 for Combined, West Virginia and Ohio, respectively.

No-Build Alternative

The No-Build Alternative will involve taking no action other than the routine maintenance activities normally associated with WV 2, OH 7, the US 22 Veterans Memorial Bridge and the Market Street Bridge.

Under the No-Build Alternative, WV 2, OH 7 and the two remaining Ohio River bridges in the region would continue to operate under existing conditions. However, as deterioration to the Market Street Bridge continues to occur over time, it is anticipated the bridge will be permanently closed at some time in the future. The eventual closing of the Market Street Bridge will require additional traffic to be carried by the Veterans Memorial Bridge and will require all vehicles to encounter longer travel times.

The No-Build Alternative will not meet the stated needs of the project. The No-Build Alternative does not improve traffic operations, access or the flexibility of the existing transportation system. It does not enhance regional safety or stimulate economic growth and development. Furthermore, it does not improve the transportation infrastructure system that existing residents and businesses in the area need. The lack of an improved transportation system would not encourage new owners to open businesses in the area, nor encourage existing businesses to expand. Thus, the No-Build Alternative would not create new employment opportunities.

Transportation System Management (TSM)

The TSM Alternative involves taking limited actions to improve traffic operations in the region beyond the routine maintenance activities normally associated with WV 2, OH 7, the

US 22 Veterans Memorial Bridge and the Market Street Bridge. These actions could involve adding turning lanes to WV 2 and at some of the connecting routes where traffic conditions warrant a specific need for increased capacity. It is assumed under the TSM Alternative all signalized intersections along WV 2 in the region, including those in Wellsburg and Follansbee and those on OH 7 in Steubenville would be upgraded and optimized using the most modern signal devices available including video detection and advanced signal timing controllers and the addition of intelligent transportation system (ITS) devices at critical locations.

Build Alternative 2

This alternative is located at the southern end of the study area and provides a direct connection between WV 2 and the township street system in the southern most section of Brilliant. The proposed bridge connects to WV 2 approximately 1.25 miles south of Buffalo Creek. On the Ohio side, the proposed bridge connects to 3rd Street in Brilliant approximately 600 feet northwest of the existing Riddles Run Interchange with OH 7.

Build Alternative 2, shown in Exhibit 2-3, uses a simple and straight horizontal alignment for the proposed bridge by forming a signalized “T” intersection with WV 2. At the proposed bridge connection with 3rd Street, a standard four-leg intersection is formed with Clark Way. 3rd Street would be widened to the east to provide a NB right-turn lane and SB left-turn lane. No major improvements are proposed for Clark Way, other than resurfacing. Traffic to/from OH 7 would utilize the existing Riddles Run interchange to access the proposed bridge via 3rd Street. It is anticipated that minor modifications, such as turn lanes or signalization, may be required on 3rd Street and at the Riddles Run ramp termini.

Build Alternative 2 results in an increase in traffic between the existing interchange and Clark Way of approximately 7,000 vpd. No appreciable increase in traffic on Clark Way is anticipated.

Build Alternative 2B

As shown in Exhibit 2-4, Build Alternative 2B is located at the same river crossing location as Build Alternative 2. The connection with WV 2 is the same as Build Alternative 2; however, on the Ohio side, a new diamond interchange with OH 7 would be constructed in addition to the connection to 3rd Street at Clark Way. As a result, the existing Riddles Run interchange ramps would be removed. It is anticipated that minor modifications, such as turn lanes or signalization, may be required on 3rd Street.

Since this alternative is essentially Build Alternative 2 with a new interchange, it could be constructed in phases. As the first phase, the connections to WV 2 and 3rd Street could be constructed along with the main river bridge and independent bridge over OH 7. Traffic would utilize 3rd Street and the existing Riddles Run Interchange to access OH 7. The proposed ramps could be added at a later time when either funding is available or traffic increases.

Build Alternative 2B results in an increase in traffic between the existing interchange and Clark Way of approximately 6,700 vpd. No appreciable increase in traffic on Clark Way is anticipated.

Build Alternative 2B was developed subsequent to the September 2009 public workshops to provide a direct connection to OH 7.

Build Alternative 4A

This alternative is located at the northern end of the study area and provides a direct connection to WV 2. Access to OH 7 utilizes a combination of two existing OH 7 southbound ramps, existing local roadways, two proposed OH 7 northbound ramps and new connector roadways. As shown in Exhibit 2-5, the Build Alternative 4A alignment would flyover WV 2 approximately 1,000 feet south of Buffalo Creek and loop around to the north providing access to WV 2 approximately 200 feet south of the creek.

In Ohio, this alternative's alignment begins in the more industrial/commercial section of Brilliant immediately south of a group of commercial buildings. To provide access to northbound OH 7, entrance and exit ramps are proposed between OH 7 and the Wheeling & Lake Erie Railway. These ramps intersect with a proposed connector road that spans over OH 7. This intersection is located in a localized gap of land between OH 7 and the railroad. Access to southbound OH 7 utilizes the existing entrance and exit southbound ramps, as well as, the existing local access road which parallels OH 7. A short connector road is used to provide access to the bridge and northbound connector. An at-grade intersection will be created between the southbound connector, OH 7 southbound entrance ramp, a local access road and the access road connecting the OH 7 southbound exit ramp.

Build Alternative 7

This alternative is located in the middle of the study area and is shown in Exhibit 2-6. Similar to Build Alternative 2, it provides a direct connection between WV 2 and 3rd Street in Brilliant. The proposed bridge connects to WV 2 approximately 0.87 miles south of Buffalo Creek. To provide access to and from OH 7, the proposed bridge connects to 3rd Street about 0.45 miles northwest of the existing Riddles Run Interchange.

The West Virginia approach to the proposed bridge has a straight alignment which connects at a signalized "T" intersection with WV 2. The connection with 3rd Street forms a standard four-leg intersection with Hudson Street. 3rd Street would be widened to the east to provide a NB right-turn lane and SB left-turn lane. No major improvements are proposed for Hudson Street, other than resurfacing. This alternative is closer to the middle section of Brilliant and is adjacent to the Buckeye Local School District's North Elementary school, Wells Township Community Park and Pool, Allen Hawkey Courts and other recreational facilities associated with the school. It is anticipated that minor modifications, such as turn lanes or signalization, may be required on 3rd Street and at the Riddles Run ramp termini.

Build Alternative 7 results in an increase in traffic between the existing interchange and Hudson Street of approximately 7,000 vpd. No appreciable increase in traffic on Hudson Street is anticipated.

Build Alternative 8

This alternative is located approximately 400 feet north of Build Alternative 2 as shown in Exhibit 2-7. Similar to Build Alternative 2, it provides a direct connection between WV 2 and 3rd Street in Brilliant. The proposed bridge connects to WV 2 approximately 1.20 miles south of Buffalo Creek. To provide access to and from OH 7, the proposed bridge connects to 3rd Street about 0.50 miles northwest of the existing Riddles Run Interchange.

The West Virginia approach to the proposed bridge has a straight alignment which connects at a signalized “T” intersection with WV 2. The Ohio approach connects to 3rd Street at a standard four-leg intersection with Cleaver Street. 3rd Street would be widened to the east to provide a NB right-turn lane and SB left-turn lane at Cleaver Street. No major improvements are proposed for Cleaver Street, other than resurfacing. It is anticipated that minor modifications, such as turn lanes or signalization, may be required on 3rd Street and at the Riddles Run ramp termini.

Build Alternative 8 was developed subsequent to the September 2009 public workshops to address comments regarding the proximity of Build Alternative 7 to the schools, park and residential areas of Brilliant.

Build Alternative 8 results in an increase in traffic between the existing interchange and Cleaver Street of approximately 7,000 vpd. No appreciable increase in traffic on Cleaver Street is anticipated.

Build Alternative 8B

As shown in Exhibit 2-8, Build Alternative 8B is located at the same river crossing location as Build Alternative 8. The connection with WV 2 is the same as Build Alternative 8; however, on the Ohio side, a new diamond interchange with OH 7 would be constructed in addition to the connection to 3rd Street at Cleaver Street. As a result, the existing Riddles Run interchange ramps would be removed. It is anticipated that minor modifications, such as turn lanes or signalization, may be required on 3rd Street.

Since this alternative is essentially Build Alternative 8 with a new interchange, it could be constructed in phases. As the first phase, the connections to WV 2 and 3rd Street could be constructed along with the main river bridge and independent bridge over OH 7. Traffic would utilize 3rd Street and the existing Riddles Run Interchange to access OH 7. The proposed ramps could be added at a later time when either funding is available or traffic increases.

Build Alternative 8B results in an increase in traffic between the existing interchange and Cleaver Street of approximately 6,700 vpd. No appreciable increase in traffic on Cleaver Street is anticipated.

Build Alternative 8B was developed subsequent to the September 2009 public workshops to address comments regarding the proximity of Build Alternative 7 to the schools, park and residential areas of Brilliant. Additionally, it was developed to provide a direct connection to OH 7.

Table 2-2: Impact Assessment of Build Alternatives, Combined

Screening Criteria	Build Alternative					
	2	2B	4A ELIMINATED ¹	7 ELIMINATED ¹	8	8B PREFERRED ALTERNATIVE
Navigational Clearance	800 feet	800 feet	1,000 feet	700 feet	800 feet	800 feet
Section 4(f) Impacts	1	1	2	3	1	1
Residential Displacements	0	0	2	0	0	0
Business Displacements	1	1	5	0	0	0
Historic Resources	0	0	0	0	0	0
Waste Sites	4	4	16 ²	10 ²	4	4
Farmland Impacts (acres)	0.37	0.37	4.71	0.00	0.00	0.00
100-year Floodplain Impacts ³ (acres)	6.58	10.88	50.61	4.10	4.69	11.18
Wetlands Impacts ⁴ (acres)	0.00	1.77	0.00	0.00	0.82	2.95
Cost Estimate	\$96.0 M	\$116.8 M	\$132.0 M	\$83.0 M	\$96.4 M	\$124.6 M

Table 2-3: Impact Assessment of Build Alternatives, West Virginia

Screening Criteria	Build Alternative					
	2	2B	4A ELIMINATED ¹	7 ELIMINATED ¹	8	8B PREFERRED ALTERNATIVE
Section 4(f) Impacts	1	1	1	1	1	1
Residential Displacements	0	0	2	0	0	0
Business Displacements	0	0	1	0	0	0
Historic Resources	0	0	0	0	0	0
Waste Sites	0	0	6 ²	0 ²	0	0
Farmland Impacts (acres)	0.37	0.37	4.71	0.00	0.00	0.00
100-year Floodplain Impacts ³ (acres)	0.54	0.54	7.31	0.39	0.21	0.21
Wetlands Impacts ⁴ (acres)	0.00	0.00	0.00	0.00	0.00	0.00

Table 2-4: Impact Assessment of Build Alternatives, Ohio

Screening Criteria	Build Alternative					
	2	2B	4A ELIMINATED ¹	7 ELIMINATED ¹	8	8B PREFERRED ALTERNATIVE
Section 4(f) Impacts	0	0	1	2	0	0
Residential Displacements	0	0	0	0	0	0
Business Displacements	1	1	4	0	0	0
Historic Resources	0	0	0	0	0	0
Waste Sites	4	4	10 ²	10 ²	4	4
Farmland Impacts (acres)	0.00	0.00	0.00	0.00	0.00	0.00
100-year Floodplain Impacts ³ (acres)	6.04	10.34	43.40	4.71	4.48	10.97
Wetlands Impacts ⁴ (acres)	0.00	1.77	0.00	0.00	0.82	2.95

Note 1: See Section 2.3 for Alternatives Eliminated from Further Consideration.

Note 2: Value represents number of potential waste sites based on database search. Alternative was eliminated prior to ESA Screening and Phase I ESA studies.

Note 3: Based on conservative estimate. See Section 3.3.1 for details.

Note 4: Wetland Impacts do not include the Ohio River which is considered a Water of the United States and is listed on the National Wetland Inventory (1971)

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2.3. Alternatives Eliminated from Further Consideration

Based on the preliminary assessment of the alternatives shown in Tables 2-2, 2-3 and 2-4 for Combined, West Virginia and Ohio, respectively and comments received during the public involvement process, three alternatives were eliminated from further consideration. The reasons for elimination are documented below.

TSM Alternative

Although the TSM Alternative will improve travel times along WV 2 and OH 7 in the more urban communities of the region, it will not achieve the project objectives and the Purpose and Need will not be met. The limited improvements associated with TSM do not significantly improve traffic operations and access in the region or the flexibility of the total transportation system. Highway safety may be improved at limited locations, but regional safety would not be improved when comparing response times and expanded emergency routes to the other Build Alternatives. Since the TSM Alternative does not significantly improve the transportation infrastructure system to a point that regional businesses in the area need, it does not stimulate economic growth and development. The transportation system would only improve at very specific locations and therefore, it is expected these improvements would not encourage new owners to open businesses in the area, nor encourage existing businesses to expand. Thus, the TSM Alternative is not expected to create new employment opportunities.

Build Alternative 4A

This alternative is feasible and meets the project's Purpose and Need. However, this alternative would adversely impact one business in West Virginia and four businesses in Ohio, resulting in displacements. Due to the industrial/commercial nature of this Build Alternative 4A area, this alternative impacts sixteen identified waste sites which is more than any other alternative. Build Alternative 4A also adversely affects the activities, features and attributes of the Rich Lewis Memorial Park and Danny Duda Field. With consideration to the navigational clearance, this alternative has the longest span of 1,000 feet and the highest construction costs of any alternative. Also, during the river navigational simulation runs, the pilots noted this alternative is least preferable from their perspective due to the bend in the river and proximity to the Buffalo Creek confluence. Therefore, Build Alternative 4A was eliminated from further consideration.

Build Alternative 7

This alternative is feasible and meets the project's Purpose and Need. However, this alternative would adversely affect the activities, features and attributes of the Wells Township Community Park/Pool and Allen Hawkey Courts which are protected under Section 4(f). Additionally, the proposed connection to 3rd Street at Hudson Street is adjacent to the Buckeye North Elementary School building and associated facilities including a track and football field. Of the alternatives presented at the September 2009 public workshops, this alternative received the most comments regarding the location and potential impacts,

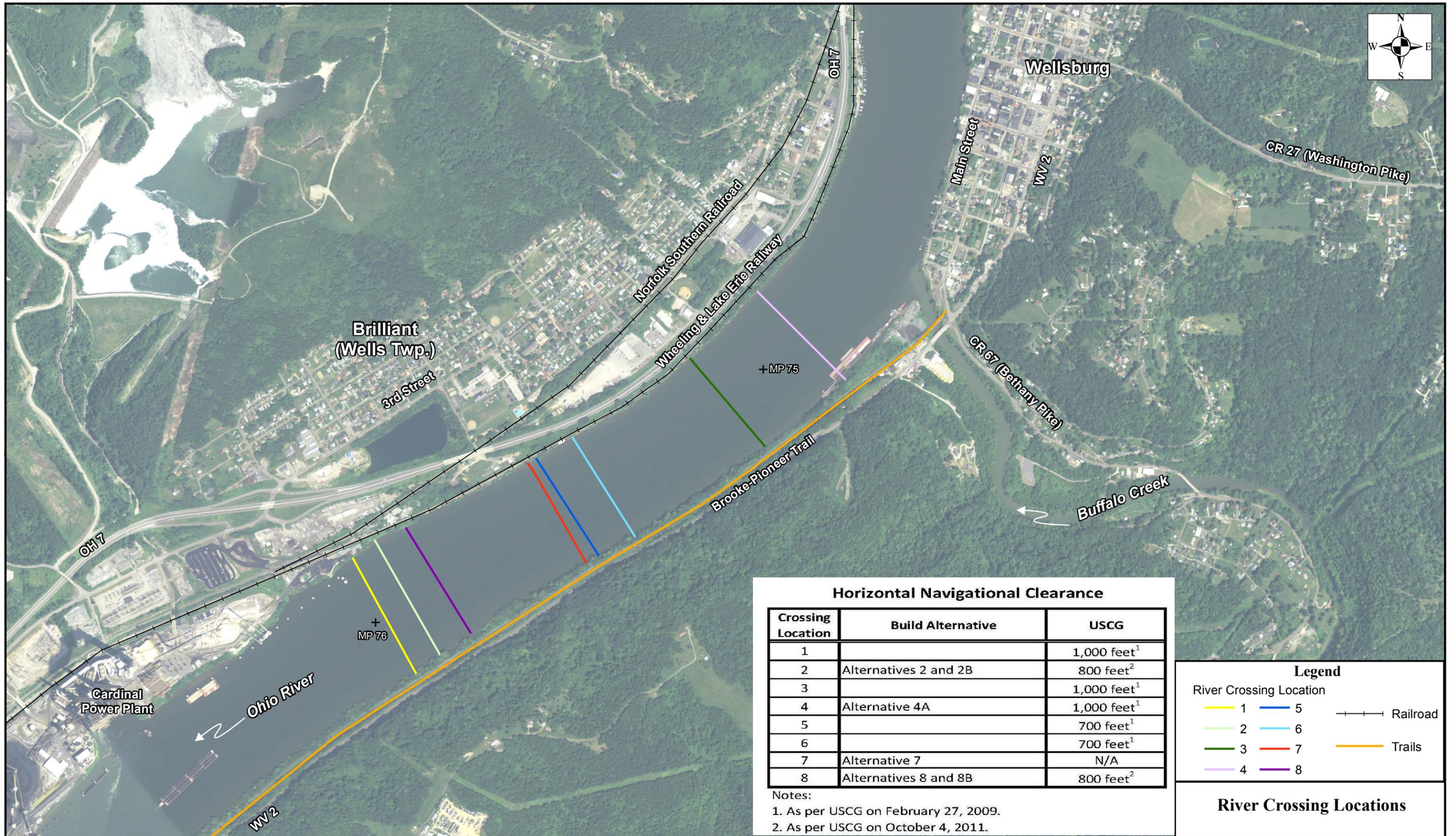
such as increased traffic near a school, decreased safety and increased noise and pollution in a residential area. Of the fifty-two comments received, twenty-one comments specifically had negative comments about the project terminus being located near the schools, parks and residential area. Therefore, Build Alternative 7 was eliminated from further consideration.

2.4. Alternatives Carried Forward

The No-Build Alternative along with Build Alternatives 2, 2B, 8 and 8B were carried forward into the Alternatives Impact Analysis process.

The No-Build Alternative does not meet the needs of the project, but is carried forward for comparison purposes. Although all Build Alternatives which are being carried forward meet the needs of the project, Build Alternative 8B has been designated as the Preferred Alternative. The selection of Build Alternative 8B as the Preferred Alternative is summarized below:

- Build Alternative 8B has no displacements of existing businesses and includes a direct connection to OH 7. When compared to Build Alternatives 2 and 2B, Build Alternative 8B has less impact to the Southeastern Equipment (Case) building, resulting in a right-of-way acquisition, but not a business displacement.
- Build Alternative 8B is further north than Build Alternatives 2 and 2B, which allows for more distance between the existing Riddles Run Interchange and proposed project.
- The proposed connection to 3rd Street is at Cleaver Street, which is a preferable location to Clark Way since it is an improved roadway with a paved surface with 18-foot width. Clark Way is a gravel surface with 14-foot width.
- Build Alternative 8B could be constructed in phases. As the first phase, the connections to WV 2 and 3rd Street could be constructed along with the main river bridge and independent bridge over OH 7. Traffic would utilize 3rd Street and the existing Riddles Run Interchange to access OH 7. The bridge and connection to 3rd Street has independent utility and will function without the ramps as a separate construction project. The proposed ramps could be added at a later time when either funding is available or traffic increases.



Horizontal Navigational Clearance

Crossing Location	Build Alternative	USCG
1		1,000 feet ¹
2	Alternatives 2 and 2B	800 feet ²
3		1,000 feet ¹
4	Alternative 4A	1,000 feet ¹
5		700 feet ¹
6		700 feet ¹
7	Alternative 7	N/A
8	Alternatives 8 and 8B	800 feet ²

Notes:
 1. As per USCG on February 27, 2009.
 2. As per USCG on October 4, 2011.

Legend

River Crossing Location

- 1 (Yellow line)
- 2 (Light Green line)
- 3 (Green line)
- 4 (Purple line)
- 5 (Blue line)
- 6 (Light Blue line)
- 7 (Red line)
- 8 (Purple line)

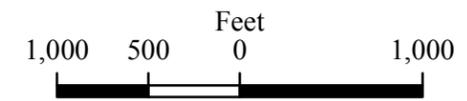
Railroad
 Trails

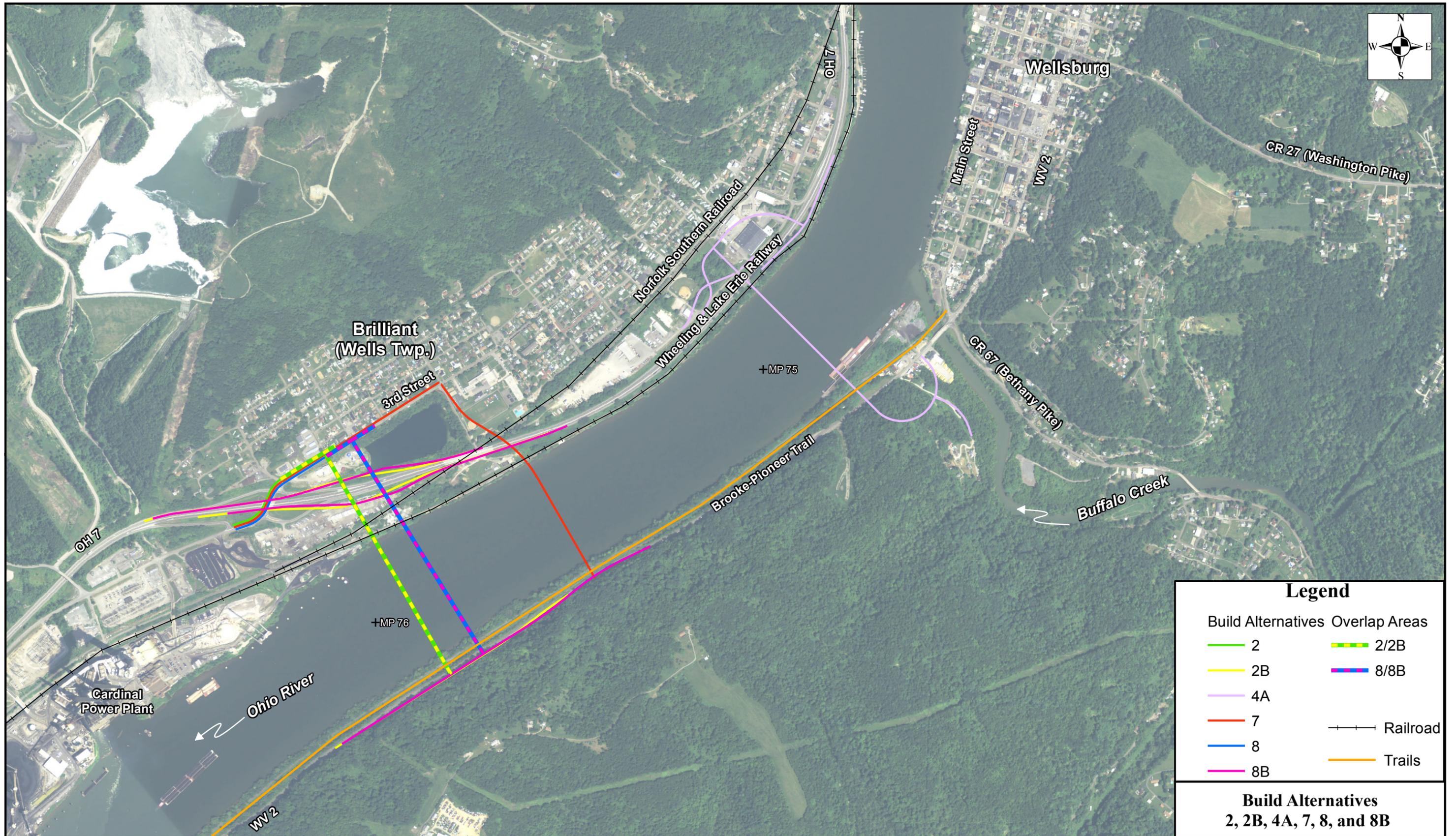
River Crossing Locations

Job No.	Date	Exhibit
83938	12/02/11	2-1



PROPOSED OHIO RIVER BRIDGE
BROOKE COUNTY, WV AND JEFFERSON COUNTY, OH
 STATE PROJECT: S205-2/23-0.00 00; FEDERAL PROJECT: HPP-0223(003)D; PID:79353





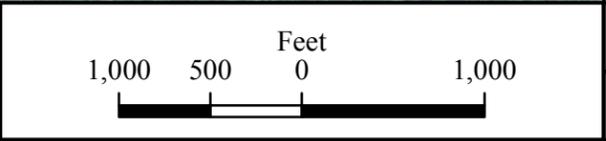
Legend	
Build Alternatives Overlap Areas	
2	2/2B
2B	8/8B
4A	
7	Railroad
8	Trails
8B	

**Build Alternatives
2, 2B, 4A, 7, 8, and 8B**

Job No.	Date	Exhibit
83938	12/02/11	2-2



PROPOSED OHIO RIVER BRIDGE
BROOKE COUNTY, WV AND JEFFERSON COUNTY, OH
 STATE PROJECT: S205-2/23-0.00 00; FEDERAL PROJECT: HPP-0223(003)D; PID:79353



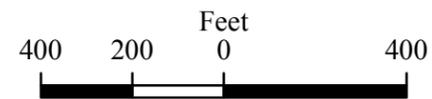


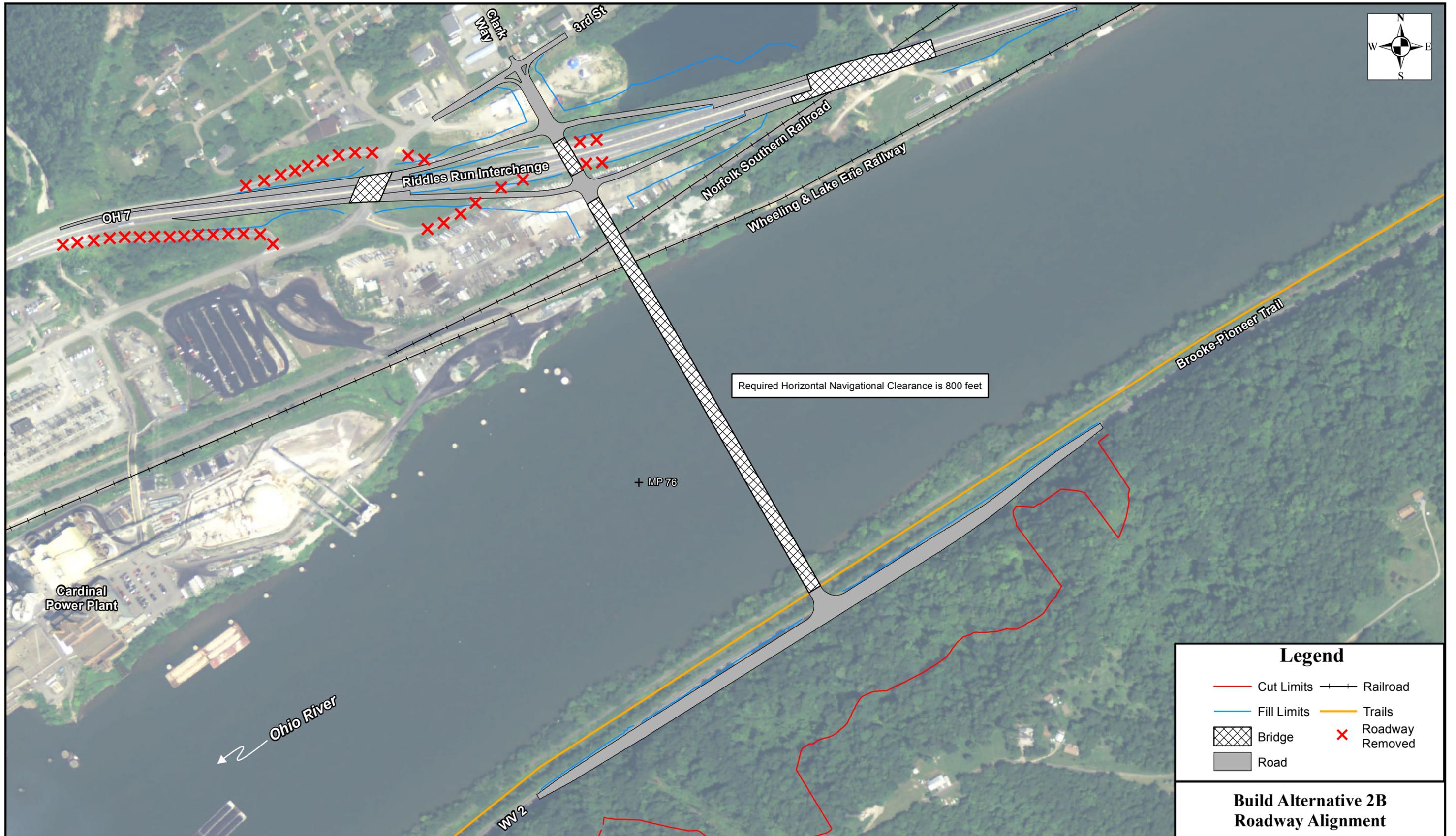
Legend	
	Cut Limits
	Fill Limits
	Bridge
	Road
	Railroad
	Trails

Build Alternative 2 Roadway Alignment		
Job No.	Date	Exhibit
83938	12/02/11	2-3



PROPOSED OHIO RIVER BRIDGE
BROOKE COUNTY, WV AND JEFFERSON COUNTY, OH
 STATE PROJECT: S205-2/23-0.00 00; FEDERAL PROJECT: HPP-0223(003)D; PID:79353





Legend

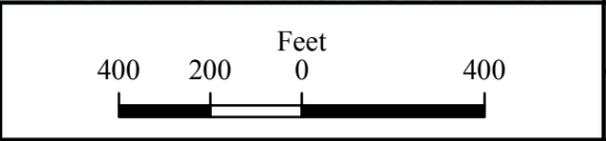
Cut Limits	Railroad
Fill Limits	Trails
Bridge	Roadway Removed
Road	

**Build Alternative 2B
Roadway Alignment**

Job No.	Date	Exhibit
83938	12/02/11	2-4



PROPOSED OHIO RIVER BRIDGE
BROOKE COUNTY, WV AND JEFFERSON COUNTY, OH
 STATE PROJECT: S205-2/23-0.00 00; FEDERAL PROJECT: HPP-0223(003)D; PID:79353





Legend

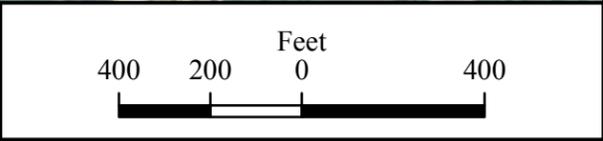
- Cut Limits
- Fill Limits
- Bridge
- Road
- Railroad
- Trails

**Build Alternative 4A
Roadway Alignment**

Job No.	Date	Exhibit
83938	12/02/11	2-5



PROPOSED OHIO RIVER BRIDGE
BROOKE COUNTY, WV AND JEFFERSON COUNTY, OH
 STATE PROJECT: S205-2/23-0.00 00; FEDERAL PROJECT: HPP-0223(003)D; PID:79353





Legend

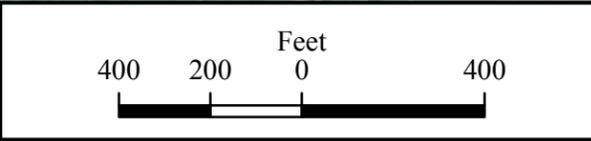
- Cut Limits
- Fill Limits
- Bridge
- Road
- Railroad
- Trails

**Build Alternative 7
Roadway Alignment**

Job No.	Date	Exhibit
83938	12/02/11	2-6



PROPOSED OHIO RIVER BRIDGE
BROOKE COUNTY, WV AND JEFFERSON COUNTY, OH
STATE PROJECT: S205-2/23-0.00 00; FEDERAL PROJECT: HPP-0223(003)D; PID:79353



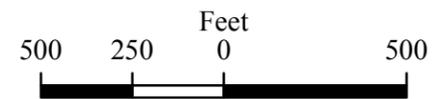


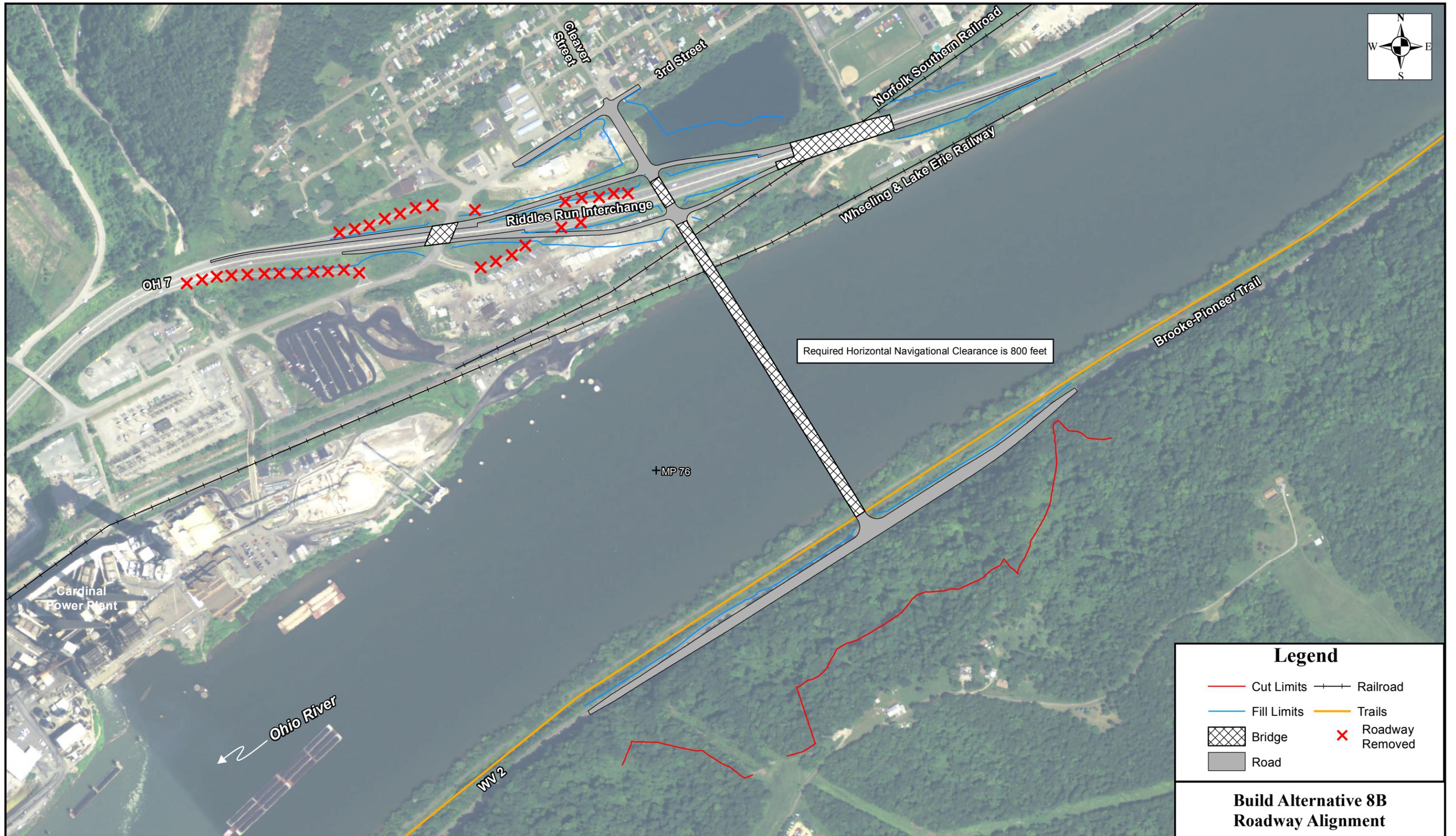
Legend	
	Cut Limits
	Fill Limits
	Bridge
	Road
	Railroad
	Trails

Build Alternative 8 Roadway Alignment		
Job No.	Date	Exhibit
83938	12/28/2011	2-7



PROPOSED OHIO RIVER BRIDGE
BROOKE COUNTY, WV AND JEFFERSON COUNTY, OH
 STATE PROJECT: S205-2/23-0.00 00; FEDERAL PROJECT: HPP-0223(003)D; PID:79353





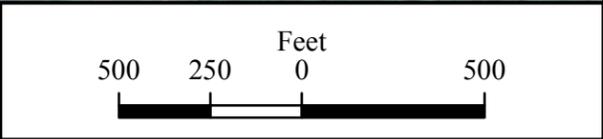
Legend	
	Cut Limits
	Fill Limits
	Bridge
	Road
	Railroad
	Trails
	Roadway Removed

**Build Alternative 8B
Roadway Alignment**

Job No.	Date	Exhibit
83938	12/02/11	2-8



PROPOSED OHIO RIVER BRIDGE
BROOKE COUNTY, WV AND JEFFERSON COUNTY, OH
 STATE PROJECT: S205-2/23-0.00 00; FEDERAL PROJECT: HPP-0223(003)D; PID:79353



3.0 ENVIRONMENTAL EFFECTS

3.1. Socioeconomic Impacts

Socioeconomic impacts include changes in the community, neighborhoods, travel patterns and accessibility, impacts on school districts, impacts on safety, the number of relocated households and/or businesses and economic impacts (employment, inflation, sales and taxes) which can reasonably be expected after completion of the project.

3.1.1. Demographics

Demographic data was collected from the USCB's 1990 Census and 2000 Census (USCB, 2000). Population projected in 2030 was obtained from the BHJ Plan (BHJ, 2008). Because Brilliant is an unincorporated area, the demographic data for the zip code 43913 which includes Brilliant was used. The demographic data for the study area is based on census block groups because these are the smallest geographic area for which income and ethnic information is reported. The study area in West Virginia is represented by Census Tract 317, Block Group 1 and the study area in Ohio is represented by Census Tract 117, Block Group 3.

Population Data

West Virginia

Based on U.S. Census data, the state of West Virginia experienced a slight increase in population (0.8%) between 1990 and 2000. In comparison, the population of Brooke County and the City of Wellsburg experienced a decrease in population between 1990 and 2000 (-5.7% and -14.6%, respectively). According to the BHJ 2030 Plan, by 2030 the population in Brooke County is expected to decrease 5.4% and the population in the City of Wellsburg is expected to decrease 3.5%. The population of the study area on the east side of the Ohio River was 1,253 in 2000 according to U.S. Census data. Table 3-1 summarizes the population data and the population trends for the City of Wellsburg, Brooke County and the state of West Virginia.

Table 3-1: Population Trends, West Virginia

	Population			Percent Change		Study Area Population (2000)
	1990	2000	2030	1990 – 2000	2000 – 2030	
Wellsburg	3,385	2,891	2,789	-14.6%	-3.5%	-
Brooke County	26,992	25,447	24,063	-5.7%	-5.4%	1,253
West Virginia	1,793,477	1,808,344	N/A	0.8%	N/A	-

Ohio

The study area on the west side of the Ohio River experienced a similar decreasing population trend as the east side of the Ohio River. Based on the U.S. Census data, between 1990 and 2000 the population of Jefferson County experienced a decrease (-8.0%) and the population of Brilliant increased slightly (+3.3%), while the state of Ohio underwent an increase in population (+4.7%). The BHJ 2030 Plan projects a decrease in the population of Jefferson County of 24.4% between 2000 and 2030. Refer to Table 3-2 for population data for the study area in Ohio, unincorporated Brilliant, Jefferson County and the state of Ohio. The study area population on both sides of the Ohio River is similar in size; 1,253 residents on the West Virginia side and 1,533 residents on the Ohio side.

Table 3-2: Population Trends, Ohio

	Population			Percent Change		Study Area Population (2000)
	1990	2000	2030	1990 – 2000	2000 – 2030	
Brilliant	1,672	1,728	N/A	3.3%	N/A	-
Jefferson County	80,298	73,894	55,850	-8.0%	-24.4%	1,533
Ohio	10,847,115	11,353,140	N/A	4.7%	N/A	-

Age and Race**West Virginia**

In the West Virginia study area, 21.9% of the population is under the age of 18 and 22.3% of the population is 65 years of age or older. The demographics of Brooke County and the state of West Virginia show that 20.4% and 22.3% of the population is less than 18 years old, respectively. 18.3% and 15.3% of the population are 65 years of age or older, respectively.

Minority populations within the West Virginia portion of the study area represent a small portion of the entire study area (1.3%). This is less than the minority population of Brooke County (2.4%) and of West Virginia (5.4%). Table 3-3 summarizes age and racial data for the east side of the Ohio River. The majority of the study area on the east side of the Ohio River is Caucasian and between the ages of 18 and 65.

Table 3-3: Age and Race Trends, West Virginia

	Population	> 18 Years of Age	≥ 65 Years Of Age	Non-minority	Minority
Study Area	1,253	275	280	1,237	16
Wellsburg	2,891	518	693	2,789	102
Brooke County	25,447	5,200	4,662	24,801	606
West Virginia	1,808,344	402,393	276,895	1,714,966	98,378

Ohio

The study area on the west side of the Ohio River and Jefferson County consist of 21.5% and 21.4% of people under 18 years of age, respectively. In the state of Ohio, the percent of the population under the age of 18 is 25.4%. The portion of the population that is 65 years of age or older in the Ohio side of the study area is 15.9%, in Jefferson County it is 18.6% and in the state of Ohio is 13.3%.

Similar to the West Virginia side of the study area, the percentage of minority population within the Ohio portion of the study area is low at 4.6%. In comparison, Jefferson County has a higher percentage of minority population (7.9%) and the state of Ohio has 16.0% minority population. Table 3-4 summarizes age and racial data for the west side of the Ohio River.

Table 3-4: Age and Race Trends, Ohio

	Population	> 18 Years of Age	≥ 65 Years Of Age	Non-minority	Minority
Study Area	1,533	330	244	1,462	71
Brilliant	1,728	392	301	1,710	18
Jefferson County	73,894	15,821	13,752	68,040	5,845
Ohio	11,353,140	2,888,339	1,507,757	9,538,111	1,815,029

Housing and Economic Data

West Virginia

The housing units within the study area on the east side of the Ohio River are mostly single-family residences with over 75% of the available housing units being owner occupied (USCB, 2000).

Within the West Virginia portion of the study area, the median income was \$30,987 in 2000. The percentage of low-income population within this portion of the study area (11.7%) is slightly greater than the 11.2% low-income population in Brooke County, but less than the 17.5% low-income population in the state of West Virginia.

The population within the study area is mainly employed in the following industries: educational, health and social services and manufacturing. The West Virginia portion of the study area has an unemployment percentage of 1.5%. Comparatively, Brooke County and the state of West Virginia have unemployment percentages of 2.3% and 3.2%, respectively. Refer to Table 3-5 for housing and economic data for the east side of the Ohio River.

Table 3-5: Housing and Economic Trends, West Virginia

	Housing Units			Persons		
	Total	Owner Occupied	Renter Occupied	Vacant	Un-Employed	Below Poverty Level
Study Area	498	379	89	30	20	147
Wellsburg	1,493	887	474	132	32	419
Brooke County	11,150	7,971	2,425	754	584	2,862
West Virginia	844,623	553,699	182,782	108,142	58,021	315,794

Ohio

On the west side of the Ohio River, the study area primarily contains single-family residences; there are no multi-unit buildings within the Ohio portion of the study area. Of the 617 housing units within the study area, 90% are owner occupied with the remaining units being renter occupied or vacant.

The median income for the study area on the west side of the Ohio River is \$49,444, which is higher than the median income for the study area on the east side of the Ohio River. In the Ohio portion of the study area 4.0% of the population is considered low-income. Jefferson County and the state of Ohio have low-income population percentages of 14.7% and 10.3%, respectively.

On the west side of the Ohio River, the population within the study area is mainly employed by the educational, health and social services, manufacturing and retail trade industries. The unemployment percentage in the Ohio side of the study area is 1.5%. In comparison, the percent of unemployment in Jefferson County and the state of Ohio is 3.3% and 2.5%, respectively. Refer to Table 3-6 for housing and economic data for the west side of the Ohio River.

Table 3-6: Housing and Economic Trends, Ohio

	Housing Units			Persons		
	Total	Owner Occupied	Renter Occupied	Vacant	Un-Employed	Below Poverty Level
Study Area	617	555	46	16	23	62
Brilliant	829	515	221	93	53	226
Jefferson County	33,291	22,614	7,803	2,874	2,428	10,862
Ohio	4,783,051	3,072,522	1,373,251	337,278	282,615	1,170,698

3.1.2. Environmental Justice

Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations) was signed into law on February 11, 1994. This Executive Order was established to protect minority and low-income populations from experiencing disproportionately high and adverse impacts resulting from federally funded projects. It requires agencies to identify and address high and adverse impacts of projects that would be disproportionately borne by minority or low-income populations. If disproportionately high and adverse impacts are expected, the proposed project cannot be completed unless it can be proven that there is a substantial need for the project, that avoidance and mitigation of the impacts is not practicable, or would have increased high and adverse social, economic, environmental or human health impacts that are more severe, or would have increased costs of extraordinary magnitude.

Environmental Impacts

West Virginia

The study area is predominantly composed of a Caucasian population. The percentage of minority population is 1.2%, 2.4% and 5.4% for the study area, Brooke County and West Virginia, respectively. The percentage of low-income population within the study area is 11.7% while the Brooke County and West Virginia low-income populations are 11.2% and 17.5%, respectively. In addition, the minority and low-income populations within the West Virginia portion of the study area are well dispersed throughout a large study block group area.

The No-Build Alternative will not disproportionately impact minority or low-income populations. Construction of Build Alternatives 2, 2B, 8 or 8B will not result in high and adverse impacts that would be disproportionately borne by minority or low-income populations in West Virginia.

Ohio

Within the Ohio portion of the study area, the percentage of the minority population and the percentage of the low-income population are below the minority and low-income percentages for Jefferson County and Ohio. The percentage of minority population is 4.6%, 7.9% and 16.0% for the study area, Jefferson County and Ohio, respectively. The percentage of low-income population within the study area is 4.0% while the Jefferson County and Ohio low-income populations are 14.7% and 10.3%, respectively.

The No-Build Alternative will not disproportionately impact minority or low-income populations. Within the Ohio portion of the study area, no high and adverse impacts would be disproportionately borne by low-income or minority populations

within the study area as a result of the construction of Build Alternatives 2, 2B, 8 or 8B.

3.1.3. Right-of-Way and Displacements

The eastern terminus of the project is along WV 2 south of the Wellsburg business district. Due to the topography, this section of WV 2 is essentially uninhabitable adjacent to the roadway. To provide flexibility for future widening, WV 2 will be graded to accommodate a future four-lane roadway with auxiliary lanes. This will require a benched cut adjacent to WV 2 up to 500 feet high.

Because the study area in Ohio essentially encompasses the limits of Brilliant, the study area includes both residential and commercial areas. In the immediate vicinity of the Build Alternatives, there are single-family residential homes located along 3rd Street along with businesses such as the Chevron Gas Station and Case Equipment near the existing Riddles Run Interchange. There are also two railroads, Norfolk Southern Railroad and Wheeling & Lake Erie Railway which run parallel to the Ohio River and OH 7 in Ohio.

The right-of-way acquisitions and displacements were developed based on preliminary cut and fill lines. To reduce the impacts, retaining walls were evaluated near critical properties, such as the railroad and existing roadways.

Environmental Impacts

West Virginia

The anticipated right-of-way acquisitions and displacements in West Virginia are summarized in Tables 3-7 and 3-8, respectively. At the top of the hillside adjacent to WV 2, there is an existing microwave tower. All other land within the Build Alternative footprints is forested. No displacements were identified in West Virginia for any of the Build Alternatives.

Table 3-7: Right-of-Way Acquisitions (acres), West Virginia

	Residential	Commercial	Other	Total
No-Build	0.0	0.0	0.0	0.0
Alternative 2	0.0	0.1	43.5	43.6
Alternative 2B	0.0	0.1	43.5	43.6
Alternative 8	0.0	0.1	46.5	46.6
Alternative 8B	0.0	0.1	46.5	46.6

Table 3-8: Displacements, West Virginia

	Residential	Commercial	Other	Total
No-Build	0	0	0	0
Alternative 2	0	0	0	0
Alternative 2B	0	0	0	0
Alternative 8	0	0	0	0
Alternative 8B	0	0	0	0

The No-Build Alternative does not have any direct right-of-way acquisitions or displacement impacts. There will be unavoidable right-of-way acquisitions associated with all Build Alternatives for the benched cut along WV 2. The right-of-way acquisitions for Build Alternatives 2 and 2B are less than Build Alternatives 8 and 8B. All Build Alternatives may impact a microwave tower based on the preliminary cut slopes of 1.5:1 utilized to estimate impacts. The No-Build Alternative and Build Alternatives will not result in any displacements in West Virginia.

Ohio

The anticipated right-of-way acquisitions and displacements in Ohio are summarized in Tables 3-9 and 3-10, respectively. There will be unavoidable aerial easements associated with the proposed bridge over the Norfolk Southern Railroad and Wheeling & Lake Erie Railway.

Table 3-9: Right-of-Way Acquisitions (acres), Ohio

	Residential	Commercial	Other	Total
No-Build	0	0	0	0
Alternative 2	0	4.2	0	4.2
Alternative 2B	0	4.6	0	4.6
Alternative 8	0	2.8	0	2.8
Alternative 8B	0	4.3	0	4.3

Table 3-10: Displacements, Ohio

	Residential	Commercial	Other	Total
No-Build	0	0	0	0
Alternative 2	0	1	0	1
Alternative 2B	0	1	0	1
Alternative 8	0	0	0	0
Alternative 8B	0	0	0	0

The No-Build Alternative does not have any direct right-of-way acquisitions or displacement impacts. There will be unavoidable right-of-way acquisitions associated with all Build Alternatives for minor improvements along 3rd Street.

Build Alternatives 2 and 2B also require the displacement of the Case Equipment business located along 3rd Street.

Mitigation

West Virginia and Ohio

All right-of-way acquisitions and displacements will follow the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, WVDOT and ODOT policies and applicable West Virginia and Ohio laws.

3.1.4. Community Facilities and Services

Community facilities are those that are open to the community for gatherings or public services. To evaluate the potential impacts to Community Facilities, the location of schools, cemeteries, emergency services and health care facilities were identified through windshield surveys and consultation with local officials. The community facilities are shown on Exhibits 3-1, 3-2, 3-3 and 3-4 for Build Alternatives 2, 2B, 8 and 8B, respectively. Other publicly owned facilities, including parks, are described in subsequent section of the EA.

School Facilities

Within the study area, Buckeye North Elementary School (Preschool to Grade 6) is located at 3rd Street and Kennedy Street in Brilliant. In 2011, this school enrolled 286 students. Buckeye North Middle School, which is adjacent to the elementary school, closed as of June 2010. The Buckeye Local School District intends to remodel the closed North Middle School and move the elementary students to this building. The existing North Elementary School would then be closed (Cook, 2011).



Figure 3-1: Buckeye North Elementary School

North of the study area, Wellsburg Middle School (Grades 5 to 8) is located on Main Street in Wellsburg. In 2011, this school enrolled 478 students. Wellsburg Primary School (Kindergarten to Grade 4), also located along Main Street in Wellsburg, has 232 currently enrolled students. St. John Parish School (Pre-Kindergarten to Grade 4) is located in the Wellsburg and currently has 62 enrolled students.

Cemeteries

There are no active cemeteries located within the study area. The Rickey Cemetery, located east of the existing Riddles Run Interchange in Brilliant was moved in 1969 to the New Alexandria Cemetery, located outside of the study area, to accommodate business expansion.

Emergency Services

There is one emergency provider located within the study area. The Wells Township Fire Department is located on the east end of Steuben Street in Brilliant.

There are other emergency providers not located in the study area but do service the area. The Brooke County Ambulance in Wellsburg and the Jefferson County Emergency Management Services in Ohio provide ambulance service to the study area. Fire protection in the study area on the West Virginia side is provided by Wellsburg Volunteer Fire Department in West Virginia. Enforcement services are provided by Wellsburg Police and West Virginia State Police in West Virginia and Brilliant Police Department and Ohio State Police in Ohio.

Health Care Facilities

There are no health care facilities located within the study area. However; regionally, the study area is serviced by three hospitals: Weirton Medical Center in Weirton, WV, Trinity Wheeling Hospital in Wheeling, WV and Trinity Health System in Steubenville, OH.

Worship Facilities

There are four churches located within the study area, all of which are in Brilliant. Methodist First United Church is located along 3rd Street, just south of Hudson Street; First Presbyterian Church is located on Main Street; Steel Valley Baptist and Methodist First United are located on Labelle Street in the northern part of the study area.

Public Transportation

There are no public transportation facilities in the study area. Regionally, Steel Valley Transit Authority operates in Steubenville, OH and Weirton Transit Authority operates in Weirton, WV, both north of the study area. There is no service by these authorities within the study area.

Other Facilities

Within the study area on the Ohio side, there are several other community facilities including a U.S. Post Office on 3rd Street at Ohio Street and the Brilliant Branch Library on Labelle Street. None of these facilities are in the footprints of Build Alternatives 2, 2B, 8, or 8B.

Environmental Impacts

West Virginia and Ohio

The No-Build Alternative could impact the response time of emergency vehicles as traffic delay increases along major routes such as WV 2, OH 7 and the US 22 Veterans Memorial Bridge after the closure of the Market Street Bridge. It also

limits the opportunities for the communities to utilize the community facilities on the opposite side of the river. All Build Alternatives increase the accessibility to community facilities, particularly those on the opposite side of the river. If a significant emergency event occurs which requires more than local emergency providers, all Build Alternatives would significantly reduce response times for ambulance service and fire fighting equipment movements in and around the Wellsburg and Brilliant areas, as well as for the adjacent communities and neighborhoods.

3.1.5. Community Cohesion

Community cohesion results from the interaction of persons and groups within a community. Generally, this interaction is based on physical (e.g. proximity and shared commercial and community facilities) or social (e.g. shared background, values or goals) connections. Community cohesion impacts result when these physical and social connections are altered. To identify potential impacts to community cohesion, windshield and walking surveys were performed within the study area and Wellsburg. Additional information about the interaction between Wellsburg and Brilliant was obtained by talking with residents at the public workshops and Ohio River Bridge Task Force meetings.

Just north of the study area is the City of Wellsburg. Although this town is not in the limits of the study area, its residents likely utilize the facilities within the study area such as the roadway network and Brooke-Pioneer Trail. The Wellsburg community has a well-established business district and residential area. Brilliant is located on the west side of the Ohio River in the study area. Although Brilliant is primarily residential in nature, there are several commercial and industrial properties along the river bank. Brilliant also has a community swimming pool and park facilities. Historically, Wellsburg and Brilliant were connected through a passenger ferry which operated from 1792 to 1940.

Environmental Impacts

West Virginia and Ohio

The No-Build Alternative would not have any impact to community cohesion. The communities of Brilliant and Wellsburg would continue to function independently. The proposed bridge under all Build Alternatives would reconnect Wellsburg and Brilliant and, as a result, promote these towns to share in work, recreational opportunities, the Brooke-Pioneer Trail, religious, or other community activities. The Build Alternatives will not impact or modify the access to the community facilities.

3.1.6. Changes in Travel Patterns

WV 2 and OH 7 are the major arterials running north and south parallel and adjacent to the Ohio River, while US 22 is a six-lane, east-west highway facility that connects

Pennsylvania, West Virginia and Ohio to the north of the study area. I-70 and I-470 are four-lane, east-west highways south of the study area in the Wheeling area. Within this region OH 7 is a four-lane facility and WV 2 has both two-lane and four-lane sections. The proposed bridge is expected to provide residents of Brilliant, Wellsburg and their neighboring communities' access to both WV 2 and OH 7. Since OH 7 is a four-lane arterial, it could provide West Virginia residents faster access to Wheeling, Weirton, Steubenville and other communities north and south of the study area.

The Build Alternatives would provide a direct link between Brilliant and Wellsburg and their neighboring local communities which would modify the existing travel patterns in the study area. With access across the river, neighboring communities to the study area could modify their local travel to access different facilities such as churches, stores, restaurants and work opportunities. It is expected a trip from Wellsburg to Brilliant could be reduced by 25-40 minutes.

Environmental Impacts

West Virginia

The No-Build Alternative does not impact the current travel patterns. All Build Alternatives have similar changes to existing travel patterns. Drivers from the Wellsburg area, who would travel north to utilize the US 22 bridge to access OH 7, would modify their trip to use the proposed bridge. This results in a decrease in northbound traffic along WV 2 between Wellsburg and Weirton and an increase in southbound traffic on WV 2 to the proposed bridge location. Likewise, drivers who currently use the I-70 bridge to access OH 7 would drive north to the new bridge location.

Ohio

The No-Build Alternative does not impact the current travel patterns. An increase in traffic along 3rd Street between the existing Riddles Run Interchange and proposed bridge connection is anticipated for Build Alternatives 2 and 8. Build Alternatives 2B and 8B include a new interchange with OH 7 and connection to 3rd Street, resulting in the existing Riddles Run Interchange being removed from service. As a result, traffic from the east will access the new interchange via 3rd Street, increasing the traffic along 3rd Street from the former Riddles Run interchange to the bridge connection with 3rd Street.

Mitigation

West Virginia and Ohio

Turn lanes and signalization at the proposed intersections are included in the preliminary design to increase capacity and enhance operations at these locations. The proposed intersections will be studied further during final design and designed

according to the ODOT's Location & Design Manual, Volume 1 in Ohio and the appropriate Design Directives in West Virginia. This will include the design of lane configurations, taper rates and storage lengths.

3.1.7. Land Use

Existing land use plans and comprehensive plans were reviewed to identify existing land uses within the project area and planned development and growth. For West Virginia, these included the *Brooke County Land Use Inventory* (E.L. Robinson, 2004) and *Brooke County Comprehensive Plan* (Brooke County, 2008). Currently, there are no comprehensive or land use plans for Wells Township or Jefferson County.

Environmental Impacts

West Virginia

The majority of the study area is located in unincorporated Brooke County. Steep hillsides are the most prominent feature of the landscape, presenting many challenges for land development. Limited agricultural and residential uses are located at the hilltop, while WV 2 lies at the base of the hillside. Limited commercial and residential uses are adjacent to the roadway and a number of sites are vacant. Between WV 2 and the Ohio River, the Brooke-Pioneer Trail runs from Wellsburg to Wheeling. At the Buffalo Creek crossing, the trail connects with the Yankee Trail in Wellsburg.

Within the City of Wellsburg, land use is primarily residential, with industrial and commercial uses centered on WV 2. Institutional and recreational land uses are located along the riverfront. To the south of the study area, Beech Bottom has limited residential and commercial uses, with some industrial uses located along the Ohio River. Much of the land in Beech Bottom is vacant.

Over half of the land within the county in Brooke County is undevelopable due to steep slopes (Brooke County, 2008). However, there are areas with slopes less than 15% that are best suited for industrial and commercial locations. Over 100 acres are located along the Ohio River south of the study area in Beech Bottom, but this location also makes them more prone to flooding.

The No-Build Alternative will not change existing land use. All of the Build Alternatives will directly impact land use in West Virginia due to the need to acquire property to construct a transportation facility. Additionally, all of the Build Alternatives will indirectly impact future land use in West Virginia by providing additional access to previously undeveloped areas. Such changes are consistent with the Brooke County Comprehensive Plan.

Environmental Impacts

Ohio

The majority of the study area is located in unincorporated Jefferson County. The BHJ 2030 Plan was reviewed to determine existing and proposed land uses in the area, supplemented by aerial photography and site visits. BHJ identifies the Brilliant area as “urban-well developed” (BHJ, 2008).

The Ohio landscape consists of a river community with primarily residential land uses and industrial uses, including the Cardinal Power Plant. The Norfolk Southern Railroad and Wheeling & Lake Erie Railway span the entire landscape. OH 7 runs the length of the study area, with interchanges at Brilliant on the north and Riddles Run on the south. Most developed land is located west of the railroads and OH 7, with limited uses adjacent to the Ohio River. Educational and recreational facilities are centrally located near the 3rd Street with Hudson Street intersection. Industrial uses line the Ohio River, including the AEP Service Corporation and Cardinal Power Plant, near the existing Riddles Run interchange, an industrial park near the northern Brilliant interchange and the Wells Township public works facility. The Cardinal Fly Ash Retention Reservoir is located in the hillside to the west. A former gravel pit, now filled with water, is located just south of Hudson Street, west of OH 7.

The No-Build Alternative will not change existing land use. All of the Build Alternatives will directly impact land use in Brilliant due to the need to acquire property to construct a transportation facility. Additionally, all of the Build Alternatives will indirectly impact future land use by providing additional access to these areas.

3.2. Cultural Resource Impacts

Historic and cultural resources are protected under Federal law through Section 106 of the National Historic Preservation Act of 1996, as amended and implementing regulation 36 CFR 800 (Code of Federal Regulations), as revised on January 11, 2001. In accordance with these regulations, historic and cultural resources were identified and evaluated within the area of potential effect (APE) for this project.

3.2.1. Archaeological Resources

Phase IA Archaeological field surveys were conducted in October 2009 and April 2011 to identify cultural resources, evaluate the potential for archaeological resources, document existing ground conditions and topography and document evidence of prior disturbances to archaeological features. These surveys were undertaken at two separate times during the alternatives development process. The APE for this project is approximately 182 acres.

Phase 1A Archaeological Surveys (Davis and Biondich, 2009) were submitted to the West Virginia Division of Culture and History (WVDCH), ODOT and Ohio State Historic Preservation Office (OSHPO) on March 3, 2010 for Build Alternatives 2, 4A and 7. In a letter dated March 22, 2010, WVDCH concurred with the Phase 1A recommendations to perform Phase 1B studies. ODOT in conjunction with OSHPO concurred with the Phase 1A recommendations for a Phase 1B study for the Preferred Alternative in a letter dated April 12, 2010.

After additional project alternatives were developed, Phase 1A Archaeological Survey Addendums (Curtis and Biondich, 2011) were prepared for Build Alternatives 2B, 8 and 8B and submitted to WVDCH and ODOT (for submission to OSHPO) on May 26, 2011.

Environmental Impacts

West Virginia

The existing topographic setting includes both floodplains and terraced areas adjacent to the Ohio River and Buffalo Creek. East of this area, there is a steeply sloping hillside adjacent to WV 2. The APE has been previously impacted by transportation facilities including WV 2; the former Pittsburgh, Cincinnati and St. Louis Railway which has been converted to the Brooke-Pioneer Trail; the Panhandle Traction Company Trolley line which has been converted to a utility corridor; and commercial/residential developments along WV 2.

As per correspondence from the WVDCH dated April 22, 2009, there are no previously recorded archaeological resources within the study area (refer to Appendix A for correspondence).

The No-Build Alternative will not impact archaeological resources. For the Build Alternatives, the majority of the APE was designated as low to no probability for the discovery of archaeological sites based on the previous disturbances along the terraced area of the Ohio River banks and the steeply sloping topographic setting along the east side of WV 2.

The Phase IA Archaeological Survey Addendum, dated May 2011, recommended Phase 1B testing for the Preferred Alternative. This will include a geomorphological study of the terraced river valley and testing within the limited, undisturbed upland areas on slopes less than 15%. The methodology and findings of this testing will be submitted to WVDCH for review and comment. The results of Phase IB testing will determine if archaeological consultation is complete or additional survey is required.

Ohio

The existing topographic setting includes floodplains adjacent to the Ohio River which have been developed. The APE has been previously impacted by transportation facilities including OH 7, Norfolk Southern Railroad, Wheeling & Lake Erie Railway and residential, commercial and industrial developments.

A literature review performed for this project indicated that no previously recorded history/architecture resources or previously recorded archaeological sites would be affected by the proposed bridge construction project on the Ohio side of the river. Cultural resource field investigations performed on the Ohio side of the river also determined that no cultural resources eligible for inclusion in the National Register of Historic Places would be affected by the proposed project.

The No-Build Alternative will not impact any archaeological resources. For the Build Alternatives, the majority of the APE was designated as low to no probability for the discovery of archaeological sites based on the previous disturbances along the terraced area of the Ohio River banks and development along 3rd Street; therefore, no additional work is recommended.

Mitigation

West Virginia

In a letter dated June 24, 2011, WVDCH reviewed the findings of the Phase 1A Archaeological Survey Addendum and concurred with recommendations for Phase 1B testing (see Appendix A). A Programmatic Agreement between FHWA and WVDCH has been prepared to defer Phase 1B testing until the design stage. The Programmatic Agreement, included in Appendix D, is pending concurrence from FHWA and WVDCH.

Ohio

On August 1, 2011, the Ohio State Historic Preservation Office concurred with ODOT that a "no historic properties affected" was the appropriate Section 106 determination. Therefore, no further cultural resource investigations are required in Ohio for this project.

