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Interstate Planning Commission

KYOVA Metropolitan Planning Organization

Ohio River Bridge Crossing Feasibility Study

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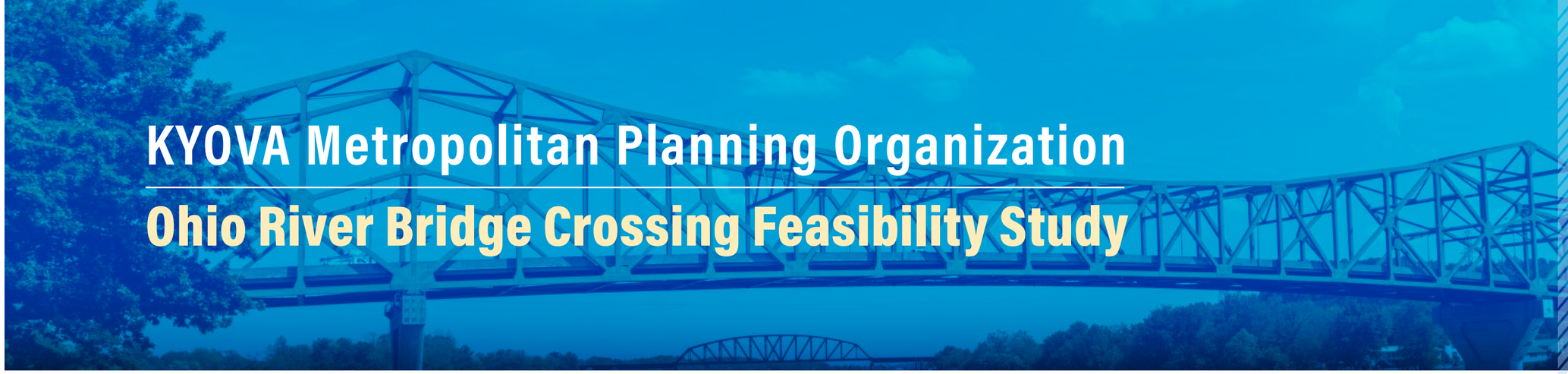

KYOVA Metropolitan Planning Organization

Ohio River Bridge Crossing Feasibility Study

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1.0 Executive Summary

Purpose of the Study

This study will ***document the engineering and environmental evaluation for potential alternatives for a crossing between Ohio State Route 7 (SR-7) and Big Ben Bowen Highway / Merritts Creek Connector (WV-193)*** northeast of the Huntington metropolitan area. This report represents the engineering data and analysis needed to define the potential improvement, document the existing physical features of the roadway and the existing environmental characteristics of the project corridors, and detail the development, evaluation, and selection of the feasible alternatives. Together, with stakeholder input, this information was used to further refine and select the final feasible corridor that is recommended to be carried forward and further evaluated in Phase 2 that will meet the federal requirements for approval under the National Environmental Policy Act (NEPA). It is anticipated that a new crossing would serve as a vital component to enhancing local and regional mobility in the Ohio, West Virginia, and Kentucky tri-state region.

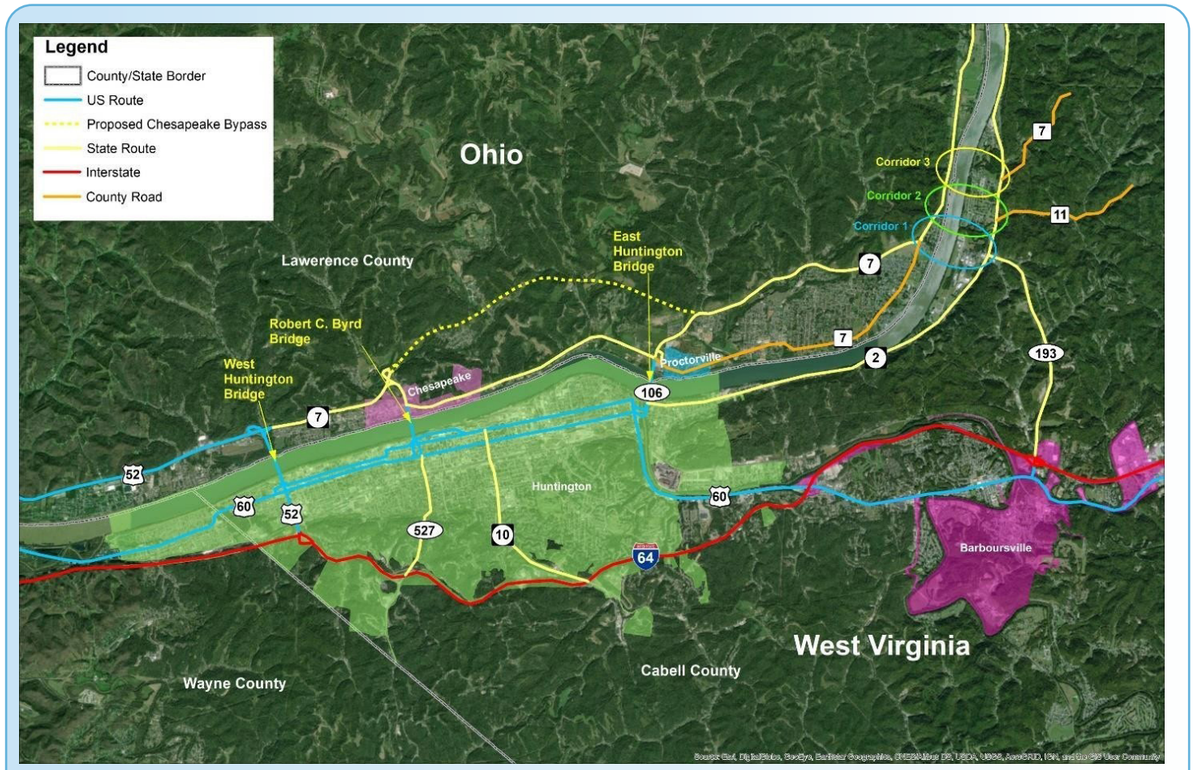


Figure 1-1: Location Map. *The above map highlights the variety of major roadways along the Ohio River in the Huntington, WV area.*

Study Sponsors

The sponsors for this study are KYOVA Interstate Planning Commission (KYOVA); Lawrence County, Ohio; the Huntington Area Development Council; and the Village of Barboursville, West Virginia.

Project Description and Process

The project involves the evaluation of alternative corridors for a crossing between OH SR-7 in Lawrence County, Ohio, and WV-193 in Cabell County, West Virginia which is in an area located northeast of the city of Huntington. The project location map shows the corridor evaluation area and is presented in Figure 1-1.

Our study's process began by determining the draft purpose and need for the project and then defining a range of alternatives that could meet the purpose and need. The draft purpose and need for this project are primarily to provide improved transportation mobility to support the projected transportation demand being generated by current and future economic and population growth.

The primary focus of this report is to ***document the evaluation of multiple surface transportation corridors for feasibility***, including the ability of the corridor to meet traffic capacity requirements, improve safety, environmental considerations, socio-economic impacts, engineering factors, and cost.

The proposed project involves the improvement of access in the region northeast of the City of Huntington, West Virginia. While economic and population growth in the region has spurred the development of both existing and planned roadway infrastructure, thus contributing to increased regional mobility, Lawrence County, Ohio and Cabell County, West Virginia are physically separated by the Ohio River, with the state of Ohio to the north/west and West Virginia to the south/east. Access between residents and travelers is dictated by available crossing mechanisms which is currently limited to three bridges located within the City of Huntington.

Summary and Recommendation

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

Corridor 1 would provide the most direct connection between WV-193 and Ohio SR-7 and is most favored by the public. Corridor 2 provides a less direct route but adds the opportunity to avoid some residential relocations and corresponding right-of-way costs. In addition, Corridor 1 also offers the best opportunity for a full interchange design at the location of the existing WV-2/WV-193 intersection.

Table 1-1: Evaluation Matrix

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

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

2.0 Regional Description

2.1 Existing Communities

The communities related to this study are part of the KYOVA Interstate Planning Commission Metropolitan Planning Organization (MPO) for the tri-state area of Kentucky, Ohio, and West Virginia. KYOVA includes Cabell, Wayne, and Putnam Counties in West Virginia; Greenup and Boyd Counties in Kentucky; and Lawrence County in Ohio. Several previous studies, including some discussed in this report, refer to the area as the Huntington Urbanized Area (HUA). Several communities make up the eastern part of the HUA and are significant to this study.

The Village of Barboursville is in Cabell County, West Virginia approximately 5 miles east of Huntington. The area has sustained steady population growth in the last 50 years with a recent 24.9 percent increase from 2000 to 2010. Numerous restaurants and other retail businesses emerged in recent years. The Tanyard Station retail facility has developed on the southern terminus of WV-193 on a former CSX railyard. Since December 2018, nine new businesses have opened with another large hotel and new restaurant slated to open in the near future.

The Village of Proctorville is in Lawrence County, Ohio and is located northeast of Huntington and across the Ohio River. The village has shown a slow, consistent decrease in population since 1980, but the decline has started to decelerate recently. Phases 1A and 1B of the Chesapeake Bypass—a relocation and connection of SR-7) were completed near Proctorville in 2002 and 2005 respectively. The community of Athalia is found just upstream of Proctorville in Lawrence County.

The City of Huntington is located in both Cabell and Wayne counties in West Virginia. The city has seen a steady decrease in population since 1950; however, many surrounding areas are experiencing growth and traffic volumes have remained steady or increased on many roads. The east Huntington area on WV- 2 saw a 5.4 percent increase in traffic volume between the years 2013 and 2019. Both US-60 near the junction with WV-2, located in the city of Huntington, and the East Huntington Bridge currently operate at an undesirable Level of Service (LOS) of less than D thus meaning severe congestion with some long-standing queues on critical approaches likely exist

2.2 Existing Major Routes of Connectivity

Interstate Network

An approximately 12-mile segment of I-64 west of the West Huntington Bridge to the Guyandotte River west of the Barboursville interchange was included in the analysis for this study. This segment has a four-lane cross-section between the western project limits and 16th Street (WV-10) interchange. It widens to a six-lane cross-section between this interchange and the US-60 interchange, returning to a four-lane cross-section between the US-60 interchange and the eastern project limits. There are four interchanges in this segment, and recent AADTs across the segment reported by the WVDOT range from 29,000 west of US-60 up to 50,000 vehicles east of US-60.

State Routes

There are several state routes within the study area that were referenced in the travel demand model to identify how the traffic network would be influenced by the addition of the proposed bridge. The primary routes are SR-7 and WV-193. SR-7 parallels the Ohio River on the Ohio side beginning at the Robert C. Byrd Bridge and continues north along the river. WV-193 extends north from Barboursville across I-64 to WV-2 where the proposed bridge will connect with SR-7.

SR-7 has a two-lane cross-section between Chesapeake and Proctorville with limited access control. Beginning at the East Huntington Bridge, SR-7 diverts north away from the river and adds an additional lane in the northbound direction for less than one mile before returning to a two-lane cross-section following the Irene Road (CR-403) intersection. Access is more restricted in this segment and occurs primarily at signalized intersections. WV-193 is a four-lane median divided highway between Barboursville and WV-2. Its access is primarily provided at median cuts with stop control on the side streets and it extends less than half-mile south of I-64 before terminating at US-60.

In Ohio, US-52 was included in the evaluation because it ties into the proposed extension of SR-7 beginning north of the Robert C. Byrd Bridge. In the study area, US-52 is a four-lane median divided highway with controlled access. It follows the Ohio River to the junction with the West Huntington Bridge, where it diverts south into Huntington, becoming an urban arterial that ends approximately one mile south of the bridge at the I-64 interchange ramps.

In West Virginia, 5th Street (WV-527), WV-10, WV-2, and US-60 in Huntington were included in the study. WV-527 continues from the Robert C. Byrd Bridge south through central Huntington to the interchange with I-64. It becomes WV-152 on the south side of I-64, which was also included in the traffic analysis. WV-527 is a two-lane urban arterial within Huntington and serves as a route across the rail yard in the center of the city. It widens to a three-lane cross-section outside of the city with an added southbound lane approaching I-64. At WV-152, it widens to a four-lane cross section for less than one mile south of I-64 before returning to a two-lane cross section.

WV-10 is a four-lane urban arterial extending from the Ohio River in Huntington south to I-64. It uses a center two-way left-turn lane south of the railroad tracks, which becomes a median south of the Cabell Huntington Hospital. WV-2 is a two-lane undivided road that follows the southern side of the Ohio River, extending from the East Huntington Bridge to its intersection with WV-10 at the proposed bridge location. Two segments of US-60 were evaluated approximately 6 miles apart, one at the southern junction of the East Huntington Bridge and one in Barboursville approaching the junction with I-64. Both segments are four-lane urban arterials with a center turn lane.

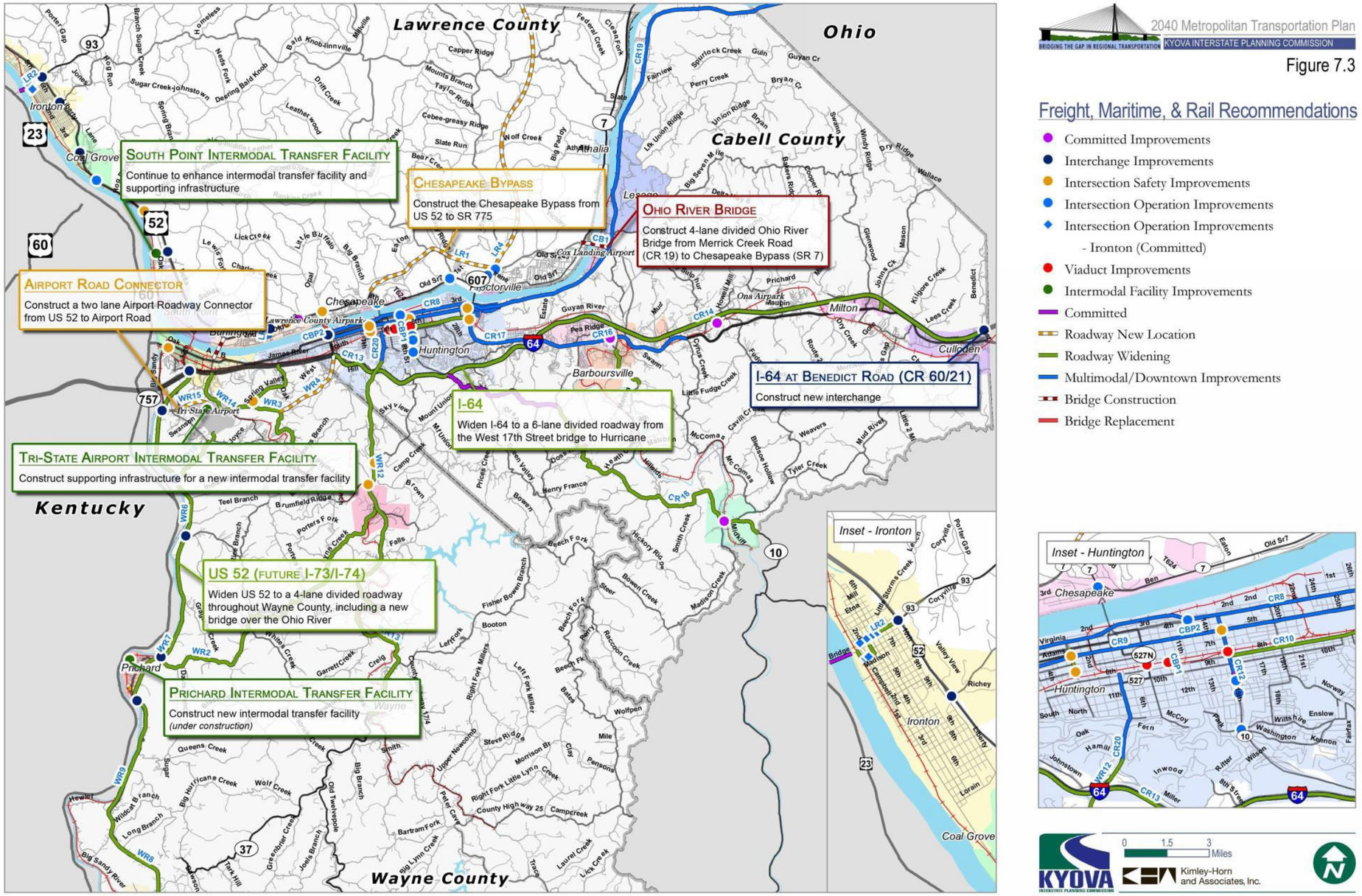
2.3 Land Use and Economic Development

The ***economic and population growth in the region has spurred the development of roadway infrastructure***, both existing and planned, that have contributed to ***increased regional mobility***. In Ohio, SR-7 follows the perimeter of the Village of Proctorville, Ohio. In West Virginia, WV-193 connects WV-2 to the Village of Barboursville, West Virginia, and I-64. US-52 provides the western roadway infrastructure.

Due to the importance of economic development data, it is a key input into the travel demand model used for this study because it is widely known that transportation and the economy are closely connected. There are two retail centers located in Barboursville nearby the I-64 interchange with WV-193. The existing Huntington Mall is located approximately 1.5 miles east from the interchange and consists of a large indoor shopping mall with several outparcels along the entrance road. Tanyard Station is currently under development and is located south of US-60 at the terminus of WV-193. As of Spring 2019, the first phase of the development has been built and nine tenants have opened. The total project size is expected to be 200,000 square feet of retail development.

When looking at an aerial view of the project study area, it is evident that development has occurred predominantly along the Ohio River. On the Ohio side, the clear majority of development is residential with accessory commercial and institutional uses, which are located south of SR-7 and north of the Ohio River. In West Virginia, Huntington is densely developed south of the Ohio River between US-52 and US-60. Currently, residents of the Proctorville and Athalia communities must use the East

Huntington Bridge to access the commercial development east of WV-193. This is upwards of a 12-mile trip for residents in the northeastern portion of the urbanized Lawrence County area. Due to this roundabout path, these residents are not utilizing the four-lane divided highway of WV-193 to its full potential. Figure 2-1 illustrates the 2040 Metropolitan Transportation Plan, Freight, Maritime & Rail Recommendations.



2040 Metropolitan Transportation Plan
BRIDGING THE GAP IN REGIONAL TRANSPORTATION
KYOVA INTERSTATE PLANNING COMMISSION

Figure 7.3

Freight, Maritime, & Rail Recommendations

- Committed Improvements
- Interchange Improvements
- Intersection Safety Improvements
- Intersection Operation Improvements
- Intersection Operation Improvements
  - Ironton (Committed)
- Viaduct Improvements
- Intermodal Facility Improvements
- Committed
- Roadway New Location
- Roadway Widening
- Multimodal/Downtown Improvements
- Bridge Construction
- Bridge Replacement

Figure 2-1: The 2040 Metropolitan Transportation Plan, Freight, Maritime & Rail Recommendation. *Figure 2-1 is the 2040 Metropolitan Transportation Plan, Freight, Maritime & Rail Recommendations for the area. The figure shows potential improvements for the area, as well as highlighting key project locations for upcoming pursuits.*

3.0 Prior Studies and Documents of Significance

Several studies occurred throughout the region that correlated with this project. Many studies have been commissioned by KYOVA, which serves as the transportation planning agency and forum for regional transportation decisions. KYOVA's mission is to plan for an orderly, cost-effective, multi-modal transportation system for all citizens of the service area. The following summaries are of studies that provide context to this project.

KYOVA Long Range Plan

Since the early 1990s, KYOVA maintained the priority within its long-range plan to "...add a river crossing between the Chesapeake By-Pass and the proposed WV-193 connector;" and this priority was maintained for 25 years.

KYOVA's current 2040 Integrated Metropolitan Transportation Plan, approved in April 2017, expressed its goal to "assess how to maintain the existing network while identifying key areas for expansion." The plan goes on to state, "as roadway infrastructure ages, replacement and repair of facilities, including the major bridges within the study area, will need to be included in the long-range plan. Also, any new facilities such as the proposed phases of the Chesapeake Bypass (SR-7) corridor and the proposed Ohio River bridges will affect how the area develops and where new traffic impacts will be felt.

"How the roadway network facilitates interaction between activity centers is important, as are the mobility choices provided within these centers. Often neighborhoods and economic/activity centers rely on a few key transportation corridors to provide essential links between home, school, employment, shopping, social, and recreational destinations. The three largest economic centers in the KYOVA region are Huntington, West Virginia; Ashland, Kentucky; and Ironton, Ohio. However, other areas such as Barboursville, West Virginia, and South Point, Ohio also contain significant activity or destination points."

The KYOVA 2040 MTP includes the following priorities regarding the proposed action:

- The plan ranks #CB 1, Bridge Construction, Ohio River Bridge at the top of the plan's Priority Matrix. #CB 1 is described as "Construct a new four-lane divided bridge over the Ohio River between WV-193 and the Chesapeake Bypass (SR-7)".
- The plan also lists Project #CB 1 as:
  - A Tier 1 project for Cabell County, West Virginia
  - A project that should improve freight mobility (See Figure 1-2)
  - Fulfilling three guiding principles: Goods Movement, Congestion Mitigation, and Barriers to Mobility

KYOVA Interim CMP (January 2014)

The 2010 Census had a significant impact on the Huntington Urbanized Area, leading to its new designation as a Transportation Management Area or TMA (see July 18, 2012, federal register). TMAs are defined as an urbanized area with a population of over 200,000. As the MPO for the region, KYOVA was required to develop a congestion management process (CMP) for the area. Identified in the CMP, current volumes produce a LOS of E on the bridge and a LOS of F immediately west of the bridge on US 60. Figures 3-1 and 3-2 illustrate this below. Additionally, the study showed crash rates on US 60 eastbound and westbound to be above the statewide averages.

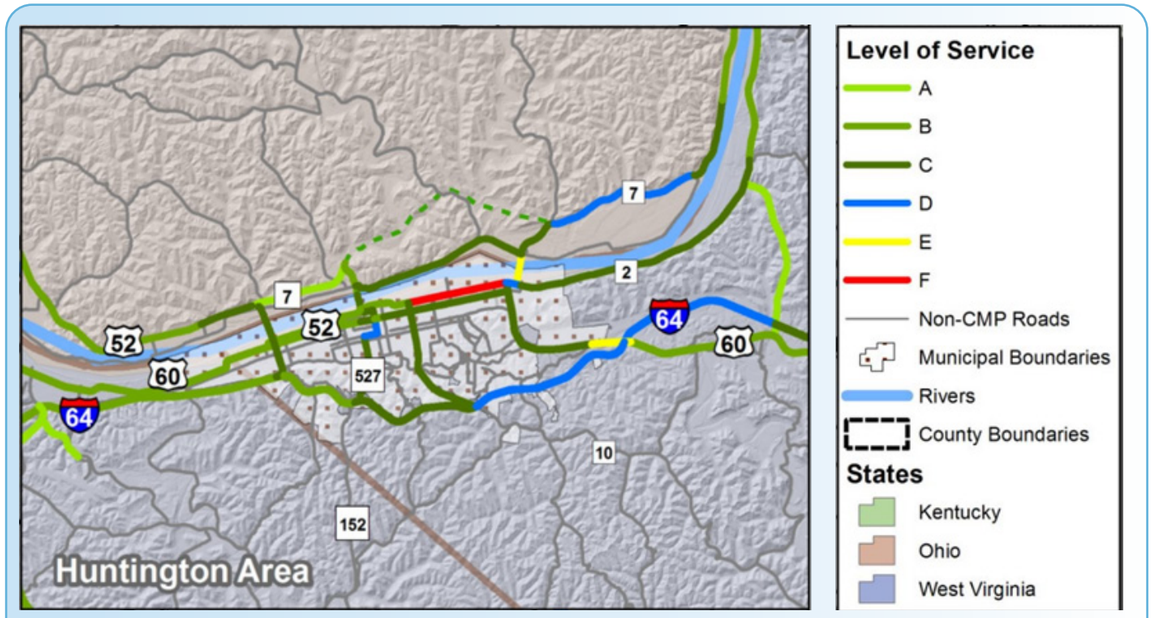


Figure 3-1 Existing Levels of Service (LOS).

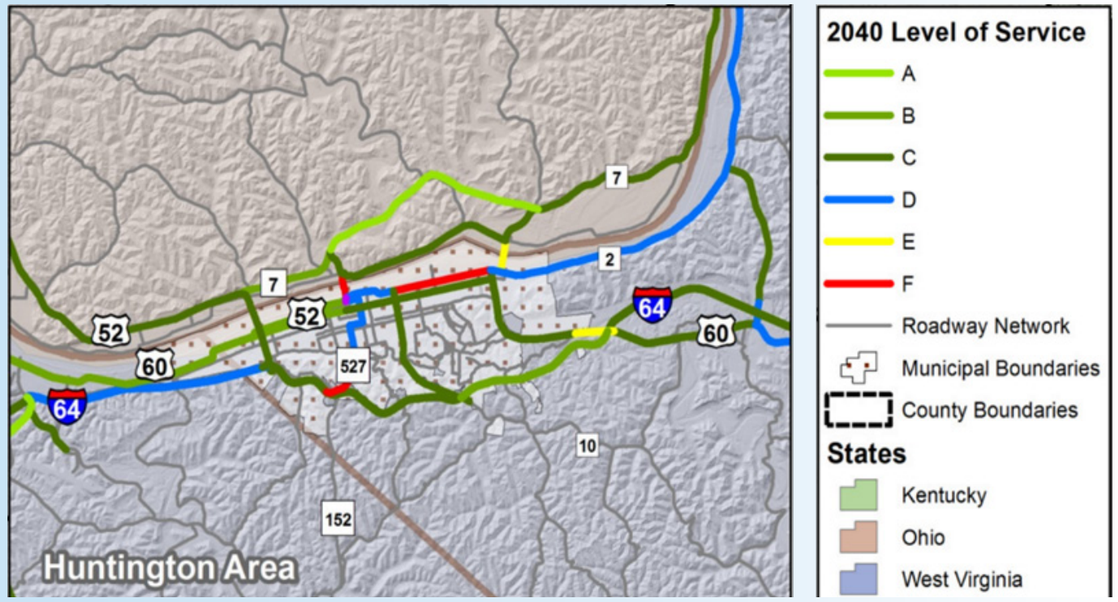


*Figure 3-2 Projected Year 2040 Levels of Service**

**Source: Congestion Management Process for the KYOVA/Huntington, WV-KY-OH Urbanized Area, July 2014*

Environmental Impact Statement (EIS) approved for WV-193 Project (April 1998)

This study supported the development of a 3.6-mile four-lane limited-access highway connecting I-64 in Barboursville northwest to WV-2 along the Ohio River. The goal was to provide an improved transportation system necessary for the economic growth and health of Huntington and Cabell County by providing a safe and efficient eastern bypass of the city of Huntington and additional direct access to I-64 from WV-2. WV-193 was completed in 2005. The following are excerpts from the EIS that illustrate future development expectations.

- On June 9, 1993, "at the request of the U.S. Fish and Wildlife Service, a preliminary review of wetlands located between the Ohio River and WV-2 was performed. Although these sites are located outside of the Merritts Creek Connector project area, a preliminary review was requested to identify wetlands that could be impacted by long-range plans for a possible connection to the Chesapeake Bypass project" (EIS, Page III-36).

- In a July 7, 1993 letter from the West Virginia Region II Planning and Development Council, Executive Director Michele P. Craig expressed long-range plan priorities, stating: "As part of the long-range plan approved by KYOVA Interstate Planning Commission, development of two phases of a project termed the Chesapeake By-Pass has been prioritized. The by-pass, which is planned to follow a line north of Ohio SR-7, would terminate at a point near Athalia, Ohio, across the river from the proposed northern terminus of the Merritts Creek Project. Another priority of the long-range plan is to add a river crossing between the Chesapeake By-Pass and the proposed connector. To retain the opportunity to address that priority at an appropriate time, KYOVA Interstate Planning Commission would request that the location and design of the chosen alignment anticipate construction of a river crossing."

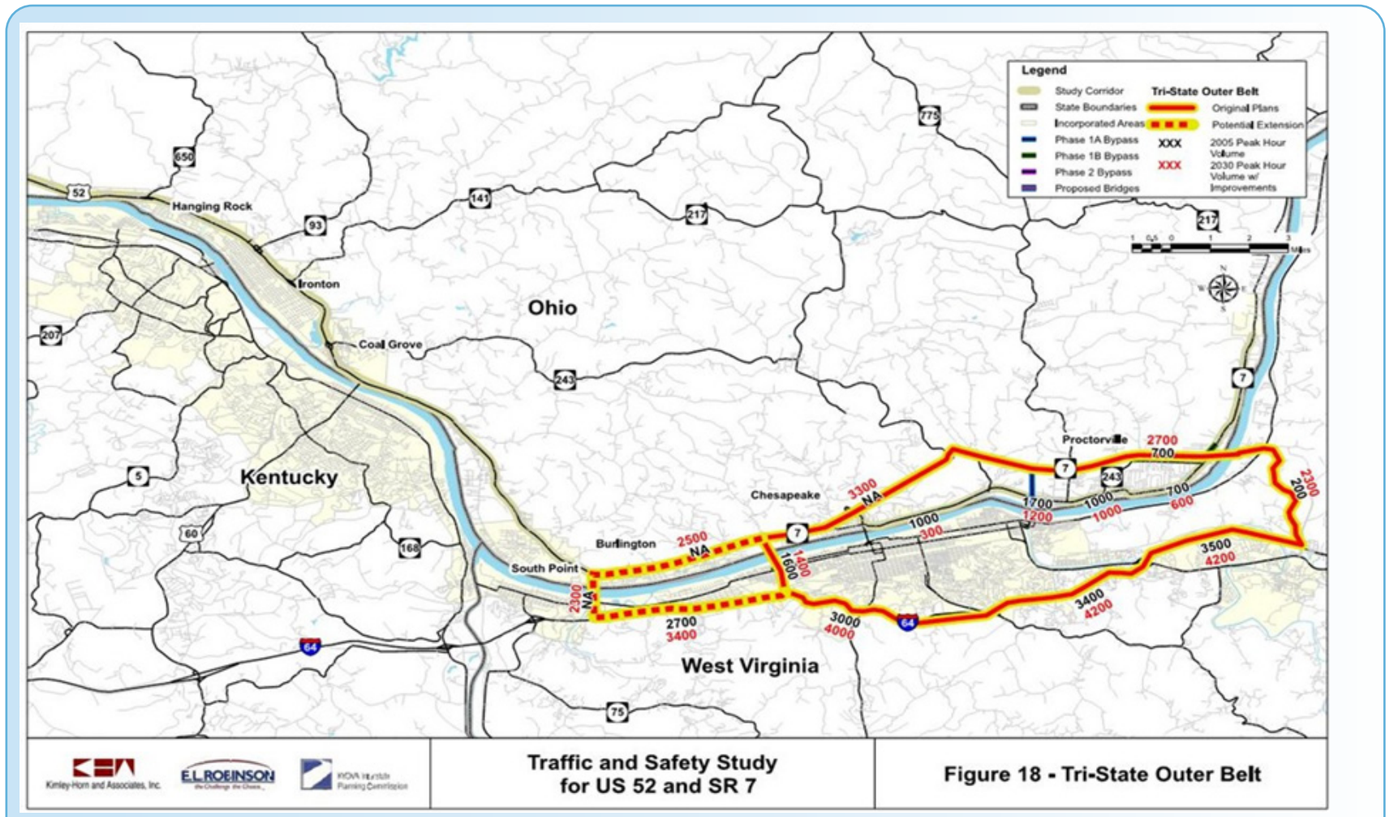


Figure 3-3:Traffic and Safety Study for US-52 and SR-7.

Traffic and Safety Study for US 52 and SR-7 (Date Unknown)

This study focused on the mobility and safety along the corridor in Lawrence County, Ohio, as well as identifying improvements to the regional system. As part of the study, alternatives were assessed based on improvements to mobility, safety, contribution toward the completion of a tri-state outer belt, accessibility, and addressing community concerns. The "Merrick's Creek Bridge," defined as spanning the Ohio River between WV-193 and the Chesapeake Bypass (SR-7) in Ohio, was presented as an alternative project. The study concluded that the proposed bridge would address many community concerns by providing major enhancements and accessibility improvements to the regional transportation system.

The study elaborated on enhancements to the regional transportation system, stating: "each project was evaluated to determine whether its completion would contribute to the completion of either the tri-state outer belt or the I-73/I-74 corridor. The tri-state outer belt is a loop system intended to connect southeast Ohio, northeast Kentucky, and northwest West Virginia with freeway-like (high speed, low access) corridors. The major routes in this loop include the Chesapeake Bypass (incomplete), I-64, and the Merrick Creek Connector." Figure 3-3 shows the potential connections created by the tri-state outer belt on the Traffic and Safety Study for US-52 and SR-7.

The study also stated, "several projects in the Eastern corridor are intended to complete the tri-state outer belt, including Phases 2 and 3 of the Chesapeake Bypass (E9 and E10) and the Merrick Creek Bridge (E11)." Figure 3-4 illustrates this.

The study also called for a proposed bridge, namely the Merrick Creek Bridge, stating, "This improvement includes constructing a new Ohio River crossing between West Virginia and Ohio. This crossing would span between the WV-193 in West Virginia to the eastern terminus of the Chesapeake Bypass in Ohio."

"It is anticipated that this crossing will provide relief to the east end (east Huntington) Bridge, which is currently the only crossing between West Virginia and Ohio in this area. This improvement is included in the current KYOVA Long Range Transportation Plan."

The anticipated benefits of this project include enhancement of community to community access and contribution to the completion of the tri-state outer belt. The estimated cost of this improvement is $25,000,000. Placed into the recommended long term (greater than 20 years) priorities for the US-52 and SR-7 eastern corridor.

Lawrence County Bicycle and Pedestrian Plan (April 2018)

KYOVA is responsible for planning an orderly, cost-effective, multi-modal transportation system for all citizens within the area. In 2016-17, KYOVA undertook a non-motorized study in the urbanized areas of Lawrence County, Ohio. As a result, the Lawrence County Bicycle and Pedestrian Plan was developed and evaluates and recommends active transportation connections throughout the county. This plan includes the rural areas and more urbanized areas between the Ironton and Proctorville communities.

During public involvement efforts, there were many comments about the lack of bicycle and pedestrian facilities on bridges over the Ohio River. Inter-state active transportation connections were another stated focus of this study.

The bridge closest to serving the eastern HUA is the SR-775/Frank Gatski Memorial Bridge, also known as the East Huntington Bridge. This bridge, which connects Proctorville to the eastern part of Huntington, is a two-lane bridge that does not permit pedestrian use. The study explains, "it is too narrow to add dedicated bicycle facilities while maintaining vehicular traffic in both directions.

Sharrows and 'Bikes May Use Full Lane' signage could be added to both existing travel lanes; however, with a speed limit of 35 miles per hour, most bicyclists would not feel comfortable riding in mixed traffic. Instead, bicyclists should be routed four miles west on the Ironton-Proctorville Bikeway to the proposed active transportation facilities on the WV SR-527 Bridge. While less direct for trips between Proctorville and Huntington, these facilities could more safely accommodate bicyclists. Therefore, no bicycle or pedestrian improvements are recommended for the SR-775 (East Huntington) Bridge at this time."

3.2 Draft Purpose and Need

Purpose Statement

The purpose of this proposed action is to improve cross-river mobility between Lawrence County, Ohio, and Cabell County, West Virginia. Several specific factors demonstrate the need for action, including:

- Inefficient mobility for existing and planned growth in population and employment in the eastern Huntington Urbanized Area (HUA)
- Traffic congestion and safety on the East Huntington Bridge
- Inadequate cross-river transportation system linkage and freeway rerouting opportunities in the Eastern portion of the HUA
- Locally adapted transportation plans that call for a new crossing of the Ohio River between Ohio SR-7 and WV-2 and WV-193

Need Discussions

This new bridge crossing will provide additional regional connectivity within the northeast Huntington Metropolitan region. This ***additional connectivity will provide regional traffic relief that will help to improve future levels of service***. This will ultimately improve the overall transportation network and provide improved connectivity between Huntington/Proctorville and regional destinations, such as Columbus, Ohio. The need for improvements in the cross-river mobility in the eastern HUA has become increasingly apparent over the past 25 years. Several factors illustrate the need for the removal of barriers to mobility.

Inefficient mobility for existing and planned growth in population and employment in the eastern HUA

Currently, the north and northeast portions of the Huntington Urbanized Area are accessed using one of the three existing Ohio River crossings and OH SR-7. Currently, the congestion and lack of connectivity between the surrounding areas inhibit further growth, thus discouraging job growth and limiting tax revenues to the surrounding communities. While the areas east of Huntington—such as Barboursville and Hurricane, West Virginia—have experienced population and economic growth in recent years, areas to the north and northeast have been either steady or in decline. This enhanced connectivity project will be critical for job retention and creation for these areas.

Inadequate cross-river transportation system linkage and freeway rerouting opportunities in the Eastern portion of the HUA

Currently, three bridges cross the Ohio River in the Huntington area. A motorist traveling from Proctorville or Chesapeake to Barboursville or any similar point east must use one of these three bridges. Currently, residents of the Proctorville and Athalia communities use the East Huntington Bridge to access the Barboursville area or points east.

The trip between Proctorville and Barboursville is 12 miles and takes an estimated 24 minutes via the East Huntington Bridge. However, during peak traffic hours, the trip can be much longer. No dedicated pedestrian or bicycle facilities exist on the bridge, which is the easternmost crossing. These undesirable conditions serve as a barrier to the areas in the eastern HUA as well as parts of the City of Huntington.

Locally adapted transportation plans that call for a new crossing of the Ohio River between Ohio SR-7 and WV-193

Local governmental jurisdictions in the HUA, working through KYOVA, have recognized the factors contributing to the need for improved cross-river mobility between Lawrence County, Ohio, and Cabell County, West Virginia, and have recommended the construction of a new bridge across the Ohio River.

- KYOVA Long Range Plan: The bridge has been recommended since the early 1990s. The current long-range plan includes the Ohio River Bridge (Construct a new four-lane divided bridge over the Ohio River between WV-193 and the Chesapeake Bypass (SR-7)) in the Bridge/Viaduct Construction/Replacement in the Vision Plan for West Virginia and Ohio. The LRP lists the proposed improvement as fulfilling the guiding principles of Goods Movement, Congestion Mitigation, and Barriers to Mobility.
- Lawrence County Ohio Traffic and Safety Study for US 52 and SR-7: The study listed the Merritts Creek Bridge project, a proposed crossing of the Ohio River between SR-7 and WV-193, as a long-term project priority for the Eastern Corridor of US 52 and SR-7. The project was categorized as a "high" cost project, with "high" anticipated benefit.
- The 2015 Interim CMP for the Huntington urbanized area TMA showed an AADT of 14,400 vehicles on the East Huntington Bridge, which has continued to grow. As identified in the CMP, current volumes produce a LOS of E on the bridge and a LOS of F immediately west of the bridge on US-60. The crash rates on US-60 Eastbound and westbound are above the statewide averages, being 211 percent and 115 percent respectively. The 2040 design year projected AADT of East Huntington Bridge is 18,000 in absence of another bridge crossing; this condition will serve to only exasperate the current undesirable situation.

Secondary Need: Multi-Modal Mobility

Cross-river travel for pedestrians in the eastern HUA cannot utilize the closest crossing—the East Huntington Bridge—because pedestrian access is not permitted. The bridge connects Proctorville to the eastern part of the city of Huntington. It is too narrow to add dedicated bicycle facilities while maintaining vehicular traffic in both directions. Sharrows and "bikes may use full lane" signage could be added to both existing travel lanes; however, with a speed limit of 35 miles per hour, most bicyclists would not feel comfortable riding in mixed traffic. Instead, bicyclists should be routed four miles west on the Ironton-Proctorville Bikeway to the proposed active transportation facilities on the Robert C. Byrd (WV 527) Bridge. While less direct, these facilities could more safely accommodate bicyclists. Therefore, no bicycle or pedestrian improvements are recommended for the East Huntington Bridge at this time.

3.3 Logical Termini/Independent Utility

Logical Termini

The project study area has been developed by giving attention to existing facilities and geographic features.

- The upstream extent of the project study area was chosen based upon the feasible extension of WV-193 or improvements to WV-2 to not be cost-prohibitive or adversely affect the needs of connectivity, access, and system linkage.
- The downstream extent of the project study area was chosen based upon the population density of the residential area of the Village of Proctorville.

- The east/west termini of the project were chosen as SR-7 and WV-193 to satisfy the need for access and improved regional system linkage.

Independent Utility

The proposed project provides an independent utility. It ***functions as a stand-alone improvement without requiring other improvements and the placement of the project corridor in the existing transportation system*** is compatible with potential alternatives for other reasonably foreseeable transportation improvements. The study area and alternative corridors were chosen to avoid restrictions in the consideration of alternatives for these improvements. Needs have been identified for a crossing of the Ohio River within the study area regardless of other projects.

There is a need to address the existing and future congestion and safety issues defined within this study area for the sake of local and regional transportation and economic health. Stakeholders within the region have been working together to identify other projects that will work in conjunction with these needs such as the Chesapeake By-pass, SR-7, and US-52 improvements, and the current project to upgrade I-64 to eight lanes between exit 18 and exit 20. This project, currently under study, would provide a direct connection between SR-7 and I-64 via WV-193.

4.0 Alternatives and Corridors Considered

4.1 No-Build Alternative

The no-build alternative assumes that Ohio River Bridge will not be built. The scenario is used throughout the traffic analysis and evaluation matrix process. There are distinct limitations to the alternative, but it should remain under consideration throughout National Environmental Process Act (NEPA).

4.2 Improvement to Existing East Huntington Bridge

For the purposes of this feasibility study, upgrades to existing East Huntington Bridge are not considered. However, upon finalization of the purpose and need and moving forward with NEPA, the upgrade of the existing structure could become an alternative to be considered should it meet the purpose and need.

4.3 Corridors Considered

The alternatives analysis started with a corridor selection process that first defined the corridor evaluation area. The corridor evaluation area is an extended area that connects the logical termini of the project within a reasonable geographic envelope. The corridor evaluation area used for this project is shown in Figure 4-1.

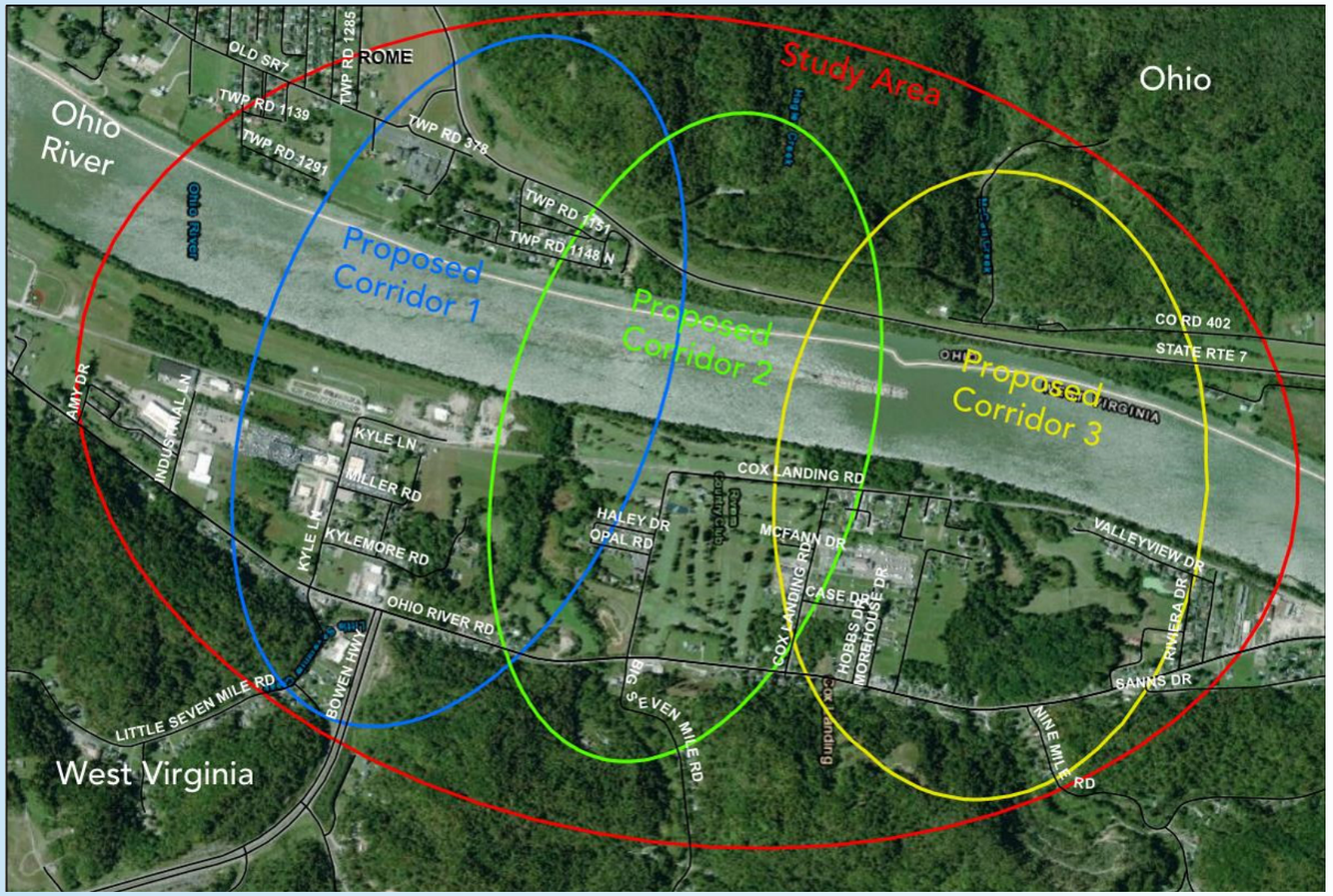


Figure 4-1: Corridors and Study Evaluation Area

Within this corridor evaluation area, a GIS-based constraints map was then developed to identify sensitive natural, physical and socio-cultural features. This constraint map, together with input from stakeholders, was used to develop an initial set of corridors that could potentially meet the purpose and need for the project while minimizing impacts to the areas identified as sensitive. These corridors were then carried forward for more detailed evaluation. The initial constraints map together with the initial set of corridor alternatives is also shown in Figure 4-1. The final feasibility report will provide a recommended corridor for further analysis.

Within each of the corridors, the study team developed conceptual alignments and analyzed them for feasibility. These alignments were based on the design characteristics of a roadway that would meet the assumed purpose and need for the project. ***To meet future traffic demands, the Ohio River Bridge crossing will need to be at a major arterial classification with a minimum design speed of 55 mph and controlled access.*** Design typical sections were developed for evaluation, including typical sections that utilized expressway design criteria and urban roadway criteria. The design criteria for the alternatives that were considered for this study are fully discussed in Section 6 of this document.

Within Corridors 1, 2, and 3, conceptual alignments were developed and evaluated for feasibility. This included the evaluation of natural, social, and physical impacts, construction and right of way cost, stakeholder input, and neighborhood impacts. The conceptual alignments are discussed in more detail in Section 6 of this report and are shown in Figures 4-2, 4-3, and 4-4.

Corridors 2 and 3 also include roadway improvements to OH SR-7 and WV-2 that connect the future four-lane facility into the Chesapeake Bypass in Ohio and WV-193 highway in West Virginia. This study considers a full buildout of four lanes on OH SR-7 and WV-2 for that connection.

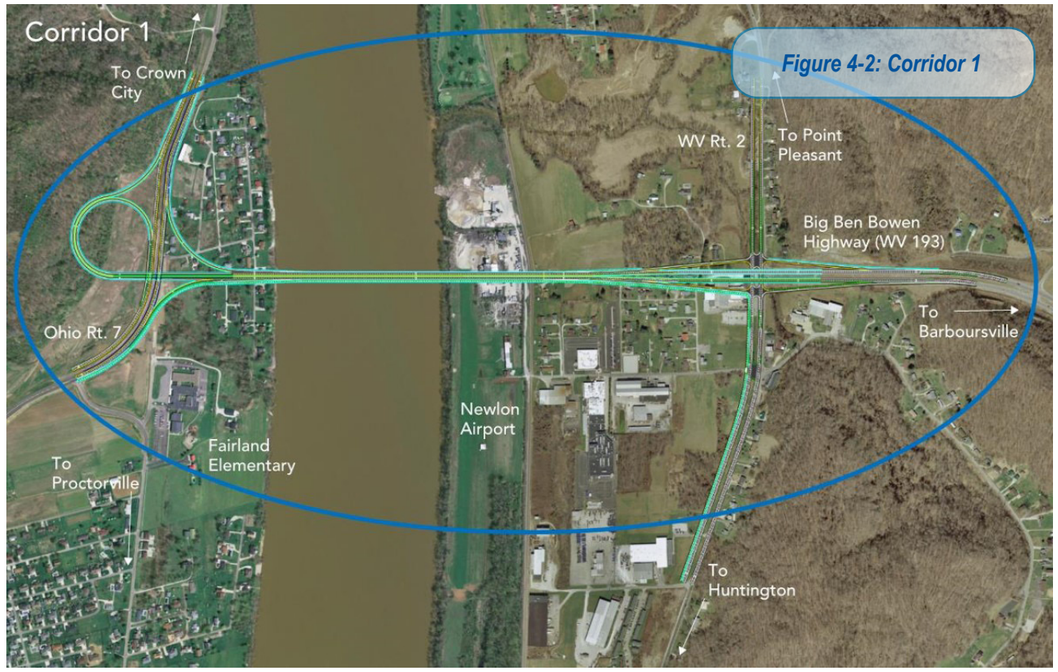


Figure 4-2: Corridor 1

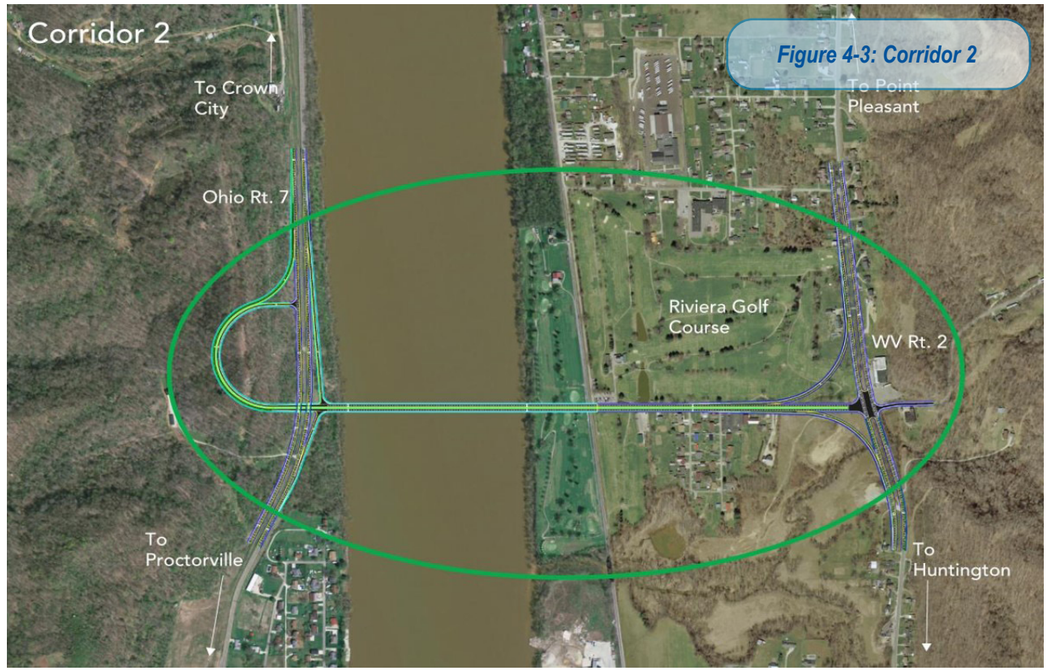


Figure 4-3: Corridor 2

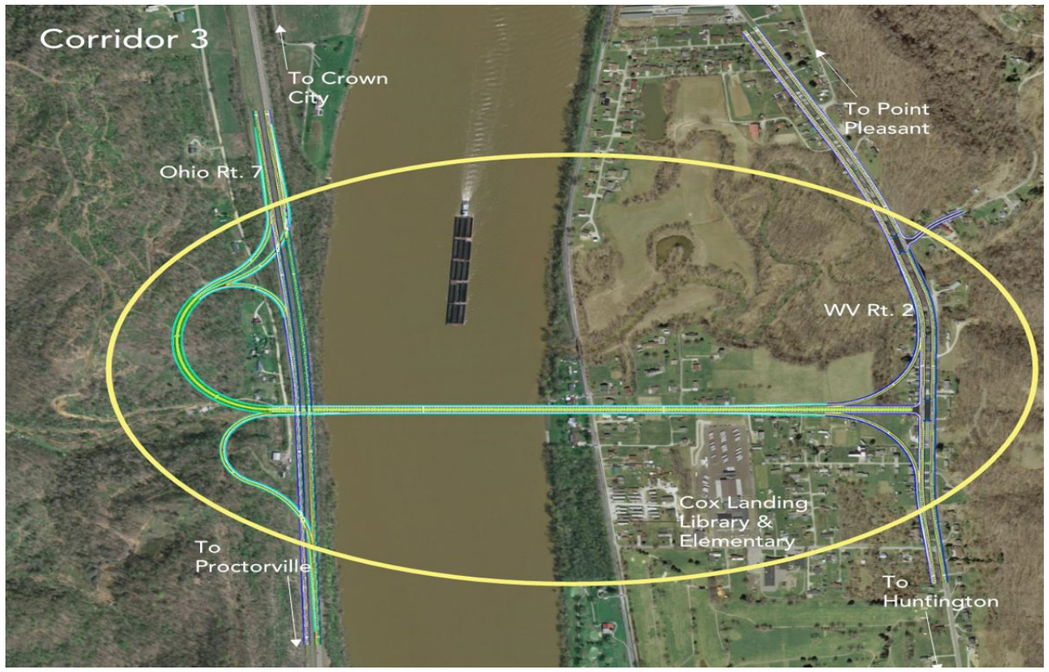


Figure 4-4: Corridor 3

These models show various options available to create the much-needed bridge for the east Huntington community. Additionally, the structure will promote economic development for the region.

5.0 Traffic Analysis

One very important factor of the study is the overall traffic analysis of existing conditions and proposed conditions with the bridge in place and also the forecast conditions for a No-Build scenario. The analysis was performed based upon the most current information available at the time of this study.

5.1 Existing KYOVA Travel Demand Model

KYOVA Interstate Planning Commission is the Metropolitan Planning Organization (MPO) for the West Virginia, Kentucky, and Ohio tri-state area. The KYOVA planning area consists of Cabell and Wayne Counties in West Virginia, Boyd and Greenup Counties in Kentucky, and Lawrence County in Ohio. The MPO's purpose is to ensure that transportation planning decisions are made holistically across the region instead of piecemealing individual projects together.

One of the core functions of an MPO is to maintain a regional transportation plan that covers a planning horizon of at least twenty years. This plan is maintained by utilizing a regional travel demand model, which was developed by Kimley Horn and Associates (KHA). The travel demand model includes known elements such as the existing roadway network, land-use, and socioeconomic data across the region. The model is divided into traffic analysis zones that feed the roadway network with trips. The travel demand model is capable of forecasting future conditions using trends in traffic volumes, changes in land-use, and the proposed development. With this input information, the model can generate traffic forecasts based on different scenarios the user codes. The KYOVA travel demand model was utilized to analyze how traffic will disperse across the region if the proposed bridge is built.

Land-Use and Economic Development

As mentioned above, ***economic development data is a key input into the travel demand model, as it is widely known that transportation and economy are closely connected***. There are two retail centers located in Barboursville nearby the I-64 interchange with WV-193. The existing Huntington Mall is located approximately 1.5 miles east from the interchange and consists of a large indoor shopping mall with several outparcels along the entrance road. Tanyard Station is currently under development and is located south of US-60 at the terminus of WV-193. As of spring 2019, the first phase of the development has been built and nine tenants have opened. The total project size is expected to be 200,000 square feet of retail development.

When looking at an aerial view of the project area, it is evident that development has occurred predominantly along the Ohio River. On the Ohio side, the clear majority of development is residential with accessory commercial and institutional uses, which are located south of SR-7 and north of the Ohio River. In West Virginia, Huntington is densely developed south of the Ohio River between US 52 and US Hwy 60. Currently, residents of the Proctorville and Athalia communities must use the East Huntington Bridge to access the commercial development east of WV-193. This is upwards of a 12-mile trip for residents in the northeastern portion of the urbanized Lawrence County area. Due to this roundabout path, these residents are not utilizing WV-193 which is a four-lane divided highway, to its full potential.

Model Runs

As previously mentioned, The KYOVA travel demand model has a base year of 2015 and a horizon year of 2040; therefore, these years were used in the traffic forecasting analysis. The travel demand model was run for four scenarios, which are listed and described below.

- **2015 No-Build:** This scenario assumes no changes to the model.
- **2015 Build:** This scenario assumes the proposed bridge is in place during the base year. Although the bridge does not exist in the current year, this scenario is used as a baseline for the future year analysis.
- **2040 No-Build:** This scenario assumes the proposed bridge does not exist in the future year. The Tri-state outer belt is assumed to be completed.
- **2040 Build:** This scenario assumes the proposed bridge and the Tri-state outer belt are both built in the future year.

Table 5-1 2030 Build Model Volumes for Study Area Roads

West Virginia Routes	2040 Build
WV-2 North of WV-193	16,014
WV-2 South of WV-193	15,052
WV-193	10,478
Proposed Bridge	20,256
Ohio Routes	
SR-7 North of Proposed Bridge	9,814
CR-107 South of Proposed Bridge	7,448
SR-7 South of Proposed Bridge	8,450

The 2015 no-build model was run to gauge how well the model estimates known daily volumes. These volumes are shown in Figure 5-2. The output from this model run was compared to the 2015 and 2016 volumes published by the Ohio and West Virginia Departments of Transportation, as shown in Figure 5-2. It seems to be over-estimating volumes along I-64 and under-estimating along the Robert C. Byrd Bridge. Otherwise, the 2015 no-build model volumes tend to align with the AADTs. It should be noted that there are no published volumes for the portion of WV-193 southeast of WV-2. It is assumed that the modeled volumes are reasonable along WV-193 since other volumes across the region correspond well. The 2015 build volumes are shown in Figure 5-3.

The 2040 model runs show what the future conditions across the region will likely look like if the bridge is not built and if the bridge is built. Figure 5-4 shows the 2040 no-build volumes and Figure 5-5 shows the 2040 build volumes. As mentioned above, the future volumes are a result of known roadway improvements and estimated land-use changes and development potential. The model shows an AADT of 20,256 vehicles per day across the new bridge. Other model volumes nearby the bridge are shown in Table 5-1. The tri-state outer belt project is assumed built for these future year models.

Model Calibration

As mentioned above, the 2015 no-build scenario was run to provide a reality check of how well the model is generating travel patterns. The KYOVA travel demand model was developed by Kimley Horn and Associates and given to CDM Smith for use in this study. According to the 2015 no-build volumes, the model is generally providing an accurate representation of daily volumes throughout the region, aside from over-estimating volumes along I-64. Because this study is focused on the redistribution of volumes around the proposed bridge and the East Huntington Bridge, the volumes along I-64 were not a concern. In fact, a select link analysis of the bridge shows that very few new trips along the bridge will even use I-64.

Figure 5-1: 2015 No-Build Model Volumes. *The 2015 no-build model was run to gauge how well the model estimates known daily volumes.*

Figure 5-2: Existing AADT Volumes. *The output from this model run was compared to the 2015 and 2016 volumes published by the Ohio and West Virginia Departments of Transportation to best display the area's current volumes.*

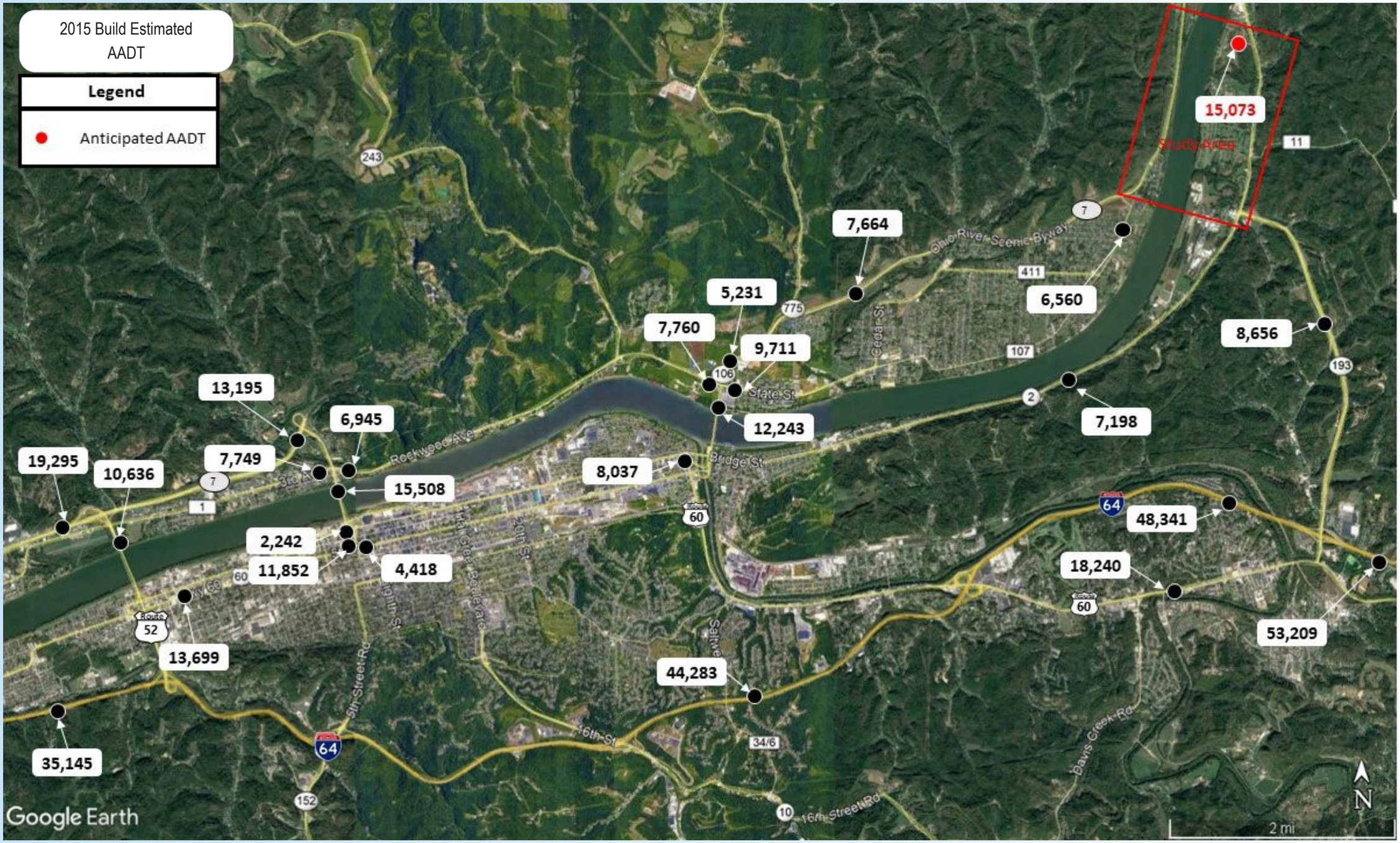


Figure 5-3 2015 Build Model Volumes. *It is assumed that the modeled volumes are reasonable along WV-193 since other volumes across the region correspond well and the 2015 build volumes are shown above.*

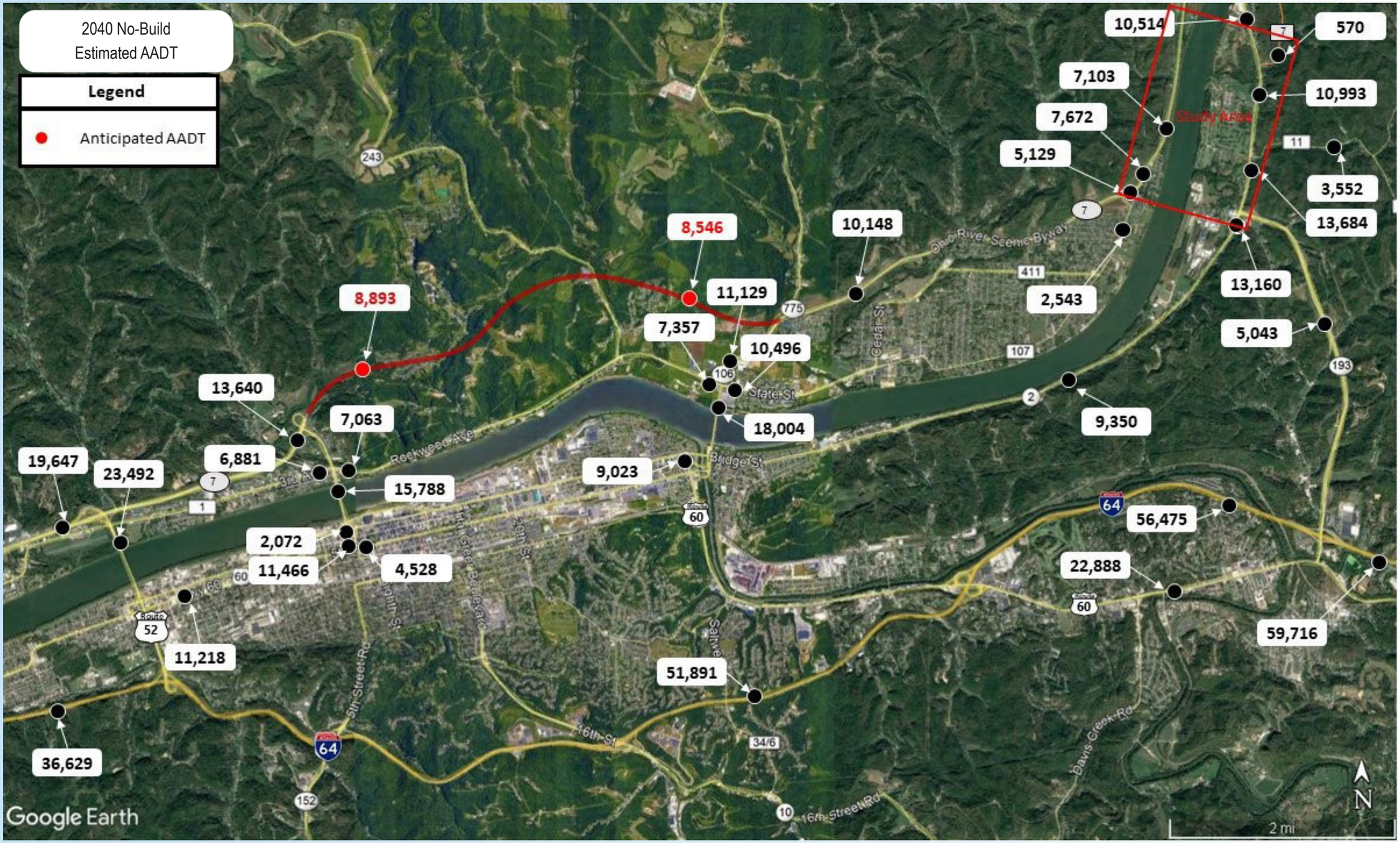


Figure 5-4: 2040 No-Build Model Volumes.

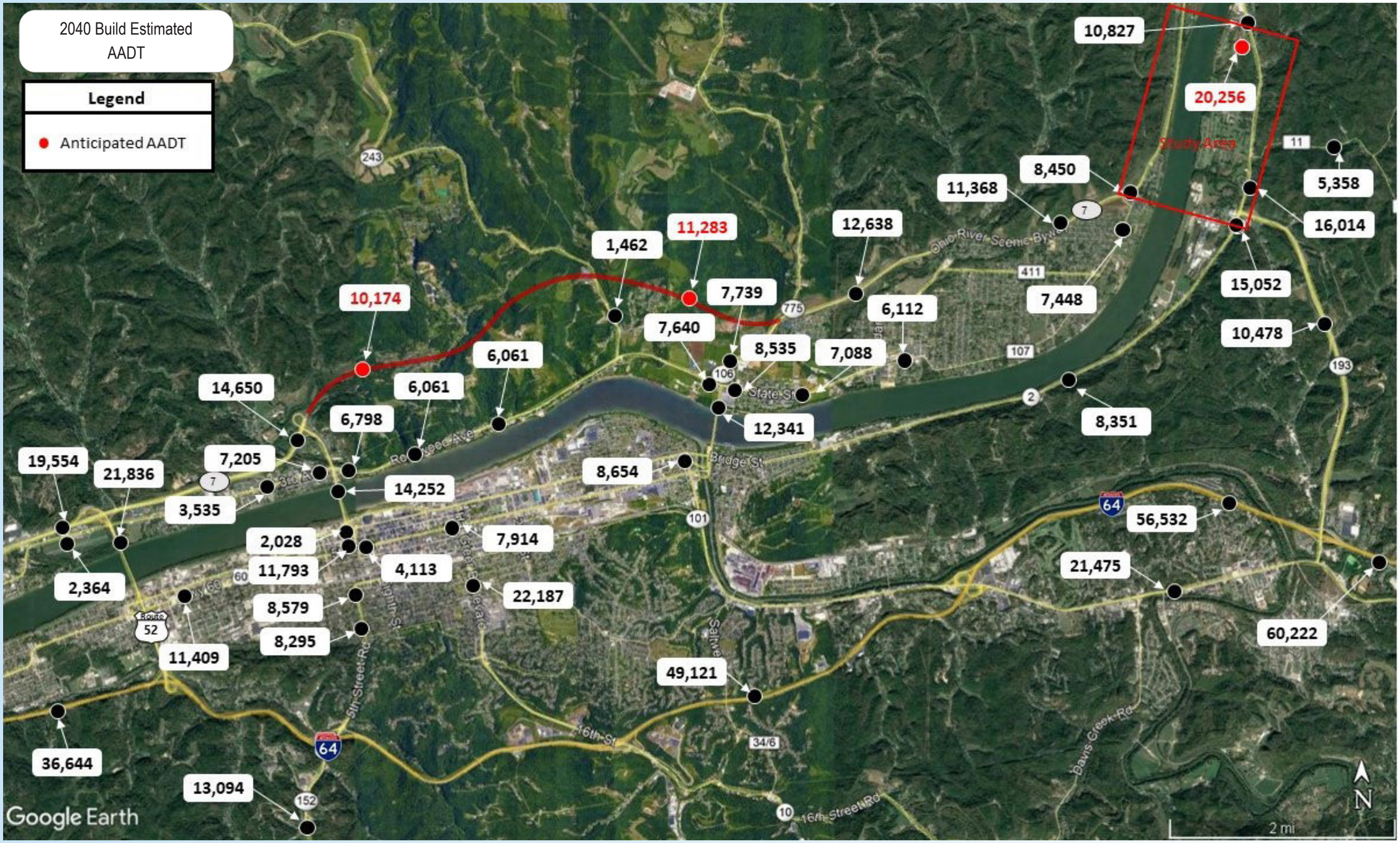


Figure 5-5: 2040 Build Model Volumes

5.2 Existing Traffic and AADT Shifts

AADT Shifts

The introduction of the proposed bridge crossing is expected to influence travel patterns on several major roadways in the study area, with the greatest impact to the northeastern portion of the study area. For comparison, Table 3 presents the model results of those roadways under 2040 build and no-build conditions. These volumes are representative of a bridge connecting SR-7 in Ohio to WV-193 in West Virginia. Further analysis for alternative locations of the bridge are provided later in this section. For projections of 2040 traffic, the model assumed the completion of the SR-7 extension between Chesapeake and Proctorville and incorporated expected economic growth in the region.

Table 5-2 2040 No-Build and Build Model Volumes

West Virginia Routes	2040 No-Build	2040 Build	2040 Build - No-Build
SR 2 North of SR 193	13,684	16,014	+2,330
SR 2 South of SR 193	13,160	15,052	+1,892
SR 193	5,043	10,478	+5,435
I-64 West of SR 527 / SR 152	36,629	36,644	+15
I-64 between SR 527 / SR 152 & US 60	51,891	49,121	-2,770
I-64 West of SR 193	56,475	56,532	+57
I-64 East of SR 193	59,716	60,222	+506
Ohio Routes			
SR 7 North of Proposed Bridge	7,103	8,951	+1,848
Co Rd. 107 South of Proposed Bridge	2,543	7,448	+4,905
SR 7 North of Proctorville	10,148	12,638	+2,490
Bridges			
East Huntington Bridge	18,004	12,341	-5,663
Robert C. Byrd Bridge	15,788	14,252	-1,536
West Huntington Bridge	23,492	21,836	-1,656

Figures 5-9 and 5-10 show the select link analysis for the 2015 and 2040 Build scenarios, respectively. This analysis provides a way to see where the trips using the bridge are originating from and traveling to.

As Table 5-2 and Figure 5-8 show, West Virginia traffic in the northeast is expected to increase due to the bridge, while traffic to the southwest of the new bridge should decrease. This is because traffic that currently travels south on WV-2 to cross the river can now do so at the new bridge.

Ohio traffic in the vicinity of the bridge is expected to increase, while traffic across the three existing bridges is expected to decrease by approximately 8,855 vehicles per day. Trips in the northeast region that previously used the three bridges to cross the river can now do so closer to their origin or destination. Traffic on CR-107 is expected to increase in correlation with a decrease in traffic on the East Huntington Bridge, most likely for traffic diverting to the new bridge to travel north on WV-2 or east on I-64. The other two bridges do not see as noticeable of a decline in traffic since trips originating from or destined to the west may not have as distinct a trade-off in their chosen crossing point.

The new bridge is anticipated to handle approximately 20,000 AADT by 2040, based on the anticipated shift in traffic. This includes the 8,855 vehicles from the existing bridges that will now use the new bridge. The remaining 11,400 vehicles are new trips that will likely be induced by the new connection. Currently, residential development is occurring in Ohio and commercial development is gaining ground in West Virginia. The socio-economic data used in the KHA travel demand model show these trends continuing in the project area, which are reflected in the 2040 volume projections that show there is demand for a new bridge crossing.

Table 5-3 shows the generalized AADT upper thresholds for various cross-sections. The volumes in the LOS D column are the maximum capacities for the facilities. SR-7 and WV-2 are currently two-lane roadways in the vicinity of the proposed bridge. According to the volumes shown in Table 5-3, WV-2 is expected to be very close to the maximum capacity of a two-lane roadway and may require widening to accommodate the additional traffic. Additional widening in Ohio may also be needed to tie into the bridge, which is expected to be a four-lane section per the table below.

Table 5-3 Generalized Level of Service Volumes

Number of Lanes	LOS C	LOS D
2 lanes	14,400	16,200
4 lanes	34,000	35,500
6 lanes	52,100	53,500

Source: Florida DOT Quality and Level of Service Handbook Generalized Tables

Figure 5-6: 2015 Select Link Analysis Volumes. *This model shows the select link analysis for the 2015 build scenario.*

Figure 5-7: 2040 Select Link Analysis Volumes. *This model shows the select link analysis for the 2040 build scenario.This analysis provides a way to see where the trips origins.*

Figure 5-8: Change in 2040 Build and No-Build Model Volumes. *This model shows that West Virginia traffic in the northeast is expected to increase due to the bridge, while traffic to the southwest of the new bridge should decrease. This is because traffic that currently travels south on WV-2 to cross the river can now do so at the new bridge.*

5.3 Alternative Corridor Traffic Comparisons

The travel demand model was run assuming a generalized location for the proposed bridge. The projected AADT for the bridge was identified as 20,256. For each of the locations, the bridge volumes were assumed to stay the same and traffic was reassigned along SR-7 and WV-2 using the original model volumes and the select link analysis volumes for the adjacent roadway facilities and the bridge approaches.

The three alternative corridor locations for the proposed crossing are shown in Figures 5-9 through 5-11 and the anticipated volumes for the study area roadways are shown in Table 5-4 below. As seen in the table, the volumes on the adjacent roadways leading up to the bridge do not change with exception to the volumes on SR-7 and WV-2, where trips were reassigned to access the alternative bridge locations.

At the intersection with SR-7 in Ohio, the proposed bridge will require a loop tie-in for the grade differential. The minimum projected AADT on WV-2 north of WV-193 is 16,014 for the Build conditions. The roadway capacity of an existing two-lane section is exceeded for LOS C but might continue to operate at LOS D. In general, a maximum ADT of 16,200 is recommended for a two-lane section to achieve LOS D.