3.2.2. Historic Resources

A Historic Structure Survey was conducted within the APE in October 2009, August 2010 and April 2011. The survey included both research and a field investigation. The research included an examination of the National Register of Historic Places (NRHP), Historic Property Inventory (HPI) forms, and Ohio Historic Inventory (OHI) forms. A field survey was conducted in order to identify, document and determine the current condition of any structures over 50 years of age or older within the APE. The APE for this project is approximately 182 acres.

A Phase IA Cultural Resource Survey was submitted to the WVDCH on May 26, 2011 (Davis and LaBelle, 2011). A Phase I Literature Review-History/Architecture (Davis, Kurtik and LaBelle, 2011) was submitted to ODOT (for submission to OSHPO) on July 14, 2011.

Environmental Impacts

West Virginia

As per correspondence from the WVDCH dated April 22, 2009, there are four documented resources in the study area. One resource, the Wellsburg Historic District, is listed on the NRHP. Three individual resources, BR-0017 the Alexander Wells Cabin, BR-0045 the Ohio River Navigation Lights (Wellsburg) and BR-0051 the Brooke County Poor Farm, have been determined eligible for the NRHP. Other resources within the study area were documented through previous cultural resource studies for other projects. The Wellsburg, Bethany and Washington Railway, which runs parallel to the Ohio River and WV 2, was determined to be not eligible for the NRHP as per a letter dated January 12, 1999. Since the time that WVDCH identified these resources, Build Alternatives 4A and 7 have been eliminated from further consideration and these four historic resources are no longer within the APE.

A Phase IA Cultural Resource Survey was conducted in May 2011. The survey concluded that none of the four previously recorded historic resources are located directly within the footprints of the Build Alternatives, and no other previously documented historic resources are located within the footprints of the Build Alternatives. No structures 50 years of age or older that may be eligible for the NRHP were identified within the study area. No additional study for historic resources in West Virginia was recommended.

The No-Build Alternative will not impact historical resources. For the Build Alternatives, none of the previously documented resources are within the footprints of the Build Alternatives. No structures 50 years of age or older and eligible for the NRHP were identified within the study area. No structures 50 years of age or older that may be eligible for the NRHP were identified within Build Alternative 2, 2B, 8, or 8B.

Ohio

As per correspondence from the OHS dated June 17, 2009, there are nine properties in the Ohio Historic Inventory in the study area and one NRHP eligible property, the JEF-562-14/J.T. Bracken House. Since the time of the initial consultation with OHS, Build Alternatives 4A and 7 have been eliminated from further consideration and these properties are no longer within the APE.

A Phase I Literature Review-History/Architecture was conducted in July 2011, in accordance with the Guidelines for Historic Resource Surveys prepared by the Ohio Historical Society (OHS). The survey determined that there are no resources previously determined eligible for or listed on the NRHP within the APE for Build Alternatives 2, 2B, 8, and 8B. As part of the survey, eight properties 50 years of age or older were identified within the APE and OHI forms were completed for each resource. None of these properties are being recommended as eligible for the NRHP; however, Table 3-11 summarizes the properties identified within the APE in Ohio which are 50 years of age or older.

Table 3-11: Properties over 50 Years of Age or Older Identified within the APE, Ohio

OHIO Structure Number/ Property Name	UTM Coordinates	Date(s) of Construction/ Occupation	Style and Type of Building/Structure	National Register Eligibility Status
JEF-926-14/ Westfall Property	Z17 E530965 N4456649	ca. 1945	No Academic Style House	Recommended Not Eligible
JEF-927-14/ Owens Property	Z17 E5530706 N4456658	ca. 1945	Bungalow Elements	Recommended Not Eligible
JEF-928-14/ Walker Property	Z17 E531719 N4456668	ca. 1945	No Academic Style House	Recommended Not Eligible
JEF-929-14/ Zimnox Coal Company Warehouse	Z17 E5530782 N4456711	ca. 1945	No Academic Style House	Recommended Not Eligible
JEF-930-14/Sox Property	Z17 E530810 N4456725	ca. 1945	No Academic Style House	Recommended Not Eligible
JEF-931-14/Wilt Property	Z17 E530834 N4456744	ca. 1945	No Academic Style House	Recommended Not Eligible
JEF-932-14/ Cleveland & Pittsburgh (C&P) Railroad	Z17 E530834 N4456389	1857	Railroad	Recommended Not Eligible
JEF-933-14/ Wheeling & Lake Erie (W&LE) Railroad	Z17 E530854 N4456351	1891	Railroad	Recommended Not Eligible

A literature review performed for this project indicated that no previously recorded history/architecture resources or previously recorded archaeological sites would be

affected by the proposed bridge construction project on the Ohio side of the river. Cultural resource field investigations performed on the Ohio side of the river also determined that no cultural resources eligible for inclusion in the National Register of Historic Places would be affected by the proposed project.

The No-Build Alternative will not impact historical resources. None of the Build Alternatives will directly impact any NRHP eligible or listed historic resources; therefore, no additional work is recommended.

Mitigation

West Virginia

The Phase IA Cultural Resource Survey, dated May 2011, concluded no additional work is recommended. On February 10, 2012, WVDCH concurred with this recommendation.

Ohio

On August 1, 2011, the Ohio State Historic Preservation Office concurred with ODOT that a "no historic properties affected" was the appropriate Section 106 determination. Therefore, no further cultural resource investigations are required in Ohio for this project.

3.2.3. Publicly Owned Land/ Section 4(f) Properties

All federally funded projects are subject to Section 4(f) of the Department of Transportation Act of 1966, which affords protection to publicly-owned properties that are considered significant for recreation. Parks and other recreation areas were identified through a windshield survey. The publically owned land is shown in Exhibits 1-2, 3-1, 3-2, 3-3 and 3-4.

Environmental Impacts

West Virginia

There is one recreation facility located in the study area. The Brooke-Pioneer Trail runs parallel to WV 2 and the Ohio River on the former Pittsburgh, Cincinnati and St. Louis Railway and extends from Wellsburg to Wheeling. The trail is currently owned by WVDOT; however, the Brooke County Commissioners have a permit for trail use. In 1997, the Brooke-Pioneer Trail Association was formed to promote the use of the trail and has jurisdiction over the trail. Within the study area, the trail is paved and various interpretive plaques identify unique features of the trail. There is an unpaved parking area located on WV 2 at Buffalo Creek. The

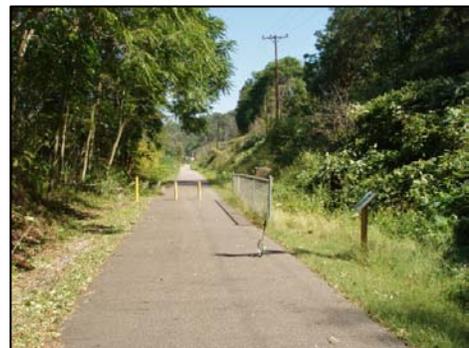


Figure 3-2: Brooke-Pioneer Trail

trail is open for non-motorized usage from dawn until dusk. The trail has also been used for emergency vehicles at times when WV 2 was closed due to rock slides in the area.

The Brooke-Pioneer Trail was identified as a Section 4(f) resource since it is considered a publicly owned park/recreation area. A Section 4(f) property is assessed for impacts under the provisions of the USDOT Act of 1966 and related regulations. The Brooke-Pioneer Rail Trail is the only Section 4(f) property that would be impacted by the proposed project and is impacted under all Build Alternatives. The Section 4(f) de minimis Impact Analysis is provided in Appendix C.

FHWA has made the preliminary determination that the proposed project would have a de minimis effect on the Brooke-Pioneer Trail. The project will cross over the Brooke-Pioneer trail aurally and will require the trail be closed temporarily during construction. The crossing of the trail is not a “use” as that term is used in the regulations, but the temporary closure would be considered a “use.” As stipulated in Federal regulations (23 CFR Part 774), an impact to a publicly owned park may be determined to be de minimis if:

- (i) The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);
- (ii) The official(s) with jurisdiction over the property are informed of FHWA’s intent to make the de minimis impact finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f); and
- (iii) The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.

West Virginia Summary

The No-Build Alternative will not impact the Brooke-Pioneer Trail. Each Build Alternative will span the Brooke-Pioneer Trail aurally and as a result have a temporary use impact. During construction of any Build Alternative, temporary closures will be required to maintain the safety for trail users and the contractor.

Ohio

There are six parks and recreation facilities located in the study area in Ohio. Each park is described in more detail as follows.

Wells Township Community Park

The Wells Township Community Park includes both a park/picnic area and a public pool. The park/picnic area is located along Hudson Street. The park consists of a parking lot, pavilion, horseshoe pits and a concrete block structure for bathroom facilities as well as benches, swing sets and a wooden climbing set. The park is open to the public on Wednesdays 10 am to 2 pm and Saturdays 12 pm to 4 pm. The access is gated and locked when applicable.



Figure 3-3: Wells Township Community Park Pavilion

The pool is open during the summer season only and has set hours of operation. Access to this pool is from Labelle Street. The pool property is owned by Wells Township. Wells Township took control of this parcel through deed dated July 13, 1995, agreeing specifically that should the property cease to be occupied or used for local government purposes by Wells Township, the property will revert back to the Board of Education of the Buckeye Local School District. Along with the community pool, this parcel has a one-story structure, used as a changing room and for concessions.



Figure 3-4: Wells Township Community Park Pool

Although the park sits on the Board of Education’s property, both the park and pool are maintained and operated by the Wells Township.

The noise analysis indicates existing noise levels at the Wells Township Community Park exceed the FHWA Noise Abatement Criteria (NAC). The No-Build Alternative and all of the Build Alternatives increase noise at the park by less than 0.5 dBA (see Section 3.3.15). However, according to 23 CFR 774.15(f), FHWA has indicated this is not considered a constructive use under Section 4(f) since the existing noise level is already higher than the NAC and the change is barely perceptible (3 dBA or less).

Buckeye Local Middle/Elementary School Fields

The football field is located between the Buckeye North Middle School and the Wells Township Community Park and is owned by the Board of Education. This property is used by the school, but the walking track around the football field is open to the public.



Figure 3-6: Buckeye Local School Track

Allen Hawkey Courts

The Allen Hawkey Courts were established in 1999 by the Wells Township Trustees. The property was given to the Trustees by the Board of Education of Buckeye Local School District by Quit Claim deed. The deed explains that while in session, the School District shall be afforded the first priority for use of the described property. Also, if Wells Township ceases to use the property for recreational purposes, the Board of Education retains rights to repurchase the property. The Board of Trustees of Wells Township is responsible for maintaining the property.



Figure 3-5: Allen Hawkey Courts

This property consists of a swing set and gazebo, sand volleyball court, basketball court, tennis court and skateboard park. This property is located along 3rd Street, adjacent to the Buckeye Local Middle School parking lot and football field. Access to these courts is open to the public and can be accessed through the Buckeye Local Middle School parking lot. There are no restricted hours of operation posted on site.

Rich Lewis Memorial Park & Danny Duda Field

This baseball field was built in 2007 by the Wells Township Trustees. It is located over several parcels owned by the county or township. Several parcels were transferred to Wells Township in Spring 2006. Others were given to Jefferson County in Fall 2000 and are leased to Wells Township Board of Trustees in renewable 5-year leases. Deeds to these parcels are specific to describe the land use as recreational and public. If the land use on these parcels should change, the property reverts back to the original owners.



Figure 3-7: Rich Lewis Memorial Park & Danny Duda Field

The property consists of one baseball/softball field with two concrete block dugouts. The field is surrounded by fence. Access to this field is from LaGrange Street. The property has no posted hours of operation and is open to the public.

Unnamed Ballfield

The ballfield is located off of 3rd Street near Gilchrist Street and Everson Way. The field has concrete block dugouts. There are gravel parking lots on the west side of the field and also to the south, across the street. There are no signs restricting the public from using this ballfield or any signs announcing the hours of operation. It is actively used for ball games. This property is owned by the Wells Township Board of Trustees, but is leased to the fire department. The fire department plans on building a new station, pending funding.



Figure 3-8: Unnamed Ballfield

Unnamed Park

The park sits on the northwest corner of the intersection of Ross and Market Street in Brilliant. The park consists of a 2 swing sets, a basketball court and a parking lot placed on approximately 2 acres. Although the property is owned by Norfolk Southern, it is leased to Wells Township for \$1 per year. The park is open to the public and closes at dusk.



Figure 3-9: Unnamed Park

Village Community Park

The Village Community Park is located on the east side of the Wells Township Trustee Building at 409 Prospect Avenue (Goosman, 2009). The park lies adjacent to the parking lot and consists of an area of grass with no structures. This park was funded by a grant from the National Park Service, Land and Water Conservation Fund.



Figure 3-10: Village Community Park

Ohio Summary

The No-Build Alternative will not take any land from any of the park or recreation facilities in Ohio, will not affect access to any of the park or recreation facilities, and will not diminish the features, attributes and overall function of these properties. None of the Build Alternatives takes any land from any of the parks and recreation areas in the study area in Ohio and will not diminish the features, attributes and overall function of these properties.

Mitigation

West Virginia

Concurrence that the project would not adversely affect the activities, features and attributes that qualify the resource for protection under Section 4(f) from the Brooke-Pioneer Trail Association, as the official with jurisdiction over the trail, is pending. Comments, dated August 25, 2011, were received from the Brooke-Pioneer Trail Association and coordination is continuing. A detailed Section 4(f) *de minimis* analysis, including a review of applicable regulations is provided in Appendix C. This publication, along with this entire EA and a public meeting, will afford the public an opportunity for review and comment on the proposed project's effects on Section 4(f) property.

As identified in the Section 4(f) *de minimis* Impact Analysis, proposed mitigation measures include providing 14-day advanced notification of trail closure; a 25-foot buffer around the American Elm tree canopy during construction; and repairs to return the trail to original condition after construction.

Ohio

As identified in Section 2.0, Build Alternative 7, which has been eliminated from further consideration, impacted two parks in Ohio. Additional Build Alternatives were developed to avoid impacting the parks. As a result, Build Alternatives 2, 2B, 8 and 8B do not take any land from any parks in Ohio, do not affect access to these properties, and do not diminish the features, attributes and overall function of these properties; therefore, no mitigation in Ohio is required.

3.3. Natural Environmental Impacts

The natural environment includes the forest, wetlands, animals and other natural resources within which man lives. The balances between the benefit to man and the cost to the natural environment are evaluated in the following sections.

3.3.1. Floodplain Encroachment

The protection of floodplains and floodways is required by Executive Order 11988; USDOT Order 5640.2, Floodplain Management and Protection; FHPM (Federal-Aid Highway Program Manual) 6-7-3-2, Location and Hydraulic Design of Encroachments on Floodplains; and 23 CFR 650. The intent of these regulations is

to avoid or minimize highway encroachments within the 100-year (base) floodplains, where practicable and to avoid land use development that is incompatible with floodplain values. Where encroachments are unavoidable, the regulations require taking appropriate measures to minimize impacts. The 100-year floodplains are shown in Exhibits 3-1 through Exhibits 3-4 for the Build Alternatives.

Actual Ohio River impacts are likely to be associated with the bridge piers located within the river. At the conceptual design level, exact bridge pier locations are subject to change and thus are not known; however, the number of proposed bridge piers is expected to be four piers with footprint dimensions of 15 feet by 70 feet each.

Environmental Impacts

West Virginia

The Federal Emergency Management Agency (FEMA) Q3 Flood Data designates floodplains (100-year and 500-year) associated with the Ohio River and Buffalo Creek within the West Virginia portion of the study area. A summary of the impacted floodplain areas for each alternative is shown in Table 3-12. As shown, the Build Alternatives have similar impacts to the 100-year floodplain. Build Alternative 2B has the greatest impact to the floodplains with approximately 3.89 acres of impact to 100-year floodplain. These impacts are a conservative assessment as the entire span of the Ohio River was considered in the analysis. Estimated actual impacts based on conceptual design of the bridge piers are also included in Table 3-12. This analysis is similar to the conservative assessment; however, the analysis does not consider the entire span of the Ohio River.

Table 3-12: Floodplain Impacts (acres), West Virginia

	Conservative 100-Year Floodplain	Estimated 100-Year Floodplain¹	Conservative 500-Year Floodplain²	Estimated 500-Year Floodplain¹
No-Build	0.00	0.00	0.00	0.00
Alternative 2	3.73	0.54	1.21	1.21
Alternative 2B	3.89	0.54	1.21	1.21
Alternative 8	3.15	0.21	0.06	0.06
Alternative 8B	3.15	0.21	0.06	0.06

Note 1: Based on conceptual design of bridge piers.

Note 2: Based on incremental amounts outside of the 100-year floodplain

Ohio

The FEMA Flood Insurance Rate Maps (FIRM) designates floodplains (100-year and 500-year) associated with the Ohio River within the Ohio portion of the study area. A summary of the impacted floodplain areas for each alternative is shown in

Table 3-13. As shown, Build Alternative 8B has the greatest impact to the floodplains with approximately 17.75 acres of impact to 100-year floodplains. These impacts are a conservative assessment, as the entire span of the Ohio River and the entire area of the large pond were included in the analysis (see Exhibits 3-2 and 3-4). Table 3-13 also shows the estimated actual impacts to floodplains that are based on the preliminary conceptual design of the bridge piers and the anticipated fill in the pond. This analysis is similar to the conservative assessment however; the analysis does not consider the entire span of the Ohio River, nor the filling of the entire pond. During design of the Preferred Alternative, the span lengths, pier location and size, and required fill in the pond will be determined and detailed hydraulic analyses will be conducted.

Table 3-13: Floodplain Impacts (acres), Ohio

	Conservative 100-Year Floodplain¹	Estimated 100-Year Floodplain²	Conservative 500-Year Floodplain^{1,3}	Estimated 500-Year Floodplain²
No-Build	0.00	0.00	0.00	0.00
Alternative 2	8.22	6.04	4.07	4.07
Alternative 2B	15.34	10.34	11.91	11.91
Alternative 8	8.62	4.48	5.92	5.92
Alternative 8B	17.75	10.97	12.05	12.05

Note 1: Estimate includes entire span of Ohio River and complete filling of pond.

Note 2: Based on preliminary conceptual design of bridge piers, and filling only a portion of pond.

Note 3: Based on incremental amounts outside of the 100-year floodplain

Mitigation

West Virginia and Ohio

During design of the Preferred Alternative, encroachments on the 100-year floodplains will be minimized to the extent possible. For any encroachment that must occur, all efforts will be taken to reduce the risk of flooding and the effects on human health, safety and welfare.

To minimize the impacts to floodplains, an Erosion and Sedimentation Control Plan will be prepared and implemented during construction. Roadway embankments and any disturbed areas within the floodplains will be seeded with native seed mixtures to protect the floodplains from erosion and to enhance the natural and beneficial floodplain values.

During design of the Preferred Alternative, a detailed hydraulic analysis will be performed to ensure that the floodplain crossing will accommodate the 100-year flood and that any increase in backwater is minimized. The hydraulic analysis will include a risk analysis to determine the risk associated with any additional flooding.

Any construction within floodplains will be in compliance with Executive Order 11988, Floodplain Management, FEMA regulations, and all Federal, state and local regulations. Coordination with and approval by the U.S. Army Corps of Engineers (USACE), the Brooke County Floodplain Manager, the Wellsburg Floodplain Manager and the Ohio Department of Natural Resources will also be required.

3.3.2. Wetlands and Stream Impacts

Wetlands

Wetland delineations were conducted in October 2009 to identify wetlands and Waters of the US within the project alternatives in accordance with the *Wetlands Delineation Manual* (USACE, 1987) and subsequent guidance. These investigations were used to aid in additional off-site wetland determinations conducted in April and May 2011. A compilation and review of background data sources was conducted, including USGS topographic mapping, 2010 aerial photography, USF&WS National Wetlands Inventory (NWI) information, United States Department of Agriculture – National Resources Conservation Services (USDA-NRCS) county soil survey information for Brooke and Jefferson Counties and NLCD land use information.

A wetland is defined as “those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” (USACE 1987). Part III of the *Wetlands Delineation Manual* outlines three primary criteria for determination of jurisdictional wetlands. The methodology requires that wetlands exhibit positive indicators for three parameters: hydrophytic plants, hydric soils and wetland hydrology. The wetlands are shown in Exhibits 3-1 to 3-4 for the Build Alternatives.

Environmental Impacts

West Virginia

The West Virginia portion of the study area consists of primarily steeply sloping forested bluffs and pockets of open and low-intensity developed spaces. The forest species composition includes mixed hardwoods and is indicative of a mesophytic to river floodplain forest community.

Numerous roadside ditches and small seeps containing diffuse, ephemeral to intermittent flows were noted on the West Virginia hillside. These flows consisted of a mixture of groundwater and road and hillside runoff that passed into various drop inlet structures along the hillside and roadway. These structures were connected to culverts, which passed under WV 2 and the Brooke-Pioneer Trail as they proceeded down the hillside, before discharging into the Ohio River. These areas did not exhibit wetland criteria (i.e., hydrology, vegetation and soils).

The NWI mapping did not identify any wetlands other than the Ohio River within the footprints of the Build Alternatives in West Virginia. The NWI mapping identified the Ohio River as R2UBH (Riverine, (2) Lower Perennial, Unconsolidated Bottom, Permanently Flooded). The project will impact the Ohio River, as discussed later in this section.

Ohio

The Ohio portion of the study area is more developed than the West Virginia side of the study area. Land uses on this side consist of developed open and low to medium intensity developed areas.

An unmapped system of roadside ditches containing ephemeral to intermittent flows of runoff from and around OH 7 was noted on the Ohio side. These flows consisted of narrow conveyances that contained wetland hydrology; however, in most cases, did not meet the wetland vegetation (hydrophytes) and hydric soils wetland criteria.

One feature on the Ohio side is the former sand and gravel pit located just north of the existing Riddles Run interchange. From the NWI mapping, this pond was classified as a PUBHx (Palustrine, Unconsolidated Bottom, Permanently Flooded, excavated) wetland. Four PEM (Palustrine Emergent) wetlands were identified within the footprints of the Build Alternatives as discussed below:

- Area 12 is a narrow PEM wetland located at the bottom of a narrow drainage feature which is contained within a strongly sloping ravine.
- Area 20 is a linear PEM wetland which drains into the southeast side of the pond.
- Area 20A is a PEM wetland located near Area 20.
- Area 22 is a PEM wetland located near Area 12.

Table 3-14 summarizes the wetland inventory in Ohio and Table 3-15 summarizes the Wetland Impacts.

Table 3-14: Wetland Inventory in Build Alternatives, Ohio

Wetland	Classification	Acres
Area 12	PEM	0.04
Area 20	PEM	0.03
Area 20A	PEM	0.10
Area 22	PEM	0.02
PEM Total		0.19
Pond	PUB	9.54
PUB Total		9.54
Inventory Total		9.73

Table 3-15: Wetland Impact Summary (acres), Ohio

	No-Build	Build Alternative			
		2	2B	8	8B
Area 12	0.00	0.00	0.00	0.00	0.00
Area 20	0.00	0.00	0.03	0.00	0.03
Area 20A	0.00	0.00	0.10	0.07	0.10
Area 22	0.00	0.00	0.01	0.00	0.00
Pond	0.00	0.00	1.63	0.75	2.82
Total	0.00	0.00	1.77	0.82	2.95

The No-Build Alternative will not impact wetlands. All Build Alternatives will impact the Ohio River, as described later in this section. Build Alternative 8B impacts 2.95 acres of wetlands which is more than any other alternative. Build Alternative 2B impacts 1.77 acres of wetlands and Build Alternative 8 impacts 0.82 acres of wetlands.

Mitigation

West Virginia and Ohio

The Build Alternatives of this project will unavoidably impact Waters of the United States after consideration has been made to avoid and minimize impacts. During design of the Preferred Alternative, a subsequent wetland delineation following the 1987 Corps of Engineers *Wetland Delineation Manual*, subsequent related guidance memoranda, including the *Interim* (USACE, 2010) and “to be published” *Final Eastern Mountains and Piedmont Regional Supplements* is recommended to delineate specific impacts associated with the proposed project.

During design of the Preferred Alternative, efforts will be made to avoid and minimize impacts. Permanent and temporary wetland impacts will be mitigated prior to completion of the bridge. Impacted sites will be returned to their original grade and seeded or planted with native wetland species to replicate or enhance the original vegetated community. Selection and design of the mitigation site(s) will be closely coordinated with the USACE Huntington District as the lead agency and the following cooperating agencies WVDOT and ODOT, the West Virginia Department of Natural Resources (WVDNR) and Ohio Department of Natural Resources (ODNR), West Virginia Department of Environmental Protection (WVDEP) and Ohio Environmental Protection Agency (OEPA), as part of the Section 404 permitting process.

Stream Impacts

USGS Steubenville West Quadrangle 7.5-minute topographic map and field investigations conducted in October 2009 were used to identify and characterize rivers and streams within the study area. The Ohio River was identified in both Ohio

and West Virginia within Build Alternatives 2, 2B, 8 and 8B and impacts were quantified by state.

For the Ohio River, the impact analysis was calculated in two ways: 1) Impact area includes the entire bridge deck and 2) Impact area only includes the piers. Actual Ohio River impacts are likely to be associated with the bridge piers located within the river. At the conceptual design level, exact bridge pier locations are subject to change and thus are not known; however, it is expected that there will be four proposed bridge piers with footprint dimensions of 15 feet by 70 feet each. The estimated river impacts associated with all the bridge piers is a total of 4,200 square feet or approximately 0.10 acres. These impacts are divided, as it is assumed that 2 piers will be located within the West Virginia and Ohio side of the proposed project (i.e., 2,100 square feet or approximately 0.05 acres each).

Environmental Impacts

West Virginia

In addition to the Ohio River, Buffalo Creek was present within the study area. The NWI mapping identified the Ohio River as R2UBH (Riverine, (2) Lower Perennial, Unconsolidated Bottom, Permanently Flooded) and Buffalo Creek was identified as R3UBH (Riverine, (3) Lower Perennial, Unconsolidated Bottom, Permanently Flooded). The Ohio River and Buffalo Creek are both considered Waters of United States. As shown in Table 3-16, Buffalo Creek is not located within the environmental footprint for any Build Alternative. No additional streams were identified within the Build Alternative footprints.

Table 3-16: Waters of the United States (acres), West Virginia

	No-Build	Build Alternative			
		2	2B	8	8B
Ohio River	0.00	0.00	0.00	0.00	0.00
Entire Bridge Deck	0.00	3.34	3.34	3.61	3.61
Assumed Piers Only	0.00	0.05	0.05	0.05	0.05
Buffalo Creek	0.00	0.00	0.00	0.00	0.00
Total¹	0.00	0.05	0.05	0.05	0.05

Note 1: Total is based on the assumed pier area only

The No-Build Alternative will not impact any Waters of the United States. Each of the Build Alternatives will impact 0.05 acres of Waters of the United States, based on an assumed pier design.

Ohio

As indicated previously, impacts to the Ohio River were calculated in two ways as shown in Table 3-17. The NWI mapping identified the Ohio River as R2UBH (Riverine, (2) Lower Perennial, Unconsolidated Bottom, Permanently Flooded).

Table 3-17: Waters of the United States Impacts (acres), Ohio

	No-Build	Build Alternative			
		2	2B	8	8B
Ohio River	0.00	0.00	0.00	0.00	0.00
Entire Bridge Deck	0.00	2.14	2.14	1.78	1.78
Assumed Piers Only	0.00	0.05	0.05	0.05	0.05
Total¹	0.00	0.05	0.05	0.05	0.05

Note 1: Total is based on the assumed pier area only

Approximately 0.5 miles west of the Cardinal power plant is the Cardinal fly ash retention reservoir. The tail waters of this reservoir appear to feed a small stream, Blockhouse Hollow, which passes down the Ohio hillside before flowing under OH 7. The USGS map shows this drainage terminating before reaching the Cardinal plant at the Riddles Run interchange. This intermittent to perennial stream appears to be diverted underground at Brilliant Salt Run Road, where it appears to flow to the east through a large culvert. At this point, the culverted stream enters into the southern portion of the study area through a 72 inch diameter corrugated metal pipe. The culvert emerges and discharges into a forested, sapling-shrub ditch before being diverted again to the east through a similar culvert to the Ohio River. The unnamed portion of this stream is a perennial stream that varies in width from 6 to 8 feet. It has a defined bed and bank and some portions of the stream have a narrow riparian bench. Depth of flow within the stream was generally one foot or less. The stream contained a riffle and pool structure with a substrate dominated by gravel and cobble with minimal fines. The side slopes of the ditch are steep, suggesting that the ditch was likely created. Evidence of wetland hydrology and hydric soils (lowchroma and gleyed soils) were only encountered within the stream and along the narrow banks.

The impacted length identified in Table 3-18 represents the actual impacts based on the cut/fill limits for each alternative. The No-Build Alternative and Build Alternatives 2 and 8 do not impact any streams. Build Alternatives 2B and 8B impact 13 feet of an unnamed tributary to the Ohio River.

Table 3-18: Stream Impacts (feet), Ohio

	Unnamed Tributary	
	Length in Footprint	Length Impacted
No-Build	0	0
Alternative 2	550	0
Alternative 2B	675	13
Alternative 8	380	0
Alternative 8B	675	13

Mitigation

West Virginia and Ohio

The Build Alternatives of this project will unavoidably impact Waters of the United States after consideration has been made to avoid and minimize impacts. Exact impacts cannot be determined until the design of the Preferred Alternative has been finalized.

During design of the Preferred Alternative, a subsequent wetland delineation following the *Wetlands Delineation Manual* (USACE, 1987), subsequent related guidance memoranda, including the *Interim* (USACE, 2010) and “to be published” *Final Eastern Mountains and Piedmont Regional Supplements* is recommended to delineate specific impacts associated with the proposed project.

During design of the Preferred Alternative, efforts will be made to avoid and minimize impacts. Permanent and temporary wetland impacts from the Preferred Alternative will be mitigated prior to completion of the project. Impacted sites will be returned to their original grade and seeded or planted with native wetland species to replicate or enhance the original vegetated community. Selection and design of the mitigation will be closely coordinated with the USACE Huntington District as the lead agency and the following cooperating agencies WVDOT and ODOT, the WVDNR and ODNR and WVDEP and OEPA, as part of the Section 404 permitting process. Within Ohio, OEPA will regulate any jurisdictional streams and ditches. In addition, OEPA will require mitigation for both permanent and temporary impacts and jurisdictional ditch impacts.

Finding

According to Executive Order 11990, the following finding is made: the proposed project will unavoidably impact wetlands and Waters of the United States, as all alternatives cross the Ohio River. Therefore, there is no practical alternative to avoiding wetlands. Compensatory mitigation will be provided to offset the loss of wetlands. Thus, the proposed project will have no net loss of wetlands.

3.3.3. Water Quality

The study area is located within the Upper South Ohio River Watershed (HUC 8 #05030106) and is assessed according to the Ohio River Valley Water Sanitation Commission (ORSANCO) and West Virginia water quality criteria. ORSANCO and its member states, including West Virginia and Ohio, cooperate to improve water quality in the Ohio River Basin allowing the river and its tributaries to be used for drinking water, industrial supplies and recreational purposes; and to support a healthy and diverse aquatic community. The West Virginia Integrated Water Quality Monitoring and Assessment Report (WVDEP, 2008) was reviewed to determine the quality of the named streams identified based on ORSANCO and WVDEP standards. The report indicated the Ohio River within the study area was impaired. Although Buffalo Creek was listed as impaired in upstream reaches, the reach within the study area (Hydrological Unit Classification (HUC) 8 #05030106) did not appear to be impaired.

The Ohio River from MP 84.9 to MP 71.4, which includes the study area, is designated as not supporting the following uses: aquatic life, public water supply, water contact recreation, agriculture and wildlife, water supply industrial, water transport, cooling and power. This area is characterized as a Category 5 Stream and has been placed on the West Virginia 303(d) list of waters that are not meeting their water quality standards (WVDEP, 2008). Category 5 includes waters that have been assessed as impaired and are expected to require a Total Maximum Daily Loads (TMDL). Section 303(d) of the Clean Water Act requires states to develop TMDLs for waters not meeting designated uses after technology-based controls have been implemented. A TMDL establishes the allowable loadings of pollutants for a water body, quantifies the reductions necessary to meet all designated uses and assigns load allocations.

The Ohio River was listed as impaired in 1996 and 1998 due to a fish consumption advisory resulting from elevated Polychlorinated Biphenyls (PCB) levels in fish. Also, total PCB data for the Ohio River sediment collected indicated widespread, low-level PCB contamination in the environment, as well as several areas of higher concentration zones of PCB contamination. In 2002, a TMDL established the allowable loadings of PCBs for the Ohio River and quantified the reductions necessary to meet the applicable water quality standards (ORSANCO, 2002). In addition to PCB contamination, the Ohio River was listed as impaired in 2006 and 2008 for dioxin, iron and bacteria. A bacteria TMDL is currently being developed. Other parameters that have been previously listed as impairments include chlordane, lead, aluminum and copper.

The 303(d) List states that the pollutant source for the impairments in the Upper South Ohio River Watershed is unknown (WVDEP, 2008). In general, ORSANCO states that non-point source pollution from urban runoff, agricultural activities and

abandoned mines is a major cause of water pollution in the Ohio River. There are also two permitted wastewater discharges in the vicinity of the study area. ORSANCO sets Pollution Control Standards for industrial and municipal waste water discharges to the Ohio River and tracks certain dischargers whose effluent can seriously impact water quality. The standards designate specific uses for the Ohio River and establish guidelines to ensure the river is capable of supporting these uses.

Environmental Impacts

West Virginia and Ohio

The No-Build Alternative would not cause water quality impacts. Temporary and permanent impacts to the Ohio River are expected due to construction and operation activities. Impacts to other streams identified within the study area are anticipated as well.

The Build Alternatives will disturb existing land in West Virginia and Ohio and possibly surface water in Ohio. Based on preliminary design, the land disturbance should not have major impacts to the Ohio River, Blockhouse Hollow, unnamed tributaries, or adjacent waterways. Riverbed disturbance within the Ohio River may cause increased turbidity during construction with the potential for release of pollutants from re-suspended sediment. Impacts are anticipated to be minimal and relatively short term. Exact impacts cannot be quantified because the quantity of accumulated sediment and the area of riverbed that will be disturbed during construction are unknown. The cross-sectional area of riverbed within the study area is approximately 150 feet parallel to the river and ranges from approximately 1,200 to 1,500 feet wide perpendicular to the river shoreline. Construction activities within and adjacent to the Ohio River and other identified streams presents the possibility of a hazardous material spill. Secondary impacts from re-suspended riverbed sediment may include sediment deposition on fish spawning areas, floodplains and wetlands. The permanent placement of the bridge will contribute to increased run-off from the bridge deck and associated causeways and the potential for spills of hazardous materials during transportation. Long-term water quality impacts associated with run-off are anticipated to be minimal, especially since the river is no longer receiving run-off from the Fort Steuben Bridge that was recently closed.

Mitigation

West Virginia and Ohio

A USACE Section 404 permit and Section 401 Water Quality Certification will be required for construction of any Build Alternative. The Water Quality Certification will incorporate Best Management Practices (BMPs) to reduce the potential for surface water impacts during construction. These BMPs may include erosion control and temporary seeding of all exposed soils, segregation and protection of fuel supplies and other hazardous materials, containment of re-suspended sediment via

silt curtains and other applicable measures for the protection of surface waters. These requirements will be incorporated into the project construction specifications and will be coordinated with the Federal and state agencies.

3.3.4. Wild and Scenic Rivers

No Wild and Scenic Rivers are located within the study area.

3.3.5. Natural and Wild Areas

No Natural and Wild Areas are located within the study area.

3.3.6. Vegetation and Wildlife

Land Cover Types and Vegetation

Field observations for vegetation and wildlife within the study area were made on October 5-6, 2009. The study area includes outcroppings of Pennsylvanian sandstone and shale with a mesophytic forest in the uplands to floodplain forest communities in the lowlands along the Ohio River (USDA-NRCS, 1995 and 1974). While the West Virginia portion of the study area remains heavily forested, the Ohio portion of the study area is primarily developed.

Vegetation observed within the study area during the site visit included silver maple (*Acer saccharinum*), red maple (*Acer rubrum*), sugar maple (*Acer saccharum*), sycamore (*Platanus occidentalis*), box-elder (*Acer negundo*), eastern cottonwood (*Populus deltoides*), American elm (*Ulmus americana*), black locust (*Robinia pseudoacacia*), hackberry (*Celtis canadensis*), eastern red cedar (*Juniperus virginiana*), various species of pine (*Pinus spp*), eastern hemlock (*Tsuga canadensis*), jewelweed (*Impatiens capensis*), pokeweed (*Phytolacca americana*), broad-leaf cattail (*Typha latifolia*), river grape (*Vitis riparia*), Virginia creeper (*Parthenocissus quinquefolia*), poison ivy (*Toxicodendron radicans*), golden rod (*Solidago canadensis*), smartweed (*Polygonum spp*), brome (*Bromus spp*), fescue (*Festuca spp*), orchard grass (*Dactylis spp*) and Kentucky bluegrass (*Poa spp*).

Numerous invasive and non-native plant species were also observed within the study area. Noted species were tree-of-heaven (*Ailanthus altissima*), Japanese honeysuckle (*Lonicera japonica*), Japanese knotweed (*Polygonum cuspidatum*), garlic mustard (*Alliaria petiolata*), autumn-olive and Russian-olive (*Elaeagnus umbellata* and *E. angustifolia*) and multiflora rose (*Rosa multiflora*). Other potential invasive and non-native species known to occur near the study area but not observed include amur, morrow and tatarian honeysuckle (*Lonicera maackii*, *L. morrowii* and *L. tatarica*), glossy buckthorn and common buckthorn (*Rhamnus frangula* and *R. cathartica*), purple loosestrife (*Lythrum salicaria*) and common reed grass (*Phragmites australis*) (OIPC, 2006).

Environmental Impacts

West Virginia and Ohio

Prior to assessing the vegetation and wildlife within the Ohio River Bridge Crossing study area, the NLCD (2001) was obtained from the USDA Geospatial Data Gateway. A review of the NLCD data suggests that the study area consists of open water; developed, open space; developed, low intensity; developed, medium intensity; developed, high intensity; deciduous forest; evergreen forest; and grassland/herbaceous (see detailed descriptions below). Tables 3-19 and 3-20 include the approximate land cover types for West Virginia and Ohio, respectively.

Table 3-19: Land Cover Types (acres), West Virginia

	Build Alternative			
	2	2B	8	8B
Open Water	6.27	6.27	6.04	6.04
Developed, Open Space	12.45	12.45	9.24	9.24
Developed, Low Intensity	7.05	7.05	6.28	6.28
Developed, Medium Intensity	0.00	0.00	0.00	0.00
Developed, High Intensity	0.00	0.00	0.00	0.00
Deciduous Forest	55.04	55.04	32.45	32.45
Evergreen Forest	11.27	11.27	9.13	9.13
Grassland, Herbaceous	0.60	0.60	0.25	0.25
Total Acres	92.68	92.68	63.39	63.39

Table 3-20: Land Cover Types (acres), Ohio

	Build Alternative			
	2	2B	8	8B
Open Water	6.27	10.92	10.78	11.20
Developed, Open Space	6.81	22.01	8.27	22.00
Developed, Low Intensity	6.91	19.83	13.05	20.03
Developed, Medium Intensity	8.19	12.71	8.53	13.24
Developed, High Intensity	0.00	0.00	0.00	0.00
Deciduous Forest	0.22	3.32	1.11	3.16
Evergreen Forest	0.00	0.00	0.00	0.00
Grassland, Herbaceous	0.00	0.00	0.00	0.00
Total Acres	28.40	68.79	41.74	69.63

Under the No-Build Alternative, the proposed project would not be built and there would be no construction, operational or maintenance related impacts to land cover or vegetation. Construction of the proposed project would likely require clearing most, if not all, of the existing vegetation. The extent of these impacts would vary depending on specific design parameters. Some of the existing land cover types and natural vegetation would be permanently lost due to the project construction.

Operational impacts of the proposed project may include accidents or equipment failure that could release petroleum products into adjacent plant communities. In the unlikely event of a spill or a release, the area would be cleaned up to prevent irreparable harm to the environment. Maintenance related impacts include the periodic application of herbicides and mowing to control unwanted vegetation. Control of excess vegetation within the right-of-way also reduces the potential for fires.

Maintenance procedures would also include occasional mowing, if vegetation becomes a problem within the right-of-way. Operation and maintenance activities would have minor impacts on the surrounding plant communities.

Mitigation

West Virginia and Ohio

Whenever existing plant communities are disturbed, the aforementioned invasive and non-native plant species could be introduced and become established. However, following BMPs such as mowing and herbicide application would help prevent the introduction of these species. In addition, all disturbed areas will be re-vegetated (utilizing a native seed mixture) upon completion of construction.

Wildlife

Various terrestrial and aquatic wildlife resources can be found within the project study area. These wildlife species lists were developed through observations made during the October 2009 site visit and from various WVDNR and ODNR publications. Impacts to wildlife from construction, operation and maintenance of the proposed project include wildlife fragmentation, mortality and habitat disturbance.

Wildlife observed within the study area during the October 2009 site visit included both mammals and birds. Mammals observed (i.e., actual presence or tracks) included eastern chipmunk (*Tamias striatus*), eastern cottontail (*Sylvilagus floridana*), white-tailed deer (*Odocoileus virginianus*) and raccoon (*Procyon lotor*). Other mammals known to occur near the study area, but not observed, include beaver (*Castor canadensis*), muskrat (*Ondatra zibethicus*), wild boar (*Sus scrofa*) and black bear (*Ursus americanus*).

Birds observed included mallard duck (*Anas platyrhynchos*), Canada goose (*Branta canadensis*), great blue heron (*Ardea herodias*), killdeer (*Charadrius vociferus*), red-tailed hawk (*Buteo jamaicensis*), turkey vulture (*Cathartes aura*), American crow (*Corvus brachyrhynchos*), mourning dove (*Zenaida macroura*), bluejay (*Cyanocitta cristata*), American robin (*Turdus migratorius*) and European starling (*Sturnus vulgaris*). Other birds known to occur near the study area but not observed include

northern cardinal (*Cardinalis cardinalis*), wild turkey (*Meleagris gallopavo*) and red-winged black bird (*Agelaius phoeniceus*) (WVDNR, date unknown).

Fish species known to occur within the Ohio River near the project study area (OEPA, 2009) include gizzard shad (*Dorosoma cepedianum*), smallmouth buffalo (*Ictiobus bubalus*), black buffalo (*Ictiobus niger*), shorthead redhorse (*Moxostoma macrolepidotum*), spotted sucker (*Minytrema melanops*), common carp (*Cyprinus carpio*), silver chub (*Hybopsis storeriana*), emerald shiner (*Notropis atherinoides*), spottail shiner (*Notropis hudsonius*), channel shiner (*Notropis wickliffi*), channel catfish (*Ictalurus punctatus*), flathead catfish (*Pylodictis olivaris*), black crappie (*Pomoxis nigromaculatus*), rock bass (*Ambloplites rupestris*), largemouth bass (*Micropterus salmoides*), smallmouth bass (*Micropterus dolomieu*), spotted bass (*Micropterus punctulatus*), bluegill sunfish (*Lepomis macrochirus*), green sunfish (*Lepomis cyanellus*), sauger (*Stizostedion canadensis*), walleye (*Stizostedion vitreum*), hybrid striped bass (*Morone saxatilis x Morone chrysops*), white bass (*Morone chrysops*) and freshwater drum (*Aplodinotus grunniens*).

Environmental Impacts

West Virginia and Ohio

The existing terrestrial habitat in the project study area has been fragmented due to various anthropogenic actions such as previous construction of highway corridors and smaller roads, along with the conversion of land for residential, commercial and industrial uses. The Ohio portion of the study area includes residences and businesses within the unincorporated town of Brilliant and numerous developed streets and roadways. The West Virginia side is less developed and consists mainly of deciduous and evergreen forest.

These historic land use changes have disrupted the continuity and function of the historic terrestrial wildlife habitat by affecting foraging habits, reproductive habits and migratory movement of many species. For some species, these changes have created barriers to movement between the mountains and valleys in the region.

Under the No-Build Alternative, the proposed project would not be built and there would be no construction, operational, or maintenance related impacts to terrestrial or aquatic wildlife.

Terrestrial Wildlife

As mentioned, terrestrial wildlife habitat in the study area has already been fragmented due to the previous construction of highways and smaller roads; and the conversion of land for residential, commercial and industrial uses. The construction of the proposed project could result in increased habitat fragmentation and wildlife

mortality. The extent of these impacts would vary depending on specific design parameters.

Some additional impacts, such as wildlife mortality, are expected from the construction, anticipated increases in traffic and the subsequent operation and maintenance of the proposed project. These impacts are not anticipated to significantly contribute to further habitat fragmentation or the alteration of wildlife behavior in the study area. Construction impacts to terrestrial wildlife species in the study area are expected to be minor and short-term. Construction activities would temporarily displace several species of wildlife, but they would likely return after construction or find alternate habitat in the surrounding undeveloped areas. Maintenance activities such as herbicide application in the study area are not expected to significantly impact wildlife.

The construction, operation and maintenance of the proposed project could include accidents or equipment failure that could release petroleum products into adjacent wildlife communities. These unforeseen and unfortunate events would likely cause temporary habitat fragmentation and perhaps even some wildlife mortality. In the unlikely event of a spill or a release, the area would be cleaned up to prevent irreparable harm to the environment, and thus wildlife could return to the area after the spill or release had been remediated or mitigated. The construction and the subsequent operation and maintenance of the proposed project may affect wildlife communities, but those actions are not likely to cause significant impacts.

Aquatic Wildlife

Construction, operation and maintenance of the proposed project will likely result in both short-term and long-term impacts to aquatic resources. All impacts are anticipated to be minor. Similar to impacts discussed above, construction impacts to aquatic resources may include mortality due to equipment operation and minor habitat fragmentation due to limited access within the construction area. In addition, habitat may be disturbed due to turbid water if accumulated riverbed sediment is re-suspended or by noise associated with equipment operation. Operation and maintenance impacts would be minimal but could include loss of habitat from the constructed structure, alteration of habitat due to shading in areas that were not previously shaded and potential water quality degradation due to runoff from the bridge deck and causeways. These impacts may result in permanent habitat alteration but overall impacts are not likely to be significant.

Mitigation

West Virginia and Ohio

Proposed mitigation techniques include preparing an Erosion and Sediment Control Plan to minimize the impacts to wildlife habitat and study area streams. The disturbed areas would be re-vegetated to reintroduce habitat for native species.

3.3.7. Rare, Threatened and Endangered Species

Federal Species

In compliance with the Endangered Species Act of 1973 (16 U.S.C. 1536) and the Migratory Bird Treaty Act (16 U.S.C. 703–712), the USF&WS determines whether a Federal action would be likely to adversely affect, harm, or jeopardize the continued existence of any federal threatened, endangered, or candidate (T&E) species or its habitat. The USF&WS also designates federally protected, threatened, endangered and candidate species. Table 3-21 lists the Federal species status that have the potential to occur in the study area according to coordination letters from these agencies and additional literature searches. See Appendix A for agency correspondence.

Table 3-21: Federally Threatened and Endangered Species Potentially Occurring in Study Area

Common Name (Scientific Name)	Classification	Habitat
Indiana Bat (<i>Myotis sodalis</i>)	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
Bald Eagle (<i>Haliaeetus leucocephalus</i>)	No longer listed but covered under other Federal laws	Breeds and winters along major rivers and large lakes
Pink Mucket Pearly Mussel (<i>Lampsilis abrupta</i>)	Endangered	Medium to large rivers with sand and gravel substrates
Fanshell Mussel (<i>Cyprogenia stegaria</i>)	Endangered	Medium to large rivers with sand and gravel substrates
Sheepnose Mussel (<i>Plethobasus cyphus</i>)	Endangered	Shallow areas in larger rivers and streams
Snuffbox Mussel (<i>Epioblasma triquetra</i>)	Endangered	Small to medium-sized creeks and some larger rivers, in areas with a swift current
Eastern Hellbender Salamander (<i>Cryptobranchus a. alleganiensis</i>)	Federal Species of Concern; Ohio endangered species	Clear, fast-flowing, well-oxygenated, unpolluted streams and rivers with riffle areas and abundant large flat rocks

West Virginia

USF&WS-West Virginia correspondence dated August 17, 2009 stated the proposed project crosses the Ohio River, which is known to contain Federally-endangered pink mucket pearly mussel (*Lampsilis abrupta*) and fanshell mussel (*Cyprogenia stegaria*), and a candidate species, the sheepsnose mussel (*Plethobasus cyphus*). On March 12, 2012, the sheepsnose mussel was listed as endangered by the USF&WS.

Ohio

USF&WS-Ohio correspondence dated April 27, 2012 stated there are no Federal wilderness areas, or designated Critical Habitat within the vicinity of the proposed site. The project site is within one mile of the Ohio River Islands National Wildlife Refuge.

USF&WS-Ohio further stated the proposed project lies within the range of the Federally-endangered sheepsnose mussel (*Plethobasus cyphus*), snuffbox mussel (*Epioblasma triquetra*) and a species of concern, the eastern hellbender salamander (*Cryptobranchus a. alleganiensis*). USF&WS-Ohio recommended that a survey be conducted if the project were to directly or indirectly impact any of the species' habitat.

West Virginia and Ohio

In follow-up documentation, both the West Virginia and Ohio USF&WS stated there are no records of mussel populations within the study area and that the project is not likely to affect endangered mussel species.

Both the West Virginia and Ohio USF&WS also noted the Federally-endangered Indiana bat (*Myotis sodalis*) could be potentially affected by the proposed project. Indiana bat summer foraging habitats are generally defined as riparian, bottomland and upland forest and old fields or pastures with scattered trees.

State Species

West Virginia

Correspondence from the WVDNR dated April 16, 2009 indicated that there are no records of known occurrences of rare, threatened, or endangered species, wetlands, or natural trout streams within the study area and that surveys for freshwater mussels will be required.

Ohio

A correspondence letter issued on April 15, 2009 from the ODNR indicated there are no state records of rare or endangered species within a one-mile radius of the study area. In addition, there are no state nature preserves, scenic rivers, ecological

sites, geologic features, animal assemblages, state parks, state forests or state wildlife areas within a one-mile radius of the study area.

Environmental Impacts

Indiana Bat (Myotis sodalist)

West Virginia

Under the No-Build Alternative, the proposed project would not be built and there would be no construction or operational and maintenance related impacts. Each of the Alternatives (Build Alternative 2, 2B, 8 and 8B) would have similar impacts and will be discussed collectively.

The USF&WS-West Virginia noted that the Indiana bat may use the project area for foraging and roosting between April 1 and November 15. Indiana bat summer foraging habitats are generally defined as riparian, bottomland and upland forest and old fields or pastures with scattered trees. Roosting/maternity habitat consists primarily of live or dead hardwood tree species which have exfoliating bark that provide space for bats to roost between the bark and the bole of the tree. Tree cavities, crevices, splits, or hollow portions of tree boles and limb also provide roost sites (Beverly and Gumbert 2004).

The USF&WS-West Virginia has determined the number of acres of suitable foraging and roosting habitat on the West Virginia landscape available to each Indiana bat, versus the total acreage of forest. The USF&WS has determined that small projects greater than a five-mile radius from a hibernaculum or known capture site, affecting 17 acres or less of suitable forested habitat will have a very small chance of resulting in direct or indirect take of the species; and therefore, these effects are considered discountable.

If less than 17 acres of Indiana bat maternity habitat will be impacted by this project, then no further consultation under the Endangered Species Act is required for this species. If more than 17 acres will be disturbed, then further consultation with the Service will be required.

The land use cover summary, provided in Table 3-19, indicates that more than 17 acres of deciduous forest exists within Build Alternative 2, 2B, 8 and 8B for the West Virginia portion of the study area. Therefore, additional Indiana bat consultation with the USF&WS-West Virginia and WVDNR was conducted.

A mist net survey for Indiana bats was performed June 27 and 28, 2011 within the study area in West Virginia. Data were collected at two net sites for a total of eight net nights. A total of 42 bats were collected, none of which were the Indiana bat. The species collected included the northern long-eared bat (72.41%), big brown bat

(14.28%), little brown bat (11.90%), and eastern red bat (2.38%). The Mist Net Survey Report (Johnson, 2011) concluded that the Indiana bat is either absent from the project area or may be present in very low numbers and that the proposed project is not likely to adversely affect the Indiana bat. This finding is pending concurrence from USF&WS.

Ohio

Based on email correspondence from USF&WS-Ohio dated June 13, 2011 and April 27, 2012, there is no habitat for the Indiana bat within the Ohio study limits and therefore, no mist net surveys are required.

Bald Eagle (Haliaeetus leucocephalus)

West Virginia

On August 9, 2007, the bald eagle was removed from the Federal list of threatened and endangered species. It remains protected under the Bald and Golden Eagle Protection Act of 1940 and the Migratory Bird Treaty Act of 1918. The Bald and Golden Eagle Protection Act prohibits unregulated take of bald eagles. The USF&WS recently finalized a rule defining “take” that includes “disturb.” “Disturb means to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle, 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior” (USF&WS, 2007). No occurrences of eagles or eagle nests were noted during field surveys in the study area.

Ohio

The USFWS-Ohio stated in their April 27, 2012 letter that due to the project type, location, and onsite habitat, the Bald Eagle would not be expected within the project area, and no impact to this species is expected in Ohio. Relative to this species, this precludes the need for further action on this project in Ohio.

Summary

The No-Build Alternative will not cause impacts to the species. The Build Alternatives are not known to occur within a distance of 660 feet of any known bald eagle occurrences. Therefore, the Build Alternatives are not anticipated to impact the species.

Pink Mucket Pearly Mussel, Fanshell Mussel, Sheepnose Mussel, and Snuffbox Mussel

West Virginia and Ohio

The No-Build Alternative will not cause impacts to the species. Each of the Alternative (Build Alternatives 2, 2B, 8 and 8B) would have similar impacts. Given the species habitat requirements, it is unlikely that the species occurs within the study area. As noted previously, both West Virginia and Ohio USF&WS have indicated there are no known populations of mussels in the study area.

Mitigation

Indiana Bat

West Virginia

A Mist Net Survey Report, dated July 2011, concluded this project is not likely to adversely affect the Indiana bat. This finding is pending concurrence from USF&WS-West Virginia.

Ohio

No habitat is present in Ohio; therefore, mitigation is not required.

Bald Eagle

West Virginia and Ohio

If during construction a habitat for Bald Eagle is identified, the USF&WS will be notified and applicable mitigation measures at the time of construction will be established.

Mussels

West Virginia and Ohio

Pollution prevention and stormwater best management practices (BMPs) will be implemented around the proposed construction areas to limit impacts to water quality and potential mussel habitat in the Ohio River. Additional mussel consultation with both the West Virginia and Ohio USF&WS, WVDNR and ODNR will be conducted prior to construction.

Salamanders

West Virginia and Ohio

Pollution prevention and stormwater best management practices (BMPs) will be implemented around the proposed construction areas to limit impacts to water quality and potential salamander habitat in the project area. Additional salamander consultation with the USF&WS-Ohio, and ODNR will be conducted prior to construction.

3.3.8. Prime and Unique Farmland

Regulations adopted pursuant to Federal Law (43 Federal Register 4031, January 31, 1978, amended at 65 Federal Register 57538, September 25, 2000:7 CFR Part 657) require the USDA-NRCS to identify and locate prime farmland soils, since these soil types are protected in accordance with the Farmland Protection Policy Act of 1981 (FPPA) (7 United States Code (USC) 4202). Prime farmland soils are defined as land with the best combination of physical and chemical characteristics for producing feed, forage, fiber and oilseed crops, and are available for these uses. In addition to the prime farmland soils, the farmland program encourages the soil identification of farmland of statewide and local importance. Farmland of statewide and local importance soils are defined as land other than prime farmland which has a good combination of physical and chemical characteristics for the production of crops.

A farmland assessment was conducted in accordance with the FPPA for the No-Build and Build Alternatives. Soil surveys were reviewed to determine if any soils within the study area limits meet the characteristic criteria for determining prime farmland or farmland of statewide or local importance. The criteria include soil type, slope, texture, quality, location and moisture availability. The study area limits for each alternative were overlaid on soil survey maps in order to determine how many acres of each category of protected farmland would potentially be impacted. The impacted acres were then recorded on the required Farmland Conversion Impact Rating Form (AD 1006).

Environmental Impacts

West Virginia

The land use in Brooke County within the study area is primarily residential with commercial, industrial and manufacturing, although county classified soils as prime farmland and farmland of statewide importance exist in Brooke County, West Virginia. The total acreage of soils in Brooke County reaches just over 56,960 acres. Of this total, 55% is classified as soils of prime farmland and farmland of statewide importance. Although 55% of the soils have the prime farmland or farmland of statewide importance designation, the Soil Survey (USDA–NRCS, 1974) indicates a decline in farmland to approximately 30% of the land in the county actually being used for cropland or pasture in 1969. According to the *Brooke County Comprehensive Plan* (Brooke County, 2008), less than half of the land suitable for growing crops and raising cattle is used for either purpose primarily because of the economics of farming.

Comparing the study area limits for each of the Build Alternatives with the County Soil Survey, Build Alternative 2 and 2B contain soils that are classified as prime farmland and farmland of statewide importance. Build Alternatives 2 and 2B only

impact soils classified as farmland of statewide importance (0.37 acres each) and do not impact soils with prime farmland classification. The No-Build and Build Alternatives 8 and 8B do not impact any soils of prime farmland or farmland of statewide importance; these alternatives contain soil types including Westmoreland silt loams. Table 3-22 summarizes the impacts for each Alternative.

Table 3-22: Impacted Soil Summary (acres), West Virginia

	Prime Farmland	Farmland of Statewide Importance
No-Build	0.00	0.00
Alternative 2	0.00	0.37
Alternative 2B	0.00	0.37
Alternative 8	0.00	0.00
Alternative 8B	0.00	0.00

The Farmland Conversion Impact Rating Form (AD 1006) was submitted to the NRCS on August 24, 2011. On October 12, 2011, NRCS provided Land Evaluation Criterion Relative Value of Farmland to be Converted. NRCS reported an estimated 2.0 and 1.5 acre impacts to Farmland of Statewide Importance for Build Alternatives 2/2B and 8/8B, respectively. As per discussions with NRCS on March 16, 2012 (see Appendix A) the difference between values reported in Table 3-22 and NRCS' calculations is based on the level of accuracy in determining impacts. NRCS calculated impacts based on paper maps provided with the Farmland Conversion Impact Rating Form submittal, while impacts shown in Table 3-22 were calculated using Geographic Information Systems (GIS), which is more precise. NRCS concurred that it is acceptable to report the findings as shown in Table 3-22. Build Alternatives 2 and 2B received scores of 1.2 while Builds Alternatives 8 and 8B received scores of 1.3.

Ohio

The land use in Jefferson County within the study area is primarily manufacturing and industrial, although county classified soils as prime farmland and farmland of local importance exist in Jefferson County, Ohio. The total acreage of soils in Jefferson County reaches just over 262,300 acres. Of this total, 45% is classified as soils of prime farmland and farmland of local importance. Although 45% of the soils have the prime farmland or farmland of local importance designation, the Soil Survey (USDA–NRCS, 1995) indicates that approximately 16% of the land in the county is actually used for cropland or pasture. Comparing the study area limits for each of the alternatives with the county soil survey, none of the Build Alternatives impacts county classified prime farmland or farmland of local importance soils. Within the study areas for the alternatives, the soil types include Urban Land Complexes, Clarksburg Silt Loam and Westmoreland Lowell Complex. Table 3-23 summarizes the impacts in Jefferson County, Ohio for each Alternative.

Table 3-23: Impacted Soil Summary (acres), Ohio

	Prime Farmland	Farmland of Statewide Importance
No-Build	0.00	0.00
Alternative 2	0.00	0.00
Alternative 2B	0.00	0.00
Alternative 8	0.00	0.00
Alternative 8B	0.00	0.00

As per the Farmland Screening Sheet, prepared by ODOT on September 7, 2011, the Farmland Conversion Impact Rating Form (AD 1006) is not required.

Mitigation

West Virginia

No mitigation is required.

Ohio

No mitigation is required.

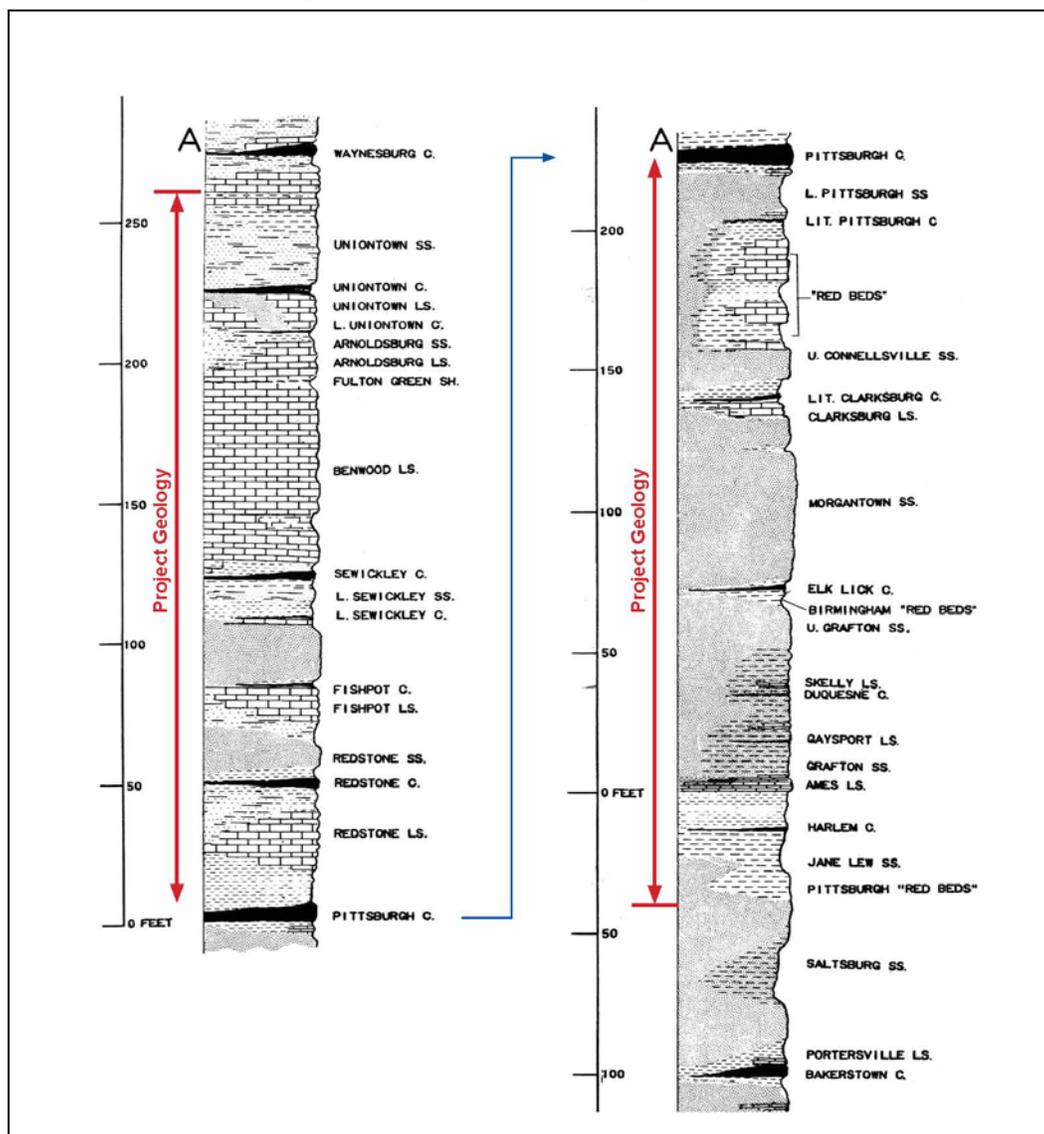
3.3.9. Geologic Resources and Mining

Geologic Resources

The evaluation of geologic conditions was based upon research of published literature on geology of the area, a review of available subsurface information and coordination with appropriate state and local agencies. Also, a field reconnaissance was conducted to review the Build Alternatives and to identify and confirm obvious factors which may influence alternative selection. No considerable differences regarding geologic conditions were found to exist between the Build Alternatives. Therefore, discussion in this section is organized by state with no discernment made between individual alternatives.

This project is located in the Appalachian Plateaus Physiographic Province of the Central Appalachian Mountains. This region is characterized by deeply-dissected, moderate to high-relief topography formed by downcutting and rejuvenation of local rivers and streams. Surficial rock strata are typically relatively flat lying (10° or less) and consist of cyclic sandstones, shales, limestones, claystones, siltstones and coals of Pennsylvanian Age. In the study area, rock is believed to be comprised of the Monongahela and Conemaugh Series. Available geologic information indicates that rock beds dip in the study area which appears to be limited to about 10 to 25 feet per mile. Localized variations in the rock dip could be present. A Project Geologic Column is included as Figure 3-11.

Figure 3-11: Project Geologic Column



West Virginia

The study area on the West Virginia side of the river is located on the cut bank side of the river. This area is characterized by relatively steep hillside above the river with intermittent benches containing the Brooke-Pioneer Trail and WV 2. Soil deposits near the base of the slope are typically interlaced deposits of colluviums and alluvium. These materials are typically of fairly low strength and existing soil slopes have existing factors of safety around 1.0. This is supported by seasonal landslides that occur along WV 2 during periods of heavy precipitation and/or spring thaw. The placement of embankment on these slopes should be avoided if at all possible since it will likely require deep benching or support by walls on deep foundations to provide an acceptable factor of safety.

Geologic mapping indicates the Pittsburgh Coal is present at approximately elevation 1,000 feet in the area and has been extensively strip and deep mined. Refer to the Project Geologic Column for the following discussion. Using the Pittsburgh Coal as a marker bed, the Pittsburgh “Red Beds” are likely present around the existing grade of WV 2. Above the Pittsburgh “Red Beds” are relatively soft interbedded shales and siltstones. This whole unit is typically limited to about 60 to 80 feet. Above the “Red Beds” is the Morgantown and Grafton Sandstones which are generally coalesced into one massive sandstone. This unit is typically 80 to 100 feet in the area. Above the Morgantown-Grafton Sandstone and below the Pittsburgh Coal are two less massive sandstones (Upper Connellsville and Little Pittsburgh) separated by about 40 feet of “red bed” material. Above the Pittsburgh Coal are typically alternating layers of sandstone limestone and coal. The coals include the Redstone (typically 1 to 2 feet), Sewickley (typically 1 to 2 feet) and Uniontown (typically 1 to 2 feet). No mining is documented in these three seams. The limestone units include the Redstone, Fishpot and Benwood. The quality of these materials varies widely in the region.

Based on a review of the project geology, a slope of 1.5:1 was used for conceptual and preliminary studies prior to obtaining borings. This slope ratio should sufficiently account for alternating layers of soft and relatively hard bedrock.

Ohio

The study area on the Ohio side of the river is typically located on the depositional side of the river on an alluvial plain. These materials typically consist of sands and gravels of varying density but layers of fine grained materials may also be present with varying shear strengths. Bedrock is anticipated to be relatively deep on the alluvial plain. Depths of 60 to 80 feet to bedrock are anticipated with the potential for variation.

Bridge substructure will likely require deep foundations in this area. It should be noted that the existing river banks typically have a factor of safety of around 1.0. Therefore, the placement of embankment would likely require support by walls on deep foundations or the embankments would need to be moved back away from the river bank to provide an adequate factor of safety on global stability.

Mining

A review of the mining activity databases maintained by the West Virginia Geological and Economic Survey and the Ohio Geologic Survey indicate the presence of current, former and potential mining areas within the study area (Price, 1956).

Environmental Impacts

West Virginia

According to the West Virginia Geological and Economic Survey, the Dunkard and Monongahela coal groups are present in the vicinity of the study area. From these groups, portions of the Pittsburgh, Redstone and Sewickley Coal Seams (Monongahela Group) extend into the study area. The potential impacts to surface and underground mining areas (existing or abandoned) as well as, economically viable deposits that have yet to be mined for each of the alternatives according to the available data are provided in Table 3-24.

Table 3-24: Impacted Mining Summary (acres), West Virginia

	Surface Mining	Existing Underground Mining ¹	Identified Abandoned Mines	Economically Viable Coal Deposits Yet to be Mined		
				Restone	Sewickley	Total
No-Build	0.00	0.00	0.00	0.00	0.00	0.00
Alternative 2	0.00	20.74	0.00	15.20	8.12	22.32
Alternative 2B	0.00	20.74	0.00	15.20	8.12	22.32
Alternative 8	0.00	11.69	0.00	8.44	5.15	13.59
Alternative 8B	0.00	11.69	0.00	8.44	5.15	13.59

Note 1: Pittsburgh Coal Seam

The No-Build Alternative will not impact existing mines or the potential for future mining activities. Build Alternatives 2 and 2B have more potential impacts to existing underground mines and areas not yet mined.

Ohio

According to the Ohio Geologic Survey, A-Law (issued 1966-1973), B-Law (issued 1973-1976), C-Law (issued 1976-1981) and D-Law (issued 1981-current) permitted coal mining areas are present in the vicinity of the study area. Data indicating the location and extent of coal mining activities occurring under licensing regulation (1947-1966) and prior to regulation (1947) are largely unavailable at this time. The impacts to underground mining areas (active or abandoned) as well as, economically viable deposits that have yet to be mined for each of the alternatives according to the available data are provided in Table 3-25.

Table 3-25: Impacted Mining Summary (acres), Ohio

	A, B, C, or D Law Permitted Mining	Identified Abandoned Mines	Economically Viable Coal Deposits Yet to be Mined
No-Build	0.00	0.00	0.00
Alternative 2	0.00	0.00	0.00
Alternative 2B	0.00	0.00	0.00
Alternative 8	0.00	0.00	0.00
Alternative 8B	0.00	0.00	0.00

The No-Build Alternative and Build Alternatives will not impact existing mines or the potential for future mining activities.

Mitigation

West Virginia

A coal valuation will be performed during the right-of-way acquisition phase to determine the aerial extent and seam thickness. All right-of-way acquisitions and displacements will follow the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, WVDOT policies and applicable West Virginia laws.

3.3.10. Aesthetics

The *Visual Impact Assessment for Highway Projects* (USDOT, 1981) was consulted for the evaluation of visual and aesthetic impacts.

Project Setting & Regional Landscape

The regional landscape establishes the general visual environment of the project, which is determined by defining landscape units. Units that make up an entire landscape are often a place or district that is commonly known among local viewers.

West Virginia

In the study area, Brooke County is characterized by steep bluffs along the Ohio River Valley. Most existing urban population and industrial development is settled within low-level valley areas while the natural features of the interior create a primarily wooded and rugged terrain. Topographically, nearly 60% of the area has a slope range greater than 16%. The study areas for all Build Alternatives have a landscape that includes the Ohio River and the hillside beyond WV 2. The West Virginia landscape is primarily industrial land, made up of mined areas with oil and gas wells with sections of its original agricultural, woodland, recreational and open space lands. Throughout the West Virginia landscape are utilities, including several transmission lines. Patches of residential areas exist within the hillside beyond

WV 2. The abandoned rail line currently known as the Brooke-Pioneer Trail makes up one of the landscape units within the study area of all Build Alternatives in West Virginia.

North of the study area, but relating to all Build Alternatives is the Wellsburg Historic District containing historic Wellsburg Wharf, located on the Ohio River at the intersection of 6th Street and Main Street. Views of the Ohio River and Ohio's landscape can be seen from the Historic District and the Wharf. Several landscape units contribute to the historic nature of the Wellsburg Historic District.

Ohio

The Ohio River divides Ohio from West Virginia, along with dividing two different landscapes and land uses. The Ohio landscape consists of a river community with primarily residential land uses and the nearby Cardinal Power Plant. The Norfolk Southern Railroad and Wheeling & Lake Erie Railway span the entire landscape.

All Build Alternatives span over OH 7, which was designated as a Scenic Byway in 1988. The purpose of the Scenic Byways Program is to preserve, protect, interpret and promote essential qualities of designated byways. The main reason for the byway is its once historic nature serving as an extension of the industrial economy in Cincinnati. ODOT considers OH 7 to be an Ohio Scenic Byway; therefore, many landscape units can be seen from the highway driving northbound or southbound. The view of West Virginia beyond the Ohio River from the Scenic Byway portrays natural and man-made landscape units. Coordination with the ODOT Scenic Byways Program Coordinator has been initiated (see Appendix A).

Identified Viewsheds

After review of existing landscape and the units that make up those landscapes, public comments and the historic lands evaluation, it is determined that multiple viewsheds are located in both Ohio and West Virginia. Viewsheds are considered to be land areas from within the West Virginia and Ohio landscapes in which a proposed bridge could be seen. Tables 3-26 and 3-27 list the viewsheds for West Virginia and Ohio, respectively and how they apply to each of the Build Alternatives.

Table 3-26: Viewsheds, West Virginia

Landscape Unit	Build Alternative Applicability
Recreational Areas (Wellsburg Wharf, Brooke Pioneer Trail)	All Alternatives
Residential Areas (Wellsburg Residences)	All Alternatives

Table 3-27: Viewsheds, Ohio

Landscape Unit	Build Alternative Applicability
Ohio River Scenic Byway, OH 7	All Alternatives
Residential Areas (Brilliant Residences)	All Alternatives
Recreational Areas (Richard Lewis Memorial Park & Danny Duda Fields, Unnamed Community Park, Allan Hawkey Courts and Wells Township Park/Pool)	Alternatives 2B and 8B
Institutional Areas (Buckeye Local North Elementary School)	Alternatives 2B and 8B

Identified Viewers & Viewing Duration

Duration of a view refers to the length of time the view is observed by a particular viewing user group. The view duration may be either short-term or long-term. Short-term views include momentary or intermittent views, such as those visible from a moving source over a short distance (for example: motorists' views from a moving vehicle). Long-term views are composed chiefly of constant views as experienced over an extended period of time (for example: view from a residential property, recreation land, or office building). Tables 3-28 and 3-29 identify the user's viewing duration for each viewshed for West Virginia and Ohio, respectively.

Table 3-28: Viewshed Users and Duration, West Virginia

Viewshed	User Type	Viewer Duration
Recreational Areas (Wellsburg Wharf)	Users	Long-Term
Recreational Areas (Brooke Pioneer Trail)	Users	Short-Term
Residential Areas	Residents	Long-Term
Historic Areas	Visitors/Residents	Long-Term
Natural Areas	Users	Short-Term

Table 3-29: Viewshed Users and Duration, Ohio

Viewshed	User Type	Viewer Duration
Ohio River Scenic Byway, OH 7	Motorists	Short-Term
Residential Areas	Residents	Long-Term
Recreational Areas	Users	Long-Term
Institutional Areas	Users	Long-Term

Environmental Impacts***West Virginia and Ohio***

The visual impacts of the No-Build and Build Alternatives are determined by assessing the visual quality change and predicting viewer response to that change. The level of visual impact is determined by combining the compatibility and the

viewer response. As defined by FHWA, a high level of visual impact would result if the proposed bridge would introduce new visual elements that would strongly contrast or that would be incompatible with the character of the existing landscape. A low level of visual impact is a minor adverse change to the existing visual resource.

Visual Impact Analysis

The viewsheds that could potentially be impacted due to a proposed bridge were evaluated for visual impacts. A new bridge could be considered positive and negative. Understanding that the purpose of a new river crossing is to provide alternative transportation routes and alleviate congestion at the existing Ohio River crossings between Ohio and West Virginia, it must be noted that the viewsheds in both states would be noticeably altered by a new river crossing.

Viewer Perception

Some viewers would consider a new bridge an obstruction of a clear view of the Ohio River, while other viewers may consider the bridge to be an interesting added feature for the area. According to September 2009 public workshop comments, the overall reaction to a proposed new bridge crossing is positive. The only concern identified was that the bridge should not be constructed in the middle of Brilliant's largest residential area that includes some of the newer homes. Residents are considered to be sensitive viewers, due to the daily long-term viewing duration. The residential views vary greatly depending on the distance from each of the Build Alternative crossing locations. The majority of the homes in West Virginia are located at an equal or a higher level than a proposed bridge. The residential, recreational, natural and institutional lands below a proposed bridge would consider the bridge to have high visual impact if viewing duration for that viewshed is long-term.

For any of the Build Alternatives, a new bridge would be considered an additional viewshed for users of the Wellsburg Historic District and Wharf. This is considered to be an enhancement to the existing viewshed.

Views from along the Ohio River Scenic Byway, OH 7, would exhibit a high visual impact since a new bridge would provide an additional viewshed for scenic byway users. A new bridge is considered to be an enhancement to the views from the Ohio River Scenic Byway; however, a new bridge would inhibit the existing views of the West Virginia hillside and Ohio River. The viewing duration along the scenic byway is considered to be short-term since it would be a continuous view while traveling along the byway itself.

Although the viewing duration for users of the Brooke Pioneer Trail is short-term, all Build Alternatives would span over the trail. This creates a permanent change to the existing views while on the trail, therefore, creating a high visual impact.

In summary, Build Alternative 2, 2B, 8, or 8B would not adversely impact the views from any of the viewsheds within the West Virginia or Ohio landscapes. The construction of a new bridge crossing would alter the physical appearance of the community; however, it is viewed by the public as a needed transportation mobility option between Ohio and West Virginia.

Mitigation

West Virginia and Ohio

Mitigation measures will be implemented during design of the Preferred Alternative according to WVDOT and ODOT policies and procedures. When determining mitigation measures, the BHJ 2030 Plan's Environmental Factors & Mitigation and the Brooke County Long Range Plan's Land Use Plan measures, objectives and goals should be considered. BHJ's Environmental Factors & Mitigation suggests:

- Considering landscaping.
- Installing beautification elements.
- Limiting construction to specific times.
- Implementing design refinements.

The Brooke County Long Range Plan's Land Use Plan includes objectives and goals including:

- Identifying historical, scenic, archaeological, architectural or similar significant lands or buildings and specify preservation plans and programs so as not to unnecessarily destroy the past development which may make a viable and affordable contribution in the future.
- Requiring that the design is consistent with the land use component, set goals, plans and programs to promote a sense of community, character and identity.
- Promoting cost-effective development of community facilities and services.
- Reducing the destruction or demolition of historic sites and other resources by reusing land and buildings and revitalizing areas.
- Creating conditions favorable to health, safety, economic development, mobility and transportation.

It should be noted the design and aesthetic characteristics of a new bridge has not been determined at this phase, although the bridge would be designed with

sensitivity to the community context. In terms of its scale and design, the bridge is anticipated to be designed as a new viewshed to act more as an enhancement to the existing views.

3.3.11. Energy Impacts

The two operational existing bridges in the Steubenville/Weirton vicinity, the US 22 Veterans Memorial Bridge and Market Street Bridge, act as the only transportation connections between West Virginia and Ohio in the region. The Market Street Bridge is weight restricted and thus only passenger vehicles can use the span. The US 22 Veterans Memorial Bridge is the only bridge in the region which allows heavy industrial, commercial and emergency highway vehicles to cross the river, therefore, a significant amount of energy is currently expended to cross the Ohio River.

This analysis evaluated two types of energy: 1) construction energy and 2) operational energy. Construction energy is the energy required building a new bridge and energy expended by vehicles delayed by construction activities. Initial energy expenditure is required to construct the new bridge. Operational energy is related to the VMT and energy expended to operate the vehicles utilizing the roadway network.

Environmental Impacts

West Virginia and Ohio

Construction Energy

The amount of energy required for each of the Build Alternatives is directly related to the surface area of construction. It is assumed that vehicle delay due to construction is proportional to the surface area for each Build Alternative. The No-Build Alternative does not require initial construction energy expenditure. Build Alternatives 2B and 8B require the most surface area for improvement of the Build Alternatives. The surface area in square yards of pavement for each of the Build Alternatives is listed below in Table 3-30 by state.

Table 3-30: Surface Area (SY) of Improvement

	Surface Area (SY of Pavement)			
	West Virginia	Ohio	Bridge Structure	Total
No-Build	0	0	0	0
Alternative 2	20,500	2,000	126,000	148,500
Alternative 2B	20,500	22,400	127,800	170,700
Alternative 8	20,600	4,200	127,200	152,000
Alternative 8B	20,600	26,800	130,200	177,600

Note: Surface Area of Improvement accounts for structure, approach slabs and tying the structure into the existing local roadway based on preliminary engineering estimates.

Operational Energy

The No-Build Alternative results in higher energy consumption per vehicle due to additional miles traveled leading to increased travel times and decreased efficiency.

Regardless of the location of the Build Alternative, a new bridge would create a shift in existing routes. Since the existing Ohio River crossings are located at Market Street and US 22, approximately six miles to the north of the study area, new routes would be considered to create less miles traveled, decrease travel times, avoid delay and increase overall efficiency. A savings in operational energy consumption results from implementation of a new bridge.

Emissions are correlated to energy use and are impacted by vehicle miles traveled (VMT) and operational efficiency. VMT is the total number of miles of travel by all vehicles within the BHJ Metropolitan Planning Area in an average day. In order to demonstrate energy savings, the future traffic model generated by BHJ was utilized for Alternative comparison purposes. The future traffic model for the year 2030 indicates that a new bridge crossing would allow for less vehicle miles traveled resulting in energy conservation (Snelting, 2010). Reductions in VMT are due to the less circuitous routes between the two states, but more specifically, between the origins and destinations of Brilliant and Wellsburg. Table 3-31 summarizes the forecasted 2030 miles less traveled for each of the alternatives.

Table 3-31: Vehicle Miles Traveled

	Vehicle Miles Traveled (2030)	Miles Less Traveled
No-Build	2,388,790	-
Alternative 2	2,366,660	-22,130
Alternative 2B	2,366,660	-22,130
Alternative 8	2,366,660	-22,130
Alternative 8B	2,366,660	-22,130

For each of the Build Alternatives, vehicle operating speeds will potentially decrease during construction. The adjacent roadways that form a connection with the bridge can expect additional traffic volumes. Table 3-32 lists the roadways that could potentially experience vehicular increases and operating speed decreases during construction of a Build Alternative and after the bridge is operational.

Table 3-32: Energy Changes Along Adjacent Roadways

	Adjacent Roadways	
	Ohio	West Virginia
Alternative 2	3 rd Street, Clark Way, Kelley Way, Cleaver Street	WV 2, CR 27
Alternative 2B	3 rd Street, Clark Way, Kelley Way, Cleaver Street, OH 7	WV 2, CR 27
Alternative 8	3 rd Street, Clark Way, Cleaver Street, Morris Street	WV 2, CR 27
Alternative 8B	3 rd Street, Clark Way, Cleaver Street, OH 7	WV 2, CR 27

Mitigation

West Virginia and Ohio

Energy impacts cannot be directly mitigated; however, the following measures should be considered for all the Build Alternatives:

- Delays along adjacent roadways due to construction would be minimized by construction phasing.
- Efforts will be made to utilize efficient construction methods and equipment to minimize construction energy consumption.
- Energy expenditure for construction will be recovered as the new improvements result in overall energy reduction.

3.3.12. Groundwater

Groundwater resources of the study area were assessed through the use of existing data gathered from the U.S. Environmental Protection Agency (USEPA)/Office of Drinking Water, the Ohio Environmental Protection Agency (OEPA)/Division of Drinking and Ground Waters (DDAGW), and the *EDR DataMap Well Search Report* prepared by Environmental Data Resources, Inc. (EDR, 2009). The location and existence of specific wells will be determined during design of the Preferred Alternative. It is assumed from the topography of the region and the location of the Ohio River that the surficial groundwater flows toward the Ohio River.

Environmental Impacts

West Virginia

Review of previously mentioned sources indicated that groundwater distributed by City of Wellsburg and water wells is the primary source of potable water in the study area. This includes all private property owners in Wellsburg and Beech Bottom, WV. No wellhead protection areas are known to be located in the study area. Additionally, the study area private property owners have public sewer service. City of Wellsburg also operates a wastewater treatment plant to the north of the study area that treats local wastewater. Impacts to the water supply and treatment system for each of the alternatives according to the available data are shown in Table 3-33.

Table 3-33: Groundwater Impacts, West Virginia

	Public Water Supply	Groundwater Wells	Wellhead Protection Areas	Treatment Facility
No-Build	N/A	N/A	N/A	N/A
Alternative 2	No Impacts	No Impacts	No Impacts	No Impacts
Alternative 2B	No Impacts	No Impacts	No Impacts	No Impacts
Alternative 8	No Impacts	No Impacts	No Impacts	No Impacts
Alternative 8B	No Impacts	No Impacts	No Impacts	No Impacts

Ohio

As previously mentioned, mapping was obtained from OEPA's Division of Drinking and Ground Waters to determine if there any potential drinking water resources in or near the project area. This mapping shows that there is one wellhead protection area to the west of the project area; however, there are no drinking water resources within any of the build alternatives. The drinking water resources' location is shown in relation to each Build Alternative in Exhibits 3-1 through Exhibit 3-4.

Mitigation

West Virginia

During final design every effort will be made to minimize the impacts to groundwater in the study area. In order to minimize potential impacts to groundwater resources, the following BMPs and recommendations will be considered and undertaken, where appropriate, during final design and construction:

- Prepare and implement an approved Erosion and Sedimentation Control Plan.
- Promptly revegetate all disturbed areas to prevent accelerated runoff to surface waters.
- Designate and construct all stormwater management facilities to prevent or minimize runoff.

- Minimize the amount of vegetative clearing and impervious surface within the right-of-way to reduce runoff.
- Consider the use of vegetated stormwater management basins to assist in the infiltration by soils of highway runoff.
- Coordinate mitigation activities with the natural resource agencies.

Ohio

As there are no drinking water resources within the Preferred Alternative, no mitigation is required.

3.3.13. Waste Areas

An Environmental Site Assessment (ESA) Screening and its addendum was conducted in December 2011 and January 2012 as per ODOT's Environmental Site Assessment Guidelines, dated April 2009, for Build Alternatives 2, 2B, 8 and 8B. A total of twenty-three properties were identified and investigated in the Build Alternatives. Based on the ESA Screening, one site in West Virginia and four sites in Ohio warranted a Phase I ESA.

The Phase I ESA for one site in West Virginia was conducted in accordance with the American Society for Testing and Materials (ASTM) 1527-05. The four Phase I ESA sites located in Ohio were conducted under ODOT's Environmental Site Assessment Guidelines, dated April 2009.

Environmental Impacts

West Virginia

The historical research found that the project area has been developed since at least the early 1900s. This development includes railroad tracks and residential properties and is consistent with current land uses. An environmental database search was conducted by Environmental Data Resources (EDR) for the project area on September 14, 2011. Although the EDR database did not identify any environmental records for sites in West Virginia, one site of concern was identified during the historical research. As shown in Exhibit 3-5, Site R, known as the Zatta property, is located on the slope above the Ohio River on the West Virginia side. This property is an active farm that is also being used as a salvage yard and is located outside of the project boundaries.

The No-Build and Build Alternatives 2, 2B, 8 and 8B do not impact any identified waste areas in West Virginia.

Ohio

The ESA Screening consisted of identification of all properties within the Build Alternatives, a regulatory database search, a cursory review of historical aerial

photographs, and a site inspection. Based on the information collected during the ESA Screening, four sites were investigated in the Phase I ESA.

The Phase I ESA investigation consisted of a detailed review of historical review for each site noted below through historical aerial photographs, city directories and other historical information, a regulatory file review, a site reconnaissance, and interviews. Based on this information, a Phase II ESA is warranted for all four sites for the reasons stated below.

- Zimnox Coal Company, 1210 3rd Street (Site K) – The Bureau of Underground Storage Tanks Regulations (BUSTR) file for this site indicates that the underground storage tanks (USTs) were removed in 1992; however, the owner has yet not submitted a Closure Report as required. In addition, the BUSTR file indicated that the soils removed from the tank cavity was placed in a Zimnox owned coal mine. Because of the open BUSTR case and the lack of a closure report to determine if the site has been impacted from its USTs, a Phase II ESA is warranted.
- Steel Valley Tank and Welding Inc., 24 County Road 7E (Site 26) – This site has potentially been used as a construction demolition and debris (CD&D) landfill which also accepted slag. In addition, sand blasting to remove paint from equipment has occurred outside. Therefore, a Phase II ESA is warranted to determine the potential waste materials that may be encountered during the project's construction.
- Marathon Gas Station (Midei Service Center), 1004 3rd Street (Site H) – This site currently has an active release and warrants a Phase II ESA to determine if the release has impacted the project area.
- Southeastern Equipment Company, 1356 3rd Street (Sites I and J) – The tenant currently conducted maintenance activities on this site and stores waste materials from this activity outside. A Phase II ESA is warranted to determine if the site has been contaminated from these practices.

The No-Build Alternative will not impact any of these sites in Ohio.

Mitigation

West Virginia

No sites were identified through the database search, review of historical data, and field reconnaissance. No mitigation is required.

As per ASTM standard (E 1527-05), it is recommended the findings be reevaluated if the Phase I ESA is more than 6 months old when property acquisition or construction begins.

Additionally, the construction documents will include notes that instruct contractors to immediately stop all subsurface activities in the event that potentially hazardous materials are encountered, an odor is identified, or significantly stained soil is visible. Contractors should be instructed to follow all applicable regulations regarding discovery and response for hazardous materials encountered during the construction process. Special care should be taken in the event of ground disturbance near the following site.

- Zatta Property (Site R), existing farm and salvage yard, Wellsburg, WV.

Ohio

A Phase II ESA Work Plan and Phase II ESA will be completed for the following sites if they are determined to be within the limits of the Preferred Alternative. Based on the results of the Phase II ESA, the appropriate remedial measures will be incorporated into the project plans as necessary.

- Zimnox Coal Company, 1210 3rd Street;
- Steel Valley Tank and Welding, Inc., 24 County Road 7E;
- Marathon Gas Station (Midei Service Center), 1004 3rd Street; and
- Southeastern Equipment Company, 1356 3rd Street.

3.3.14. Air Quality

The Federal Clean Air Act of 1970 (42 USC 7401 et seq.) required the USEPA to adopt ambient air quality standards. The USEPA has established National Ambient Air Quality Standards (NAAQS) for six criteria pollutants to protect the public from the adverse health effects associated with air pollution. A complete listing of the NAAQS is shown in Table 3-34. The primary standards are established at levels that are intended to protect the public health. Secondary standards are required to protect the public welfare from any known or anticipated adverse effects of a pollutant.

Table 3-34: National Ambient Air Quality Standards

Pollutant	Average Time	Primary	Secondary
Particulate Material (PM₁₀ = 10 microns or smaller)	24-hour	150 ug/m ³	Same as Primary
Particulate Material (PM_{2.5} = 2.5 microns or smaller)	24-hour Annual Mean	35 ug/m ³ 15 ug/m ³	Same as Primary
Sulfur Dioxide (SO₂)	24-hour Annual Mean 3-hour	0.14 ppm 0.03 ppm None	None None 0.5 ppm
Carbon Monoxide (CO)	8-hour 1-hour	9 ppm 35 ppm	Same as Primary Same as Primary
Ozone (O₃)	8-hour/day	0.075 ppm	Same as Primary
Nitrogen Dioxide (NO₂)	Annual Mean	0.053 ppm	Same as Primary
Lead (Pb)	Quarterly Mean	1.5 ug/m ³	Same as Primary

Pursuant to the Clean Air Act, USEPA has developed regional or local classifications for each Federal criteria pollutant. Areas where pollutant concentrations meet the NAAQS are classified as attainment and areas where concentrations of a pollutant exceed the NAAQS are designated as non-attainment.

This project is located within an area that is a maintenance area for the pollutants ozone and PM₁₀. For PM_{2.5}, the area is currently designated as nonattainment; however, on October 4, 2011 the USEPA proposed to determine the Steubenville-Weirton PM_{2.5} nonattainment area has clean data for the 2006 24-hour PM_{2.5} NAAQS. If this proposal is finalized, USEPA will acknowledge that monitors in the Steubenville-Weirton nonattainment area currently read as attainment relative to the 2006 PM_{2.5} standard. Ohio and West Virginia have also prepared draft requests for redesignation of their respective portions of the nonattainment area relative to the 1997 annual PM_{2.5} standard, and the comment period for each ended on April 3, 2012. The states will finalize these requests and submit to USEPA; after submittal, USEPA has up to eighteen (18) months to act on their requests. Should USEPA approve these requests, the area will ultimately be designated as attainment and will, for a period of 20 years, become a maintenance area for PM_{2.5}. When this designation is made, the states of Ohio and West Virginia will no longer be required to develop State Implementation Plans (SIP) identifying programs intended to achieve attainment of the NAAQS for the area. Instead, they will be required to submit maintenance plans to sustain attainment with the NAAQS.

There is a stay of the Cross-State Air Pollution Rule (CSAPR) which has delayed any redesignations by USEPA for PM_{2.5} until that matter is settled through the courts. Therefore, no determinations have been made to date on the clean data

proposal, and no estimate can be made for when a determination will be made for the yet to be submitted redesignation requests.

MPOs are also required to undertake conformity determinations on metropolitan transportation plans and improvement programs before they are adopted.

Environmental Impacts

West Virginia and Ohio

BHJ performed an air quality conformity analysis as part of the preparation of the *2030 Plan* and the *BHJ MPO TIP for Federal-Aid Projects 2012 through 2015 Four-Year Short Range Program*, adopted May 25, 2011 (most recent update is Revision 4 dated March 28, 2012). The proposed Ohio River Bridge Crossing is included among the projects that were evaluated in the air quality conformity analysis (BHJ, 2008 and 2010).

The air quality conformity analysis found the projects included in the 2030 LRTP will not cause or contribute to any new localized PM_{2.5} or 8-hour ozone violations or increase the frequency or severity of any PM_{2.5} or 8-hour ozone violations. The analysis determined the LRTP met the applicable criteria of 40 Code of Federal Regulations (CFR) 51 and 40 CFR 93 and conformed with the SIP for air quality. Because the project was included in the conformity analysis in the 2030 LRTP, it has been determined that the project has been accounted for in the motor vehicles emissions budget.

While the study area is considered maintenance for PM₁₀, the USEPA and the OEPA have determined this is the result of industrial point sources in Weirton and Follansbee in West Virginia and Steubenville and Mingo Junction in Ohio, and motor vehicle emissions have little to no impact on the area's maintenance status for PM₁₀. Since the overall contribution of motor vehicle emissions in these areas is small and thus any significant change in such emissions over time would be unlikely, no additional quantitative analysis is necessary for any transportation-related PM₁₀ impacts for the study area.

Due to the relatively minimal amount of ADT (10,000 vpd) and percentage of heavy vehicle traffic (2%) in 2030 for the project, it is not expected that the project will cause or contribute to any new localized PM₁₀ or PM_{2.5} violations or increase the frequency or severity of any PM_{2.5} violations. On October 31, 2011, USEPA Region 3 concurred via email that this project is not a project of air quality concern. Additionally, on November 1, 2011, OEPA concurred with USEPA's finding (see Appendix A for agency correspondence).

The constructed project will not result in an increase in the ADT of more than 10,000 vehicles within 10 years of project completion date. Also, the project does not involve a new project right-of-way that will have an ADT increase of more than 20,000 vehicles within 10 years of construction. Hence, no Carbon Monoxide studies are required.

Mobile Source Air Toxics (MSATs)

On September 30, 2009, the FHWA released an update to its interim guidance on when and how to analyze MSATs during the NEPA process for highways. In the context of a transportation facility, MSATs are compounds emitted from highway vehicles and non-road equipment. The FHWA guidance on the analysis of MSAT recommends:

- No analysis: For projects which qualify as categorical exclusion status (under 23 CFR 771.117(c), exempt under 40 CFR 93.126, or which have no meaningful potential MSAT effects because of no meaningful impacts on traffic volumes or vehicle mix.
- Qualitative analysis: For projects that serve to improve operations of highway, transit, or freight without adding substantial new capacity or without creating a facility that is likely to meaningfully increase MSAT emissions.
- Quantitative analysis: For projects which alter a major intermodal freight facility that has the potential to concentrate high levels of diesel particulate matter in a single location or those which create new or add significant capacity to urban highways where traffic volume is projected to be in the range of 140,000 to 150,000 annual average daily traffic (AADT) or greater by the design year.

The following qualitative analysis is consistent with ODOT's *Technical Guidance for Analysis of Mobile Source Air Toxics*, dated August 1, 2006 and ODOT's MSAT Analysis Flowchart, dated December 15, 2010, and in accordance with the FHWA interim guidance.

For any of the Build Alternatives, the amount of MSATs emitted would be proportional to the VMT, assuming that other variables such as fleet mix are the same for each Build Alternative. Because the VMT estimated for the No-Build Alternative is higher than for any of the Build Alternatives, higher levels of MSAT are not expected from any of the Build Alternatives compared to the No-Build. Currently, vehicles traveling between Brilliant and Wellsburg are required to complete an indirect, one-way 20-mile route. The Build Alternatives between Brilliant and Wellsburg provide a direct connection between the two communities and eliminates the out-of-direction travel required under existing conditions, thereby reducing the VMT as compared to the No-Build Alternative. In addition, because the estimated VMT under each of the Build Alternatives is the same, it is expected there

would be no appreciable difference in overall MSAT emissions among the various alternatives. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by 72% from 1999 to 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in virtually all locations.

Under each alternative there may be localized areas where VMT would increase and other areas where VMT would decrease. Therefore, it is possible that localized increases and decreases in MSAT emissions may occur. The localized increases in MSAT emissions would likely be most pronounced in the areas where the Build Alternative connects to WV 2 and OH 7 and along WV 2 and OH 7. However, even if these increases do occur, they too will be substantially reduced in the future due to implementation of EPA's vehicle and fuel regulations.

On October 31, 2011, ODOT initiated coordination with OEPA for MSATs. The correspondence requested review and comment on the qualitative analysis and indicates this project meets the criteria for "Low Potential MSAT Effects". On December 2, 2011, OEPA responded with no comments and concurred this is a project with low potential MSAT effects.

Construction-Related Particulate Matter

Demolition and construction activities can result in short-term increases in fugitive dust and equipment-related particulate emissions in and around the study area. (Equipment-related particulate emissions can be minimized if the equipment is well maintained). The potential for fugitive dust emissions typically is associated with building demolition, ground clearing, site preparation, grading, stockpiling of materials, on-site movement of equipment and transportation of materials. The potential is greatest during dry periods, periods of intense construction activity and during high wind conditions. The potential air quality impacts will be short-term, occurring only while demolition and construction work is in progress and local conditions are appropriate.

Mitigation

West Virginia and Ohio

With the application of appropriate measures to limit dust emissions during construction, none of the Build Alternatives will cause any significant, short-term particulate matter air quality impacts. Adherence to dust control measures in the

WVDOH Standard Specifications Roads and Bridges and the Ohio Construction and Material Specifications will help minimize the effects of construction on air quality.

3.3.15. Noise Impacts

A detailed traffic noise analysis was conducted in accordance with 23 CFR 772, *FHWA Highway Traffic Noise: Analysis and Abatement Guidance* (2010). This analysis also used the *ODOT Standard Noise Procedure for Analysis of Highway Traffic Noise*, dated April 26, 2011 as a general guidance. The study specifically used the ODOT criteria for establishing noise impacts to the project.

The FHWA established guidelines defining noise abatement criteria (NAC) as shown in Table 3-35. These criteria are set forth in 23 CFR 772. According to this regulation, noise abatement measures are considered if one of the following criteria are met:

- The design year predicted noise levels approach or exceed the noise abatement criteria.
- The design year predicted noise levels substantially exceed the existing noise levels.

FHWA allows the State Highway Authority (SHA) to establish the definition of “approach” and “substantially exceed”. Both WVDOH and ODOT Noise Analysis and Abatement Guidelines were used in the traffic noise analysis for this project. Noise levels of 1 dBA below FHWA’s NAC are considered as approaching noise impacts (66 dBA for residential use and 71 dBA for commercial use) and greater than 10 dBA as a substantial increase where mitigation measures must be considered.

Table 3-35: FHWA Noise Abatement Criteria (NAC)

Land Use Category	Leq(h)¹ (dBA)	Description of Land Use Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Residential
C	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails and trail crossings.
D ²	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars and other developed lands, properties or activities not included in A-D or F.
F	---	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical) and warehousing.
G	---	Undeveloped lands that are not permitted.

Note 1: *Leq(h)* – The hourly value of *Leq*. *Leq* is the equivalent steady-state sound level, which in a stated period of time contains the same acoustical energy as the time-varying sound level during the same period. For purposes of measuring or predicting noise levels, a receptor is assumed to be at ear height, located five feet above ground surface. (FHWA, 2010)

Note 2: Use of interior noise levels shall be limited to situations where exterior noise levels are not applicable, i.e., where there are no exterior activities to be affected by traffic noise, or where exterior activities are far from or physically shielded from the roadway in a manner that prevents an impact on exterior activities.

Traffic noise abatement measures must be considered when the FHWA NAC are approached, met, or exceeded. Noise abatement measures must be designed to be reasonable and feasible. Some of the mitigation measures to be considered are:

- Traffic management measures.
- Alteration of horizontal and vertical alignments.
- Acquisition of property rights for construction of noise barriers.
- Construction of noise barriers.
- Acquisition of undeveloped land for buffer zones.
- Noise insulation of Activity Category D land use facilities.

These measures were evaluated and it was determined noise barriers are the most practical noise abatement option as they are cost-effective and generally they could be built along the roadway within the existing right-of-way. Noise barriers are constructed only if they are effective in reducing traffic noise, feasible and reasonable. Some of the criteria used include:

- Feasibility – This generally deals with considering whether it is possible to build an abatement measure given site constraints and whether the abatement measure provides a minimum reduction in noise level.
 - An acoustically feasible barrier must reduce the traffic noise level by at least 7dBA at one location.
 - The barrier must meet the requirements of safety in accordance with state policies and procedures.
 - Feasibility factors should be considered like barrier height, topography, drainage, utilities, maintenance of abatement measures, maintenance of adjacent properties and access to adjacent properties.
 - Every possible attempt should be made to substantially reduce the traffic noise at all impacted receptors. Generally, these are the first row impacted receptors.
- Reasonableness – This is a more subjective criterion than feasibility. This implies that a good judgment is applied in arriving at a decision.
 - Total cost of the noise barrier should not exceed \$35,000 per benefited residence. The estimated cost of the noise barrier is based on the \$25 per square foot, the standard cost for the construction of noise barriers used in Ohio and West Virginia. A residence is considered benefited if traffic noise levels are reduced by 5 dBA or more as a result of a noise barrier (this may include second row receptors).
 - Adverse Impacts: noise barriers should not have significantly adverse environmental and social-economic impact.
 - Public Support: noise barriers are wanted by most impacted residents.

Data Collection

Existing traffic noise levels were measured at eleven representative locations within the study area in 2009. Four of these locations (O-05, O-06, O-16 and O-20) are within the footprints for Build Alternatives 2, 2B, 8 and 8B as shown in Exhibit 3-6. The levels were measured during the afternoon peak hour periods (4:00 p.m. to 6:00 p.m.) to represent the highest traffic noise levels. These periods provide the best opportunity to identify the highest existing traffic noise level, since they have the highest volume of traffic traveling at free flow speeds. Tuesday through Thursday were selected to perform the noise measurements because peak hour traffic volumes on these days represent the typical weekday traffic conditions. Air humidity, surface

characteristics and wind speeds have an effect on noise levels. Measurements were not taken during certain weather conditions, such as windy and rainy days to avoid inaccurate measurements of traffic noise. Monitored existing noise levels range from 56.5 dBA to 69.0 dBA, A-weighted (dBA).

Existing Noise Model and Calibration

A Traffic Noise Model (TNM) model was developed for the existing conditions using the existing roadway geometry, existing ground topography, traffic speeds, observed traffic volumes and observed vehicle mix. The existing measured noise levels were used to calibrate the traffic noise model. The majority of differences between the measured and modeled existing noise levels were within 3 dBA, which is the smallest change in sound level perceptible to human ears. The locations having more than 3dBA difference were calibrated by inputting terrain lines, ground zones, etc. in order to reduce the difference to 3dBA. Based on the results of the calibration process, the traffic noise model is accurate in predicting the existing traffic noise levels. The existing model was used as a basis for the future models and was updated according to the future 2030 conditions.

Environmental Impacts

West Virginia

Noise sensitive sites were identified within 500 feet from the proposed roadway, as shown in Exhibit 3-6. A total of eight traffic noise receptor locations, all representing the Brooke-Pioneer Trail, were evaluated for this study.

Traffic noise for future conditions was predicted using the calibrated TNM 2.5 model. Table 3-36 summarizes the existing and future traffic noise levels by alternative. As indicated, no sensitive receptors have levels above the NAC for the Existing, No-Build and all Build Alternatives. Since there are no impacts for any of the Build Alternatives, a determination of noise abatement effectiveness and cost analysis is not required.

Table 3-36: Summary of Traffic Noise Levels (dBA), West Virginia

Sensitive Receptor	Type	Noise Abatement Criteria	Existing	No-Build	Build Alternative			
					2	2B	8	8B
WV-1	Section 4(f)	66.0	55.0	55.0	56.0	56.0	56.5	56.0
WV-2	Section 4(f)	66.0	56.5	56.5	58.0	58.0	58.0	57.5
WV-3	Section 4(f)	66.0	57.5	58.0	60.5	60.0	60.0	59.5
WV-4	Section 4(f)	66.0	59.0	59.0	61.0	61.0	60.5	60.0
WV-5	Section 4(f)	66.0	60.0	60.0	61.0	61.0	61.0	61.0
WV-6	Section 4(f)	66.0	60.0	60.0	61.5	61.5	61.5	61.5
WV-7	Section 4(f)	66.0	59.5	59.5	61.0	61.0	61.5	61.0
WV-8	Section 4(f)	66.0	55.0	55.0	60.5	60.0	60.5	60.5

Ohio

Noise sensitive sites were identified within 500 feet from the proposed roadway, as shown in Exhibit 3-6. A total of sixteen traffic noise receptor locations (representing 120 residences, the Wells Township Community Park, Wells Township Pool, Allen Hawkey Courts and a school (track, football, baseball field) were evaluated for this study. Commercial properties were not analyzed because no outdoor areas of frequent human activity could be determined that would benefit from lower noise levels and generally the commercial properties would not desire any noise mitigation as they like to maintain their visibility.

Traffic noise for future conditions was predicted using the calibrated TNM 2.5 model. Table 3-37 summarizes the existing and future traffic noise levels by alternative. As indicated, seven sensitive receptors have levels above the NAC for existing, No-Build and all Build Alternatives.

Table 3-37: Summary of Traffic Noise Levels (dBA), Ohio

Sensitive Receptor	Type	Noise Abatement Criteria	Existing	No-Build	Build Alternative			
					2	2B	8	8B
O-01	Residential	66.0	68.0	68.5	69.0	68.5	69.0	69.0
O-02	Residential	66.0	64.0	64.0	65.5	64.5	65.0	64.0
O-03	Residential	66.0	61.5	62.0	63.5	62.5	64.0	63.0
O-04	Residential	66.0	69.0	70.0	71.5	73.5	75.5	71.0
O-05	Residential	66.0	60.5	61.0	64.5	64.5	65.5	64.5
O-06	Residential	66.0	66.0	67.0	67.0	68.5	71.0	72.5
O-07	Residential	66.0	59.0	60.0	62.0	63.5	64.5	64.5
O-08	Residential	66.0	58.5	59.0	61.0	61.5	62.0	62.0
O-09	Residential	66.0	56.5	58.0	59.0	60.5	61.5	63.0
O-10	Residential	66.0	59.5	61.5	59.0	61.5	59.5	62.5
O-11	Allen Hawkey Courts	66.0	63.0	63.5	63.5	63.5	64.0	64.0
O-12	School Playground	66.0	68.5	68.5	69.0	69.0	69.0	68.5
O-13	Wells Township Community Park	66.0	69.0	69.0	69.5	69.5	69.5	69.0
O-14	Wells Township Community Park	66.0	68.0	68.0	68.5	68.0	68.5	68.0
O-15	Swimming Pool	66.0	67.5	68.0	68.5	68.0	68.5	68.0
O-16	Elementary School	66.0	64.5	65.0	65.5	65.0	65.5	65.0

Note: Highlighted cells indicate that traffic noise impacts are predicted to occur

Noise Abatement Measures and Effectiveness

Traffic noise levels were calculated for each alternative, impacts were evaluated and potential noise barrier locations were determined. Receptors O-04 and O-06 were not analyzed for noise barriers because a continuous effective noise barrier could not be provided due to presence of access roads and driveways.

A total of two noise barriers for each alternative were considered for mitigating predicted traffic noise impacts. For all alternatives both barriers extend along OH 7. Barrier 1 is along the OH 7 SB entrance ramp and Barrier 2 is along OH 7 SB north of the Riddle Run interchange. The noise models were updated with potential noise barriers and traffic noise levels were predicted and analyzed. The noise barriers were evaluated to shield Receptors O-01, O-12, O-13, O-14 and O-15. Tables 3-38 and 3-39 summarize the dimensions and locations of the potential noise barriers for Barrier 1 and Barrier 2, respectively. Exhibit 3-6 illustrates the locations of these noise barriers.

Table 3-38: Potential Noise Barrier 1 Dimensions and Effectiveness

Alternative	Height (feet)	Length (feet)	Maximum Noise Level Reduction	Barrier Effective?
Alternative 2	25	1,000	3.5 dBA	No
Alternative 2B	25	850	5.0 dBA	No
Alternative 8	25	1,000	3.5 dBA	No
Alternative 8B	25	1,100	7.0 dBA	Yes

Table 3-39: Potential Noise Barrier 2 Dimensions and Effectiveness

Alternative	Height (feet)	Length (feet)	Maximum Noise Level Reduction	Barrier Effective?
Alternative 2	12	1,700	9.0 dBA	Yes
Alternative 2B	12	1,700	10.0 dBA	Yes
Alternative 8	12	1,700	9.0 dBA	Yes
Alternative 8B	12	1,700	9.0 dBA	Yes

A noise barrier is considered acoustically feasible if it reduces noise level by at least 7dBA or more at least at one location and at least 5dBA noise reduction for majority of receptors. As shown in Table 3-38, Barrier 1 was unable to provide the minimum noise reduction of 7dBA as required for Build Alternatives 2, 2B and 8; therefore, it is not considered to be feasible for those alternatives. Whereas, Barrier 1 for Build Alternative 8B and Barrier 2 for all Build Alternatives are feasible and effective in traffic noise reduction. Hence, Barrier 1 (Alternative 8B) and Barrier 2 (all alternatives) were considered for reasonableness and a barrier cost analysis was conducted.

Barrier Cost Analysis

In addition to being effective in traffic noise level reduction, barriers must be cost-effective. In accordance with ODOT policy, it was determined that a cost-effective barrier should cost \$35,000 or less per benefitted residence. A residence is considered benefitted, if traffic noise levels are reduced by at least 5dBA as a result of a noise barrier. When calculating the cost of potential noise barrier, a unit cost of \$25 per square-foot was used, and assumed typical conditions for both the barrier and foundation. As the potential Barrier 2 is proposed over the existing OH 7 structure, additional bridge retrofits may be necessary for the barrier construction. Therefore, an additional \$400 per linear foot is assumed for upgrading the existing structure to accommodate the barrier wall. Also, a portion of Barrier 2 is located on a 2:1 slope which will require additional embedment depth for the drilled shaft foundation. Therefore, an additional \$350 per linear foot is assumed for the 600-foot portion of the barrier which is on a 2:1 slope.

For calculating benefitted receptors, equivalent residential receptors at a school (O-12, O-16) and Wells Township Community park (O-13, O-14 and O-15) were calculated in accordance with ODOT policy. Tables 3-40 and 3-41 present the Barrier Cost Analysis summary for Barriers 1 and 2, respectively.

The cost per benefitted receptor for both Barriers is greater than the minimum limit of \$35,000 per benefitted receptor. Therefore, Noise Barrier 1 for Build Alternative 8B and Noise Barrier 2 for all Build Alternatives along OH 7 are not reasonable based on the cost per benefitted receptor.

Table 3-40: Barrier Cost Analysis for Barrier 1

	Barrier Area (ft²)	Structure Retrofit Cost	Foundation Cost	Total Cost	Benefitted Receptor	Cost per Benefitted Receptor	Barrier Cost-Effectiveness
Alt 8B	27,500	N/A	N/A	\$687,500	9	\$76,400	No

Table 3-41: Barrier Cost Analysis for Barrier 2

	Barrier Area (ft²)	Structure Retrofit Cost	Foundation Cost	Total Cost	Benefitted Receptor	Cost per Benefitted Receptor	Barrier Cost-Effectiveness
Alt 2	20,400	\$240,000	\$210,000	\$960,000	27	\$35,600	No
Alt 2B	20,400	\$240,000	\$210,000	\$960,000	27	\$35,600	No
Alt 8	20,400	\$240,000	\$210,000	\$960,000	27	\$35,600	No
Alt 8B	20,400	\$240,000	\$210,000	\$960,000	27	\$35,600	No

Seven noise receptors (O-1, O-4, O-6, O-12, O-13, O-14 and O-15) for all Alternatives were found to approach or exceed the FHWA NAC. Two barriers were evaluated as noise mitigation options. Barrier 1 was along SB OH 7 Entrance Ramp

and Barrier 2 was along SB OH 7 before the Riddles Run interchange. Barrier 1 (for Build Alternatives 2, 8 and 8B) was neither feasible nor reasonable. Whereas, Barrier 1 for Build Alternative 8B) and Barrier 2 for all Build Alternatives were feasible but not reasonable based on the cost-analysis.

On December 27, 2011, ODOT concurred that noise barriers were not found to be feasible and reasonable, and no further action was required. See correspondence in Appendix A.

Mitigation

West Virginia

No mitigation is required.

Ohio

Since noise barriers are not considered reasonable or feasible, no further mitigation requirements are recommended.

3.3.16. Cumulative and Secondary Impacts

Cumulative Impacts

The Council of Environmental Quality (CEQ) defines cumulative impacts as those “impacts on the environment which result from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions” (40 CFR 1508.7). These impacts are ones, when considered in conjunction with other foreseeable projects, which result in a combined effect greater than individual impacts.

There have been some preliminary studies conducted for potential port locations along the Ohio River from Chester to New Martinsville in West Virginia. The new proposed bridge may have a role in site location for the ports. Also, the WV 2/I-68 Authority is advocating to extend I-68 to WV 2 and to widen WV 2 to a four-lane facility along the Ohio River.

As referenced in the Purpose and Need, the three bridges in the Steubenville/Weirton area are either scheduled for closure or improvement. The Fort Steuben Bridge was recently demolished in February 2012. The Market Street is beyond its design life, has weight restrictions and future maintenance is limited. A new bridge connecting Steubenville to West Virginia near Washington Street is under consideration, but is listed as a lower priority than this project. ODOT is also considering access improvements for the Veterans Memorial Bridge, including a possible realignment of OH 7 and its intersection with University Avenue and the bridge ramps. WVDOH has recently made access improvements for this bridge.

The cumulative impacts of these projects along with the proposed bridge will provide greater benefits than any project individually. In combination, these projects will improve the regional connectivity and will reduce travel times considerably. These improvements will attract more businesses to the area and will help improve the economic growth of the region.

No substantial cumulative impacts have been identified. Therefore, no mitigation is required.

Secondary Impacts

According to the Council of Environmental Quality (CEQ), the guidelines for implementing the National Environmental Protection Act (NEPA) defines secondary impacts as those “which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable” (40 CFR 1508.8). These project induced impacts include various impacts, such as alteration in land use, changes in population growth pattern, economic development, water quality and changes in other natural resources.

The new Ohio River Bridge would be key in solving the regional transportation issues by providing better access and reducing travel time throughout the region. Generally, improved access compliments the existing developments and assists in additional growth. There has been an overall population decline in and around the study area. The population of Brooke County and Jefferson County has been declining over the past 20 years and is expected to continue declining into 2030. It is projected that the population in the BHJ region may decline by 18% by 2030. Considering the Market Street Bridge and the Fort Steuben Bridge would both be out of service by the year 2030, the new Ohio River Bridge has the potential to slow or reverse the declining population trend in both Brooke and Jefferson Counties.

In the past years, the industrial developments along the river have provided employment opportunities for both states. Currently there are very limited opportunities to travel between the two states, with the majority of travel being north south movements along the river.

It is estimated that there will be a 12.8% decline in employment from 2000 to 2030. With the construction of this new bridge the inter-state travel would become more efficient and economical and may help in the expansion and diversification of business along the river. Additionally, the new bridge may facilitate new development in Wellsburg and Brilliant, in turn creating more jobs and enhancing regional economic growth.

With the improved access between WV 2 and OH 7, the area will be more attractive to businesses. There are various underutilized regional development sites to the

north and south of study area. Although there is ample opportunity for land development at these sites, over the past few decades, there has been very little development. This new bridge will connect these small communities and may help restore stability in the region and encourage economic and population growth in the area. The Build Alternatives may facilitate a faster build-out of Wellsburg and Brilliant areas than the No-Build Alternative. It is anticipated that the economic benefits related to employment and tax revenues will also occur faster in the Build Alternatives than the No-Build Alternative. The rate at which these areas develop for commercial use may stimulate and sustain economic development.

Secondary impacts from re-suspended riverbed sediment may include sediment deposition on fish spawning areas, floodplains and wetlands. The permanent placement of the bridge will contribute to increased run-off from the bridge deck and associated causeways and the potential for spills of hazardous materials during transportation. Long-term water quality impacts associated with run-off are anticipated to be minimal, especially since the river is no longer receiving run-off from the Fort Steuben Bridge that was recently closed.

No significant secondary impacts are anticipated; therefore, no mitigation is required.

3.4. Temporary Construction Impacts

Environmental Impacts

Ohio River

Phase 1 will include the construction of the river piers and structure. Because the majority of the work in this phase will be performed in the river or along the river, little to no disruption to WV 2 or OH 7 is anticipated. There may be some minor disruptions as materials, such as concrete or beams, are delivered to the project site and staging areas. In this event, the use of flaggers will control traffic through the project. Construction of piers, cofferdams or any other structures in the river will be done in accordance with direction provided by the USCG.

West Virginia

Construction of the proposed WV 2 with the proposed intersection will include a significant amount of earthwork to widen the roadway to a four-lane with auxiliary lanes typical section and bench the hillside. Temporary closures are anticipated while the contractor performs earthwork operations. No detours are expected.

To maintain the safety for users of the Brooke-Pioneer Trail, temporary closures of the trail will be required during earthwork and overhead beam construction. As determined in the Section 4(f) de minimis Impact Analysis, the trail will be closed during construction.

Ohio

Construction of the 3rd Street with proposed intersection will require shoulder and/or lane closures as the intersections and proposed turn lanes are constructed. All Build Alternatives will have similar impacts for the structures to be placed over OH 7 and the railroads. Build Alternatives 2B and 8B will have the most impacts to OH 7 due to the proposed interchange construction and will likely require closure of the outside lane for an extended period of time while the interchange ramps are constructed and the existing Riddle Run interchange ramps are removed. Crossovers on OH 7 would also be necessary during OH 7 bridge reconstruction.

The No-Build Alternative will not have temporary construction impacts. All Build Alternatives will have similar construction impacts for work performed in the Ohio River, along WV 2, over the Brooke-Pioneer Trail, over OH 7 and over the Norfolk Southern Railroad and Wheeling & Lake Erie Railway. The construction impacts for OH 7 will vary by alternative. Build Alternatives 2 and 8 will have the least amount of impacts to OH 7 since there will be no work directly on OH 7.

Mitigation

West Virginia and Ohio

During construction, traffic control will be maintained according to the Manual on Uniform Traffic Control Devices (MUTCD), the WVDOT Manual on Temporary Traffic Control for Streets and Highways and the Ohio Manual of Uniform Traffic Control Devices (OMUTCD), along with all restrictions and requirements described in permits obtained from regulatory agencies. As per the General Bridge Act of 1946 (33 U.S.C. 525-533), as amended, a USCG Bridge Permit will be required for all construction, maintenance and operations of bridges over the navigable waters of the United States.

Pedestrian traffic control along the Brooke-Pioneer Trail will be in accordance with all Section 4(f) provisions.

3.5. Capacity Analyses

In June 2009, the Traffic Study for the Proposed Ohio River Bridge crossing was completed. In April 2011, Addendum #1 to that Traffic Study was submitted. In those documents, capacity analyses were performed for the ramp merge/diverge areas, ramp termini intersections and other proposed intersections for 2012 and 2030 No-Build and Build scenarios to evaluate the existing and future operations of the study area. Highway Capacity Software (HCS+T7F), Version 5.4, was used to determine the level of service (LOS) for the design hour volumes (DHVs).

Environmental Impacts

West Virginia

No-Build

As shown in Table 3-42, the No-Build Alternative will not impact the operations of WV 2 in the study area.

Build Alternatives 2, 2B, 8 and 8B

Due to the similarities of their design and layout, all Build Alternatives have the same projected operations as shown in Table 3-42.

Table 3-42: Intersection Levels of Service, West Virginia

Intersection	No-Build		Build Alternatives 2, 2B, 8 and 8B	
	2012	2030	2012	2030
WV 2 with CR 67	A	A	A	A
WV 2 with Proposed Bridge	-	-	B	B

Ohio

No-Build

As shown in Table 3-43, all existing intersections in the study area are expected to operate at LOS C or better for the 2012 and 2030 No-Build scenarios. The ramp merge and diverge areas for the existing interchanges in Brilliant are expected to operate at LOS A for the 2012 and 2030 No-Build scenarios as shown in Table 3-44.

Build Alternatives

Due to the similarities of their design and layout, Build Alternatives 2 and 8 were analyzed together, as were Build Alternatives 2B and 8B. Tables 3-43 and 3-44 provide the intersection and merge/diverge area operations for each alternative, respectively.

Alternatives 2 and 8

In Build Alternatives 2 and 8, the proposed bridge connects to 3rd Street at a proposed intersection with Clark Way and Cleaver Street, respectively. These intersections, along with all other existing intersections are expected to operate at a LOS C or better in the 2012 and 2030 Build scenarios. As shown in Table 3-44, all merge/diverge areas at the existing interchanges are projected to operate at LOS A for the 2012 and 2030 Build Alternatives 2 and 8 scenarios.

Alternatives 2B and 8B

The 3rd Street with proposed bridge intersection differs between Build Alternatives 2B and 8B. The new intersection on 3rd Street is at Clark Way for Build Alternative 2B and one block north at Cleaver Street for Build Alternative 8B. As shown in Table 3-43 the

proposed bridge with 3rd Street and Clark Way intersection is anticipated to operate at LOS B in 2012 and 2030 for Build Alternatives 2B. The proposed bridge with 3rd Street and Cleaver Street intersection is anticipated to operate at LOS B in 2012 and LOS C in 2030 for Build Alternative 8B.

Build Alternatives 2B and 8B are very similar in design and therefore, the analyses for these Build Alternatives have been combined for the proposed ramp merge/diverge areas and ramp termini intersections. The proposed bridge with the OH 7 NB Ramp termini and OH 7 SB Ramp termini are expected to operate at LOS B for 2012 and 2030. The operations at these intersections were analyzed for three options. In each option, the lane configurations were varied to allow for exclusive turn lanes or shared left-thru lanes while maintaining the 60 foot typical section. Based on the analysis, the intersections operated at LOS B regardless of lane configuration. The options tested are summarized below:

- Option One provides two thru lanes in each direction at the interchange with left-turn lanes for the EB and WB movements. This option provides a protected left-turn phase but as a result of the added turn lanes, it also decreases the width of the lanes to 11 feet between the ramp termini intersections.
- Option Two provides two lanes in each direction across the bridge as well; however the left-turn movement is shared with the thru.
- Option Three reduces the typical section to three lanes with wide shoulders between the two ramp termini intersections. This eliminates the shared lane, but also reduces the thru lanes on the bridge to one. In addition, the thru movement across the bridge will have an offset of up to 6 feet.

As shown in Table 3-44, all evaluated merge/diverge areas for the proposed interchange for Build Alternatives 2B and 8B are projected to operate at LOS A.

Table 3-43: Intersection Levels of Service, Ohio

Intersection	No-Build		Build Alternatives			
			2 and 8		2B and 8B	
	2012	2030	2012	2012	2012	2030
Riddles Run Interchange						
3rd Street with OH 7 SB Ramps	B ¹	B ¹	B	B	-	-
3rd Street with OH 7 NB Entrance Ramp ¹	-	-	A	A	-	-
3rd Street with OH 7 NB Exit Ramp ¹	C	C	B	C	-	-
3rd Street with Proposed Bridge (2B/8B)	-	-	B	C	B/B	B/C
Proposed Interchange						
SR 7 NB Ramps with Proposed Bridge	-	-	-	-	B	B
SR 7 SB Ramps with Proposed Bridge	-	-	-	-	B	B

Note 1: Intersection is unsignalized; LOS is for stop-controlled approach

Table 3-44: Ramp Merge/Diverge Levels of Service, Ohio

Merge/Diverge Area	No-Build		Build Alternatives			
			2B and 8B		2 and 8	
	2012	2030	2012	2030	2012	2030
OH 7 and Brilliant SB Ramps Interchange (Northern Interchange)						
SR 7 SB Exit Ramp	A	A	A	A	A	A
SR 7 SB Entrance Ramp	A	A	A	A	A	A
OH 7 and Riddles Run Interchange (Southern Interchange)						
SR 7 SB Exit Ramp	A	A	-	-	A	A
SR 7 SB Entrance Ramp	A	A	-	-	A	A
SR 7 NB Exit Ramp	A	A	-	-	A	A
SR 7 NB Entrance Ramp	A	A	-	-	A	A
Proposed OH 7 Interchange (Alts 2B and 8B Only)						
SR 7 SB Exit Ramp	-	-	A	A	-	-
SR 7 SB Entrance Ramp	-	-	A	A	-	-
SR 7 NB Exit Ramp	-	-	A	A	-	-
SR 7 NB Entrance Ramp	-	-	A	A	-	-

The No-Build Alternative will have no immediate impacts to the existing roadway system capacity. However, the deterioration and eventual closing of the Market Street Bridge, along with the demolition of the Fort Steuben Bridge could cause increased traffic to the US 22 Veterans Memorial Bridge and the associated US 22/OH 7/University Boulevard intersections. Currently, BHI is anticipating renovations be done to these intersections to help future capacity. If the proposed modifications to these intersections are not completed, the additional traffic could cause negative impacts to the system in that area.

Mitigation

West Virginia and Ohio

The proposed intersections will be studied further during final design and designed according to the ODOT's Location & Design Manual, Volume 1 in Ohio and the appropriate Design Directives in West Virginia. This will include the design of lane configurations, taper rates and storage lengths.

3.6. Environmental Commitments

A summary of the environmental commitments for the Proposed Ohio River Bridge project are listed in Table 3-45.

Table 3-45: Summary of Environmental Commitments

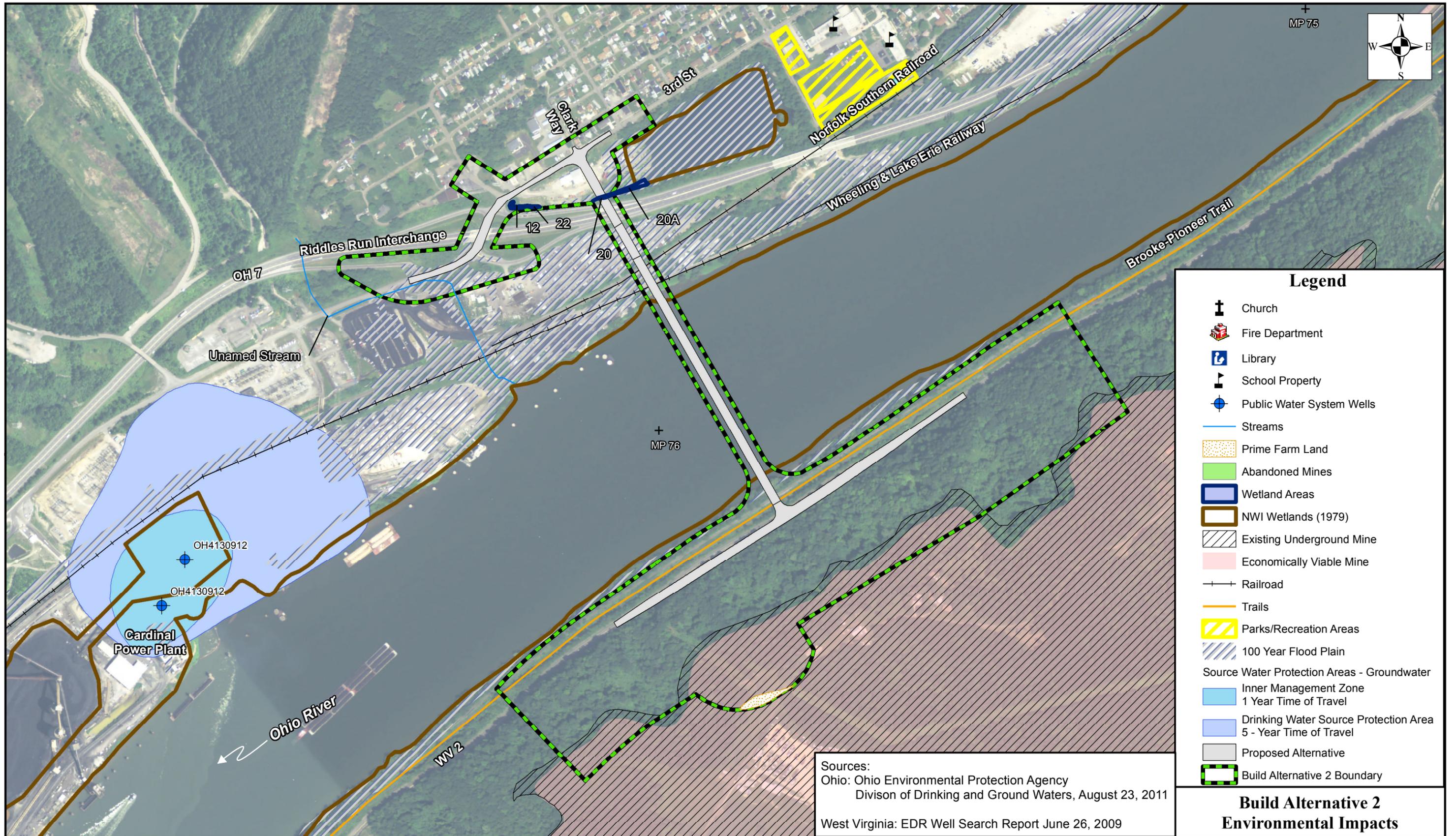
	Environmental Resource	Environmental Mitigation and Commitment
Socioeconomic	Demographics	No mitigation required.
	Environmental Justice	No mitigation required.
	Right-of-Way and Displacements	<u>West Virginia and Ohio:</u> All acquisitions and displacements will follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, WVDOT, and ODOT policies, and applicable West Virginia and Ohio laws.
	Community Facilities and Services	No mitigation required.
	Community Cohesion	No mitigation required.
	Changes in Travel Patterns	<u>West Virginia and Ohio:</u> Need for turn lanes, signalization, and other improvements to enhance operations will be evaluated during design phase.
	Land Use	No mitigation required.
Cultural Resource	Archaeological Resources	<u>West Virginia:</u> Preparation of a Phase 1B report and additional surveys and reports, if required. <u>Ohio:</u> No mitigation required.
	Historic Resources	No mitigation required.
	Publicly Owned Land/Section 4(f) Properties	<u>West Virginia:</u> Commitments as agreed to within the approved Section 4(f) de minimis finding. <u>Ohio:</u> No mitigation required.
Natural Environment	Floodplain Encroachment	<u>West Virginia and Ohio:</u> An Erosion and Sedimentation Control Plan and detailed hydraulic analysis will be prepared during the design phase. Construction within the floodplains will be coordinated with and permits submitted to the USACE, local Floodplain Managers, and state resource agencies, as required.