Table 5-4 Alternative Corridors Model Volumes Comparison

Roadway Segment	COR 1	COR 2	COR 3
SR 7 south of Proposed Bridge	9,814	20,546	20,546
CR 107 south of SR 7	7,448	7,448	7,448
SR 7 north of Proposed Bridge	8,951	8,951	8,951
Proposed Bridge	20,256	20,256	20,256
SR 2 south of SR 193	15,052	15,052	15,052
SR 2 between SR 193 and CR 11	16,014	17,810	17,810
SR 2 between CR 11 and CR 7	11,361	11,361	23,854
SR 2 north of CR 7	10,827	10,827	10,827
SR 193	10,380	10,380	10,380

Alternative Corridor 1

The location of the Alternative Corridor 1 bridge roughly aligns with the existing signalized intersection of WV-2 and WV-193, creating a through movement between WV-193 and the proposed bridge. The concept drawing for Alternative Corridor 1 is shown in Figure 5-12. The major movements from the bridge are expected to be through between the bridge and WV-193, at approximately 4,200 vehicles per day; and between the bridge and northward along WV-2, at approximately 5,000 vehicles per day. WV-193 will require multiple through lanes to and from the bridge approaches. A southbound right-turn lane and an exclusive eastbound left-turn lane will also be needed to accommodate the movements to and from WV-2 to the north. The existing two-lane cross-section along WV-2 should be sufficient to handle the anticipated AADT of 16,014 vehicles per day.

Due to the required elevation of the bridge and the required tie-downs, the bridge would span the Robert Newton Airport. Low-density residential and commercial/industrial uses within this alignment would also be associated with impacts requiring consideration. The location of the ramp termini with SR-7 is within one-fourth mile of Fairview Elementary School, which may add traffic impacts. The Alternative 1 bridge location will require impacts on several different land uses; however, the impacts on the existing roadway network are expected to be minimal.

Alternative Corridors 2 and 3

The impact of these two alternatives are similar. Alternative 2 connects SR-7 in Ohio with WV-2 at Big Seven Mile Road (CR-11) in West Virginia along the southern border of the Riviera Country Club. The concept drawing for Alternative Corridor 2 is shown in Figure 5-9. The volumes on SR-7 and WV-2 south of the proposed bridge increase for Alternative 2. The major through movement expected with Alternative 1 between the proposed bridge and WV-193 becomes turning movements between WV-193 to the east and WV-2 to the north. The turning movements between WV-2 and WV-193 may increase by 200-350 vehicles per hour during the peak hours. The existing intersection would likely require additional southbound left-turn storage or dual left-turn lanes and additional westbound right-turn storage or a free-flow right-turn movement.

The increased volumes (now 17,810 vehicles per day) between WV-193 and the Alternative 2 bridge terminus with WV-2 exceed the maximum capacity threshold of a two-lane facility. A four-lane section should be considered for this approximate half-mile segment. The projected traffic for SR-7 south of the proposed bridge location also increases for Alternative 2. The AADT is anticipated as 20,546 between SR-6 and/or CR-107 and the proposed crossing. This increased traffic on SR-7 would necessitate a four-lane section for this approximate ½-mile segment.

As the bridge ties into WV-2, the southern border of the Riviera Country Club and the low- density residential located along Cox Landing Road will be affected.

Alternative 3 connects SR-7 in Ohio to WV-2 at Nine Mile Road (CR-7) in West Virginia. The concept drawing for Alternative 2 is shown in Figure 5-7. The projected 2040 traffic on WV-2 north of CR-11 becomes 23,854. The bridge would cross over existing wetlands in West Virginia. The impact of Alternative 3 is similar to Alternative 2 but the location further to the north would necessitate four-lane improvements on both WV-2 and SR-7 for approximate 1.25-mile segments, and the land-use impact of Alternative 3 is with wetlands. The Alternatives 2 and 3 bridge alignments may have less land-use and/or environmental impacts than Alternative 1; however, due to the additional traffic along both SR-7 and WV-2, the impacts to the existing roadway network are expected to be greater.

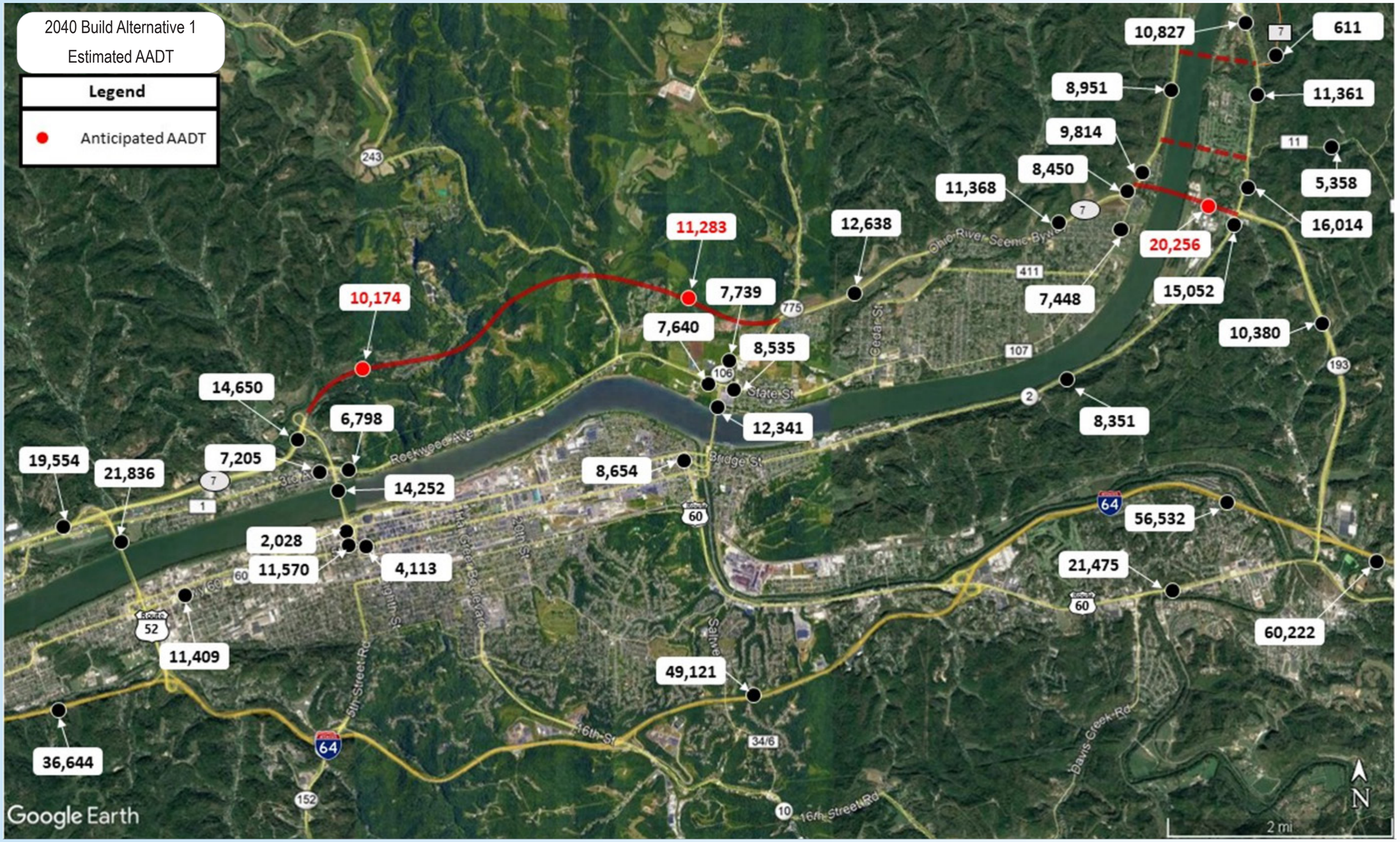


Figure 5-9: Alternative Corridor 1 Location and Anticipated AADT.

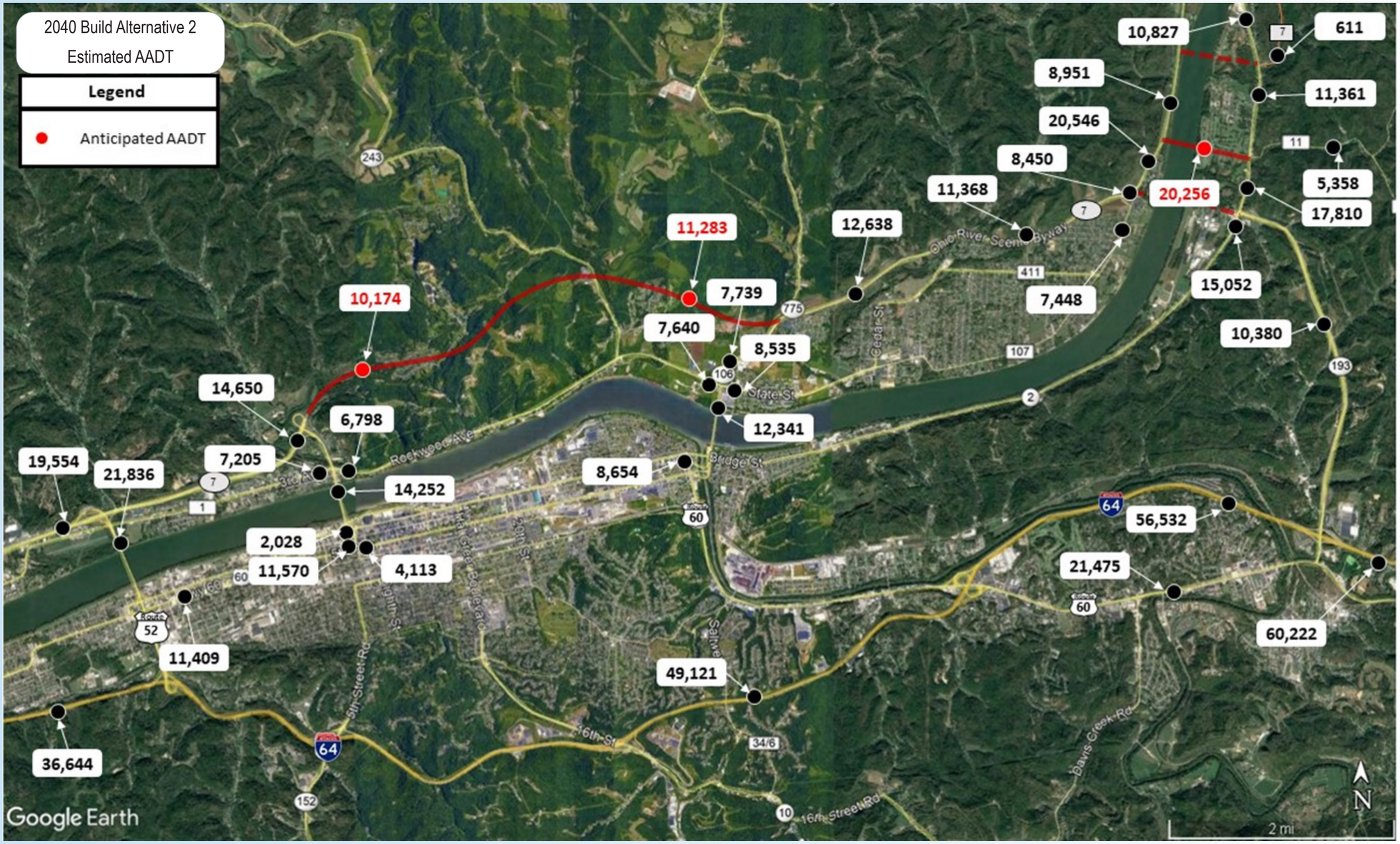


Figure 5-10: Alternative Corridor 2 Location and Anticipated AADT.

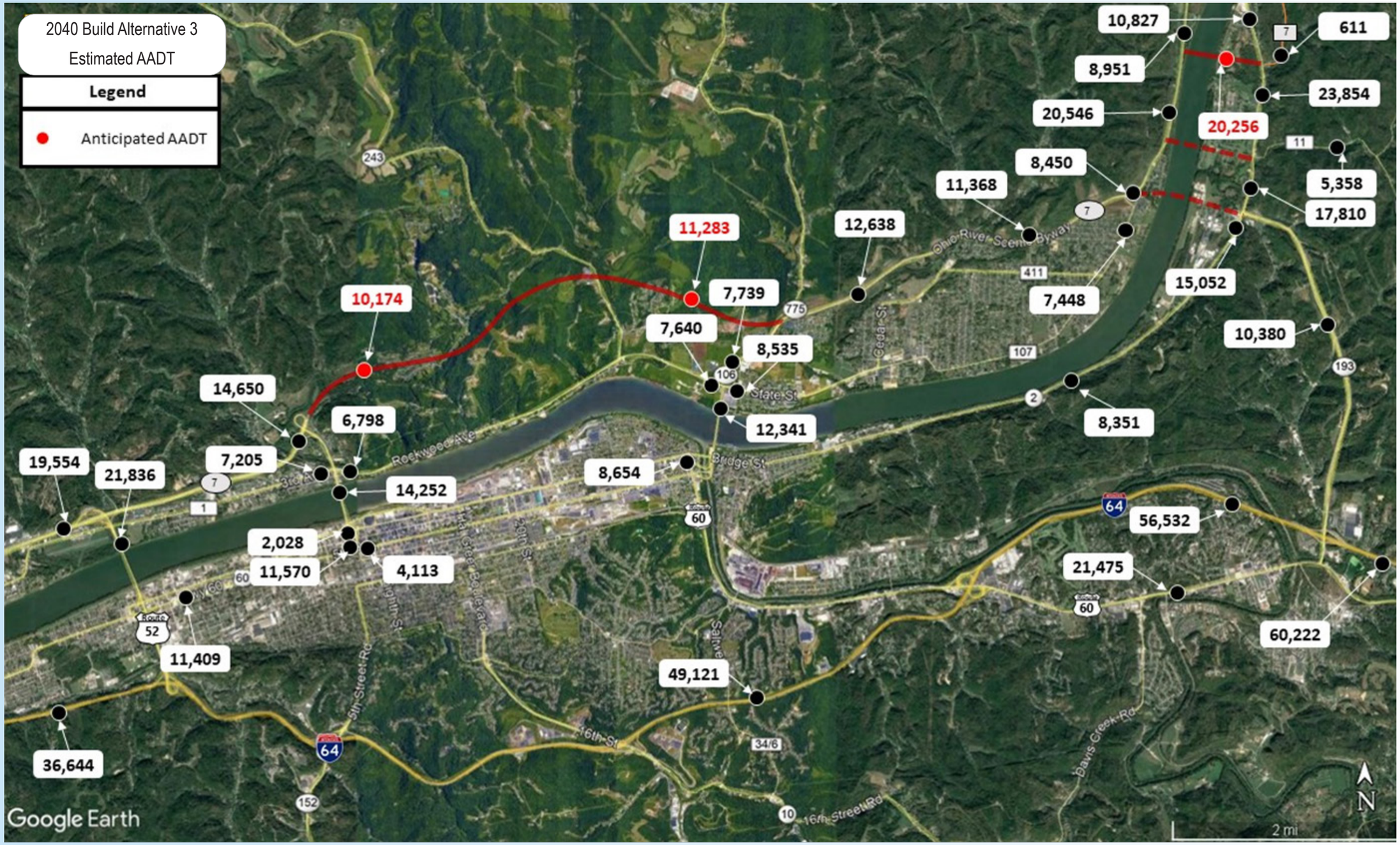


Figure 5-11: Alternative Corridor 3 Location and Anticipated AADT.

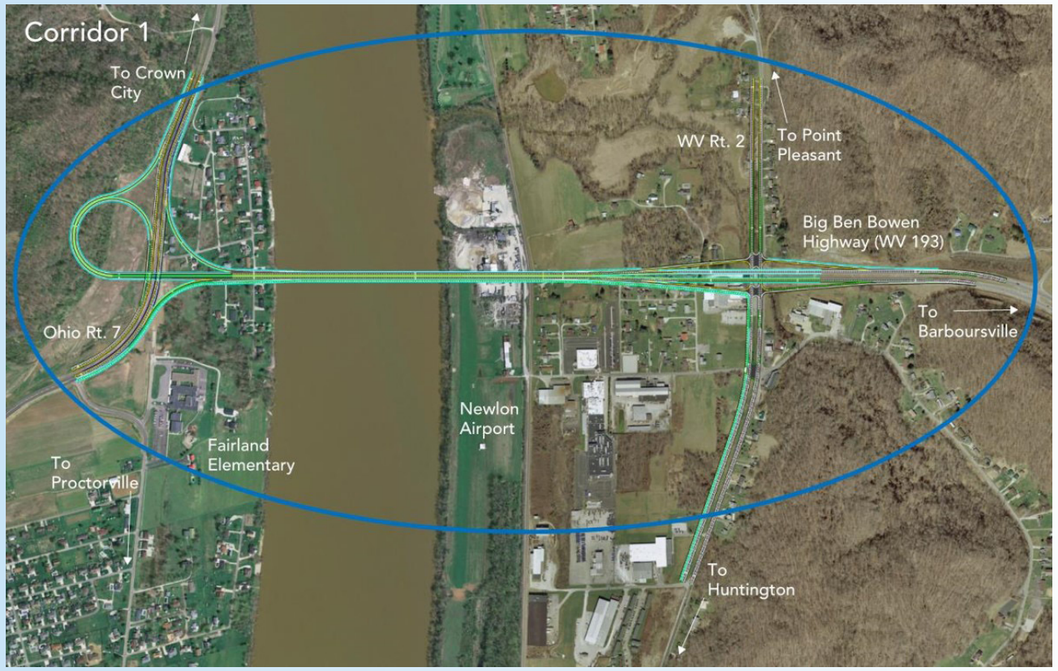


Figure 5-12: Corridor 1 Concept.

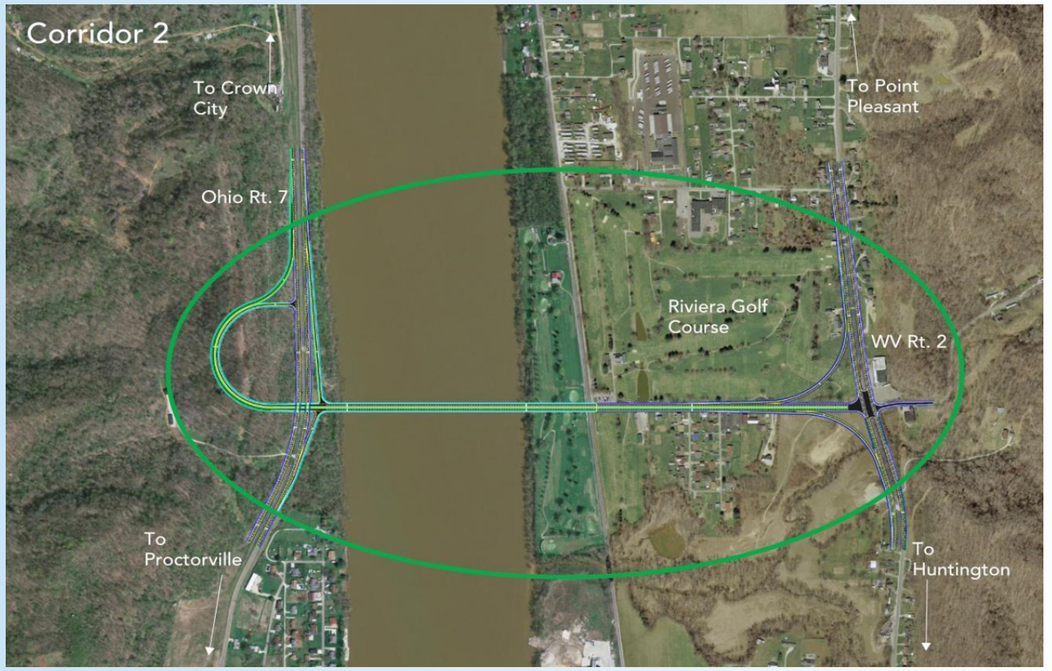


Figure 5-13: Corridor 2 Concept.

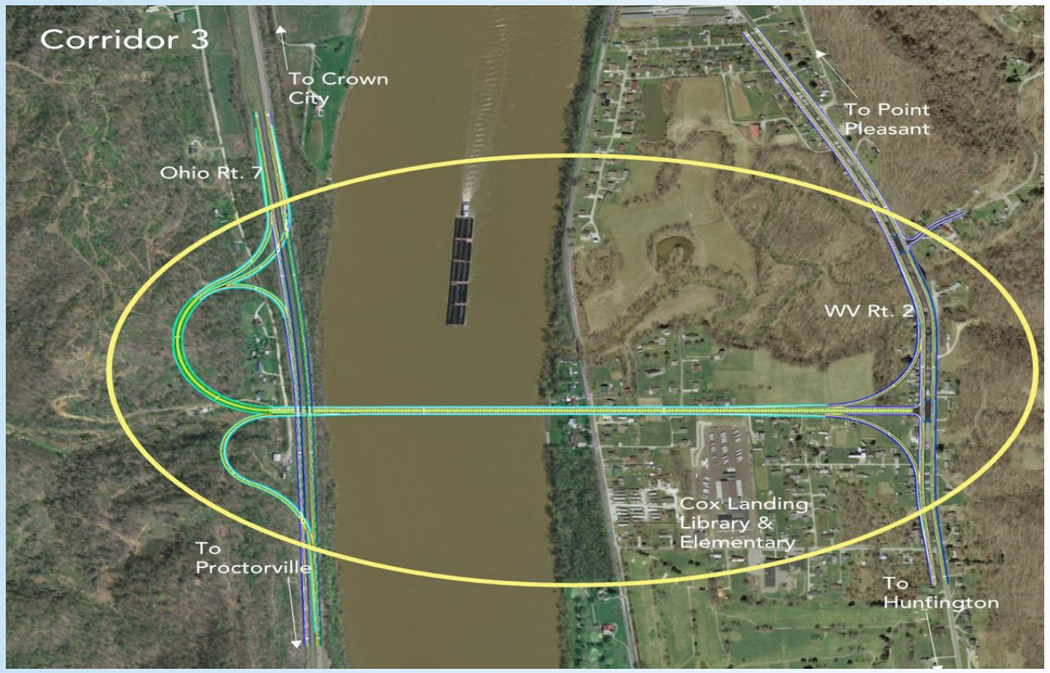


Figure 5-14: Corridor 3 Concept.

6.0 Design Considerations

6.1 Design Guidelines

A variety of local, state, and federal guidelines must be considered in the full design of this project. Table 6-1, shown below, highlights a summary of these requirements.

Criteria	Value	Source	Corridor 1	Corridor 2	Corridor 3
Roadway					
Terrain Type	Mountainous		✓	✓	✓
Minimum Design Speed (mph)	55	AASHTO 2011 (6th Edition), CH 7.2	✓	✓	✓
Number of Lanes	4	AASHTO 2011 (6th Edition), CH 7.2	✓	✓	✓
Minimum Width of Traveled Way (ft)	24	AASHTO 2011 (6th Edition), Table 7-3	✓	✓	✓
Shoulder Width (ft)	8	AASHTO 2011 (6th Edition), Table 7-3	✓	✓	✓
E Max (%)	8	AASHTO 2011 (6th Edition), CH 3	✓	✓	✓
Minimum Radius (ft)	960	AASHTO 2011 (6th Edition), Table 3-10b	✓	✓	✓
K (crest)	114	AASHTO 2011 (6th Edition), Table 3-34	✓	✓	✓
K (sag)	115	AASHTO 2011 (6th Edition), Table 3-36	✓	✓	✓
Horizontal Clearance (ft)	20	AASHTO Roadway Design Guide	✓	✓	✓
Maximum Grade (%)	6	AASHTO 2011 (6th Edition), Table 7-2	✓	✓	✓
Exit Ramp Design Speed (mph)	40	AASHTO 2011 (6th Edition), Table 10-1	✓	✓	✓
Exit Ramp Pavement Width (ft)	22	AASHTO 2011 (6th Edition), Table 3-28b	✓	✓	✓
Bridge					
Bridge Design Loading	HL-93 LRFD	WVDOH BDM ODOT BDM	✓	✓	✓
Bridge Shoulder Width (ft)	4	AASHTO 2011 (6th Edition), CH 7.25	✓	✓	✓
Minimum Vertical Clearance over Highway (ft)	16.5	AASHTO 2011 (6th Edition), CH 7.35 / WVDOH DD 60	✓	✓	✓
Minimum Vertical Clearance over Railroad (ft)	23	WVDOH BDM CSX Guide	✓	✓	✓
Minimum Horizontal Clearance over Railroad (ft)	25	WVDOH BDM CSX Guide	✓	✓	✓
Minimum Vertical Clearance over River (ft)	69	US Coast Guard Guidance CI for Ohio River	✓	✓	✓
Minimum Horizontal Clearance over River (ft)	Approximately 900	US Coast Guard Guidance CI for Ohio River	✓	✓	✓
One-way Bicycle Shoulder Width (ft)	5	AASHTO Bicycle Guide 2012	✓	✓	✓
Two-way Shared Path Use Width	10	AASHTO Bicycle Guide 2012, WVDOH DD-813	✓	✓	✓

6.2 Approach Roadways

Several typical sections should be considered for this project. The typical sections include two-lane, four-lane, and potential multi-modal accommodations. Further depictions of the various typical sections can be found in Appendix C. For the purposes of cost estimations and impacts, a four-lane typical section in accordance with the design parameters was considered.

Typical Sections

Several typical sections were considered for this project. The typical sections include two-lane, four-lane, and potential multi-modal accommodations. Further depictions of the various typical sections can be found in Appendix C. For the purposes of cost estimations and impacts, a four-lane typical section in accordance with the design parameters was considered. Figure 6-1 illlustrates the typical considered for feasibliity, impact, and costs. Further depictions of the various typical sections considered can be found in Appendix C.

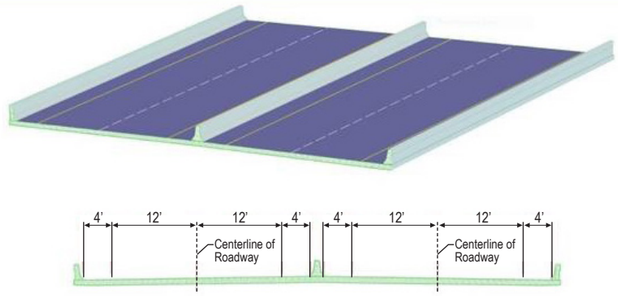


Figure 6-1: Typical 4-lane sections considered.

6.3 Conceptual Corridor Alignments

As has been previously discussed, three alternative corridor locations were selected. Several locations for potential horizontal and vertical alignments were considered; however, for the purposes of this study, a conceptual alignment was chosen within each corridor to determine feasibility and potential impacts and costs. During the next phase of this potential project, a more refined analysis of alternative horizontal and vertical alignments will be practical.

Considering the previously mentioned design standards, the vertical alignment is the most constraining part of geometric design. Horizontally, Corridor 1 allows the shortest and most direct connection between WV-193 and SR-7. Corridors 2 and 3 would likely require an upgrade of existing WV-2 and SR-7 to accommodate four lanes of traffic. Another viable horizontal alignment option within a reasonable portion of Corridor 2, not considered in this report, would be the realignment of existing WV-193 to eliminate an intersection with WV-2. Meeting navigational, railroad, and highway vertical clearance requirements was a large factor in determining the feasibility of each conceptual alignment. Due to the proximity of SR-7 to the Ohio River, it was assumed that a flyover bridge would be needed with return radii.

Plan and profile details for each conceptual alignment is found in Appendix C.

6.4 Structure Considerations

The structure types for this project will likely involve traditional girder bridges for approach spans and approach ramps while the span over the main river will be a special type. The horizontal clearance envelope for the main span will be approximately 900 feet. However, a Coast Guard simulation will be required before a final clearance envelope will be decided.

The two most recent WVDOT Ohio River crossings upstream of this project have used a tied-arch bridge system for the main span. Blennerhassett Island Bridge, just west of the city of Parkersburg, WV on US-50, was open to traffic in 2008. Also, the

Wellsburg Bridge, located north of Wheeling, WV, is currently under construction and has also been bid as a tied-arch bridge by the selected contractor. The most recent ODOT Ohio River crossing downstream is the Ironton-Russel bridge which uses a cable-stayed main span of 900 feet. The aforementioned East Huntington Bridge is a cable-stayed bridge with a main span clearance of just under 900 feet. Less likely but still possible is the class steel bridge. Figures 6-1 through 6-3 illustrate the various main span possibilities.

Main Span Options: Figures 6-1 through 6-3

Figure 6-2: Tied-Arch Bridge

Figure 6-2: Cable-Stayed Bridge

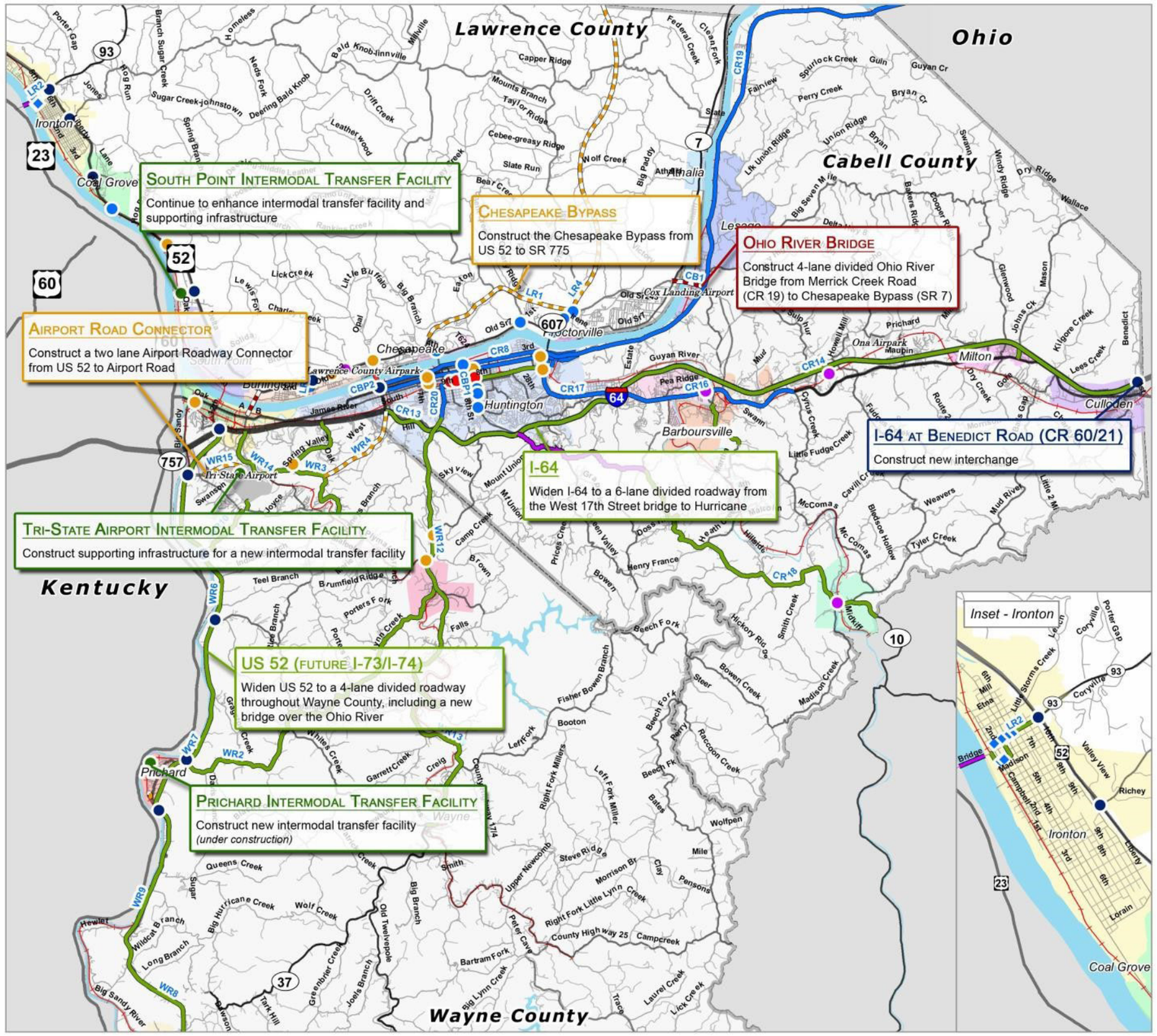
Figure 6-3: Steel Truss Bridge

6.5 Geotechnical Considerations

No in-depth geotechnical analysis was completed as part of this study. However, a couple of issues were brought up at the stakeholders' meetings that should be noted. One issue is several low-lying areas exist on the WV-2 side of the river that are likely to have poor soils and make construction of approach roadways or bridges very difficult. Also, representatives of ODOT brought up the fact that a multi-million-dollar change order was required on part of the Chesapeake Bypass portion of SR-7 during construction due to the poor rock and soil conditions. The risk factor was considered in the cost estimates developed in Chapter 7 should substantial four-lane widening be required for alignments within Corridors 2&3.

6.6 Multi-modal Mobility Considerations

As mentioned earlier in this report, a multimodal use facility may well be needed to fulfill the Purpose and Need of this project. Several potential typical sections are shown in Appendix C that would satisfy this requirement. One method to safely accommodate bicycles is a shared use lane with additional shoulder. However, for the ultimate four-lane build, shared lanes are not allowed, and a pedestrian/cyclist shared use or multimodal dedicated lane would be more appropriate. The cost estimates developed do not reflect a dedicated multimodal path at this time.



2040 Metropolitan Transportation Plan
KYOVA INTERSTATE PLANNING COMMISSION
BRIDGING THE GAP IN REGIONAL TRANSPORTATION

Figure 7.3

Freight, Maritime, & Rail Recommendations

- Committed Improvements
- Interchange Improvements
- Intersection Safety Improvements
- Intersection Operation Improvements
- Intersection Operation Improvements
  - Ironton (Committed)
- Viaduct Improvements
- Intermodal Facility Improvements
- Committed
- Roadway New Location
- Roadway Widening
- Multimodal/Downtown Improvements
- Bridge Construction
- Bridge Replacement

Figure 6-4: The 2040 Metropolitan Transportation Plan, Freight, Maritime & Rail Recommendations

7.0 Cost Estimation Methodology

For the purposes of this study, net present values were used to estimate cost comparisons for the various Corridors. As with other items within the Evaluation Matrix, the construction and right-of-way costs are based on a four-lane design. However, for the construction costs only, a cost was determined for a two-lane design and is shown for information purposes only.

7.1 Right-of-Way and Utility Costs

The right-of-way and utility estimate for each conceptual corridor alignment was calculated very conservatively. Businesses were looked at individually based upon assessed values available from public tax records. The values for each business were increased 20percent to account for relocation costs. The one parcel of land that is a large area of unknown as this project moves to the next stages is Robert Newlon Airport. Location of a new bridge within either Corridor 1 or 2 will likely render the business inoperable and relocation of such a business could be very difficult due to the unique nature of the land and surrounding clearances required.

A large majority of the acquisition will occur in residential areas. Due to the large number of residences and difficulty in finding public tax records, generic values were used for land and for residential relocations. In the next phase of this project, multiple alignments can be studied and balanced with additional construction costs while avoiding as many residence as possible. During the public meeting, several citizens inquired about their homes and the proximity to the potential new road. It should be noted at the time of this study, neither Ohio or West Virginia DOT have a policy on proximity damages for residents or businesses. However, several inverse condemnations have been filed in the past in just such cases and must be considered a possibility in any conservative estimates of right-of-way cost for the future.

Utility relocations will be required on any alignment that is ultimately decided on for this project. For estimation purposes, only water and sewer relocation cost were considered due to them being the most likely major reimbursable utilities involved. Table 7-1 further illustrates how the estimated amount was obtained.

Table 7-1 Right-of-Way and Utility Cost Breakdown

Parcel Number / Address / Owner		Corridor 1		Corridor 2		Corridor 3
	Number		Number		Number	
Land (200-foot buffer) in acres	28	$252,000	52	$468,000	21	$900,000
Residential Relocations	87	$15,660,000	39	$7,020,000	99	$17,820,000
Airport	1	$659,000	1	$659,000	0	-
Riviera Golf Course	0	-	1	$540,000	1	$540,000
Service Machine	1	$1,260,000	1	$1,260,000	1	$1,260,000
First State Bank	0	-	1	$299,000	1	$299,000
Kingdom Energy	1	$338,000	0	-	0	-
Fairland East Elementary School	0	-	0	-	0	-
Major Reimbursable Utilities						
Sewer Relocations in LF	400	$260,000	400	$260,000	400	$260,000
Water Relocations in LF	800	$520,000	5400	$3,510,000	10200	$6,630,000
Total:		$18,949,000		$14,016,000		$27,709,000

7.2 Construction Costs

Estimated construction costs were calculated by beginning with rough measurements obtained from the conceptual alignments for each corridor. The likely length of approach roadways, approach span bridges, and the main span bridge were calculated. Using an estimated price-per-square-yard (SY) and typical sections widths obtained from design criteria, the calculation for the mainline portion was complete. Should Ohio River Bridge be built within Corridor 2 or Corridor 3, an upgrade to existing WV-2 and SR-7 will be necessary. The cost analysis for the upgrade portion was a little less complex and used Florida Department of Transportation Long Range Estimation as a generic guide. Also, after multiple stakeholder comments, the excavation on the Ohio side of the river was treated as its own completely separate item and given a value of its own based on recent problems experienced on the construction of the Chesepeake ByPass. For the majority of area within Corridors 2 and 3, any widening or reconstruction of SR-7 would have substantial excavation into an area known to be prone to slides and poor existing rock conditions. Although Corridor 2 would require the aforementioned upgrades, it appears comparable to Corridor 1 in overall construction cost. Corridor 3 appears to have the highest construction cost and would also have the highest risk due to the long upgrade of SR-7 that would be required. Table 7-2 further illustrates the breakdown and methodology.