Environmental Resource	Environmental Mitigation and Commitment
Wetlands and Stream Impacts	<p><u>West Virginia and Ohio:</u> A Wetland Delineation Report will be prepared during the design phase to determine specific impacts associated with the proposed project. Wetland impacts will be mitigated prior to completion of the project. Selection and design of the mitigation will be coordinated with the USACE Huntington District as the lead agency and the following cooperating agencies: WVDOT and ODOT, the WVDNR and ODNR and WVDEP and OEPA, as part of the Section 404 permitting process.</p>
Water Quality	<p><u>West Virginia and Ohio:</u> A USACE Section 404 permit and Section 401 Water Quality Certification will be prepared. Best management practices (BMPs) will be incorporated into the design to reduce the potential to surface water impacts.</p>
Wild and Scenic Rivers	<p>No mitigation required.</p>
Natural and Wild Areas	<p>No mitigation required.</p>
Vegetation and Wildlife	<p><i>Landcover Types and Vegetation</i> <u>West Virginia and Ohio:</u> Disturbed areas will be re-vegetated after construction.</p> <p><i>Wildlife</i> <u>West Virginia and Ohio:</u> An Erosion and Sedimentation Control Plan will be prepared during the design phase to minimize species impacts. Disturbed areas will be re-vegetated after construction to reintroduce habitat.</p>
Rare, Threatened and Endangered Species	<p><i>Bald Eagle</i> <u>West Virginia and Ohio:</u> If Bald Eagle habitat is identified during construction, the USF&WS will be notified and applicable mitigation measures established.</p> <p><i>Mussels</i> <u>West Virginia and Ohio:</u> Pollution prevention and stormwater BMPs will</p>

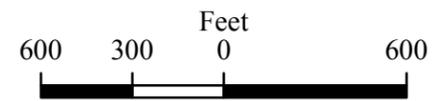
Environmental Resource	Environmental Mitigation and Commitment
	<p>be implemented around the proposed construction areas to limit impacts to water quality and potential mussel habitat in the Ohio River. Additional mussel consultation with both the West Virginia and Ohio USF&WS, WVDNR and ODNR will be conducted prior to construction.</p> <p><i>Salamanders</i></p> <p style="padding-left: 40px;"><u>West Virginia:</u> No mitigation required.</p> <p style="padding-left: 40px;"><u>Ohio:</u> Pollution prevention and stormwater BMPs will be implemented around the proposed construction areas to limit impacts to water quality and potential salamander habitat in the project area. Additional salamander consultation with the USF&WS-Ohio, and ODNR will be conducted prior to construction.</p>
Prime and Unique Farmland	No mitigation required.
Geologic Resources and Mining	<p style="padding-left: 40px;"><u>West Virginia:</u> A coal valuation will be performed during right-of-way acquisition.</p> <p style="padding-left: 40px;"><u>Ohio:</u> No mitigation required.</p>
Aesthetics	<p style="padding-left: 40px;"><u>West Virginia and Ohio:</u> Consideration for aesthetic features according to WVDOT and ODOT polices and procedures will be included during the design phase.</p>
Energy Impacts	No commitments
Groundwater	<p style="padding-left: 40px;"><u>West Virginia:</u> An Erosion and Sedimatisation Control Plan will be prepared during the design phase to minimize groundwater impacts. BMPs will be incorporated into the design to reduce the potential to groundwater impacts.</p> <p style="padding-left: 40px;"><u>Ohio:</u> No mitigation required.</p>

Environmental Resource	Environmental Mitigation and Commitment
<p>Waste Areas</p>	<p><u>West Virginia:</u> Findings will be reevaluated if the Phase I ESA is more than six months old when property acquisition or construction begins. Contract documents will note that special care should be taken in the event of ground disturbance near the Zatta Property, an existing farm and salvage yard in Wellsburg, West Virginia.</p> <p><u>Ohio:</u> A Phase II ESA Work Plan and Phase II ESA will be completed for the Zimnox Coal, Steel Valley Tank and Welding, Marathon Gas Station and Southeast Equipment Company if they are within the Preferred Alternative. Based on the results of the Phase II ESA, the appropriate remedial measures will be incorporated into the project plans as necessary.</p>
<p>Air Quality</p>	<p>No mitigation required.</p>
<p>Noise Impacts</p>	<p>No mitigation required.</p>
<p>Cumulative and Secondary Impacts</p>	<p>No mitigation required.</p>
<p>Temporary Construction Impacts</p>	<p><u>West Virginia</u> Commitments as agreed to within the approved Section 4(f) de minimis finding. A USCG Bridge Permit will be prepared.</p> <p><u>Ohio</u> No mitigation required.</p>
<p>Capacity Analyses</p>	<p><u>West Virginia and Ohio:</u> Need for turn lanes, signalization, and other improvements to enhance operations will be evaluated during design phase.</p>

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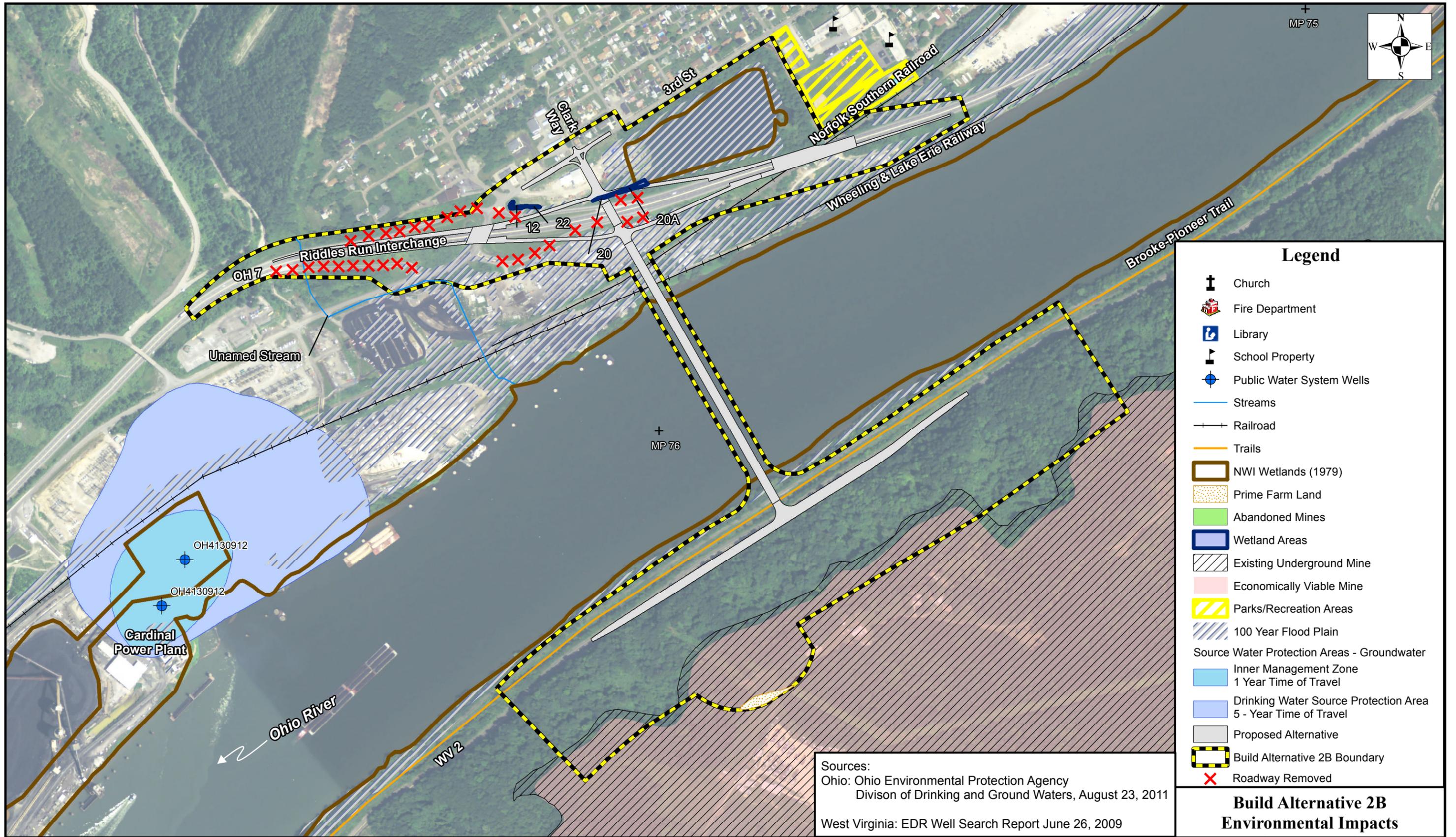


PROPOSED OHIO RIVER BRIDGE
BROOKE COUNTY, WV AND JEFFERSON COUNTY, OH
 STATE PROJECT: S205-2/23-0.00 00; FEDERAL PROJECT: HPP-0223(003)D; PID:79353



**Build Alternative 2
 Environmental Impacts**

Job No.	Date	Exhibit
83938	12/02/11	3-1



Legend

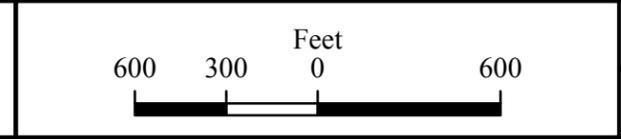
- Church
- Fire Department
- Library
- School Property
- Public Water System Wells
- Streams
- Railroad
- Trails
- NW1 Wetlands (1979)
- Prime Farm Land
- Abandoned Mines
- Wetland Areas
- Existing Underground Mine
- Economically Viable Mine
- Parks/Recreation Areas
- 100 Year Flood Plain
- Source Water Protection Areas - Groundwater
 - Inner Management Zone 1 Year Time of Travel
 - Drinking Water Source Protection Area 5 - Year Time of Travel
- Proposed Alternative
- Build Alternative 2B Boundary
- Roadway Removed

Sources:
 Ohio: Ohio Environmental Protection Agency
 Division of Drinking and Ground Waters, August 23, 2011
 West Virginia: EDR Well Search Report June 26, 2009

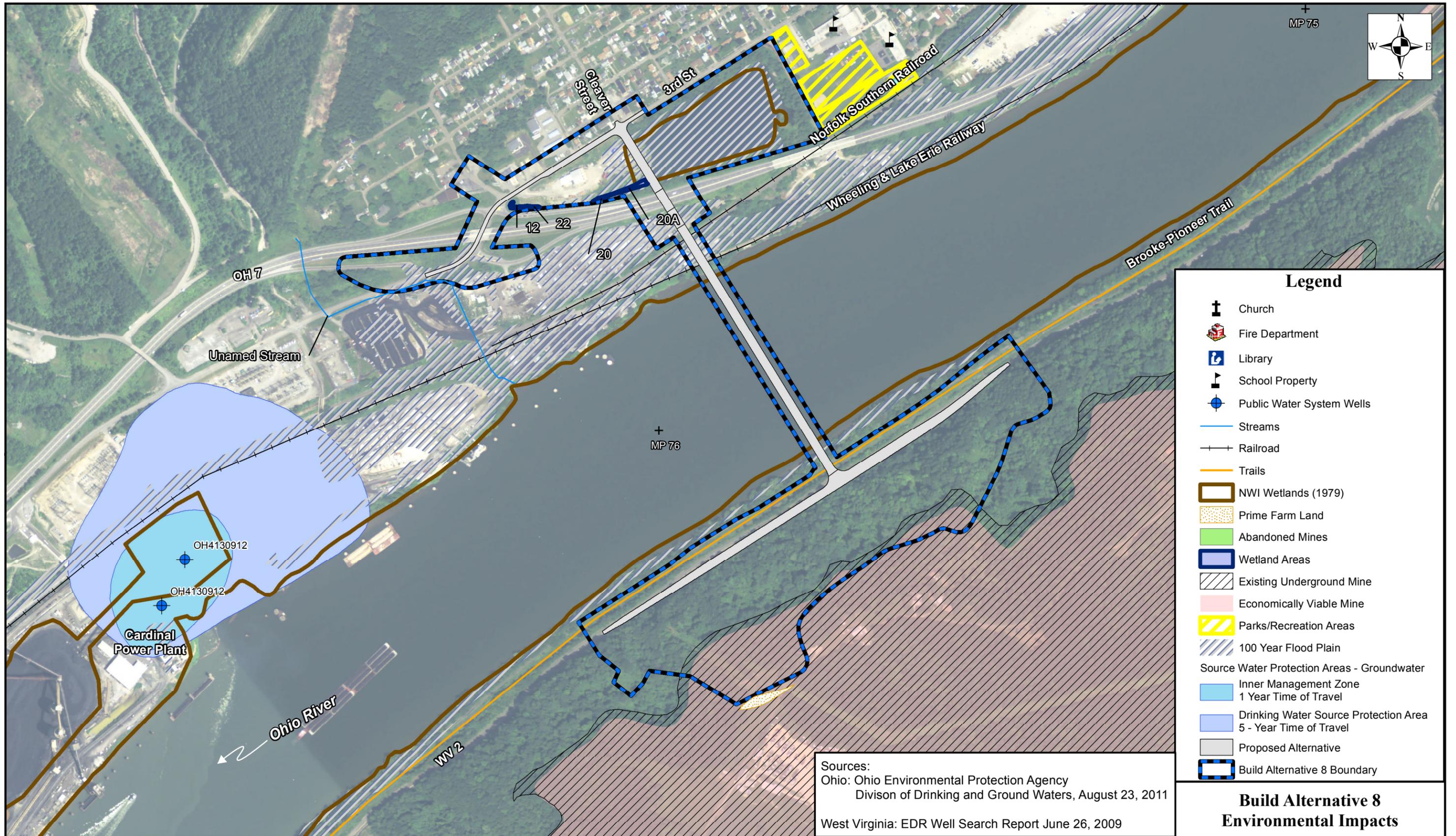
Build Alternative 2B Environmental Impacts



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Job No.	Date	Exhibit
83938	12/02/11	3-2



Legend

- Church
- Fire Department
- Library
- School Property
- Public Water System Wells
- Streams
- Railroad
- Trails
- NWI Wetlands (1979)
- Prime Farm Land
- Abandoned Mines
- Wetland Areas
- Existing Underground Mine
- Economically Viable Mine
- Parks/Recreation Areas
- 100 Year Flood Plain
- Source Water Protection Areas - Groundwater
 - Inner Management Zone 1 Year Time of Travel
 - Drinking Water Source Protection Area 5 - Year Time of Travel
- Proposed Alternative
- Build Alternative 8 Boundary

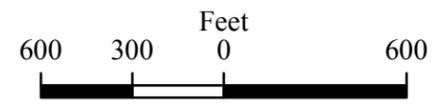
Sources:
 Ohio: Ohio Environmental Protection Agency
 Division of Drinking and Ground Waters, August 23, 2011
 West Virginia: EDR Well Search Report June 26, 2009

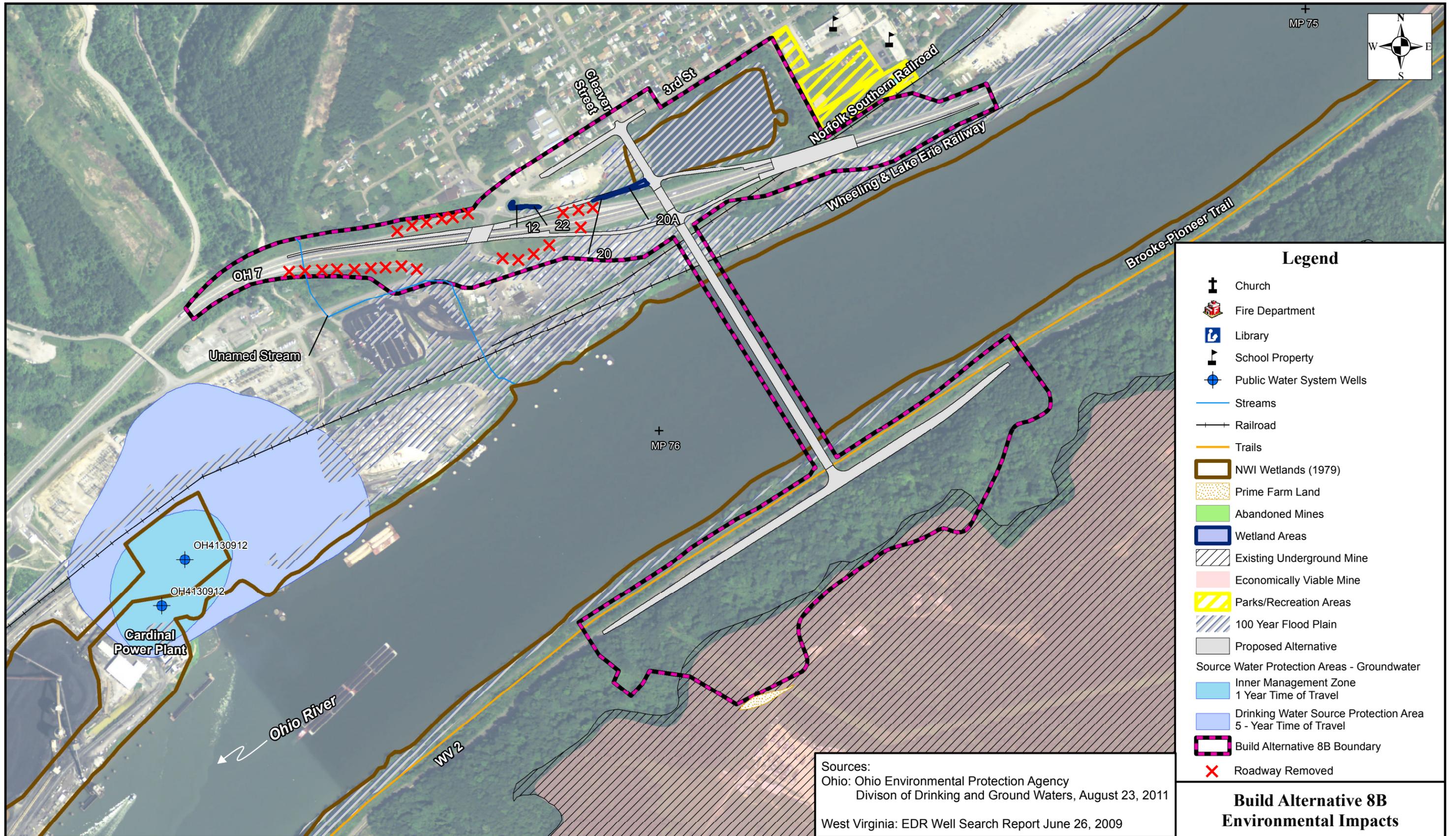
**Build Alternative 8
 Environmental Impacts**

Job No.	Date	Exhibit
83938	12/02/11	3-3

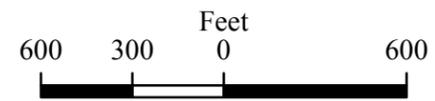


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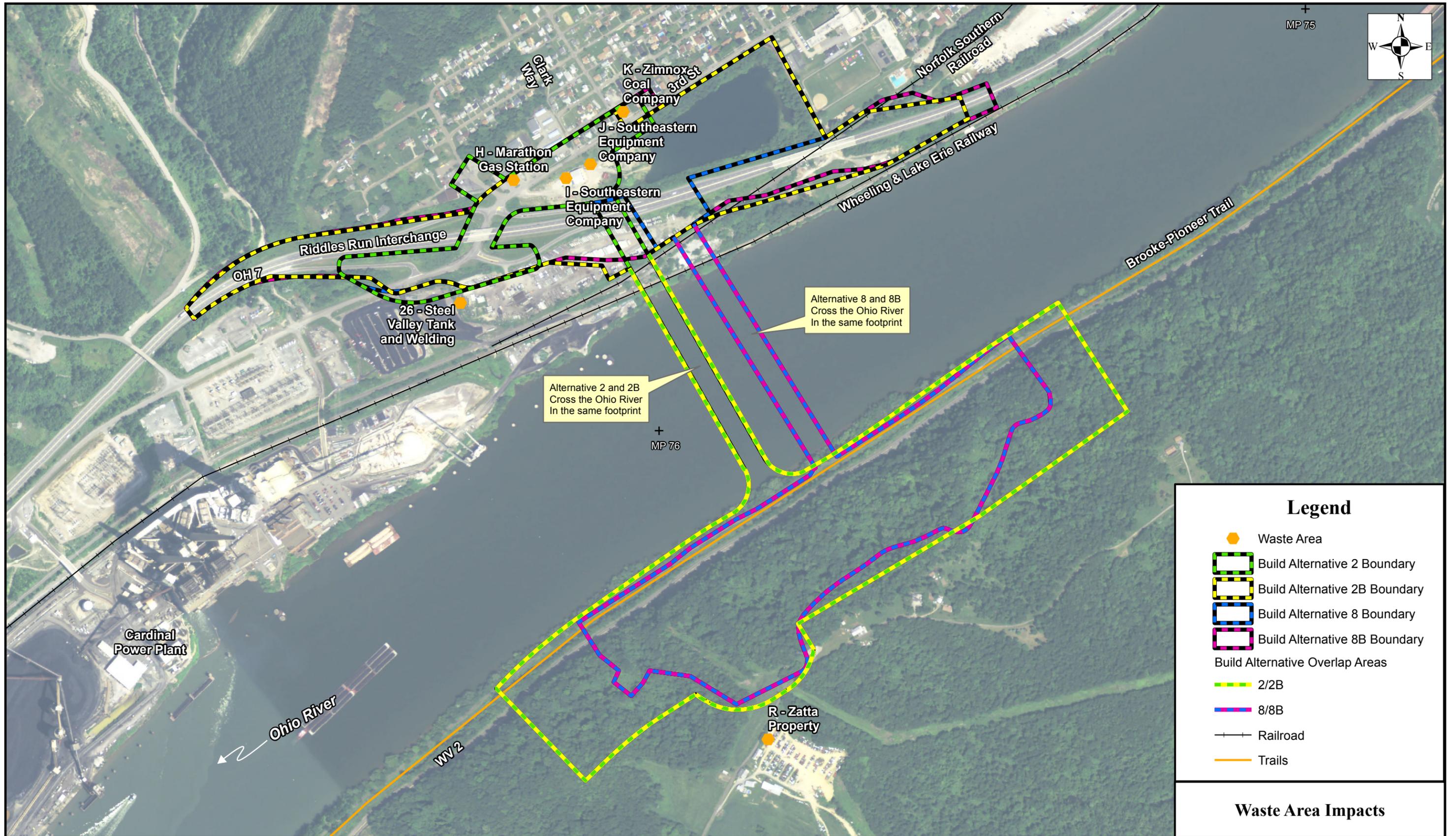




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Build Alternative 8B Environmental Impacts		
Job No.	Date	Exhibit
83938	12/02/11	3-4



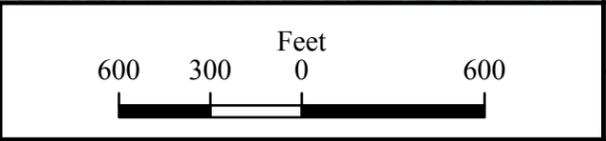
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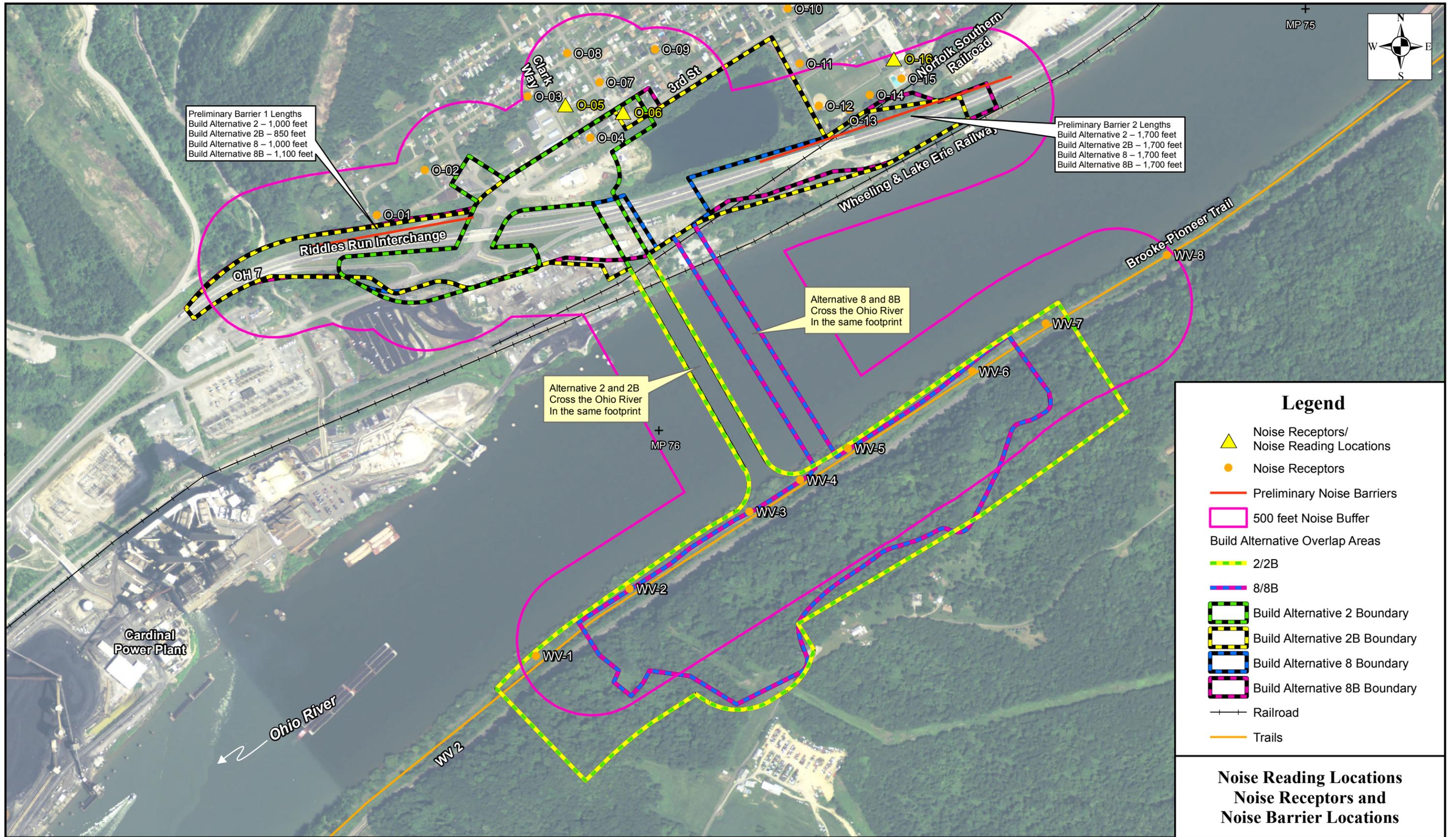
- ◆ Waste Area
- Build Alternative 2 Boundary
- Build Alternative 2B Boundary
- Build Alternative 8 Boundary
- Build Alternative 8B Boundary
- Build Alternative Overlap Areas
- 2/2B
- 8/8B
- Railroad
- Trails

Waste Area Impacts		
Job No.	Date	Exhibit
83938	05/08/12	3-5



PROPOSED OHIO RIVER BRIDGE
BROOKE COUNTY, WV AND JEFFERSON COUNTY, OH
 STATE PROJECT: S205-2/23-0.00 00; FEDERAL PROJECT: HPP-0223(003)D; PID:79353





Preliminary Barrier 1 Lengths
 Build Alternative 2 – 1,000 feet
 Build Alternative 2B – 850 feet
 Build Alternative 8 – 1,000 feet
 Build Alternative 8B – 1,100 feet

Preliminary Barrier 2 Lengths
 Build Alternative 2 – 1,700 feet
 Build Alternative 2B – 1,700 feet
 Build Alternative 8 – 1,700 feet
 Build Alternative 8B – 1,700 feet

Alternative 2 and 2B
 Cross the Ohio River
 In the same footprint

Alternative 8 and 8B
 Cross the Ohio River
 In the same footprint

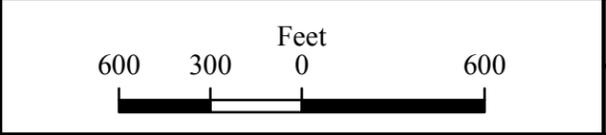
Legend

- Noise Receptors/
Noise Reading Locations
- Noise Receptors
- Preliminary Noise Barriers
- 500 feet Noise Buffer
- Build Alternative Overlap Areas
- 2/2B
- 8/8B
- Build Alternative 2 Boundary
- Build Alternative 2B Boundary
- Build Alternative 8 Boundary
- Build Alternative 8B Boundary
- Railroad
- Trails

Noise Reading Locations Noise Receptors and Noise Barrier Locations



PROPOSED OHIO RIVER BRIDGE
BROOKE COUNTY, WV AND JEFFERSON COUNTY, OH
 STATE PROJECT: S205-2/23-0.00 00; FEDERAL PROJECT: HPP-0223(003)D; PID:79353



Job No.	Date	Exhibit
83938	12/20/11	3-6

4.0 COORDINATION

4.1. Public Involvement

WVDOH conducted a series of public meeting workshops throughout the development of the project. Workshops were held on both sides of the Ohio River to facilitate input from both West Virginia and Ohio Residents. Table 4-1 summarizes the purpose and date of the public meeting workshops. Tables 4-2 and 4-3 summarize the comments received during these meetings. Comments received at the workshops are included in Appendix B.

Table 4-1: Public Meeting Workshops

Purpose	Dates and Locations	End of Comment Period
Pre-NEPA to introduce project and summarize previous studies prepared by BHJ	October 6, 2008: Jefferson Community College October 7, 2008: Brooke County High School October 8, 2008: Millsop Community Center October 9, 2008: Buckeye North Middle School	November 13, 2008
To present Build Alternatives 2, 4A and 7 and solicit comments.	September 23, 2009: Buckeye North Middle School September 24, 2009: Wellsburg Middle School	October 24, 2009
To present Build Alternatives 2, 2B, 8 and 8B and the Section 4(f) de minimis analysis during the EA review period	August 27, 2012: Buckeye North Elementary School August 28, 2012: Wellsburg Middle School	September 28, 2012

The October 2008 workshops were held to introduce the next step of the project, describe the NEPA process, and provide a history of the project to date. The primary goal was to summarize the outcome of previous studies. These previous studies identified that the proposed bridge should be located near Wellsburg and Brilliant. Although not an intended result, the public responses included comments regarding the proposed location of the bridge. As shown in Table 4-2, 185 comments were received and 82.8% of the comments received were in favor of new bridge located near Wellsburg.

Table 4-2: Summary of October 2008 Public Workshops

	Meeting Date				Total
	October 6	October 7	October 8	October 9	
New Bridge Near Wellsburg	3	38	51	60	152
New Bridge Near Market Street	2	0	3	1	6
No New Bridge	1	1	0	0	2
Other Location	0	1	1	1	3
No Project Comment/Response	0	22	0	0	22

The September 2009 workshops were held to present Build Alternatives 2, 4A, and 7 and their associated impacts. The public was asked to provide their input on the alternatives, including any impacts to their communities, travel patterns, schools, and economic development. As shown in Table 4-3, 53 comments were received and nearly 40% were in favor of Build Alternative 4A. From the comments, it was determined this alternative was favored due to its location away from the middle of Brilliant as residents were concerned that Build Alternatives 2 and 7 would negatively impact the schools and park located on 3rd Street. Although the community was in favor of Build Alternative 4A, it was ultimately eliminated from further consideration by the agencies due to the construction cost and business/residential displacements.

Table 4-3: Summary of September 2009 Public Workshops

	Meeting Date		Total
	September 23	September 23	
Build Alternative 2	11	2	13
Build Alternative 4A	15	6	21
Build Alternative 7	0	1	1
No Preference	6	4	10
Other Location	0	5	5
No Bridge	2	0	2
No Project Comment/Response	1	0	1

In addition to the public workshops, WVDOH attended various community meetings to provide updates on the project. These meetings included attending the Ohio River Bridge Task Force Meetings on January 14, 2010 and March 10, 2011 and BHJ Full Commission and Technical Advisory Committee (TAC) meetings on March 31, 2010. Task Force members include representatives from local and state government, business owners, organizations and residents. On June 11, 2009, WVDOH Secretary of Transportation/Commissioner of Highways gave a presentation on the current status of Brooke County Ohio River bridges at the Brooke County High School.



Figure 4-1: October 9, 2008 Public Meeting Workshop at Buckeye North Middle School

WVDOH also maintained a project website which provided information about the project including the public meeting workshop handouts and displays. The website is located at: http://www.transportation.wv.gov/communications/Highways-Projects/Ohio_River_Crossing_South_of_Wellsburg/Pages/default.aspx

4.2. Agency Coordination

Throughout the duration of the project, the WVDOH has initiated outreach to Federal, state and local agencies. Comments received from the agencies were considered during the development of the EA. Correspondence received from these agencies is included in Appendix A.

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5.0 DISTRIBUTION LIST

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Wells Township Office
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Brilliant Water and Sewer District
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6.0 REFERENCES

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APPENDIX A
AGENCY COORDINATION



RECEIVED

FEB 04 2010

HDR Engineering, Inc.
Weirton, W VA

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

Joe Manchin III
Governor

January 20, 2010

Mr. Robert M. Young
ODOT Historian and Scenic Byways Program Manager
Ohio Department of Transportation
1980 W. Broad Street
Columbus, OH 43223-1102

Dear Mr. Young:

Brooke County, WV and Jefferson County, OH
Proposed Ohio River Bridge
State Project No. S205-2/23-0.00 00
Federal Project No. HPP-0223(003)D
Agency Coordination

The West Virginia Division of Highways has initiated NEPA studies for the above referenced project. This proposed new river crossing would span the Ohio River and link WV 2 in Brooke County, south of Wellsburg with OH SR 7 in Jefferson County in the Brilliant vicinity. A Project Location Map is attached for your use.

This correspondence is to initiate coordination with your office since the project may include roadway improvements to SR 7. It is our understanding that SR 7 is designated as the Ohio River Scenic Byway at both the state and national level. To facilitate the study of this corridor as part of the NEPA process, we request a copy of the Ohio River Scenic Byway Corridor Management Plan and a determination of the intrinsic resources of SR 7.

Should you require additional information, please contact Ms. Jacqueline Giles of our Environmental Section at 304-558-9669.

Very truly yours,

Gregory L. Bailey, P.E.,
Director
Engineering Division

By: 
Ben L. Hark
Environmental Section Head

GLB:Hw
Attachments

cc: DDE(JG), DDR (BM)
Mr. Mark J. Sikora, P.E., HDR Engineering, Inc.
Mr. Christopher Varcolla, P.E., ODOT District 11

E.E.O./AFFIRMATIVE ACTION EMPLOYER

U.S. Department of
Homeland Security



United States
Coast Guard

Commander
Eighth Coast Guard District

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St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269-2382
Fax: (314)269-2737
Email: david.a.orzechowski@uscg.mil

16591.1/75.5 OHR
October 4, 2011

Mr. Ahmed N. K. Mongi, P.E.
West Virginia Division of Highways
Engineering Division
1900 Kanawha Boulevard, East
Building 5, Room A-430
Charleston, WV 25305

RECEIVED

OCT 11 2011

**ENGINEERING DIVISION
WV DOH**

Subj: PROPOSED WEST VIRGINIA BRIDGE, BETWEEN MILE 75.5 AND 76.0,
OHIO RIVER

Dear Mr. Mongi:

Please refer to your e-mail dated September 14, 2011 regarding the River Navigation Simulation Report for the subject bridge.

The Coast Guard has reviewed the report and determined navigational requirements along with pier locations for the two potential crossing alternatives under consideration. Alternative #2 located at mile 75.9 with the left descending navigation pier located along the West Virginia bank. Alternative #8 located at mile 75.8 with the right descending navigation pier located in line with the barge fleet.

A minimum horizontal clearance of 800 feet or greater would safely meet the needs of navigation for either alternative. Please provide a drawing that shows the actual pier locations for each alternative.

I appreciate the opportunity to make comments regarding the needed navigation clearances early in the design process. Should you have any questions, please contact Mr. David Orzechowski at the above telephone number to discuss this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric Washburn".

ERIC A. WASHBURN
Bridge Administrator Western Rivers
By direction of the District Commander

Eric U.



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269-2379
Fax: (314)269-2737
Email: eric.washburn@uscg.mil

16591.1/75.5 OHR
February 27, 2009

Mr. James E. Sothern
Deputy State Highway Engineer,
West Virginia Department of Transportation
1900 Kanawha Blvd, Bldg Five, Room 110
Charleston, WV 25305-0430

Subj: PROPOSED WEST VIRGINIA BRIDGE, MILE 75.5, OHIO RIVER

Dear Mr. Sothern:

This is in reply to your letter dated December 11, 2008 concerning the proposed bridge project at approximately Mile 75.5 on the Ohio River. Regardless of which alternative is selected, the minimum vertical clearance shall be 55.0 feet above the 2% flowline or 69.0 feet above normal pool, whichever is greater.

Downbound tows are pushed towards the left descending bank after rounding the bend so the left descending navigation pier will need to be near the river bank with the distance chosen dependent on the alternative selected. For alternatives "C" and "D", a minimum horizontal clearance of 700.0 feet would be acceptable. A much wider channel will be required if one of the other alternatives is chosen.

Thank you for contacting us early on in this project and I look forward with working with you on your Coast Guard bridge permit submittal. You can contact Mr. Eric Washburn at the above number with questions regarding our requirements.

Sincerely,

ROGER K. WIEBUSCH
Bridge Administrator
By direction of the District Commander

RECEIVED

MAR 09 2009

ENGINEERING DIVISION
WV DOH

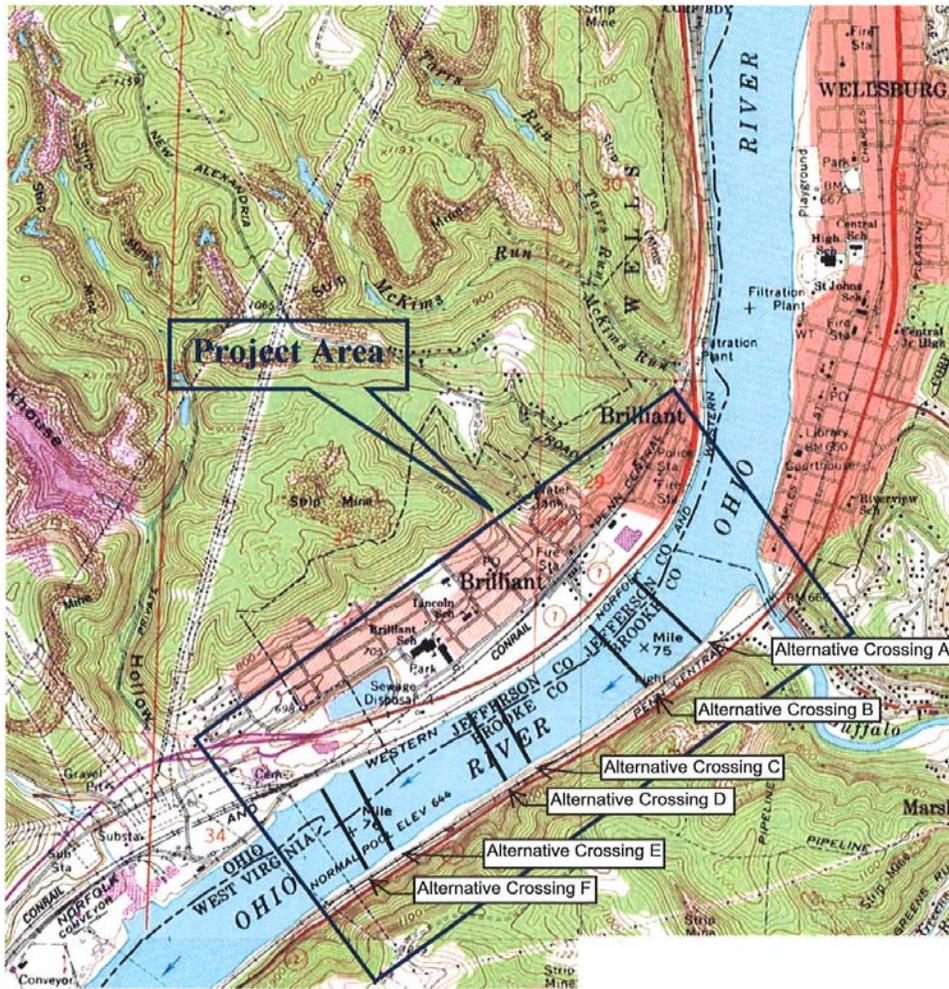
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MAR 09 2009

Deputy State Hwy. Eng.
Construction

State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D
Ohio River Bridge Crossing
Brooke County, WV and Jefferson County, OH

Project Area Map



C:\PW\working\pitt\d0116857\Wellsburg Bridge Project Area Map.doc



Buckeye Local School District

6899 State Route 150
Dillonvale, Ohio 43917

Phone: (740) 769-7395 769-2234 598-4160 546-4900

Fax: (740) 769-2361

Web Address: www.omeresa.net/schools/buckeye

September 25, 2009

Mr. Ben L. Hark
Environmental Section Head
West Virginia Department of Transportation
Division of Highways
1900 Kanawha Boulevard East, Building 5, Room 110
Charleston, West Virginia 15205-0430

Dear Mr. Hark:

Thank you for taking the time to return my telephone call in response to your inquiry regarding North Middle School and the adjacent football field. I have enclosed a copy of resolution #172/09 passed by the Buckeye Local Board of Education on August 10, 2009.

The Buckeye Local School District has elected to close North Middle School effective June, 2010. The students currently attending North Middle will attend SouthWest Middle in Tiltonsville, Ohio as of August, 2010. The Buckeye Local School District will not use the football field for any organized athletic contests sponsored by the District after June, 2010. All interscholastic activities sponsored by the School District will be held at other sites throughout the Buckeye Local School District.

Should you need to contact me in regard to this matter, please do not hesitate to do so. I can be reached at the numbers listed above.

Sincerely,

Mark S. Miller
Superintendent

cw

Enc

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RECORD OF PROCEEDINGS

BUCKEYE LOCAL BOARD OF EDUCATION

REGULAR MEETING

HELD: MONDAY

6:00 PM

AUGUST 10, 2009

APPOINTMENT OF DELEGATE/ALTERNATE-OSBA ANNUAL MEETING

168/09

Upon the recommendation of the Superintendent, it was moved by Mr. DeLuca and seconded by Mr. Zelek, to Approve the following members to serve as the Buckeye Local School District representative and alternate at the annual meeting of the Ohio School Boards Association to be held in November, 2009:

Delegate- Naoma Kolkedy
Alternate- Don Moore

Ayes: Zelek, Moore, Signorini, DeLuca, Kolkedy

(5)

Noes: None

(0)

Motion carried.

APPROVAL OF EMERGENCY MEDICAL PROVIDER

169/09

Upon the recommendation of the Superintendent, it was moved by Mr. Moore and seconded by Mr. Signorini to adopt a resolution to approve Jim Horton as an Emergency Medical provider for the 2009/10 school year at a rate of \$1200 per month, not to exceed \$12,000.00.

Ayes: Moore, Signorini, DeLuca, Zelek, Kolkedy

(5)

Noes: None

(0)

Motion carried.

APPROVAL OF STRATEGIC PLAN FOR DISTRICT FISCAL STABILITY

170/09

Upon the recommendation of the Superintendent, it was moved by Mr. DeLuca and seconded by Mr. Moore to approve the Strategic Plan for District Fiscal Stability as presented.

Ayes: DeLuca, Zelek, Moore, Signorini, Kolkedy

(5)

Noes: None

(0)

Motion carried.

ACCEPTANCE OF RESIGNATION-CAROL BROWN

171/09

Upon the recommendation of the Superintendent, it was moved by Mr. DeLuca and seconded by Mr. Moore to accept the resignation of Carol Brown, custodian, for the purposes of retirement, effective August 3, 2009. Mrs. Brown is commended for her years of service to the Buckeye Local School District.

Ayes: Signorini, DeLuca, Moore, Zelek, Kolkedy

(5)

Noes: None

(0)

Motion carried.

APPROVAL TO CLOSE NORTH MIDDLE SCHOOL

172/09

Upon the recommendation of the Superintendent, it was moved by Mr. Moore and seconded by Mr. DeLuca to adopt a resolution due to financial reasons to close the following school: North Middle School, located at 1004 Third Street, Brilliant, Ohio, effective June, 2010. The students otherwise assigned to attend Buckeye North Middle School will be reassigned to attend Buckeye Southwest Middle School, located at 100 Walden Avenue, Tiltonsville, Ohio, 43963.

Ayes: Moore, Zelek, DeLuca, Signorini, Kolkedy

(5)

Noes: None

(0)

Motion carried.



The Culture Center
1900 Kanawha Blvd., E.
Charleston, WV 25305-0300

Randall Reid-Smith, Commissioner

Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562
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FEB 14 2012

ENGINEERING DIVISION
WV DOH

Mr. Gregory L. Bailey, P.E.
Director
WV DOH
Building Five, Room 110
Capitol Complex
Charleston WV 25305

RE: Ohio River Bridge
State Project Number: S205-2/23-0.00 00; Federal Project HPP-0223(003)D
FR#: 09-640-BR-3

Dear Mr. Bailey:

We have reviewed the *Phase I Cultural Resource Survey* submitted for the above referenced project to determine potential effects to cultural resources. Submitted information indicates that archaeological resources will be addressed in a separate submittal. As required by Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

Architectural Resources:

Submitted information indicates that since your initial submission in April 2009, the project has been changed to remove Alternatives 4A and 7. Alternatives 2, 2B, 8 and 8B remain. The area of potential effect (APE) for all alternatives encompass the same area as all alternatives are very close in proximity to each other. According to the submitted report, the areas of previous concern, including the National Register Wellsburg Historic District and the three eligible resources -- Alexander Wells Cabin, the Ohio River Navigation Lights and the Brooke County Poor Farm -- are no longer within the APE for the remaining alternatives. Submitted maps verify this assertion. In addition, submitted information states that there are no buildings 50 years or older within the defined APE. Submitted photographs verify this. It is the consultant's opinion that the selection of any of the remaining alternatives for the proposed project will have no impact to architectural resources eligible for or included in the National Register of Historic Places. After review of the submitted information, we concur with this assessment. No further consultation regarding architectural resources is necessary; however, should your project change or become altered in any way, please contact us for additional consultation at that time.

Public Comments

According to the supplied USGS topographic map for this project, the APE in the Ohio portion of this project encompasses buildings. Our April 2009 letter had requested that you contact the Ohio Historic Preservation Office in Columbus, Ohio, for consultation regarding this project. If you have not already done so, we request that you contact that agency at this time.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please contact Shirley Stewart Burns, Structural Historian, at (304) 558-0240.*

Sincerely,

A handwritten signature in blue ink that reads "Susan M. Pierce".

Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/SSB

**OHIO DEPARTMENT OF TRANSPORTATION**CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223
JOHN R. KASICH, GOVERNOR • JERRY WRAY, DIRECTOR**OFFICE OF ENVIRONMENTAL SERVICES**

July 22, 2011

Mr. Mark Epstein, Department Head
Resource Protection and Review
Ohio Historic Preservation Office
800 East 17th Avenue
Columbus, Ohio 43211Attn.: Nancy Campbell
ODOT Reviews Manager History/ArchitectureThomas Grooms
ODOT Review Manager ArchaeologyRe: JEF-New Ohio River Bridge (PID 79353)
Cultural Resource Coordination

Dear Mr. Epstein:

Attached for your review and files are copies of a Memo-to-File summarizing the archaeological resources review (dated July 18, 2011) and a Phase I history/architecture survey report entitled *Historic Resources in Ohio, Phase I Literature Review-History/Architecture, Ohio River Crossing Jefferson County, Ohio, PID#79353, State Project No. S205-2/23-0.00 00, Federal Project HPP-0223(003)D*, prepared for the Ohio Department of Transportation (ODOT) by Christine Davis Consultants, Inc., Verona, Pennsylvania. The proposed project involves the construction of a new bridge over the Ohio River just south of Brilliant, Ohio (Jefferson County) and south of Wellsburg, West Virginia (Brooke County). The proposed project also includes roadway improvements to provide for new bridge approaches. Four alternative crossings are being considered at this time (Alternative Crossing 2, 2B, 8, and 8B). The Area of Potential Effect (APE), therefore, is the area encompassing the footprint of all four proposed alternatives and adjoining parcels on the Ohio side of the river.

Literature Review

The primary focus of the review was to determine the potential for archaeological resources. Investigations were designed to determine the amount of cultural resource coordination required. A literature search was included in the review to determine if previously recorded archaeological sites would be affected by the proposed bridge construction project. The literature review was conducted using the Ohio Historic Preservation Office's on-line mapping service via GeoMedia. No previously recorded archaeological sites are recorded within the 1.25 mile study area. Similarly, no previously identified history/architecture properties are located within the APE for the proposed Ohio River Crossing alternatives. Therefore, no previously recorded cultural resources in Ohio will be affected by the proposed bridge construction project.

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Summary of Archaeological Field Investigations

Archaeological field investigations were completed for the proposed JEF-New Ohio River Bridge project on June 21, 2011. Visual inspection and soil coring indicated that the entire area had experienced extensive levels of disturbance as a result of roadway construction, sand and gravel quarrying operations, cut-and-fill activities, modern commercial and residential development, commercial filling operations, and the construction of a sewage treatment plant (see attached memo-to-file for a detailed summary). These disturbances have significantly altered the original landscape, precluding the existence of intact archaeological remains. Therefore, no further archaeological investigations are recommended for the proposed JEF-New Ohio River Bridge project unless the project scope changes.

Summary of History/Architecture Investigations

Eight history/architecture properties, fifty years of age or older, were identified within the APE during the history/architecture field survey. The properties were documented on the Ohio Historic Inventory forms: JEF-926-14 through JEF-933-14. Copies of the forms are included in the enclosed report. The National Register criteria of effect were applied to the identified history/architecture properties. In conclusion, no history/architecture properties within the APE meet the minimum criteria for inclusion on the National Register of Historic Places. No further history/architecture investigations are warranted.

Conclusion

In accordance with the Advisory Council On Historic Preservation's current regulations and in compliance with 36 CFR 800.4 (d) (1), we request concurrence with the following:

1. No previously recorded cultural resources in Ohio will be affected by the proposed project.
2. Based on the archaeological field investigations and the amount of modern ground disturbance observed and documented throughout the project area, no significant archaeological remains will be affected by the proposed bridge construction on the Ohio side of the Ohio River and no further archaeological investigations are recommended for the proposed JEF-New Ohio River (PID 79353) project unless the scope of work were to change.
3. The eight previously unrecorded history/architecture resources identified by this survey (JEF-926-14 through JEF-933-14) are not eligible for inclusion in the National Register of Historic Places.
4. No further cultural resource investigations are recommended for the proposed JEF-New Ohio River Bridge (PID 79353) project on the Ohio side of the river unless the scope of the undertaking changes.

On behalf of the FHWA, and in accordance with 36 CFR Part 800.4 (d) (1), we have determined that a finding of "no historic properties affected" is appropriate for the subject project on the Ohio side of the Ohio River. We would appreciate the return of this letter, signed to indicate that OHPO does not object to ODOT-OES's cultural resources

Mr. Mark Epstein
JEF-New Ohio River Bridge (PID 79353)

-3-

July 22, 2011

findings. If no objection is received within 30 days, in accordance with the Advisory Council on Historic Preservation's current regulations under 36 CFR 800.4 (d) (1), FHWA's and ODOT's responsibilities under Section 106 are fulfilled. If you have any questions or concerns, please contact Jason Watkins, Staff Archaeologist, at (614) 466-5105 or Susan Gasbarro, Staff Historian, at (614) 728-0719.

Respectfully,



Timothy M. Hill, Administrator
Office of Environmental Services

OHIO STATE HISTORIC PRESERVATION OFFICE CONCURRENCE:

Nancy H. Campbell

August 1, 2011

(Date)

c: T. Stratton, District 11 w/att.; L. Hoffman, OES; File w/ att.



June 24, 2011

RECEIVED
JUN 29 2011
ENGINEERING DIVISION
WV DOH

The Culture Center
1900 Kanawha Blvd., E.
Charleston, WV 25305-0300

Randall Reid-Smith, Commissioner

Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562
EEO/AA Employer

Mr. Gregory Bailey
WV Division of Highways
Building Five, Room 110
Capitol Complex
Charleston, WV 25305

RE: Proposed Ohio River Crossing Bridge
State Project Number S205-2/23-0.00 00
FR#: 09-640-BR-2

Dear Mr. Bailey:

We have reviewed the report titled *Phase IA Archaeological Survey Addendum Report Ohio River Crossing, Brook County, West Virginia*. As required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

Archaeological Resources:

According to the report, changes have been made to the proposed alternative bridge crossings construction plans. Alternatives 4A and 7 have been deleted and two new Alternatives 8 and 8B have been added. As such, a Phase IA pedestrian survey was conducted for Alternatives 8 and 8B to assess the potential for archaeological resources. Based on the information provided the majority of each alternative crossing was observed to contain steep slope or previous disturbances. However, several areas within the new alternative crossings have been recommended for subsurface testing and geomorphological study. We concur with the recommendations set forth in the addendum report and remain in concurrence with our previous determination that areas within Alternative 2 also be subject to subsurface testing and geomorphological study. We will comment further upon receipt of the Phase IB technical report.

We appreciate the opportunity to be of service. If you have questions regarding our comments or the Section 106 process, please contact Kristin D. Scarr, Archaeologist, at (304) 558-0220.

Sincerely,

Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/KDS



OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE, 1980 WEST BROAD STREET, COLUMBUS, OH 43223
OFFICE OF ENVIRONMENTAL SERVICES

April 12, 2010

Mr. Gregory L. Bailey
Director, Engineering Division
West Virginia Department of Transportation
Division of Highways
1900 Kanawha Boulevard East, Room 110
Charleston, West Virginia 25305-0430

Attn.: Ben L. Hark
Environmental Section Head

Roger B. Wise
Archaeological Unit

5205-2/23-0.00
Re: JEF-New Ohio River Bridge (PID 79353)
Review of Alternatives

RECEIVED

APR 15 2010

ENGINEERING DIVISION
WV DOH

Dear Mr. Bailey:

OES has reviewed the submitted literature search containing survey recommendations for the proposed bridge construction project. Currently, feasible alternatives are being considered for a new Ohio River Crossing in the area of Brilliant Ohio. The project also includes improvements to State Route 7 and other collector routes in order to connect with the new bridge.

On March 17, 2010, staff from the Ohio Department of Transportation—Office of Environmental Services (ODOT) along with the a representative of the Ohio State Historic Preservation Office conducted a field review the JEF-New Ohio River Bridge study area (Brilliant, Ohio) in general, and the estimated footprint of three feasible bridge alternatives in particular. Based on Ohio's review, some level of Phase I archaeological investigations will be required to document the level of disturbance across the project area and demonstrate whether archaeological resources will be impacted by proposed construction. However, we do not believe there are any red flag issues or any fatal flaw archaeological issues which need to be considered in the highway design; might require the elimination of an alternative; require the development of avoidance options during the design process; or delay the use of any of the feasible designs as the preferred alternative option. Considering cultural resources, we believe the selection of the preferred should be made based on engineering, safety, or cost related issues.

The prepared Phase I literature search (Davis and Biondich 2009) suggests there is a potential for buried archaeological resources along the floodplain portions of each alternative or low elevation areas (approximately 660 to 670 foot M.S.L.) adjoining the course of the Ohio River. We would also like to note there is a good chance to encounter a buried Late Prehistoric Period village sites and/or human remains in a village context if an undisturbed segment of the Ohio River floodplain were impacted by the bridge approach construction. The possibility is based on the occurrence of the Wellsburg Village Site which was found on the north end of Wellsburg, West Virginia and on the floodplain of the Ohio River at

AN EQUAL OPPORTUNITY EMPLOYER

Mr. Gregory Bailey
JEF-New Ohio River Bridge (PID 79353)

-2-

April 12, 2010

an estimated elevation of 660 to 670 ft. M.S.L. However, our field review particularly where the three alternatives are situated, suggests there is only a remote possibility that a significant, very late resource of this nature would be found intact by archaeological investigations or be affected by proposed bridge construction activities when it ultimately occurs. Evidence was found to suggest that cutting and barrowing was common along this portion of the floodplain. Evidence was also found that these low areas were subsequently filled with soils mixed with rubble, industrial waste, slag, and broken rock. Some deposits appeared to be composed of cut and fill modern (unstructured) alluvial material. The obvious high level of modern disturbance on the floodplain at Brilliant, Ohio suggests that intact prehistoric archaeological deposits are unlikely.

Based on the Ohio review with the Ohio SHPO there is no immediate need to conduct archaeological investigations of the three design options. Our Project Development Process (PDP process) recommends that Phase I archaeological investigations should be delayed until the preliminary plans of the Preferred Alternative are available. There is no strong physical or contextual evidence to argue otherwise. When the Preferred Alternative has been selected, archaeological survey can then be used to delineate the level of disturbance across the project area and demonstrate whether archaeological resources will be impacted by proposed construction

Once the preliminary design has been developed, we request copies of this plan be sent to ODOT's Office of Environmental Services to better reconsider the project and further scope of the archaeological investigations, and determine more precisely what type of documentation will be necessary to conclusively demonstrate whether or not the JEF-New Ohio River Bridge project might impact any significant archaeological resources in Ohio. Based on this direction, the consultant's archaeological fieldwork can then begin.

Respectfully,



Timothy M. Hill
Administrator
Office of Environmental Services

TMH: jaw

c: T. Stratton, District 11; M. Epstein, OHPO; File; Reading File



March 22, 2010

RECEIVED
MAR 25 2010
ENGINEERING DIVISION
WV DOH

The Culture Center
1900 Kanawha Blvd., E.
Charleston, WV 25305-0300

Randall Reid-Smith, Commissioner

Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562
EEC/AA Employer

Mr. Gregory L. Bailey, P.E.
Director
WV DOH
Building Five, Room 110
Capitol Complex
Charleston WV 25305

RE: Proposed Ohio River Crossing Bridge
State Project Number: S205-2/23-0.00 00; Federal Project HPP-0223(003)D
FR#: 09-640-BR-1

Dear Mr. Bailey:

We have reviewed the report titled Phase IA Archaeological Survey, which was submitted for the above referenced project to determine potential effects to cultural resources. As required by Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

Archaeological Resources:

According to the report, 3 alternative bridge crossings, Alternatives 2, 4A and 7, have been selected for further study. These areas were subjected to pedestrian survey to assess landforms for the potential to contain archaeological resources. It is our understanding that, while a majority of each alternative was observed to be steep and/or disturbed, discrete areas within each have been recommended for geomorphological study and possible shovel testing. We concur with the recommendations made and will provide further comment upon receipt of the Phase 1B report.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please contact Lora A. Lamarre, Senior Archaeologist, at (304) 558-0240.*

Sincerely,

A handwritten signature in cursive script that reads "Susan M. Pierce".

Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/LAL



June 17, 2009

Ms. Jacqueline Giles
Environmental Section
West Virginia Department of Transportation
Division of Highways
1900 Kanawha Blvd. East
Building Five, Room 110
Charleston, WV 25305-0430

Re: Agency Coordination, Proposed Ohio River Bridge
State Project No. S205-2/23-0.00 00
Federal Project No. HPP-0223(003)D

Dear Ms. Giles:

In response to the letter from Gregory L. Bailey dated April 8, 2009, addressed to Dr. William K. Laidlaw, Jr., the Ohio Historic Preservation Office would like to be a consulting party in the Section 106 phase of your environmental process.

There are nine properties in the Ohio Historic Inventory that are in the area near the western side of the proposed new bridge. We trust that they will be considered in your planning process, and we want to receive the information that is shared with stakeholders and members of the public.

Could you please add this name to your mailing list:

Mark J. Epstein, Head
Resource Protection and Review Department
Ohio Historic Preservation Office
1982 Velma Ave.
Columbus, OH 43211-2497

We would also like to receive a synopsis of your coordination to date with the Ohio Department of Transportation.

Thank you.

Nancy H. Campbell

Nancy H. Campbell
Architecture Transportation Reviews Manager
Resource Protection and Review Department

Cc: Timothy M. Hill, Administrator, Office of Environmental Services, Ohio Department of Transportation

OHIO HISTORICAL SOCIETY
Ohio Historic Preservation Office
1982 Velma Avenue, Columbus, Ohio 43211-2497 ph: 614.298.2000 fx: 614.298.2037
www.ohiohistory.org



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DIVISION OF
CULTURE & HISTORY

The Cultural Center
1900 Kanawha Blvd., E.
Charleston, WV
25305-0300

Phone 304.558.0220
Fax 304.558.2779
TDD 304.558.3562
www.wvculture.org

EEO/AA Employer

April 22, 2009

Mr. Gregory L. Bailey, P.E.
Director
WV DOH
Building Five, Room 110
Capitol Complex
Charleston WV 25305

RE: Proposed Ohio River Bridge
State Project Number: S205-2/23-0.00 00
Federal Project HPP-0223(003)D
FR#: 09-640-BR

Dear Mr. Bailey:

We have reviewed the information provided for the above referenced project to determine potential effects to cultural resources. As required by Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

According to submitted project information, the WV DOH is proposing a new river crossing that would span the Ohio River and link WV 2 in Brooke County. In addition to construction of a new bridge, roadway improvements will be made to provide new bridge approaches.

Architectural Resources:

A search of our records indicates that the Area of Potential Effect (APE) includes the Wellsburg Historic District which is listed in the National Register of Historic Places. In addition, there are several individual resources that have been surveyed within the APE that are considered eligible for listing in the National Register of Historic Places. They include survey #BR-0017 the Alexander Wells Cabin, BR-0045 the Ohio River Navigation Lights (Wellsburg), and BR-0051 the Brooke County Poor Farm.

So that we can continue our review please provide the following information: a set of design plans indicating the location of the new bridge, the new bridge approaches and the roadway improvements. Also, please provide a description of the type of bridge that will be constructed. In addition, please provide photographs of any structure fifty years old or older that is within the APE. We reserve the right to request the completion of West Virginia Historic Property Inventory forms based on our review of the photographs. We will continue our review upon receipt of the information requested.

Archaeological Resources:

Our records indicate that there are no previously recorded archaeological resources within the defined project area. However, landforms near the confluence of Buffalo Creek and the Ohio River have a high potential for containing archaeological resources. Although the USDA Web Soil Survey for this area indicates these landforms are comprised of Made Land and the Urban Land - Udorthents Complex, this information should be verified should any of these landforms fall within the proposed project area. In

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APR 29 2009

ENGINEERING DIVISION
WV DOH

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APR 29 2009

Environmental Section
Engineering Division
WV DOT/DOH

Mr. Bailey
FR#: 09-640-BR
April 22, 2009
Page 2

addition, the defined project area includes landforms similar to those in which the East Steubenville (46Br31) and Highland Hills (46Br60) Sites were discovered. Should the proposed project impact any of the ridge top located above the Ohio River, it will need to be surveyed. We will provide further comment once design plans have been received.

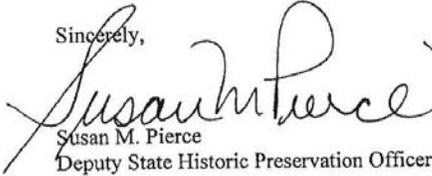
Public Comment:

Please contact the Ohio State Historic Preservation Office for their comments. Their contact information follows.

Ohio Historic Preservation Office
Ohio Historical Society
1982 Velma Avenue
Columbus, Ohio, 43211-2497

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please contact Ginger Williford, Structural Historian, or Lora Lamarre, Senior Archaeologist, at (304) 558-0240.*

Sincerely,


Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/GW/LAL



RECEIVED

DEC 01 2010

HDR Engineering, Inc.
Weirton, W VA

83938

04.03.01

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

Joe Manchin III
Governor

November 12, 2010

Mr. Jason Heath
Manager of Water Monitoring, Assessment and Standards
The Ohio River Valley Water Sanitation Commission (ORSANCO)
West Virginia Field Office
5735 Kellogg Avenue
Cincinnati, OH 45230

Dear Mr. Heath:

Brooke County, WV and Jefferson County, OH
Proposed Ohio River Bridge
State Project No. S205-2/23-0.00 00
Federal Project No. HPP-0223(003)D
Agency Coordination

Please be advised the West Virginia Division of Highways is conducting National Environmental Policy Act studies for the above referenced project. As we move forward with this process, we request your input as to any concerns your organization may have regarding this area.

This proposed new river crossing would span the Ohio River and link WV 2 in Brooke County, south of Wellsburg with OH S.R. 7 in Jefferson County in the Brilliant vicinity. The project limits are from the Cardinal Plant in Ohio to Buffalo Creek in West Virginia. A Project Location Map and our proposed alternatives are attached for your information.

We understand your organization regularly monitors the River and its tributaries. We respectfully request any available data, such as water quality, aquatics, or other sampling information, for the Ohio River near MP 74.8 to 76.2 and Buffalo Creek.

Should you require additional information, please contact Ms. Jacqueline Giles of our Environmental Section at 304-558-9669.

Very truly yours,

Gregory L. Bailey, P.E.
Director
Engineering Division

By: *Ben L. Hark*

Ben L. Hark
Environmental Section Head

GLB:Hw
Attachments

cc: Mr. Mark J. Sikora, P.E., HDR Engineering, Inc.
Mr. Christopher J. Varcolla, P.E., ODOT District 11
bcc: DDE(JLG)

E.E.O./AFFIRMATIVE ACTION EMPLOYER



State of Ohio Environmental Protection Agency

STREET ADDRESS:

Lazarus Government Center
50 W. Town St., Suite 700
Columbus, Ohio 43215

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April 27, 2009

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**ENGINEERING DIVISION
WV DOH**

Gregory L. Bailey, P.E., Director
Division of Highways, Engineering Division
West Virginia Department of Transportation
Building Five, Room 110
1900 Kanawha Blvd. East
Charleston, West Virginia 25305-0430

Re: State Project No. S205-2/23-0.00 00/ Federal Project No. HPP-0223(003)D

Dear Mr. Bailey:

Thank you for your recent inquiry regarding Ohio's water quality information for the Ohio River and adjacent waters near Brilliant, Ohio. Specifically, you are requesting information as part of a NEPA review for a proposed new Ohio River bridge to be located in Brooke County, West Virginia and Jefferson County, Ohio.

Ohio EPA's most recent sampling of the Ohio River in the vicinity of Brilliant was conducted in 1996. Biological quality is generally fair to good throughout the reach. There are no endangered or threatened species in the reach of the river (5 miles upstream and downstream of Brilliant). However, there are records of River Redhorse (Ohio Department of Natural Resources Special Interest fish species) in the lower part of the reach.

I have enclosed a list of the fish species found, as well as the Index of Biotic Integrity (IBI) scores, macroinvertebrate taxa present, and the Invertebrate Community Index (ICI) scores for the subject reach.

Please feel free to contact Ric Queen of my staff at (614) 644-2872 regarding any permitting questions you might have.

Sincerely,

George Elmaraghy, P.E., Chief
Division of Surface Water

Enclosure

Ted Strickland, Governor
Lee Fisher, Lieutenant Governor
Chris Korleski, Director

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Species List

River Code: 25-001	Stream: Ohio River	Sample Date: 1996
River Mile: 78.50	Location:	Date Range: 10/16/1996
Time Fished: 2532 sec	Drainage: 24000.0 sq mi	
Dist Fished: 0.50 km	Basin: Ohio River	No of Passes: 1
		Sampler Type: N

Species Name / ODNR status	IBI Grp	Feed Guild	Breed Guild Tol	# of Fish	Relative Number	% by Number	Relative Weight	% by Weight	Ave(gm) Weight
Gizzard Shad		O	M	7	14.00	14.58	2.78	7.13	198.86
Smallmouth Buffalo	C	I	M	10	20.00	20.83	14.74	37.74	736.80
Common Carp	G	O	M T	2	4.00	4.17	5.50	14.09	1,375.00
Channel Catfish	F		C	3	6.00	6.25	3.36	8.62	560.67
Flathead Catfish	F	P	C	1	2.00	2.08	1.43	3.66	715.00
Black Crappie	S	I	C	1	2.00	2.08	0.14	0.35	68.00
Rock Bass	S	C	C	1	2.00	2.08	0.31	0.79	155.00
Smallmouth Bass	F	C	C M	9	18.00	18.75	5.20	13.31	288.78
Spotted Bass	F	C	C	4	8.00	8.33	0.51	1.32	64.25
Bluegill Sunfish	S	I	C P	1	2.00	2.08	0.19	0.50	97.00
Sauger	F	P	S	1	2.00	2.08	0.62	1.59	311.00
Walleye	F	P	S	1	2.00	2.08	0.16	0.40	78.00
Freshwater Drum			M P	7	14.00	14.58	4.10	10.51	293.00
<i>Mile Total</i>				48	96.00		39.05		
<i>Number of Species</i>				13					
<i>Number of Hybrids</i>				0					

Species List

River Code: 25-001	Stream: Ohio River	Sample Date: 1996
River Mile: 77.00	Location:	Date Range: 10/16/1996
Time Fished: 2571 sec	Drainage: 24000.0 sq mi	
Dist Fished: 0.50 km	Basin: Ohio River	No of Passes: 1
		Sampler Type: N

Species Name / ODNR status	IBI Grp	Feed Guild	Breed Guild Tol	# of Fish	Relative Number	% by Number	Relative Weight	% by Weight	Ave(gm) Weight
Gizzard Shad		O	M	6	12.00	7.32	0.84	1.29	70.00
Black Buffalo	C	I	M	1	2.00	1.22	3.38	5.20	1,690.00
Smallmouth Buffalo	C	I	M	8	16.00	9.76	18.45	28.40	1,153.13
Shorthead Redhorse	R	I	S M	1	2.00	1.22	0.70	1.08	350.00
Spotted Sucker	R	I	S	1	2.00	1.22	0.84	1.30	422.00
Common Carp	G	O	M T	9	18.00	10.98	22.86	35.19	1,270.11
Silver Chub	N	I	M	2	4.00	2.44	0.04	0.07	11.00
Emerald Shiner	N	I	M	1	2.00	1.22	0.00	0.00	1.00
Spottail Shiner	N	I	M P	2	4.00	2.44	0.03	0.04	7.00
Common Carp X Goldfish	G	O	T	1	2.00	1.22	1.28	1.98	642.00
Channel Shiner	N	I	M I	1	2.00	1.22	0.00	0.00	1.00
Channel Catfish	F	C	C	5	10.00	6.10	9.48	14.60	948.40
Flathead Catfish	F	P	C	3	6.00	3.66	1.43	2.20	238.33
Black Crappie	S	I	C	1	2.00	1.22	0.14	0.22	72.00
Smallmouth Bass	F	C	C M	21	42.00	25.61	3.06	4.72	72.95
Spotted Bass	F	C	C	1	2.00	1.22	0.21	0.33	107.00
Green Sunfish	S	I	C T	1	2.00	1.22	0.08	0.12	40.00
Bluegill Sunfish	S	I	C P	4	8.00	4.88	0.31	0.48	39.25
Sauger	F	P	S	4	8.00	4.88	1.62	2.49	202.50
Logperch	D	I	S M	1	2.00	1.22	0.02	0.03	10.00
Greenside Darter	D	I	S M	1	2.00	1.22	0.00	0.01	2.00
Freshwater Drum			M P	7	14.00	8.54	0.16	0.25	11.43
<i>Mile Total</i>				82	164.00		64.97		
<i>Number of Species</i>				21					
<i>Number of Hybrids</i>				1					

Species List

River Code: 25-001	Stream: Ohio River	Sample Date: 1996
River Mile: 76.50	Location:	Date Range: 10/16/1996
Time Fished: 1260 sec	Drainage: 24000.0 sq mi	
Dist Fished: 0.25 km	Basin: Ohio River	No of Passes: 1
		Sampler Type: N

Species Name / ODNR status	IBI Grp	Feed Guild	Breed Guild	Tol	# of Fish	Relative Number	% by Number	Relative Weight	% by Weight	Ave(gm) Weight
Longnose Gar		P	M		1	4.00	0.92	0.37	0.27	92.00
Gizzard Shad		O	M		14	56.00	12.84	12.74	9.26	227.57
Smallmouth Buffalo	C	I	M		12	48.00	11.01	38.79	28.18	808.08
Quillback	C	O	M		2	8.00	1.83	3.56	2.59	445.00
Shorthead Redhorse	R	I	S	M	2	8.00	1.83	2.73	1.98	341.00
Common Carp	G	O	M	T	7	28.00	6.42	30.52	22.17	1,090.14
Silver Chub	N	I	M		2	8.00	1.83	0.04	0.03	5.00
Emerald Shiner	N	I	M		30	120.00	27.52	0.15	0.11	1.27
Channel Catfish	F		C		2	8.00	1.83	15.60	11.33	1,950.00
Fathead Catfish	F	P	C		1	4.00	0.92	0.87	0.63	218.00
White Bass	F	P	M		3	12.00	2.75	0.32	0.23	26.33
Str. Bass X Wh. Bass	E				1	4.00	0.92	0.08	0.06	20.00
Black Crappie	S	I	C		1	4.00	0.92	0.31	0.23	78.00
Smallmouth Bass	F	C	C	M	17	68.00	15.60	15.83	11.50	232.80
Spotted Bass	F	C	C		3	12.00	2.75	0.25	0.18	20.67
Largemouth Bass	F	C	C		1	4.00	0.92	1.45	1.05	362.00
Bluegill Sunfish	S	I	C	P	1	4.00	0.92	0.16	0.12	40.00
Sauger	F	P	S		4	16.00	3.67	2.16	1.57	135.00
Freshwater Drum			M	P	5	20.00	4.59	11.73	8.52	586.40
<i>Mile Total</i>					109	436.00		137.66		
<i>Number of Species</i>					18					
<i>Number of Hybrids</i>					1					

Species List

River Code: 25-001	Stream: Ohio River	Sample Date: 1996
River Mile: 76.20	Location:	Date Range: 10/16/1996
Time Fished: 2120 sec	Drainage: 24000.0 sq mi	
Dist Fished: 0.50 km	Basin: Ohio River	No of Passes: 1
		Sampler Type: N

Species Name / ODNR status	IBI Grp	Feed Guild	Breed Guild	Tol	# of Fish	Relative Number	% by Number	Relative Weight	% by Weight	Ave(gm) Weight
Gizzard Shad		O	M		8	16.00	15.09	2.72	8.58	169.88
Quillback	C	O	M		2	4.00	3.77	3.34	10.55	835.50
Golden Redhorse	R	I	S	M	1	2.00	1.89	0.30	0.95	150.00
Common Carp	G	O	M	T	7	14.00	13.21	14.21	44.87	1,015.00
Silver Chub	N	I	M		2	4.00	3.77	0.06	0.18	14.50
Emerald Shiner	N	I	M		5	10.00	9.43	0.01	0.03	1.00
Channel Catfish	F		C		2	4.00	3.77	5.82	18.38	1,455.00
White Bass	F	P	M		4	8.00	7.55	0.25	0.78	31.00
Str. Bass X Wh. Bass	E				5	10.00	9.43	0.22	0.68	21.60
Smallmouth Bass	F	C	C	M	5	10.00	9.43	2.00	6.31	199.80
Bluegill Sunfish	S	I	C	P	1	2.00	1.89	0.08	0.25	40.00
Sauger	F	P	S		5	10.00	9.43	2.64	8.34	264.20
Greenside Darter	D	I	S	M	2	4.00	3.77	0.00	0.01	1.00
Rainbow Darter	D	I	S	M	3	6.00	5.66	0.01	0.02	1.00
Freshwater Drum			M	P	1	2.00	1.89	0.02	0.06	9.00
<i>Mile Total</i>					53	106.00		31.67		
<i>Number of Species</i>					14					
<i>Number of Hybrids</i>					1					

Species List

River Code: 25-001	Stream: Ohio River	Sample Date: 1996
River Mile: 75.50	Location:	Date Range: 10/17/1996
Time Fished: 2288 sec	Drainage: 24000.0 sq mi	
Dist Fished: 0.50 km	Basin: Ohio River	No of Passes: 1
		Sampler Type: N

Species Name / ODNR status	IBI Grp	Feed Guild	Breed Guild Tol	# of Fish	Relative Number	% by Number	Relative Weight	% by Weight	Ave(gm) Weight
Gizzard Shad		O	M	9	18.00	15.79	0.74	4.88	41.33
Smallmouth Buffalo	C	I	M	1	2.00	1.75	4.20	27.56	2,100.00
Common Carp	G	O	M T	3	6.00	5.26	7.45	48.89	1,241.67
Silver Chub	N	I	M	1	2.00	1.75	0.03	0.22	17.00
Channel Catfish	F		C	3	6.00	5.26	0.08	0.53	13.33
Fathead Catfish	F	P	C	1	2.00	1.75	0.28	1.84	140.00
White Bass	F	P	M	1	2.00	1.75	0.04	0.26	20.00
Str. Bass X Wh. Bass	E			13	26.00	22.81	0.61	4.03	23.62
Black Crappie	S	I	C	2	4.00	3.51	0.20	1.30	49.50
Smallmouth Bass	F	C	C M	3	6.00	5.26	1.05	6.88	174.67
Sauger	F	P	S	6	12.00	10.53	0.38	2.48	31.50
Logperch	D	I	S M	2	4.00	3.51	0.02	0.14	5.50
Greenside Darter	D	I	S M	2	4.00	3.51	0.00	0.03	1.00
Rainbow Darter	D	I	S M	4	8.00	7.02	0.01	0.05	1.00
Freshwater Drum			M P	6	12.00	10.53	0.14	0.91	11.50
<i>Mile Total</i>				57	114.00		15.24		
<i>Number of Species</i>				14					
<i>Number of Hybrids</i>				1					

Species List

River Code: 25-001	Stream: Ohio River	Sample Date: 1996
River Mile: 71.70	Location:	Date Range: 10/16/1996
Time Fished: 2528 sec	Drainage: 24000.0 sq mi	
Dist Fished: 0.50 km	Basin: Ohio River	No of Passes: 1
		Sampler Type: N

Species Name / ODNR status	IBI Grp	Feed Guild	Breed Guild Tol	# of Fish	Relative Number	% by Number	Relative Weight	% by Weight	Ave(gm) Weight
Gizzard Shad		O	M	4	8.00	7.14	1.52	8.06	190.25
Black Redhorse	R	I	S I	2	4.00	3.57	1.82	9.64	455.00
Golden Redhorse	R	I	S M	8	16.00	14.29	4.07	21.54	254.13
River Redhorse [S]	R	I	S I	1	2.00	1.79	0.70	3.71	350.00
Common Carp	G	O	M T	2	4.00	3.57	5.45	28.87	1,362.50
Silver Chub	N	I	M	4	8.00	7.14	0.12	0.63	14.75
Emerald Shiner	N	I	M	18	36.00	32.14	0.07	0.36	1.89
Channel Catfish	F		C	1	2.00	1.79	0.08	0.43	41.00
Str. Bass X Wh. Bass	E			2	4.00	3.57	0.08	0.42	20.00
Smallmouth Bass	F	C	C M	3	6.00	5.36	1.43	7.58	238.33
Bluegill Sunfish	S	I	C P	1	2.00	1.79	0.24	1.27	120.00
Sauger	F	P	S	8	16.00	14.29	1.91	10.14	119.63
Walleye	F	P	S	1	2.00	1.79	0.09	0.48	45.00
Freshwater Drum			M P	1	2.00	1.79	1.30	6.87	648.00
			<i>Mile Total</i>	56	112.00		18.88		
			<i>Number of Species</i>	13					
			<i>Number of Hybrids</i>	1					

Species List

River Code: 25-001	Stream: Ohio River	Sample Date: 1996
River Mile: 71.40	Location:	Date Range: 10/16/1996
Time Fished: 2480 sec	Drainage: 24000.0 sq mi	
Dist Fished: 0.20 km	Basin: Ohio River	No of Passes: 1
		Sampler Type: N

Species Name / ODNR status	IBI Grp	Feed Guild	Breed Guild	Tol	# of Fish	Relative Number	% by Number	Relative Weight	% by Weight	Ave(gm) Weight
Gizzard Shad		O	M		1	5.00	1.14	1.04	0.79	208.00
Smallmouth Buffalo	C	I	M		2	10.00	2.27	10.70	8.13	1,070.00
Quillback	C	O	M		1	5.00	1.14	3.59	2.73	718.00
Black Redhorse	R	I	S	I	1	5.00	1.14	1.75	1.33	350.00
Golden Redhorse	R	I	S	M	12	60.00	13.64	9.05	6.87	150.75
Common Carp	G	O	M	T	6	30.00	6.82	39.13	29.71	1,304.17
Silver Chub	N	I	M		1	5.00	1.14	0.06	0.05	12.00
Emerald Shiner	N	I	M		11	55.00	12.50	0.16	0.12	2.91
Spottail Shiner	N	I	M	P	2	10.00	2.27	0.05	0.03	4.50
Channel Shiner	N	I	M	I	1	5.00	1.14	0.01	0.00	1.00
Channel Catfish	F		C		7	35.00	7.95	17.84	13.55	509.71
Flathead Catfish	F	P	C		1	5.00	1.14	0.76	0.58	152.00
White Bass	F	P	M		1	5.00	1.14	0.15	0.11	30.00
Str. Bass X Wh. Bass	E				1	5.00	1.14	0.15	0.11	30.00
Black Crappie	S	I	C		5	25.00	5.68	1.35	1.03	54.00
Smallmouth Bass	F	C	C	M	23	115.00	26.14	34.75	26.39	302.20
Spotted Bass	F	C	C		1	5.00	1.14	0.31	0.24	62.00
Bluegill Sunfish	S	I	C	P	1	5.00	1.14	0.40	0.30	79.00
Sauger	F	P	S		6	30.00	6.82	0.80	0.61	26.67
Logperch	D	I	S	M	1	5.00	1.14	0.06	0.05	12.00
Freshwater Drum			M	P	3	15.00	3.41	9.60	7.29	639.67
<i>Mile Total</i>					88	440.00		131.68		
<i>Number of Species</i>					20					
<i>Number of Hybrids</i>					1					

Species List

River Code: 25-001	Stream: Ohio River	Sample Date: 1996
River Mile: 70.86	Location:	Date Range: 10/16/1996
Time Fished: 698 sec	Drainage: 24000.0 sq mi	
Dist Fished: 0.20 km	Basin: Ohio River	No of Passes: 1
		Sampler Type: N

Species Name / ODNR status	IBI Grp	Feed Guild	Breed Guild Tol	# of Fish	Relative Number	% by Number	Relative Weight	% by Weight	Ave(gm) Weight
Black Buffalo	C	I	M	1	5.00	5.56	4.80	19.60	960.00
Smallmouth Buffalo	C	I	M	2	10.00	11.11	7.08	28.91	708.00
Emerald Shiner	N	I	M	8	40.00	44.44	0.08	0.33	2.00
Channel Catfish	F		C	1	5.00	5.56	5.25	21.44	1,050.00
Str. Bass X Wh. Bass	E			3	15.00	16.67	0.48	1.94	31.67
Black Crappie	S	I	C	1	5.00	5.56	0.65	2.63	129.00
Sauger	F	P	S	1	5.00	5.56	1.95	7.96	390.00
Walleye	F	P	S	1	5.00	5.56	4.21	17.19	842.00
<i>Mile Total</i>				18	90.00		24.49		
<i>Number of Species</i>				7					
<i>Number of Hybrids</i>				1					

Species List

River Code: 25-001	Stream: Ohio River	Sample Date: 1996
River Mile: 70.00	Location:	Date Range: 10/15/1996
Time Fished: 2460 sec	Drainage: 24000.0 sq mi	
Dist Fished: 0.50 km	Basin: Ohio River	No of Passes: 1
		Sampler Type: N

Species Name / ODNR status	IBI Grp	Feed Guild	Breed Guild Tol	# of Fish	Relative Number	% by Number	Relative Weight	% by Weight	Ave(gm) Weight
Gizzard Shad		O	M	2	4.00	3.57	0.82	3.98	205.00
Golden Redhorse	R	I	S M	2	4.00	3.57	1.19	5.79	298.50
Shorthead Redhorse	R	I	S M	4	8.00	7.14	3.17	15.39	396.75
River Redhorse [S]	R	I	S I	1	2.00	1.79	0.40	1.94	200.00
River Chub	N	I	N I	1	2.00	1.79	0.01	0.05	5.00
Silver Chub	N	I	M	1	2.00	1.79	0.03	0.13	13.00
Emerald Shiner	N	I	M	3	6.00	5.36	0.02	0.10	3.33
Channel Catfish	F		C	5	10.00	8.93	3.29	15.94	328.80
Flathead Catfish	F	P	C	1	2.00	1.79	0.56	2.72	280.00
Black Crappie	S	I	C	1	2.00	1.79	0.10	0.50	52.00
Rock Bass	S	C	C	1	2.00	1.79	0.32	1.54	159.00
Smallmouth Bass	F	C	C M	19	38.00	33.93	5.57	27.00	146.58
Spotted Bass	F	C	C	1	2.00	1.79	0.02	0.12	12.00
Sauger	F	P	S	10	20.00	17.86	1.28	6.21	64.00
Walleye	F	P	S	1	2.00	1.79	0.10	0.48	49.00
Freshwater Drum			M P	3	6.00	5.36	3.74	18.13	623.33
<i>Mile Total</i>				56	112.00		20.63		
<i>Number of Species</i>				16					
<i>Number of Hybrids</i>				0					

River Mile	Drainage Area (sq mi)	Number of				Percent:					Qual. EPT	Eco-region	ICI
		Total Taxa	Mayfly Taxa	Caddisfly Taxa	Dipteran Taxa	Mayflies	Caddisflies	Tany-tarsini	Other Dipt/NI	Tolerant Organisms			
Ohio River (25-001)													
Year: 1996													
78.00 R	24000	23(4)	4(2)	2(2)	9(6)	1.2(2)	3.9(0)	0.0(0)	94.8(0)	34.1(0)	4(2)	4	18
76.70 R	24000	37(6)	7(6)	5(4)	16(6)	2.9(2)	3.3(0)	2.1(2)	91.5(0)	61.4(0)	2(0)	4	26
76.10 R	24000	27(4)	3(2)	5(4)	13(6)	0.8(2)	3.5(0)	9.9(6)	85.9(0)	58.8(0)	4(2)	4	26
75.60 R	24000	25(4)	3(2)	3(2)	12(6)	1.9(2)	5.2(2)	1.5(2)	91.3(0)	25.9(0)	5(2)	4	22
71.80 R	24000	28(4)	2(0)	2(2)	18(6)	1.8(2)	2.7(0)	0.5(2)	95.0(0)	46.7(0)	0(0)	4	16
70.00 R	24000	29(4)	3(2)	5(4)	14(6)	2.2(2)	7.6(2)	12.5(6)	77.7(0)	18.7(0)	1(0)	4	26

IBI table for sites near Brilliant

River Mile	Type	Date	Drainage area (sq mi)	Number of										DELTA anomalies	Rel.No. minus tolerants / (1.0 km)	Modified IBI		
				Total species	Sunfish species	Sucker species	Intolerant species	Rnd-bodied suckers	Simple Lithophils	Tolerant fishes	Omni-vores	Top carnivores	Insectivores					
Ohio River - (25-001)																		
Year: 1996																		
78.50	N	10/16/1996	24000	12(3)	3(3)	1(1)	0(1)	0(1)	0(1)	4(1)	4(5)	19(3)	35(5)	25(1)	6.3(1)	92(1) *	26	8.1
77.00	N	10/16/1996	24000	20(3)	3(3)	4(3)	1(1)	2(1)	1(1)	11(5)	13(5)	20(3)	35(5)	30(3)	12.2(1)	142(1) *	34	8.6
76.50	N	10/16/1996	24000	17(3)	2(3)	3(3)	0(1)	2(1)	2(1)	33(5)	6(5)	21(3)	28(5)	44(3)	5.6(1)	408(3)	36	9.6
76.20	N	10/16/1996	24000	13(3)	1(1)	2(1)	0(1)	2(1)	30(5)	13(5)	13(5)	32(1)	26(5)	26(1)	11.3(1)	92(1) *	26	7.5
75.50	N	10/17/1996	24000	13(3)	1(1)	1(1)	0(1)	0(1)	25(5)	5(5)	5(5)	21(3)	19(5)	21(1)	5.3(1)	108(1) *	28	6.6
71.70	N	10/16/1996	24000	12(3)	1(1)	3(3)	2(3)	20(3)	68(5)	4(5)	4(5)	11(5)	21(5)	61(5)	3.6(3)	108(1) *	42	7.7
71.40	N	10/16/1996	24000	19(3)	2(3)	4(3)	2(3)	15(1)	35(5)	7(5)	7(5)	9(5)	36(5)	42(3)	8.0(1)	410(3)	40	9.6
70.86	N	10/16/1996	24000	7(1)	1(1)	2(1)	0(1)	0(1)	56(5)	0(5)	0(5)	0(5)	11(5)	67(5)	16.7(1)	90(1) *	32	6.8
70.00	N	10/15/1996	24000	16(3)	2(3)	3(3)	2(3)	13(1)	38(5)	0(5)	0(5)	4(5)	59(5)	23(1)	8.9(1)	112(1) *	36	8.1

* - IBI is low end adjusted.
 * - < 200 Total individuals in sample
 *** - < 50 Total individuals in sample

Ohio EPA/DSW Ecological Assessment Section
 Macroinvertebrate Collection

Site: Ohio River

Collection Date: 09/17/1996 River Code: 25-001 RM: 78.00 R

Taxa Code	Taxa	Quant/Qual	Taxa Code	Taxa	Quant/Qual
00401	<i>Spongillidae</i>	+			
01320	<i>Hydra sp</i>	88			
01801	<i>Turbellaria</i>	37 +			
03360	<i>Plumatella sp</i>	+			
03600	<i>Oligochaeta</i>	224			
06810	<i>Gammarus fasciatus</i>	249 +			
08260	<i>Orconectes (Crockerinus) sanbornii sanbornii</i>	+			
13400	<i>Stenacron sp</i>	1 +			
13570	<i>Maccaffertium terminatum</i>	2			
16700	<i>Tricorythodes sp</i>	11 +			
17200	<i>Caenis sp</i>	2			
22300	<i>Argia sp</i>	+			
27404	<i>Neurocordulia molesta</i>	1			
49200	<i>Climacia sp</i>	+			
51206	<i>Cynellus fraternus</i>	16 +			
53800	<i>Hydroptila sp</i>	35 +			
77130	<i>Ablabesmyia rhamphe group</i>	61			
80427	<i>Cricotopus (C.) politus</i>	80			
81240	<i>Nanocladius (N.) distinctus</i>	25			
81631	<i>Parakiefferiella n.sp 1</i>	31			
82730	<i>Chironomus (C.) decorus group</i>	+			
83040	<i>Dicrotendipes neomodestus</i>	98			
83050	<i>Dicrotendipes lucifer</i>	43			
84470	<i>Polypedilum (P.) illinoense</i>	147			
84700	<i>Stenochironomus sp</i>	31			
84960	<i>Pseudochironomus sp</i>	74			
93200	<i>Hydrobiidae</i>	1			
96900	<i>Ferrissia sp</i>	50 +			
97001	<i>Bivalvia</i>	1			

No. Quantitative Taxa: 23 Total Taxa: 29
 No. Qualitative Taxa: 13 ICI: 18
 Number of Organisms: 1308 Qual EPT: 4

Ohio EPA/DSW Ecological Assessment Section
Macroinvertebrate Collection

Site: Ohio River

Collection Date: 09/17/1996 River Code: 25-001 RM: 76.70 R

Taxa Code	Taxa	Quant/Qual	Taxa Code	Taxa	Quant/Qual
01320	<i>Hydra sp</i>	23			
01801	<i>Turbellaria</i>	32			
03600	<i>Oligochaeta</i>	992 +			
06810	<i>Gammarus fasciatus</i>	109 +			
08601	<i>Hydrachnidia</i>	16			
13400	<i>Stenacron sp</i>	23			
13540	<i>Maccaffertium mediopunctatum</i>	5			
13550	<i>Maccaffertium mexicanum integrum</i>	4			
13561	<i>Maccaffertium pulchellum</i>	5			
13570	<i>Maccaffertium terminatum</i>	2			
16700	<i>Tricorythodes sp</i>	7 +			
17200	<i>Caenis sp</i>	4 +			
22001	<i>Coenagrionidae</i>	+			
26700	<i>Macromia sp</i>	+			
27404	<i>Neurocordulia molesta</i>	2 +			
51206	<i>Cyrnellus fraternus</i>	10			
51300	<i>Neureclipsis sp</i>	2			
52200	<i>Cheumatopsyche sp</i>	6			
53800	<i>Hydroptila sp</i>	38			
59400	<i>Nectopsyche sp</i>	1			
68700	<i>Dubiraphia sp</i>	+			
77130	<i>Ablabesmyia rhampho group</i>	74			
77750	<i>Hayesomyia senata or Thienemannimyia norena</i>	31			
80410	<i>Cricotopus (C.) sp</i>	8			
80420	<i>Cricotopus (C.) bicinctus</i>	4			
80427	<i>Cricotopus (C.) politus</i>	62			
80430	<i>Cricotopus (C.) tremulus group</i>	+			
81240	<i>Nanocladius (N.) distinctus</i>	23			
83040	<i>Dicrotendipes neomodestus</i>	27 +			
83050	<i>Dicrotendipes lucifer</i>	31			
83300	<i>Glyptotendipes (G.) sp</i>	4			
84010	<i>Parachironomus "abortivus" (sensu Simpson & Bode, 1980)</i>	4			
84450	<i>Polypedilum (Urasipedilum) flavum</i>	1			
84470	<i>Polypedilum (P.) illinoense</i>	8 +			
84540	<i>Polypedilum (Tripodura) scalaenum group</i>	+			
84700	<i>Stenochironomus sp</i>	62			
84960	<i>Pseudochironomus sp</i>	4			
85625	<i>Rheotanytarsus sp</i>	23			
85814	<i>Tanytarsus glabrescens group</i>	12			
93200	<i>Hydrobiidae</i>	6			
96900	<i>Ferrissia sp</i>	20			
97601	<i>Corbicula fluminea</i>	19 +			

Ohio EPA/DSW Ecological Assessment Section
 Macroinvertebrate Collection

Site: Ohio River

Collection Date: 09/17/1996 River Code: 25-001 RM: 76.10 R

Taxa Code	Taxa	Quant/Qual	Taxa Code	Taxa	Quant/Qual
00401	<i>Spongillidae</i>	+			
01320	<i>Hydra sp</i>	176			
01801	<i>Turbellaria</i>	296 +			
03360	<i>Plumatella sp</i>	+			
03600	<i>Oligochaeta</i>	4800 +			
04901	<i>Erpobdellidae</i>	+			
05800	<i>Caecidotea sp</i>	+			
06810	<i>Gammarus fasciatus</i>	480 +			
13400	<i>Stenacron sp</i>	2 +			
16700	<i>Tricorythodes sp</i>	51 +			
17200	<i>Caenis sp</i>	16			
24710	<i>Dromogomphus spinosus</i>	+			
27404	<i>Neurocordulia molesta</i>	+			
49200	<i>Climacia sp</i>	+			
51206	<i>Cyrnellus fraternus</i>	48 +			
51300	<i>Neureclipsis sp</i>	3			
52200	<i>Cheumatopsyche sp</i>	70			
52520	<i>Hydropsyche bidens</i>	16			
53800	<i>Hydroptila sp</i>	177 +			
69400	<i>Stenelmis sp</i>	+			
77130	<i>Ablabesmyia rhampho group</i>	59			
80420	<i>Cricotopus (C.) bicinctus</i>	118			
80427	<i>Cricotopus (C.) politus</i>	385			
80430	<i>Cricotopus (C.) tremulus group</i>	30			
81240	<i>Nanocladius (N.) distinctus</i>	30			
83040	<i>Dicrotendipes neomodestus</i>	89			
83050	<i>Dicrotendipes lucifer</i>	178			
84470	<i>Polypedilum (P.) illinoense</i>	355			
84540	<i>Polypedilum (Tripodura) scalaenum group</i>	+			
84700	<i>Stenochironomus sp</i>	267			
84960	<i>Pseudochironomus sp</i>	385			
85625	<i>Rheotanytarsus sp</i>	859			
85814	<i>Tanytarsus glabrescens group</i>	30			
87540	<i>Hemerodromia sp</i>	26			
93200	<i>Hydrobiidae</i>	2 +			
96120	<i>Menetus (Micromenetus) dilatatus</i>	72			

No. Quantitative Taxa: 27 Total Taxa: 36
 No. Qualitative Taxa: 17 ICI: 26
 Number of Organisms: 9020 Qual EPT: 4

Ohio EPA/DSW Ecological Assessment Section
 Macroinvertebrate Collection

Site: Ohio River

Collection Date: 09/17/1996 River Code: 25-001 RM: 75.60 R

Taxa Code	Taxa	Quant/Qual	Taxa Code	Taxa	Quant/Qual
00401	<i>Spongillidae</i>	+			
01200	<i>Cordylophora lacustris</i>	1			
01320	<i>Hydra sp</i>	1648			
01801	<i>Turbellaria</i>	207 +			
03600	<i>Oligochaeta</i>	704 +			
05800	<i>Caecidotea sp</i>	+			
06810	<i>Gammarus fasciatus</i>	328 +			
13400	<i>Stenacron sp</i>	21 +			
13550	<i>Maccaffertium mexicanum integrum</i>	+			
13570	<i>Maccaffertium terminatum</i>	1			
16700	<i>Tricorythodes sp</i>	67 +			
22300	<i>Argia sp</i>	+			
27406	<i>Neurocordulia obsoleta</i>	+			
51206	<i>Cyrnellus fraternus</i>	7 +			
52200	<i>Cheumatopsyche sp</i>	19			
53800	<i>Hydroptila sp</i>	213 +			
68901	<i>Macronychus glabratus</i>	1			
77130	<i>Ablabesmyia rhamphe group</i>	56			
77750	<i>Hayesomyia senata or Thienemannimyia norena</i>	14			
80420	<i>Cricotopus (C.) bicinctus</i>	139			
80427	<i>Cricotopus (C.) politus</i>	237			
81240	<i>Nanocladius (N.) distinctus</i>	83			
83040	<i>Dicrotendipes neomodestus</i>	125			
83050	<i>Dicrotendipes lucifer</i>	70			
84470	<i>Polydora (P.) illinoense</i>	264 +			
84960	<i>Pseudochironomus sp</i>	223			
85625	<i>Rheotanytarsus sp</i>	42			
85814	<i>Tanytarsus glabrescens group</i>	28			
87540	<i>Hemerodromia sp</i>	1			
93200	<i>Hydrobiidae</i>	97 +			
97710	<i>Dreissena polymorpha</i>	+			

No. Quantitative Taxa: 25 Total Taxa: 31
 No. Qualitative Taxa: 15 ICI: 22
 Number of Organisms: 4596 Qual EPT: 5

Ohio EPA/DSW Ecological Assessment Section
 Macroinvertebrate Collection

Site: Ohio River

Collection Date: 09/17/1996 River Code: 25-001 RM: 71.80 R

Taxa Code	Taxa	Quant/Qual	Taxa Code	Taxa	Quant/Qual
01320	<i>Hydra sp</i>	804			
01801	<i>Turbellaria</i>	83			
03360	<i>Plumatella sp</i>	121			
03600	<i>Oligochaeta</i>	1392			
06810	<i>Gammarus fasciatus</i>	296 +			
13400	<i>Stenacron sp</i>	1			
16700	<i>Tricorythodes sp</i>	59			
52520	<i>Hydropsyche bidens</i>	41			
53800	<i>Hydroptila sp</i>	48			
77130	<i>Ablabesmyia rhamphe group</i>	24			
77750	<i>Hayesomyia senata or Thienemannimyia norena</i>	28			
80410	<i>Cricotopus (C.) sp</i>	4			
80427	<i>Cricotopus (C.) politus</i>	73			
80430	<i>Cricotopus (C.) tremulus group</i>	12			
80500	<i>Cricotopus (Isocladius) reversus group</i>	4			
81231	<i>Nanocladius (N.) crassicornus or N. (N.) "rectinervis"</i>	4			
81240	<i>Nanocladius (N.) distinctus</i>	40			
81631	<i>Parakiefferiella n.sp 1</i>	4			
82820	<i>Cryptochironomus sp</i>	+			
83040	<i>Dicrotendipes neomodestus</i>	16			
83050	<i>Dicrotendipes lucifer</i>	16			
83300	<i>Glyptotendipes (G.) sp</i>	4			
84450	<i>Polypedilum (Uresipedilum) flavum</i>	4			
84470	<i>Polypedilum (P.) illinoense</i>	95 +			
84700	<i>Stenochironomus sp</i>	28			
85625	<i>Rheotanytarsus sp</i>	12			
85814	<i>Tanytarsus glabrescens group</i>	4			
87540	<i>Hemerodromia sp</i>	1			
93200	<i>Hydrobiidae</i>	52			

No. Quantitative Taxa: 28 Total Taxa: 29
 No. Qualitative Taxa: 3 ICI: 16
 Number of Organisms: 3270 Qual EPT: 0

Ohio EPA/DSW Ecological Assessment Section
 Macroinvertebrate Collection

Site: Ohio River

Collection Date: 09/24/1996 River Code: 25-001 RM: 70.00 R

Taxa Code	Taxa	Quant/Qual	Taxa Code	Taxa	Quant/Qual
01320	<i>Hydra sp</i>	144			
01801	<i>Turbellaria</i>	178			
03600	<i>Oligochaeta</i>	75 +			
06810	<i>Gammarus fasciatus</i>	194 +			
08230	<i>Orconectes (Crokerinus) obscurus</i>	+			
08601	<i>Hydrachnidia</i>	10			
13400	<i>Stenacron sp</i>	13			
13561	<i>Maccaffertium pulchellum</i>	1			
16700	<i>Tricorythodes sp</i>	23			
24710	<i>Dromogomphus spinosus</i>	+			
27404	<i>Neurocordulia molesta</i>	+			
51206	<i>Cyrnellus fraternus</i>	15			
52200	<i>Cheumatopsyche sp</i>	64			
52560	<i>Hydropsyche orris</i>	3			
52801	<i>Potamyia flava</i>	31 +			
53800	<i>Hydroptila sp</i>	14			
77500	<i>Conchapelopia sp</i>	7			
80410	<i>Cricotopus (C.) sp</i>	13			
80420	<i>Cricotopus (C.) bicinctus</i>	20			
80427	<i>Cricotopus (C.) politus</i>	39			
82100	<i>Thienemanniella sp</i>	2			
83040	<i>Dicrotendipes neomodestus</i>	46			
83050	<i>Dicrotendipes lucifer</i>	72			
84450	<i>Polypedilum (Uresipedilum) flavum</i>	20			
84470	<i>Polypedilum (P.) illinoense</i>	202			
84700	<i>Stenochironomus sp</i>	46			
85625	<i>Rheotanytarsus sp</i>	189			
85814	<i>Tanytarsus glabrescens group</i>	13			
85840	<i>Tanytarsus sepp</i>	7			
87540	<i>Hemerodromia sp</i>	13			
93200	<i>Hydrobiidae</i>	205 +			
96900	<i>Ferrissia sp</i>	16			

No. Quantitative Taxa: 29 Total Taxa: 32
 No. Qualitative Taxa: 7 ICI: 26
 Number of Organisms: 1675 Qual EPT: 1



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
4625 Morse Road, Suite 104
Columbus, Ohio 43230
(614) 416-8993 / FAX (614) 416-8994

April 27, 2012

Gregory Bailey
West Virginia Department of Transportation
1900 Kanawha Boulevard East
Building 5, Room 110
Charleston, West Virginia 25305-0430

Tails: 31420-2011-TA-0895

Re: Jefferson County, Ohio; Proposed Ohio River Bridge Project
State Project No. S205-2/23-0.00 00
Federal Project No. HPP-0223(003)D

Dear Mr. Bailey:

This is in response to your July 20, 2011 letter requesting information about possible impacts on federally threatened or endangered species at the proposed site of the Ohio River Bridge project. The proposed project includes a bridge that spans the Ohio River and connects WV 2 with OH SR 7. The comments in this letter only pertain to parts of the project that will occur in Ohio.

Our office has been informed by the Ohio Department of Transportation (ODOT) that the West Virginia Department of Transportation (WVDOT) is the lead state transportation agency for this project and that ODOT will not be coordinating this project with our office. Therefore, we request that WVDOT consult with our office on all anticipated impacts to any federally listed species of concern in Ohio, including impacts to species that may occur in the Ohio River. In addition, we request that our office be copied on all consultations between WVDOT and the Service's West Virginia Field Office in Elkins, WV.

There are no Federal wilderness areas, or designated Critical Habitat within the vicinity of the proposed site. The project site is within 1 mile of the Ohio River Islands National Wildlife Refuge.

We recommend that proposed developments avoid and minimize water quality impacts and impacts to high quality fish and wildlife habitat, such as forests, streams, and wetlands. Best construction techniques should be used to minimize erosion, particularly on slopes. Additionally, natural buffers around streams and wetlands should be preserved to enhance beneficial functions. In addition, we support and recommend mitigation activities that reduce the likelihood of invasive plant spread and encourage native plant colonization. Prevention of non-native, invasive plant

establishment is critical in maintaining high quality habitats. All disturbed areas in the project vicinity should be mulched and re-vegetated with native plant species. Staging areas should be kept well away from streams and wetlands, and construction areas should be quickly replanted with native vegetation following construction.

Furthermore, due to the potential impact on important fish communities and aquatic habitat, the Ohio Division of Natural Resources does not permit in-water work for the Ohio River during the period of March 15 to June 30; any in-water work should occur outside of these dates.

ENDANGERED SPECIES COMMENTS: The proposed project lies within the range of the **Indiana bat** (*Myotis sodalis*), a federally listed endangered species. Due to the project type, location, and lack of suitable habitat, this species would not be expected within the project area (in Ohio), and no impact to this species is expected. Relative to this species, this precludes the need for further action on this project in Ohio.

The proposed project lies within the range of the **sheepnose** (*Plethobasus cyphus*) and the **snuffbox** (*Epioblasma triquetra*), two federally listed endangered species. Based on previous Ohio River mussel surveys near the project site, it is unlikely that these two species would be present in the project area. However, we recommend that the Ohio Division of Natural Resources, Division of Wildlife be contacted regarding any state of Ohio listed species that may be present in the project area.

The proposed project lies within the range of the **eastern hellbender** (*Cryptobranchus a. alleganiensis*), a Federal amphibian species of concern and an Ohio endangered species. The eastern hellbender is a salamander that inhabits perennial streams with large, flat rocks. Should the proposed project directly or indirectly impact any of the habitat types described above, we recommend that a survey be conducted to determine the presence or probable absence of the eastern hellbender in the vicinity of the proposed project site. The following herpetologists are authorized to conduct hellbender surveys within the State of Ohio:

Jeff Davis
625 Crescent Road
Hamilton, OH 45013
anura@fuse.net
(513) 868-3154

Greg Lipps
1473 County Road 5-2
Delta, OH 43515
GregLipps@aol.com
(419) 376-3441

Doug Wynn
2375 Cross Creek Court
Lewis Center, OH 43035
Sistrurus@aol.com
(614) 306-0313

BALD EAGLE COMMENTS: The project lies within the range of the **bald eagle** (*Haliaeetus leucocephalus*), a species protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. Due to the project type, location, and onsite habitat, this species would not be expected within the project area, and no impact to this species is expected in Ohio. Relative to this species, this precludes the need for further action on this project in Ohio.

Should additional information on listed or proposed species or their critical habitat become available or if new information reveals effects of the action that were not previously considered, our comments and recommendations may be reconsidered. These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C.

661 et seq.), the Endangered Species Act of 1973 (ESA), as amended, and are consistent with the intent of the National Environmental Policy Act of 1969 and the U. S. Fish and Wildlife Service's Mitigation Policy.

If you have questions, or if we may be of further assistance in this matter, please contact Sarah Bowman at extension 18 in this office, or through email at sarah_bowman@fws.gov.

Sincerely,



Mary Khapp, Ph.D.
Field Supervisor

cc: ODNR, DOW, SCEA Unit, Columbus, OH (*email only*)
ODNR, John Navarro (*email only*)
USFWS Ohio River Islands NWR
OEPA, Columbus, OH (*email only*)
USACE, Ohio Regulatory Transportation Office, Columbus, OH (*email only*)
Elizabeth Stout, USFWS West Virginia Field Office (*email only*)
Traci Cummings, WVDOT (*email only*)

Keith A. Johnson

From: Angela_Boyer@fws.gov
Sent: Monday, June 13, 2011 11:22 AM
To: Keith A. Johnson
Cc: Karen_Hallberg@fws.gov
Subject: Re: Ohio River Bridge Crossing

Keith,

As your information indicates, there is no Indiana bat habitat on the Ohio side of the project area (no forested areas). Therefore, an Indiana bat on the Ohio side is not necessary.

Angie

• "Keith A. Johnson" <kjohnson@mtnstatebio.com>

"Keith A. Johnson"
<kjohnson@mtnstatebio.com>

To<angela_boyer@fws.gov>

06/07/2011 08:43 AM

cc

SubjectOhio River Bridge Crossing

Angela,

The WV Department of Highways is proposing to construct a bridge across the Ohio River at Brooke County, WV and Jefferson County, Ohio. I have attached some mapping that shows the area being proposed. One map shows different alternatives while the other combines all alternatives together. I will be conducting a mist net survey for this project and have already talked with WV USFWS office. As you will see there are forested areas that could be potential Indian Bat habitat on the WV side but no Indiana Bat habitat on the OH side due to residential development, industrial development, highways, etc (no forested areas). We are proposing to conduct mist net surveys on the WV side but due to insufficient habitat no mist net surveys are being proposed on the OH side. If you concur please send verification of your approval. If you have questions please contact my mobile number.

Sincerely,

Keith

Keith A. Johnson
Chief Biologist/Owner
Mountain State Biosurveys, LLC
6703 Ohio River Road
Lesage, WV 25537
Office (304)762-2453
Mobile (304)544-5404
www.mtnstatebio.com

Staud, Amy

Subject: FW: WVRt 2 bridge

AMServiceURLStr: <https://Slingshot.hdrinc.com/CFSS/control?view=services/FTService>

From: Facemire, Lovell R [<mailto:Lovell.R.Facemire@wv.gov>]

Sent: Wednesday, May 04, 2011 6:08 PM

To: Staud, Amy

Subject: FW: WVRt 2 bridge

fyi

From: barbara_Douglas@fws.gov [mailto:barbara_Douglas@fws.gov]

Sent: Tue 3/30/2010 1:19 PM

To: Facemire, Lovell R

Subject: WVRt 2 bridge

Hi Lovell - The Ohio River in Brooke County is within the historic range of endangered mussels, but we don't have current records that high up. The project is therefore not likely to adversely affect endangered mussel species, but there could be state protected mussels. You should coordinate with Janet C. regarding her survey requirements for the project.

Barb



United States Department of the Interior

FISH AND WILDLIFE SERVICE

West Virginia Field Office
694 Beverly Pike
Elkins, West Virginia 26241

August 17, 2009



RECEIVED

AUG 20 2009

ENGINEERING DIVISION
WV DOH

Mr. Gregory Bailey
West Virginia Department of Transportation
Division of Highways
1900 Kanawha Blvd. East
Building Five, Room 110
Charleston, West Virginia 25305-0430

Re: Ohio River Bridge Crossing, West Virginia Route 2, Brooke County, West Virginia

Dear Mr. Bailey:

This responds to your information request of April 8, 2009, regarding the potential impacts on federally-listed endangered and threatened species and species of concern. These comments are provided pursuant to the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

The proposed project crosses the Ohio River, known to contain the federally-endangered pink mucket pearly mussel (*Lampsilis abrupta*) and fanshell mussel (*Cyprogenia stegaria*), and one candidate species, the sheepsnose mussel (*Plethobasus cyphus*). To determine if any mussel populations will be affected, the U.S. Fish and Wildlife Service (Service) recommends that a mussel survey be conducted wherever any portion of the proposed project occurs within the Ohio River. The survey should be conducted by a malacologist with qualifications acceptable to the Service and the West Virginia Division of Natural Resources (WVDNR). The malacologist should submit a survey plan to the Service and the WVDNR for review and concurrence prior to conducting the work, and must have a valid scientific collecting permit from the WVDNR. A list of potential surveyors is included for your convenience. If any federally-listed species or high quality mussel populations are found, further coordination with this office will be required to develop measures that will avoid and minimize any impacts to fish and wildlife resources.

In addition, the endangered Indiana bat, (*Myotis sodalis*) could conceivably be adversely affected by the project proposal. The Indiana bat may use the project area for foraging and roosting between April 1 and November 15. Indiana bat summer foraging habitats are generally defined as riparian, bottomland, or upland forest, and old fields or pastures with scattered trees.

Mr. Gregory Bailey
August 17, 2009

2

Roosting/maternity habitat consists primarily of live or dead hardwood tree species which have exfoliating bark that provides space for bats to roost between the bark and the bole of the tree. Tree cavities, crevices, splits, or hollow portions of tree boles and limbs also provide roost sites.

The Service has determined the number of acres of suitable foraging and roosting habitat on the West Virginia landscape available to each Indiana bat, versus the total acreage of forest. On that basis, we have determined that small projects greater than a five-mile radius from a hibernaculum or known capture site, affecting 17 acres or less of suitable forested habitat will have a very small chance of resulting in direct or indirect take of the species, and therefore these effects are considered discountable.

If less than 17 acres of Indiana bat maternity habitat will be impacted by this project, then no further consultation under the Endangered Species Act is required for this species. If more than 17 acres will be disturbed, then you should contact this office to discuss project options.

If you have any questions regarding this letter, please contact Ms. Barbara Douglas of my staff, at (304) 636-6586, or at the letterhead address.

Sincerely,



Deborah Carter
Field Supervisor

Enclosure: Mussel Surveyors

Qualified Freshwater Mussel Surveyors *

Updated July 2007

Ecological Specialists, Inc.
Contact: Heidi Dunn
1417 Hoff Industrial Drive
O'Fallon, MO 63366
phone: 636-281-1982
email:
hdunn@ecologicalspecialists.com
(SCUBA and snorkle surveys)

McClane Environmental Services
Contact: Brent McClane
10566 Decker Avenue
St. Louis, MO 63114
phone: 314-890-8524
fax: 314-427-3113
email: bmccclane@swbell.net
(SCUBA and snorkle surveys)

Ecological Specialists, Inc.
Contact: Chuck Howard
470-A Schrock Road
Columbus, OH 43229
phone: 614-430-3780
fax: 614-430-3781
email:
choward@ecologicalspecialists.com
(SCUBA and snorkle surveys)

Dr. Michael Hoggarth
Otterbein College
Science Hall 306
Westerville, OH 43081
phone: 614-823-1667

EnviroScience, Inc.
Contact: Greg Zimmerman
3781 Darrow Road
Stow, OH 44224
phone: 330-688-0111
fax: 330-688-3858
email:
gzimmerman@enviroscienceinc.com
(SCUBA and snorkle surveys)

Allegheny Consulting
Bill Tolin
Route 3, Box 142
Elkins, WV 26241
phone: 304-636-6004
email: wtolin@cebridge.net
(Snorkle surveys)

Note: Due to the depth of the rivers, surveys on the Ohio and Kanawha Rivers must be conducted by SCUBA

* This list includes *individuals* who are qualified to conduct surveys for freshwater mussels, this list may not include all individuals qualified to conduct such surveys. Inclusion of names on this list does not constitute endorsement by the WV Division of Natural Resources (WVDNR), the US Fish and Wildlife Service, nor any other government agency. A WV Scientific Collecting Permit will be required from the WVDNR to sample mussels in WV.



RECEIVED

APR 20 2009

ENGINEERING DIVISION
WVDOH

DIVISION OF NATURAL RESOURCES

Wildlife Resources Section
Operations Center
P.O. Box 67

Elkins, West Virginia 26241-3235
Telephone (304) 637-0245
Fax (304) 637-0250

Joe Manchin III
Governor

Frank Jezioro
Director

April 16, 2009

Mr. Gregory L. Bailey
Division of Highways
1900 Kanawha Boulevard, East
Building Five, Room 110
Charleston, WV 25305-0430

Dear Mr. Bailey:

We have reviewed our files for information on rare, threatened and endangered (RTE) species and natural trout streams for the areas of the proposed highway projects:

JG	State Project U326-2-6.46 Federal Project NH-0002(316)C Franklin to Woodlands Marshall County	Our records indicate no known occurrences of RTE species or natural trout streams at this site.
JG	State Project S354-13/1-0.22 North Fork of Lee Creek Wood County	Our records indicate no known occurrences of RTE species or natural trout streams at this site.
JG	State Project S205-2/23-0.00 00 Federal Project HPP-0223(003)D Ohio River Bridge Brooke County	Our records indicate no known occurrences of RTE species, wetlands or natural trout streams at this site. Surveys for freshwater mussels will be required.
RW	State Project S328-15/4-0.83 00 Federal Project BR-0154(006)D Duhring Pony Truss Bridge Mercer County	Our records indicate no known occurrences of RTE species or natural trout streams at this site.
SM	State Project S317-19-26.19 Federal Project BR-0019(270)E Shinnston Bridge Replacement Harrison County	Our records indicate no known occurrences of RTE species or natural trout streams at this site. Surveys for freshwater mussels will be required.
TBM	State Project S227-62-8.74 Federal Project BR-0062(812)D Tenmile Creek Bridge Replacement Mason County	Our records indicate no known occurrences of RTE species or natural trout streams at this site. Surveys for freshwater mussels will be required.

1 of 3

Page 2 of 5
 DNR
 4-16-09

TC	State Project WV 3 MP 20.90 WV 3 MP 20.90 Bank Stabilization Summers County	Our records indicate no known occurrences of RTE species or natural trout streams at this site. Surveys for freshwater mussels will be required prior to any in-stream work. The U.S. Fish and Wildlife Service may require surveys for the threatened shrub Virginia spiraea (<i>Spiraea virginiana</i>).
TC	State Project U344-33/2-0.00 Spencer Sidewalk & Pedestrian Bridge Roane County	Our records indicate no known occurrences of RTE species or natural trout streams at this site.
TC	State Project US 219 MP 40.01 Linwood-Mace Rd. Culvert Replacement Pocahontas County	Our records indicate no known occurrences of RTE species or natural trout streams at this site.
TBM	State Project S310-60/7-0.15 Cane Branch Road Landslide Correction Fayette County	Our records indicate no known occurrences of RTE species or natural trout streams at this site.
TBM	State Project S310-6/2-0.01 Armstrong Creek Bridge Replacement Fayette County	Our records indicate no known occurrences of RTE species or natural trout streams at this site.
TBM	State Project 28-102/2-0.20 Aubrey Road Bank Stabilization Mercer County	Our records indicate no known occurrences of RTE species or natural trout streams at this site.
JG	State Project S355-01-4.50 Glen Fork Box Culvert Wyoming County	Our records indicate no known occurrences of RTE species or natural trout streams at this site.
RW	State Project S310-41-0.20 00 WV 41 Slide Correction Fayette County	Our records indicate no known occurrences of RTE species or natural trout streams at this site.
TBM	State Project CR 9/5 MP 0.30 Hinkle Hollow Rd. UT of Mill Creek Culvert Replacement Grant County	Our records indicate no known occurrences of RTE species or natural trout streams at this site.
TBM	State Project S310-60-13.83 US Route 60 MP 13.83 Rock Buttress Slide Correct Fayette County	Our records indicate no known occurrences of RTE species or natural trout streams at this site.

The Wildlife Resources Section knows of no surveys that have been conducted in these areas for rare species or rare species habitat. Consequently, this response is based on information currently available and should not be considered a comprehensive survey of the areas under review.

DNR Page 3 of 3
4-16-09

Thank you for your inquiry, and should you have any questions please feel free to contact me at the above number, extension 2048.

Sincerely,


Barbara Sargent
Environmental Resources Specialist
Wildlife Diversity Program



APR 20 2009

Ohio Department of Natural Resources **ENGINEERING DIVISION**

TED STRICKLAND, GOVERNOR

WV DOH
SEAN D. LOGAN, DIRECTOR

Division of Natural Areas and Preserves
Steven D. Maurer, Chief
2045 Morse Rd., Bldg. F-1
Columbus, OH 43229-6693
Phone: (614) 265-6453; Fax: (614) 267-3096

April 15, 2009

Jacqueline Giles
West Virginia Division of Highways
1900 Kanawha Blvd. East, Building 5
Charleston, WV 25305

Dear Ms. Giles:

After reviewing our Natural Heritage maps and files, I find the Division of Natural Areas and Preserves has no records of rare or endangered species in the Ohio River Crossing Bridge project area, including a one mile radius, at Brilliant in Wells Township, Jefferson County, Ohio, and on the Steubenville West and Steubenville East Quads [S205-2/23-0.00; HPP-0223 (003) D].

There are no state nature preserves or scenic rivers at the project site. We are also unaware of any unique ecological sites, geologic features, animal assemblages, state parks, state forests or state wildlife areas within a one mile radius of the project area.

Our inventory program has not completely surveyed Ohio and relies on information supplied by many individuals and organizations. Therefore, a lack of records for any particular area is not a statement that rare species or unique features are absent from that area. Although we inventory all types of plant communities, we only maintain records on the highest quality areas.

Please contact me at 614-265-6818 if I can be of further assistance.

Sincerely,

Debbie Woischke, Ecological Analyst
Natural Heritage Program



United States Department of Agriculture



Natural Resources Conservation Service
N. Panhandle Soil Survey Office
1 Ball Park Drive
McMechen, WV 26040
(304) 242-0876 x117 (Phone)
(304) 242-7039 (Fax)

RECEIVED

OCT 14 2011

ENGINEERING DIVISION
WV DOH

Subject: LESA Determination
Proposed Ohio River Bridge Project
State Project S205-2/23/0.00 00
Brooke Co., WV

Date: 10-12-2011

To: Ben L Hark
Environmental Section Head
WV Division of Highways
1900 Kanawha Blvd E, Bldg 5, Room 110
Charleston, WV 25305-0430

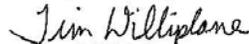
Dear Ben,

A LESA determination was made for the Proposed Ohio River Bridge Project in Brooke County, WV. The 4 study areas contain between 57 and 86 total land acres, of which between 1.5 and 2.0 acres have been designated statewide important farmland. All sites contain no acres of prime farmland. Please find enclosed the completed AD-1006 form for your files.

There are currently no farmland protection programs that involve any of the Northern Panhandle counties. Also, please note that this evaluation was for the WV side of the river only.

If you have any further questions about this project, please contact me.

Respectfully,


Tim Dilliplane
NRCS Soil Scientist

Cc: Katie Fitzsimmons, District Conservationist
Carlos Cole, Area Resource Soil Scientist

Helping People Help the Land

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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 5/9/11			
Name Of Project Proposed Ohio River Bridge Crossing		Federal Agency Involved FHWA-WV			
Proposed Land Use Infrastructure - Highway		County And State Brooke County, WV & Jefferson County, OH			
PART II (To be completed by NRCS)		Date Request Received By NRCS 9-2-2011			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated 0	Average Farm Size 179
Major Crop(s) Corn, hay	Farmable Land In Govt. Jurisdiction Acres: 31,900 ; 56 %	Amount Of Farmland As Defined In FPPA Acres: 31,900 ; 56 %			
Name Of Land Evaluation System Used LESA	Name Of Local Site Assessment System none	Date Land Evaluation Returned By NRCS 10-12-2011			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site 2	Site 2B	Site 6	Site 6B
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site		86.41	86.42	57.35	57.35
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		0	0	0	0
B. Total Acres Statewide And Local Important Farmland		2	2	1.5	1.5
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		.001	.001	.001	.001
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		.001	.001	.001	.001
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		1.2	1.2	1.3	1.3
PART VI (To be completed by Federal Agency)		Maximum Points			
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS		160	0	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	0	0	0
Total Site Assessment (From Part VI above or a local site assessment)		160	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	0	0	0
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
Reason For Selection:					

(See Instructions on reverse side)
This form was electronically produced by National Production Services Staff



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

August 24, 2011

Ms. Katy Fitzsimmons
District Conservationist
US Department of Agriculture
Natural Resources Conservation District
McMechen Service Center
1 Ball Park Drive
McMechen, West Virginia 26040

Dear Ms. Fitzsimmons:

State Project S205-2/23-0.00 00
Federal Project HPP-0223(003)D
Agency Coordination
Proposed Ohio River Bridge

Brooke County, West Virginia and Jefferson County, Ohio

As part of the Environmental Assessment documentation for the above referenced project, the Agricultural Impacts Analysis for the above referenced project is being completed. This letter transmits the Farmland Conversion Impact Rating Form (Form AD-1006). The study area in West Virginia is currently not used for agricultural use, although some soil types within the study are classified as farmland type soils.

As noted on form AD-1006, four Build Alternatives are currently being evaluated, Alternatives 2, 2B, 8 and 8B. The Project Study Area limits for each of the alternatives are illustrated in the attached Exhibits. As requested, three copies of Form AD-1006 and Alternative Exhibits are enclosed for your use.

Upon our initial evaluation, it was found that Alternatives 2 and 2B include soil types classified as prime, statewide and local importance farmland acres to be converted directly into infrastructure use.

As a result of this project, a new river crossing would span the Ohio River and link WV 2 in Brooke County, south of Wellsburg with OH 7 in Jefferson County near the community of Brilliant. In addition to construction of a new bridge, roadway improvements will be made to provide new bridge approaches and continuity with the local road system.

Should you require additional information, please contact Ms. Jacqueline Giles of our Environmental Section at (304) 558-9669. Your cooperation is greatly appreciated.

Yours very truly,

Gregory L. Bailey, P.E.
Director
Engineering Division

By: *Ben L. Hark*

Ben L. Hark
Environmental Section Head

GLB:Hk
Attachments

cc: Mr. Mark J. Sikora, P.E., HDR Engineering, Inc.
Mr. Christopher Varcolla, P.E., ODOT District 11
bcc: DDE(JG)

E.E.O./AFFIRMATIVE ACTION EMPLOYER

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 5/9/11			
Name Of Project Proposed Ohio River Bridge Crossing		Federal Agency Involved FHWA-WV			
Proposed Land Use Infrastructure - Highway		County And State Brooke County, WV & Jefferson County, OH			
PART II (To be completed by NRCS)		Date Request Received By NRCS			
Does the site contain prime, unique, statewide or local important farmland? <i>(If no, the FPPA does not apply -- do not complete additional parts of this form).</i>		Yes <input type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Amount Of Farmland As Defined in FPPA Acres: %			
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By NRCS			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		0.0	0.0	0.0	0.0
B. Total Acres To Be Converted Indirectly		0.4	0.4	0.0	0.0
C. Total Acres In Site		0.4	0.4	0.0	0.0
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value					
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted <i>(Scale of 0 to 100 Points)</i>		0	0	0	0
PART VI (To be completed by Federal Agency) Site Assessment Criteria <i>(These criteria are explained in 7 CFR 658.5(b))</i>		Maximum Points			
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS		160	0	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland <i>(From Part V)</i>		100	0	0	0
Total Site Assessment <i>(From Part VI above or a local site assessment)</i>		160	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	0	0	0
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Reason For Selection:					

(See Instructions on reverse side)

This form was electronically produced by National Production Services Staff

Form AD-1006 (10-83)

Project: WVT_Wellsburg_Bridge	Project No: 83938
Date: March 16, 2012	Subject: LESA Determination
Call to: Tim Dilliplane, NRCS Soil Scientist	Phone No: 304-242-0576x117
Call from: Amy Staud	Phone No: 304-748-8740

Discussion, Agreement and/or Action:

I spoke with Mr. Dilliplane regarding the impacted statewide important farmland associated with this project. In his letter dated October 12, 2011, a reported 1.5 to 2.0 acres will be impacted. HDR's calculations were 0 acres for Alternatives 8 and 8B and 0.4 acres for Alternatives 2 and 2B. These were measured in GIS.