Table 7-2: Construction Cost Estimation

Ohio River Bridge Construction Cost Estimate Data									
Lengths	**Approach Roadway**	**Additional Ohio**	**WV-2 Upgrade**	**OH SR-7 Upgrade**	**1 Lane RDY Ramps**	**WV App.**	**Main Span**	**Ohio App.**	**1 Lane BR. Ramps**
Corridor 1	560	N/A	0	0	3350	1560	910	1260	840
Corridor 2	1240	N/A	2700	2700	3080	1650	900	635	840
Corridor 3	1100	N/A	5100	5100	1490	1565	900	805	1310
Corridor 1 Shared Use	560	N/A	0	0	3350	1570	910	1270	840
2 Lane Widths (ft)									
Corridor 1	44	N/A	N/A	N/A	26	34.5	34.5	34.5	28.25
Corridor 2	44	N/A	N/A	N/A	26	34.5	34.5	34.5	28.25
Corridor 3	44	N/A	N/A	N/A	26	34.5	34.5	34.5	28.25
Corridor 1 Added Multimodal Use	44	N/A	N/A	N/A	26	45.75	45.75	45.75	28.25
Unit Cost / SY									
Reduce 10% for multimodal bridges	$249	N/A	N/A	N/A	$249	$2,700	$10,350	$3,600	$3,600

2 Lane Bridge and Approach Roadways										
Total Cost	**Roadway**	**Additional Ohio**	**WV-2 Upgrade**	**OH SR-7 Upgrade**	**1 Lane RDY Ramps**	**WV App.**	**Main Span**	**Ohio App.**	**1 Lane BR. Ramps**	**Construction Estimate**
Corridor 1	$681,707	$0	$0	$0	$2,409,767	$16,146,000	$36,104,250	$17,388,000	$9,492,000	$82,222,000
Corridor 2	$1,509,493	$3,426,136	$818,182	$818,182	$2,215,547	$17,077,500	$35,707,500	$8,763,000	$9,492,000	$79,828,000
Corridor 3	$1,339,067	$6,471,591	$1,545,455	$1,545,455	$1,071,807	$16,197,750	$35,707,500	$11,109,000	$14,803,000	$89,791,000
Corridor 1 Added Multimodal Use	$818,048	$0	$0	$0	$2,891,720	$19,393,425	$43,089,638	$20,916,900	$9,492,000	$96,602,000

4 Lane Bridge and Approach Roadways										
Total Cost	***Roadway****	**Additional Ohio**	**WV-2 Upgrade**	**OH SR-7 Upgrade**	**1 Lane RDY Ramps**	***WV App.****	***Main Span****	***Ohio App.****	**1 Lane BR. Ramps**	**Construction Estimate**
Corridor 1	$1,227,072	$0	$0	$0	$2,409,767	$29,062,800	$64,987,650	$31,298,400	$9,492,000	$138,500,000
Corridor 2	$2,717,088	$6,136,364	$4,090,909	$4,090,909	$2,215,547	$30,739,500	$64,273,500	$15,773,400	$9,492,000	$139,500,000
Corridor 3	$2,410,320	$11,590,909	$7,272,273	$7,272,273	$1,071,807	$29,155,950	$64,273,500	$19,996,200	$14,803,000	$158,800,000
Corridor 1 Added Multimodal Use	$1,472,486	$0	$0	$0	$2891,720	$34,908,165	$77,561,348	$37,650,420	$9,492,000	$164,000,000

Notes:
Two-lane widths have been multiplied by 1.8 to obtain the 4-lane estimates. Lengths estimated from Appendix C engineering drawings.

Sources:
WVDOT average bid prices; Florida DOT long-range estimator.

Total Construction Cost Estimates ($)		
Corridor	**2 Lane**	**4 Lane**
Corridor 1	82,222,000	138,500,000
Corridor 2	85,828,000	139,500,000
Corridor 3	95,791,000	158,800,000
Corridor 1 Added multimodal use	96,602,000	164,000,000

Ohio River Roadway Construction Cost Estimate Data			
Roadway	**Assumption**		**SY Price**
Asphalt	12-inch asphalt	12*110 / 2000*$150 =	$99
Stone	6-inch stone / subgrade	12 / 36*$50 =	$17
Excavation/fill	10-foot fill	20 / 3*$15 =	$50
Drainage	10%		$16.60
Traffic	20%		$16.72
Miscellaneous	30%		$49.80
		Total:	$249

Ohio River Bridge Construction Cost Estimate Data			
Bridge	**Assumption**		**SY Price**
WV Approach	$350 / SF	350*9 =	$3,150
Main Span	$1150 / SF	1150*9 =	$10,350
Ohio Approach	$400 /SF	400*9 =	$3,150

Upgrade of WV-2 and SR-7 as Needed for 4-Lane or 2-Lane Improvement		
Upgrade		**Cost Per Mile**
4-lane upgrade		$8 million
2-lane improvements	Widening / Shoulders	$2.6 million
Additional SR-7 Excavation (based on stakeholder comments)		$12 million

8.0 Environmental Analysis

The environmental analysis for this study focuses on the relative area involving the three alternative Ohio River crossing corridors. The analysis is derived from available data, a site survey, and stakeholder and public outreach efforts. The intent of the analysis is to identify potential fatal flaws related to the social, natural, and physical environments. This information is intended to support informed decision making in selection of a recommended alternative corridor, which would then advance into more detailed engineering and environmental analysis.

Study Area Setting

The study area is split by the Ohio River: with Rome Township, Lawrence County, Ohio to the west; and Cabell County, West Virginia to the east. All properties within the study area are unincorporated. The river corridor is populated along its floodplain, which is flanked on both sides by the wooded plateaus of the Appalachian Mountains.

- **Western Bank:** The Ohio River's floodplain is relatively narrow along the western bank (varying 80 feet to 1,000 feet in width through the study area), with a small residential community and school toward the south and sparsely populated residential and agricultural uses toward the north end of the study area. The primary north-south road serving the area is SR-7, a two-lane facility bordering the western limits of the floodplain. Beyond the floodplain the terrain climbs into the wooded, sparingly inhabited hillside. An electric utility easement cuts across the hillside, running roughly parallel to SR-7.

- **Eastern Bank:** The Ohio River's floodplain is wider along the eastern bank and varies from 500 feet to 2800 feet wide through the study area. A single-track railroad traverses north-south through study area, offset 150 feet to 700 feet from the east riverbank. Light industrial businesses, an air field/restaurant, and Seven Mile Creek are located to the south; a residential community with churches, a library and a golf course/country club are located through the center of the study area; and Nine Mile Creek and a small community named Lesage exist to the north. The primary north-south road serving the area is WV-2, a two-lane facility bordering the eastern limits of the Ohio River's floodplain.

8.1 Physical Environment

Wetlands & Waterbodies

Wetlands

Wetlands were identified within the project study area using data from the United States Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) Mapper. The United States Environmental Protection Agency (USEPA) defines a wetland as an area where water covers the soil or is present either at or near the surface of the soil all year or for varying periods of time during the year, including the growing season. Three mandatory criteria are used to designate an area as wetland: hydrophytic vegetation, hydric soils, and wetland hydrology.

Review of the USFWS NWI Mapper identified 28 wetlands within the study area. These wetlands consist of riverine, freshwater emergent, freshwater forested/shrub, and freshwater pond wetlands. The majority of the wetlands are aligned with known streams in the area or are located adjacent to streams flowing to the Ohio River. A few wetlands are freshwater ponds located within the Riviera Country Club property or along Riviera Drive.

- **Corridor 1:** Based on the NWI Wetland Mapper tool, approximately 7.49 acres of wetlands are located within the Corridor 1 study area; however, no wetlands are located within the conceptual design alignment within Corridor 1.

- **Corridor 2:** Based on the NWI Wetland Mapper tool, approximately 7.31 acres of wetlands are located within the study area for Corridor 2; while 0.342 acre of wetlands are located within the conceptual design alignment within Corridor 2.

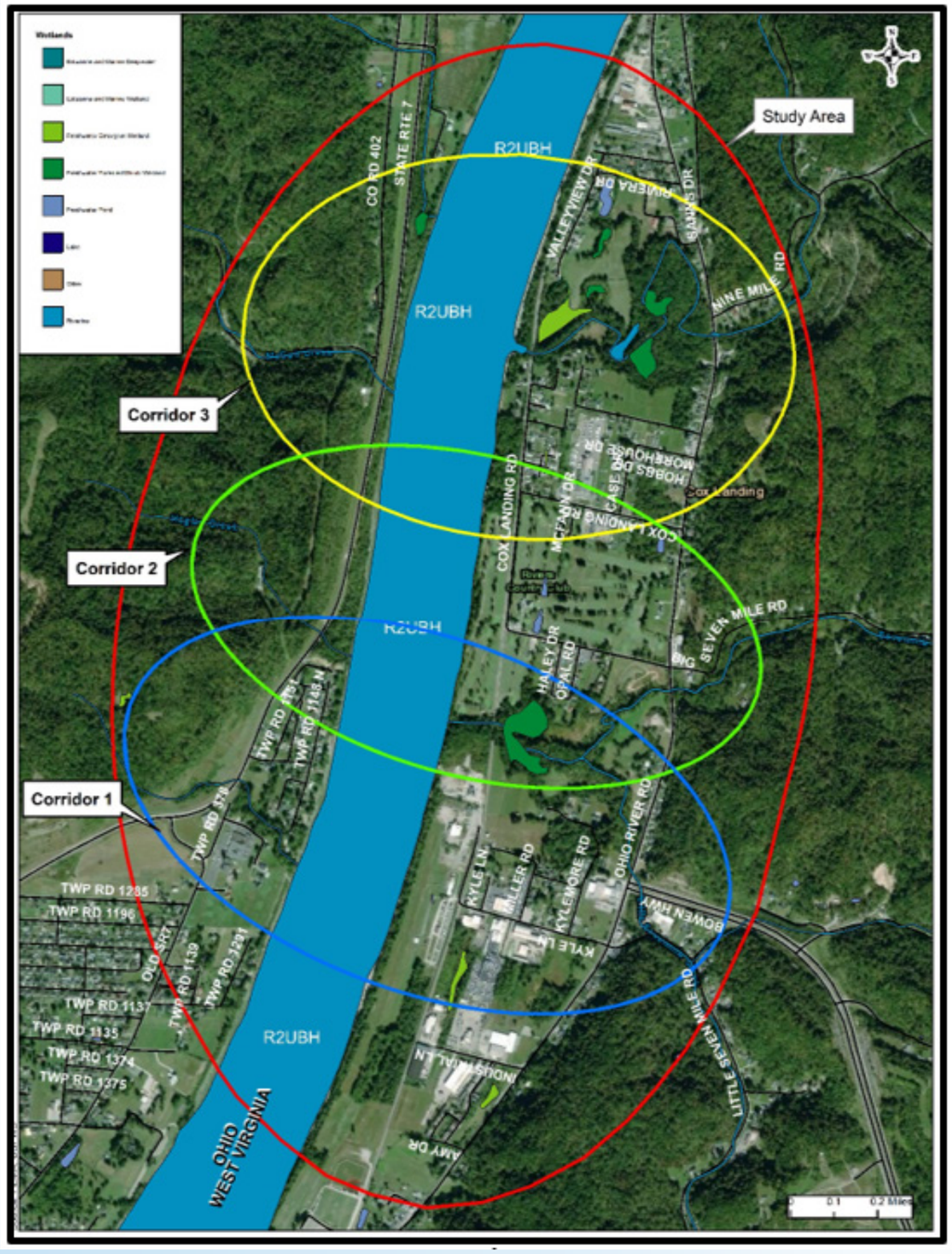


Figure 8-1: Study Area Map.

- **Corridor 3:** Based on the NWI Wetland Mapper tool, approximately 11.16 acres of wetlands are located within the study area for Corridor 3; while 0.17 acre of wetlands are located within the conceptual design alignment within Corridor 3.

- **No-Build:** The No-Build alternative would not anticipate new impacts to existing wetlands.

For the purpose of this report, impacts to riverine wetlands (which align with known streams) will be discussed within the waterbodies section below.

Waterbodies

Based on review of the United States Geological Survey (USGS) StreamStats interactive mapping tool and USFWS NWI data, several streams are located within the study area. Approximately 28,046 linear feet of streams are located within the study area, not including the Ohio River. The Ohio River encompasses approximately 13,595 feet (2.56 miles) and 395 acres of the study area. No lakes are located within the study area.

- **Corridor 1:** Approximately 10,335 linear feet of streams are located within the study area of Corridor 1. Including the Ohio River, approximately 5,500 linear feet of streams are located within the Corridor 1 conceptual design alignment.

- **Corridor 2:** Approximately 8,497 linear feet of streams are located within the study area of Corridor 2. Including the Ohio River, approximately 3,579 linear feet of streams are located within the Corridor 2 conceptual design alignment.

- **Corridor 3:** Approximately 9,616 linear feet of streams are located within the study area of Corridor 3. Including the Ohio River, approximately 7,234 linear feet of streams are located within the Corridor 3 conceptual design alignment.

- **No-Build:** The No-Build alternative would not anticipate new impacts to existing waterbodies.

- **Wild and Scenic Rivers:** The Wild and Scenic River Act provides for the protection of certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition. The National Park Service is responsible for reviewing possible impacts to wild and scenic rivers. Based on review of the National Wild and Scenic Rivers System and ODNR, no streams within the study area are designated as National or State Wild and Scenic Rivers.

Floodplains

Floodplains and floodways are established by the Federal Emergency Management Agency (FEMA) and are shown on Flood Insurance Rate Maps (FIRM). FEMA-FIRM maps of the study area were examined for the presence of Special Flood Hazard Areas (SFHA).

FEMA defines SFHA as land area covered by the floodwaters of the base flood. The SFHA is the area where the National Flood Insurance Program's floodplain management regulations must be enforced and the area where the mandatory purchase of flood insurance applies.

Based on review of FEMA-FIRM mapping, all corridors are located within SFHAs. See the FEMA-FIRM Map for more information.

All corridors fall within both a 100-year floodplain and 500-year floodplain. The 100-year floodplain (shown in blue-green) represents the area within a floodplain that has an annual 1 percent chance of flooding. The 500-year floodplain (shown in brown) represents the area within a floodplain that has an annual 0.2 percent chance of flooding.

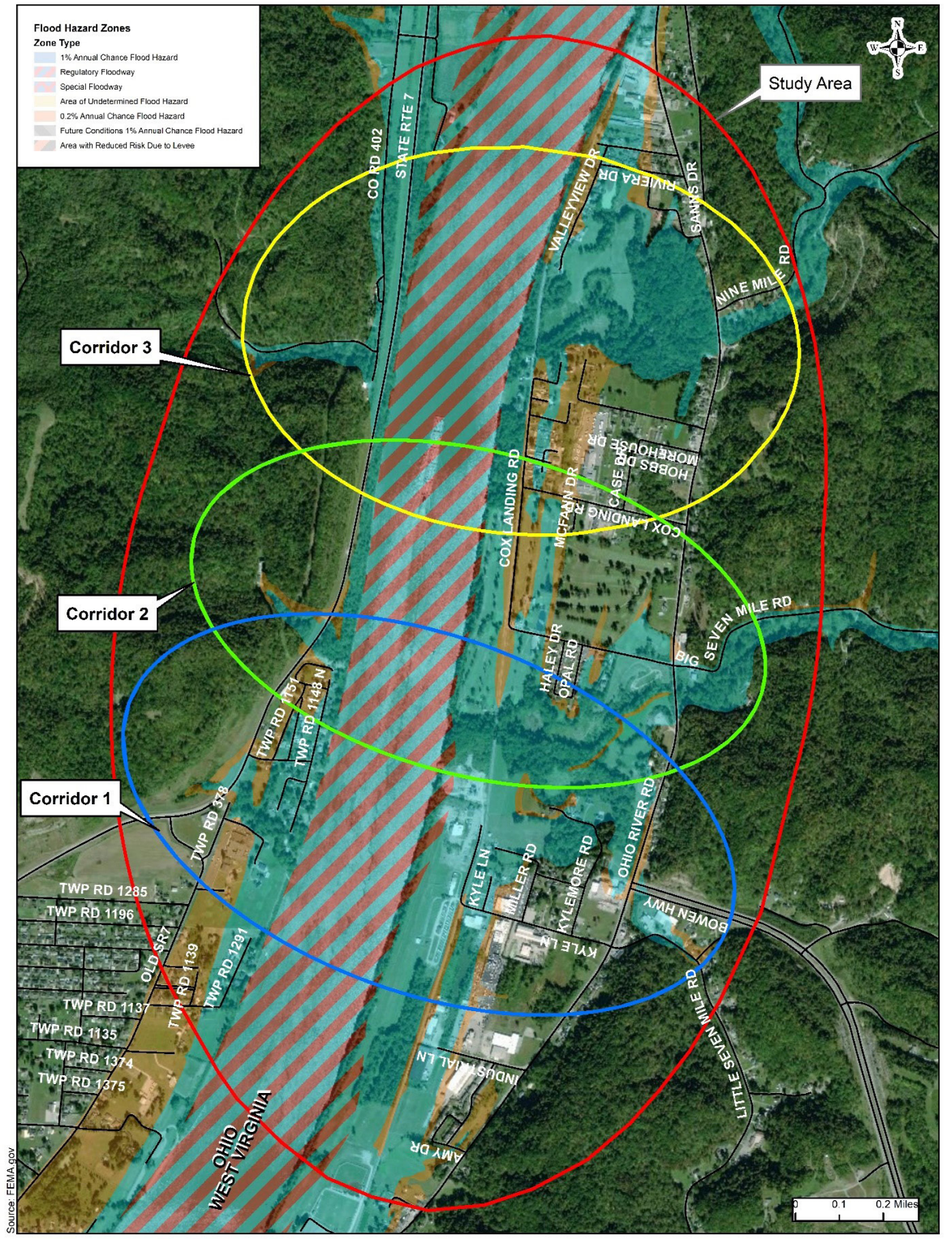


Figure 8-2: Floodplains.

All three of the conceptual design alignments are located within SFHAs. Therefore, floodplain impacts are not deemed to be a primary deciding factor in the selection of a recommended corridor.

Wildlife & Habitat

Flora and Fauna

The study area is located within an ecoregion which consists of temperate broadleaf and mixed forests on the Western Allegheny Plateau. This ecoregion is approximately 72 percent forest and 23 percent agriculture. The forests are comprised mostly of mixed oak and mixed temperate forests. Common native plant species for this region include:

- *Acer rubrum* (red maple)
- *Betula alleghaniensis* (yellow birch)
- *Betula nigra* (black birch)
- *Fagus grandifolia* (American birch)
- *Fraxinus Americana* (white ash)
- *Diervilla lonicera* (northern bush honeysuckle)
- *Pinus strobus* (white pine)
- *Populus grandidentata* (big-tooth American aspen)
- *Prunus pensylvanica* (pin cherry)
- *Prunus serotine* (black cherry)
- *Tsuga canadensis* (hemlock)

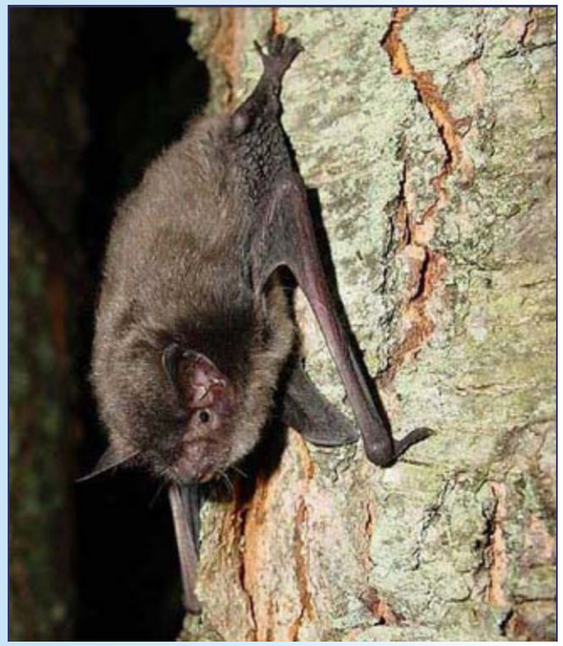


Figure 8-3: Indiana Bat. *This species of bat is endangered in both Ohio and West Virginia. Photo: Adam Mann.*

Mammals within the study area include species which inhabit deciduous forests, hillsides and developed areas. Common mammals within the study are include:

- *Odocoilues virginianus* (Whitetail deer)
- *Tamias striatus* (Eastern Chipmunk)
- *Procyon lotor* (Raccoon)
- *Mephitis mephitis* (Skunk)
- *Marmota monax* (Woodchuck)
- *Didelphis virginiana* (Virginia Opossum)
- *Mustela frenata* (Long-tailed Weasel)
- *Mus musculus* (House mouse)
- *Glaucomys Volans* (Southern Flying squirrel)
- *Sylvilagus floridanus* (Eastern Cottontail rabbit)
- *Urocyon cinereoargentus* (Gray fox)
- *Vulpes Vulpes* (Red fox)
- *Tamiasciurus hudsonicus* (Red squirrel)
- *Sciurus carolinensis* (Eastern Gray squirrel)
- Several species of bat

Federally-Listed Species

Federally-Listed Species are granted protection under the Endangered Species Act of 1973, which was designed to conserve threatened and endangered plants and animals and the habitats in which they are found. Any federal action that may impact listed species or their habitats requires review and consultation with appropriate federal and state agencies.

According to the USFWS County Distribution of Federally-Listed Species, seven (7) species are known within Lawrence County, Ohio.

- Indiana bat (*Myotis sodalist*), endangered
- Northern long-eared bat (*Myotis septentrionalis*), threatened
- Fanshell (*Cyprogenia stegaria*), endangered
- Pink mucket pearlymussel (*Lampsilis abrupta*), endangered
- Sheepnose (*Plethobasus cyphyus*), endangered
- Snuffbox (*Epioblasma triquetra*), endangered
- Running buffalo clover (*Trifolium stolonidferum*), endangered

According to the USFWS County Distribution of Federally-Listed Species, seven (7) species are known within Cabell County, West Virginia.

- Red knot (*Calidris canutus rufa*), threatened
- Indiana bat (*Myotis sodalist*), endangered
- Northern long-eared bat (*Myotis septentrionalis*), threatened
- Fanshell (*Cyprogenia stegaria*), endangered

- Pink mucket pearlymussel (*Lampsilis abrupta*), endangered
- Sheepnose (P*lethobasus cyphyus*), endangered
- Snuffbox (*Epioblasma triquetra*), endangered

State-Listed Species

Based on review the July 11, 2019 of the West Virginia Natural Heritage Program, one record for a freshwater mussel bed is located along the left bank of the Ohio River within the study area. Although a freshwater mussel bed was identified within the study area, no known federally-listed species are located within the bed. Federally-listed species have been documented approximately 1-mile downstream of the known mussel bed.

Based on review of the ODNR Natural Heritage Database Program, dated July 3, 2019, one record of a state-listed species is located within Corridor 2 and Corridor 3; Virginia-mallow (Riparіosida hermaphrodita), potentially threatened. The Virginia Mallow occurs in open, moist, sunny to partly-shaded riparian areas, floodplains and bottomlands, usually associated with periodic flooding (Thomas 1979; COSEWIC 2010; Bickerton 2011).

Critical Habitat

The USFWS IPaC Resource List was used to determine critical habitat "trust resources" within the project study area. Based on the inquiry, dated June 12, 2019, there are no critical habitats within the study area.

Tree clearing and in-water work are expected for construction of all three conceptual designs. Therefore, impacts to wildlife and wildlife habitat are anticipated for all three conceptual design alignments.

Farmlands

The United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) defines prime farmland as the land that is best suited to producing food, feed, forage, fiber, and oilseed crops. Prime farmland has the soil quality, growing season, and moisture supply necessary to produce a sustained high yield of crops while utilizing acceptable farming methods.

Of the 18 soil series identified within the study area, 5 of these soil types have been identified by the USDA NRCS as prime farmland soils. These soil series are located on the eastern side of the project area near the bank of the Ohio River within the all three corridors, along SR 193 in Corridor 1, and along Kyle Lane in Corridor 2 (See Exhibit 8.3, Cultivated Crops land use). Construction within the areas containing prime farmland would require additional coordination with the USDA NRCS.

As prime farmland soils are located within all three conceptual design alignments, impacts to farmlands was not deemed to be a deciding factor in the selection of a recommended corridor.

Drinking Water

The Ohio Environmental Protection Agency (OEPA) Source Water Assessment and Protection Program and West Virginia Source Water Assessment and Protection Program aim to protect public water systems from contamination. The programs help public water suppliers protect streams, rivers, lakes, reservoirs and aquifers. Based on information gathered from the OEPA and WV Department of Health and Human Resources (WVDHHR), no sole source aquifers are located within the study area. However, all three corridors contain Public Water Supply Protection Areas, specifically zones of critical concern.

As impacts to drinking water would be similar within each corridor, drinking water is not deemed to be a primary deciding factor in the selection of a recommended corrido

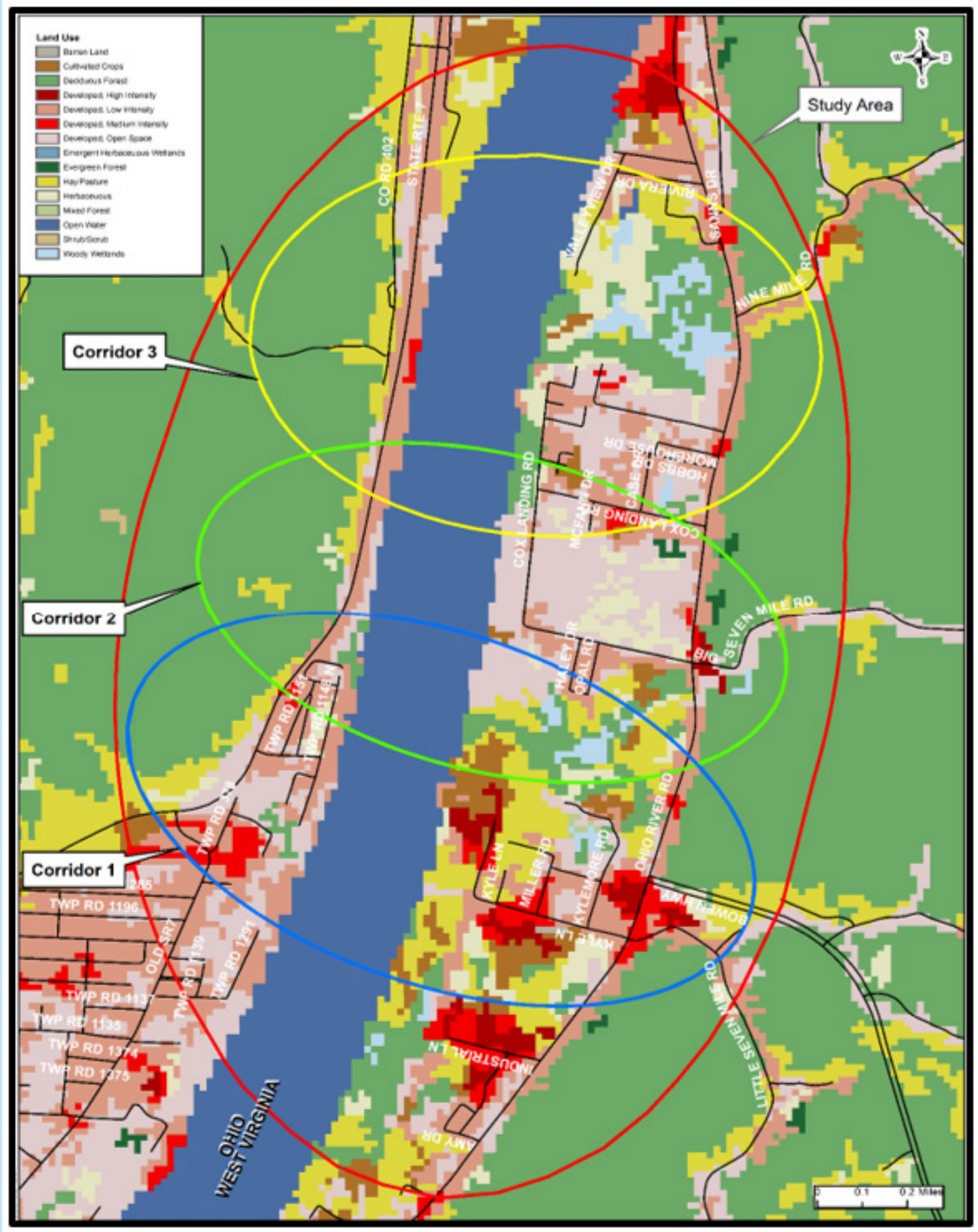


Figure 8-4: Land Use.

Air Quality

In order to comply with the Clean Air Act and National Environmental Policy Act, air quality analyses for the project will include evaluating the project's impact on Mobile Source Air Toxics (MSAT), Particulate Matter (PM2.5) and Ozone (O3). The proposed project is included within the region's long-range plan, the KYOVA 2040 Metropolitan Transportation Plan. Following is a summary of the current air quality status for the project and region.

- **8-hour Ozone:** The project area is located within the Huntington-Ashland airshed for 8-hour Ozone. This area is in attainment for the 2008 8-hour ozone standard.
- **PM2.5:** The project is located within an area of non-attainment for PM2.5 and is subject to project level transportation conformity analysis requirements. West Virginia and Ohio each submitted a maintenance plan and re-designation request for the annual 1997 PM2.5 standard that included a regional insignificance finding. The maintenance plans were approved for both states. In addition, the project area is in an attainment for the 24-hour 2006 PM2.5 standard.
- **MSAT:** Due to the nature of the proposed work and proximity to sensitive land uses, a MSAT analysis will likely be required for the project.

Based on the similar location, proximity to sensitive land uses, and size of each corridor, air quality concerns are not deemed to be primary deciding factors in the selection of a recommended corridor.

Utilities & Railroads

A CSX Inc.-owned-railroad spans all three corridor study areas on the eastern side of the study area. Formerly the Baltimore & Ohio Railroad Co, the railroad connects to the Amtrak Station in Huntington to the west and follows the Ohio River to the east. In Huntington, the Chesapeake and Ohio Railway connected the Atlantic seaboard with the Ohio River Valley, turning the settlement into a bustling city and major rail center.

Overhead utility lines are located throughout the eastern and western sides of the study area and are included within all three corridors. It is assumed utility relocations and coordination with the railroad would be necessary for construction in each of the corridors. Therefore, utilities and railroads are not deemed to be a deciding factor in the selection of a recommended corridor.

8.2 Social Environment

Community Cohesion

Residential development within the study areas consists of the Proctorville and Chesapeake communities in Lawrence County, Ohio, and residential development mainly focused within the Cox Landing area (Cox Landing Road) and along the Kylemore Drive area (southern Lesage region) in Cabell County, West Virginia. These communities are enhanced with additional resources, such as schools, churches, libraries, and government departments.

Corridor 1

The Ohio side of Corridor 1 is largely residential, with a community of approximately 50 homes and Fairland East Elementary School near the corridor's western boundary. The West Virginia side of Corridor 1 is made up of residential and light industrial land uses and includes the Lesage Lyon's Club on Kylemore Road. Approximately 40 homes are located and intermixed with businesses in this community.

Selection of Corridor 1 would likely result in direct impacts to homes and modify access within the communities, which may result in varying degrees of isolation for remaining residences. It is assumed that access to the Fairland East Elementary School could be maintained, though travel routes may change. Depending on the type of structure constructed, the proposed bridge and associated ramps may create a barrier between remaining residents in the communities. These impacts may reduce access to services and affect cohesion among remaining residents within these communities. It is estimated that construction of a conceptual design within Corridor 1 may result in as many as 98 residential relocations.

Corridor 2

The Ohio side of Corridor 2 is largely undeveloped, excluding a small section of a residential community toward the southern boundary of the corridor. The undeveloped areas of the corridor are densely vegetated and comprised of steep slopes. The West Virginia side of Corridor 2 is comprised of the Cox Landing community, which includes approximately 50 homes, Cox Landing United Methodist Church, Herrenkohl Cemetery, and Holcomb Robert Church. Cox Landing Elementary School is located at the northern boundary of the corridor.

It is estimated that construction of a conceptual design within Corridor 2 may result in as many as 39 residential relocations. This estimate includes potential residential impacts for improvements along WV 2 and Ohio SR-7. Cox Landing United Methodist Church and a portion of Herrenkohl Cemetery would also likely be impacted. Depending on how it is constructed, the proposed bridge and associated ramps may create a barrier between remaining residents in the community. Furthermore, additional traffic would be introduced to a currently quiet and secluded community.

Corridor 3

The Ohio side of Corridor 3 is largely undeveloped with sparsely located residential properties along Old SR-7, located west of existing SR-7. The undeveloped section of the corridor is densely vegetated and comprised of steep slopes. The West Virginia side of Corridor 3 consists mainly of commercial and approximately 100 residential properties, including a portion of the Cox Landing community in the southern half of the corridor. Cox Landing Elementary School, Cox Landing Public Library, and Cabell County Board of Education Transportation Complex are located within the corridor. Residential and some commercial properties also populate WV-2 through the corridor.

It is estimated that construction of a conceptual design within Corridor 3 would result in approximately 99 residential relocations. This estimate includes potential residential impacts for improvements along WV 2 and Ohio SR-7. Selection of Corridor 3 may also impact a portion of the Cabell County Board of Education Transportation Complex's parking lot. Depending on how it is constructed, the proposed bridge and associated ramps may create a barrier between remaining residents in the community.

Businesses

A bridge crossing of the Ohio River within this study area will increase cross-river access and likely provide opportunities for existing businesses and future development within the area. The economic development section of this feasibility study assess that type of project potential. This section evaluates the potential for the proposed project to negatively affect existing businesses within the study area.

Corridor 1

Several industrial and commercial businesses are located within the corridor, including Becker Mining (currently posted with a "for sale" sign), Alcon, Adkins Body Shop, Burns Repair Company (truck repair), Hercules International (machine shop), Jackson Brothers Carpet, Marathon, Robert Newlon Airpark (private) and SMC Electrical Products. Furthermore, a restaurant associated with the airfield, would likely close as a result of the air field removal.

Corridor 2

The Riviera Country Club, a public golf course, within the Cox Landing community, Adkins Body Shop on OH SR-7 and Industrial Parts Services Company on Big Seven Mile Road are located within the corridor. Is it assumed that Industrial Parts Services Company, Adkins Body Shop and approximately 20 percent of the Riviera Country Club property would likely be impacted by the conceptual design alignment within Corridor 2.

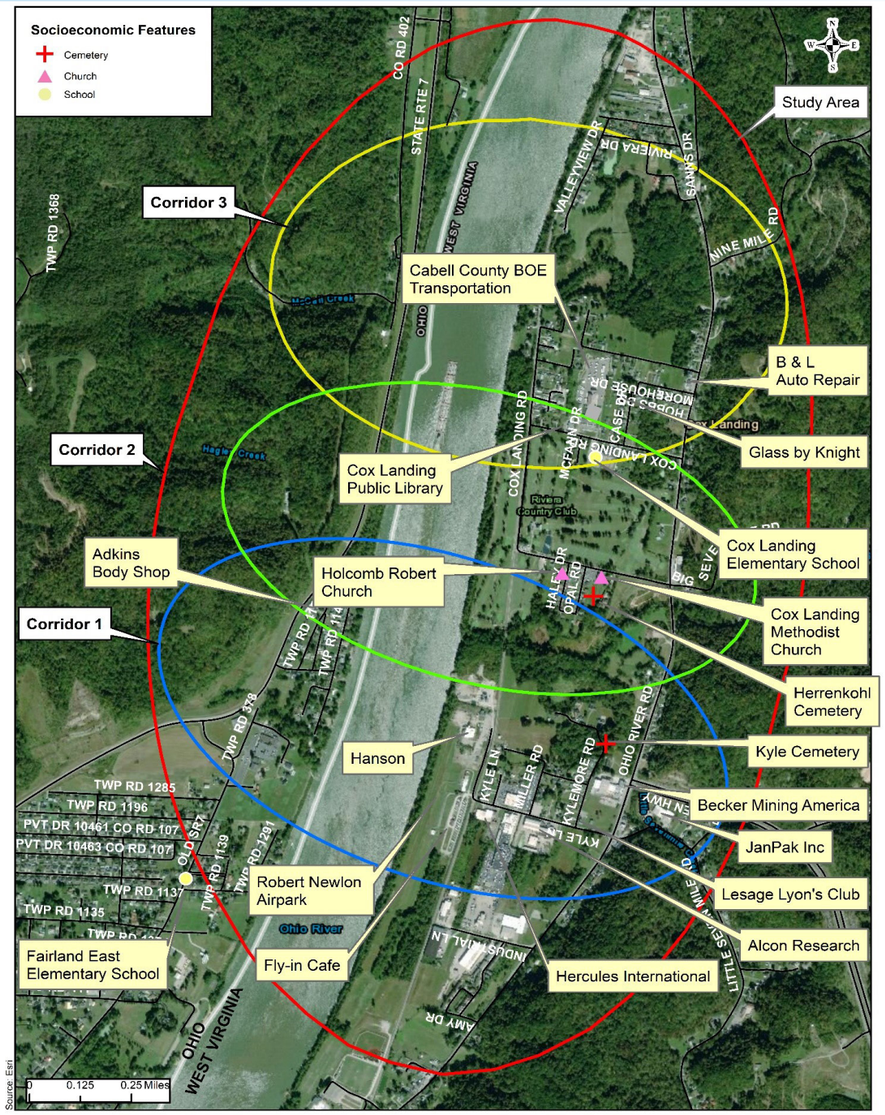


Figure 8-5: Socioeconomic Features. *This new bridge will provide the community with greater economic mobility, thus driving economic activity to the surrounding area.*

Corridor 3

Corridor 3 contains mostly residential properties in the Cox Landing community. Businesses within the corridor include the Cabell County Board of Education Transportation Complex, B&L Auto Repair at the corner of Douthat Lane and WV-2, Adkins Body Shop on OH SR-7, and Industrial Parts Services Company on Big Seven Mile Road. The parking lot of the Cabell County Board of Education Transportation Complex and the three additional businesses would likely be impacted by the conceptual design within Corridor 3.

Underserved Populations

Projects that receive federal funding are required to comply with all Environmental Justice and Title VI of the Civil Rights Act of 1964 laws, regulations, executive orders and requirements. To ensure compliance, every project must consider how the project may impact traditionally underserved populations. Underserved populations include: minorities, low-income populations, older adults, people with disabilities, and people with limited English proficiency. Demographic information for the study area was obtained from the ODOT Transportation Information Mapping System (TIMS).

Minority and limited English proficiency

Based on the information gathered, the percentage of minority and people with limited English proficiency populations in the study area are considered low and within the same ranges in each corridor.

Low income

32 percent of the population within the western side of the study area is considered low-income and within the same range in all corridors. On the eastern side of the study area, low-income populations range from 37 to 45 percent with higher percentages located within Corridor 2 and Corridor 3 in the Cox Landing community.

Older adults

18 percent of the population within the western side of the study area are considered older adults and within the same range in all corridors. On the eastern side of the study area, older adult populations range from 17 to 31 percent with higher percentages located within Corridor 2 and Corridor 3 in the Cox Landing community.

Based on review of the project area and public involvement activities, no information was obtained to suggest that the project will have a disproportionate or adverse impact to people with disabilities. For more information regarding stakeholder and public involvement efforts see Section 9.0.

Noise

It is assumed that construction of a new bridge spanning the Ohio River would qualify as a Type I project. Type I projects are proposed federal or federal-aid highway projects including: roadway widening to provide additional through travel lanes; the construction of a highway on new location; the physical alteration of an existing highway that significantly changes either the horizontal or vertical alignment or increases capacity; or projects that involve the addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot, or toll plaza.

A noise sensitive area (NSA) is an area containing multiple noise sensitive receptors in close proximity, typically measured within 500 feet of the noise source. Noise sensitive receptors are those locations or areas where dwelling units or other fixed, developed sites of frequent human use occur. Based on desktop review, the following noise sensitive areas are located within each corridor:

Corridor 1

Noise sensitive receptors within 500 of conceptual design alignment 1 include: Fairland East Elementary School, approximately 100 residential homes, Kyle Cemetery and Robert Newlon Airpark RV & Campground.