Mr. Dilliplane indicated his impacts and ratings were based on the maps provided. We agreed the difference between the impacts is likely due to the difference in using paper maps vs. GIS. Mr. Dilliplane agreed that it would be ok to keep the impacts as determined by HDR in the EA and note the difference shown by NRCS.

Ohio Department of Transportation, Office of Environmental Services
FARMLAND PROTECTION POLICY ACT
PROJECT SCREENING SHEET

I. PROJECT INFORMATION:

A. County-Route-Section: JEF-New Ohio River Bridge

PID: 79353 Length: 0.47 miles

B. Brief Description: Construct a new bridge crossing over the Ohio River in Brilliant Ohio to connect West Virginia SR 2 to Ohio SR 7.

C. Screening Criteria for Land to be acquired

(Only one need be marked if it applies to *entire* project area; if *none* can be marked, FCIR form is required):

- Developed with a density of *at least 30 structures per 40 acres.*
- Identified as urbanized area (UA) on U.S. Census Bureau Map.
- Identified as urban area mapped with a tint overprint on USGS topographical map(s).
- Identified as urban-built-up on USDA Important Farmland Map(s).
- Bridge replacement requiring *less than 1 acre* of new R/W
(approx. _____ acre required).
- Widening *or* intersection improvement requiring *less than 3 acres* of new R/W
(approx. _____ acres required).
- Temporary R/W to be returned to existing or greater productive capability
(approx. _____ acres required).
- Channel easement for shaping existing channel
(approx. _____ acres required).

II. CONCURRENCE:

It is hereby determined that completion of the Farmland Conversion Impact Rating form (USDA Form AD-1006) is not required because the project will not affect farmland as defined in 7 CFR Part 658, as amended, or because the project falls within the criteria in the 1984 Memorandum of Understanding between ODOT, FHWA and USDA/SCS.

District Environmental Coordinator *[Signature]* Date: 9/7/11

Revised 12/12/2005



OHIO DEPARTMENT OF TRANSPORTATION
INTER-OFFICE COMMUNICATION
Office of Environmental Services



TO: Lloyd MacAdam, District 11 Deputy Director

DATE: March 13, 2012

Attn: Tom Stratton

FROM: *Juliet D. Dennis for*
Timothy M. Hill, Administrator, Office of Environmental Services

SUBJECT: Environmental Site Assessment

PROJECT: JEF – New Ohio River Crossing

PID: 79353

This office has reviewed the Environmental Site Assessment (ESA) Screening for the above referenced project which was produced by HDR Engineering, Inc. The comments below address the Ohio portion of the project. The West Virginia portion of the project was not reviewed.

Based on the information provided, a Phase I ESA should be conducted on the sites listed below.

Zimnox Coal, 1210 3rd Street
Steel Valley Tank and Welding, 24 Co Rd 7E
Marathon Gas Station, 1004 3rd Street
Southeastern Equipment Company, 1356 3rd Street

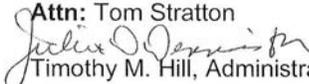
If you have any questions or concerns, please contact Juliet Denniss, Environmental Supervisor, at (614) 466-7942.

TMH:jdd

c: File



**OHIO DEPARTMENT OF TRANSPORTATION
INTER-OFFICE COMMUNICATION**
Office of Environmental Services

TO: Lloyd MacAdam, District 11 Deputy Director **DATE:** March 15, 2012
Attn: Tom Stratton
FROM: 
 Timothy M. Hill, Administrator, Office of Environmental Services
SUBJECT: Phase I Environmental Site Assessment
PROJECT: JEF – New Ohio River Crossing **PID:** 79353

This office has reviewed the Phase I Environmental Site Assessment (ESA) for the above referenced project which was produced by HDR Engineering, Inc. The comments below address the Ohio portion of the project. The West Virginia portion of the project was not reviewed.

Based on the information provided, a Phase II ESA is warranted for the sites listed below for the noted issues. A Phase II ESA Work Plan is to be submitted once the preferred alternative is selected.

Site	Address	Issue
Zimnox Coal	1210 3 rd Street	Gas and diesel USTs removed in 1992 but no closure report submitted, BUSTR phone call documentation shows soils taken from tank pit placed into Zimnox's coal mine for storage
Steel Valley Tank and Welding	24 Co Rd 7E	Possible CD&D landfill, slag used for fill, sand blasting occurred outside
Marathon Gas Station	1004 3 rd Street	Active UST release
Southeastern Equipment Company	1356 3 rd Street	Conducts maintenance, storage of antifreeze and batteries outside

If you have any questions or concerns, please contact Juliet Denniss, Environmental Supervisor, at (614) 466-7942.

TMH:jdd

c: File





OHIO DEPARTMENT OF TRANSPORTATION
INTER-OFFICE COMMUNICATION
Office of Environmental Services



TO: Lloyd MacAdam, District 11 Deputy Director **DATE:** December 27, 2011
Attention: Thomas Stratton

FROM: Noel Alcala, Noise and Air Quality Coordinator, Office of Environmental
Services *Noel Alcala*

SUBJECT: Preliminary Noise Analysis Report dated December 2011

PROJECT: JEF- Ohio River Bridge Crossing PID 79353

We have reviewed the subject document prepared by HDR and received by this office on 12/21/11. We find the document acceptable. Noise impacts were identified and noise barriers were analyzed, however, noise barriers were NOT found feasible AND reasonable. No further noise analysis or consideration of noise mitigation is required.

If you have any questions or concerns, please contact Noel Alcala, Noise and Air Quality Coordinator at 614-466-5222.

NAA:naa

c: File

Division of Air Pollution Control

TO: Noel Alcala, Office of Environmental Services, ODOT
FROM: Frederick Jones, DAPC, ATU, OEPA
DATE: December 2, 2011
RE: JEF – New Ohio River Bridge, PID 79353 Qualitative Mobile Source Air Toxics (MSAT) Analysis Report.

Mobile Source Air Toxic (MSAT) Analysis Document Review

Document Reviewed:

Qualitative MSAT Analysis Report JEF – New Ohio River Bridge, PID 79353.

Comments:

Upon Review, Ohio EPA does not have additional comments on the MSAT Analysis Report: JEF – New Ohio River Bridge, PID 79353. The Average Daily Traffic and the Vehicle Miles Traveled described in the report, is in accordance with the ODOT Technical Guidance for Analysis of Mobile Source Air Toxics to be categorized as a "Low MSAT effect" project.

The report identifies the limitation in predicting project specific health impacts through vehicle emissions and provides information in accordance to CEQ regulations 40 CFR 1502.22(b) regarding unavailable or incomplete information for a Low MSAT effect project.

cc: Paul Koval Supervisor, DAPC/ATU

From: [Stratton, Thomas](#)
To: [Varcoila, Chris](#)
Cc: [Staud, Amy](#); [Ben I. Hark](#)
Subject: FW: PM2.5 Project Level Conformity Determination Request for Nonexempt Projects
Date: Thursday, November 17, 2011 2:02:14 PM

FYI

Thomas E. Stratton
ODOT, District 11 Environmental Coordinator
Voice: 330-308-3992
Fax: 330-308-3965
xc: file

From: Braun, Paul
Sent: Tuesday, November 01, 2011 9:45 AM
To: Morris.Patricia@epamail.epa.gov; Alcala, Noel
Cc: Ayres, Craig; Schneider, Erica; Oesterling, Leigh; Lang, Robert; Stratton, Thomas
Subject: RE: PM2.5 Project Level Conformity Determination Request for Nonexempt Projects

Noel,

Sorry it took so long. I too agree that due to the low ADT and trucks this would not be a project of concern.

Paul

Paul J. Braun, P.E.
State Implementation Plan Development and Rulemaking
Ohio EPA, Division of Air Pollution Control
614-644-3734

From: Morris.Patricia@epamail.epa.gov [mailto:Morris.Patricia@epamail.epa.gov]
Sent: Monday, October 31, 2011 10:50 AM
To: Alcala, Noel
Cc: Ayres, Craig; Schneider, Erica; Oesterling, Leigh; Braun, Paul; Lang, Robert; Stratton, Thomas
Subject: Re: PM2.5 Project Level Conformity Determination Request for Nonexempt Projects

Noel,

Based on the low ADT and truck traffic, I concur that these projects are not projects of air quality concern.
Pat

Patricia Morris
Environmental Scientist
USEPA Region 5
(312) 353-8656
morris.patricia@epa.gov

-----"Alcala, Noel" <Noel.Alcala@dot.state.oh.us> wrote: -----

To: Patricia Morris/R5/USEPA/US@EPA, "Braun, Paul" <Paul.Braun@epa.state.oh.us>, "Oesterling, Leigh" <leigh.oesterling@dot.gov>
From: "Alcala, Noel" <Noel.Alcala@dot.state.oh.us>
Date: 10/28/2011 06:24AM
Cc: "Lang, Robert" <Robert.Lang@dot.state.oh.us>, "Ayres, Craig" <Craig.Ayres@dot.state.oh.us>, "Schneider, Erica" <Erica.Schneider@dot.state.oh.us>, "Stratton, Thomas" <Thomas.Stratton@dot.state.oh.us>
Subject: PM2.5 Project Level Conformity Determination Request for Nonexempt Projects

Leigh, Patricia, and Paul:

The nonexempt projects listed in the table below are projects that we believe are not projects of air quality concern and have met the statutory requirements of the Clean Air Act and is exempt from PM2.5 Hotspot Analysis. Below are the project descriptions. See attached project location mapping.

These projects are listed on their MPO TIPS. These projects do not have an ADT >125,000 AND diesel trucks >8% in the design year. These projects require a project level conformity determination from FHWA in accordance with 40CFR93 and the FHWA and EPA Transportation Conformity Guidance for Qualitative Hot Spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas. Below is the traffic information for each project. As you can see, the traffic volumes

are low. Please let me know if you agree that these projects are not projects of air quality concern and no PM2.5 hotspot analysis is required so we can complete our environmental documents. A response by November 4, 2011 (1 week) would be greatly appreciated. Thanks.

Dist.	Project	PID	County	Project Description	Sponsoring Agency	Fiscal Year for construction	Type A Existing year ADT	Truck % Existing year	Diesel Trucks Existing year	Type A Design year ADT 2030	Truck % Design year 2030	Diesel Trucks Design year 2030
4	SUM-IR76/AR77/Johnston St-11.27/12.22	86979	Summit	Relocate Johnston St and remove 3 bridges that carry IR76/AR77 over existing Johnston St and replace the bridges with fill (no added capacity).	ODOT	2015	Johnston St- 5800	Johnston St- 2%	Johnston St- 120	Johnston St- 5800	Johnston St- 2%	Johnston St- 120
4	SUM-SR93-6.92	76437	Summit	Widen roadway from 2 to 5 lanes from Robinson to Cormandy.	ODOT	2013	22600	3	730	28227	3	873
11	JEF-New Ohio River Bridge	79353	Jefferson	Construct a new bridge on new alignment over the Ohio River.	BHJTS (MPO)	TBD	0	0	0	9800	2	200

If you have any questions or concerns, please do not hesitate to contact me by phone or email.

Noel Alcalá, P.E.
 Noise and Air Quality Coordinator
 ODOT-Office of Environmental Services
 1980 W. Broad Street
 Columbus, OH 43223
 614-466-5222
Noel.alcala@dot.state.oh.us

[attachment "JEF-New River Bridge Preferred Alternative.pdf" removed by Patricia Morris/R5/USEPA/US]
 [attachment "SUM-76-77-Johnston St and SUM-93 mapping.docx" removed by Patricia Morris/R5/USEPA/US]

APPENDIX B
PUBLIC WORKSHOP
COMMENTS

October 2008

October 6, 2008: Jefferson Community College

October 7, 2008: Brooke County High School

October 8, 2008: Millsop Community Center

October 9, 2008: Buckeye North Middle School

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Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Dates: October 6-9, 2008 (Comment Sheet obtained from BHJ Website)

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

It is important both the Ohio Department of Transportation, the West Virginia Department of Transportation and the Federal Highway Administration work together to retain the integrity of the Brooke-Hancock-Jefferson Metropolitan Planning (BHJ) bridge system.

The BHJ regional bridge system has four component parts.

- The Fort Steuben Bridge (ODOT Ownership)
- The Veterans Memorial Bridge (WV DOT Ownership)
- The Market Street Bridge (WV DOT Ownership)
- A Proposed New Ohio River Bridge South of Wellsburg, WV (Proposed WV DOT Ownership)

If the Fort Steuben Bridge and Market Street were to close before the construction of a new Ohio River Bridge crossing, the bridge system would fail due to access issues at the Veterans Bridge.

While funding is a front issue for future improvements, the age and structural capacity of this bridge system does not stand still. It is a safety, traffic congestion, emergency issue and job issue. These concerns have been validated in previous studies.

(Please print the following information)

Name: John C. Brown
Address: 124 North 4th Street
Steubenville, OH 43952

Organization (if any):

Brooke-Hancock-Jefferson Metropolitan Planning Commission

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 6, 2008

Location: Jefferson Community College, 4000 Sunset Boulevard, Steubenville, Ohio

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

NO, WE JUST SPEND NEW MONEY ON
A BRIDGE WHERE WE
HAVE BEEN FROM THE SCHOOL
TO GET CHILDREN ACROSS
CROSSING
WALK OUT MORE OF OUR
COUNTRY LIFE

1100

(Please print the following information)

Name: Becky Crothers
Address: 1108 Wagon Wheel
Mingo, OH 43928

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 6, 2008

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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

I BELIEVE THE FIRST PRIORITY
SHOULD BE A WASHINGTON STREET
BRIDGE AT STEUBENVILLE.

THE GREATEST GOOD FOR THE
GREATEST NUMBER OF PEOPLE

(Please print the following information)

Name: James Rinaudo
Address: 710 E. Fernwood Dr
Toronto OH 43964

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

10-7-08

I UNDERSTAND MARKET BRIDGE WILL
CLOSE - STILL SUPPORT SOUTHERN
BROOKE - SOUTHERN JEFFERSON COUNTY

(Please print the following information)

Name: Hester Mayle
Address: 710 3RD ST.
BRILLIANT, OHIO
Organization (if any): 43913

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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Charleston, West Virginia 25305-0430

Date: October 6, 2008

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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

I look at the bridge across the Ohio River, between
the West Virginia and Ohio. Brilliant would be a great
asset to the economy of the Ohio Valley. People
could travel to Wheeling & the Pennsylvania
area. There use to be a ferry across there years ago
when I was a little girl, like 50 yrs ago. My twin
Aunts are very active with the research and public
meeting information gatherings. I was born raised in
Brilliant. Moved to this area 13 years ago due to
my husband's job change. My heart remains in the
Ohio Valley and hope that the bridge becomes a
reality for all my family and friends in that area.

(Please print the following information)

Name: Donna Bradley
Address: 158 Glenview Dr.
Avon Lake, Ohio 44012

Organization (if any):

RECEIVED
OCT 24 2008
ENGINEERING DIVISION
WV DOH

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

My name is Julia Silchrist I'm 85 1/2 years
So you people have the bridge started
I hope I see the day I will cross
on the bridge. I'm 85 so I don't have
too many days left. Brilliant is my
home town. Helen Mayle is my sister
she is working for Brilliant. So I don't
get going with the bridge. Good luck
excuse the writing. a bridge for
Wellsburg and Brilliant

(Please print the following information)

Name: JULIA GILCHRIST
Address: 7241 MARSHALL ST
WELLSBURG, WVA 26070
phone 7371136

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

I represent the citizens of the 4th ward of Steubenville.
I was the only one who voted against
your chosen right. I believe a bridge
from Wellsburg to Brilliant is of no
sense to anyone. The new bridge should
be on Washington Street to serve many
thousands not just a few to the south.
My ward runs from the Market Street Bridge
to the Fort Steuben Bridge and all my
constituents agree with my decision.

(Please print the following information)

Name: N. DAVID FORTUNATO

Address:

321 MADISON AVE
STEUBENVILLE OHIO

Organization (if any):

COUNCIL STEUBENVILLE OHIO

N. David Fortunato

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 7, 2008

Location: Brooke County High School, One Bruin Drive, Wellsburg, West Virginia

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

my daughter has her business
right across the river.

(Please print the following information)

Name: LENA PAZZELLI

Address:

614 MAPLE AVE
TILTONSVILLE, OHIO
43963

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

I love the structures

(Please print the following information)

Name: *Karen Kendziorzski*
Address: *811 Bakers Addition Rd*
Hopedale, Ohio
Organization (if any): *43976*

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

(Please print the following information)

Name: *Michael Allietta*
Address: *98 Jeffrey St*
Wintersville, Ohio
Organization (if any): *43953*

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*My family & friends live directly
across the river & where I grew
up ↓*

(Please print the following information)

Name: *Mary Allietta*
Address: *1247 Co Hwy 41*
Richmond, Ohio
Organization (if any): *43944*

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*A new bridge near Wellsburg ~~is~~ will
be a great asset. I live in Weirton
and work in Wellsburg. Traffic in
Follansbee can be horrendous. A bridge
could help ~~alleviate~~ alleviate some of
the traffic. It would also provide
an alternate route when it's through
Follansbee is shut down due to an
accident, fire, or flooding as opposed
to going up Mahan Long, across Elders-
ville Road, and down Big Rock.*

(Please print the following information)

Name: *Gayle A. Montgomery*
Address: *220 Elmer Ave*
Weirton WV 26062
Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*There are several of us who live in Ohio
across the river and commute to Wellsburg everyday.
The bridge would not only help us, it would also
provide the business easier access for the thousands
of customers we service. We feel that the bridge
would benefit everyone in the community.*

(Please print the following information)

Name: Dave Hemen
Address: 1416 Township Rd 119
Dillonvale, OH 43917
Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

(Please print the following information)

Name: Joseph Pederson
Address: 866 Donegal East
Willsboro WV 26037
Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*IT ONLY MAKE GOOD SENSE
TO PUT THE BRIDGE BETWEEN WELLSBURG
& BRILLIANT*

(Please print the following information)

Name: *DAVE CARABASE*
Address: *106 TERRA MANOR
WINTERSVILLE OHIO 43953*
Organization (if any): *740 632-7210*

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*WE HAVE RIVER CROSSINGS IN STEUBENVILLE OH - WHEELING WV
AND IN WHEELING WV - BRIDGE AND OHIO. WE
NEED TO HAVE ONE SOMEWHERE IN BETWEEN*

(Please print the following information)

Name: *Michael CORE*
Address: *2236 CLEVELAND AVE
STEUBENVILLE OH 43952*
Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*My Business is in Wellsburg
WV - my tax laws live directly across
the River ^{Ohio} ~~West Virginia~~. Most of my
business comes from that side of the
River + Buckeye Local School District ^(Directly Across River) been
doing business with me for years. It would be a*

(Please print the following information)

Name: *Matt Allietta*
Address: *1247 City Rd
Richmond Ohio 43144*

Organization (if any):

Allietta Ford

*definite improvement for
our Area + businesses!*

Matt Allietta

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

(Empty comment lines)

(Please print the following information)

Name: *Robert Gump*
Address: *10512 ST RT 152
Toronto Ohio 43964*

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

(Please print the following information)

Name: *James N. Varner*
Address: *501 N. 12th St.*
Weirton WV 26062
Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

(Please print the following information)

Name: *JAMES N. VARNER*
Address: *501 N. 12th St.*
Weirton, WV, 26062
Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

(Please print the following information)

Name: *Charles Ennis*
Address: *801 Blue Ridge Ave*
Wellsburg, W. V. 26070

Organization (if any):

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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

(Please print the following information)

Name: *ISABELL GUMP*
Address: *10512 ST RT 152*
JORO WVA, OH 43964

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*We need this bridge in
between ^{area} there are bridges
already in Steubenville.
We need a half way point.*

(Please print the following information)

Name: *Charles Wells*
Address: *4501 State Route 151
Mingo Jct OH 43938*

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*We need this bridge because of
business on both sides of the
river, not in Steubenville.
Steubenville already has
bridge crossing.*

(Please print the following information)

Name: *Janet Wells*
Address: *4501 St. Rt. 151
Mingo Jct. OH 43938*

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

We need a bridge between Steubenville and
Wheeling, preferably near Route 67 in Wellsburg.
When landslides or accidents close Route 2 south of the
bridge, you have to go all the way to Wheeling to
cross the river!

(Please print the following information)

Name: Janet Mahy
Address: PO Box 185
West Liberty, WV 26074

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

Be nice to have a bridge half way between
winton and wheeling
Thank you
Chuck Beatty

(Please print the following information)

Name: Charles D. Beatty
Address: 217 Saint Clair Street
Mingo Junction, Ohio 43938

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

Cut my travel time in half

(Please print the following information)

Name: NAT Ray
Address: 299 pine terrace
Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 7, 2008

Location: Brooke County High School, One Bruin Drive, Wellsburg, West Virginia

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

We need the bridge down here to help our area

(Please print the following information)

Name: Amber Ray
Address: 299 Pine Ter
Wellsburg, WV 26070
Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*We need the new bridge -
in Brooke County*

(Please print the following information)

Name: *Gen DiCenzo*
Address: *398 CONNORVILLE BYP
RAYLAND - OH - 43943*
Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

JTS the half way point

(Please print the following information)

Name: *Bill Hagoush*
Address: *398 CONNORVILLE BYP
RAYLAND, OHIO - 43943*
Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

The new bridge should
be in the Wellsburg / Brilliant
Area. The potential for
both areas for growth is
large. In the event of failure
on the Veterans bridge this
area is paralyzed.

(Please print the following information)

Name: THOMAS E. MONTGOMERY
Address: 220 ELMER AVE.
WEIRTON, WV 26062

Organization (if any):

NONE

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

The new bridge should be in the
Wellsburg Area somewhere
If a new bridge is not built, they close
both MARKET ST & Ft. Steuben, we will be back
where we were before, if there is a
CATASTROPHE of some sort

(Please print the following information)

Name: THOMAS MONTGOMERY
Address: 220 ELMER AVE
WEIRTON, WV 26062

Organization (if any):

NONE

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

WOULD MAKE IT EASIER TO GO
TO WORK.

(Please print the following information)

Name: Steven Benko
Address: 220 Harmony Dr
WINT. OH 43953
Organization (if any):

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Director, Engineering Division
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

35% of my business comes
from Ohio, the bridge would
raise it another 15%.

(Please print the following information)

Name: Joe UnSickle
Address: 104 N. 18th Street
Wheeling, WV 26003
Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

(Please print the following information)

Name: *Shelly White*
Address: *8671 St Rt 215*
Toconota, OHIO 43964
Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

(Please print the following information)

Name: *John R. McCracken*
Address: *70 Wignessburg Rd. West Alexander PA, 15376*
Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

(Please print the following information)

Name: *G. Bailey*
Address: *87 Nylee Lane Wellsburg WV*

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

(Please print the following information)

Name: *Stan Murr*
Address: *1714 Commerce St
Wellsburg WV 26070*
Organization (if any):

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Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

(Please print the following information)

Name: Lewis J Comer J.R.
Address: 1015 Allison Hollow Road
Washington PA. 15301

Organization (if any):

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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

My Apt lives over there

(Please print the following information)

Name: Andrew J Fabian
Address: 1120 Main Street apt 22 Fallsbee WV
26037

Organization (if any):

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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

(Please print the following information)

Name: *Carla Morris*
Address: *P.O. Box 232*
Follansbee, WV
Organization (if any): *26037*

Mr. Gregory Bailey, P.E.
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West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

(Please print the following information)

Name: *Timothy M. Morris*
Address: *P.O. Box 232*
Follansbee, WV
Organization (if any): *26037*

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*My main lives
down there (ACROSS RIVER)*

(Please print the following information)

Name: *Debbie Brettell*
Address: *126 Marion Place
Stubenville, Ohio
43952*
Organization (if any):

RECEIVED
NOV 14 2008
ENGINEERING DIVISION
WV DOH

Mr. Gregory Bailey, P.E.
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*My proposal is - South of Wellsburg
to Brilliant Ohio area connecting
to Rt 7. with a connection between
Rt. 67 and Rt. 27.*

(Please print the following information)

Name: *Philip M Greathouse*
Address: *R.R. 1 Box 74C
Bethany WV. 26032*
Organization (if any):

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Director, Engineering Division
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

THIS BRIDGE NEEDED AS SOON AS POSSIBLE!!

SOUTH OF WELLSBURG!

JUST DON'T MESS WITH MY

TREE!

(Please print the following information)

Name:
Address:

Organization (if any):

Mr. Gregory Bailey, P.E.
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

My concern is since 1993 we have been talking and meeting
about a new bridge.

We have one that has been scheduled for demolition within months
and another one with load limits that are not adequate for
commerce.

Unless we come up with a good plan for what we need, we
will be continually left with out funding. The politicians in
this area need to get their act together and move forward
for something in the immediate future instead of asking for
their wants instead of their needs. Bridge #17 Route 22
throughout later.

(Please print the following information)

Name: Robert M Blath
Address: 109 Sky Vic
Wellsburg WV 26070

Organization (if any): Taxpayer that is impatient!

Mr. Gregory Bailey, P.E.
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

Do Not Close the Market
Street Bridge make the
Repairs Needed & Keep this
Bridge open.

(Please print the following information)

Name: Jim Piccivillo
Address: 534 Gilbert
Foil Harbor

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

The bridge in Wellsburg is
important to business and
industry between Southern
Jefferson County in Ohio and
Brooke Co in West Virginia.
As a business in Wellsburg
we have many customers
in Jefferson County and this
would make transportation
much easier.

(Please print the following information)

Name: Jena Postelwacht
Address: 1310 Pleasant Ave
Wellsburg W.V. 26070

Organization (if any): Wellsburg Chamber of Commerce

Mr. Gregory Bailey, P.E.
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

With the Market St. Bridge
life span about over and with
the Port steuben Bridge closing
for the economic future of
the upper Ohio Valley we must
have another bridge some where
in Southern Brooke County.

(Please print the following information)

Name: **Tim Ennis**
Address: **2009 Pleasant Ave.**
Wellsburg, WV 26070

Organization (if any):

WV House of Delegates

Mr. Gregory Bailey, P.E.
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

This bridge should be located as it can be located
to connect our to a new Route 27, that just ends
at Route 2. It should go above Route 2 to serve
Washington Parks Route 27
Thank you

(Please print the following information)

Name: **ALFONSE MICCHETTI**
Address: **105-27TH STREET**
WELLSBURG, WV.

Organization (if any):

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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

Jonathan Beall - This bridge would
increase our business opportunities with
Ohio. This would increase
commerce for Wellsburg, Rayland
Brilliant etc - Also allow traffic to
bypass ~~the~~ construction areas on
RTZ South / RTZ North - and
to have other options (Period)

(Please print the following information)

Name: Jonathan Gist Beall
Address: 65 15th St.
Wellsburg, WV 26070
Organization (if any): Manager
Robert Scott Lumber
Wellsburg, WV

Mr. Gregory Bailey, P.E.
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

Deanna M. Beall -
This bridge would open up
more opportunities for our children
shopping, sports, & other activities

(Please print the following information)

Name: Deanna M. Beall
Address: 65 15th Street
Wellsburg, WV 26070
Organization (if any): Educator / Steubenville City Schools

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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

Bridge location needs to be south of
Fallabee, to allow crossing of the
River without the delay of going thru
The Trench

(Please print the following information)

Name: Cliff Jenkins
Address: RDR Box 331E
Colliers WV 26035
Organization (if any):

11/7/08

Mr. Gregory Bailey, P.E.
Director, Engineering Division
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

REASONS FOR WELLSBURG
(1) APPROX 1000 PEOPLE ARE WORK DAILY
WORKSHOP WASH CO PA VS BROOKE, HANCOCK
OR JEFFERSON, IN PART DUE TO LACK OF ACCESS
(2) I WOULD BE ABLE TO SAVE 30% ON FUEL
COST BECAUSE OUR PRIMARY MARKET IS
JEFFERSON CO OHIO
(3) WE WOULD INCREASE MARKET SHARE
BY 25% DUE TO ACCESS OF SOUTHERN JEFFERSON
AND NORTHERN BELMONT CO OHIO
(4) THIS PROJECT COMPLETES A BELTWAY CONCEPT
THAT EXISTS IN OTHER MARKETS

(Please print the following information)

Name: CHARLES BEALL
Address: 1300 PLEASANT AVE
WELLSBURG WV 26076
Organization (if any):

PRESIDENT OF ROBERT SCOTT LUMBER CO
WELLSBURG, WV 26076

Mr. Gregory Bailey, P.E.
Director, Engineering Division
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

The Bridge would create alot of
Business and ease traffic issues.

(Please print the following information)

Name: Terry L. Anacich
Address: P.O. Box # 4
Windsor Heights W.Va. 26075
Organization (if any):

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Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

Cost My Drive Time to Cardinal Plant (BRILLIANT)
By 40 MINUTES

(Please print the following information)

Name: Wayne Ighow Jr.
Address: 932 Commerce Wellsburg W.V. 26070

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Please consider the following comments:

WILL ALLOW EASIER ACCESS TO BROOKE
CO FROM BELMONT & JEFFERSON CO

WHILE WORKING IN YORKVILLE, OH
TRIP FROM WELLSBURG TYPICALLY TAKES
APPROX 1 Hr. BE:PRE WOULD CUT DRIVING
TIME TO APPROX 15-20 MIN.

(Please print the following information)

Name: GREG MYERS
Address: 350 CHAPMAN DR
WELLSBURG, WV 26070

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

AVOID 20 MINUTE BACKUP @ FOLLANSBERG

(Please print the following information)

Name: J. Stewart
Address: 310 Chapman Drive

Organization (if any):

Robert Scott Roe

Mr. Gregory Bailey, P.E.
Director, Engineering Division
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

having the bridge would be great for
the northern panhandle as well as Ohio and
a GREAT move for all of Brooke, Hancock
and Ohio counties, also better business
for the two states.

(Please print the following information)

Name: JAMES A. ARACICH SR.
Address: P.O. Box #4
Windsor Hgts W.Va.
26075

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 7, 2008

Location: Brooke County High School, One Bruin Drive, Wellsburg, West Virginia

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

Placement of the bridge in Brooke Co. would be beneficial to all
it would cut down transport time to medical facilities and allow
tourists and commerce to become more abundant, benefiting all.

(Please print the following information)

Name: Rowington Conway
Address: PO box 624
Bethany WV 26022

Organization (if any):

Robert Scott Lumber

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

THE OHIO RIVER SEPARATES APPROXIMATELY 60,000 PEOPLE IN CENTRAL AND SOUTHERN BROOKE AND JEFFERSON COUNTIES. THESE 2 COUNTIES HAVE THE ONLY RIVER FRONT PROPERTIES LEFT FOR INDUSTRIAL AND COMMERCIAL DEVELOPMENT. ALSO THERE ARE 2 MAJOR POWERHOUSES ACROSS THE RIVER FROM WELLSBURG THAT EMPLOY 3 THOUSAND PEOPLE, COUNTING CONSTRUCTION WORKERS ON THE NEW SCRUBBERS, THAT HAVE TO DRIVE TO STEUBENVILLE OR WHEELING TO GET TO WORK. THERE ARE NATIONAL GUARD AND ARMY RESERVE UNITS 5 MILES SOUTH OF WELLSBURG THAT NEED A BRIDGE IN CASE OF NATIONAL EMERGENCYS, SUCH AS TERROR THREATS TO THE POWERHOUSES. A BRIDGE SOUTH OF WELLSBURG WOULD SOLVE THESE PROBLEMS.

(Please print the following information)

Name: WALTER D. FERGUSON
Address: 1375 WASHINGTON PIKE
WELLSBURG, W.VA. 26070

Organization (if any):

BROOKE HILLS PARK BOARD MEMBER

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Please consider the following comments:

THERE IS 25 MILES BETWEEN THE VETERANS BRIDGE IN STEUBENVILLE + WEAIRTON AREA AND THE I-70 BRIDGE IN WHEELING. ECONOMIC DEVELOPMENT CAN NOT OCCUR IN THE BROOKE COUNTY AREA NEAR WELLSBURG WITHOUT THE CONSTRUCTION OF A NEW BRIDGE. INDUSTRY WILL NOT LOOK AT ANY LAND IN THIS AREA BECAUSE THEY HAVE NO WAY TO TRANSPORT THEIR PRODUCTS TO MARKET. A NEW BRIDGE NEAR WELLSBURG WILL GIVE THEM ACCESS TO IT. A BRIDGE ACROSS THE RIVER IN JEFFERSON COUNTY, A NEW BRIDGE WILL GIVE NEW LIFE TO THIS AREA MORE THAN ANYTHING ELSE CAN DO. WE NEED THIS BRIDGE!!!

(Please print the following information)

Name: ROY E. GIVENS
Address: 251 HALLCROFT DRIVE
WELLSBURG, WV 26070

Organization (if any):

Delegate Elect to W.VA House of Delegates
2ND DISTRICT.

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Please consider the following comments:

Bridges don't last forever, as evidenced by the Ft. Steuben and Market Street Bridges. Eventually, they must be replaced, and it makes the most sense to locate a new bridge at the south end of Wellsburg, WV. That location would be the most convenient for people on both sides of the river, Betony, Dillonville, Mine Junction, Wellsburg, McKinleyville, West Liberty, etc. It wastes gasoline for us to have to drive so far out of our way to get to work & school. The Wellsburg site would fill the gap between Wheeling and Weirton, Steubenville and Bridgeport. The business community on both sides of the Ohio River needs a new bridge for their economic survival and that of the people they employ, otherwise known as TAXPAYERS.
BUILD THE BRIDGE AT WELLSBURG!

(Please print the following information)

Name: Lynn Davis
Address: P.O. Box 66
Betony, WV

Organization (if any):

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Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

HAVE A PEDESTRIAN WALKWAY ON THE NEW BRIDGE, SO WALKERS COULD CROSS IF NECESSARY!
RIGHT NOW THE ONLY BRIDGE WITH A WALKWAY IS THE MARKET STREET BRIDGE. IF ONE'S CAR BREAKS DOWN, CROSSING THE RIVER VIA THE VETERAN'S MEMORIAL BRIDGE WOULD BE LIFE THREATENING!!

(Please print the following information)

Name: MARY JEANNE HUNT
Address: 1067 JEFFERSON ST.
FOLLANSBEE, WV 26037

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

The Wheeling-Ohio County Airport is in full support of a new
bridge located South of Wellsburg, WV. This bridge would enable
the Airport to better serve the upper Ohio Valley region.
Geographically the the current span between the Wheeling and
Steubenville bridges is a major deterrent to our ability to
provide air access to this region. This bridge would also
greatly enhance our ability to grow economicly.

Thomas S. Tominack

(Please print the following information)

Name: Thomas S. Tominack, Airport Manager, Ohio County

Address: Wheeling-Ohio County Airport
Rt. 5 Box 5
Wheeling, WV. 26003

Organization (if any):
Ohio County Commission

JAN-24-2003 FRI 07:45AM ID:

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Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
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Location: Millsop Community Center, 3420 Main Street, Weirton, West Virginia

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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

The market street bridge is being
removed putting burden on Veterans bridge.
Build new Bridge where Market
Street Bridge is now!!
Do Not waste Money on
South of Wellsburg NO
Advantage to that Location!
MARKET STREET Bridge
Location!! for New Bridge

(Please print the following information)

Name: GARY L. Perry
Address: 494 Shady Lane
Follansbee, WV. 26037

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Please consider the following comments:

For the amount of money they are going to spend. They should consider repairing the Market St Bridge. Instead of building a new one. Another suggestion build a new bridge in place of the Market St bridge. The highways already have the traffic lights and access to both OH. Wards (WV). The traffic flow is greater at the Market St. bridge area. Also would keep congestion from happening on the Vet. Memorial bridge. I also think the Fort Steuben bridge should be ~~reopened~~ kept open and operating for the public.

(Please print the following information)
Name: Karen Perry
Address: 494 Shady lane

P.S. Follansbee, WV 26037-1239
Organization (if any):

(We don't need another bridge to be built that is going to take 29 years to build.)

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Please consider the following comments:

I CAN'T UNDERSTAND THE REASONING TO SPEND \$100M OF TAX MONEY ON A BRIDGE IN THE PROPOSED LOCATION I'M OPPOSED TO IT. I QUESTION WHO WOULD USE IT? I FAVOR THE THIRD PRIORITY. THERE IS A NEED FOR A BRIDGE TO DOWNTOWN STEUBENVILLE TO FACILITATE THE TRAFFIC TO AND FROM THE MAJOR POPULATION CENTERS OF WEIRTON, STEUBENVILLE, FOLLANSBEE, WATERSVILLE & MANGO. IT DOESN'T HAVE TO ACCOMMODATE 18-WHEELERS A SMALL-VEHICLE BRIDGE WOULD BE SUFFICIENT.

(Please print the following information)

Name: RALPH H. COX
Address: 130 CLEARVIEW AVE.
WEIRTON, WV 26062

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*I understand the Market St Bridge will close
+ I think the bridge should go south of Wellsburg*

(Please print the following information)

Name: *Diana Anite*
Address: *Anite Pharmacy
2413 Pennsylvania Ave
Weirton WV 26062*

Organization (if any):

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Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*In reviewing the 3 priorities presented I would hope
you would pursue the #2 priority, the "new Southern Bridge
south of Wellsburg"*

The third priority would be a waste of money!

(Please print the following information)

Name: *Don M. Lemasters*
Address: *181 Highland Hills Dr
Follansbee WV 26037*

Organization (if any):

NONE

Mr. Gregory Bailey, P.E.
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Please consider the following comments:

I think this is the ideal area
to construct a new bridge. It is
centrally located between Weirton &
Wheeling. It would ~~open~~ up
commence to an area of West
Virginia that really needs it.
People in Weirton, Fallsview &
Steubenville that are against it are
just lazy. Weirton has a great
bridge to handle all necessary
traffic.

(Please print the following information)

Name: DR. John A. Basil
Address: 209 Fairway St
WEIRTON, WV 26062
Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

Great idea, great location, area is well
over due for a bridge.

(Please print the following information)

Name: Larry Muzzella
Address: RD 1 Box 37K
Colliers WVA 26035
Organization (if any):
Land/Homeowner (self)

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Please consider the following comments:

I would really like to see a bridge
between Brilliant OH. & Wellsburg WV. A few
weeks ago I went to a Jr High football game in
Wellsburg. I had to drive north on 7 to Steubenville
and cross the Market St. bridge then head south on 2.
While leaving Brilliant. I could see the field I was
going to. AND I thought that's another reason
why we need a bridge here.

(Please print the following information)

Name: RALPH E. NICKOSON JR.
Address: 200 HUDSON AVE.
BRILLIANT, OH. 43913

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Please consider the following comments:

would provide additional (much needed) access to
Wellsburg; both incoming & outgoing. Attractive to (new)
business & to residents.

would also benefit Bethany, West Liberty; might
also result in additional traffic @ Ohio County Airport.

could provide employment opportunities for people
on both sides of the river.

(Please print the following information)

Name: C E GLASER
Address: 1517 MARIANNA DR.
WELLSBURG WV 26070

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Please consider the following comments:

I have been a resident of Wellsburg, WV since 1965. I worked and retired from Banner Fiberglass Co. in December 1998. During that time period, and to the present, I have seen a need for a bridge location in the proposed site - Wellsburg to Brilliant, Ohio. It would be a significant factor for saving energy and travel time, as well as, reducing traffic congestion in the Weirton/Spencer/Ohio area. Beyond that, I believe it would enhance and encourage the development of available industrial sites particularly in the Brooke County area.

(Please print the following information)

Name: *Dickey G. Laughlin*
Address: *131 Meadow Drive
Wellsburg, WV. 26070*

Organization (if any):

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Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

For years Southern Brooke County / Wellsburg / Beech Bottom have been negative economic development.

A bridge in southern Brooke County (South of Wellsburg) would make a big difference in the future economic development of this area.

Our present situation requires any Industrial traffic to drive 15 - 20 miles in either direction to access a bridge to travel west.

Many years ago the availability of a Ferry between Ohio and West Virginia provided this link. At that time Ohio customers counted for 20% of my business. After the ferry stopped 0%. Now instead of riding the ferry for 500 yds they have to drive 25 miles.

I honestly think that if the bridge was available we would see enormous growth but Residential and Commercial

Not to mention that if the Great Ohio River expands through flooding the town of Wellsburg only has one road out / in Route 844 West to Pa. A two lane highway that has trouble handling the traffic with out the extra load.

(Please print the following information)

Name: Thomas H Zurbuch
2121 Main St
Address: Wellsburg, WV 26070
304 737 0021

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

I feel that it is important to build
a bridge @ the Beech Bottom area
to increase access to Rt 7, both
for efficiency and greater accessibility
to the Ohio side (& vice versa). Please highly
consider this very important project. Thankful.

(Please print the following information)

Name: Mary Beaul
Address: 209 Fairway St
Weirton, WV 26062

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

WISH 2 BRIDGES IN THE WEIRTON -
STUBENVILLE AREA READY TO CLOSE AND ONE
NEW ONE IN GOOD SHAPE IT MAKES SENSE
TO LOCATE A NEW BRIDGE BETWEEN TWO
EXISTING BRIDGES IE NEWSBURG-BRILLIANT
ANY NEW BRIDGE SHOULD BE PLANNED TO
SERVE A WIDER AREA OPENING HIGHWAYS
FROM CAMBRIDGE TO WASHINGTON. OPENING
NEW MARKETS NOT CREATING BOTTLE NECKS
IN OLD ONES. THE HIGHWAY SYSTEM IN THE
NORTHERN PANHANDLE SHOULD BE AN EMBARRASS-
MENT TO ALL OF WEST VIRGINIA

(Please print the following information)

Name: MICHAEL O'BRIEN
Address: 1502 GARDEN AV
NEWSBURG, WV 26070

Organization (if any): LIONS CLUB

Mr. Gregory Bailey, P.E.
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West Virginia Division of Highways
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Please consider the following comments:

The people in the Wellburg area need the bridge to be located here. Hillside slips and other emergencies cut this area off from hospitals, etc. We have always needed a bridge here and now is the time for it to happen. Thank you.

(Please print the following information)

Name: LANA Gilkey
Address: 246 Genteel Ridge
Wellburg, WV 26090
Organization (if any):

WEST VIRGINIA

401211110 0111

Mr. Gregory Bailey, P.E.
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Please consider the following comments:

I can't understand why we need three bridges to the same destination. All of the ones we have end up in the District Area. We who live south of Steubenville have to drive twice as far to just get to Wellburg. I think we should have one somewhere between Marietta & Fultonville - preferable around the Brilliant area. It really sounds more logical. I probably won't see the bridge but the next generation will. We have been told for a long time that we would get a new bridge.

Name: VERA EVANS
Address: 1120 HUK. 11 ST
BRILLIANT Ohio 43913

Organization (if any):

In Citizens - Am. Legion Aux Post 33

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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RECEIVED
OCT 24 2008
ENGINEERING DIVISION
WV DOH

Date: October 8, 2008

Location: Millsop Community Center, 3420 Main Street, Weirton, West Virginia

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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*I am strongly in favor of constructing a bridge
between Brilliant OH and Weirton WV.
For decades, the bridges have been clustered
in the Weirton + Wheeling areas, leaving those
who live in between with no convenient access.
Construction of a Brilliant - Weirton bridge
will provide easy access to Wheeling for local
residents seeking medical care, employment and
recreation in that area. Additionally, it would bring
increased economic opportunity to both the Brilliant
& Weirton communities.*

(Please print the following information)

Name: Gretchen McGuire
Address: 3785 St. Rt. 151
Mingo Jct. OH 43938

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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Please consider the following comments:

*As a New Alexandria resident, I am very
much in favor of the proposed bridge. It would
eliminate the present necessity of driving to
Steubenville or Wheeling to cross the river.
I think it would also spur economic development
on both sides of the river.*

John McGuire

(Please print the following information)

Name: John McGuire
Address: 3785 St. Rt. 151
Mingo Jct. OH. 43938

Nov. 15 - 2008

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

Please keep us in consideration for a spot for the bridge. I believe it would benefit both of our economies, plus the added fact we have many local resources that would be beneficial to this endeavor.

Theresa Mavromatis

(Please print the following information)

Name: *Theresa Mavromatis*
Address: *656 H. 11 St*
Brilliant, OH 43913

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
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Date: October 8, 2008

Location: Millsop Community Center, 3420 Main Street, Weirton, West Virginia

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

I am a resident of Brooke County since Oct. 1, 1949. About two weeks after we moved here, head lines in the Wheeling newspaper was a bridge to go in Wellburg. I do hope this will come soon. (A bridge)

(Please print the following information)

Name: _____
Address: _____
Organization (if any): _____

 Mrs. Dolores E. Mc Fadden
150 Fowler Hill Rd.
Wellburg, WV 26070



NOV 05 2008
 ENGINEERING DIVISION
 WV DOH

Mr. Gregory Bailey, P.E.
 Director, Engineering Division
 West Virginia Division of Highways
 State Capitol Complex, Building 5, Room 450
 1900 Kanawha Boulevard East
 Charleston, West Virginia 25305-0430

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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

Eleanor Connell - 1111 Hurll St Brilliant, OH
Tammy Scott - 1113 Hurll St. Brilliant, OH 43913
Melissa Dumb - 1415 Hurll St Brilliant, OH 43913
Michael Smith - 1415 Hill St. Brilliant, OH 43913
Dani Ingram - 1011 Hurll St Brilliant, OH 43913
Melissa Owens - 1017 Hurll St Brilliant, OH 43913
Paul Henry - 1203 Gichard Brilliant OH 43912
Paul Henry - 1121 Gichard Brilliant OH 43913
Editha Pitt - 3414 City Ed. 19 Brilliant OH 43913

(Please print the following information)

Name: *TWO BRIDGES ARE CLOSING IN THE FUTURE.*
 Address: *\$200,000.00 SPENT TO DETERMINE BEST LOCATION. THIS IS THE ONE- INFORMATION AVAILABLE AT YOUR REQUEST -*
 Organization (if any):

10-27-08

Mr. Gregory Bailey, P.E.
 Director, Engineering Division
 West Virginia Division of Highways
 State Capitol Complex, Building 5, Room 450
 1900 Kanawha Boulevard East
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

The proposed bridge to be located in the southern portion of Brooke County is vital to the health & safety of all people in the northern part of the 25 mile gap without a bridge along the Ohio River. This is the commercial growth of the whole County and it is a great investment & expense to the many West Virginia residents in the state of Ohio at the Commercial Dist. Wheeling, Parkersburg & others.

(Please print the following information)

Name: *A. J. Carlini, Jr.*
 Address: *1600 Monaca Ave Wellsburg, WV*
 Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*I would like to have a bridge built just south of
Wellsburg. This would be beneficial for the city to grow and prosper.*

(Please print the following information)

Name: *Albert R Stricker*
Address: *RR1 Box 243
Wellsburg, WV 26070*

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*We need a bridge south of Wellsburg for
business & safety reasons.*

(Please print the following information)

Name: *Marlene HuKILL*
Address: *RD#1 Box 240H,
Wellsburg, WV 26070*
Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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NOV 05 2008
ENGINEERING DIVISION
WV DOH

Date: October 8, 2008

Location: Millsop Community Center, 3420 Main Street, Weirton, West Virginia

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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

For the economy in the Northern Panhandle
it is essential that the new bridge be
built in the Wellsburg area.
There are already bridges from Steubenville
to the northern tip of the panhandle.
The Veterans Memorial bridge is a new
bridge built within "throwing" distance
of two older bridges.
Access to Ohio from Route 2 and Route 27
would be a great asset for east-west
travel.
A bridge in Wellsburg would be a stimulus
for industry north of Warwood.

(Please print the following information)

Name: Ruth C. Lewis
Address: 2823 Charles St.
Wellsburg, WV 26070

Organization (if any): Private Citizen

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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NOV 06 2008
ENGINEERING DIVISION
WV DOH

Date: October 8, 2008

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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

Please consider thoughtfully WHERE a
new bridge spanning the Ohio River be
placed. The communities of Weirton and
Steubenville have a median and
a desirable bridge for those cities. One
further south between Wheeling and
Weirton needs ~~a bridge~~ to be considered
VERY strongly. I urge your consideration in
choosing a proposed site south of Wellsburg
for the location of the new bridge. My father
never thought he'd live to see a new bridge
in Weirton, but he did. His daughter would
like to live to see one in Wellsburg!

RECEIVED
NOV 07 2008
Environmental Section
Engineering Division
WVDOH/DOH

(Please print the following information)

Name: Carol Churchman
Address: 1613 Marianna St.
Wellsburg, WV 26070

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*I think a bridge here is long over due.
It would help economy many people shop both
sides and have to travel to weirton or wheeling
to cross.
Family's visiting on both side much easier*

(Please print the following information)

Name: *JAMES DAVIS*
Address: *3037 County Rd 17*
RAYLAND, OHIO
43943

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*A bridge connecting Wellsburg to Ohio RT. 7 would
help to revitalize our economy and make Wellsburg
a better place to live. We would gain access to
the Martins Ferry and Brilliant areas without the
long drives to Steubenville or Wheeling. I think
the future of business in Wellsburg depends on this
bridge.*

*Thanks for your consideration,
D. R. Rithner*

(Please print the following information)

Name: *David Rithner*
Address: *130 Valley View Dr.*
Wellsburg, WV

Organization (if any):

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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

As a 94 year old I have witnessed the
erection of two bridges North of Wellsburg
- the Market St bridge was established since
then there have been proposals and over
the years - nothing!
Please, please, lets do it this time!
Fewer studies - more direct action!
I know I will never "see" this
bridge but give me "hope"!!

(Please print the following information)

Name: Paul Virgin
Address: 130 Caldwell Av,
Wellsburg, W.V.
Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

The upper Ohio Valley is economically
depressed due to industrial losses. Another
bridge would help revitalize the retail base.
The Market Street bridge which is the
main access to Steubenville is in deplorable
condition. Another bridge -- near Wellsburg --
would benefit both Ohio & West Virginia!
It is time to give some consideration to
the needs of the Northern Panhandle!

(Please print the following information)

Name: Henry Riffner
Address: 1578 Grand Ave
Wellsburg, WV 26070
Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

A bridge across the Ohio River from
Wellsburg WV ~~to~~ into the state of Ohio
will facilitate the flow of traffic
from Washington PA. to Ohio State Route
7 ~~to~~.

(Please print the following information)

Name: Marjorie W. Bell
Address: 1140 Burd Heights
Wellsburg WV 26070

Organization (if any): Wellsburg Garden Club

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Director, Engineering Division
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

This bridge needs to be built at the south of
Wellsburg WV because we need another bridge open
between Steubenville Oh. & Wheeling W.V. The market at
bridge will not last forever don't wait until a
disaster happens to do this. I would hate to be the
one who delays the building of this bridge here &
have some else end up in the Ohio river. We have
been talking about this for 10 yrs. How about some
action now. It only took 20 yrs. to build the
Veterans Memorial Bridge - ? ?

(Please print the following information)

Name: Mrs Rita Lois Ramsey
Address: 8117 Main St.
Wellsburg WV 26070

Organization (if any):

Wellsburg Garden Club

Mr. Gregory Bailey, P.E.
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West Virginia Division of Highways
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Please consider the following comments:

*I support the location of a new
bridge across the OHIO RIVER (at
southern Millsop) - It is needed
soon before the current bridge
and the I-70 bridge become the only
means to get across. -*

(Please print the following information)

Name: CYNTHIA HARVEY
Address: 2117 MARIANNA ST
Wellsburg W.V. 26070

Organization (if any): Wellsburg Civic League
Garden Club

Mr. Gregory Bailey, P.E.
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Please consider the following comments:

*I urge you to consider placing the
new bridge outside Wellsburg (south of
town). We have suffered for years due
to lack of access to the northern shorelands.
We have been told for years that the
bridge was in the works but nothing
has been done. I would love to see
(AND USE!) this bridge in my lifetime.*

(Please print the following information)

Name: CAROLYN D. SANTILO
Address: 110 HIGHLAND AVE
WELLSBURG WY 26070

Organization (if any): Wellsburg Garden Club

Mr. Gregory Bailey, P.E.
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*Something said when I was driving for
presumably had great service would not take into account
market street bridge. The bridge likely beyond use if rocking
over. It would be nice not to have to go through
tunnels, especially in go north to anywhere it would be
wonderful to have a crossing south of Weirton.
Thank you.*

(Please print the following information)

Name: *Grace Mitchell*

Address: *2251 Main St.
Weirton, WV 26070*

Organization (if any): *Weirton Garden Club*

Mr. Gregory Bailey, P.E.
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*The bridge definitely should connect Weirton (Germany Pike area)
to Brilliant.*

(Please print the following information)

Name: *Patricia A. McCreary, M.D.*

Address: *121 Carroll Ave
Weirton, WV 26070*

Organization (if any): *Weirton Garden Club
Weirton Civic League*

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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

I feel we need the bridge between Brilliant and Wellsburg. It is also what Steubenville wants. But I think you should think about paving the bridge down. We need it very much as it is we always have to Steubenville than across down Wellsburg. So please have the bridge here instead of Steubenville. So please put here between Wellsburg and Brilliant. We really need here. Not Steubenville.

(Please print the following information)

Name: Verna Raynard

Address: 909 2nd St
Brilliant, Ohio 43913-1071

Organization (if any): Brilliant American Legion Auxiliary Unit #573

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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

I am Tom Brown, a general contractor in Wellsburg, W.V. The proposed bridge would open an entire new market to me, from Mingo Junction to St. Clairsville Ohio, that is currently too distant to travel. I believe it would also increase the importance of Wellsburg as a transportation hub & this increase the \$ flow to the area which will greatly improve my chances at ever becoming successful at business after struggling to survive for the last 20 yrs. Thank you.

(Please print the following information)

Name: Tom Brown

Address: 1508 Marianna St,
Wellsburg, W.V. 26070

Organization (if any):

Tom Brown General Contracting & Handyman Services

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

- I fully support the decision to locate the new Ohio River bridge south of Wellsburg for the following reasons:
1. Both Wellsburg and Brilliant, OH, would have a fourth side opened which would have a positive economic impact.
 2. Emergency travel/evacuation routes would be open to a larger population.
 3. Both Bethany and West Liberty municipalities and colleges would have better access.
 4. The Ohio County Airport would have much better accessibility.
 5. Private and Industrial development would be aided by a much improved east/west flow.

(Please print the following information)

Name: William H. Lynn
Address: 1606 Pleasant Ave
Wellsburg, WV 26070

Organization (if any):
Sect. of Wellsburg Lions Club

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West Virginia Division of Highways
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Please consider the following comments:

This project has been going on since Walter Buckner was in
BO. H. in the 80's. The engineers have made enough money
on this, the federal could have been up. They would not want
to go down to Buck Bottoms Cross and then up to go to Steel's
A waste of time and gasoline. The Veterans bridge is very
crowded now. Put the bridge at Weirton where the ferry
crossed w Cross Creek next to the train bridge. Don't only
lose time, money and people's lives. I cross the
Market Street bridge 3-4 times a week. At that time,
Washington Street was considered for the bridge.
Thank you.

(Please print the following information)

Name: J. McHugh
Address: James Street Resident

Organization (if any):

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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*There is a lot of business potential
between Wells Township + Wellsburg - Fallsville.
The bridge would greatly benefit the local
economy.*

(Please print the following information)

Name:

Joe Matthews

Address:

1019 5th St

Beile Ohio 43913

Organization (if any):

RECEIVED

ENGINEERING

Mr. Gregory Bailey, P.E.
Director, Engineering Division
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Please consider the following comments:

*We needed a bridge in this area since the ferry
boat sank in 1948.
I often hear people complain about driving from
Bridgeport to Steubenville to cross into West Virginia.
I feel it would help commerce on both sides
of the river.*

(Please print the following information)

Name:

Judy Hanlin

Address:

*217 New Alexandria Road
Brilliant, Oh 43913*

Organization (if any):

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Please consider the following comments:

1. My choice of location of new Bridge across the River is north of Power Plant in Brilliant & south of Wellsburg
2. I have lived in Brilliant 72 years and observed the increase in population in the area
3. Few homes and businesses would be involved
4. Families would not be disrupted
5. Many employed at the Cardinal Power Plant live in W. Va. Travel time and gasoline would be saved.
6. Easy access to Bridge from both north and south.

(Please print the following information)

Name: Belvadell Sindlinger
Address: 1025 Gilchrist, Brilliant, Ohio 43913

Organization (if any):

Mr. Gregory Bailey, P.E.
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

SIRS
A BRIDGE AT WELLSBURG WOULD GREATLY
REDUCE THE TIME AND EXPENSE TO GET TO BETHANY
AND WEST LIBERTY COLLAGES.
INCREASED COMMERCE WOULD RESULT AT DECREASED
COST FOR RESIDENTS OF BOTH STATES.
WE NOW HAVE TO GO TO WHEELING OR STEUBENVILLE
TO CROSS THE RIVER.

THANK YOU
Glenn E. Dennis

(Please print the following information)

Name: GLENN E. DENNIS
Address: 319 HIGH ST
BRILLIANT, OHIO 43913

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

Steubenville is not that busy that they would need more than one bridge and right now they have 3. The people in Brilliant and surrounding towns have to drive to Steubenville or Wheeling to cross the bridge. Brilliant is a smaller town but we pay taxes just like anyone else and we should get something from all the taxes we pay. Wellsburg has some small businesses that would profit from the bridge and possibly Brilliant or Mingo would start more businesses Rayland.

(Please print the following information)

Name: Linda Ciafardone
Address: 1404 Hukill St.
Brilliant Ohio 43913

Organization (if any):

Taxpayer

Mr. Gregory Bailey, P.E.
Director, Engineering Division
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Date: October 8, 2008

Location: Millsop Community Center, 3420 Main Street, Weirton, West Virginia

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

I support the building of a bridge between Wellsburg, WV and Brilliant, Ohio. Some of the reasons I feel strongly about this is that in the event of either Rt 3 or Rt 7 having to be closed it is more convenient to have a bridge somewhere between Steubenville and Wheeling. A bridge in our area (Brilliant) could open up further area of growth on both sides of the river. With the high cost of fuel it could add savings in less miles driven for those over

(Please print the following information)

Name: Margaret Nickerson
Address: 200 Hudson
Brilliant, Ohio 43913

Organization (if any):

10F2

living in west virginia can work at Cardinal Plant & UPS. It opens opportunity for residence of Brilliant to shop and eat in Wellsburg. Closer access to West Liberty State College and Bethany College.

I have heard about a bridge in our area since I was in grade school. I'm now 54 and truly hope to see this future project become a reality. My grandparents said it may occur but not in their lifetime. I hope it does happen in mine and my grandchildren's.

Thank you
Sincerely
Margaret Nickerson
Margaret Nickerson

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NOV 07 2008
Environmental Section
Engineering Division
WVDOH/DOH

20F2

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 8, 2008

Location: Millsop Community Center, 3420 Main Street, Weirton, West Virginia

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Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

#1 ACCESS FOR EMERGENCY PERSONAL TO CROSS,
ACCESS TO POWER PLANT IN BRILLIANT, OH,
OPEN UP TRADE BETWEEN WELLSBURG, WV, AND
BRILLIANT, OHIO,
DEVELOPMENT OF LAND BELOW WELLSBURG,

(Please print the following information)

Name: CHARLES R. BUCEY
Address: 145 TWP HWY 167
MINGO JCT., OHIO 43938

Organization (if any):

BRILLIANT, OHIO
LIONS CLUB

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Please consider the following comments:

I have lived in Brilliant since 2005. Before that I had lived in numerous states & communities fr. Pennsylvania + Georgia to California, Oregon, Washington & Hawaii, and several places in between (including Texas, New Mexico & Colorado among others). I've lived in communities of various sizes - Urban, small towns, rural; and throughout we have seen it all. This area is truly one of the most economically depressed areas - but one that can be revived, especially in times like these. But there needs to be opportunity and resources. While a bridge is not the end-all, it would unquestionably go a long way towards providing potential stimulus and (over)

(Please print the following information)

Name: Dr. Marc R. Tristman
Address: 1018 Gilchrist St
Brilliant, OH 43913

Organization (if any):
Brilliant Christian Church PO Box 185, Brilliant, OH 43913
Brilliant Christian Youth Ministries (same as above)

1 of 2

potential for financial recovery. Such a project located between the growing (somewhat) Wheeling / Bridgeport / St. Clairsville area to the south and a struggling Steubenville / Weirton to the north could very well prove to be a critical economic shot in the arm. Not only because of the job it would bring during construction, but the opening of cross-state markets, greater convenience to doing business between the states, and the potential for attracting a more diverse economy; especially with the costs in the west especially & even southwest making the old rust belt to appear more tempting for relocation.

I've personally seen and participated in economic revivals of communities & regions in the past (e.g. Roswell, New Mexico) and the convenience and ease of transportation, accessibility, and a progressive ~~anti~~ capitalist mindset are critical. The proposed bridge in &/or near Brilliant, OH could go a long way toward providing such a stimulus.

We strongly recommend Brilliant / Wellburg to be the site for the 1st major step towards economic recovery and growth to the Ohio Valley areas.

May Dayes and service are available towards this bid.

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Engineering Division
WVDOH

NOV 07 2008
ENGINEERING DIVISION
WV DOH

Dr. Marc R. Tristman, D. Min.

2 of 2

LWT-HDR-060.M53

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 9, 2008

Location: Buckeye North Middle School, 1004 3rd Street, Brilliant, Ohio

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
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State Project: S205-2/23-0.00 00
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Please consider the following comments:

I have been 100% for the bridge in the Brilliant area since talk first began. The first talk was bringing it across in the area of the Washington Pike road, then near Buffalo Creek. Both of these locations were acceptable on this side of the river. It would have either crossed north of Brilliant, or at the north end of town where much of the ground is vacant and is owned by the government due to flood mitigation. Less cost would be incurred to purchase land.

The present location under consideration would bring it in to the southern end of town, destroying our swimming pool, football field and walking track, just basically taking up good ground and making the south end of town less appealing.

If this is the location, a new pool will never be built, because the trustees don't want to operate the current one. You would just be aiding them in their quest to get rid of it, and taking another thing away from our youth. The walking track is currently used by many senior citizens, mostly who all live in the lower end of town. The only place to put a new track would be in the north end of town, making it difficult for many of them to get there.

It appears that Wellsburg wants a new bridge, but does not want to disturb any of their community, and WVA would not have to upgrade Rte. 2, they can just dump even more of their traffic onto Rte. 7. If you can build a new pool, football field and track for Brilliant, THEN
(Please print the following information) build a new sewage plant for Wellsburg and bring the bridge across at Buffalo Creek.

Name: Myra Martin
Address: 1009 Hukill St.
Brilliant, OH 43913

Organization (if any):

I am opposed to the bridge at the current proposed location. If this is to be the placement --GIVE IT TO STEUBENVILLE! DON'T DESTROY WHAT IS GOOD IN BRILLIANT TO PROTECT WELLSBURG'S ASSETS. THEY ARE THE WINNERS AND WE WILL BE THE LOSERS.

Mr. Gregory Bailey, P.E.
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Please consider the following comments:

I live in the community of Tiltonville, which is about 7 miles south of Brilliant. I feel that Brilliant would be an excellent site for the bridge.

Thank You,
Dan Signorini

(Please print the following information)

Name: DAN SIGNORINI
Address: 218 HUDSON AVENUE
TILTONVILLE, OHIO, 43963

Organization (if any): I AM A MEMBER OF THE BUCKEYE LOCAL BOARD OF EDUCATION.

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Please consider the following comments:

Please - we need a bridge in Brilliant now.
I know its been years and will take a
few more years before it is done. I'd like to
see it myself. I am 79 yrs old. Wish it had
been built 13 or more years ago as my
husband worked on 27th St. at the Wonder
Bread Thrift Store. My husband would like to
see it also. We also have close friends
in Wellsburg. It will be nice to cross a bridge
here in Brilliant and be at their home. Also we
have a son, a daughter & son-in-law who drives
school buses for Buckeye Local School District, to get to Brooke High School
(Please print the following information) they have to go clear up to the Veterans games
Denise HEARLEIN bridge to go south to Brooke. Thanks
for all your time spent at Brilliant, W

Name: Denise HEARLEIN

Address: 1413 Hill St.