Corridor 2

Noise sensitive receptors within 500 feet of conceptual design alignment 2 include: Fairland East Elementary School, Riviera Country Club, Kyle Cemetery, Cox Landing United Methodist Church, Robert Holcomb Church, Herrenkohl Cemetery, and approximately 82 residential homes.

Corridor 3

Noise sensitive receptors within 500 feet of conceptual design alignment 3 include: Fairland East Elementary School, Riviera Country Club, and approximately 111 residential homes including Cox Landing Mobile Home Park.

No-Build

The No-Build alternative would not anticipate new impacts to existing waterbodies.

Noise impacts are determined by comparing predicted future noise levels with the project to establish a set of noise abatement criteria for particular land use categories and to existing noise levels. It is assumed selection of any of the corridors would result in noise impacts and a noise analysis would be required for the project.

Archaeological & Historic Sites

A records check was performed through the West Virginia and Ohio state preservation offices (SHPO) to identify archaeological and historic sites within the study area. Based on correspondence with the WV SHPO dated June 6, 2019, the eastern side of the study area contains the following.

- Two architecture sites:
  - Little Seven Mile Bridge within Corridor 1
  - Carlton Ash House within Corridor 3
- Two cemeteries:
  - Kyle Cemetery within Corridor 1
  - Herrenkohl Cemetery within Corridor 2

Based on information gathered from the OH SHPO Online Mapping System, the western side of the study area contains: four historic structures, nine archaeological sites, and five previously surveyed areas all located within Corridor 1.

Historic records from WV and OH SHPO correspondence are summarized below. See WV and OH SHPO documentation in Appendix A.

Historic Architecture

Little Seven Mile Bridge: Little Seven Mile Bridge is a historic bridge (SHPO #CB-1793) which carries County Road 19 over Little Seven Mile Creek near Cox Landing on Route 19, approximately 0.09 mile south of the junction of WV 2. Although the builder is unknown, it is estimated that this concrete structure was built in 1930. Due to the commonality of the type of bridge and lack of significant contributions to history, the bridge is ineligible for listing on the National Register. In addition, the bridge is not known to be associated with the lives of significant persons, does not embody distinctive characteristics, and is unlikely to yield important information in history.

Carlton Ash House: Carlton Ash House (SHPO #CB-0570) is a private residence located at 6415 Douthat Lane in Cox Landing. Situated on 1/5 acre, this four-square residence was built in the 1920s by an unknown architect. The block and continuous slab residence has a pyramidal roof, simple rectangular plan, off center entrance, full width front porch with a storage shed on the property. This four-square style structure is not listed on the National Register.

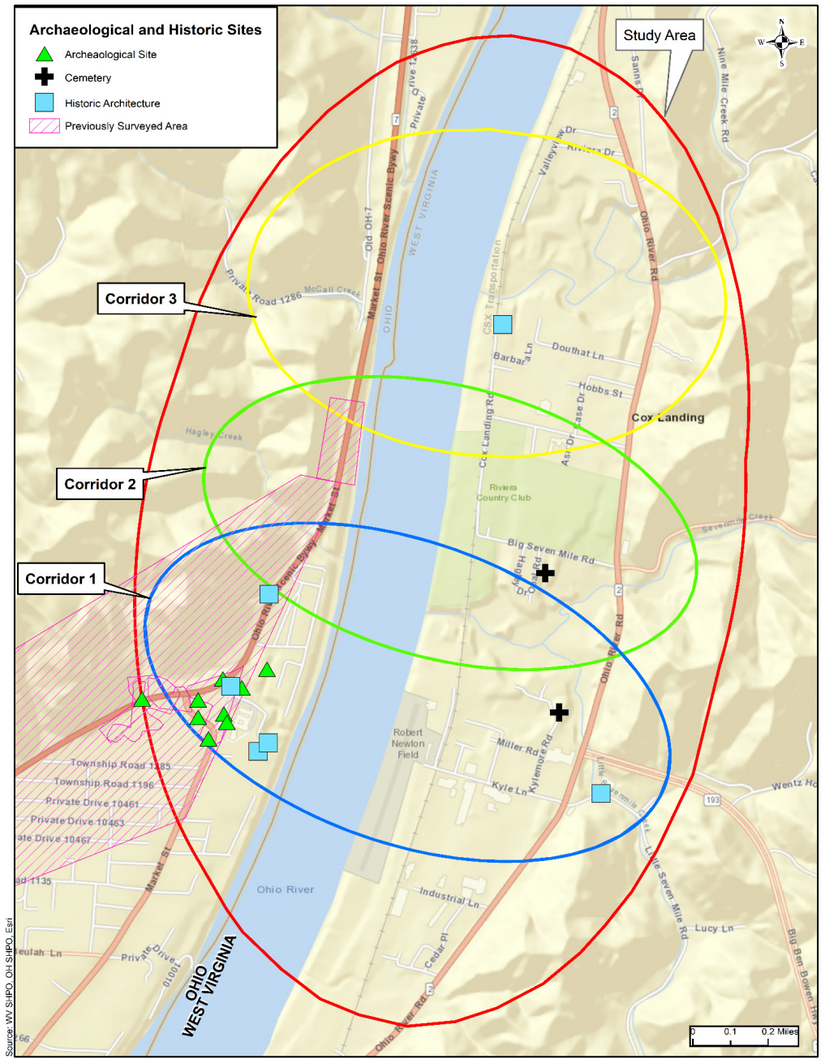


Figure 8-6: Archaeological and Historic Sites. *Pictured above are potential historic and archaeological sites needed to be considered throughout this project.*

Gillette Farm: Gillette Farm (LAW0028411), also known as Forgey House, is a private residence located off of SR-7 in Proctorville, Ohio. The Italianate style structure was built in the 1870s by Forgey, who was a known entrepreneur. The two-story brick structure has a new brick garage and 19th century outbuilding and is considered in good condition.

Walker House & Ogleby House: Walker House & Ogleby House (LAW0040911) also known as H.C. Brown House, is a private residence located at 2538 SR-7 in Proctorville, Ohio. The structure was built in the 1850s and was known to be a part of a large farm owned by H.C. Brown in 1887. The exterior of the two-story classical I-house is considered in poor condition.

Figure 8-7: Local history *Pictured above is Mary Elizabeth Jefferson Howard, niece of third US president Thomas Jefferson, and is buried in Kyle Cemetery in 1938.*

Bailes Farmstead: Bailes Farmstead (LAW0059511) also known as Forgey is a private residence located off of SR-7 in Proctorville, Ohio. The two-story vernacular structure was built in the 1830s by an unknown architect. The property situated on the Ohio River riverfront contains several barns and most of the original farmland and is considered in excellent condition.

Gillette Paul House: Gillette Paul House (LAW0059611) is a private residence located off of SR-7 in Proctorville, Ohio. The bungalow style structure was built in 1925 by an unknown architect. The main structure is situated between two ravines with cultivated fields behind it and considered in good condition.

Archeological Sites

Existing archaeological records are typically derived from the need to investigate the area prior to construction or other disturbance. Construction of the Chesapeake Bypass and other improvements to SR-7 have resulted in thorough survey areas and resulting documentation of numerous sites on the Ohio side of the study area. These sites are mapped in Figure 8.5 and documented in detail under Appendix A.

Cemeteries

Kyle Cemetery: Kyle Cemetery (46CB243) is an active private family cemetery located along Kylemore Road, approximately 1,000 feet from WV2. Dating back to 1852, Kyle Cemetery contains approximately 120 burials. Based on SHPO correspondence, the predominant surnames within the cemetery include: Kyle, Wintz, Hensley, and Morrison.

Herrenkohl Cemetery: Herrenkohl Cemetery is an active church cemetery located behind Cox Landing United Methodist Church in Cox Landing at 5995 Big Seven Mile Road.

Summary of potential impacts to historic and archaeological resources within each corridor:

- **Corridor 1:** Based on historic information provided by the Ohio and West Virginia SHPO offices, two historic structures, three archaeological sites, and Kyle Cemetery are located within the conceptual design alignment for Corridor 1.
- **Corridor 2:** Based on historic information provided by the Ohio and West Virginia SHPO offices, two previously surveyed areas and Herrenkohl Cemetery are located within the conceptual alignment for Corridor 2.
- **Corridor 3:** Based on historic information provided by the Ohio and West Virginia SHPO offices, one historic structure and one previously surveyed area are located within the conceptual alignment for Corridor 3.

Section4(f)/ Section 6(f)

Section 4(f) of the United States Department of Transportation (USDOT) Act protects publicly owned parks, recreation areas, wildlife and waterfowl refuges, and public or privately-owned historic sites from adverse impacts resulting from the construction of transportation projects that receive federal funding.

Section 6(f) of the Land and Water Conservation Act protects public properties that have received land and water conservation funding. According to the land and water conservation fund coalition interactive map, no Section 6(f) properties were identified within the project's study area.

Based on desktop review of the study area, two potential Section 4(f) properties are located within the study area. In Corridor 1, Fairfield East Elementary School playground is located on the western bank of the Ohio River in the southwest quadrant of the study area along SR-7. Although the playground is located within the study area, it is unlikely that the school or playground will be directly impacted by the project.

Cox Landing Elementary School is located within the study areas of Corridor 2 and Corridor 3. Although the school and playground are located within the study areas of two corridors, it is unlikely that the school or playground will be directly impacted by the project.

Based on preliminary review, no other Section 4(f) resources were identified within the study area. In addition, the Ohio River is not considered a water trail (Section 4(f) Property) in this area.

Hazardous Materials

Regulatory database information was reviewed for environmental concerns within one-quarter mile of the study area. A database search was prepared by Environmental Data Resources, Inc. (EDR) on July 2, 2019 and included: CERCLIS/NPL list, RCRA, institutional/engineering controls, State and tribal equivalent CERCLIS, State and tribal landfill/solid waste disposal sites, State and tribal LUST/UST, State and tribal voluntary cleanup sites, and State and tribal Brownfield sites. Additional agency data provided by EDR were also reviewed. In total, 195 records of environmental concern were identified within the study area. The detailed data is provided in Appendix A.

Costs related to the need for additional studies and decommission of sites containing environmental concerns are expected to be relatively similar within each corridor with the exception of larger facilities located within Corridor 1. Based on the environmental concerns located throughout all corridors, hazardous waste concerns are not deemed to be a primary deciding factor in the selection of a recommended corridor.

Figure 8-8: Map of Environmental Concerns.

8.3 References

Environmental Data Resources, Inc. (2019). The EDR Radius Map Report with GeoCheck. Shelton, CT.

Federal Emergency Management Agency (FEMA) Flood Map Service Center. Website: https://msc.fema.gov/portal/home

KYOVA Interstate Planning Commission (2013). 2040 Metropolitan Transportation Plan (MTP). Huntington, WV.

Land and Water Conservation Fund (LWCF) Map of LWCF. Website: https://www.lwcfcoalition.com/map-of-lwcf

National Park Service (NPS). Wild and Scenic Rivers Program. Website: https://www.nps.gov/orgs/1912/index.htm

Ohio Department of Natural Resources (ODNR) Division of Wildlife (DOW) Natural Heritage Database (NHD). Columbus, OH

Ohio Department of Transportation (ODOT) Transportation Information Mapping System (TIMS). Website: https://gis.dot.state.oh.us/tims

Ohio Environmental Protection Agency (OEPA) Source Water Assessment & Protection Program (SWAP). Drinking Water Source Protection Areas Map. Website: https://oepa.maps.arcgis.com/apps/webappviewer/index.html?id=3b39e11ba7fc43c3b41801e3580e6d21

Ohio History Connection. State Historic Preservation Office (SHPO) Online Mapping System. Website: https://www.ohiohistory.org/preserve/state-historic-preservation-office/mapping

United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS). Website: https://www.nrcs.usda.gov/wps/portal/nrcs/site/national/home/

United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey. Website: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm

United States Department of Transportation Federal Highway Administration (FHWA) Techniques for Reviewing Noise Analyses and Associated Noise Reports Website: https://www.fhwa.dot.gov/Environment/noise/resources/reviewing_noise_analysis/#toc494123451

United States Fish and Wildlife Service (USFWS). Species by County Report. Website: https://ecos.fws.gov/ecp0reports/species-by-current-range-county?fips=54011

United States Fish and Wildlife Service (USFWS). National Wetlands Inventory (NWI) Mapping. Website: https://www.fws.gov/wetlands/

United States Environmental Protection Agency (USEPA). Wetlands. Website: https://www.epa.gov/wetlands/what-wetland

United States Geological Survey (USGS). StreamStats. Website: https://streamstats.usgs.gov/ss/

West Virginia Department of Health & Human Resources (DHHR) Source Water Assessment and Wellhead Protection Program. Website: https://www.wvdhhr.org/oehs/eed/swap/

West Virginia Division of Culture and History (2019). West Virginia State Historic Preservation Office (SHPO). East Charleston, WV.

9.0 Stakeholder and Public Involvement

KYOVA Interstate Planning Commission, along with study sponsors—the Cabell County Commission, WV, the Village of Barboursville, WV, and the Lawrence County Commission, OH—initiated a corridor location study for a new crossing over the Ohio River between WV-2 and OH-7. The purpose of the stakeholder and public involvement process was to provide information regarding the potential crossing project, present research and information that allows stakeholders and the public to evaluate the proposed corridors under consideration, and obtain feedback regarding potential impacts and constraints related to each option. The process intended to engage key government entities, agencies, and elected officials as stakeholders to coordinate and align with development and transportation planning.

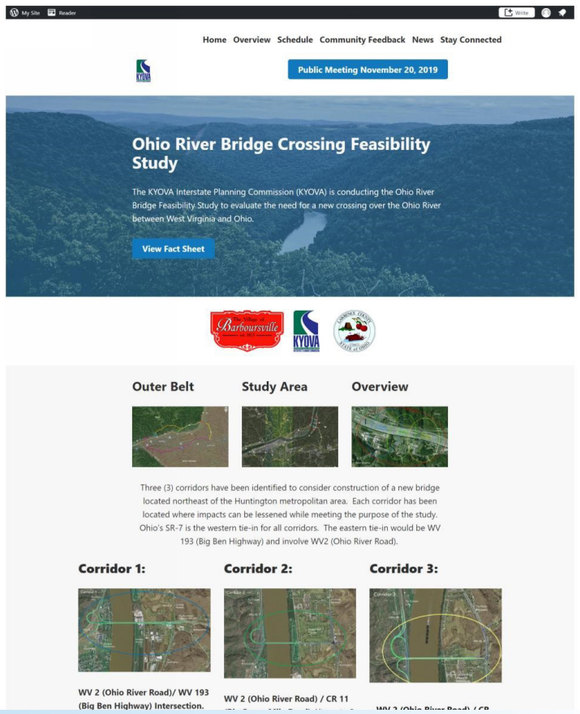


Figure 9-1: Public feedback website. *This website was designed to effectively engage the public on this critical project.*

The location study included the development and evaluation of alternative corridors, including cost estimates, potential physical, natural, social and environmental impacts, economic and human impacts, traffic analysis and engineering feasibility.

A robust public involvement effort provided numerous opportunities and outlets for the dissemination of information and obtaining feedback. A public involvement plan was developed which guided the process of informing stakeholders and the public about the study, including upcoming meetings, the project website, and other key information.

The plan for public involvement included identifying stakeholders and engaging them early, establishing a plan for consistent, coordinated communication, and creating a framework for feedback to establish a sense of ownership and a reflection of community values in the outcome of the process. Emphasis was given particularly to connecting to senior citizens, minority and low-income populations, recreation enthusiasts, law enforcement, parents and school children, and school officials. Communication process was intended to be open and two-way, with multiple modalities for communication to accommodate everyone who wished to participate; and accessibility accommodations were made available on request.

The project website, www.ohioriverbridgecrossing.com, was developed and updated throughout the public involvement process and was used as a vehicle to provide public access to information, promote events, and obtain public feedback and comments. Website visitors could the project fact sheet, view the project schedule, complete the project survey, sign up for the project contact list, and find contact information.

9.1 Stakeholder Involvement

At the outset of the feasibility study process, a list of key stakeholders was developed, which included the project sponsors, along with a broader steering committee of local and transportation officials, and business and industry contacts with operations in and around the study area. Input from these key agencies and individuals was integral to the effective evaluation of the corridors being studied.

Because the project potentially involves constructing alternatives within the jurisdictions of Cabell County, West Virginia and Lawrence County, Ohio, close coordination with these agencies was considered critical to the development of alternatives that were feasible. KYOVA and stakeholders indicated throughout the study that additional traffic evaluation and coordination was necessary to determine the overall regional context of a new bridge crossing prior to any official support of the project.

Figure 9-2: Stakeholder meeting. *Our stakeholder meeting, pictured above, identified and engaged key decision makers throughout the development process.*

An extensive group of stakeholders was identified by the project team early in the process, and those individuals and officials were invited to multiple meetings during the development of the location study. This group included the Federal Highways Administration, West Virginia Department of Transportation, Ohio Department of Transportation, the US Army Corps of Engineers, the US Environmental Protection Agency, the transit authority, railroad, and representatives from the schools, municipalities, and counties within the study area.

Project Kickoff Meeting with Study Sponsors
April 9, 2019

Steering Committee Meetings
August 15, 2019
November 20, 2019
April 29, 2020

9.2 Public Involvement

Public feedback was critical throughout the evaluation of the benefits and challenges of each option, along input related to the impact related to economic development, residents and businesses, the environment, and other key factors. A list of 371 contacts was compiled, including project sponsors, the consulting team, steering committee members, business and industry contacts and residents.

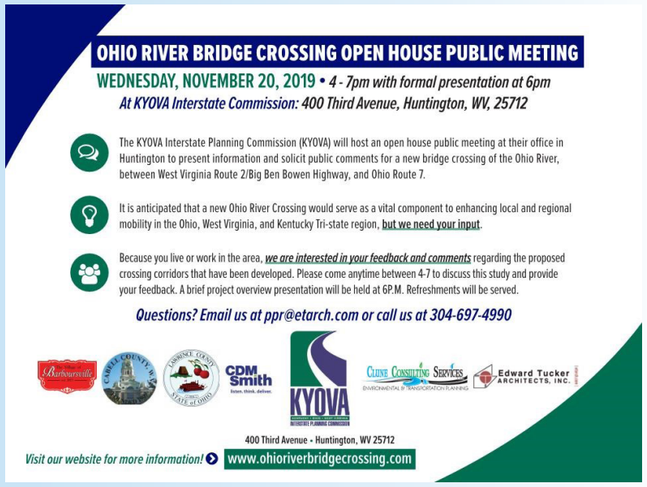


Figure 9-3: Public meeting open house. *We encouraged public response throughout the study in order to better incorporate public opinion into our consideration.*

An informational meeting was held on November 20, 2019 to provide information and obtain feedback from the public. The meeting was publicized using a direct mail postcard, email invitations, legal notices and press releases. A second public meeting was canceled due to limitations on public gatherings due to COVID-19.

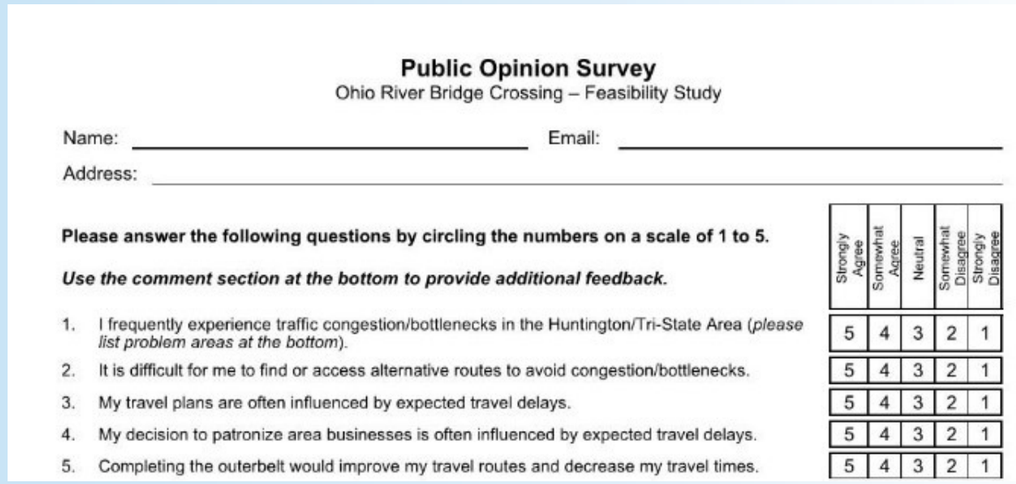
Public Involvement Plan Leading Up to the Public Meeting on November 20, 2019:

- **October 11:** E-mail stakeholder kickoff meeting minutes, power point and save the date.
- **October 23:** Website goes live with fact sheet, survey, and contact list sign-up.
- **October 30:** E-mail community & stakeholder meeting invitations.
- **November 4:** Print and distribute direct mail postcard that mailed to 2,500 residents and businesses in the project area.
  - Send press release to *Herald Dispatch* and *Ironton Tribune.*
  - Send legal ads to *Herald Dispatch* and *Ironton Tribune.*
- **November 20:** Stakeholder Meeting.
- **November 20:** Informational Public Meeting.

Approximately 150 members of the public attended the informational public meeting; many of whom were residents of the project study area, and many represented businesses located within the area. The presentation was given twice to accommodate the large group throughout the course of the open-house. Attendees were given the opportunity to sign up for the contact list and to ask questions to members of the project sponsors and consulting team. Meeting attendees were provided with paper surveys to complete and either return at the meeting, or complete later and mail in.

Attendees were asked to respond to the following questions:

- Do you support the project?
- Which corridor option do you prefer?
- Do you have any major concerns that we should know about?



Public Opinion Survey
Ohio River Bridge Crossing – Feasibility Study

Name: _____ Email: _____

Address: _____

Please answer the following questions by circling the numbers on a scale of 1 to 5.

Use the comment section at the bottom to provide additional feedback.

		Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Strongly Disagree
1.	I frequently experience traffic congestion/bottlenecks in the Huntington/Tri-State Area (*please list problem areas at the bottom*).	5	4	3	2	1
2.	It is difficult for me to find or access alternative routes to avoid congestion/bottlenecks.	5	4	3	2	1
3.	My travel plans are often influenced by expected travel delays.	5	4	3	2	1
4.	My decision to patronize area businesses is often influenced by expected travel delays.	5	4	3	2	1
5.	Completing the outerbelt would improve my travel routes and decrease my travel times.	5	4	3	2	1

Figure 9-4: Public opinion survey. *The above survey was available in paper and electronic form as a way to maximize public input.*

An overview of the location study schedule was reviewed as well as the next steps for the process.

A public opinion survey was developed to request feedback regarding the proposed corridors. The survey was available through the project website as well as through paper copies that were distributed at the public meeting and formatted to be mailed back in. Over 230 responses were received for the survey which included 132 comments.

9.3 Public Feedback

Key concerns and common themes from the survey responses are:

- Over 88% of respondents indicated that they frequently experience traffic congestion in the Tri-State area, and that it is difficult to find alternate routes to avoid congested areas.
- Over 84% of respondents indicated that the completion of the outer belt would decrease their travel time and improve their routes.
- Nearly 90% of respondents indicated that the outer belt would improve travel efficiency and support economic development in the region.
- Over 73% of respondents felt that the proposed corridor location study included all reasonable locations for a new bridge crossing.
- The top three impacts of concern for respondents were:
  - *Residents/communities*
  - *Streams/wetlands/wildlife*
  - *Businesses*

Figure 9-5: Public meeting.

- Over 50% of respondents felt that a bicycle facility on the bridge would be beneficial.
- Based on the comments received, there is a strong public preference for Corridor 1 over the other two corridor options.

Common and recurring themes in the survey response comments in support of a new crossing include:

- A new bridge in the study area would greatly improve access between Ohio, Huntington, Barboursville, the Huntington Mall and I-64 and reduce travel time for many who work in West Virginia
  - *This comment was made primarily by Ohio residents.*
- The East Huntington Bridge is only two lanes and in poor condition. It has been posted with a reduced weight limit and is frequently shut down in the event of an accident or during rush hours.

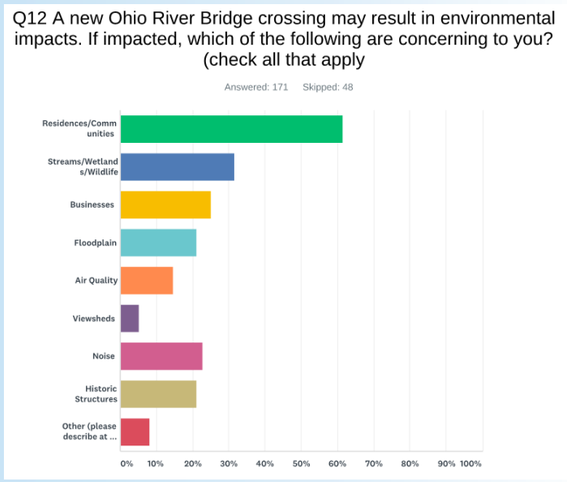


Figure 9-6: Example question. *As the above response indicates, there is significant concern over the impact to residencies and communities.*

- Concern over increased traffic and crime and noise in the neighborhoods in West Virginia and Ohio.
- There are already multiple existing bridge crossings.
- Concern over property acquisition negatively impacting existing businesses in West Virginia.

In addition to the survey, website and public meetings, individuals contacted the consulting team with information and concerns throughout the public involvement process, both via email and telephone calls. One local resident provided information regarding the historic Kyle Cemetery in Corridor 1 which she claims is the location of the remains of a descendant of Thomas Jefferson, and some of the original settlers of Cabell County.

The public involvement diary with detailed documentation of the feedback received by stakeholders and the public is attached to this report as Appendix B.

Figure 9-7: Local history *Pictured above is Mary Elizabeth Jefferson Howard who is buried in Kyle Cemetery in 1938. Other memorials in Kyle Cemetery include some alleged first settlers to the area.*

- Freight traffic access to industrial sites in WV-2 and OH-7 would be improved.
- Reduction of freight traffic through Huntington and reduced traffic on Route 60.
- Provides improved connectivity and emergency alternatives between I-64 and OH-7.

Common and recurring themes in the survey response comments in opposition of a new crossing include:

- Concern over property acquisition. Property owners are unsure if they should invest in their property if it will be acquired in the near future.
- Concern over if property is outside of acquisition area and bridge is constructed, property value would significantly decrease, and enjoyment of property would decline.

10.0 Conclusions

10.1 Evaluation Matrix

The evaluation matrix in table 10-1 best illustrates the findings of this study and supports the recommendation moving forward. as previously mentioned, the cost and impacts are based upon a four-lane design. The matrix is color coded based upon the level of desirability.

10.2 Recommendation

The initial Corridor Evaluation process resulted in key findings that framed the remainder of the Study. For the Corridor screening process, the objective used and assessed for engineering conceptual alignments were as follows:

- Minimize impacts to known environmentally-sensitive lands including wetlands, and threatened and endangered species habitat.
- Minimize impacts to established neighborhood and business districts.
- Maintain standard design criteria.
- Avoid or minimize impacts to known locations of cultural, historical, or archaeological significance.
- Provide for efficient transportation connectivity.
- Emphasize cost effectiveness.
- Utilize existing public right-of-way or utility corridors, where feasible.
- Develop a conceptual alignment which could relieve traffic congestion.
- Enhance mobility and improve safety.

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

Corridor 1 would provide the most direct connection between WV-193 and Ohio SR-7 and is most favored by the public. Corridor 2 provides a less direct route but adds the opportunity to avoid more residential relocations and corresponding right-of-way costs. In addition, Corridor 1 also offers the best opportunity for a full interchange design at the location of the existing WV-2/WV-193 intersection.

10.3 Next Steps

Should the recommendations from the Ohio River this study advance, detailed public involvement, environmental studies, finalized purpose and need, roadway alignments, and bridge design concepts will need to occur. The advance phase would complete the National Environmental Policy Act (NEPA) documentation and more detailed alternative design plans.

Multiple horizontal alignment locations should be considered in the area between Corridor 1 and Corridor 2 conceptual alignment designs. It is recommended at least one of these alignments consider a slight realignment of WV-193 to potentially lead to more desirable outcomes within the selected area.

Table 10-1: Corridor Alternative Impacts and Cost Summary

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

Appendix

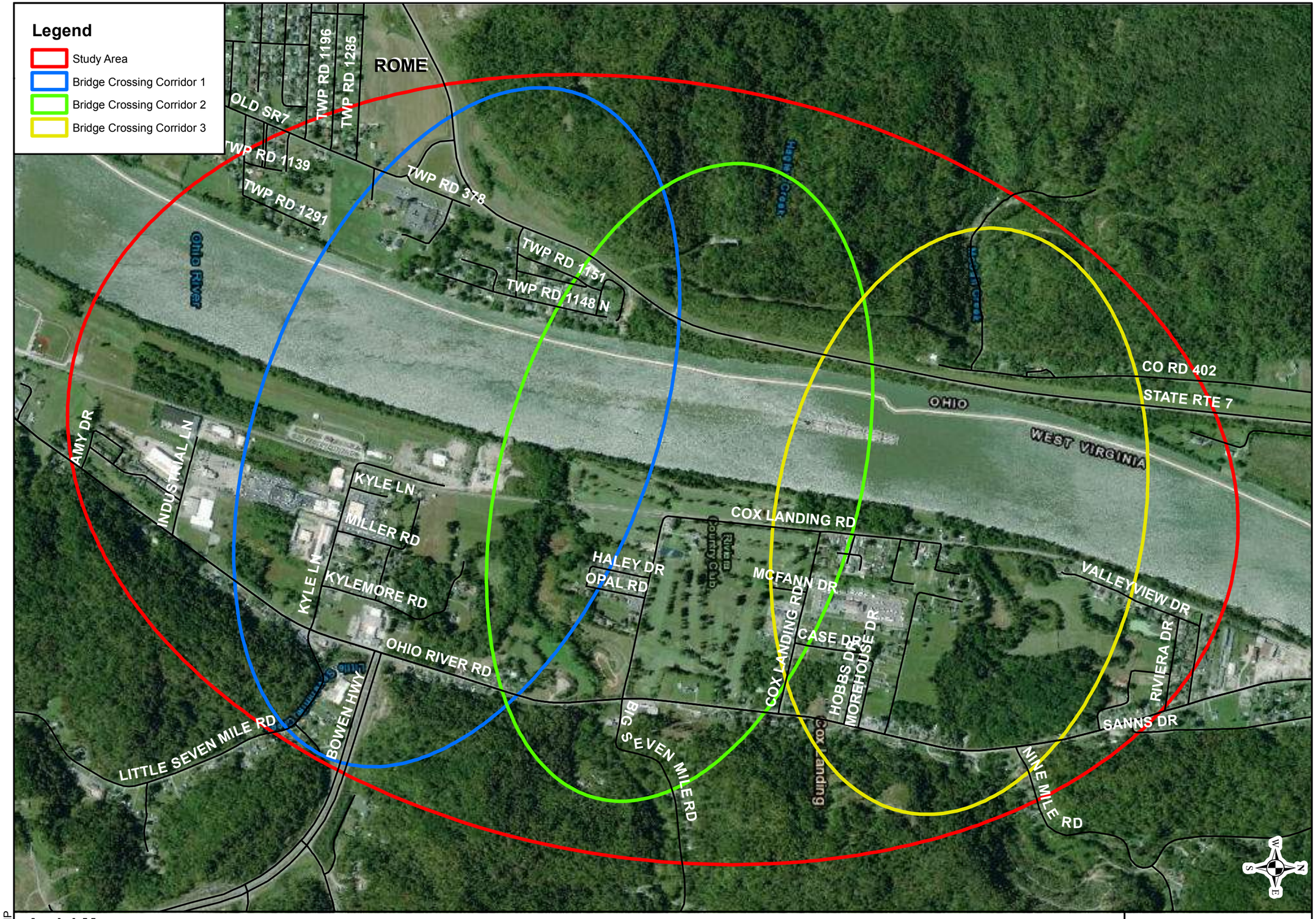
Appendix I | Environmental Information

Appendix II | Public Involvement

Appendix III | Engineering Drawings

Appendix I | Environmental Information

Environmental Resource Mapping

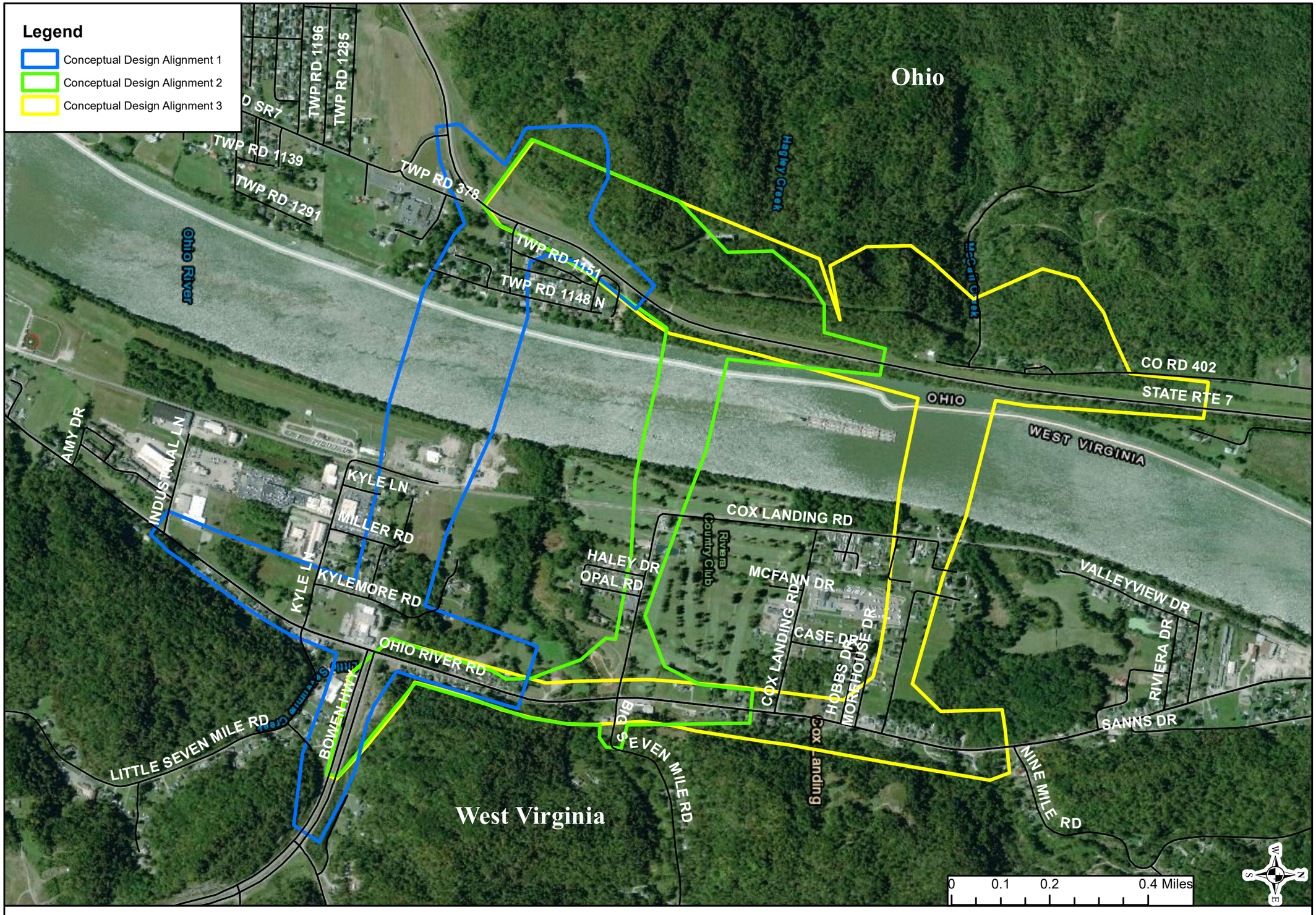


Source: OSIP

Aerial Map
Ohio River Bridge Crossing Study
Lawrence County, Ohio and Cabell County, West Virginia

0 0.1 0.2 0.4 Miles

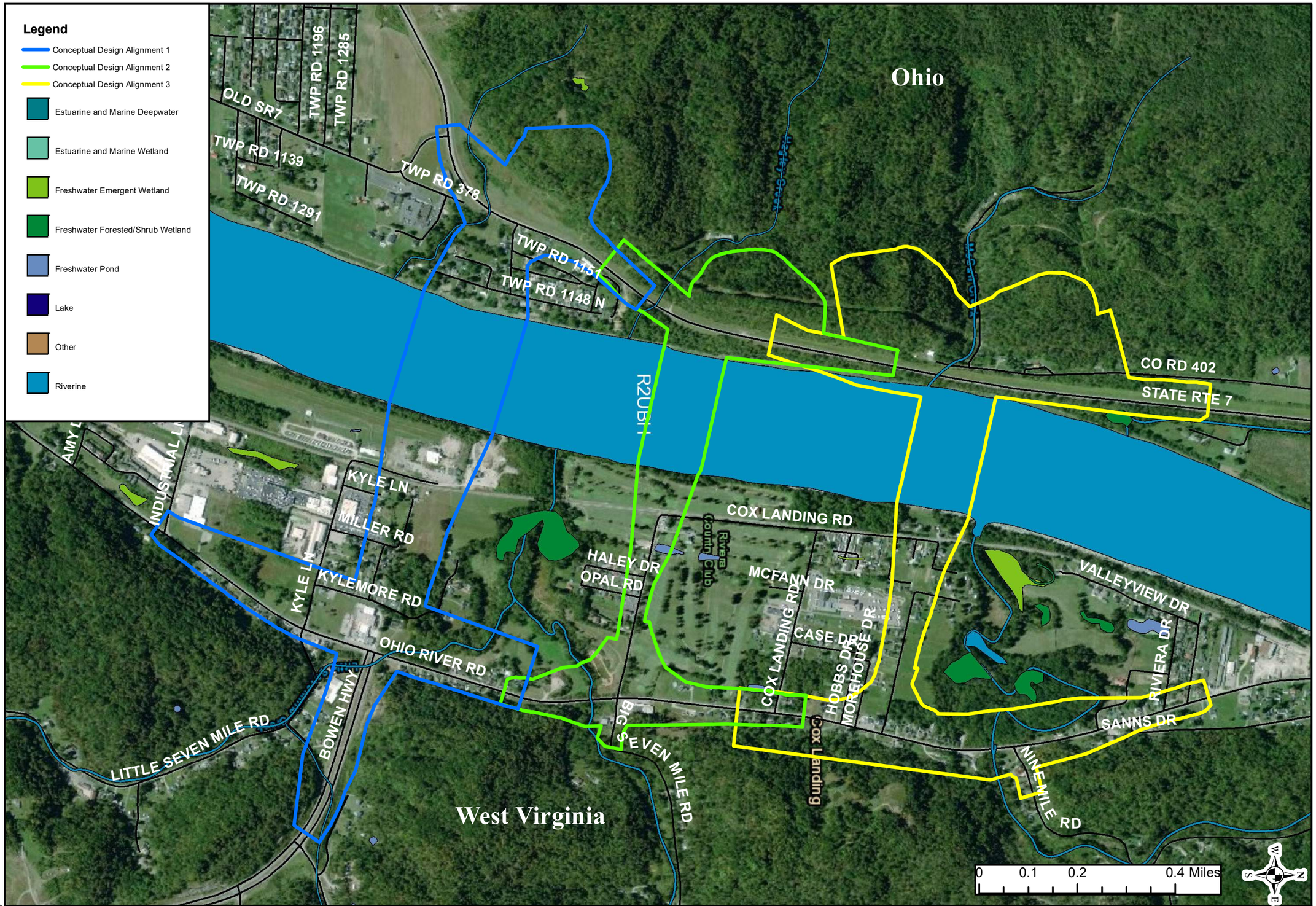
Cline Consulting Services
Environmental & Transportation Planning



Source: OSIP

Aerial Map
Ohio River Bridge Crossing Study: Conceptual Design Alignments for Corridors 1, 2 & 3
Lawrence County, Ohio and Cabell County, West Virginia

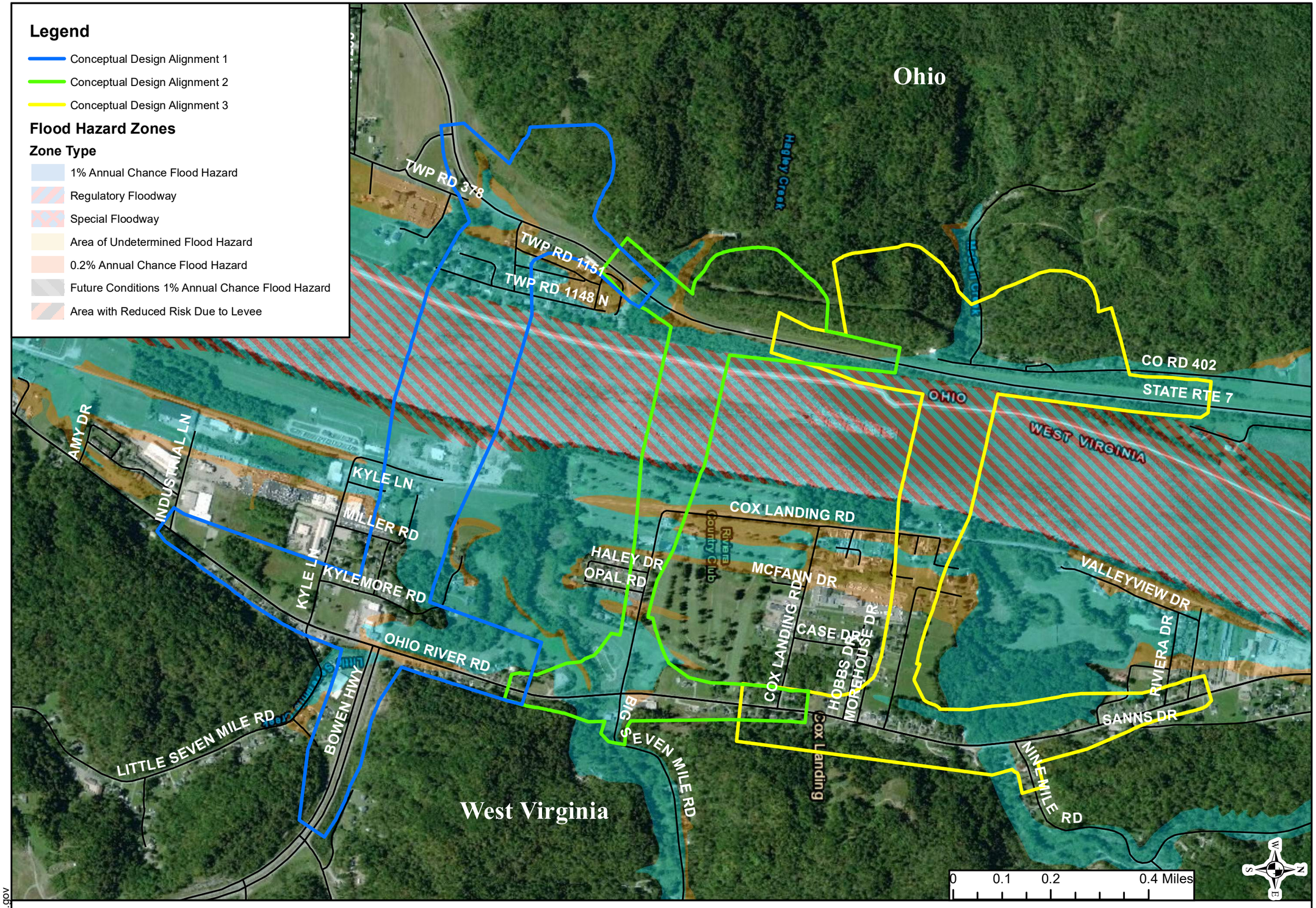
Cline Consulting Services
ENVIRONMENTAL & TRANSPORTATION PLANNING



Source: USFWS

National Wetlands Inventory Map
Ohio River Bridge Crossing Study: Conceptual Design Alignments for Corridors 1, 2 & 3
Lawrence County, Ohio and Cabell County, West Virginia

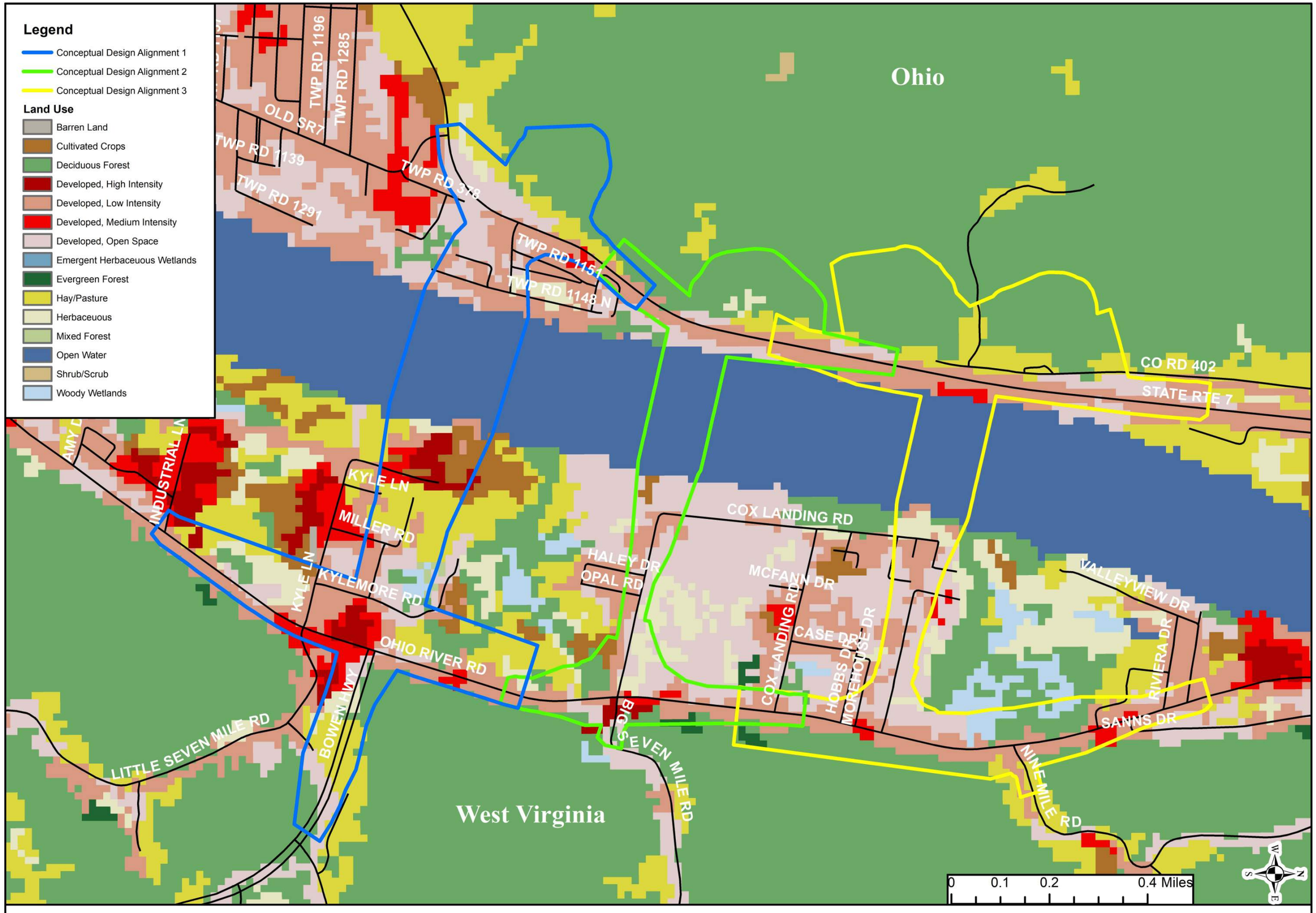
CLINE CONSULTING SERVICES
ENVIRONMENTAL & TRANSPORTATION PLANNING



Source: FEMA.gov

FEMA FIRM Map
Ohio River Bridge Crossing Study: Conceptual Design Alignments for Corridors 1, 2 & 3
Lawrence County, Ohio and Cabell County, West Virginia

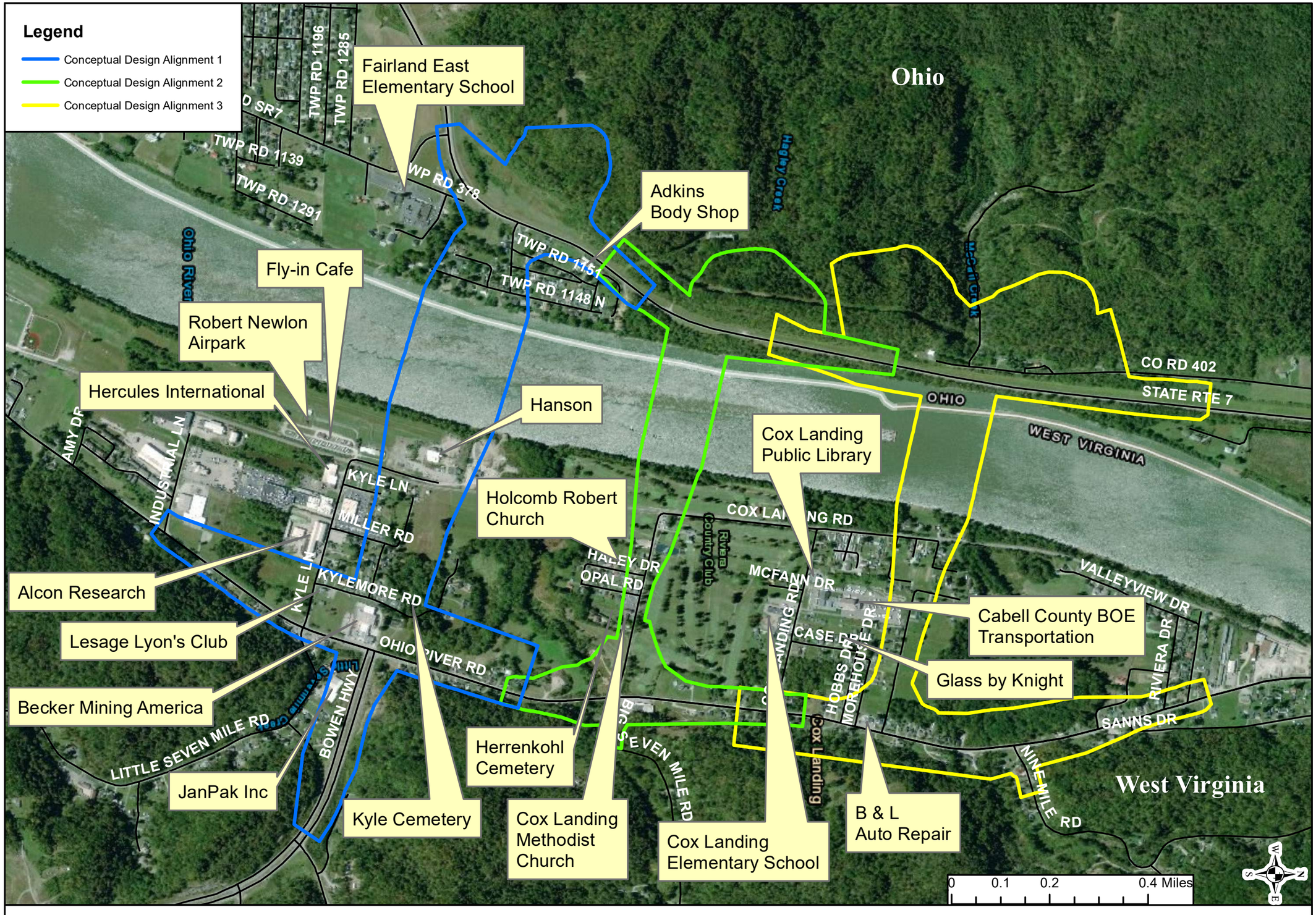
CLINE CONSULTING SERVICES
ENVIRONMENTAL & TRANSPORTATION PLANNING



Source: Esri

Land Use Map
Ohio River Bridge Crossing Study: Conceptual Design Alignments for Corridors 1, 2 & 3
Lawrence County, Ohio and Cabell County, West Virginia

Cline Consulting Services
Environmental & Transportation Planning

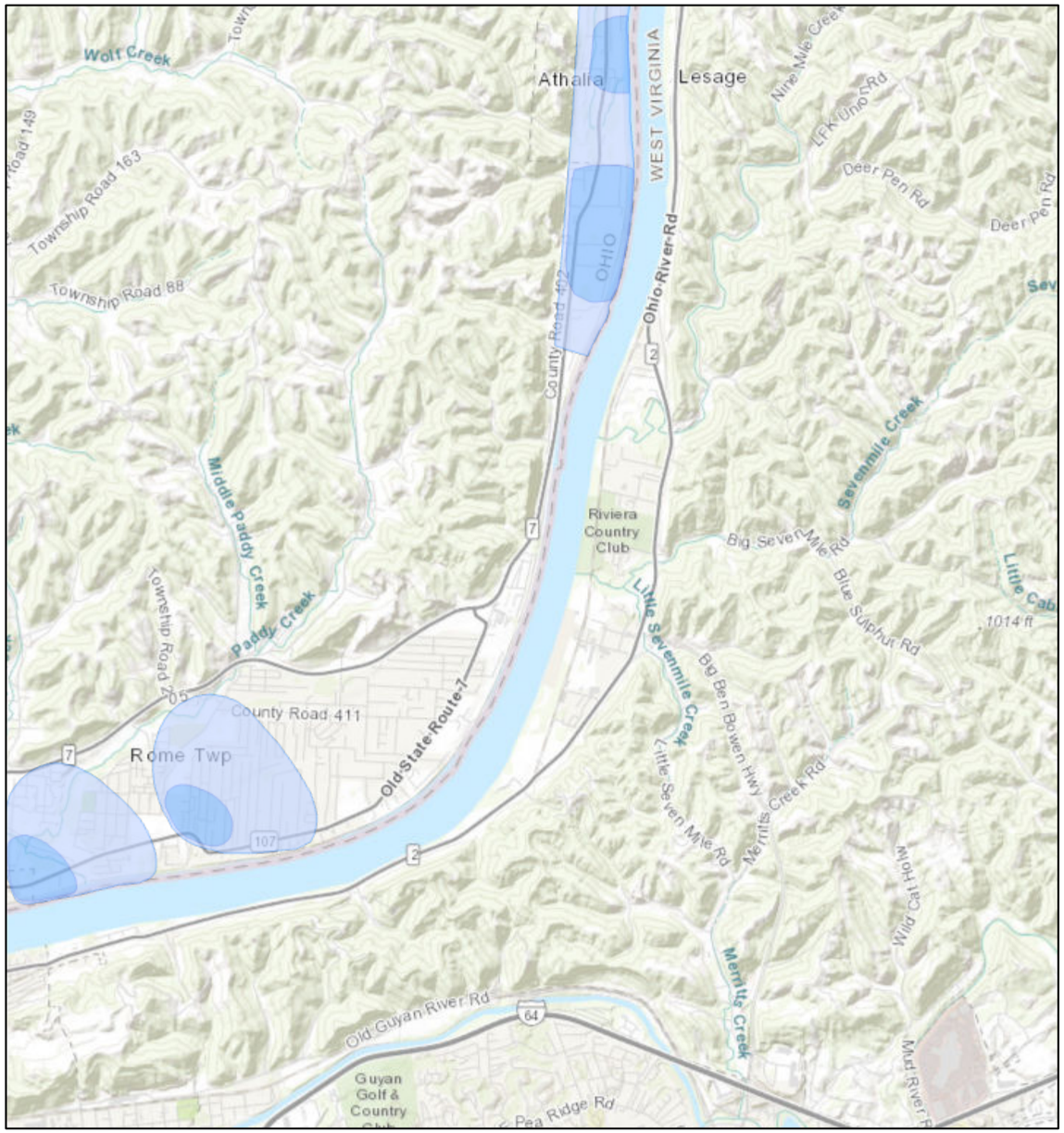


Source: Esri

Socioeconomic Features Map
Ohio River Bridge Crossing Study: Conceptual Design Alignments for Corridors 1, 2 & 3
Lawrence County, Ohio and Cabell County, West Virginia

Cline Consulting Services
Environmental & Transportation Planning

Drinking Water Source Protection Areas



6/10/2020, 10:57:33 AM

1:72,224

0 0.5 1 2 mi

0 0.75 1.5 3 km

Ohio River (surface water)
- Ohio River-Zone of Critical Concern
- Ohio River-Zone of High Concern

Lake Erie (surface water)
- Lake Erie-Critical Assessment Zone
- Lake Erie-Potential Influence Zone

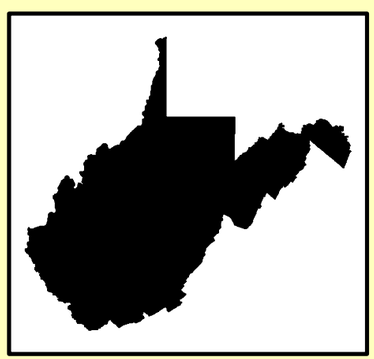
Inland (surface water)
- Emergency Management Zone
- Corridor Management Zone
- Source Water Protection Area
- Inner Management Zone

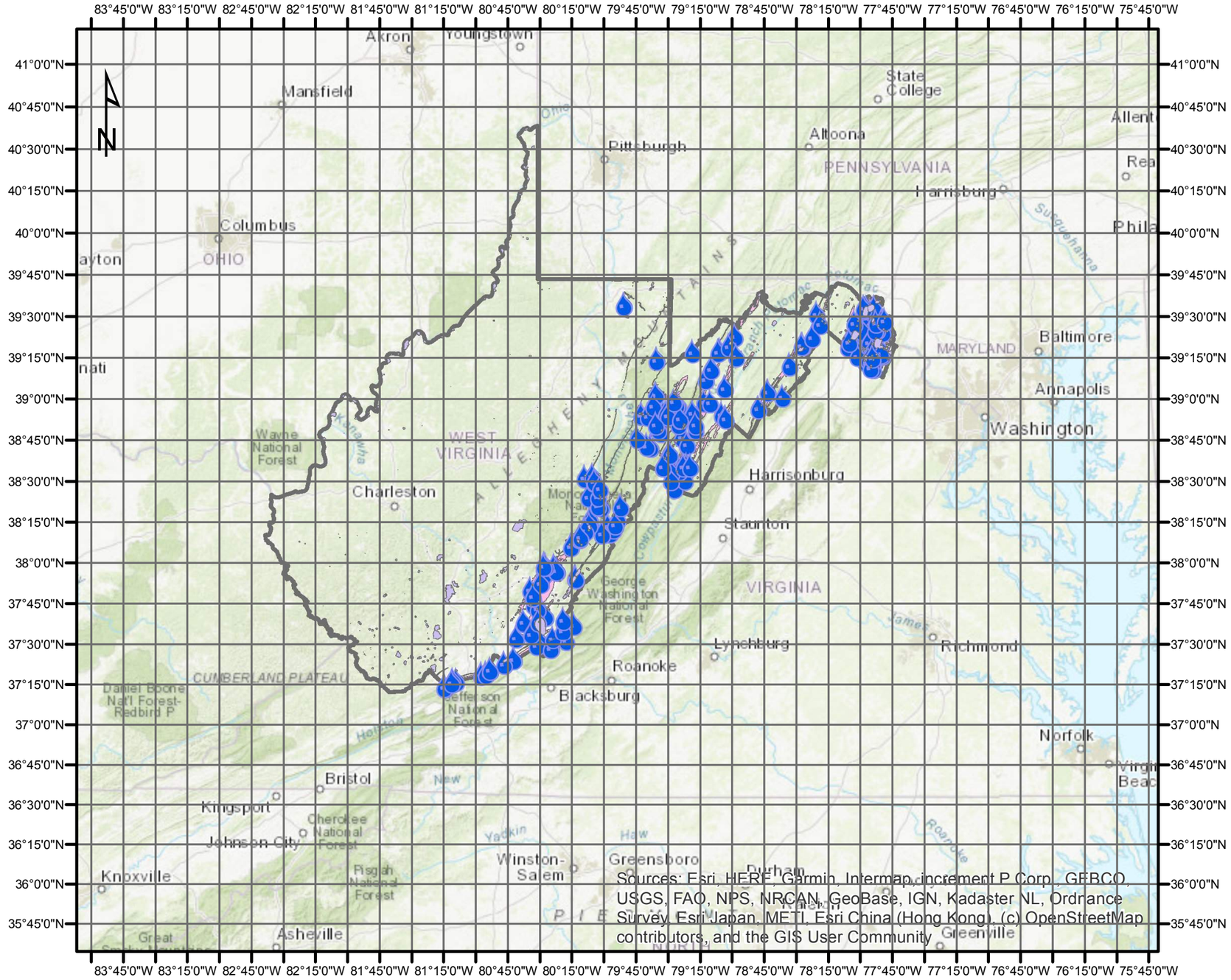
Ohio EPA
Division of Drinking and Ground Waters

WV Groundwater

Map Key

- SB423 Wellhead Protection Area
- Karst Springs
- Karst Areas





1:5,154,817

0 20 40 80 120 160 Miles

Disclaimer:
This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the appropriate usage of the information.

Environmental Data

Ohio Department of Natural Resources

Ohio Department of Natural Resources

MIKE DEWINE, GOVERNOR — MARY MERTZ, DIRECTOR

Kendra S. Wecker, Chief
Division of Wildlife
2045 Morse Rd, Building G
Columbus, Ohio 43229
Phone: (614) 265-6300

3 July 2019

Jesse Binau
Clune Consulting Services
PO Box 103
Minster, OH 45865

Dear Mr. Binau,

I have reviewed the Natural Heritage Database for the Ohio River Bridge Study project area, including a one mile radius, in Rome Township, Lawrence County, Ohio. The numbers on the list below correspond to the areas marked on the accompanying map. Common name, scientific name and status are given for each species.

1. *Ripariosida hermaphrodita* – Virginia-mallow, potentially threatened
2. *Spermacoce glabra* – Smooth Buttonweed, potentially threatened
3. *Heteranthera reniformis* – Mud-plantain, endangered

We are unaware of any unique ecological sites, geologic features, animal assemblages, scenic rivers, state wildlife areas, nature preserves, parks or forests, national wildlife refuges, parks or forests, or other protected natural 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. This letter only represents a review of rare species and natural features data within the Ohio Natural Heritage Database. It does not fulfill coordination under the National Environmental Policy Act (NEPA) or the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S. C. 661 et seq.) and does not supersede or replace the regulatory authority of any local, state or federal agency nor relieve the applicant of the obligation to comply with any local, state or federal laws or regulations.

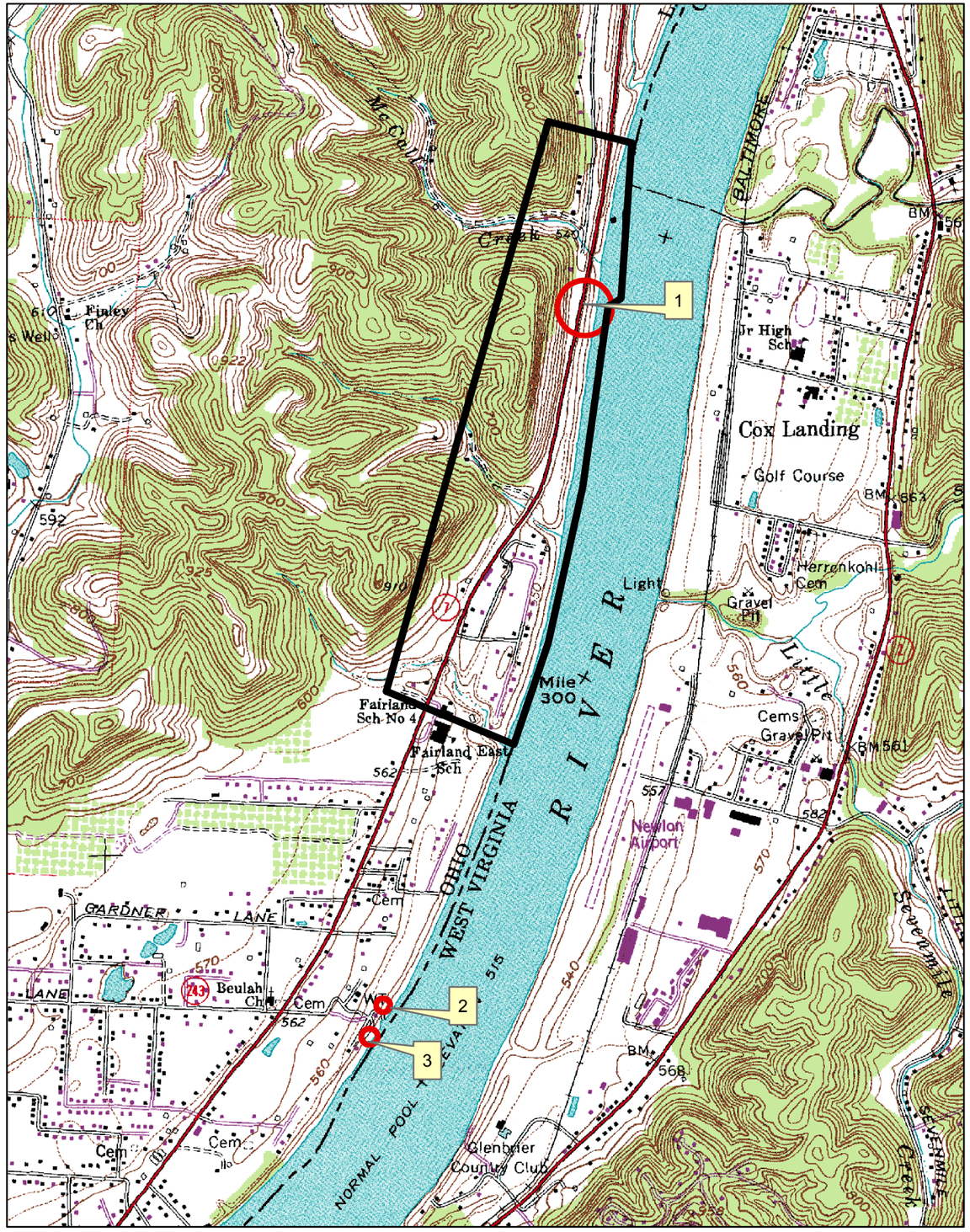
Please contact me at 614-265-6818 if I can be of further assistance.

Sincerely,

Debbie Woischke

Debbie Woischke
Ohio Natural Heritage Program

Ohio River Bridge Study



West Virginia Division of Natural Resources

DIVISION OF NATURAL RESOURCES
Wildlife Resources Section
Elkins Operations Center
738 Ward Rd., PO Box 67
Elkins, WV 26241
Telephone 304-637-0245
Fax 304-637-0250

Stephen S. McDaniel
Director
July 11, 2019

Mr. Jesse Binau
Clune Consulting Services
PO Box 103
Minster, OH 45865

Dear Mr. Binau:

We have reviewed Natural Heritage Program files for information on rare, threatened and endangered (RTE) species and sensitive habitats for the area of the proposed Ohio River Bridge project connecting Cabell County, WV to Lawrence County, OH.

There is a freshwater mussel bed along the left-descending bank of the Ohio River at the project site. There are no known federally listed species within the bed, but listed species have been documented approximately one-mile downstream. This survey was conducted as thesis research in 2013. Because it was not a presence/absence survey with associated buffers, and does not cover the entire project area, mussel surveys would be required for this project. The Ohio River is a federal mussel stream; therefore, all surveys would require coordination with the US Fish and Wildlife Service.

Other than the 2013 mussel survey, the Wildlife Resources Section knows of no surveys that have been conducted in the area 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 area under review. This response is valid for two years.

The information provided above is the product of a database search and retrieval. This information does not satisfy other consultation or permitting requirements for disturbances to the natural resources of the state, and further consultation may be required. Additionally, any concurrence requirements for federally listed species must come from the US Fish and Wildlife Service.

Thank you for your inquiry, and should you have any questions please feel free to contact me at the above number, or barbara.d.sargent@wv.gov. Enclosed please find an invoice.

Sincerely,

Barbara Sargent
Environmental Resources Specialist
Environmental Coordination
Operations Unit

enclosure

NO. 220-309

INVOICE

West Virginia Division of Natural Resources
Wildlife Resources Section, P.O. Box 67, Elkins, WV 26241
Attention: Ms. Kathy Scott Shreve

In Account With: Clune Consulting Services
PO Box 103
Minster, OH 45865

Date: July 11, 2019

Attention: Mr. Jesse Binau

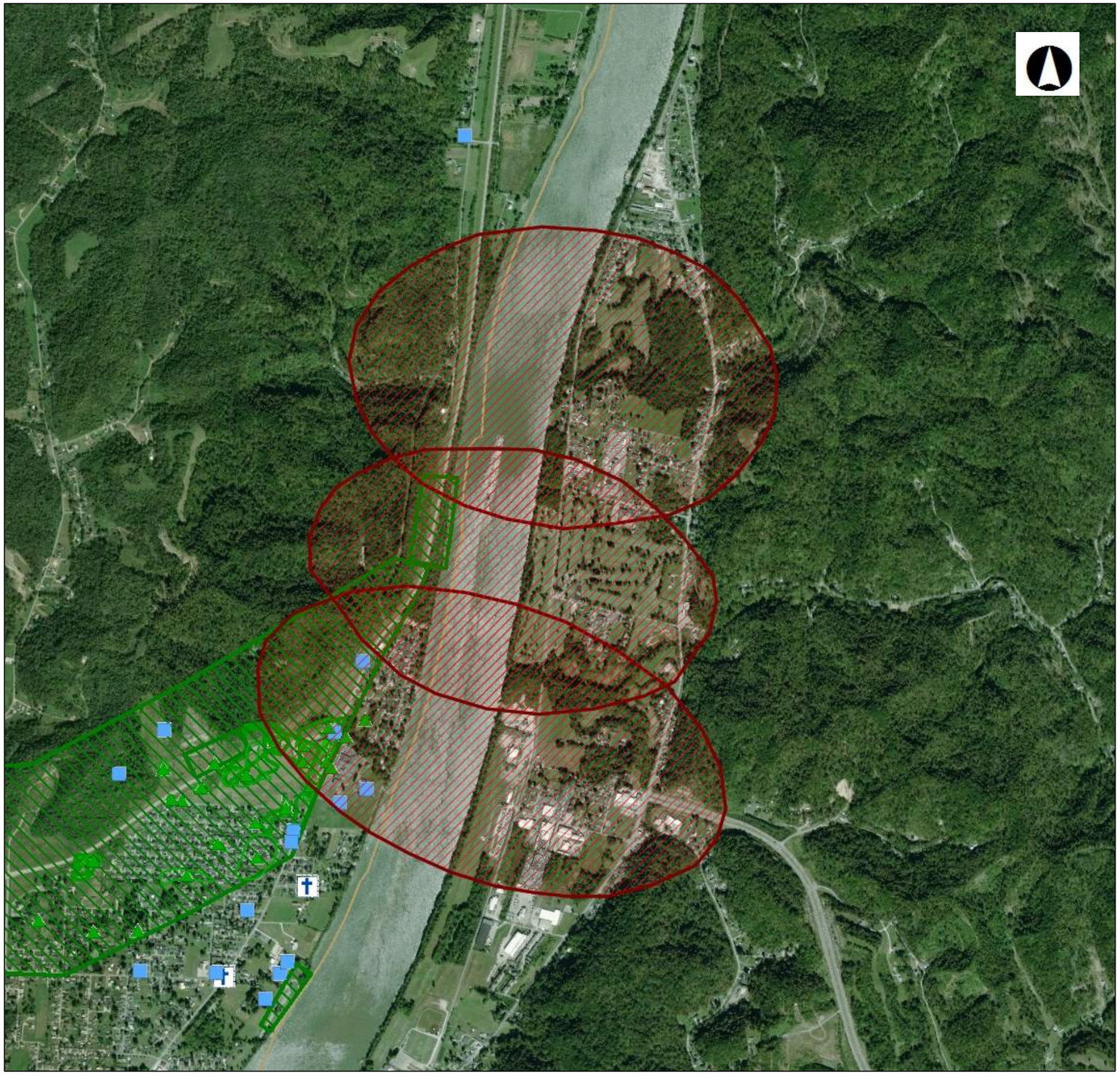
For the retrieval and compilation of information on rare, threatened and endangered species and sensitive habitats for the area of the proposed Ohio River Bridge project connecting Cabell County, WV to Lawrence County, OH.

AMOUNT DUE: $75.00

Make check payable to WV Division of Natural Resources, and mail to the attention of Kathy Scott Shreve at the address above.

Please reference the invoice number on your check.

Ohio State Historic Preservation Office



OHIO HISTORY CONNECTION
State Historic Preservation Office

Legend

- NR Listings
  - Listed
  - National Historic Landmark
  - Delisted
- NR Determinations of Eligibi
- Archaeological Sites
- Historic Structures
- Historic Bridges
- Historic Tax Credit Projects
- OGS Cemeteries
  - Confident
  - Not Confident
- Dams
- UTM Zone Split
- NR Boundaries
- OAI Site Boundaries
- Phase1
- Phase2

0 0.44 0.88 Miles

1: 34,715

Copyright/Disclaimer

Datum: [Datum]
Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

OHIO HISTORICAL INVENTORY

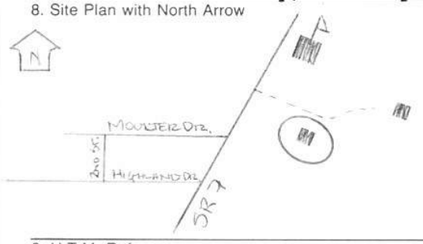
Ohio Historic Preservation Office
1985 Velma Avenue
Columbus, Ohio 43211
614/297-2470

OHIO HISTORICAL SOCIETY SINCE 1885

1. No. LAW-595-11
2. County Lawrence
3. Location of Negatives: ASC, Inc.
Roll No. 29 Picture No.(s) 28-30
4. Present Name(s): Bailes Farmstead ☐ Coded
5. Historic or Other Name(s): Forgey CODED

6. Specific Address or Location: SR 7 Route 1 Box 595
6a. Lot, Section or VMD Number: section 22
7. City or Village: Proctorville vicinity, Rome Twp. If Rural, Township & Vicinity

8. Site Plan with North Arrow



9. U.T.M. Reference
Quadrangle Name Barboursville, WV-OH
17 | 382480 | 4257560
Zone | Easting | Northing

10. Site ☐ Structure ☐ Building ☒ Object ☐
11. On National Register? Yes ☐ No ☒
12. N.R. Potential? Yes ☐ No ☐
13. Part of Estab. Hist. Dist.? Yes ☐ No ☒
14. District Potential? Yes ☐ No ☐
15. Name of Established District (N.R. or Local)

16. Thematic Association(s): Agriculture
17. Date(s) or Period: c.1830-1840
17b. Alteration Date(s)
18. Style or Design: vernacular ☐ High Style ☐ Elements
18a. Style of Addition or Element(s)
19. Architect or Engineer
19a. Design Sources
20. Contractor or Builder
21. Building Type or Plan: Classic I-house
22. Original Use, if apparent: residence
23. Present Use: residence
24. Ownership: Public ☐ Private ☒
25. Owner's Name & Address, if known: Rosalie Bailes same
26. Property Acreage
27. Other Surveys in Which Included

28. No. of Stories 2
29. Basement? Yes ☒ No ☐: partial
30. Foundation Material: sandstone block
31. Wall Construction: wood frame
32. Roof Type & Material: gable\standing seam
33. No. of Bays: Front 3 Side 3
34. Exterior Wall Material(s): aluminum siding
35. Plan Shape T
36. Changes (Explain in #42): Addition ☒ Altered ☒ Moved ☐
37. Window Type(s): ☒ 6 over 6 ☐ 2 over 2 ☐ 4 over 4 ☐ Other
38. Building Dimensions 11x12m
39. Endangered? Yes ☐ By What? No ☒
40. Chimney Placement: flush interior gables
41. Distance from and Frontage on Road: 28m distance

EAST + SOUTH ELEVATIONS

EAST + NORTH ELEVATIONS

42. Further Description of Important Interior and Exterior Features (Continue on reverse if necessary)

A farmhouse with several barns and most of the original farmland. House faces east, towards river and away from present road. Core is a 3-bay I-house with center door, with transom probably covered. Peculiar facade has wide space between end walls and windows. Side windows are towards the rear. Replacement front entry porch. Corbelled south chimney is original, the north is a replacement. Original 6/6 windows. Off-center rear offshoot with ridge chimney 2/3 from the front, with irregular bays. Two doors on north side,...

43. History and Significance (Continue on reverse if necessary)

This structure roughly corresponds to one indicated on the 1901 map and the 1887 atlas. In 1887 the property consisted of 160 acres and was owned by Madison Forgey. This land has been in the Gillette family since 1809, one of the few families in the area still on its family land. This family of German descent arrived here on a flat boat from Pittsburgh. The original farm...

44. Description of Environment and Outbuildings (See #52)

Large and mostly intact farmstead on riverfront.
For an associated adjacent farmstead, see LAW-284-11.

45. Sources of Information

Field observation. Resident owner Rosalie Bailes. USGS 1901 Guyandot WV-OH 15' Quadrangle. 1887 Atlas. Cultural Resource Survey of Route 7, Coleman and Beamer, 1994.