Brilliant, Ohio 43913-1029

Organization (if any):
none

Mr. Gregory Bailey, P.E.
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Please consider the following comments:

I think we need a bridge between Brilliant
Ohio and Wellsburg W.Va. I think it would help
bring business to both and would help workers
who have to drive many miles out of their way
to get to their jobs not only because of high fuel
prices but the stress of the extra driving. I
have great grandchildren flying sports and it is
a long way around to go to their many games in
Wellsburg and Falkenberg. I am 77 yrs old and
that is a long drive for me. I hope you will
build us a bridge when we need it. Right here.

(Please print the following information)

Name: MARGARET B. BUCHANAN

Address: 1116 HURON ST
BRILLIANT OHIO 43913

Organization (if any):

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Please consider the following comments:

*I am completely behind this project for the building of a
bridge between Brilliant & Wellburg. we need this done
as it is possible to be done.*

(Please print the following information)

Name: *JAMES C. QUINN*
Address: *1005 Third Street
Brilliant, Ohio 43913*

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Please consider the following comments:

- Putting The BRIDGE IN The Wellburg MAKES The Most Sense.*
- Fuel Could be Saved on All DESTINATION POINTS EAST
Such as the East Coast, WASHINGTON PA, ETC.*
 - RT 7 could BE USED AS The MAIN NORTH-South VEIN +
RT 2 could BE USED AS A SERVICE Rd.*
 - BUSINESSES IN Wellburg + Brilliant + could DRAW FROM Each OTHER.*
 - FIRE + EMS FROM Both TOWNS could help Each OTHER.*

*IN My opinion, IF This BRIDGE is NOT Put Somewhere
Between Wellburg + Tiltonsville, SAVE \$100 million AND
SCRAP the PROJECT.*

(Please print the following information)

Name: *Doug Richardson*
Address: *192 MOUNTAIN VIEW DRIVE
Rayland, Ohio 439*

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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Please consider the following comments:

Phase One
As a lifelong resident of Brilliant I think
the bridge should be built at Wellburg -
Brilliant due to decreasing industry.
We need better and quicker access to
accommodate traffic and people to our
community. We have waited a long
time to access cities to the west and
east via better bridges and roads.

(Please print the following information)

Name: *Andy Brown*
Address: *914 Third St.*
Brilliant, OH
Organization (if any):
Fine Department

Mr. Gregory Bailey, P.E.
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Please consider the following comments:

I Am very much in favor of this bridge south of
Wellburg. I minister to a church east of Wellburg in
Washington Co. PA and this would decrease my travel
time immensely.
This would also be a great benefit to business on
both sides of the river. I look forward to hearing
more about the progress and hope the project would
be completed within 5 years.

(Please print the following information)

Name: *John D. Aker*
Address: *1540 Huxill St.*
Brilliant, OH 43913
Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
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Please consider the following comments:

*I would like to have the bridge at
Brilliant and Wellburg.
It would make traveling to West Virginia
much easier for me
if another town of Brilliant would be alright.*

(Please print the following information)

Name: DOROTHY SISLER
Address: 2209 COMMERCIAL ST
Mingo Jct OH 43931

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Please consider the following comments:

*I am very much intuned to the bridge project. My
company operates on both sides of the river and we
would see additional expansion, along with cost
savings, opportunities with the construction of this bridge.
The increase in regional infrastructure would spur economic
development in the region and provide alternate
route to Rt 2 + Rt 7 which are known to have
problems from time to time.*

(Please print the following information)

Name: Farley Wood
Address: 34 Kelley Way, Suite 100
Brilliant OH 43913

Organization (if any):
Ohio American Energy, Inc.

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Please consider the following comments:

I would like to weigh in my opinion on the proposed bridge crossing. I feel that the bridge should be at Rt 67 (Southend of Wellsburg at Buffalo Creek). That would be the most logical spot. We have a bridge approximately 9 miles to the North in Weirton. We also have a bridge approximately 1 1/2 miles to the South in Wheeling. Putting the bridge at Rt 67 would be roughly halfway in either direction. Also land acquisition would be easier, I believe.

Thank You
Michael E. Dight

(Please print the following information)

Name: Michael E. Dight

Address: 175 Henvey Lane
Wellsburg, WV 26070

Organization (if any):

Mary Ann Tugler
160 McKinley Dr
Follensbee, WV 26037-1919

Oct. 3, 2008

Dear Mr. Bailey,

This letter is regarding the planned new bridge in Brooke County. According to the Wheeling newspaper, the public was informed that our comments could be submitted in writing. Besides attending the local meetings I can't attend the meetings, but I would like my thoughts be included in the mix.

An outsider determined that the location of the new bridge should be from Beach Bottom, WV to Brilliant, Ohio. It seems this is the wrong location. If the cost is cheaper at this location and environmentally correct or better, will it's a huge waste of money. About 10 miles away Wheeling, WV has its own three bridges to Champaign, Ohio. Beach Bottom, WV had about 200 population and Brilliant has 3,000-4,000. West town north is Wellburg, 6,000-7,000 population. The bulk of the people who really need a bridge is located in Follensbee, WV, Weirton, WV and Steubenville, Ohio. If the Market St Bridge is removed, this cluster of people will use the Veterans Bridge. The new set of 4th way bridge is the bridge for who? It seems it will be underutilized while Route 7 in Steubenville operates gutters. Between 3 and 5 Clark University Blvd. and Route 7 are impossible to travel, and this gutters happen while we still have 3 bridges. First Steubenville Bridge is gone May 09 and the situation will get worse. If the Market St Bridge is removed, this new bridge for what? Will be bridge after the Veterans Bridge is closed, for repair, or an accident closes it. Why? This area is in great need for a second bridge, not in no-man's land, but close to where the Market St Bridge stands. If this area must use this new planned bridge, it's up to 12-13 miles away from the Veterans Bridge, then most drivers will have to backtrack to get to their destination, waste of gasoline, waste of time.

A convenient second bridge is desperately needed in this area to relieve the traffic on the Veterans Bridge, to alleviate the bottleneck on Route 7 and Amnicanty Blvd, and for the convenience of all the workers who travel back and forth Ohio and Va. for emergency vehicles, service vehicles, delivery people, shopping, visitors, and hospitals. The majority of these people are from Steubenville, OH, Beach Bottom, WV and Follensbee, WV. The bridge is no-man's land down to help in area where it will meet with Washington St. in Steubenville, or Market St. Is it not possible? The Market St Bridge is standing. Even if the new bridge in this location can only accommodate cars and light trucks, the money for a bridge in this location would still be well worth it. It will relieve the Veterans Bridge for trucks to use.

Also, accident victims would have to be taken to the Weirton Hospital, also emergency patients, should we have only the Veterans Bridge and it has to be closed. If there are several people who need treatment, would one hospital suffice? This is a problem for WV. The people needing emergency help. It seems the Steubenville Trinity Hospital would also be needed if this new multiple roadways in WV. Most people in my area prefer Trinity West Hospital in Steubenville.

cherry - the planned new bridge is on the wrong location, sorry, need on the other side if the planned new bridge doesn't alleviate the Route 7 bottleneck, it's a waste of 100 million dollars. If the planned new bridge doesn't give a second conveniently located bridge to the people in Steubenville, Weirton and Follensbee, WV who really need it, 100 million wasted. - not needed bridge near or at Market St Bridge. Mary Ann Tugler

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COMMENTS DUE BY November 13, 2008

Please consider the following comments:

Attached is an essay on my views about
the bridge location.
It is written in essay form because I am
a 46 yr old college student and this is a copy
of what I turned in for an essay assignment.

(Please print the following information)

Name: Doug Richardson
Address: 192 Mountain View Drive
Rayland, Ohio 43943
Organization (if any):

Cell 740-317-1444

Doug Richardson

ENG101

10/15/2008

"So Close, But Yet So Far"

For years people that live in the Wellsburg, West Virginia and Brilliant, Ohio areas have been thinking, if not saying "If only we had a bridge". These two communities are right across the Ohio River from each other, about a half mile apart but in reality for them to access each other it would take a 15-20 mile car ride.

Some people are fortunate enough to own a boat and if they already have it docked, they can make the trip in about a minute. But, this is not practical for all people and for most people is not an option in the winter season.

I understand now that a bridge is in the making for somewhere in the Upper Ohio Valley. This is what these people have been waiting on for many years. A dream come true. This bridge **must** span the Ohio somewhere between the northern end of Wellsburg, and the southern end of Brilliant.

Building the bridge in this area would do a great deal, making it **convenient** for these people, and not **more convenient** for someone else. Putting it here would primarily accomplish three things: Help the area **Go Green, Broaden Resources**, and give the citizens a **Better Way of Life**.

Going Green

Providing a bridge for these folks would cut many miles off of different destinations. People that work at the Cardinal Plant would have a 1-2 mile drive to work instead of a

20 mile ride to work and the people that are boating to work would not have to anymore.

School buses that are traveling to sporting events would have another option, keeping them on a 4 lane highway for a longer period of time, especially in the winter time, when taking students to the opposite state, instead of going out of their way to Steubenville or Wheeling. Multiply this by the thousands of people that are affected and look at the fuel that is being saved! Cutting down the time that these buses are on the road reduces the risk of accidents.

And then let's not overlook the other option that a bridge would open up. Some people, weather permitting, would be able to walk or ride a bicycle to their destination eliminating fuel usage all together!

A better Way of Life

This bridge would help businesses on both sides of the river. People would no longer have to drive 10 miles north or 15 miles south for certain products and services.

Commercial vehicles making deliveries would be able to cut time and miles off of their route also, once again, saving fuel.

People from Brilliant could now drive directly to Washington, PA in about 25 minutes instead of driving 20 minutes to Wheeling, then another 25-30 minutes to Washington. This would cut 45 minutes off of all points east for the Ohioans.

These two communities could share each other's restaurants, parks, carnivals, gas stations, etc.

Broaden Resources

One of the main subjects of anyone's concern is safety and emergency resources.

3 of 4

Brooke County residents that must get to the Steubenville hospitals could cross over to Brilliant and have a straight 4 lane shot to Steubenville. Look at the time that could be saved if the ambulances did not have to drive through Follansbee traffic during rush hour. It would be safer to cross over to Ohio and utilize their 4 lane.

This area could pool their EMS and fire resources. If the day would come that a major incident would occur at the Cardinal Plant, Wellsburg could be included in the emergency response being only minutes away.

Wellsburg and Brilliant fire and EMS could set up a plan on a day to day basis to cover each other in the case of multiple incidents or shortage of staff. A lot of emergency equipment would be available to a lot more people.

Why Not Somewhere Else?

Putting this bridge where bridges already exist would only make it **more** convenient for the people that don't need it. People that already have bridges want this one because it would be convenient when **one** of their current bridges closes down for repairs or an accident they won't have to go a few minutes out of their way on a temporary detour.

If they think it's an inconvenience having to go a few minutes out of their way, they should stop and consider what the people between Mingo Jct. and Tiltonville have to go through **every time** they want to head east or simply cross the river.

In conclusion, I think that it is necessary to make the Wellsburg-Brilliant areas the Wellsburg-Brilliant Area.

In my opinion, if any other location is even considered, scrap the project and save \$100,000,000.

4 of 4

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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Please consider the following comments:

*We need a bridge between Brilliant
and Wellsburg because - we have to
travel to Steubenville cross the bridge
then all the way back down river to
Wellsburg when it is just five minutes
across the river. Some of us live near
there are child or grandchild in school
activities - band, cheerleading, baseball,
softball, football, basketball, volleyball.
He likes to go where they go. Also people in
Wellsburg work at Cardinal - they have a long
trip also. Rt #2 is always having landslides.
(Please print the following information) and the tunnels have problems.*

Name: Shirley Coen
Address: 411 Railroad Ave
Brilliant, O. 43913

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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Please consider the following comments:

*We need the bridge from Brilliant to
Wellsburg because
people with two or three children and
grandchildren have to go to Steubenville
and back down to Wellsburg - ~~by~~
Route #2 is always having road
closed by market at bridge - to go the
south way - the tunnels are closed.*

(Please print the following information)

Name: Ralph Coen
Address: 411 Railroad Ave
Brilliant, O. 43913
Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 9, 2008

Location: Buckeye North Middle School, 1004 3rd Street, Brilliant, Ohio

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D



COMMENTS DUE BY November 13, 2008

Please consider the following comments:

Mr. Gregory Bailey, I feel the bridge should be placed in the Wellburg area. Route 2 is the main route thru Northern WV. In the event of emergencies that have to do with road problems due to slides or other unpredictable problems, it would be good to have an alternative crossing instead of having to use all the back rural routes to get thru the Northern Panhandle.

(Please print the following information)

Name: *Rebecca M Stewart*
Address: *22 Park Addition
Wellburg WVa 26070*

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 9, 2008

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State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

It does not seem logical to construct another multi million dollar bridge in close proximity to an existing bridge. Therefore, I would like to see the new bridge constructed in the vicinity of Wellburg/Beech Bottom, WV and Brilliant, OH. This would allow for greater flexibility for drivers using Ohio Rt 7 or West Virginia Rt. 2.

(Please print the following information)

Name: *James Kinney*
Address: *1914 Charles Street
Wellburg, WV 26070-1431*

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 9, 2008

Location: Buckeye North Middle School, 1004 3rd Street, Brilliant, Ohio

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

I feel that a bridge connecting
Brilliant + Wellsburg would be beneficial
for both towns economically + more convenient
for citizens of the area.

(Please print the following information)

Name: Jennifer L. Dight
Address: 219 Sam's Way
Wintusville OH 43953

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 9, 2008

Location: Buckeye North Middle School, 1004 3rd Street, Brilliant, Ohio

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

I feel that a bridge connecting
Brilliant + Wellsburg is long overdue
and would be beneficial economically
for both cities + more convenient for
citizens of the area.

(Please print the following information)

Name: Kristopher K. Dight
Address: 219 Sam's Way
Wintusville OH 43953

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

RECEIVED
OCT 31 2008
ENGINEERING DIVISION
WV DOH

Date: October 9, 2008

Location: Buckeye North Middle School, 1004 3rd Street, Brilliant, Ohio

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*There is a great need for a bridge between Brilliant & Wellons.
It will open up the area for development on both sides of the river.
People wanting to get across the river to do business or visit
would not have to go through the hassle of crossing the river
by way of a bridge. In the case of a disaster on either side
of the river especially like Caprolin, WV plant. It would
allow more emergency vehicles to quickly respond.*

(Please print the following information)

Name: *Malcolm Fellows*
Address: *815 5th St
Brilliant, OH 43913*

Organization (if any):

PLEASE ACCEPT THESE SIGNATURES, AS WE RAN
OUT OF SEPARATE FORMS -

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 6, 2008

Location: ^{BRILLIANT OHIO} Jefferson Community College, 4000 Sunset Boulevard, Steubenville, Ohio

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

BEVERLY LEUGER 325 E MAIN ST ADEVA, OH 43904
Lisa Valuska 202 Novak Drive, Dillonvale, OH 43917
Cathy Crotcher 352 Township Rd 185 Adena Ohio 43901 -
JOAN LEUGER 325 EAST MAIN ST ADEVA 43901
DAN SIGNORINI 218 HUDSON AVE ~~STEUBENVILLE~~ TILTONSVILLE, OH 45765
John CARROLL 107 CLARK ST MINGO, OH 43917
Kathryn Battinson 4822 St. Rt 150 Dillonvale, OH 43917
Ethel Wodanoff Box 149 Dillonvale, Ohio 43917
Joan Leuger 4838 St. Rt. 150 Dillonvale, Ohio 43917
Vida Yaker P.O. Box 24 Watson Dillonvale, Ohio
Nancy Wills 2024 W. Hwy 11 Dillonvale, Ohio 43917

10-26-08

(Please print the following information)

Name: WE: Support this location -
Address: EVEN WITH THE MARKET STREET
BRIDGE HAS TO CLOSE -
Organization (if any):

1 of 4
10-9-08

2 of 4
10-9-08

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 8, 2008

Location: ⁹ Millsop Community Center, 3420 Main Street, Weirton, West Virginia

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

Becki Krystow 319 Jefferson St, Tietmarville, OH 43963
Carla Woodward 5716 Chry. Hwy 15 Rayland OH 43943
Arietta Jones 6301 Chry. Hwy 15 Rayland OH 43943
Julia Lehman 720 Market St. Yorkville, OH 43971
Norma Kildedy 13950 E Reserve Rayland OH 43943
Suzanne Silvers 4927 St. Hwy 151 Yorkville, OH 43938
Patricia Guicker 4457 G. Hill St Rayland OH 43943
Andy Whitman 139 Norris Rd. Rayland, Ohio 43943
Joson de Rue 100 Morris St. Brilliant, Ohio 43913
Paula Jolly 118 Morris St Yorkville Ohio 43971
~~*John J. Jolly 115 Lane Ave OH 43935*~~

(Please print the following information)

Name: *SUPPORTING THIS LOCATION - LONG*
Address: *OVER DUE CROSSING.*
Organization (if any):

10-26-08
3 of 4
10-9-08

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 8, 2008

Location: ⁹ Millsop Community Center, 3420 Main Street, Weirton, West Virginia

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

Queen Vance 405 Walter St. Yorkville, OH 43971
Camelak Pigea 2132 Tap Hwy 113 Rayland OH 43943
John P. Smith 1914 Hill St Brilliant Ohio 43913
Heidi R. Suddelaker 1414 Hill St Brilliant OH 43913
Wadeley Wolf 3833 CRD 15 Rayland OH 43943
Walter Joff 3833 CRD 15 Rayland 43943
Mary Weylandt 302-5th St Dillonvale, M. 43917

(Please print the following information)

Name: *WE SUPPORT THIS LOCATION -*
Address: *IF AND WHEN THE MARKET STREET*
Organization (if any): *BRIDGE CLOSE -*

10-26-08
4 of 4
10-9-08

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

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NOV 05 2008
ENGINEERING DIVISION
WV DOH

Date: October 9, 2008

Location: ⁹ ~~Millsop Community Center, 1420 Main Street, Weirton, West Virginia~~ BRILLIANT OHIO

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

For safety reasons
Easy access to West Virginia
To bring more business to our area

Karen Cook
3414 Inp Rd 157
Wayland, OH 43943

(Please print the following information)

10-27-08
Name: TWO BRIDGES TO CLOSE IN FUTURE -
Address: \$200,000 PAID FOR STUDIES TO DETERMINE
BEST LOCATION - THIS IS THE
LOCATION, COST OF CROSSING - ECONOMIC GROWTH,
TRAFFIC FLOW, ETC, ETC. - INFORMATION AVAILABLE
AT YOUR REQUEST

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 9, 2008

Location: Buckeye North Middle School, 1004 3rd Street, Brilliant, Ohio

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

A few years ago a group of Wellsburg citizens
organized. Their purpose was to bring attention
to the fact that Wellsburg needed a bridge
over the Ohio River to give direct access to Ohio.
Right now, in order to get to Ohio, we have to go
either to Steubenville (6 miles) or Wheeling
(18 miles). The people in Weirton and Steubenville
have had three bridges crossing the Ohio River.
Even if two of the bridges are taken down, they will
have one bridge at their disposal. Wellsburg really
needs their proposed bridge.

(Please print the following information)

Name: MARY Jo KULL
Address: 51-23RD ST.
WELLSBURG WV 26070

Organization (if any):

11-10-08

Mr. Gregory Bailey,

Sir,

In reference to new bridge between Brooke & Jefferson counties and potential closing of the Market Street bridge and Fort Steuben bridge.

There is proven business in the Weirton and Steubenville area that requires a new bridge north of Wellburg or Fallsville when the Fort Steuben & Market Street bridges close, as it seems is certain to occur, per political action.

But then the Wheeling suspension bridge was built in 1849 and still carries automobile traffic. So with maintenance the Fort Steuben and Market Street bridges could remain open for another 50 years.

This whole issue is a puzzle.



Sincerely
Matthew Kovarik

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 9, 2008

Location: Buckeye North Middle School, 1004 3rd Street, Brilliant, Ohio

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

- ① BRIDGE SOUTH WILL ALLOW ECONOMIC DEVELOP IN AREA WHERE SPACES AVAILABLE -- AND
- ② WHERE POTENTIAL EMPLOYEES ARE AVAILABLE
- ③ FASTER, SAFER ACCESS TO MEDICAL FACILITIES AND SUPPORTS.
- ④ FASTER ACCESS TO, FROM MILITARY FACILITIES AT AIRPORT IN EMERGENCIES.
- ⑤ ALTERNATIVE TO WHEELING AND STEUBENVILLE BRIDGE IN EVENT OF DAMAGE/BLOCKAGE. THIS ONE FAR ENOUGH AWAY FROM THOSE, PROBABLY NOT IMPACTED, SO COULD BE USED BY TRAFFIC.
- ⑥ PRESENT COST OF GAS - RESIDENTS BOTH SIDES ACCESS THEIR EMPLOYMENT AND/OR STORES = SAVES MONEY AND TIME AND FUEL AND AIR POLLUTION.

Name: ROBY GREATHOUSE

Address: PO BOX 156
BEECH BOTTOM, WV 26030

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 9, 2008

Location: Buckeye North Middle School, 1004 3rd Street, Brilliant, Ohio

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*We had a ferryboat years ago.
It ran from north Brilliant to
Wellburg. The Buffalo creek
location I would be 1st choice.
The gates for the old dock are
probably still there. We have
needed (wanted) a bridge here
for a long time*

(Please print the following information)

Name: *MRS. RUTH HANSON*
Address: *1308 HUKILL ST
BRILLIANT, OH, 43913*

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 9, 2008

Location: Buckeye North Middle School, 1004 3rd Street, Brilliant, Ohio

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

*After looking at the Project Turbine I couldn't believe it has
been 15 years & nothing has been done yet. I feel a new
bridge is brilliant would be very productive as far
as bringing more traffic into our area, I work at the
Candor Plant & I know that at least 1/2 of
our employees live in the Wellburg, Wellburg area
& how wonderful for them this would be.
Make easier access for people to cross down
to shop or western mill with distance greatly.
I hope it is not another 15 years before we
see a new bridge.*

(Please print the following information)

Name: *Kim Mumaw*
Address: *1638 Bantam Ridge Rd
Wintersville, Ohio 43953*

Organization (if any):

RECEIVED

NOV 05 2008
ENGINEERING DIVISION
WV DOH

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 2, 2008

Location: Jefferson Community College, 4000 Sunset Boulevard, Steubenville, Ohio

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

ATTACHED - PLEASE FIND COPIES OF
HIGH LIGHTED INFORMATIONAL SHEETS -
HAVE BEEN WITH STUDY SINCE 1999 -
MUCH MORE MATERIAL AVAILABLE -
EMERGENCY RESPONSE - ECONOMIC
GROWTH - EASE OF TRAVEL - ETC - EVERY
THING WAS COVERED - WE HAVE NOT HAD A
RIVER CROSSING SINCE 1942 (FERRY). WOULD
APPRECIATE THE CONVENIENCE OF A BRIDGE
IN OUR AREA - TAKING CARE OF AN INVALID
SISTER TWICE WEEKLY IN WELLSBURG IS ONLY
A SMALL IN CONVENIENCE COMPARED TO PEOPLE

(Please print the following information)

TRAVELING TO AND FROM WORK DAILY - TIME
Name: WOULD BE OUT A LEAST 45 MIN. - GAS.
Address: COST ???

Organization (if any):

RESPECTFULLY YOURS!
HELEN G. MAYLE
710 3RD ST.
BRILLIANT, OHIO
43913

1 of 22

Trustees

JOHN T. GOOSMAN
JOE W. ELLIS
JOHN E. COOK
409 PROSPECT STREET
BRILLIANT, OHIO 43913
Phone # (740) 598-9802
Fax # (740) 598-9817
wellstrustees@yahoo.com

OFFICE OF
BOARD OF TRUSTEES
WELLS TOWNSHIP
JEFFERSON COUNTY
BRILLIANT, OHIO 43913

Fiscal Officer

JOSEPH MATTHEWS
1019 THIRD STREET
BRILLIANT, OHIO 43913

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

October 23, 2008

RE: Comments on informational workshop public meeting held on October 2, 2008
of the Buckeye North Middle School, 1001 Third Street, Brilliant, Ohio

To Whom It May Concern:

In 2003 the Wells Township Trustees passed a resolution supporting a new bridge
across the Ohio River between Wellsburg, W. V. and Brilliant, Ohio. We appointed
Helen G. Mayle to serve on the (30) thirty member committee recruited by the Brook-
Hancock-Jefferson Metropolitan Planning Commission as the Township's
representative. Mrs. Mayle has served our Township in an exceptional manor and
made us aware that due to a smaller population we needed to continue to
reinforce the conclusions of that committee recommending a bridge should be
built between the north end of Brilliant to Buffalo Creek near Wellsburg W.V. Please
be reminded that the extensive study identified a new bridge south of Wellsburg as
a higher priority than a bridge at Washington Street in Steubenville, Ohio.

The Planning Commission stated that opportunity for economic development
wasn't the only consideration by the committee and engineers who
recommended the Brilliant to Wellsburg location. This location will not only likely be
a lesser cost than other locations but would give a much needed and over due
boost to local economics of both areas. It will facilitate a sustainable transportation
system that will support economic growth of the surrounding area and increase
safety to commuters. The crossing site will allow industry and commuters to travel
throughout the region with reduced trips, lengths, travel times and fuel

COPY

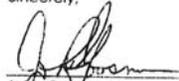
2 of 22

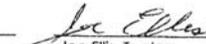
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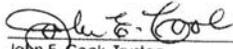
consumption. Mr. Jack Brown, executive director of the Brook-Hancock-Jefferson Metropolitan planning Commission acknowledged time is of the essence in moving forward with this project. He noted that the general rate of inflation being 15% each year will add to the estimated 100 million dollar bridge cost.

The Trustees would emphasize that the public meeting here in Brilliant on October 9, 2008 brought out the largest number of concerned citizens of any of the public meetings. We realize that other areas have higher population numbers but all of the evidence developed by the Planning Commission and emergency studies made it clear that the bridge should be built between Brilliant and Wellsburg and we urge the decision maker to act on these facts and conclusions.

Sincerely,


John Gorman, Trustee


Joe Ellis, Trustee


John E. Cook, Trustee


Joe Matthews, Fiscal Officer

3 of 22

FACT SHEET #1:
A NEW OHIO RIVER BRIDGE AND OUR NETWORK OF BRIDGES

Special Edition Brooke-Hancock-Jefferson Metropolitan Planning Commission April 2008

With the proposed demolition of the Ft. Steuben Bridge in May 09, the 105 year age of the Market Street Bridge and the anticipation of a location/environmental study for a new Ohio River Bridge crossing in May 08, elected officials, residents and investors need to know how their regional transportation system is changing.

Through the following "question-answer" approach, strategic and documented facts are provided.

Bridges are high-price tag items. A new Ohio River Bridge crossing is priced at \$100 million. The national and state competition for these resources is intense and requires strong public consensus based upon fact and a clear professional statement of need.

What's the problem?

Between Steubenville/Weirton and Wheeling, there are three vehicular Ohio River bridge crossings. Two of the three bridges are at or near their expected lifetime. A circumstance in which only one vehicular bridge crossing exists would reduce emergency response times, increase congestion and severely reduce a major economic lifeline for the region.

Where are we now?

The Ft. Steuben Bridge is proposed for demolition in May 09 while the Market Street Bridge, built in 1903, has weight limitations.

In May 08, the West Virginia Department of Transportation (WVDOT) and the Ohio Department of Transportation (ODOT) will initiate a final and crucial location/environmental impact study for a new bridge crossing south of Wellsburg (WV), the preferred new bridge crossing site.

When and how was a bridge crossing south of Wellsburg determined as the preferred site?

On May 21, 2003, the Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJ) by a 14 yes to 1 no vote adopted a recommendation of its Technical Advisory

Committee, a 38 member-Bridge Advisory Committee (BAC) and a professional consultant for a bridge south of Wellsburg.

From February, 2002, through March 2003, the BAC met eight times to review consultant work and discuss progress and methodologies. 10 sites and a no-build option were compared to 19 measures for vehicular mobility, environmental impact, safety, cost effectiveness and regional economic growth.

Why is BHJ involved in a bridge project and why is BHJ a lead agency to determine a new Ohio River bridge crossing?

The Brooke-Hancock-Jefferson Metropolitan Organization (BHJ) is a federally mandated organization (Federal-Aid Policy Guide, Section 450.312, April 1998). Its purpose is to provide comprehensive transportation planning in the Steubenville-Weirton Metropolitan Area.

Give examples of other regional bridge projects and their success.

Major infrastructure investments require extensive technical substantiation, community consensus and dollars. To further appreciate this effort, BHJ recommends the public review other bridge web sites such as the Louisville-Southern Indiana Ohio River Bridges Project or the Blennerhassett Island Bridge Project.

The Louisville study reached a Record of Decision stage in September 2003 and is under design. <http://www.kyinbridges.com/Project.aspx>

The Blennerhassett Island Bridge is located in Parkersburg, WV, and will open in April 08. As a tied-arch cable bridge completed at a cost of \$135 million, it is the final piece to the Corridor D Project which is part of the Appalachian Development Highway System. http://www.wvcomdord.com/proj_blenbridge.htm

4 of 22



**Brooke-Hancock-Jefferson
Metropolitan Planning Commission**
124 North Fourth Street
Second Floor
Steubenville, Ohio 43952-4498

June 8, 2007

Ms. Helen Mayle
710 3rd Street
Brilliant, OH 43913

Dear Helen:

Thanks for attending our meeting (June 6th) to overview the status of a new Ohio River Bridge crossing.

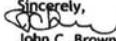
As requested by those attending, I provide:

1. A copy of the most recent study report (BHJ Regional Bridge System Study, Phase II, Final Report, September 2003). An Executive Summary is included as pages 1-3.
2. A chronological history of events, Years 1993-2007.
3. A list of names/contact addresses for those attending Wednesday's meeting.
4. A summary of the problem and where we are.

I have not provided a sample letter of support to officials and representatives. I believe this is best initiated through those attending.

In summary, it appears HDR Engineering over the next two years will complete a location/environmental study for a new Ohio River Bridge south of Wellsburg. The cost of the bridge is projected at \$100 million. The competition for federal and state project funds is significant.

I look forward to working with you to substantiate the need for this project and to create further regional opportunity.

Sincerely,

John C. Brown, AICP
Executive Director

CC: Bridge File

Phone: (740) 282-3685

Fax: (740) 282-1821

Email: bhjmpc@bhjmpc.org

5 of 22

November 22, 1999

The Honorable Jerry Krupinski
State Representative
State House
Columbus, OH 43215

Dear Representative Krupinski:

A needs study for a bridge spanning the Ohio River between Brooke County, West Virginia and Jefferson County, Ohio has just been launched by the consulting group (Pflum, Klausmeier and Gehrum) from Cincinnati, Ohio. It has been clearly and painfully evident to the citizens of this area that any positive impact for future business - manufacturing and economic potential can only be maintained and increased by interconnecting transportation arteries across the Ohio River between southern Brooke County and Jefferson County.

With the present and future plans to expand Route 2 in northern WV and the completed Route 7 highway system in Ohio, a connecting bridge between the two highway arteries would greatly impact the economic development of our area.

The ~~Regional Task Force~~ that is behind the informational and enlightenment effort consists of concerned citizens that represent the southern Brooke County communities of Wellsburg, Follansbee, ~~Bothany~~, West Liberty, Beech Bottom and Avella, PA; the southern Jefferson County communities of Brilliant, Mingo, Rayland, Dillonvale, Smithfield, Tiltonsville and Georges Run.

The initial thrust of the Regional Task Force is to garner support from Business and Professional leaders and the citizens of our area. We also are supporting letters to the editor and news articles in the local news media.

We the Regional Bridge Task Force, hope that you will favorably support our efforts to improve the economic conditions in the southern counties that we represent and support the efforts of the bridge consulting groups study.

It is our hope that the consulting group will complete their study with dispatch, within the first year of the new millennium. To this end, we enclose our initial effort packet. Best Regards.

_____	<i>No LONGER IN AREA</i>
Russ Irvin	Ralph Antone
_____	<i>X DECEASED</i>
Pat Comiskey	Dick Harvey
<i>X STILL FIGHTING!!</i>	_____
Helen Mayle	Jack Yost

Joe Kurey	

6 of 22

Synopsis of Packet Presented to BHJ

- (80) letters to Governor Underwood from Business and Professional leaders in the Wellsburg area.
- (1809) signed petitions from WV concerned citizens.
- (2161) signed petitions from Ohio concerned citizens.
- (4044) have joined in our initial 15 day effort.

Direct responses and suggestions to:

Ralph Antone
P.O. Box 127
Brilliant, OH 43913

Patrick Comiskey
Wellsburg City Mgr.
77th Street
Wellsburg, WV 26010

*No longer
in area*

Bridge Advisory Committee Membership

The Bridge Advisory Committee (BAC) was responsible for overall review and approval of the engineering and planning analysis work in the Study. The BAC met regularly during Phase II. Members of the BAC represent a broad cross section of private and public interest groups. Discussion and review during BAC meetings gave guidance to the Consultant Team. Decisions were based on consensus of the group.

BHJ Commission	Norm Schwertfeger
Brooke County Board of Education	Ron Ujick
BDC of the Northern Panhandle	John Murry
Brooke County Commission	Paul Phillips
	Bill Schaefer
Brooke-Hancock County Assessors Office	Dan Tasse
Citizen at Large	Russ Irvin
	Helen Mayle
Follansbee, City of	Tony Paesano (Delegate)
	Kevin Diserio (Alternate)
Hancock County Commission	Will Allison
	Chuck Svokas
Jefferson County Commission	Jim Brasagan
	Richard Delatore
Mingo Junction, Village of	John Fabian (Delegate)
	Keith Murland (Alternate)
Ohio Department of Transportation	Greg Gurney (Delegate)
	David Speer (Alternate)
Progress Alliance	Holly Childs
Steel Valley Regional Transit Authority	Frank Bovina
Steubenville, City of	Domenick Mucci (Delegate)
	Dave Snelting (Delegate)
	Fred Hays (Alternate)
Toronto, City of	George Cattrell (Delegate)
	Vacant (Alternate)
Weir Cove Moving & Storage	Romle Castelli
Weirton Steel Corporation	Andy Kowalo
	Virgil Thompson
Weirton Transit Corporation	Curt Hinchee
Wellsburg, City of	Wayne Campbell (Delegate)
	Margaret Metzger (Alternate)
Wheeling-Pittsburgh Steel Corp	Mark Morelli
	John Sneddon
Wintersville, Village of	Bob Laukert (Delegate)
	Gary Folden (Alternate)
Weirton, City of	Joe Cicchirillo
	Bob Riccelli
West Virginia Department of Transportation	Don Bailey (Delegate)
	Richard Warner (Alternate)

HAVE WORKED ON THIS PROJECT FROM DAY #1

Need Assessment

One of the primary objectives of this study was to prepare a report that can serve as the basis for FHWA guidelines related to "purpose and need" assessment. The following statements highlight key items and related findings that can be used in the development of the "needs" statement.

The proposed improvements will serve the Ohio River crossing travel desires for the BHJ region over the next 25 years. They prepare the community for the eventual end of the service life for both the Market Street Bridge (constructed in 1904) and the Fort Steuben Bridge (constructed in 1928).

Transportation Demand

During the development of the 2020 Regional Transportation Plan, a new Ohio River crossing was identified as the top priority within the BHJ region. This study and the recommendations have been prepared in response to these concerns. The Market Street Bridge and the Fort Steuben Bridge are well past their design lives. While the investment of funds in added maintenance may extend their useful life, neither bridge can be brought up to modern standards due to inherent design constraints.

The Market Street and Fort Steuben Bridges both serve local traffic that primarily originates within the Weirton, West Virginia and Steubenville, Ohio (BHJ metropolitan area). The Market Street Bridge provides for trips from the Weirton and the Follansbee area to access the central business district of Steubenville. The Fort Steuben Bridge serves the Half-Moon Industrial Park and the City of Weirton and is an important facility for the movement of goods to and from destinations outside of the community. About 17 percent of the daily vehicle traffic is commercial truck traffic.

Due to the nature of commerce in the BHJ region, heavy truck traffic is a normal component of river-crossing traffic. The Market Street Bridge is not capable of supporting commercial truck traffic regardless of the level of maintenance or refurbishment it receives. A 5-ton weight limit is presently in place on the Market Street Bridge. Closure of the Fort Steuben Bridge would leave the region with only one river crossing (Veterans Memorial Bridge) capable of carrying commercial truck traffic.

From a transportation system perspective it should be noted that the closest river crossing points beyond the study area are at Wheeling, 25 miles south of Steubenville and at East Liverpool, Ohio, 25 miles north of Steubenville. The proposed recommendations described in this report will provide for more efficient system-wide travel throughout the region.

Safety Issues

A single river crossing for the region is not acceptable in terms of overall safety needs.

The Veterans Memorial Bridge has ample traffic capacity itself; but access to the bridge is vulnerable to blockage due to accidents. The Bridge is closed once a year for four hours to meet inspection requirements. On these occasions, the two older bridges are not adequate to handle existing or projected future traffic volumes. This highlights the need for redundancy in the system with adequate capacity to provide for the movement of traffic as well as providing access to the region for emergency vehicles.

Additionally, the transportation system in the Ohio River Valley is heavily dependent on the two north/south arterial roadways: WV 2 and SR 7. When either of these is closed due to accidents, flooding, or landslides, as does happen on occasion, few alternative routes are available. By linking these two routes with a new alternative river crossing, a significant increase is realized in the transportation options available in the region for normal transportation purposes as well as the delivery of emergency services. With implementation of the recommendations in this report, analysis shows that a reduction of about 55 accidents per year could be expected.

Economic Development

The concentration of all river-crossing capacity within a small geographic area constrains the overall flexibility of the transportation system in the region. Lengthy work travel times resulting from this lack of flexibility is a significant economic burden and a deterrent to new economic development. A large portion of the area's industrial capacity is located in the Ohio River Valley south of the current crossing locations. There is potential for industrial development in this area of the valley; however, successful development is clearly predicated on adequate transportation access. Given the difficulty that the BHJ region has faced in remaining economically competitive over the last two decades, improving the infrastructure that supports economic development is a priority.

It is a well understood principle that flexibility in the transportation system is important for economic growth.

System Linkage

A major criterion used during the evaluation of alternatives in the study centered on accessibility from selected gateways to selected river and rail ports. Travel times from West Virginia gateways into the planning area to Ohio River and rail ports and from Ohio gateways to West Virginia river and rail ports were analyzed. The time saving created by improving the efficiency of travel throughout the region can equate to a significant monetary saving for the traveling public and industry and can enhance economic development. The study found that by implementing the recommended improvements, travel times for all trips from West Virginia gateways to Ohio River and rail ports could be significantly reduced.

Modal Interrelationships

Within the BHJ region two public transportation agencies serve the area. The Weirton Transit Corporation serves the Weirton area and the Steel Valley Regional Transit Authority serves Mingo Junction and Steubenville. Both of these public transit systems cross the Ohio River and provide for transfers between each other. With the addition of a bridge in the southern portion of the planning area it is assumed that system routes may be modified, thus enhancing accessibility to communities such as Brilliant and Wellsburg and potentially resulting in increased ridership.

Goals and Objectives

The goal of this study was to analyze, from a transportation planning perspective, a series of reasonably viable alternatives at a level of detail sufficient to provide state and local transportation decision makers a basis to identify a preferred Ohio River bridge system for the defined study area. The results of this analysis show a clear need for the preferred system. The purpose of the study is to improve the overall flexibility of the BHJ regional transportation system. Implementation of the recommendations could:

- relieve the economic burden and deterrent to new economic development by reducing the lengthy work travel times and improving access to industry resulting from the lack of alternatives that serve the entire region;
- ensure that at least two Ohio River crossings are available in emergency situations;
- result in a more balanced use of the region's transportation infrastructure; and
- serve both local and regional trips, including business trips, originating within or outside the metropolitan or passing through.

This document sets the stage for further study following the requirements of the NEPA process. The Phase II study recommendations have been selected based on public input, technical analysis, and engineering/environmental feasibility issues.

Description of Study Area

The BHJ region consists of three counties: Brooke and Hancock Counties in West Virginia and Jefferson County in Ohio. The adjoining cities of Steubenville, Ohio, and Weirton, West Virginia, serve as the region's core in terms of population and employment.

The major transportation facilities within the region are Ohio State Route (SR) 7, West Virginia (WV) 2, WV 27 and US 22. SR 7 stretches from Lawrence County in southern Ohio to beyond the northern border of Jefferson County. SR 7 is the main north-south route west of the Ohio River. It connects the region to Wheeling, West Virginia, and to I-70 to the south and I-80/I-76 in Youngstown to the north. WV 2 parallels SR 7 on the east banks. It connects the region with two other large West Virginia cities, Wheeling and Parkersburg. WV 27 connects to WV 2 and provides access to Washington, PA and the Pennsylvania Turnpike. US 22 is the only major east-west thoroughfare in the region because the geographic terrain makes a fluent east-west travel pattern difficult. US 22 is very important because it connects the region to Pittsburgh, Pennsylvania, the closest major metropolitan area. US 22 also connects with I-77 in Ohio, allowing drivers' convenient access to Steubenville/Weirton, East Liverpool/Chester as well as to southern Ohio and the Canton-Akron-Cleveland area, see Figure 1.

There are currently three opportunities to cross the Ohio River within the region. The Fort Steuben Bridge connects Freedom Way in West Virginia to SR 7 and US 22 in Ohio. The bridge is adjacent to the Half Moon Industrial Park and experiences a relatively high amount of truck traffic. The Veterans Memorial Bridge connects the two states via US 22. The Market Street Bridge connects WV 2 with downtown Steubenville. This bridge has a weight restriction of 5 tons, prohibiting large trucks.

The Phase II Study Area is bounded on the north by the Fort Steuben Bridge and extends downstream south of Brilliant near Beach Bottom. See Figure 2.

Existing Bridges

The three existing bridges examined in this study are, from north to south, the Fort Steuben Bridge, the Veterans Memorial Bridge, and the Market Street Bridge. Traffic volumes¹, based on Average Daily Traffic (ADT) counts, on the three bridges are as follows:

	Vehicles	Percent Trucks
• Fort Steuben Bridge	5,500 ADT	17%
• Veterans Memorial Bridge	32,500 ADT	10%
• Market Street Bridge	6,700 ADT	0%

It should be noted that the closest river crossing points beyond the study area are at Wheeling, 25 miles south of Steubenville, and at East Liverpool, Ohio, 25 miles north of Steubenville.

¹ Source: Ohio and West Virginia DOT and BHJ for the year 2002.

Final Recommendations and Project Priority

The following recommendations are based on the detailed analysis outlined in this Report and other supporting documents. They are also based on travel-related characteristics in the BHJ region, discussions with various groups and individuals, and public input.

The following issues are relevant to the final decisions made by the BAC, the BHJ Technical Advisory Committee, and the BHJ Transportation Policy Board:

- ✓ 1. It is assumed that the Fort Steuben and Market Street Bridges will not be in service for the planning year 2025.
- ✓ 2. The construction of a new bridge in the 18-mile corridor between the Fort Steuben Bridge and the Ohio County line is BHJ's #1 regional transportation priority. This was established in the Regional Transportation Plan.
- ✓ 3. The formal system Study review and consideration of regional needs has been under consideration since 1999.
- ✓ 4. The thirty-one (31) member Bridge Advisory Committee had oversight for the preparation and completion of this study.
- ✓ 5. The seventy-two (72) member BHJ Transportation Policy Board is the federally-recognized adoption board for this transportation recommendation and priority.
- ✓ 6. Region-wide consensus for the final recommendations and priority is essential. Without BHJ Transportation Policy Board adoption and public consensus, it will be difficult to leverage federal, state and local funds for this high cost transportation system investment.

The BAC thoroughly reviewed the findings and conclusions of the BHJ staff and the Consultant Team. Based on a roll call vote at its final meeting, the BAC forwarded a recommendation for approval of the projects described below. The Transportation Policy Board received the recommendation, and then adopted the proposed improvements.

It should be noted that the first project priority in this Regional Bridge System Study recognizes the critical need to provide specific roadway improvements in the vicinity of the Fort Steuben Bridge. Those improvements are required in order to mitigate the effect of the anticipated closing of the Fort Steuben Bridge.

Appendix A

Bridge System Study History

Prepared by BHJ Staff

BAC - BRIDGE ADVISORY COMMITTEE

BRIDGE ADVISORY COMMITTEE

Final Report

- May 21, 2003** Brooke-Hancock-Jefferson Metropolitan Planning Commission, BHJ Office. Upon a 14 yes and 1 no vote, the consultant's recommendations were accepted.
- March 19, 2003** The BHJ Technical Advisory Committee (TAC), BHJ Office. Upon a 12 yes and 0 no vote, the consultant's recommendations were accepted.
- March 12, 2003** Meeting #8 at the Wellsburg Fire Hall. Bridge Advisory Committee (BAC) considers the consultant's recommendation through an advisory vote. Upon a 22 yes and 0 no vote, the consultant's recommendations were accepted.
- January 15, 2003** Meeting #7 at the Steubenville Holiday Inn. BAC hears the consultant's recommended bridge scenario.
- November 18, 2003** DOT's bridge consultant and BHJ meet to review project status, expectations, predictable outcomes and next steps at Marietta, Ohio.
- November 13, 2002** Public Information Meeting for general public to review and provide comment upon project preliminary review at the Millsop Center, Weirton.
- October 22, 2002** Meeting #6 at the Millsop Center, Weirton. BAC evaluates the preliminary analysis for combined bridge alternatives.
- September 3, 2002** Meeting #5 at the Brooke County Library. BAC determines a northern bridge option and evaluates next steps.
- July 9, 2002** Meeting #4 at the Steubenville Holiday Inn. BAC discusses the results of the comparative analysis of bridge scenarios.
- July 1, 2002** Study Consultant, Pflum, Klausmeier & Gehrum (PKG) is merged with Edwards and Kelcey, Inc. (EK). No change in individuals on study staff.
- May 29, 2002** DOT, bridge consultant and BHJ meet to review preliminary bridge scenarios at Marietta, Ohio.
- April 10, 2002** Meeting #3 at the Millsop Center, Weirton. BAC reviews and discusses the proposed methodology for comparative analysis.
- March 13, 2002** Meeting #2 of Phase 2 BAC reviews and discusses evaluation criteria at the Brooke County Library.
- February 6, 2002** Phase 2 kick-off meeting held with the Bridge Advisory Committee at the Steubenville Holiday Inn.

Final Report

- January 10, 2002** Consultant coordination meeting prior to Phase 2 kick-off held in Marietta, Ohio.
- August 1, 2001** PKG submits revised scope of work for Phase II.
- July 11, 2001** Twelve (12) attendees representative of BHJ, ODOT and WVDOT met in Marietta, Ohio to complete a final review of the Phase II scope of work. "It was agreed by July 27th the consultant would provide the final scope of services, a suggested amended consultant agreement and statement of cost."
- November 15, 2000** A preliminary "Prospectus" (Revised Scope of Work), as reviewed by both state DOT's is faxed to BHJ by WVDOT.
- August 25, 2000** Nino Brunello (ODOT) e-mails BHJ and states "... I've finished the validation process and handed the model over to Burgess and Niple (Bridge modeling consultant)."
- August 18, 2000** Elected Officials Meeting in Steubenville to review Phase I Study. BHJ Staff prepares and presents a 30 point question-answer document. Forty-seven (47) persons attend.
- August 11, 2000** Nino Brunello (ODOT) e-mails BHJ and indicates "the internal-external model and the updated external-external trip table for the base year are complete. I should be finished by the 25th."
- July 31, 2000** BHJ forwards final draft Scope of Services to state DOT's. Requests comment within five days.
- June 6, 2000** Letter from BHJ to PKG states "you are formally notified to commence work on Part 2 of the two-part study called the Ohio River Bridge System Needs and Location Study."
- June 6, 2000** With ODOT representation (Greg Gurney), WVDOT representation (Don Bailey and Richard Warner), BHJ representation (John Brown, Lisa Kush, Mike Paprocki and Shawn Price), and PKG representation (Jack Pflum), a formal Notice to Proceed statement and letter for Phase 2 was provided to PKG Consultants."
- May, 2000** Phase I Final Report. Upper Ohio Valley Bridge System Study forwarded to BHJ and funding agencies.
- May 25, 2000** BHJ Commission adopts Phase I Report.
- May 3, 2000** BHJ Bridge Advisory Committee recommends Draft Phase I Report.

- September 22, 1999** Pflum, Klausmeier & Gehrum Consultants, Inc. and the BHJ execute an agreement to complete Phase I Needs Analysis for the Upper Ohio River Needs and Location Study.
- August 24, 1999** WVDOT, ODOT and BHJ select a preferred consultant to complete the regional bridge study.
- July 20, 1999** Project review meeting #3 in Charleston to determine consultant short-list.
- June 17, 1999** Project review meeting #2 in Steubenville to solidify project financing.
- June 14 and 21, 1999** Legal advertisement in Charleston Daily Mail and Columbus Dispatch. Individualized mailings sent to 37 consultants.
- April 29, 1999** Project review meeting #1 in Charleston.
- April 28, 1999** WVDOT submits Project Prospectus.
- March 2, 1999** BHJ submitted consultant scope of work and advertising statements to the West Virginia Department of Transportation (WVDOT).
- February 9, 1999** BHJ met with Richard Warner, WVDOT Director of Urban Studies, to review bridge study history and needs to finalize a contract.
- December 30, 1998** BHJ met with the Suzann Gad, ODOT Planning Administrator. A list of consultants was provided. Technical service costs were estimated. Advertising requirements were evaluated.
- December 3, 1998** John Brown met with WVDOT staff in Charleston to overview proposed Bridge Study.
- September 16, 1998** BHJ Commission directed staff (1) to finalize a scope of study (2) to prepare a request for proposal and (3) to determine funding source(s) for a "Bridge System Needs and Location Analysis for the Steubenville-Weirton Metropolitan Statistical Area."
- June 18, 1998** BHJ Commission postponed "Bridge System Needs" discussion until a new Executive Director was in place. Mr. Schwertfeger asked Brooke County be kept apprized of progress.
- March 19, 1998** The BHJ Technical Advisory Committee recommended BHJ staff pursue discretionary funds with WVDOT and ODOT for a consultant study for a regional bridge study.
- February 18, 1998** Funding/RFP preparation meeting for a Bridge System Study held in Charleston, WV. WVDOT, ODOT and BHJ representatives were in

- attendance. It was concluded the Study would be prepared by a consultants.
- February, 1998** BHJ staff prepared a Scope of Study Outline to be discussed with WVDOT. The narrative to the outlined stated "BHJ staff does not have the financial nor technical resources to adequately address all issues. It is anticipated the proposed study will be designed to meet the requirements of a Major Investment Study (MIS) and will serve as the proposed Corridor Study referenced in BHJ's Overall Work Program."
- February 6, 1998** Preliminary draft letter from Samuel Beverage (Commissioner/Ohio Department of Transportation) stated, "Our verbal commitment to assist in this effort was given during BHJ's meetings on September 18, 1997. The approach discussed for the location study has been to pick up where the new plan leaves off, and take the proposal to the next level. This would complete the planning phase and would provide for an easy transition to project development when we are able to direct financial resources to the project."
- January 29, 1998** BHJ 2020 Regional Transportation Plan adopted. Plan stated, "It is recommended BHJ continue to pursue the implementation of this project in several ways. First, a study should be implemented which will identify the best location and a more accurate cost of the proposed structure. This study should be conducted jointly with both Ohio and West Virginia Departments of Transportation. Along with the study, it is recommended that BHJ staff work closely with the local elected officials to pursue a dedicated source of funding and funding options such as a bridge toll for this structure."
- October 29, 1997** The Ohio Department of Transportation held a public meeting with BHJ and representatives of Steubenville, Weirton, and Jefferson County to explain the current condition and future plans for the Ft. Steuben Bridge.
- September 1997** BHJ staff prepared "Preliminary Report on the Impact of Closing the Fort Steuben Bridge." Staff concluded "the information provided by the travel demand model has indicated that the closure of the Fort Steuben Bridge will result in increased congestion, more restricted traffic flows, and therefore have negative impact on regional transportation flow and air quality."
- September 24, 1997** The Wells Township Civic League (Brilliant, Ohio) submitted a letter to BHJ in support of the proposed bridge study.
- September 18, 1997** At a regular meeting of the BHJ Policy Committee, a motion was passed requesting WVDOT initiate a "Bridge Location Study." The study

- purpose was "to identify a site for the proposed new Ohio River crossing somewhere near Wellsburg, WV."
- September 5, 1997** Brooke County Commissioners submitted a request to be placed on the BHI Policy Committee agenda to support a resolution for a "Bridge Location Study."
- August 29, 1997** The West Virginia Division of Highways Commissioner, Fred VanKirk, submitted a letter to Brooke County Commissioners and stated "...the proposed bridge has been included in BHI's long-range transportation plan for your area since 1994. The Department of Transportation and the Division of Highways cooperated with BHI in the development of the plan, and we concur with its contents. Both offices will assist BHI in revising the plan, in fact, that effort is already underway. I would suggest that you ask the BHI staff to include your proposal on the agenda for the next meeting."
- August 11, 1997** BHI submitted a letter to the West Virginia Division of Highways Commissioner, Fred VanKirk, outlining the history of the proposed bridge and reaffirming BHI's support for such a project.
- July 17, 1997** At the last BHI public hearing for the Year 2020 Transportation Plan, officials from Follansbee and Mingo Junction lent their support to the possible construction of a bridge linking Mingo to an area of Brooke County between Follansbee and Wellsburg.
- July 3, 1997** Governor Underwood acknowledged receipt of the Brooke County Commissioner letter and the forwarding of his request to the West Virginia Division of Highways, Fred VanKirk.
- June 23, 1997** Brooke County Commissioners submitted a letter to West Virginia Governor Underwood and requested consideration of a new bridge in the Northern Panhandle to connect at either Cross Creek or Buffalo Creek. The letter was forwarded to the Commissioner of the Division of Highways, Fred VanKirk.
- July 28, 1995** WVDOT rated the Market Street Bridge in "poor" condition and the Veterans Bridge in "good" condition. ODOT rated the Fort Steuben Bridge in "fair" condition. "When something is in poor condition, according to the state rating system, it is still doing the job, but only barely. Structures in poor condition are not in imminent danger of collapsing, but they should be repaired." (Herald-Star July 28, 1995, Page 1B).
- May 31, 1994** The BHI Year 2015 Transportation Plan was adopted. The Plan identified the construction OF A NEW Ohio River Bridge crossing between

- Follansbee and Wellsburg as a primary project. "It would serve to alleviate much of the congestion currently realized on State Route 2 through Follansbee and Wellsburg."
- June 3, 1993** The West Virginia Division of Highways lowered the weight limit on the Market Street Bridge from 13 tons to 5 tons after reviewing the results of an inspection by Burgess & Niple Ltd. of Parkersburg.
- July, 1993** Community resolutions in support of retaining the Market Street Bridge were passed by the communities of Steubenville and Wintersville.
- December 22, 1993** A press release from the office of U.S. Representative Douglas Applegate of Steubenville indicated Governor Gaston Caperton has assured Mr. Applegate there is no effort being made to close the bridge linking Steubenville and West Virginia, between Follansbee and Weirton. (Herald-Star). Mr. Applegate said, "Plans for the construction of a new bridge to link Brilliant with Wellsburg would not be affected by plans to keep the Market Street Bridge open." Dennis Carpenter, Administrative Assistant to the District Six Engineer of the Division of Highways said, "We have announced we are interested in building a new bridge and that we will make such plans, but that is just about the only thing that is definite at this point. The Market Street Bridge can last for many, many years. It's a very sound bridge." (Dec. 22, 1993, Page 1).
- July 22, 1993** Fred VanKirk (Commissioner/WV State Highway Engineer) in response to Mark Baldwin (City Manager/City of Wellsburg), stated in letter form, "The existing bridge is safe for its posted load limits. For future travel needs, however, we are preparing to perform a study which will include consideration of major renovation of the existing structure, replacement at the existing site or construction of a new bridge at another location. A major consideration in our study will be a new bridge near Cross Creek."
- January 19, 1993** Fred VanKirk (Acting Commissioner/WV State Highway Engineer) in response to Robert Sandercoc (V.P. Bethany College) stated in letter form, "... such a bridge would also help alleviate the congestion on WV 88 as you have mentioned. We will consider the possibility of a new transriver crossing at Wellsburg, as well as other sites, during our study of West Virginia Route 2."

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 9, 2008

Location: Buckeye North Middle School, 1004 3rd Street, Brilliant, Ohio

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

Since the impending closing for the Fort Steuben Bridge and eventually the Market Street Bridge is not that far away, the new bridge should be built as soon as possible. It should not take 20 or 30 years to build a bridge! How can there be any economic development if our infrastructure is so outdated.

(Please print the following information)

Name: KATHY KAAMER
Address: Steubenville, OH 43953

Organization (if any): CARDINAL Plant

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: October 9, 2008

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Federal Project: HPP-0223(003)D

COMMENTS DUE BY November 13, 2008

Please consider the following comments:

If the bridge were to be brought in on the Penn entrance to Brilliant across to Wellburg, W.V. the cost would be less as the government already owns a lot of the property in the Brilliant area. It would mean less moving of people. Also going this way would mean you would not have to cut a way through the mountains on the W Virginia side. Please do not give up on this area for the bridge, for you will have to travel to the Steubenville area & they already have a bridge. The Brilliant area is growing larger, please give our area consideration.

(Please print the following information)

Name: Barbara J. Green
Address: 806 Sec. St.
Brilliant, Ohio 43913

Organization (if any):

Trustees

JOHN T. GOOSMAN
JOE W. ELLIS
JOHN E. COOK
409 PROSPECT STREET
BRILLIANT, OHIO 43913
Phone # (740) 598-9602
Fax # (740) 598-3617
wellstrustees@yahoo.com

OFFICE OF
BOARD OF TRUSTEES
WELLS TOWNSHIP
JEFFERSON COUNTY
BRILLIANT, OHIO 43913

Fiscal Officer

JOSEPH MATTHEWS
1019 THIRD STREET
BRILLIANT, OHIO 43913

pg. (2)

consumption. Mr. Jack Brown, executive director of the Brook-Hancock-Jefferson Metropolitan planning Commission acknowledged time is of the essence in moving forward with this project. He noted that the general rate of inflation being 15% each year will add to the estimated 100 million dollar bridge cost.

The Trustees would emphasize that the public meeting here in Brilliant on October 9, 2008 brought out the largest number of concerned citizens of any of the public meetings. We realize that other areas have higher population numbers but all of the evidence developed by the Planning Commission and emergency studies made it clear that the bridge should be built between Brilliant and Wellsburg and we urge the decision maker to act on these facts and conclusions.

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

October 23, 2008

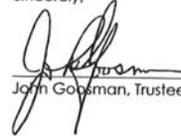
RE: Comments on informational workshop public meeting held on October 9, 2008 of the Buckeye North Middle School, 1004 Third Street, Brilliant, Ohio.

To Whom It May Concern:

In 2003 the Wells Township Trustees passed a resolution supporting a new bridge across the Ohio River between Wellsburg, W. V. and Brilliant, Ohio. We appointed Helen Mayle to serve on the (30) thirty member committee recruited by the Brook-Hancock-Jefferson Metropolitan Planning Commission as the Township's representative. Mrs. Mayle has served our Township in an exceptional manor and made us aware that due to a smaller population we needed to continue to reinforce the conclusions of that committee recommending a bridge should be built between the north end of Brilliant to Buffalo Creek near Wellsburg W.V. Please be reminded that the extensive study identified a new bridge south of Wellsburg as a higher priority than a bridge at Washington Street in Steubenville, Ohio.

The Planning Commission stated that opportunity for economic development wasn't the only consideration by the committee and engineers who recommended the Brilliant to Wellsburg location. This location will not only likely be a lesser cost than other locations but would give a much needed and over due boost to local economics of both areas. It will facilitate a sustainable transportation system that will support economic growth of the surrounding area and increase safety to commuters. The crossing site will allow industry and commuters to travel throughout the region with reduced trips, lengths, travel times and fuel

Sincerely,


John Goosman, Trustee


Joe Ellis, Trustee


John E. Cook, Trustee


Joe Matthews, Fiscal Officer

1 of 2

2 of 2

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September 2009

September 23, 2009: Buckeye North Middle School

September 24, 2009: Wellsburg Middle School

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Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 23, 2009

Location: Buckeye North Middle School

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

Alternative 2, as my opinion would be the better route. The remaining alternatives are done at a lot of residential properties. Alternative 7 will remove a lot of the only recreation area for Billiards youth. The youth enjoy that area. They are there from morning until police sound for curfew. They are never a problem to the neighbors where will they congregat when that is gone? Will that area be replaced for the children? If so, where is Billiard? There is not a lot of extra space for a "park" of the kind. Also, what will a bridge in front of my house do to the value of my home? Will it reduce my ability to sell my home if needed? If not, can this be promised in writing for Billiard would benefit from extra travel, but when speaking to a member of the project team the traffic will be for the Cardinal plant. Alternative 2 will be a close race to the residence plant with a gas station conveniently located. It will disrupt fewer homes. In reading the provided information, ALT. 7 is the cheaper choice for construction. It will be the cheaper choice for the residence i.e. increased traffic in the middle of town, more chance of harm to neighborhood children and pets, increase accidents and crime rate. Alternative 2 would keep heavy traffic out of the heart of our "Sleepy" town and make an easier access to gas station, Cardinal plant, and route 7 ramps.

Name: Marianne Lucas
Address: 1021 3rd St

Organization (if any):

Marianne Lucas
1021 3rd Street
Brilliant, OH 43913

32B



Buckeye Local School District

6899 State Route 150
Dillonvale, Ohio 43917

Phone: (740) 769-7395 769-2234 598-4160 546-4900

Fax: (740) 769-2361

Web Address: www.omeresa.net/schools/buckeye

September 25, 2009

Mr. Ben L. Hark
Environmental Section Head
West Virginia Department of Transportation
Division of Highways
1900 Kanawha Boulevard East, Building 5, Room 110
Charleston, West Virginia 15205-0430

Dear Mr. Hark:

Thank you for taking the time to return my telephone call in response to your inquiry regarding North Middle School and the adjacent football field. I have enclosed a copy of resolution #172/09 passed by the Buckeye Local Board of Education on August 10, 2009.

The Buckeye Local School District has elected to close North Middle School effective June, 2010. The students currently attending North Middle will attend SouthWest Middle in Tiltonville, Ohio as of August, 2010. The Buckeye Local School District will not use the football field for any organized athletic contests sponsored by the District after June, 2010. All interscholastic activities sponsored by the School District will be held at other sites throughout the Buckeye Local School District.

Should you need to contact me in regard to this matter, please do not hesitate to do so. I can be reached at the numbers listed above.

Sincerely,

Mark S. Miller
Superintendent

cw

Enc

10P2

32B

"EXCELLENCE - PART OF OUR HERITAGE - THE FOUNDATION OF OUR FUTURE"
An Equal Opportunity Employer

10-25-09
From Mark S. Miller
Superintendent
RECORD OF PROCEEDINGS
BUCKEYE LOCAL BOARD OF EDUCATION
REGULAR MEETING
HELD: MONDAY 6:00 PM AUGUST 10, 2009

67

James + Myra
Martin

1009 Hukill Street
Brilliant, OH 43913
October 26, 2009

APPOINTMENT OF DELEGATE/ALTERNATE-OSBA ANNUAL MEETING

168/09

Upon the recommendation of the Superintendent, it was moved by Mr. DeLuca and seconded by Mr. Zelek, to Approve the following members to serve as the Buckeye Local School District representative and alternate at the annual meeting of the Ohio School Boards Association to be held in November, 2009:

Delegate- Naoma Kolkedy
Alternate- Don Moore

Ayes: Zelek, Moore, Signorini, DeLuca, Kolkedy (5)
Noes: None (0)
Motion carried.

APPROVAL OF EMERGENCY MEDICAL PROVIDER

169/09

Upon the recommendation of the Superintendent, it was moved by Mr. Moore and seconded by Mr. Signorini to adopt a resolution to approve Jim Horton as an Emergency Medical provider for the 2009/10 school year at a rate of \$1200 per month, not to exceed \$12,000.00.

Ayes: Moore, Signorini, DeLuca, Zelek, Kolkedy (5)
Noes: None (0)
Motion carried.

APPROVAL OF STRATEGIC PLAN FOR DISTRICT FISCAL STABILITY

170/09

Upon the recommendation of the Superintendent, it was moved by Mr. DeLuca and seconded by Mr. Moore to approve the Strategic Plan for District Fiscal Stability as presented.

Ayes: DeLuca, Zelek, Moore, Signorini, Kolkedy (5)
Noes: None (0)
Motion carried.

ACCEPTANCE OF RESIGNATION-CAROL BROWN

171/09

Upon the recommendation of the Superintendent, it was moved by Mr. DeLuca and seconded by Mr. Moore to accept the resignation of Carol Brown, custodian, for the purposes of retirement, effective August 3, 2009. Mrs. Brown is commended for her years of service to the Buckeye Local School District.

Ayes: Signorini, DeLuca, Moore, Zelek, Kolkedy (5)
Noes: None (0)
Motion carried.