46. Prepared by: ASC, Inc. /KBC/AE
47. Organization: ASC, Inc.
48. Date Recorded in Field: 1 September 1994
49. Revised by
50a. Date Revised
50b. Reviewed by: SCG FEB 09 1995

1. No. LAW-595-11
2. County Lawrence
4,5. Present or Historic Name Bailes House
6. Specific Address or Location SR 7 Box 595

51. Condition of Property
☒ Excellent ☐ Good/Fair ☐ Deteriorated ☐ Ruin ☐ Destroyed/Burned Date_____

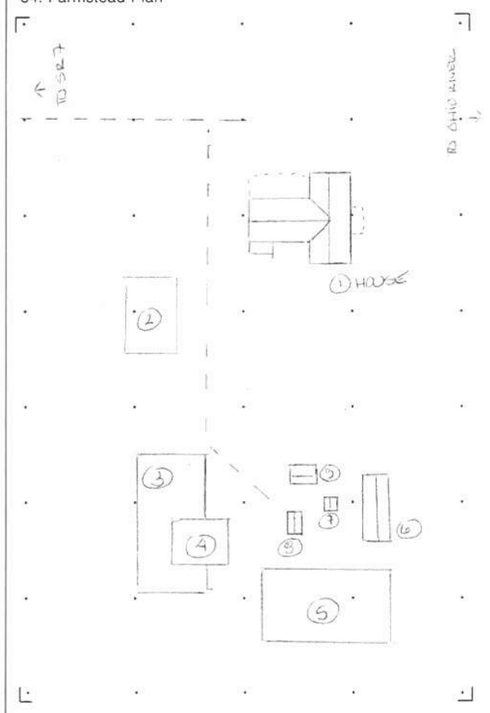
52. Historic Outbuildings and Dependencies
wagon shed, workshop
Barn Type(s)
Three-bay barn

Corn Crib or Shed ☒ Smoke House ☐ Privy ☐
Summer Kitchen ☐ Spring House ☐ Garage ☒
Silo ☐ Ice House ☐
Designed landscape features ☐

53. Affiliated OAI Site Number(s)_____ one_____ multiple

Archaeological Feature:	Observed	Expected on Basis of Archival Research
Well		
Privy		
Cistern		
Foundation		
Structural Rubble		
Formal Trash Dump		
Other _____		

54. Farmstead Plan



42. (Cont'd)

...large replacement porch. Small leanto addition has paired 2/2 windows. Cellar door on south side of outshoot.

(44 cont.) Associated Outbuildings are in a tight cluster around a small open area. (2) Pool. (3) Tractor shed of telephone poles, half open, attached to the wagon shed. (4) Wagon/storage shed has a saltbox form, is 3-bays across gable, post and beam construction, circular sawn rafters, narrow board siding, c1900-1940. (5) Hewn post and beam barn with lean-tos on both sides. Three bays with loft. Hay track in ridge. Later bracing added inside. Center door on side. (6) Wood-frame gable roof corn crib, 18x32 feet, with open face on east side with rasberry trellis. (7) Small gabled wood-frame storage shed, 6x8 feet. (8) Gable roofed wood-frame workshop, 16x12 feet, with a 6-pane window. (9) Gable roofed wood-framed garage, 8x16 feet.

BARN: INTERIOR

43. (Cont'd)

...consisted of 275 acres. Mrs. Bailes' grandfather gave some land for the school in 1925--now Rome High School. Mrs. Bailes is the fifth generation to live here.

CORN CRIB WORKSHOP GARAGE SHED + WAGON SHED

HOUSE EAST + SOUTH ELEVATIONS

BARN: NORTH ELEVATION

Ohio Historic Preservation Office
1985 Velma Avenue
Columbus, Ohio 43211
614/466-1500

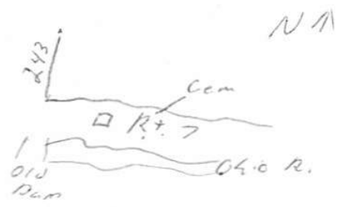
OHIO HISTORICAL SOCIETY SINCE 1885

OHIO HISTORIC INVENTORY

CODED

1. No. LAW-284-11
2. County Lawrence
3. Location of Negatives OHS
4. Present Name(s)
5. Other Name(s) Forgey \ Gillette House

6. Specific Location State Rt 7
7. City or Town Proctorville Vic. If Rural, Township & Vicinity Rome Twp.
8. Site Plan with North Arrow



9. U.T.M. Reference
Zone 17 | Easting 384980 | Northing 4257620
10. Site ☐ Building ☒ Structure ☐ Object ☐
11. On National Register? Yes ☐ No ☒
12. Is It Eligible? Yes ☐ No ☐
13. Part of Estab. Hist. Dist.? Yes ☐ No ☒
14. District Potent'l? Yes ☐ No ☐
15. Name of Established District

16. Thematic Category
17. Date(s) or Period c. 1870
18. Style or Design Italianate
19. Architect or Engineer
20. Contractor or Builder
21. Original Use, if apparent Residence
22. Present Use Residence
23. Ownership Public ☐ Private ☒
24. Owner's Name & Address, if known Gertrude Gillette, Rt 7, Proctorville, Ohio
25. Open to Public? Yes ☐ No ☒
26. Local Contact Person or Organization
27. Other Surveys in Which Included None

28. No. of Stories 2
29. Basement? Yes ☒ No ☐
30. Foundation Material Brick
31. Wall Construction Brick
32. Roof Type & Material Gable; std. seam tin
33. No. of Bays Front 3 Side 2
34. Wall Treatment common bond
35. Plan Shape square
36. Changes (Explain in #42) Addition ☐ Altered ☒ Moved ☐
37. Condition Interior Intact, Exterior Good
38. Preservation Underway? Yes ☐ No ☐
39. Endangered? By What? Yes ☐ No ☐
40. Visible from Public Road? Yes ☐ No ☐
41. Distance from and Frontage on Road

1. No. 284-11
2. County Lawrence
4. Present Name(s)
5. Other Name(s) Forgey - Gillette Hse.

42. Further Description of Important Features (Continue on reverse if necessary)

This is a two story brick structure in the Italianate style. There is a one bay one story porch on front with original roof though posts are new. The windows are two over two double hung sash with arched upper sash.

At rear is c. 1930 one story, one bay enclosed porch.

The low pitch gable roof has carved wooden cornice brackets.

There is one centrally located chimney.

Interior - the structure has a high degree of integrity. The original staircase, mantels and trim remain.

43. History and Significance Forgey, an entrepeneur in the west, built structure.

44. Description of Environment and Outbuildings There is 19th century frame outbldg. of undetermined use and a new brick garage.

45. Sources of Information On site exam. Gertrude Gillette.

46. Prepared by C. Tim Jones
47. Organization OHS
48. Date 6/80
49. Revision Date(s)

50. House Type No.
Code No. ____ Name 4 over 4

51. Historic Outbuildings and Dependencies
Barn Type(s)
Code No. ____ Type ____
Corn Crib or Shed ☐ Silo ☐ Summer Kitchen ☐
Smoke House, ☐ Spring House or Ice House
Privy ☐ Carriage House ☐
Other ____

52. Archaeological Site on Property?
Yes ☐ No ☐
Basis for Information
Owner Collection ☐
Above Ground Earthworks or Mound ☐
Cultural Materials Noted ☐
OAI No. ____

53. Farmstead Plan

54. Photo
Roll No. 10 Picture No(s). 19, 20

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
1985 Velma Avenue
Columbus, Ohio 43211
614/466-1500

OHIO HISTORICAL SOCIETY SINCE 1885

1. No. LAW-409-11
2. County Lawrence
3. Location of Negatives OHS

4. Present Name(s)

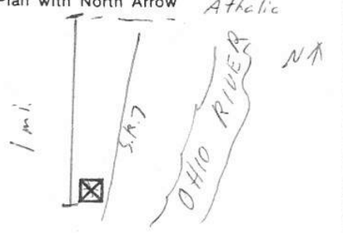
5. Other Name(s) H. C. Brown House

CODED

6. Specific Location SR 7 Section 23

7. City or Town Athalia If Rural, Township & Vicinity Rome TWP

8. Site Plan with North Arrow



9. U.T.M. Reference Barboursville quad

Zone	Easting	Northing
17	384960	4258240

10. Site ☐ Building ☒ Structure ☐ Object ☐

11. On National Register? Yes ☐ No ☑
12. Is It Eligible? Yes ☐ No ☐
13. Part of Estab. Hist. Dist.? Yes ☐ No ☑
14. District Potent'l? Yes ☐ No ☐
15. Name of Established District

16. Thematic Category agriculture
17. Date(s) or Period c. 1850
18. Style or Design No Academic
19. Architect or Engineer
20. Contractor or Builder
21. Original Use, if apparent Residence
22. Present Use Residence
23. Ownership Public ☐ Private ☒
24. Owner's Name & Address, if known Ogleby Proctorville, Ohio
25. Open to Public? Yes ☐ No ☒
26. Local Contact Person or Organization
27. Other Surveys in Which Included None

28. No. of Stories 2
29. Basement? Yes ☒ No ☐
30. Foundation Material Ashlar sandstone
31. Wall Construction Frame
32. Roof Type & Material Cross gable; std. seam tin
33. No. of Bays Front 3 Side
34. Wall Treatment Asbestos shingle
35. Plan Shape "L"
36. Changes (Explain in #42) Addition ☐ Altered ☐ Moved ☐
37. Condition Interior ____ Exterior Poor
38. Preservation Underway? Yes ☐ No ☒
39. Endangered? By What? Yes ☐ No ☒
40. Visible from Public Road? Yes ☒ No ☐
41. Distance from and Frontage on Road 40'

42. Further Description of Important Features (Continue on reverse if necessary)

This fairly plain bldg. has a central entrance with transom on the three bay symmetrical front facade. There is a one story one bay porch. The windows are two

43. History and Significance

In 1887 this was part of a large farm owned by H. C. Brown.

44. Description of Environment and Outbuildings

In rural setting with no historic outbldgs.

45. Sources of Information

On site exam.
Atlas of Lawrence County, 1887.

46. Prepared by C. Tim Jones
47. Organization OHS
48. Date 7/96
49. Revision Date(s) SCG 7/87

1. No. 409-11
2. County Lawrence
4. Present Name(s)
5. Other Name(s) H. C. BROWN HOUSE

50. House Type No.

Code No. ____ Name Classical I-house

51. Historic Outbuildings and Dependencies

Barn Type(s)

Code No. ____ Type ____

Corn Crib or Shed ☐ Smoke House, ☐ Privy ☐
Silo ☐ Spring House Carriage House ☐
Summer Kitchen ☐ or Ice House

Other ____

52. Archaeological Site on Property?

Yes ☐
No ☐

Basis for Information

Owner Collection ☐
Above Ground Earthworks or Mound ☐
Cultural Materials Noted ☐
OAI No. ____

53. Farmstead Plan

54. Photo
Roll No. 15 Picture No(s). 19

42. (Cont'd)

over two.

There are interior end chimneys.

OHIO HISTORIC INVENTORY

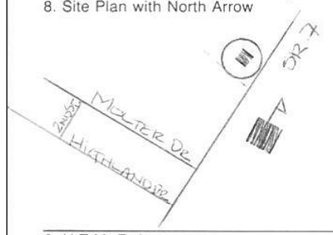
Ohio Historic Preservation Office
1985 Velma Avenue
Columbus, Ohio 43211
614/297-2470

OHIO HISTORICAL SOCIETY SINCE 1885

1. No. LAW-596-11
2. County Lawrence
3. Location of Negatives: ASC, Inc.
Roll No. 19 Picture No.(s) 4-5
4. Present Name(s): Paul Gillette House ☐ Coded
5. Historic or Other Name(s):

CODED

6. Specific Address or Location: SR 7
Route 1 Box 540
6a. Lot, Section or VMD Number: section 23
7. City or Village: Proctorville vicinity, Rome Twp. If Rural, Township & Vicinity
8. Site Plan with North Arrow



9. U.T.M. Reference
Quadrangle Name Barboursville, WV-OH
17 | 384850 | 4257890
Zone Easting Northing
10. Site ☐ Building ☒ Structure ☐ Object ☐
11. On National Register? Yes ☐ No ☒
12. N.R. Potential? Yes ☐ No ☐
13. Part of Estab. Hist. Dist.? Yes ☐ No ☒
14. District Potential? Yes ☐ No ☐
15. Name of Established District (N.R. or Local)

16. Thematic Association(s)
17. Date(s) or Period: 1925
17b. Alteration Date(s)
18. Style or Design: bungalow ☐ High Style ☐ Elements
18a. Style of Addition or Element(s)
19. Architect or Engineer
19a. Design Sources
20. Contractor or Builder
21. Building Type or Plan: Front Gable Bungalow
22. Original Use, if apparent: residence
23. Present Use: residence
24. Ownership: Public ☐ Private ☒
25. Owner's Name & Address, if known: Paul Gillette
26. Property Acreage
27. Other Surveys in Which Included

28. No. of Stories: 1
29. Basement? Yes ☒ No ☐
30. Foundation Material: poured concrete
31. Wall Construction: wood frame
32. Roof Type & Material: front gable\aspht shng
33. No. of Bays: Front 2 Side
34. Exterior Wall Material(s): weatherboard
35. Plan Shape: rectangular
36. Changes (Explain in #42): Addition ☐ Altered ☐ Moved ☐
37. Window Type(s): ☐ 6 over 6 ☐ 2 over 2 ☐ 4 over 4 ☒ Other 5/1, 4/1
38. Building Dimensions: 7x13m
39. Endangered? Yes ☐ By What? No ☒
40. Chimney Placement: center rigde, mid-slpe
41. Distance from and Frontage on Road: 10m distance

EAST & SOUTH ELEVATION

WEST & NORTH ELEVATIONS

42. Further Description of Important Interior and Exterior Features (Continue on reverse if necessary)
Front door is off-center. Gabled three-bay porch has concrete footers, wooden Doric columns, notched front decorated rafters, frieze at peak, raking frieze board. House has same treatment, and corner boards with capitals and 1/4 round corner trim. Paired window, rear enlosed porch with small triple window, lean-to addition. Large chimney is mid-slope at back of front room.

43. History and Significance (Continue on reverse if necessary)
This structure is not indicated on any early maps.

44. Description of Environment and Outbuildings (See #52)
Small ravine on both sides, cultivated fields behind. To the NW is a new ranch house belonging to Mr. Gillette's son. New workshop behind ranch.

45. Sources of Information
Field observation. Paul Gillette. Cultural Resource Survey of Route 7, Coleman and Beamer, 1994.

46. Prepared by: ASC, Inc. /KBC/AE
47. Organization: ASC, Inc.
48. Date Recorded in Field: 31 August 1994
49. Revised by
50a. Date Revised
50b. Reviewed by: FEB 09 1995

SCG

1. No. LAW-596-11
2. County Lawrence
4,5. Present or Historic Name Paul Gillette House
6. Specific Address or Location SR 7 Route 1 Box 590

51. Condition of Property
☐ Excellent ☐ Ruin
☒ Good/Fair ☐ Destroyed/Burned
☐ Deteriorated Date_____

52. Historic Outbuildings and Dependencies
Barn Type(s)

Corn Crib or Shed ☐ Smoke House ☐ Privy ☐
Summer Kitchen ☐ Spring House ☐ Garage ☐
Silo ☐ Ice House ☐
Designed landscape features ☐

53. Affiliated OAI Site Number(s)_____ one_____ multiple

Archaeological Feature:	Observed	Expected on Basis of Archival Research
Well		
Privy		
Cistern		
Foundation		
Structural Rubble		
Formal Trash Dump		
Other _____		

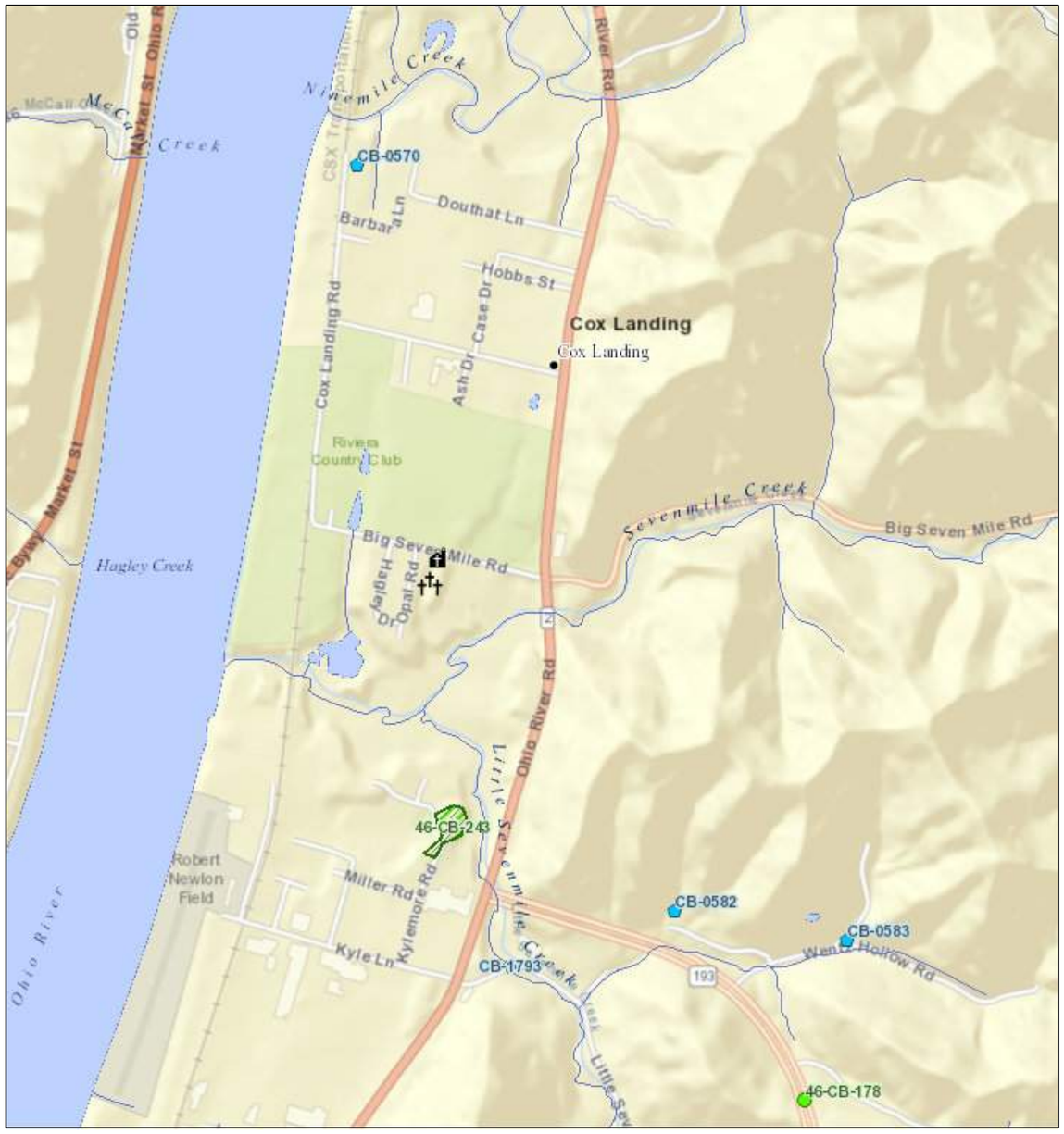
54. Farmstead Plan

42. (Cont'd)

43. (Cont'd)

West Virginia State Historic Preservation Office

WV SHPO Map



June 6, 2019

1:18,056 0 0.15 0.3 0.6 mi

- Architecture Sites - Point
- National Register - Point
- Cemeteries - Point
- Architecture Sites - Area
- National Register - Area
- Cemeteries - Area
- Architecture Survey - Area

Notes:

WVGISTC, WVSHPO

46 CB 243

June 6, 2019

1:4,514 0 0.0375 0.075 0.15 mi

- Cemeteries - Area

Notes:

WVGISTC, WVSHPO

West Virginia Cemetery Inventory Form

NR rating:_____

(Revised 26 September 2014)

1. Trinomial Number (OFFICE USE ONLY): ___46CB243_____

2. Cemetery Name, Historic:___Kyle_____ Cemetery Name, Common:_____

3. County:__Cabell_____ 4. 7.5' Quadrangle Name:__Barboursville_____

5. UTM Zone:_____17_____ NAD:_____83_____

Easting:__0386212_____ Northing:_4257902_____

6. Location: Cemetery is split in half by Kylemore Road approximately 1,000 feet from S.R. 2.

7. Ownership: Public: Municipal_____ County__X___ State_____ Federal_____

Private: Family__X___ Church_____
Denomination_____

Fraternal_____ Other_____

8. Burial Population: _Ca. 120_____

9. Predominant Surnames: __Kyle, Wintz, Hensley, Morrison_____

10. Mass Grave: Yes_____ No__x___ Explain: _____

11. Public Accessibility: Unrestricted___x__
Restricted_____
For permission to visit, contact_____

12. Access into cemetery: By foot_____ By car__x___

13. Terrain: ___Cemetery is situated on a high flat rise _____

14. Bounded by: Fence__x___ Wall_____ Hedge_____ Other___Some portions fenced but not all._____

15. Condition: Well-maintained_____ Poorly maintained X___ Overgrown, easily identifiable_____ Overgrown, unidentifiable_____ Unidentifiable, but known to exist through tradition or other means (identify source) _____

16. Disturbances: _Some toppled stones and broken stones are prevalent within the portion on the north side of the road. Also, most of the original cast iron fencing has been removed or has fallen over the hill. Grave slumping is common as well._____

West Virginia Cemetery Inventory Form

NR rating:_____

17. Cemetery Size and Orientation (please give dimensions in feet, and indicate compass direction for long and short axis): __400 feet (north-south) by 200 feet_____

West Virginia Cemetery Inventory Form

NR rating:_____

Trinomial Number: _____ Cemetery Name:_____

18. Historical Background (use continuation sheet if necessary): _Background information/deed research will be incorporated on revised form when report is submitted._____

_____

19. Gravestones (Please list the number of gravestones that fit in the categories below. If this is guess or an approximation, put "circa" before the number. Include photographs and/or sketches of representative decorative carvings.):

Number of headstones__Ca. 90___Number of burials__Ca. 120___Footstones? Yes___x_ No_____

Number of gravestones with burial dates from the 18th century__0___ 19th century__ Ca.11___

20th century__Ca. 57 21th century_20___

Please list the earliest headstone date ___1852____ Most recent date____2017_____

Number of gravestones of each material: Slate_0____ Marble_1____Granite_42____
Sandstone__5___ Fieldstone_0____
Other_____Limestone=_21_____

Number of gravestones that are: Readable__Ca. 67___Eroded__11___ Badly Tilted__11___
Cracked/Broken__6___ Broken but standing___3__ Broken, no longer standing__9___
Location of stones no longer standing___on ground throughout cemetery_____

Restoration efforts, if any:

_____

_____

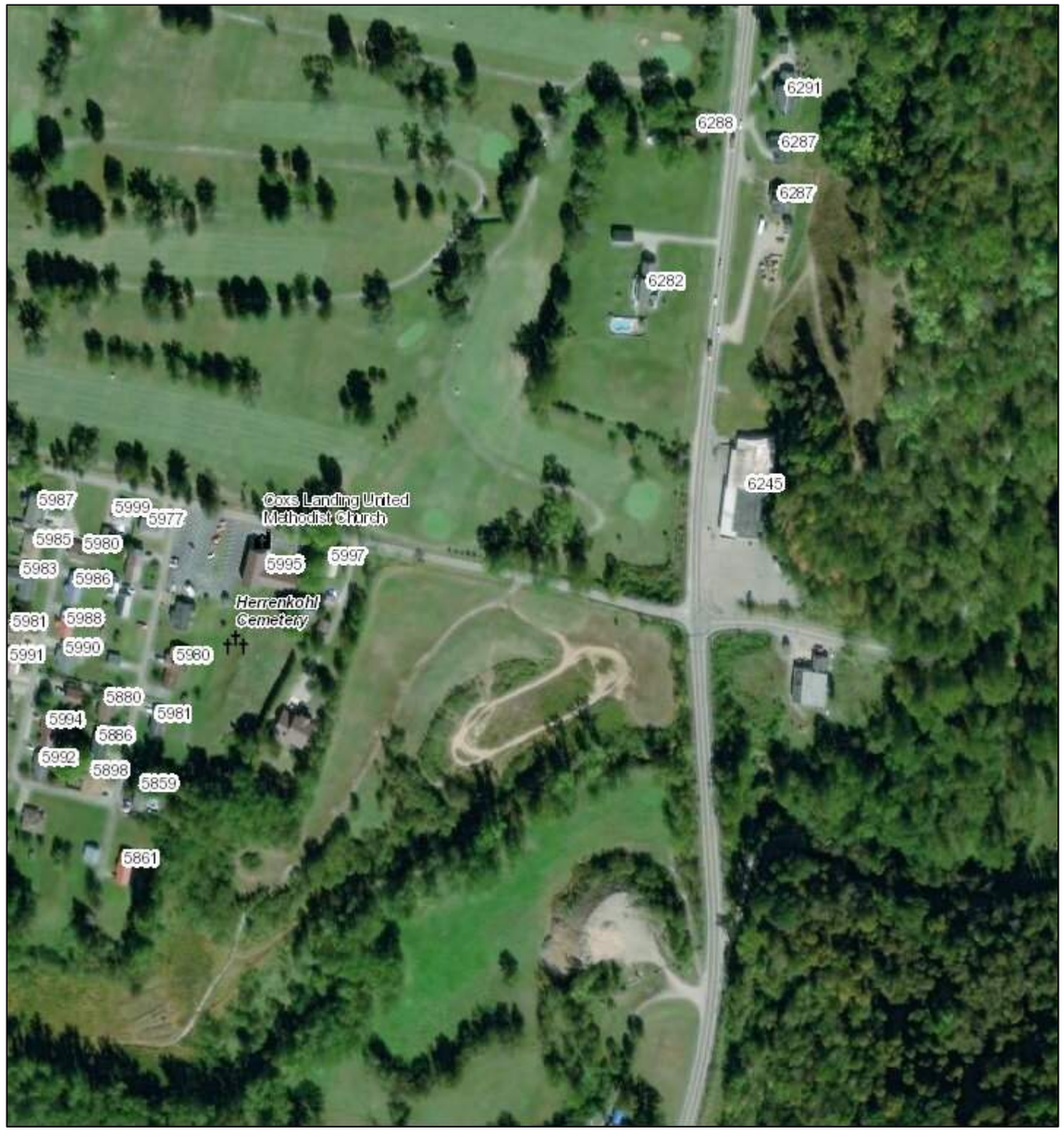
20. Attachments: 1) a copy of the topographic quadrangle map indicating the cemetery's location, 2) general photograph(s) of the cemetery showing its setting and/or location, and 3) a list or copies of any reference information about the cemetery (books, personal communication, etc.).

21. Recorder: _James Vosvick_____ Date: ___August 18, 2018_____

Address: Weller & Associates_____ Telephone Number:_304-281-0445_____
_P.O. Box 6005_____
_Wheeling, WV 26003_____

Please return form to:
WV State Historic Preservation Office
The Cultural Center
1900 Kanawha Boulevard, East
Charleston, West Virginia 25305-0300

Cemetery



June 6, 2019

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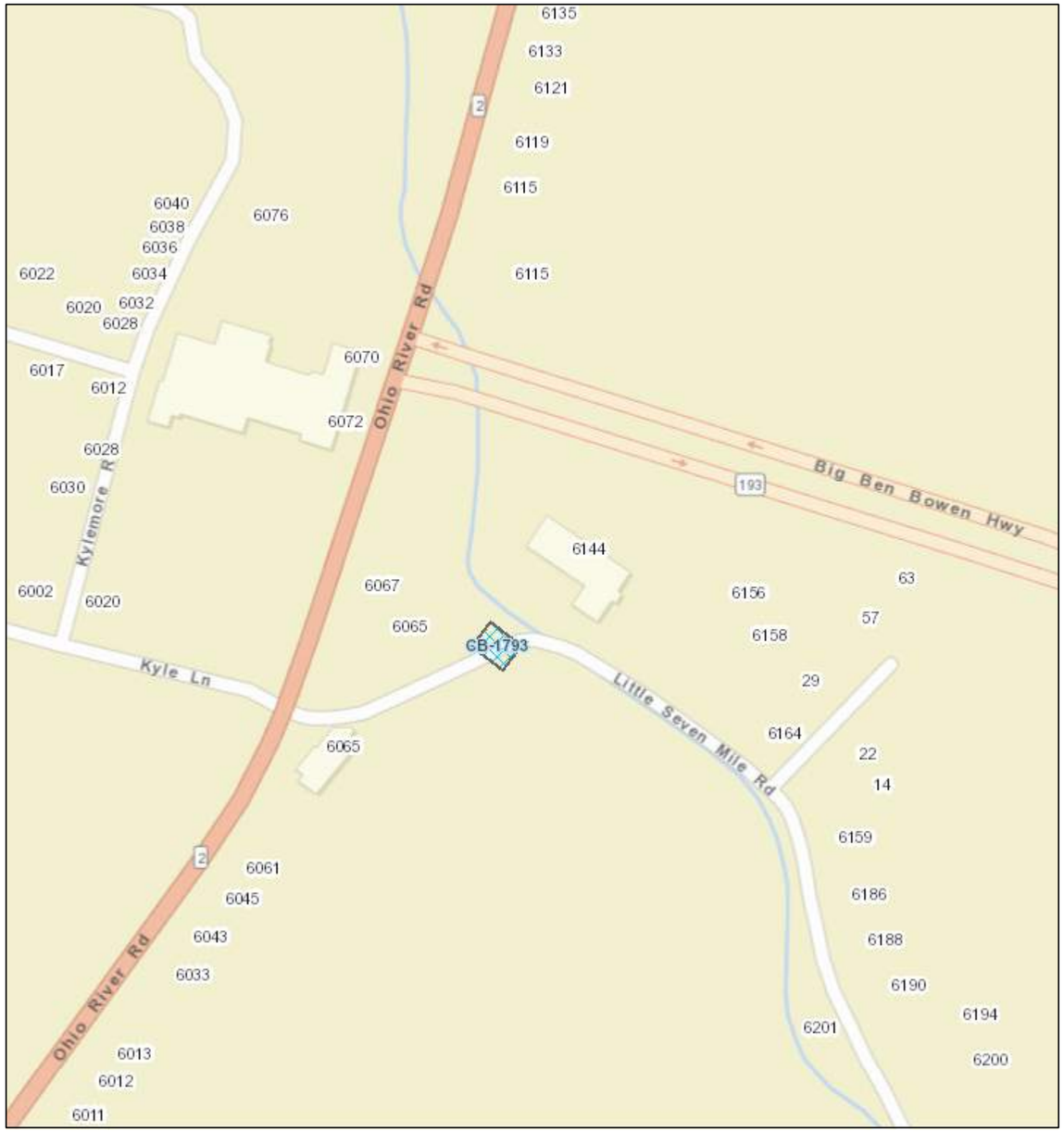
Architecture Sites - Area

Notes:

WVGISTC, WVSHPO

CB 1793



June 6, 2019

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Architecture Sites - Area

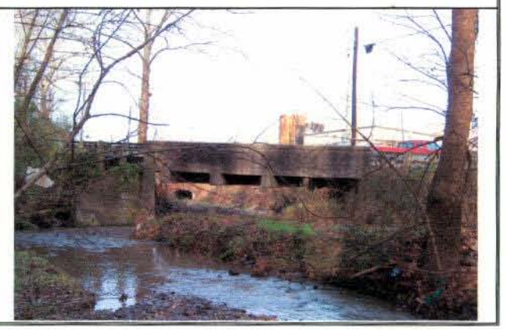
Notes:

WVGISTC, WVSHPO

Little Seven Mile Bridge HPI.doc

Internal Rating: _____

WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Cabell County Route 19 approximately 0.09 mile south of the junction with West Virginia Route 2.	**Common/Historic Name/Both** ☐ ☐ ☒ Little Seven Mile Bridge	**Field Survey #** 1	**Site # (SHPO Only)** CB-1793
Town or Community near Cox Landing, WV	**County** Cabell	**Negative No.**	**NR Listed Date**
Architect/Builder Unknown	**Date of Construction** est. 1930	**Style** ***(SHPO Only)***	
Exterior Siding / Materials Construction material: concrete	**Roofing Material** Deck material: Asphalt over concrete	**Foundation** Abutments: Full height concrete	
Property Use or Function Transportation	**UTM** Zone 17 NAD 1927 Easting 386,408 Northing 4,257,403 **Quadrangle Name** Barboursville USGS 7.5' Quadrangle		
Survey Organization & Date WVDOH December 12, 2004	**Part of What Survey / FR#** Little Seven Mile Bridge Replacement State Project #S206-19-3.62 Federal Project #BR-0019(236)E		

Site No.

Name: Little Seven Mile Bridge
Survey #: 1
Survey / FR#: Little Seven Mile Bridge Replacement State Project #S206-19-3.62
Federal Project #BR-0019(236)E

Present Owners	**Owners Mailing Address**
WVDOT	Unknown /// Capitol Complex, Charleston, WV

Describe Setting -1 Acres
☐ Archaeological Artifacts Present

The bridge is located in an urban setting over Little Seven Mile Creek. It is situated on Cabell County Route 19 approximately 0.09 mile south of the junction with West Virginia Route 2.

Description of Buildings or Site (Original and Present) Stories Front Bays

The latest Bridge Inspection Report, dated April 20, 2004, lists the structure in overall poor condition. The most serious deficiencies include separation between the abutment wingwall and brestwall, spalling, cracking, erosion, damage to the approach railings, and overall poor alignment.

Alterations ☐ Yes ☒ No If yes, describe

N/A

Additions ☐ Yes ☒ No If yes, describe

N/A

Describe All Outbuildings

N/A

Statement of Significance:

See Continuation Sheet

Bibliographical References

WVDOH Staff. 1995. Survey of Historic Bridges. MS at WVDOH
WVDOH Structures Division. 1990. Inventory Inspection. W.V. Bridge Data. MS at WVDOH.
WVDOH Structures Division. 2004. Bridge Inspection. WV. Bridge Data.

Form Prepared By: **Date:** December 9, 2004

Name/Organization: Susan B. Stafford
Address: WV Division of Highways
Capitol Complex
Building 5, Rm. 463
Charleston, WV 25305

Phone #: 558-2885

Little Seven Mile Bridge HPI.doc

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Little Seven Mile Bridge
Survey Number: 1
Project / FR#: Little Seven Mile Bridge Replacement State Project #S206-19-3.62
Federal Project #BR-0019(236)E

Statement of Significance

Little Seven Mile Bridge is a common type bridge that has not made significant contributions to the broad patterns of our history. It is therefore ineligible for the National Register of Historic Places under Criterion A.

The bridge is not known to be associated with the lives of significant persons, making it ineligible under Criterion B.

Little Seven Mile Bridge does not embody the distinctive characteristics of a type, period, method of construction, or represent the work of a master, as outlined in Criterion C.

Criterion D is also not met by this structure. It is unlikely to yield information important in history as laid out in Criterion D.