APPROVAL TO CLOSE NORTH MIDDLE SCHOOL

172/09

Upon the recommendation of the Superintendent, it was moved by Mr. Moore and seconded by Mr. DeLuca to adopt a resolution due to financial reasons to close the following school: North Middle School, located at 1004 Third Street, Brilliant, Ohio, effective June, 2010. The students otherwise assigned to attend Buckeye North Middle School will be reassigned to attend Buckeye Southwest Middle School, located at 100 Walden Avenue, Tiltonsville, Ohio, 43963.

Ayes: Moore, Zelek, DeLuca, Signorini, Kolkedy (5)
Noes: None (0)
Motion carried.

2 of 2

Gregory Bailey, P.E.
Director -Engineering Division
West Virginia Department of Highways
State Capitol Complex, Building S, Room 450
1900 Knawha Boulevard East
Charleston, WV 25305-0430

Dear Mr. Bailey:

As a life long resident of Brilliant, OH, I am writing to express my displeasure at the possibility of the proposed bridge coming into Brilliant behind the Middle School.

With two other options available, I find this to be the least desirable for the people of Brilliant. This is our main residential area, it is the area where our children go to school, walking the main street. It is also the area where our recreation is based. The pool, park, skate park, baseball field and basketball court are all within easy walking distance for our children. Our recently constructed walking track is used by many in the community, especially the senior citizens, many who do not drive and find it convenient to walk to the track.

If you choose this site, it will destroy our residential area, just as the placement of Route 7 fifty years ago, destroyed the business district and our access to the river front. This site will throw, according to your figures, approximately 9,000 cars a day on our street, making it unsafe for our children, destroying our roadway, and causing increased activity for our police department, with all cost to be borne by the people of Wells Township.

Currently, Brilliant is a relatively safe community with our children able to walk to the ball fields, the library, ride their bikes and visit and play with friends in relative safety. This will all change if you throw all of this traffic on to our village streets. I know the cost is less at this site, but the esthetic cost, the safety factor and the cost in wear and tear and additional police protection will be extreme for this small community with limited resources.

518

1 of 2

Personally, I see very little benefit to the people of Brilliant, but much for the people of Wellsburg and vicinity, who do not wish to travel Route 2. Currently those people cross over at Steubenville and travel north and south on Route 7. Even the West Virginia Dept. of Highway and your sheriff depts. travel Route 7 doing bridge inspections and when transporting prisoners.

Years and years and hundreds of man hours are spent deciding what effect such construction would have on the snail darter or the spotted owl or other wild life species. Studies are never done as to what harmful effects such construction will have on communities or the citizens of a given community. If such a study had been done, there is no way you would even propose to put this bridge at the middle school location.

Please, for the sake of the people and children of Brilliant, reconsider and eliminate this site from consideration.

Sincerely,

cc: Jason Wilson, Ohio Senate
John Domenick, Ohio House of Representatives
file

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 23, 2009

Location: Buckeye North Middle School

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

WHY NOW? WHEN WEIRTON ST. + WING PIT APOX (20,000) EMPLOYEES WAS RUNNING AND THE TOWNS WERE PROSPEROUS AND OUR PROPERTY HAD SOME VALUE IT WAS BEEN A BRIDGE WAS NOT NEEDED. OUR TOWN (BRILLIANT) IS NOW MADE UP OF RETIRES AND VETERAN FAMILIES. THE YOUNG PEOPLE HAD TO MOVE AWAY TO FIND EMPLOYMENT. TO CONSIDER PLACING A BRIDGE TO THE BRILLIANT SIDE OF A SCHOOL AND IN THE ONLY RESIDENTIAL SECTION OF THE TOWN WITH ANY VALUE WOULD COMPLETELY DESTROY BRILLIANT. IF A BRIDGE WAS BUILT HOW THE NUMBER OF GOOD VEHICLES PER DAY WOULD INCREASE. I DON'T SEE ANY SIGN OF NEW BUSINESSES COMING TO THE AREA. SO I AGAIN ASK WHY NOW? IF YOU MUST BUILD, THEN REMEMBER THE CHEAPEST IS NOT ALWAYS THE BEST. PLEASE ALSO THINK SAFETY FIRST. THANKS

(Please print the following information)

Name: JACK N HOOVER
Address: 1203 GLENN ST
BRILLIANT OHIO 43913

Organization (if any):

	1992	2009
Gas Stations	1	1
Convenience Stores	6	1
Furniture Store	1	0
Shoe Store	1	1
New Car Dealership	2	1
Home Depot	1	0
Hardware	2	0
Post Office	1	1
Bank	1	1
Pub	1	0
Gas St	1	2
Restaurants	5	1
Field Alcohol Bank	1	0

523

2 of 2

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 23, 2009

Location: Buckeye North Middle School

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

THIS IS A MUCH NEEDED BRIDGE TO
STIMULATE THE ECONOMY BETWEEN WEST VIRGINIA
AND OHIO. THE CLOSEST BRIDGE IS IN
STEVENSVILLE AND WHEELING. LOTS OF WORKERS
FROM THE CARDINAL PLANT AND SEACASTAL WHEELING
TRAVEL MILES OUT OF THEIR WAY TO DRIVE
FROM WEST VIRGINIA TO OHIO TOWN. NOT
TO MENTION DELIVERIES TO THESE PLANTS.

(Please print the following information)

Name: BRIAN MARYK
Address: 97 WHISKEYS FINES
RAYLAND, OH

Organization (if any):

UNITED STEELWORKERS OF AMERICA
DISTRICT 1

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 23, 2009

Location: Buckeye North Middle School

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

IT WOULD BE A GREAT FEATURE TO HAVE THIS BRIDGE, TO
GET TO WEST VIRGINIA AND PENNSYLVANIA. IT WOULD OPEN
NEW POSSIBILITIES AS FAR AS FOOD, RECREATION, AND BUSINESS.

(Please print the following information)

Name: CASSY MARYK
Address: P.O. Box 22 Brilliant, OH 43113

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 23, 2009

Location: Buckeye North Middle School

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Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

*Please take into consideration the economy factor
How a bridge in our area could help bring business
- Being able to cross into WV would help patronize the
The shops and business.
- A safety factor with the two fire Dept. being
able to help each other.
- A shorter route to Penn. - (Washington, Pa.)*

(Please print the following information)

Name: *Earl Richardson*
Address: *902 3RD ST
Ballinart, Ohio 43913*

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

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State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

*ROAD JUST SIDES TO MORE ON ONE SIDE TO
ACCOMMODATE TRAIL CONNECTION OHIO TO
WEST VIRGINIA. MAYBE COULD THEN TAP INTO
ANOTHER POCKET FOR FUNDING!*

(Please print the following information)

Name: *ROBY GREATHOUSE*
Address:

Organization (if any): *BROOKE PIONEER TRAIL
BROOKE COUNTY HISTORIC MUSEUM*

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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Brooke County, WV and Jefferson County, Ohio
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

Should of had R+A.

(Please print the following information)

Name:

Address:

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
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COMMENTS DUE BY October 24, 2009

Please consider the following comments:

Please choose A4 or 2 as possible options

The option that takes the school property is too close to the "meat" homes the community will in our town.

The traffic would congest the town & provide an "easy exit route" to someone who might kidnap children playing in the section of town

Thank you!

(Please print the following information)

Name:

Address:

Organization (if any):

Andrea White 598 5111

1112 Birchurst St

Bullent Ohio 43913

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

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Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

has on the bridge
south end of town

(Please print the following information)

Name: *Jerry Cross*
Address: *506 Wallace St. Brilliant, OH 43913*

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

Proposal # 2
do not like the way bridge
coming in at the school area

(Please print the following information)

Name: *MRS. RUTH HANSON*
Address: *1308 HURKILL ST*
BRIGHTON, OH, 43913

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

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Brooke County, WV and Jefferson County, Ohio
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

4A is the best decision because it is furthest
from the most residential area of town. ~~At~~
~~At~~ ~~pretty~~ With decision 4A less
traffic would be through town.

(Please print the following information)

Name: Mike Rotch

Address:

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

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Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

I think the best plan is 4A because
it is closer to Wellsburg and it
is furthest away from residents
living on the main street, and living
in the middle of Brilliant.

(Please print the following information)

Name: Kilah Lyons

Address:

113 Eilchrist St. Brilliant

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

Alterate #1A would be the best of the three.
I would like to consider moving it north
of BRILLIANT by the BOAT CLUB/water
treatment plant to avoid all the traffic
going thru the main street of BRILLIANT. You
are proposing putting all this traffic next
to two schools where children play & walk
back & forth to school. People speed which
will endanger the well being of children. Please
consider the north end of Brilliant and the
Buffalo Creek Arletor a bridge.

(Please print the following information)

Name: Tina McCain
Address: 1014 HOKILL ST
BRILLIANT OHIO, 43913

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
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COMMENTS DUE BY October 24, 2009

Please consider the following comments:

North end of Brilliant - to North side of
Buffalo Creek! - As far as Wellsburg's
benefit from this bridge
GET "ER" DONE!

(Please print the following information)

Name: MARK MAYLE
Address: 710 3RD
BRILLIANT, OH 43913

Organization (if any):

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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COMMENTS DUE BY October 24, 2009

Please consider the following comments:

See Attached Sheet.

IF You have ALREADY decided To build the Bridge
IN THE Brilliant-Willsburg area, Disregard the
Essay.

(Please print the following information)

Name: Doug Richardson
Address: 192 MOUNTAIN VIEW DRIVE
Rayland, Ohio 43943
Organization (if any):

Doug Richardson

ENG101

10/15/2008

"So Close, But Yet So Far"

For years people that live in the Wellsburg, West Virginia and Brilliant, Ohio areas have been thinking, if not saying, "If only we had a bridge". These two communities are right across the Ohio River from each other, about a half mile apart, but in reality for them to access each other, it would take a 15-20 mile car ride.

Some people are fortunate enough to own a boat, and if they already have it docked, they can make the trip in about a minute. But this is not practical for all people, and for most people is not an option in the winter season.

I understand now that a bridge is in the making for somewhere in the Upper Ohio Valley. This is what these people have been waiting on for many years. A dream come true. This bridge **must** span the Ohio somewhere between the northern end of Wellsburg, and the southern end of Brilliant.

Building the bridge in this area would do a great deal, making it **convenient** for these people, and not **more convenient** for someone else. Putting it here would primarily accomplish three things: Help the area **Go Green, Broaden Resources**, and give the citizens a **Better Way of Life**.

Going Green

Providing a bridge for these folks would cut many miles off of different destinations. People that work at the Cardinal Plant would have a 1-2 mile drive to work

instead of a 20 mile ride to work and the people that are boating to work would not have to anymore.

School buses that are traveling to sporting events would have another option, keeping them on a 4 lane highway for a longer period of time, especially in the winter time, when taking students to the opposite state, instead of going out of their way to Steubenville or Wheeling. Multiply this by the thousands of people that are affected and look at the fuel that is being saved! Cutting down the time that these buses are on the road reduces the risk of accidents.

And then let's not overlook the other option that a bridge would open up. Some people, weather permitting, would be able to walk or ride a bicycle to their destination eliminating fuel usage all together!

A better Way of Life

This bridge would help businesses on both sides of the river. People would no longer have to drive 10 miles north or 15 miles south for certain products and services.

Commercial vehicles making deliveries would be able to cut time and miles off of their route also, once again, saving fuel.

People from Brilliant could now drive directly to Washington, PA in about 25 minutes instead of driving 20 minutes to Wheeling, then another 25-30 minutes to Washington. This would cut 45 minutes off of all points east for the Ohioans.

These two communities could share each other's restaurants, parks, carnivals, gas stations, etc.

People from ~~the~~ Brilliant could now look in the Washington, PA area for

employment being that it would be only 30 minutes away.

Wellsburg residents could cross into Ohio to travel south to the St. Clairsville mall instead of having to travel the two lane through Warwood traffic.

Ohio residents would only be 10 minutes from Bethany College and 15 minutes from West Liberty State College instead of 45-50 minutes. That would allow a lot of students to commute instead of having to spend all of that money on room & board. Winter travel would also benefit when considering the safety factor.

People may want to drive 20-25 minutes for a part time job, but they would drive 3 minutes. This would also open up more job options for people who are looking for part time employment.

Broaden Resources

One of the main subjects of anyone's concern is safety and emergency resources.

Brooke County residents that must get to the Steubenville hospitals could cross over to Brilliant and have a straight 4 lane shot to Steubenville. Look at the time that could be saved if the ambulances did not have to drive through Follansbee traffic during rush hour. It would be safer to cross over to Ohio and utilize their 4 lane.

This area could pool their EMS and fire resources. If the day would come that a major incident would occur at the Cardinal Plant, Wellsburg could be included in the emergency response being only minutes away.

Wellsburg and Brilliant fire and EMS could set up a plan on a day to day basis to cover each other in the case of multiple incidents or shortage of staff. A lot of emergency equipment would be available to a lot more people.

Why Not Somewhere Else?

Putting this bridge where bridges already exist would only make it **more** convenient for the people that don't need it. People that already have bridges want this one because it would be convenient when **one** of their current bridges closes down for repairs or an accident they won't have to go a few minutes out of their way on a temporary detour.

If they think it's an inconvenience having to go a few minutes out of their way, they should stop and consider what the people between Mingo Jct. and Tiltonsville have to go through **every time** they want to head east or simply cross the river.

In conclusion, I think that it is necessary to make the Wellsburg-Brilliant areas the Wellsburg-Brilliant Area.

In my opinion, if any other location is even considered, scrap the project and save \$100,000,000.

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 23, 2009

Location: Buckeye North Middle School

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

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Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

We have lived at 1103 Third Street since 1987, where the traffic has increased nearly every year. Timing has become an every day occurrence when leaving or returning to our property, this in order to have fewer encounters with traffic.

Since retiring, we purchased a 35-foot Motorhome and it has become even more difficult backing into the area where I park this vehicle. In order to do this; I must wait until all northbound and southbound traffic on Third Street diminishes to a point where I can pull across the street before backing up. The added flow of traffic (9000 ADT) will only make matters worse. This is my only means of entering my parking area.

Additionally, I agree with my wife's concerns of the additional nuisance noise, the possible HAZMAT issues and the possibility of engine brake noise because of the 4% grade.

The need for a bridge near Brilliant is extremely important for me, but **Alternative 7** would impact too many residents on Third Street. Please consider **Alternative 2** for the bridge access, which would impact fewer residential properties.

(Please print the following information)

Name: GILBERT L. STERLING 9/25/09
Address: 1103 3rd St
Brilliant, WV 25913 740/246200

Organization (if any):

29B

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 23, 2009

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Brooke County, WV and Jefferson County, Ohio
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

I am writing with my support of
a "New BRIDGE" in Southern
Brooke County. I have also
studied the sites. In my opinion,
Site Alternative 4a would be
the best.

(Please print the following information)

Name: KRIS YOST
Address: 1413 Pleasant Ave
Wellsburg, WV 26070

Organization (if any):
Resident of Brooke County

308

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
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COMMENTS DUE BY October 24, 2009

Please consider the following comments:

First, I agree that a bridge is badly needed in the Brilliant area, but I'm concerned with the Alternative 7 proposal. As a homeowner at 1103 3rd Street, Brilliant, OH, I have the following concerns.

- Entering / exiting our property is already difficult at times, the additional 9000 estimated average daily traffic will only add to this problem.
- Trucks using engine brakes at all hours of the night, due to the 4% grade into Brilliant.
- Increased traffic volume into our residential neighborhood will only add to the nuisance noise we currently endure.
- Potential health hazards with chemical trucks entering residential area
- If the proposed turning lane doesn't work out and additional property is required, will you take any other property?

I would prefer to see Alternative 2 utilized as the bridge access. The higher flow of traffic would be nearer the interchange, impacting fewer residents.

(Please print the following information)

Name: Lola Sterling
Address: 1103 Third Street
Brilliant, Ohio 43913

Organization (if any):

318

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 23, 2009

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Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

As being a life long resident I am very excited about the possibility of a bridge to open our area up. However the only problem I have with their projected sites is the Third Street road conditions. Old Rt 7 which is now Third Street is an old old road. It handled many cars and trucks of the old State Rt 7. It now services local traffic & it always is full of pot holes. If a new bridge is added to the area, a new road needs to be considered for the additional cars & trucks that we will have.

(Please print the following information)

Name: Deloria Quinn
Address: 1005 3rd Street
Brilliant, Ohio 43913

Organization (if any):

36B

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 23, 2009

Location: Buckeye North Middle School

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

I feel that Alternative 2 is the best location for the new bridge, if one is going to happen. You are not going right through the middle of town this way & will be using ramps that are already in place instead of having to build new ones. Alternative 7 would not be a good place because you would have all that traffic that would interfere with the fire department if anything should arise. New department is to be built across from the middle school. So again I feel Alternative 2 is the best.

(Please print the following information)

Name: Sherry Morris
Address: 562 Twp Rd 167
Mingo Jct. OH 43938

Organization (if any):

37B

Mr Gregory Bailey P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Blvd. East
Charleston, WV 25305-0430

Project: the proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio(Brilliant, OH)
State Project:S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

October 4, 2009

Please consider the following comments:

As a life time resident of Brilliant, OH I defiantly pick **Alternative 4A**. I cannot believe you would even consider our residential area. You would be completely ruining our town. This is a small town and our only amenities are our pool, park, walking track, tennis courts, football field and you would completely ruin them all. Who would want to swim in a pool with a bridge and all the traffic practically on top of them. We cannot move them, we have no land. We had to dissolve our town to Wells Twp. To get good roads, what will happen to 3rd street? The road would be terrible, always in need of repair, where does the money come from?. All that traffic in a residential area, would you like to live there? This doesn't even mention the schools, what's going to happen to them. We know what the school board says but we are the voters and we have already had our say once and we will do it again. The bridge would be a great excuse for them, but we won't let that happen either. Please save our town and pick alternative 4A.

Elaine Fellows
813 Fifth St
Brilliant, OH 43913

Elaine Fellows

38B

Gary R. Folden
200 Ohio Street
Brilliant, OH 43913-1125

October 7, 2009

Gregory Bailey, P.E.
Director – Engineering Division
West Virginia Department of Highways
State Capitol Complex, Building S, Room 450
1900 Kanawha Boulevard East
Charleston, WV 25305-0430

RE: Ohio River Bridge Crossing Between Brilliant, OH and an Area South of
Wellsburg, WV

Dear Mr. Bailey:

Please accept my comments in regard to the above referenced project. I was unable to attend either of the two public meetings held November 23rd and 24th in Brilliant and Wellsburg, however, I would like my observations to be considered in the selection of the final construction site.

A 57-year (life-long) resident of Brilliant, Ohio, I have seen our town dwindle from a vibrant, active village to a quiet residential community. The decline in tax revenues due to the loss of businesses and a small glass factory was a major component that played a part in the successful dissolution of the municipal corporation in the last decade and the ensuing return to a township form of government. The State Route 7 bypass was a major factor in the decline of business activity in Brilliant. It is my belief that a bridge between Brilliant and Wellsburg is vital to the economic growth of our village, as well as our county our neighbor, Brooke County. I want to see my community grow and prosper and return to its heyday of prior years and I feel that this bridge is a positive step in the right direction.

I keep active in county-wide affairs and continually work to improve the entire county. My seat on the BHJ MPC Full Commission, having served as its past chairman and vice-chairman, and my involvement with the Bridge Study Committee has given me much insight into the entire bridge situation. The Jefferson County Community Investment Plan, which calls for the construction of the bridge as one of its main goals, was a plan in which I played a major role in developing. As interim president of the Jefferson County Chamber of Commerce, I took the active lead in bringing this document to fruition.

Upon review of the three (3) location alternatives I believe the most viable location for the new Ohio River bridge crossing is the one you label 4F, which is from WV State Route 2 south of Buffalo Creek in Brooke County to Ohio State Route 7 between Steuben and Penn Streets, with a cost of \$125.4 million. Even though it is the most expensive alternative, it will have the least impact on the businesses and community atmosphere of our village and seems the most appropriate solution.

Phone: (740) 598-4225

Email: garyfolden@comcast.net

Fax: (801) 740-9546

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WV DOH

1 of 2

39B

10-7-09

Gary R. Folden
200 Ohio Street
Brilliant, OH 43913-1125

Locating the bridge end closer to Steuben Street in Brilliant would allow the access ramps to be constructed on largely vacant land, without using existing village streets. Bringing the bridge down at this location would permit use of the existing ingress and egress ramps on Ohio State Route 7 and would provide readily available land for construction of the new ingress and egress ramps required by the project. Since nothing can be built on this flood plain, fill dirt could raise the ramp levels and help alleviate the current access issues that occur on the interchange at the north end of Brilliant when there is river flooding. However, there would be a detrimental impact to businesses that would be displaced.

The construction of the bridge at either of the other two sites would have a severe impact on the traffic patterns in the village and would appear to be inconvenient, on the Ohio side, for motorists using the bridge. It seems illogical to try to improve traffic patterns and still have the traffic traveling village streets to drive to the Ohio State Route 7 interchange at the south end of Brilliant. The location landing at Hudson Street would have an adverse effect on recreational facilities and would be dangerously close to an elementary and middle schools, which would jeopardize the safety of our children. The landing at Clark Way would have a similar impact on traffic and seems illogical in that traffic would again have to travel village streets to get to Ohio State Route 7. Once again, this could have a bad impact on existing businesses that will lose land and possibly need to be relocated. It would also reduce the value of the residences in the area as the community atmosphere would be adversely affected by the huge increase in traffic volume.

It would appear, on the surface, that the 4F alternative is the most viable to retain the local community atmosphere, improve and promote a smooth traffic flow, and would have less impact on business, which our community cannot afford to lose. Please carefully consider all the alternatives and choose the one that will be the most beneficial to economic growth and community improvement.

Thank you for the opportunity to express my views and for your diligent efforts to provide the best highway system for the entire Ohio Valley.

Sincerely,

Gary R. Folden

Phone: (740) 598-4225

Email: garyfolden@comcast.net

Fax: (801) 740-9546

2 of 2

40B

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 23, 2009

Location: Buckeye North Middle School

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

We know it is wise to seek the lowest cost when considering a project like the Brilliant to Wellsburg bridge. However, alternative 7 is a bad alternative in our opinion. We know Brilliant is a small, laid back community, and we like it that way. Putting 9000 or more vehicles, many of which will be heavy trucks, onto Third Street in the heart of Brilliant's residential area is a frightening prospect indeed. We live one block off Third Street on Gilchrist and the thought of all the increased noise, dirt and congestion, to say nothing of the probable destruction of our property values, causes us a great deal of consternation. The proposed bridge is going to be four lane. Does it seem reasonable to expect that vehicles coming off that four lane structure will be able to satisfactorily and safely "neck down" to the narrow two lane Third Street? Doesn't it seem probable that Third street will be made four lane pretty soon after the bridge were open? Where will the two extra lanes go? Will houses have to be condemned to make room for the lanes or should we just put the lanes in those residents' front yards? Who will be stuck paying for that?

We've heard that this project has been being considered for many years, (50 plus according to some "old timers" we've talked to). It sounds like a good idea. However I can't recall any major bridges that end in a residential area. Alternative 2 looks like the best idea from our point of view. It's a bit away from any residential area, there is no potential need to widen Third Street, and it's an easy connection to Rte 7.

(Please print the following information)

Name: Mike & Carol Welsh

Address: 1202 Gilchrist ST.
Brilliant.

Organization (if any):

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ENGINEERING DIVISION
WV DOH

41B

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 23, 2009

Location: Buckeye North Middle School

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

AS A LONG TIME RESIDENT OF BRILLIANT
I AM VERY UPSET AT THE IDEA OF A BRIDGE
BEING BUILT WHICH WOULD IN ANY WAY DISTURB THE
MAIN RESIDENTIAL SECTION OF BRILLIANT. YOU KNOW
AS WELL AS I DO THAT YOU WILL BE DESTROYING THE
ATMOSPHERE EVEN IF YOU DON'T DESTROY THE HOUSES.
I GET UPSET WHEN THE LIVES OF PEOPLE BECOME
LESS IMPORTANT THAN MONEY.
I HAVE ALWAYS FELT THE NEED FOR A BRIDGE TO BE BUILT
SOMEWHERE BETWEEN STEUBENVILLE AND WHEELING AND THERE IS A
LOT OF VACANT LAND ON BOTH SIDES OF THE RIVER. IF YOU HAVEN'T
DISTURBED THE LIVES OF RESIDENTS, I WOULD PREFER THAT
NO BRIDGES BE BUILT AT ALL!
(Please print the following information)

Name: ELEANOR M CONNELL

Address: 1111 HARKILL ST

Organization (if any):

42B

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 23, 2009

Location: Buckeye North Middle School

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

I don't think the Hudson location for the bridge
is the best place for our community. The north
end of town would work best. The Hudson
location would disrupt the day to day of our
town. That is, our main street through town
and is heavily traveled with pedestrians
mainly the children. This would create a
change to them. The north end is less
traveled by the kids. So please think
of the children of our community and build
at the north end. I would rather have no
bridge then have it come in the Hudson location
(Please print the following information)

Name: Martina Herrlein

Address: 1306 Hill St
Brilliant OH 43913

Organization (if any):

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43B

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 23, 2009

Location: Buckeye North Middle School

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

I AM OPPOSED TO CONSTRUCTION
OF A BRIDGE THAT WILL LAND
ON EITHER OF THE THREE ST.
LOCATIONS I FAVOR THE NORTH
END LOCATION - PENE ST

IF THE SITE SELECTED IS EITHER
OF THE THREE ST LOCATIONS, I AM
NOT IN FAVOR OF BUILDING A
BRIDGE

(Please print the following information)

Name: LARRY OWENS
Address: 1633 HUKILL ST.
BRILLIANT, OH 43913

Organization (if any):

44B

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 23, 2009

Location: Buckeye North Middle School

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

The bridge should not be put
into the center of Brilliant.
I would be wiser to
build a new bridge south
of the Electric Plant
at least North End of Brilliant.

(Please print the following information)

Name: Alice N Owens
Address: 1633 Hukill St.
Brilliant, Ohio 43913

Organization (if any):

45B

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 23, 2009

Location: Buckeye North Middle School

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

Dear Sir:

Bridge alternative 2 will cause a tremendous increase in air pollution from the large amount of vehicle traffic that will be passing within a few feet of our home. The vehicle noise through-out the day and night will be horrific. Moving my car in and out of my driveway will be very difficult and dangerous. To reduce some of these problems, it is suggested to move the traffic flow across a bridge on the south end of town, which is Alternative 2.

(Please print the following information)

Name: JAMES TURNER
Address: 1105 3rd ST.
BRILLIANT, OHIO
43913

Organization (if any):

46B

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 23, 2009

Location: Buckeye North Middle School

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Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

As a lifelong member of Brilliant, I am concerned about the negative impact of a bridge will cross into the nicest residential area of town. An area other than the one near Buckeye North Middle School would alleviate this problem.

As fire Chief, I am further concerned about additional the effect that additional traffic on our most traveled street will affect response times if this site is chosen

(Please print the following information)

Name: David H. Hutchison
Address: 1015 Highland Street
Brilliant, Ohio 43913

Organization (if any):

Brilliant Vol. Fire Dept.
403 Market Street
Brilliant, OH 43913

47B

9/21/09

Note To File : NEW Ohio River Bridge Crossing

File Copy
Project # 83938
Folder # 04.06

MARK Miller - Superintendent
BUCKEYE Local
740-769-7395
BUCKEYE North Middle School
Mrs. Sharon Wallace
740-548-4540

Received from
Chris Varcolla
at 9/23 Public
Meeting.

Mr. Miller called asking about the project meeting and field reviews. Told him that I would let HDR know to ^{call} let the school before coming out to inspect the grounds so that the school can be prepared for them. Will give the above information to HDR at the 9/23 Public information meeting at the middle school. Mr. Miller did mention that the middle school would be closing in 2010.

48B

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 23, 2009

Location: Buckeye North Middle School

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

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Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

FIRST OF ALL I SUPPORT A BRIDGE IN BRILLIANT.
HOWEVER I THINK THE BEST LOCATION WOULD BE
NUMBER 4-A. IF NOT 4-A MY NEXT CHOICE IS NUMBER
2. I LIVE ON HUDSON AVE WHERE NUMBER 7 IS COMING
OR TO, I THINK NUMBER 7 WOULD MAKE THIS AREA
TO CONGESTED.

(Please print the following information)

Name: RALPH E. NICKOSON JR.

Address: 200 HUDSON AVE.
BRILLIANT, OH. 43913

Organization (if any):

49B

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 23, 2009

Location: Buckeye North Middle School

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

Of your 3 proposed sites, ideally I would like to see the bridge at the north end of Brilliant. Because of cost I believe that isn't feasible. Although your study shows the middle of town for the most cost effective, I sincerely hope you will consider the south end which is closer to Rt 7 exits both north and south. I feel this will have less impact on the residence. We are a small town and putting the bridge on Hudson and Third will make us a ghost town.

(Please print the following information)

Name: Margaret Nickason
Address: 200 Hudson St.
Brilliant, Ohio 43913

Organization (if any):

50B

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 24, 2009

Location: Wellsburg Middle School

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Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

THERE IS A HEADLINE ON A 1967 PAPER THAT SAYS "BUILD THIS BRIDGE." 40 YEARS LATER, WE ARE STILL TRYING.

AS LONG AS THIS BRIDGE IS IN SOUTHERN BROOKE COUNTY, WE DONT CARE WHICH ALTERNATIVE. JUST BUILD THE THING ALREADY

(Please print the following information)

Name: J.D. CARPENTER
Address: PO BOX 201
WEST LIBERTY WV 26074

Organization (if any):

GW

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 24, 2009

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Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

Everyone is in agreement - a bridge
is needed. Either of the alternatives
will result in an easement in traffic
so bring on the heavy equipment and
get started!

(Please print the following information)

Name: Lisa Carpenter
Address: PO Box 201
West Liberty, WV 26094
Organization (if any):

7 W

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
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State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

A bridge south of Wellsburg would be an incredible
improvement for many people who live in West Virginia,
but work in Ohio. I am employed at the Cardinal
Plant and currently have to travel many extra miles
to Steubenville to use the Market Street or Veterans
Bridge. Any of the three proposals would have a huge
positive impact on my daily commute, as well as many
of my coworkers.

(Please print the following information)

Name: Kristopher Hart
Address: 308 Buckley Hill Rd.
Wellsburg, WV 26070
Organization (if any):

Cardinal Plant (American Electric Power)

8 W

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

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Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

Any site in Southern Brooke &
Jefferson County

(Please print the following information)

Name:
Address:

Organization (if any):

Senator Jack Zep
1413 Pleasant Ave
Wellsburg, West Virginia 26070
JKYost Verizon Net 9W

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 24, 2009

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Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

I like all of the sites.
I'm more incline to support
the Northern most site.
I'm very pleased that all of
the sites are in Southern Brooke
County.

(Please print the following information)

Name:

Address: 2009 Pleasant Ave.
Wellsburg, WV 26070

Organization (if any):

WV House of Delegates

14W

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 24, 2009

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Brooke County, WV and Jefferson County, Ohio
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

*Alternative 7 looks to be the most feasible
of the three proposed sites: the least in cost; +
it appears the least problems with which to deal.*

(Please print the following information)

Name: *Emma Kay Weimer*
Address: *261 Main Low Lane
Wellsburg WV*

Organization (if any):

15W

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

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Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

*I would like to see the
northern alternative chosen.*

(Please print the following information)

Name: *Michael Ozarkowski*
Address: *202 W 21st St
Wellsburg, WV 26062*

Organization (if any):

16W

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

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COMMENTS DUE BY October 24, 2009

Please consider the following comments:

I REMEMBER THE CITY OF MOUNDSVILLE WHEN IT WAS JUST
MOUNDSVILLE. IT HAD A BRIDGE NOW, AND WHAT A DIFFERENCE
IT IS TODAY. ONE END OF THE BRIDGE GOES INTO MOUNDSVILLE
& THE OTHER INTO Rte 7. I FEEL WELLSBURG HAS THE
SAME OPPORTUNITY IF THE PROPOSED BRIDGE (ALTERNATIVE 4B)
WERE TO HAPPEN. I LOOK AT THE MARKET ST BRIDGE - ONE
END OF THE BRIDGE GOES INTO A HILLSIDE & THE OTHER END
INTO A CITY. GUESS WHAT THE CITY MAKES OUT -
YOU HAVE GROWTH & MORE OPPORTUNITY FOR GROWTH - WE WOULD
HAVE OPPORTUNITY TO GROW - EVEN THOUGH I HEARD THAT THE
NEXT 30 YRS - THERE IS NO GROWTH FOR OUR AREA -

(Please print the following information)

Name: DAVE ELLIOTT
Address: 320 BRINKER RD.
WELLSBURG, W.VA. -
26070
Organization (if any):

IF YOU KEEP BUILDING INTO THE HILLSIDE
THERE WILL NOT BE ANY CHANCE FOR GROWTH
IN OUR AREA.

Mr. David Elliott
220 Brinker Rd
Wellsburg, WV 26070-1213

Thank you
DAVE ELLIOTT
RETIRED; WELLSBURG
STEEL
19W 35YRS
(RAIL - CAR SHOP)

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
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Charleston, West Virginia 25305-0430

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Brooke County, WV and Jefferson County, Ohio
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

BY PUTTING THE BRIDGE #2
WOULD SAVE ME AN AVERAGE OF 1-200
MILES A MONTH ON TRAVELING TO OHIO & BACK
WV WOULD THIS CROSSING TO HELP GET MORE
BUSINESS IN THIS AREA, & HELP PEOPLE
TO GET TO OUR BUSINESS IN WELLSBURG.
POLYMER BE HAS 2 BRIDGES & THEY DO NOT
WANT ANOTHER ONE UP THERE

THANKS

(Please print the following information)

Name: ED ZATTA
Address: 2407 CHARLES
WELLSBURG, WV 26070
Organization (if any):

WELLSBURG AUTO SALES & SALVAGE



19W

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 24, 2009

Location: Wellsburg Middle School

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

*In my opinion I choose alternative 4A.
If you build other choices to the south, it will
make drivers go north to the other bridges. This will
defeat the purpose to have one of the better bridges.*

*It is important to speed up the studies before
Senator Byrd leaves office, to get funding*

I am 85 years old I will not see this bridge.

Thank you

Good Luck!

(Please print the following information)

Name: ALPHONSE-B-MICHETTI
Address: 105-27TH STREET
WELLSBURG, WV-26070

Organization (if any):

20W

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 24, 2009

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State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

*To whom it may concern:
I heard they are going to put up a
bridge. I would like the bridge
to go between Weirton & Stouberville where
there is a lot of traffic, put the
bridge in Hancock County
and as a registered voter and tax
payer, I would like to voice my
opinion. Thank you.*

(Please print the following information)

Name: Robert M. + Margaret A. BURSKEY
Address: 163 KATHLEEN WAY
Weirton, WV, 26062

Organization (if any):

21W

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

RECEIVED
OCT 16 2009
ENGINEERING DIVISION
WV DOH

Date: September 24, 2009
Location: Wellsburg Middle School
Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING
Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

I think the best location is
Buffalo Creek
The over 10 million dollars being
spent on the market street bridge
should be spent on the new bridge.
I doubt that I will see the bridge
my lifetime, but it better be started before
Senator Boyd leaves office or we may
never see it

(Please print the following information)

Name: William Bayless
Address: 2911 Pleasant Ave
Wellsburg, WV 26070

Organization (if any):

22W

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 24, 2009
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Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

it seems that no one is considering the alternative of
a bridge in the Hancock County area. This would open up the former
Mittal Steel property that will eventually be developed to the Toronto/
Wellsville etc. area. The development potential should outweigh
the convenience factor that seems to be driving the Brooke High
School bridge project.

(Please print the following information)

Name: Jan Davis
Address: 105 Terry Court
Weirton, WV.

Organization (if any): N/A

23W

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 24, 2009

Location: Wellsburg Middle School

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

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Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

IT WOULD BENEFIT THE CITY OF
WELLSBURG VERY MUCH TO HAVE A BRIDGE
IN THESE AREAS. MANY TIMES RT. 2 SOUTH
OF WELLSBURG WAS CLOSED DUE TO HILLSIDE
SLIPPAGE. THE YA APPROACH WOULD BE THE
BEST DUE TO THE LOCATION. IF THERE
WAS A PROBLEM WITH ROCKS FALLING THE
SOUTHBOUND TRAFFIC WOULD STILL BE ABLE
TO CROSS THE BRIDGE. THE OTHER APPROACHES
YOU WOULD STILL HAVE THE POSSIBILITY OF
THE HILLSIDE COMING IN NORTH OF THE APPROACHES
WHICH WOULD LEAVE BRIDGE UNAVAILABLE.

(Please print the following information)

Name: GARY WILLIAMS
Address: P.O. BOX 412
WELLSBURG WV 26070

Organization (if any):

24W

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 24, 2009

Location: Wellsburg Middle School

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

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Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

To put the bridge anywhere except where
the highways are would be a major blunder. With the
proposed new highway to link 22 to Columbus and
just the plain simple facts. The bridge should
be on Rt 22 - from Steubenville to Weirton.

You have to have a direct connect to insure
future growth. Please use simple common
sense and keep the politics out of this
decision.

(Please print the following information)

Name: Gus Monezis
Address: 808 Pollers Way
Weirton, W.Va 26062

Organization (if any):

25W

10-22-09

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 24, 2009

Location: Wellsburg Middle School

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

Southern Most - #2 Will Not Take 3 Business
Locations - Do Not Need to Lose Businesses - As
Purpose of Bridge is to Encourage New Business -
Will Not Impact on Property Owners - Children's
Needs - More Expensive (2nd in Expense) - Worked
on Bridge Advisory Committee Since 1993 - This
Location - "From Experience" is the Best
for Everyone Concerned!!!!

THANKS!

HELEN MAYLE

(Please print the following information)

Name: HELEN MAYLE

Address: 710 3RD ST.

BRILLIANT, OHIO
43913

Organization (if any):

BRIDGE ADVISORY COMMITTEE
SINCE 1993

26W

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 24, 2009

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Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

Winton to US 22 to Pittsburgh will be the Growth for the future,
We must make it accessible to business. Steubenville has a
University and 3 Hospitals. Winton has a Hospital and
main access through US 22 to Pittsburgh and a short distance to
The Airport. If something were to happen to the Veterans Bridge
there would be no easy access to Steubenville or vice versa. The market
street since is too old to pile money into fixing. For the Nations
To new bridge should be located where the market street
Bridge is positioned. This bridge should be torn down
for safety reasons. Thank you for your time.

(Please print the following information)

Name: JOE NOTAMBERTO

Address: 105 PAUL AVE WINTON, WV 26062

Organization (if any):

27W

Please Read my Letter

10-23-09

OCT 33-2009

Mr. Gregory Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 450
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Date: September 24, 2009

Location: Wellsburg Middle School

Subject: INFORMATIONAL WORKSHOP PUBLIC MEETING

Project: The Proposed Ohio River Crossing
Brooke County, WV and Jefferson County, Ohio
State Project: S205-2/23-0.00 00
Federal Project: HPP-0223(003)D

Dear Mr. Gregory Bailey P.E.
FRIDAY OCT 23, 2009
I started reading that Brooke County was holding meetings with

the State Highway Division in Brooke County and they meeting in Brooke County. All meetings in Brooke County all the time. Meeting about W.V. to put the new bridge

and it sounded on gov. that Brooke County was trying to steal the new bridge from Hancock County. So I wrote a letter to all weirton city - Brooke County State elected

COMMENTS DUE BY October 24, 2009

Please consider the following comments:

officials and told them we need to get this bridge between Weirton, WVA and Steubenville, Ohio. Our elected officials didn't do anything for the voters, the tax payers and the voters - why? It seems to me the people of Brooke County officials told them to get out and don't say anything. We like Brooke County stealing the new bridge from Hancock County. Brooke County is voting

For things at meetings with computer votes and one vote they got 100,000 votes. We want the bridge between Weirton, WVA and Steubenville, Ohio also we want Brooke County and Hancock County to vote as to where to put the new bridge - The vote will be done by telephone or in Weirton and give your name, address and phone number so you can check the voter vote. Also we

want a second opinion on the Market 57 Bridge by the engineers who shut down the Fort Steuben Bridge. The City of Weirton is trying to get new business factories and stores and a new bridge so they can drive over it. Everything is sent by truck today - Steubenville, Ohio + Weirton, WVA

are like two cities and half the people in Weirton go to Steubenville, Ohio every day and people in Steubenville Ohio come to Weirton every day. Population probably has 5,000 people - Wheelburg has 10,000 people - Weirton City has 20,000 people by state. The area of Weirton, Steubenville Ohio and Hancock County Jefferson County together has 100,000 total people

(Please print the following information)

Name: James W. Herman
Address: 104 California Ave.
Weirton, WV 26062

Organization (if any):

29W

Weirton has 3 big hotels - also has a big hospital - also West Virginia's NORTHERN college + etc. Steubenville has 3 large hospitals - large hotels - has a large college + university - a lot of doctors live in Weirton, WVA but they all have their offices in Steubenville, Ohio - my contacts + my wife was zimmered at a small doctors hospital in Steubenville Ohio + etc. Thank you + God Bless

Please Read my Letter I sent to all our Elected officials in Hancock County and Brooke Co! Thank you!

Why our elected officials won't step up and Represent the People.

I may write Mr. Bailey and the governor a letter later - I call the Market 57 Bridge the ~~Market~~ ^{Steubenville} Bridge

Don't Paint the Market 57 Bridge cause it will cover up the Rust on the ~~Bridge~~ ^{Bridge}. Save the money and tear the Bridge Down. It is 106 years old!

The Veterans Bridge is 17 years old and 5 years ago the state put a very large wire on the bridge and this past year they done a lot of work on this bridge - I think they replaced the cement wall on the bridge

I call this bridge the Lemon Bridge. We need the new bridge between Weirton, WVA and Steubenville, Ohio

Mr. James W. Herman
104 California Ave
Weirton, WV 26062

30W

10-23-09

Feb. 26 - 2009

James W Herman

Page 1

City of Vinton Mayor

TO ALL ELECTED STATE AND COUNTY ELECTED OFFICIALS - OPEN LETTER CONCERNING A NEW BRIDGE - OVER THE OHIO RIVER, This letter was sent to all Brock Co. & Hancock County Commissioners - But none to Brock County Commissioner

Dear Sirs:

I was very surprised none of the officials have said the new bridge should be built between Winton and Steubenville, Ohio and replace the old ~~100~~ year old Market Street Bridge. This bridge needs torn down right away.

I think it has been 10 years since trucks drove across it. Only cars can drive over it - I haven't driven it for over a year. 10 years ago I was listening to a Steubenville radio station and a man called into the Radio station and said he had a dream that the Market Street Bridge broke & fell into the River and cars were going into the River. I remember that and I don't use the Market Street Bridge anymore.

I hear them talk and see in the Paper they are going to spend millions + millions of dollars to try to Repair it. After this many years how can you tell how much Rust is on the Bridge - Or how deep the Rust is. In my opinion it would be best to close the Bridge so no one gets hurt and save the money and put it on a new Bridge and build it in the same place it is now. Make a new Market Street Bridge. In my opinion this is what we need.

It scares me and probably everyone in Winton and Steubenville area to say you might build the

SEE PAGE 2

10-23-09

Feb. 29, 2009

James W Herman

Page 2

new Bridge in Wellsburg, W. VA. - In my opinion and every one else's opinion it is a very bad idea.

Someone told me the new Bridge would be built at the Racetrack and gambling Resort because some state elected Representatives work at the Resort. I don't think this is true.

People who gamble know where the gambling Resort is they don't need a new Bridge to get there.

At the Present time the called Veterans Bridge is 17 years old - at the Present time one lane is closed they are working Repairing this Bridge. If memory serves me right the state made Repairs on this Bridge 5 years ago they had to put a new very large Cable on this Bridge. It probably many others are worried what kind of Bridge do we have with so much Repair done on it so far. I drove over the Veterans Bridge last week. It looks to me like they are removing some of the cement from the outside cement wall that keeps the cars from going off the Bridge - maybe they are replacing some of the cement in this wall.

I think the taxpayers and voters should be told what kind of work is being done to the Bridge - When they close the Market Street Bridge down there will be 1 Bridge between Winton and Steubenville, Ohio. If a Barge gets away and hits this Bridge everyone in Winton that want to go to Steubenville, Ohio will have to drive to Chester, W. VA and coming back will have to drive to Chester, W. VA to get home. and if

(32W)

10-23-09

James W Herman

Feb. 26 - 2009

Page 3

you live in Steubenville, Ohio and you want to come to Weirton, W. Va. you would have to drive to Chester, W. Va. to come to Weirton, W. Va. this would be a terrible mess for people who live in Weirton, W. Va. and Steubenville, Ohio.

It would be a good time to build a modern Ferry Boat for people to go back and forth to Steubenville and Weirton. I hope this never happens and that they did a good job when they built the Veterans Bridge.

When the talk starts about the new bridge I thought the City of Steubenville, Ohio and the City of Weirton, would fight and make sure that if they built a new bridge it would go between the 2 towns + populated cities as Weirton now has 9,000 people and Steubenville and Weirton and the area probably 46,000 and people or more - Where the little City of Wellburg probably has around 1,000-12,000 people. And if the bridge was built in Wellburg on side of the bridge would be in small city of Wellburg and come out on the other side of the River along Route # 7. ^{NOTHING THERE}

At the present time a lot of people from Weirton go to Steubenville for a lot of reasons - To go to the Steubenville Mall - To go to the ^{UNIVERSITY} colleges to go to the stores and shops and you have to go over the River if you go to Columbus, Ohio or Cleveland Ohio and ^{and money} make reasons and the people in Steubenville Ohio come to Weirton, W. Va. to go to Pittsburgh, Pa. and Robinson Township to the ^(MALL) mall to go to work at the Robinson Mall + Falconer Steel and have a lot of reasons. There are the largest City from Chester, W. Va. to Wheeling, W. Va. ^{EVER} Page 4

33W

10-23-09

Page # 4

Feb. 26 - 2009

This and a lot of other Reasons why the NEW BRIDGE should go over the River between Weirton, W. Va. and Steubenville, Ohio

Our President in Washington, D. C. Obama wants to give states money in his stimulus help the States Package money to build new Bridges and Roads and put people to work. This opportunity probably comes to little cities every 25 or 30 years so I hope our governor and elected state, County and City officials put this new Bridge between Weirton, W. Va. and Steubenville, Ohio

Also I understand the City of ^{W. Va.} Weirton, W. Va. has purchased many, many, many acres of land at the Rear of the old G.O. office at the end of 3 Springs Drive with the hope of getting new Business and industry to come and build in Weirton, W. Va. They have had this large land base for several years. And a new Bridge here would help Weirton, W. Va. get new Businesses and Factories and get us more good jobs in our City.

I hope our Governor, our State and County and City elected get this message

I work for 20 years and was paid by the Taxpayers money and I was a servant of the People because they paid my wages - I did all I could to help the Taxpayers and I think that what all elected officials should do. ^(BAW)

Thank you all for your help and understanding - God Bless You.

Mr. James W. Herman
101 California Ave
Weirton, WV 26062



APPENDIX C

SECTION 4(f) DE MINIMIS IMPACT ANALYSIS

File Copy
Project # 83938
Folder # 04.01.01



RECEIVED

AUG 12 2011

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION HDR Engineering Inc.
Weirton, W VA

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

August 9, 2011

Ms. Ruby A. Greathouse, President
Brooke-Pioneer Trail Association, Inc.
Post Office Box 401
Wellsburg, West Virginia 26070

Dear Ms. Greathouse:

Brooke County, WV and Jefferson County, OH
Proposed Ohio River Bridge
State Project No. S205-2/23-0.00 00
Federal Project No. HPP-0223(003)D
Section 4(f) de minimis Impact Analysis

This letter documents compliance with Section 4(f) of the Department of Transportation Act (49 USC 303) (Section 4(f)) for the temporary closure of the Brooke-Pioneer Trail during the construction of the proposed new bridge over the Ohio River, just south of Wellsburg. The Brooke-Pioneer Trail is protected by Section 4(f) since it is a publicly owned recreational resource. Regulations adopted by the Federal Highway Administration (FHWA) provide for approval of temporary closures like this one where the impacts on the trail are minor or "*de minimis*" when three things occur as detailed in the attachment. They are as follows:

1. The transportation use of the trail, together with any impact avoidance, minimization, and mitigation incorporated into such project, does not adversely affect the activities, features, and attributes that the qualify the trail for protection under Section 4(f).
2. The official with jurisdiction over the trail is informed of FHWA's *de minimis* impact finding and has concurred with such finding in writing.
3. The public has been afforded an opportunity to review and comment on the effects of the transportation project on the protected activities, features, and attributes of the trail.

During the time the bridge is being constructed, the trail will need to be closed. Before any closure occurs, signs will be posted at least 14 days in advance advising the users of the trail that the closure will occur. A buffer area of approximately 25 feet will be established around the American Elm tree canopy that stands adjacent to the trail. No construction or staging activities will be allowed in the buffer area. Any damage to the paved surface of the trail or any other features of the trail will be repaired at the end of construction of the bridge so that all of the uses and activities of the trail will be reestablished when the trail is reopened.

E.E.O./AFFIRMATIVE ACTION EMPLOYER

Ms. Ruby Greathouse, President
August 9, 2011
Page Two

Please indicate your agreement with the contents of this letter by signing the letter on the line over your name. By signing, you will be indicating that the temporary closure, together the suggested mitigation, does not affect the activities, features and attributes that qualify the Brooke Pioneer Trail for protection under Section 4(f).

Very truly yours,

Gregory L. Bailey, P.E.
Director
Engineering Division

By: *Ben L. Hark*

Ben L. Hark
Environmental Section Head

ACCEPTED:

Ruby Greathouse, President
Brooke-Pioneer Trail Association, Inc.

DATED:

E.E.O./AFFIRMATIVE ACTION EMPLOYER

**Section 4(f) *De Minimis*
Impact Analysis**

Section 4(f) *de minimis* Impact Analysis

Proposed Ohio River Bridge State Project S205-2/23-0.00 00 Federal Project HPP-0223(003)D Brooke County, West Virginia Jefferson County, Ohio

Section 4(f) Regulations

Under Section 4(f) of the Department of Transportation Act of 1966 (49 USC Section 303 and 23 CFR Part 774), the Federal Highway Administration (FHWA) “may not approve the use of land from a significant publicly owned public park, recreation area, or wildlife and waterfowl refuge, or any significant historic site unless a determination is made that:

- (i) There is no feasible and prudent alternative to the use of land from the property; and
- (ii) The action includes all possible planning to minimize harm to the property resulting from such use.”

A “use” under Section 4(f) can be any of the following:

- a direct use – property is permanently incorporated into the transportation project;
- a temporary use – property is temporarily occupied in a way that is adverse to the property’s purpose; or
- a constructive use – occurs when “the transportation project does not incorporate land from a Section 4(f) property, but the project’s proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the property are substantially diminished.” (23 CFR Section 774.15(a)).

Federal law (SAFETEA-LU Section 6009(a)) amended Section 4(f) to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). FHWA subsequently issued guidance for making findings of *de minimis* impact and also amended its Section 4(f) regulations to provide for these findings (23 CFR 774.3(b), 774.5(b), 774.17).

An impact to a park, recreation area, or wildlife and waterfowl refuge may be determined to be *de minimis* if:

- (i) The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);

- (ii) The official(s) with jurisdiction over the property are informed of FHWA's intent to make the *de minimis* impact finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f); and
- (iii) The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.

Under the new provisions, once the United States Department of Transportation determines that a transportation use of Section 4(f) property results in a *de minimis* impact, analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete.

Brooke-Pioneer Trail

The former Panhandle Railroad Company/Penn Central/Conrail Railroad once ran parallel to the Ohio River between WV Route 2 (WV 2) and the river. The segment of the railroad that passes through the project area was developed into a rails-to-trails project and is now known as the Brooke-Pioneer Trail. The West Virginia Department of Transportation is the current owner of the trail facility and issued a permit to the County Commission of Brooke County for use of the trail on May 24, 1989 (Permit #6 89 0200). The trail is maintained by the Brooke-Pioneer Trail Association.

The 3.5 mile paved trail starts near the Wellsburg Sewage Treatment Plant, north of the project area, and extends south to Beech Bottom. This trail now connects with the Yankee Trail to the north in downtown Wellsburg and to the Ohio River Trail to the south, which extends to Wheeling, West Virginia. The trail is used for hiking, biking, and nature observation.

Proposed Project

The proposed project involves the construction of a new bridge over the Ohio River connecting WV 2 and SR 7 between Brooke County, West Virginia and Jefferson County, Ohio. In addition to the construction of a new bridge over the river, roadway improvements will be made to provide new bridge approaches.

Project Impacts to Brooke-Pioneer Trail

The Preferred Alternative, Alternative 8B, crosses over the trail approximately 38 feet above the trail surface. This crossing does not constitute permanent use of the trail since no portion of the trail is permanently occupied and no public uses of the trail are affected. The construction of the bridge would cause temporary use of the trail by requiring that the trail be closed during construction. The trail would need to be closed during construction for safety reasons due to work being done overhead and because the contractors selected for construction may need to use the trail to store construction materials and equipment.

The trail passes near a large American Elm tree approximately 300 feet north of the Preferred Alternative. This tree was planted in approximately 1630 and is believed to be the largest American Elm tree east of the Mississippi River. During construction, a buffer of approximately 25 feet will be established around this tree canopy so that no construction or staging activities will occur inside the buffer area. Also, during construction, signs will notify trail users of the closure. These signs will be erected at least 14 days before closure so users have adequate notice. After construction, the trail will be restored to its previous condition. Any repaving or repairs that are needed will be undertaken. All public uses that are occurring now will be completely restored after the project is constructed.

In a letter dated _____, the Brooke-Pioneer Trail Association, as the officials with responsibility for maintenance of the trail stated that, based on current engineering designs and planned mitigation measures, the project will not adversely affect the activities, features, and attributes that qualify the trail for protection under Section 4(f). This concurrence is included as Attachment A.

Potential Finding of de minimis Impact

The project will not permanently occupy any portion of the trail. All of the impacts associated with the project will occur during construction. The proposed project includes plans for avoiding impacts to the large American Elm tree adjacent to the trail, providing advanced notice of trail closure to trail users, and replacing any facilities of the trail that are damaged as a result of the construction activities. The project will not permanently affect the activities, features, and attributes that qualify the trail for protection under Section 4(f).

FHWA is requesting comments on the proposed finding of *de minimis* impact for the Brooke-Pioneer Trail in conjunction with soliciting comments on the project's Environmental Assessment. Following consideration of public comments, FHWA will issue a final Section 4(f) finding.

Brooke Pioneer Trails

Making Tracks For Better Health

RECEIVED

SEP 01 2011

ENGINEERING DIVISION
WV DOH



Box 401
Wellsburg, WV. 26070

Gregory L. Bailey, P.E., Director
Engineering Division

August 25, 2011

and
Ben L. Hark
Environmental Section Head
West Virginia Department of
Transportation
Division of Highways
1900 Kanawha Boulevard, East
Building Five, Room 110
Charleston, West Virginia
25305-0430

RE: Brooke County, WV and
Jefferson County, OH
Proposed Ohio River Bridge
State Project No. S-205-2/23-0.00 00
Federal Project No. HPP-0223(oo3)D
Section 4(f)de minimus Impact Analysis

Gentlemen:

The Brooke Pioneer Trail Association, Inc., acknowledges receipt of your August 9, 2011 letter on subject identified above.

We appreciate you officially letting us know of impact, potential and otherwise, the Bridge construction would have to the Trail, plus your intended actions to help us work with you through the project.

I have not yet signed your document, due to the fact that there are some unanswered questions. The County Commissioners, plus our legal counsel, plus Brooke Pioneer Trail members have identified the needs for clarification. Those needs are listed on the enclosed sheet.

Whatever help you could give us on these would be greatly appreciated. As soon as your input is received, we will try to work it through as quickly as possible. Thank you in advance.

Very sincerely,

Ruby A. Greathouse
Ruby A. Greathouse, President
Brooke Pioneer Trail Assn., Inc.
(304-737-0506 or 312-5316)

Encls.

BROOKEPIONEER TRAIL letter from WV DOH concerning OHIO RIVER BRIDGE
(August 9, 2011)

QUESTIONS:

- I. Approximate start?
- II. Distance impact? (full 7 miles? OR?)
- III. Time length impact? (4 years? Solid?)
- IV. Solid closed full time? (Or only when working on East 1/2 of the river/West Virginia end?)
(pages 1 and 5 = "Trail to be closed during construction...")
- V. "Public input, review and comment..." (Pages 1, 5, and 6)
I do not believe this has occurred yet. Correct?
- VI. "...contractor transport on Trail...?"
VI-A. From which end?
"... closed during construction for safety reasons due to work being done overhead and because the contractors selected for construction may need to use the Trail to store construction materials (VI-B) and equipment." (VI-C)
On the Trail surface?
And how is it getting there? By Trail?
- VII. We need to request free access to the full Trail for the Memorial Day weekend. Saturday and Sunday May 26 and 27 of 2012 will be the sixth consecutive year for the Trail Tour of Wheeling's Heritage Trail, our Brooke Pioneer Trail, plus Wellsburg's Yankee Trail. We have had representation from over ten States for this event. 2013 would be for May 25 and 26 (Saturday and Sunday.)
- VIII. If there is no construction work occurring on weekends, (Saturdays and Sundays), could our Trail users have Trail access at that time?
- IX. The Trail Association members are not negative to construction of this bridge. We want to try to work with you for it to happen, but we do have some very dedicated users of the Trail we must represent in their love of the Trail and its access on a daily basis. Elderly, middle aged, and youth.
- X. We do need to be sure you know. Our Local Emergency units - State, County, and City police, plus ambulance Services, plus fire Departments, have all used this Trail when needing an alternative in emergency. Any time Route 2 is closed due to slip, a wreck, or whatever.

APPENDIX D

**DRAFT PROGRAMMATIC AGREEMENT
FOR ARCHAEOLOGICAL RESOURCES**

PROGRAMMATIC AGREEMENT AMONG FEDERAL HIGHWAY ADMINISTRATION; WEST VIRGINIA STATE HISTORIC PRESERVATION OFFICER; WEST VIRGINIA DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS AND ADVISORY COUNCIL ON HISTORIC PRESERVATION, IF NECESSARY, FOR ARCHAEOLOGICAL INVESTIGATION ASSOCIATED WITH CONSTRUCTION OF A NEW BRIDGE OVER THE OHIO RIVER BETWEEN BROOKE COUNTY, WEST VIRGINIA AND JEFFERSON COUNTY, OHIO

STIPULATIONS

1. ARCHAEOLOGICAL RESOURCES

- A. The Federal Highway Administration (FHWA) will ensure all cultural resource investigations carried out pursuant to this agreement will be by or under the direct supervision of a person or persons meeting at a minimum the Secretary of the Interior's Professional Qualifications Standards (48 FR 44738-44739; repeated in 36 CFR 61, Appendix A).
- B. FHWA will ensure that all final archaeological reports resulting from actions pursuant to this agreement will be provided to the West Virginia State Historic Preservation Officer (WVSHPO) for review and comment. Completed reports include the Phase IA Archaeological Survey dated October 2009 and the Phase IA Survey Addendum dated May 2011. Anticipated reports include Phase IB Archaeological Survey and whatever additional surveys and reports are warranted. The reports will meet professional standards set forth by the Department of the Interior's *Format Standards for Final Reports of Data Recovery Programs* (42 FR 5377-79) and conform to WVSHPO's "Guidelines for Phase I, II, and III Archaeological Investigations and Technical Reports" dated December 2001, as amended (WVSHPO's Guidelines). With WVSHPO consent, management summaries may be used for consultation prior to completion of final reports.
- C. The FHWA will ensure that an archaeological identification survey of the area of potential effects [defined in 36 CFR 800.16(d)] of the Preferred Alternative of the Undertaking is conducted in a manner consistent with the Secretary of the Interior's *Standards and Guidelines for Identification* (48 FR 44720-23) and the WVSHPO's Guidelines. Prior technical consultation with WVSHPO concerning the Undertaking will be used as a guide in conducting field investigations and subsequent site analysis. In addition, the WVSHPO will review the Scope of Work of the archaeological investigations. A report of the survey will be forwarded to the WVSHPO for review and comment. The site identification report will contain locational information, descriptions of fieldwork, methods employed, results of fieldwork, pertinent maps, photographs, completed West Virginia Archaeological Site Forms, and recommendations and scope(s) of work to evaluate site significance, if necessary.
- D. The FHWA will evaluate properties identified through the archaeological survey for eligibility for nomination to NRHP in accordance with 36 CFR 800.4(c).
 - If FHWA and the WVSHPO agree that a property is not eligible for the NRHP, then no further cultural resource investigation of that property will be conducted.
 - FHWA will assess the effect of the Undertaking on each eligible site in accordance with 36 CFR 800.5.
 - If evaluation identifies an archaeological resource eligible for inclusion in the NRHP for its association with important events, persons, or other qualities, and it will be adversely effected by the Undertaking, the FHWA shall comply with 36 CFR 800.6.
 - If FHWA and the WVSHPO agree that there will be an adverse effect on resources that are only eligible for the information they contain and do not warrant

preservation in place, the FHWA will ensure that they are treated in accordance with Stipulation 1E.

- E. If it is determined by FHWA and the WVSHPO that avoidance of an eligible archaeological site is impracticable and preservation in place is not warranted, the FHWA will develop and implement a data recovery plan in consultation with the WVSHPO. The plan will be consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation* (48 FR 44734-37) and WVSHPO's Guidelines.
- F. FHWA will ensure that any human remains encountered during the archaeological investigations are brought to the immediate attention of the WVSHPO and the County Sheriff, in accordance with West Virginia Code § 29-1-8a(d). No activities that might damage the remains will be conducted until FHWA has consulted with WVSHPO, Federally recognized Indian Tribes, and other interested parties.
- G. FHWA will ensure all records and materials resulting from the archaeological investigations will be curated in accordance with 36 CFR 79 and West Virginia Division of Culture and History's *Guidelines for Submitting a Collection to the Archaeological Collections Facility of West Virginia* (Archeological Collections Facility 2002).
- H. FHWA will ensure that research results from data recovery at eligible archaeological sites will be disseminated to the public.
- I. In the event of unanticipated discoveries during construction, all activities will be suspended in the area of the discovery. FHWA will contact the WVSHPO within two working days of the discovery. FHWA and the WVSHPO will agree upon appropriate treatment of the discovery prior to resumption of construction activities in the area of the discovery.

2. ADMINISTRATIVE CONDITIONS

- A. While not required as part of this agreement, it is anticipated that the FHWA will administer its cultural resources obligations in this agreement through the West Virginia Department of Transportation, Division of Highways.
- B. No construction activity will occur within the limits of an eligible historic property until all inventory, documentation, or data recovery has been completed and a report or management summary has been reviewed by the WVSHPO.
- C. The WVSHPO may monitor activities carried out pursuant to this agreement, and the Advisory Council on Historic Preservation (ACHP) will review such activities if so requested. The FHWA will cooperate with the ACHP and the WVSHPO in carrying out monitoring and review responsibilities.
- D. Any signatory to the agreement may request that it be amended, whereupon the parties will consult to consider such amendment.
- E. In the event the FHWA does not carry out the terms of this agreement, the FHWA will comply with 36 CFR 800.3-800.7 with regard to the Undertaking covered by this agreement.
- F. Any signatory to this agreement may terminate it by providing thirty (30) days notice to the other parties, provided that the parties will consult during the period prior to termination to seek agreement on amendment or other actions that would avoid termination. In the event of termination, the FHWA will comply with 36 CFR 800 with regard to the individual Undertaking covered by this agreement.

3. DISPUTE RESOLUTION AND AGREEMENT EXPIRATION

- A. This agreement shall expire if its terms are not carried out within 10 years from the date of its execution, unless the Signatories agree in writing to an extension.
- B. Should a signatory object to any actions proposed pursuant to this agreement, the FHWA will consult with the Signatories within fifteen (15) days to resolve the objection. If the FHWA determines that the objection cannot be resolved, the FHWA will request the comments of the ACHP pursuant to 36 CFR 800.7. Any ACHP comment provided in response to such a request will be taken into account by the FHWA with reference only to the subject of the dispute. The FHWA responsibility to carry out all actions under this agreement that are not the subjects of the dispute will remain unchanged.

Execution of this agreement, its submission to the ACHP, and implementation of its terms evidence that the FHWA has afforded the ACHP an opportunity to comment on the Undertaking and its effects on historic properties, and that the FHWA has taken into account the effects of the Undertaking on historic properties.

SIGNATORIES:

Federal Highway Administration _____
Date

West Virginia State Historic Preservation Officer _____
Date

Advisory Council on Historic Preservation, if it chooses to participate _____
Date

INVITED SIGNATORY

West Virginia Department of Transportation, Division of Highways _____
Date

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U.S. Department of Transportation
**Federal Highway
Administration**