CB-0582

28

HISTORIC PROPERTIES INVENTORY FORM

(Staff Use Only) ~~129~~

HISTORIC PRESERVATION UNIT
DEPARTMENT OF CULTURE & HISTORY
THE CULTURAL CENTER
CHARLESTON, WEST VIRGINIA 25305

RATING: Shd 3/12/91

CONTEXT:

File No:
Theme(s):
Neg No(s):
USGS Quad:
UTM Ref:

DISTRICT_SITE_BUILDING_STRUCTURE_OBJECT

1. NAME(S), historic/common: Myrtle Hazlett House

2. LOCATION, street/road: 6190 Wentz Hollow Road

city/town: Barboursville, WV
(incorporated/unincorporated)

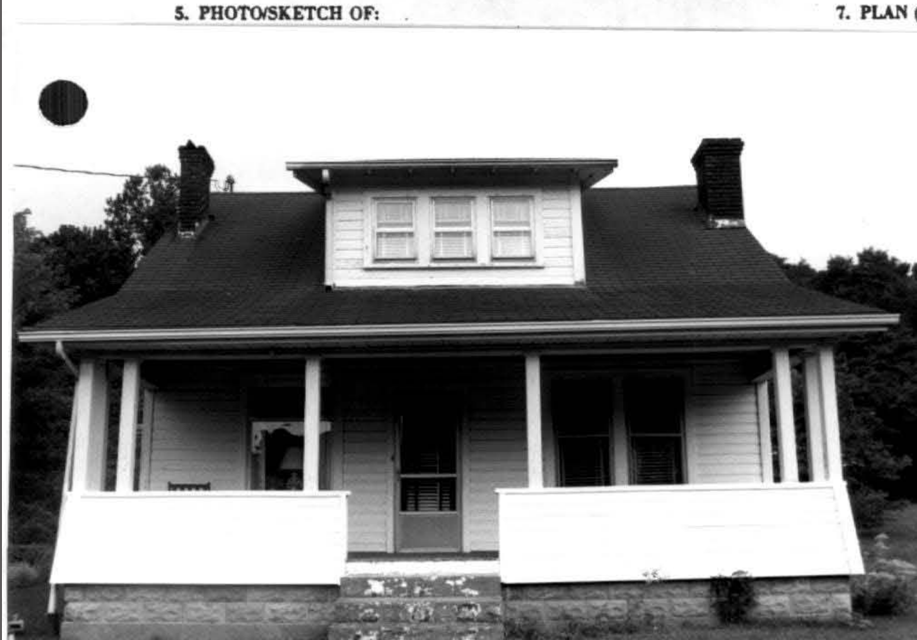
3. USE/FUNCTION, present: Residence (public/private, restricted)

original:

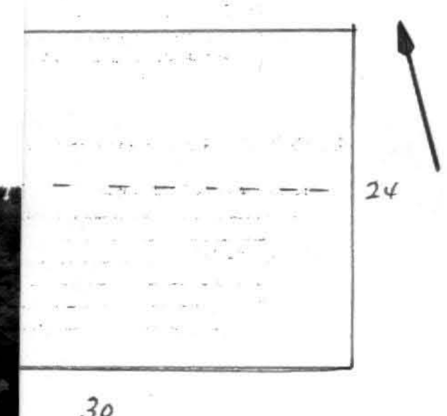
4. OWNER/ADDRESS, present: Myrtle Hazlett (public/private)

original:

5. PHOTO/SKETCH OF:

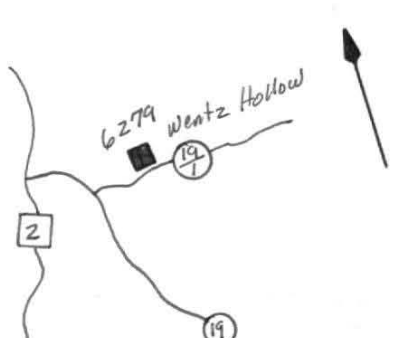


7. PLAN (include approx. dimensions):



GM

6. LOCALE/ENVIRONMENT(map):



8. ACREAGE (approx): 14.5 ac.

COUNTY: Cabell

Survey Region:

Planning District:

9. DESCRIPTION (clarify as appropriate):

a. Exterior Fabric

stone
brick
concrete
stucco
weatherboard
clapboard X
board & batten
shingle
other

b. Structural System

masonry
frame X
log
metal
other

foundation simulated stone concrete block

c. Roofing Material

wood
metal
slate
tile
asphalt X
composition
other

d. Associated Structures (use/type):

outbuildings one "meathouse" one privy

dependencies

other

e. Integrity (include dates):

original site/relocated original

alterations new front porch new asphalt roof

additions

f. Condition:

excellent
good X
fair
deteriorated
abandoned

g. Threats: None

10. SIGNIFICANCE (use additional sheet if necessary):

a. Architect/Builder/Engineer:

b. Style/Period: ~~Eclectic: Craftsman, side gable~~ BUNGALOW

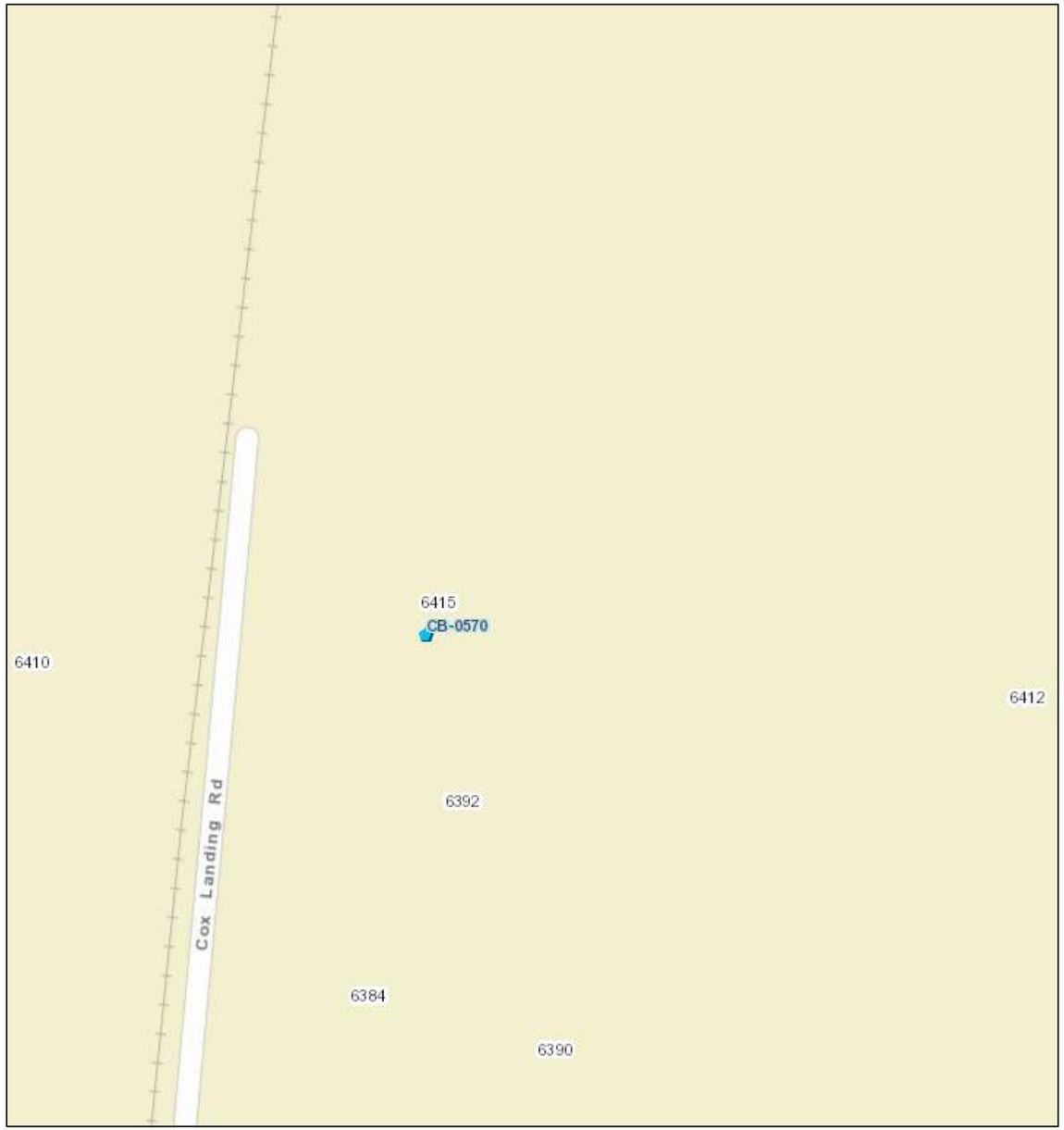
c. Date(s): 1928

This Craftsman side gable is one and one-half stories with a center shed dormer, porch under main roof with a break in slope. Traditional windows are one over one.

11. BIBLIOGRAPHY: Interview with Myrtle Hazlett, owner
See also narration bibliography

12. FORM PREPARED BY Howard G. Adkins/Mack H. Gillenwater ; DATE 9/89
a. Address Marshall University/Huntington, WV
b. Organization Geography Department/Marshall University

CB 0570



June 6, 2019

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Architecture Sites - Point

Notes:

WVGISTC, WVSHPO

CB-0570

#46 15

HISTORIC PROPERTIES INVENTORY FORM

HISTORIC PRESERVATION UNIT
DEPARTMENT OF CULTURE & HISTORY
THE CULTURAL CENTER
CHARLESTON, WEST VIRGINIA 25305

RATING: Chd 3/12/91
CONTEXT:

(Staff Use Only)
UTM Ref:
USGS Quad:
Neg No(s):
Theme(s):
File No:

DISTRICT...SITE...BUILDING...STRUCTURE...OBJECT

1. NAME(S), historic/common: Carlton Ash House

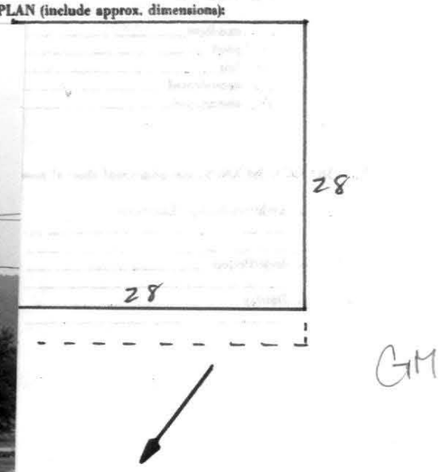
2. LOCATION, street/road: 6415 Douthat Lane
Cox Landing
city/town: Lesage, WV
(incorporated/unincorporated)

3. USE/FUNCTION, present: Residence (public/private/restricted)
original: Same

4. OWNER/ADDRESS, present: Carlton Ash (public/private)
original: n/a

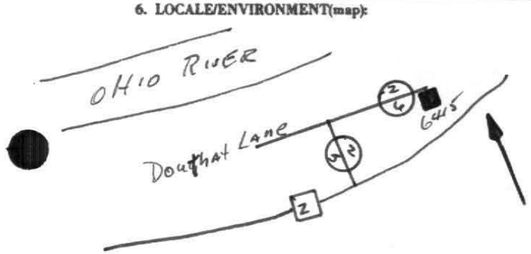
5. PHOTO/SKETCH OF:

7. PLAN (include approx. dimensions):



GM

6. LOCALE/ENVIRONMENT(map):



8. ACREAGE (approx): 1/5 ac.

COUNTY: Cabell
Survey Region:
Planning District:

9. DESCRIPTION (clarify as appropriate):

a. Exterior Fabric
stone
brick
concrete
stucco
weatherboard
clapboard X
board & batten
shingle
other

b. Structural System
masonry
frame X
log
metal
other

foundation block and continuous slab

c. Roofing Material
wood
metal tin
slate
tile
asphalt
composition
other

d. Associated Structures (use/type):
outbuildings One storage shed
dependencies
other

e. Integrity (include dates):
original site/relocated original
alterations none
additions none

f. Condition:
excellent X
good
fair
deteriorated
abandoned

g. Threats: None

10. SIGNIFICANCE (use additional sheet if necessary):

a. Architect/Builder/Engineer: n/a

b. Style/Period: ~~Eclectic~~ ~~Prairie~~ FOUR-SQUARE

c. Date(s): @1920

Pyramidal roof, simple rectangular plan, off center entrance, full-width front porch are common characteristics of this dwelling.

11. BIBLIOGRAPHY: Bowen Realty Co., Huntington, WV
See also narration bibliography

12. FORM PREPARED BY: Howard G. Adkins/Mack H. Gillenwater ; DATE 9/89
a. Address: Marshall University/Huntington, WV
b. Organization: Geography Department, Marshall University

Environmental Data Resources, Inc

Ohio River Bridge
KYOVA
Huntington, WV 25702

Inquiry Number: 5705882.2s
July 02, 2019

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

FORM-LBC-RG

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

KYOVA
HUNTINGTON, WV 25702

COORDINATES

Latitude (North):	38.4699160 - 38° 28' 11.69''
Longitude (West):	82.3088960 - 82° 18' 32.02''
Universal Tranverse Mercator:	Zone 17
UTM X (Meters):	385814.4
UTM Y (Meters):	4258560.0
Elevation:	548 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	6014383 BARBOURSVILLE, WV
Version Date:	2014
North Map:	5965646 ATHALIA, OH
Version Date:	2013

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140919, 20150610
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
KYOVA
HUNTINGTON, WV 25702

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	CAROLYN SUE KING	6309 CASE DR.	FINDS, ECHO	Higher	1 ft.
A2	CAROLYN SUE KING	6309 CASE DR.	WV NPDES	Higher	1 ft.
A3	CABELL COUNTY BUS GA	CR2/5	FINDS, ECHO	Higher	1 ft.
A4	CABELL COUNTY BUS GA	CR2/5	WV NPDES	Higher	1 ft.
B5	COX'S LANDING JR. HI	PO BOX 115 RT 2	FINDS, ECHO	Lower	1 ft.
C6	CARL Q. ASH	5898 OPAL ROAD	FINDS, ECHO	Higher	1 ft.
B7	COX LANDING MOBILE H	6578 COX LANDING LAN	WV NPDES	Higher	1 ft.
B8	COX'S LANDING JR. HI	UNKNOWN	FINDS, ECHO	Lower	1 ft.
D9	CABELL COUNTY SCHOOL	6370 COX LANE	FINDS, ECHO	Higher	1 ft.
B10	COX'S LANDING JR. HI		WV NPDES	Lower	1 ft.
B11	CABELL BOE BUS GARAG	6363 COX LANE	WV NPDES	Lower	1 ft.
B12	COX LANDING MOBILE H	6578 COX LANDING LAN	FINDS, ECHO	Higher	1 ft.
A13		RT 2 BOX 61	WV NPDES	Higher	1 ft.
C14	LESAGE DEVELOPMENT P	CR 2	WV NPDES	Lower	1 ft.
E15		6396 OHIO RIVER RD	WV NPDES	Higher	1 ft.
16			WV NPDES	Higher	1 ft.
F17		6460 DOUTHAT LN	WV NPDES	Higher	1 ft.
G18		8925 HOMESTEAD RD	WV NPDES	Higher	1 ft.
F19		5385 DOUTHAT LANE	WV NPDES	Higher	1 ft.
A20		6316 CASE DR	WV NPDES	Higher	1 ft.
C21	CARL Q. ASH	5898 OPAL ROAD	WV NPDES	Higher	1 ft.
E22	MC CLURE JAMES E	6360 OHIO RIVER RD	EDR Hist Auto	Higher	1 ft.
E23	TOM JACKSON		WV NPDES	Higher	1 ft.
E24		6375 OHIO RIVER RD	WV NPDES	Higher	1 ft.
A25		6359 HOBBS DR	WV NPDES	Higher	1 ft.
C26	JOHN SANG	5880 OPAL RD	FINDS, ECHO	Higher	1 ft.
C27		5988 HAGLEY DR	WV NPDES	Higher	1 ft.
28			WV NPDES	Higher	1 ft.
C29	DARRELL CHAPMAN	5860 OPAL ROAD	WV NPDES	Higher	1 ft.
30	MARK TOLLIVER		WV NPDES	Lower	1 ft.
C31	SARAH COMBS	5858 OPAL ROAD	WV NPDES	Higher	1 ft.
C32	COX LANDING CHURCH P	5983 HAGLEY DRIVE	WV NPDES	Higher	1 ft.
H33	SCOTT COYNER	5990 HAGLEY DR	WV NPDES	Higher	1 ft.
H34		5981 OPAL RD	WV NPDES	Higher	1 ft.
C35	SCOTT COYNER	5990 HAGLEY DR	FINDS, ECHO	Higher	1 ft.
C36	GARY F. PLUMLEY	5980 HAGLEY DRIVE	WV NPDES	Higher	1 ft.
C37	GARY F. PLUMLEY	5980 HAGLEY DRIVE	FINDS, ECHO	Higher	1 ft.
C38	JOSEPH M. TRIPPETT		WV NPDES	Higher	1 ft.
A39		6346 COX LANDING	WV NPDES	Higher	1 ft.

MAPPED SITES SUMMARY

Target Property Address:
KYOVA
HUNTINGTON, WV 25702

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
C40	COX LANDING CHURCH P	5983 HAGLEY DRIVE	FINDS, ECHO	Higher	1 ft.
B41			WV NPDES	Higher	1 ft.
D42	CABELL BOE BUS GARAG	6363 COX LANE	FINDS, ECHO	Higher	1 ft.
A43	COX LANDING ELEMENTA	6358 COX LANE	FINDS	Higher	1 ft.
A44	CABELL COUNTY TRANSP	6363 COX'S LANDING R	WV AST	Higher	1 ft.
D45	SOUTHWEST COMMUNITY	6358 COX LANE	WV NPDES	Higher	1 ft.
46		6335 OHIO RIVER RD	WV NPDES	Higher	1 ft.
C47	JOHN SANG	5880 OPAL RD	WV NPDES	Higher	1 ft.
D48	SOUTHWEST COMMUNITY	6358 COX LANE	FINDS, ECHO	Higher	1 ft.
D49	COX LANDING ELEMENTA	6358 COX LANE	FINDS, ECHO	Higher	1 ft.
D50	COX LANDING ELEMENTA	6358 COX LANE	WV NPDES	Higher	1 ft.
I51	ECONOTRAC INC	6063 OHIO RIVER RD	EDR Hist Auto	Higher	1 ft.
I52	STATION #3902	6063 OHIO RIVER RD	WV RGA LUST	Higher	1 ft.
I53	SUPERAMERICA 7302	6063 OHIO RIVER RD	RCRA NonGen / NLR, FINDS	Higher	1 ft.
I54	SERVICE MACHINE CO		WV NPDES	Higher	1 ft.
I55	CLARKS PUMP N SHOP #	6067 OHIO RIV RD	WV UST, WV Financial Assurance	Higher	1 ft.
I56	SERVICE MACHINE CO	MINING EQUIPMENT DIV	FINDS, ECHO	Higher	1 ft.
I57	UNKNOWN	POST OFFICE BOX 8177	FINDS, ECHO	Higher	1 ft.
I58	SMC ELECTRICAL PRODU	6072 OHIO RIVER RD.	WV NPDES	Higher	1 ft.
I59	JUNE WILLIAMSON		WV NPDES	Higher	1 ft.
I60	RICH OIL CO	6052 OHIO RIVER RD	EDR Hist Auto	Higher	1 ft.
I61	SMC ELECTRICAL PRODU	6072 OHIO RIVER RD	RCRA NonGen / NLR	Higher	1 ft.
I62	SUPERAMERICA 7302	6063 OHIO RIVER RD	ECHO	Higher	1 ft.
I63	STATION #3902	6063 OHIO RIVER RD	WV LUST, WV UST, WV INST CONTROL, WV VCP	Higher	1 ft.
I64	SMC ELECTRICAL PRODU	6072 OHIO RIVER RD.	FINDS, ECHO	Higher	1 ft.
65	LAWRENCE COUNTY	STATE RT 7	ICIS, FINDS, ECHO	Higher	1 ft.
C66	SHIRLEY M. CLARY		WV NPDES	Lower	1 ft.
C67	LESAGE DEVELOPMENT P	UNKNOWN	FINDS	Lower	1 ft.
F68		6456 DOUTHAT LN	WV NPDES	Higher	1 ft.
F69		RT 2 BOX 96	WV NPDES	Higher	1 ft.
70		6150 KYLEMORE RD	WV NPDES	Higher	1 ft.
J71		6156 OHIO RIVER ROAD	ERNS	Higher	1 ft.
J72	HOWARD BASENBACK		WV NPDES	Lower	1 ft.
I73	STILTNER FOOD MARTS	6067 OHIO RIVER RD	EDR Hist Auto	Higher	1 ft.
F74		6413 DOUTHAT LN	WV NPDES	Higher	12, 0.002, NNE
K75		6086 KYLE LN	WV NPDES	Higher	51, 0.010, South
K76		6076 D KYLE LN	WV NPDES	Higher	56, 0.011, South
F77		6412 DOUTHAT LN	WV NPDES	Higher	86, 0.016, NNE
L78	BARBOURSVILLE BLOCK	140 KYLE LN	WV LUST, WV UST	Higher	100, 0.019, South

MAPPED SITES SUMMARY

Target Property Address:
KYOVA
HUNTINGTON, WV 25702

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MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
M79		6030 KYLEMORE RD	WV NPDES	Higher	111, 0.021, SSE
L80			WV NPDES	Higher	118, 0.022, SSE
I81		6144 LITTLE SEVEN MI	WV NPDES	Lower	132, 0.025, SSE
L82	BILL V. KNIGHT, JR.	6114 KYLE LANE	WV NPDES	Higher	144, 0.027, SSE
I83		6011 OHIO RIVER RD	WV NPDES	Higher	161, 0.030, SSE
L84		6024 A KYLE LN	WV NPDES	Higher	175, 0.033, SSE
E85			WV NPDES	Higher	189, 0.036, NE
F86			WV NPDES	Higher	190, 0.036, NNE
I87	LITTLE SEVEN MILE BR	COUNTY ROUTE 19	WV NPDES	Higher	260, 0.049, SSE
I88		6012 OHIO RIVER RD	WV NPDES	Higher	262, 0.050, SSE
K89		6080 KYLE LN	WV NPDES	Higher	295, 0.056, South
K90	PHASE II MANUFACTURI	WV RT 2	WV NPDES	Higher	301, 0.057, South
M91		6002 KYLEMORE RD	WV NPDES	Higher	303, 0.057, SSE
I92	INTERLINE BRANDS DC	6144 LITTLE SEVEN MI	RCRA-SQG	Lower	338, 0.064, SSE
I93	INTERLINE BRANDS DC	6144 LITTLE SEVEN MI	FINDS, ECHO	Lower	338, 0.064, SSE
I94	D & E INDUSTRIES INC	KYLE LN 7 RT 2N	FINDS, ECHO	Lower	342, 0.065, SSE
I95	D & E INDUSTRIES INC		WV NPDES	Lower	342, 0.065, SSE
M96		6024 KYLE LN	WV NPDES	Higher	366, 0.069, SSE
I97	LITTLE SEVEN MILE BR	COUNTY ROUTE 19	FINDS, ECHO	Higher	366, 0.069, SSE
G98			WV NPDES	Higher	379, 0.072, NNE
I99	ENGINES INC.	ROUTE 2 & KYLE LANE	WV NPDES	Higher	383, 0.073, SSE
I100	D & E TOOL	RT 2 NORTH & KYLE LA	RCRA NonGen / NLR	Higher	383, 0.073, SSE
L101	JESSE ADKINS	6028 KYLE LANE	WV NPDES	Higher	384, 0.073, South
M102	ENGINES INC PLANT 2	6025 KYLE LANE	FINDS, ECHO	Higher	389, 0.074, SSE
M103	ENGINES INC PLANT 2	6025 KYLE LANE	SEMS-ARCHIVE, RCRA NonGen / NLR	Higher	389, 0.074, SSE
L104	ECO-FIRST INC	6100 KYLE LANE	FINDS, ECHO	Higher	454, 0.086, South
L105	ECO-FIRST INC	6100 KYLE LANE	RCRA NonGen / NLR	Higher	454, 0.086, South
K106	BLACK ROCK CONTRACTI	6700 KYLE LN	WV UST	Higher	460, 0.087, South
N107	ESSROC READY MIX - H	6700 KYLE LANE	WV AST, WV NPDES	Higher	479, 0.091, South
N108	ESSROC READY MIX - H	6700 KYLE LANE	RCRA-CESQG, FINDS, ECHO	Higher	479, 0.091, South
N109	ESSROC READY MIX COR	6700 KYLE LANE	FINDS, ECHO	Higher	479, 0.091, South
N110	ESSROC READY MIX - H	6700 KYLE LANE	WV NPDES	Higher	479, 0.091, South
K111	PHASE II MANUFACTURI	UNKNOWN	FINDS, ECHO	Higher	489, 0.093, South
N112		PO BOX 81	WV NPDES	Higher	527, 0.100, South
L113	ENGINES INC.- RT 2	RT 2	FINDS, ECHO	Higher	560, 0.106, South
O114	ENGINES INC.- RT 2	RT 2	WV NPDES	Higher	582, 0.110, South
P115			WV NPDES	Higher	641, 0.121, East
116		RT 1 BOX 99	WV NPDES	Higher	642, 0.122, ESE
N117		PO BOX 81	WV NPDES	Higher	666, 0.126, South

MAPPED SITES SUMMARY

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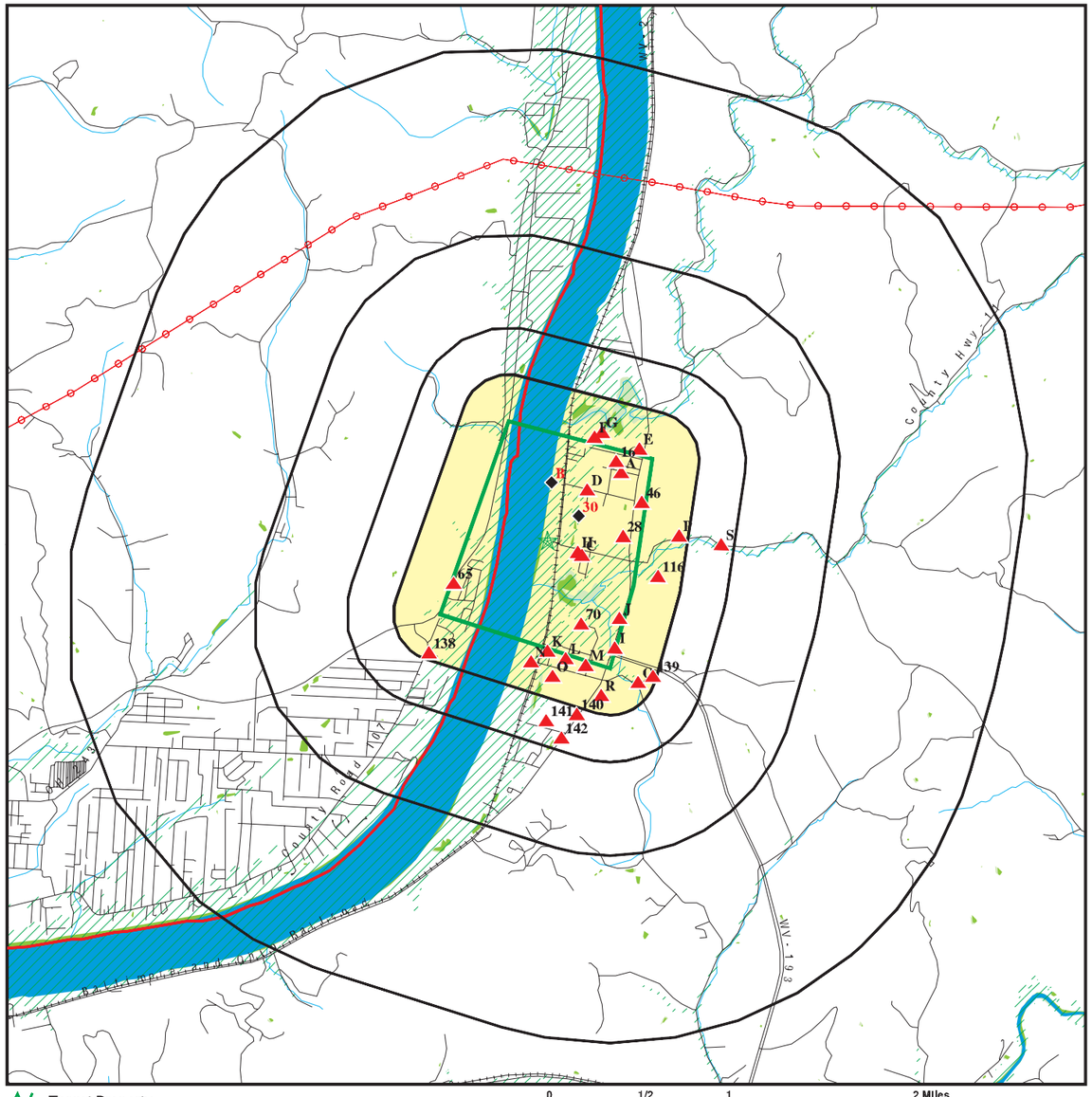
MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
O118	KYLE INDUSTRIAL PARK	6065 KYLE LANE	FINDS, ECHO	Higher	685, 0.130, South
O119	ALCON RESEARCH, LTD.	PHARMACEUTICAL STERI	RCRA-LQG, ICIS, US AIRS, NJ MANIFEST, WI MANIFEST	Higher	685, 0.130, South
O120	ALCON RESEARCH, LTD.	6065 KYLE LANE	FINDS, ECHO	Higher	685, 0.130, South
O121		6065 KYLE LN	ERNS	Higher	685, 0.130, South
O122	ALCON RESEARCH, LTD.	6065 KYLE LANE	WV NPDES	Higher	685, 0.130, South
O123		6065 KYLE LANE	WV SPILLS	Higher	685, 0.130, South
O124	ALCON KYLE LANE PLAN	6065 KYLE LANE	WV AST	Higher	685, 0.130, South
O125		6065 KYLE LN	ERNS	Higher	685, 0.130, South
O126	KYLE INDUSTRIAL PARK	6065 KYLE LANE	WV SPILLS, WV NPDES	Higher	685, 0.130, South
N127	HERCULES INTERNATION	6060 KYLE LANE	WV NPDES	Higher	701, 0.133, South
N128	HERCULES INTERNATION	6060 KYLE LANE	RCRA NonGen / NLR, FINDS, ECHO	Higher	701, 0.133, South
O129	TRANSFAB INC	RT. # 2 & KYLE LANE	FINDS	Higher	735, 0.139, South
Q130		6163 LITTLE 7 MILE R	WV NPDES	Higher	744, 0.141, SSE
R131		6061 OHIO RIVER RD	WV NPDES	Higher	784, 0.148, SSE
O132	ENGINES INC.	KYLE LANE AND ROUTE	FINDS, ECHO	Higher	792, 0.150, South
Q133			WV NPDES	Higher	879, 0.166, SSE
R134	LITTLE SEVEN MILE BR	UNKNOWN	FINDS, ECHO	Higher	884, 0.167, SSE
R135		6045 OHIO RIVER RD	WV NPDES	Higher	886, 0.168, SSE
R136	LITTLE SEVEN MILE BR	CR 19	WV NPDES	Higher	891, 0.169, SSE
P137			WV NPDES	Higher	1064, 0.202, East
138		RT 1 BOX 343A	FINDS	Higher	1108, 0.210, SW
139		6195 WENTZ HOLLOW RD	WV NPDES	Higher	1219, 0.231, SE
140	SMC ELECTRICAL PRODU	5950 OHIO RIVER RD	RCRA NonGen / NLR, FINDS	Higher	1505, 0.285, South
141	ALLIED WASTE SERVICE	INDUSTRIAL LN PO BOX	WV LUST, WV UST, WV Financial Assurance	Higher	1930, 0.366, South
142	RT 2 MINI MART	5844 OHIO RIV RD	WV LUST, WV UST, WV Financial Assurance	Higher	2271, 0.430, South
S143	INDUSTRIAL PARTS SER	6221 BIG 7 MILE ROAD	RCRA NonGen / NLR	Higher	2281, 0.432, East
S144	IUOE LOCAL 132 PENSI	6221 BIG SEVEN MILE	WV UST	Higher	2281, 0.432, East
S145	S F RYDER	8473 BIG SEVEN MILE	WV UST	Higher	2398, 0.454, East

OVERVIEW MAP - 5705882.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- County Boundary
- Power transmission lines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Ohio River Bridge ADDRESS: KYOVA Huntington WV 25702 LAT/LONG: 38.469916 / 82.308896	CLIENT: Clune Consulting Services, LLC CONTACT: Jesse Binau INQUIRY #: 5705882.2s DATE: July 02, 2019 4:17 pm

DETAIL MAP - 5705882.2S

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- County Boundary
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Ohio River Bridge ADDRESS: KYOVA Huntington WV 25702 LAT/LONG: 38.469916 / 82.308896	CLIENT: Clune Consulting Services, LLC CONTACT: Jesse Binau INQUIRY #: 5705882.2s DATE: July 02, 2019 4:20 pm

Appendix II | Public Involvement

OHIO RIVER BRIDGE CROSSING FEASIBILITY STUDY PUBLIC INVOLVEMENT DIARY

PREPARED FOR:
KYOVA Interstate Planning Commission
400 Third Avenue
Huntington, WV 25712

PREPARED BY:
Edward Tucker Architects, Inc.
1401 Sixth Avenue
Huntington, WV 25701

JUNE 2020

TABLE OF CONTENTS

PROJECT CONTACT LIST

June, 2020 | Ohio River Bridge Crossing Feasibility Study Stakeholder Public Contact List | KYOVA Interstate Planning Commission

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June, 2020 | Ohio River Bridge Crossing Feasibility Study Stakeholder Public Contact List | KYOVA Interstate Planning Commission

Steering Committee:			
Organization/Firm	**Contact Name**	**Contact Title**	**Email Address**
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Office of Senator Joe Manchin III	Ryan Thorn	Economic Development Manager	Ryan_Thorn@manchin.senate.gov
Federal Reps & Senators	Julie Stevens (Bill Johnson)		
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PROJECT CONTACT LIST

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Fly In Café & RV Park	Carl Bailey	Manager	
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Riviera Golf Course	Barbara Johnson	Manager	
Fairland East Elementary School			
Lawrence County Board of Education	Jeff Saunders	Superintendent	jsaunders@lc.k12.oh.us
Cox Landing Elementary School	Tammie Watts	Principal	twatts@k12.wv.us
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	Casey Lewis	Phone Call	3048403649

June, 2020 — Ohio River Bridge Crossing Feasibility Study Stakeholder Public Contact List — KYOVA Interstate Planning Commission

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	Edna Moore		espurlock9@aol.com
	James Ward		Dragondad37@gmail.com

AUGUST 15, 2019 STAKEHOLDER MEETING SIGN IN SHEETS

Proposed Ohio River Bridge Crossing
Stakeholder Meeting Sign-In Sheet – August 15, 2019
PLEASE SIGN IN AND LEAVE A BUSINESS CARD

Edward Tucker ARCHITECTS, INC. | etarch.com |

Agency/Organization	Representative:
ODOT - District 9	Christopher Pridemore
ODOT - D9	Tom Barnitz
ODOT - DISTRICT 9	DAN BEASLEY
Clyde Consulting Services	Jesse Bias
LAWRENCE CO. ENGINEER	PATRICK LEIGHTY
CDM Smith	Chad Toney
CDM SMITH	BRIAN IEZZI
Cabell County Commission	Kelli Sobonya
CDM Smith	Manuch Amir
KYOVA IPC	Jody Sigmon
KYOVA IPC	PAUL YOUNG

Proposed Ohio River Bridge Crossing
Stakeholder Meeting Sign-In Sheet – August 15, 2019
PLEASE SIGN IN AND LEAVE A BUSINESS CARD

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Agency/Organization	Representative:
FHWA - WV	Chandra Inglis-Smith
KYOVA	Saleem Salameh
USACE	Sarah Workman
WVDOH	
WVDOH	Elwood Penn
WVDOH	ROB WATSON
WVDOH	Chris Kinney
WVDOT	DAVID CRAMER
WVDOH	AARON GILLISPIE
KYOVA	Bethany Wild
Lawrence Co CAO/PA	

AUGUST 15, 2019 STAKEHOLDER MEETING SIGN IN SHEETS

Proposed Ohio River Bridge Crossing
Stakeholder Meeting Sign-In Sheet – August 15, 2019
PLEASE SIGN IN AND LEAVE A BUSINESS CARD

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Agency/Organization KyOVA Representative: Chris Chiles

Agency/Organization LEDC / Lawrence Co. Port Auth. Representative: Bill Dingus

Agency/Organization_____ Representative:_____

Agency/Organization_____ Representative:_____

Agency/Organization_____ Representative:_____

Agency/Organization_____ Representative:_____

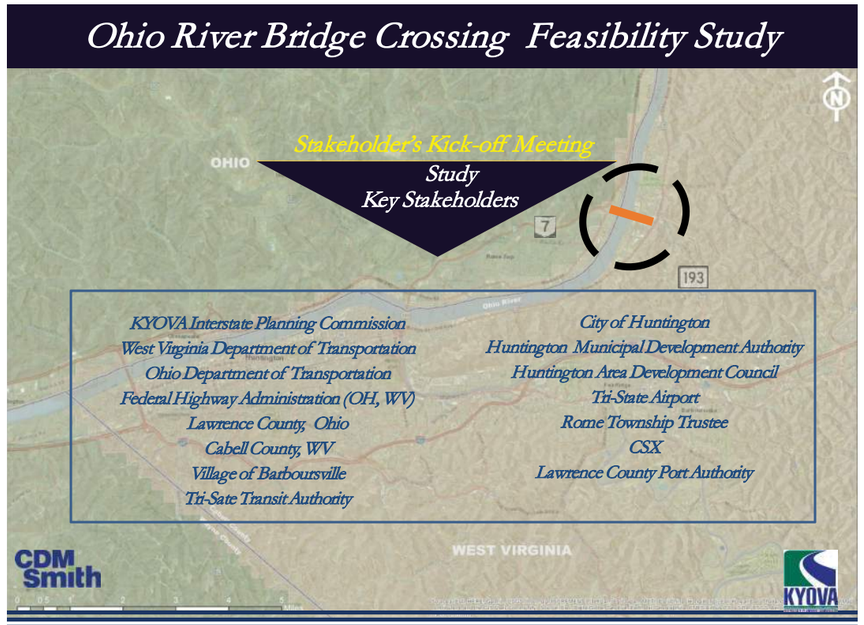
Agency/Organization_____ Representative:_____

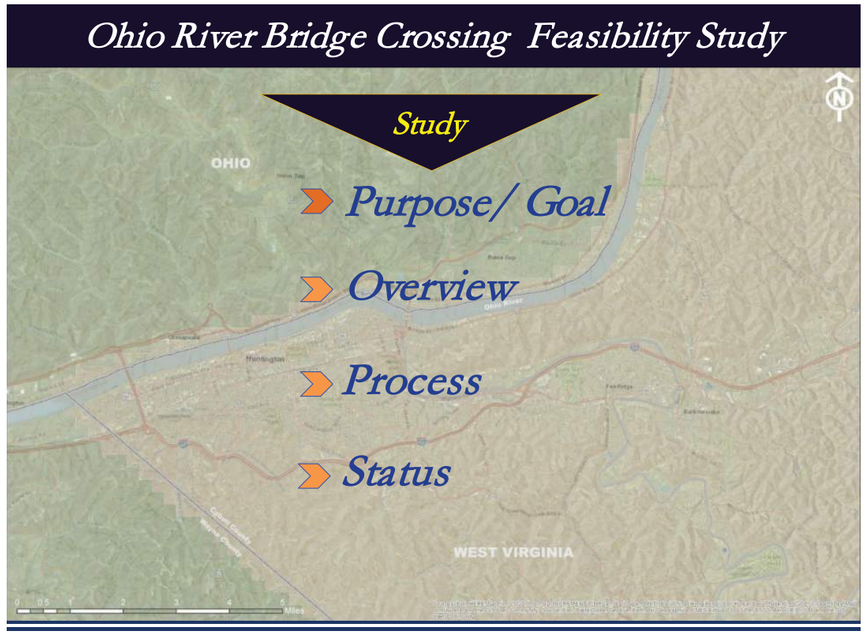
Agency/Organization_____ Representative:_____

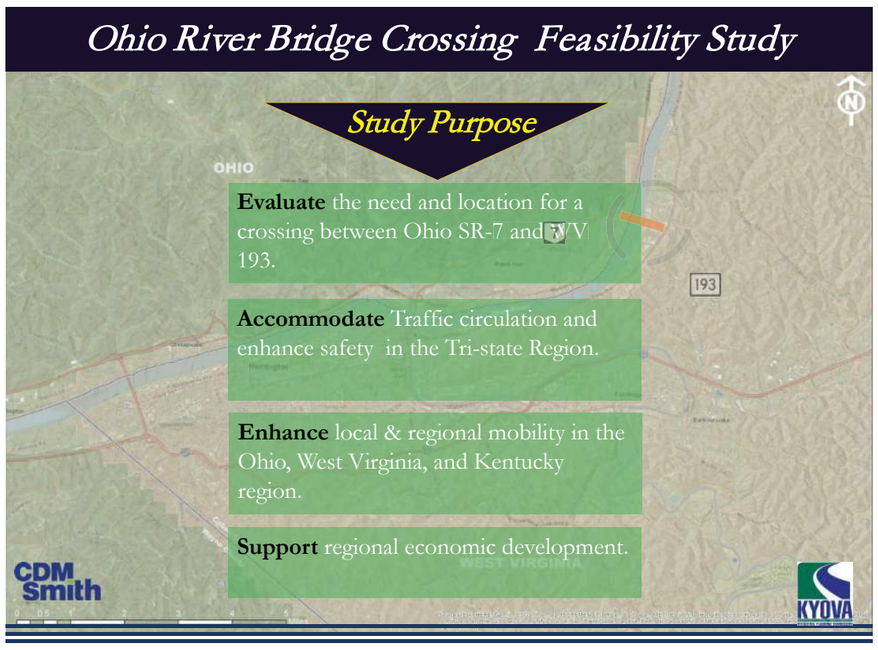
Agency/Organization_____ Representative:_____

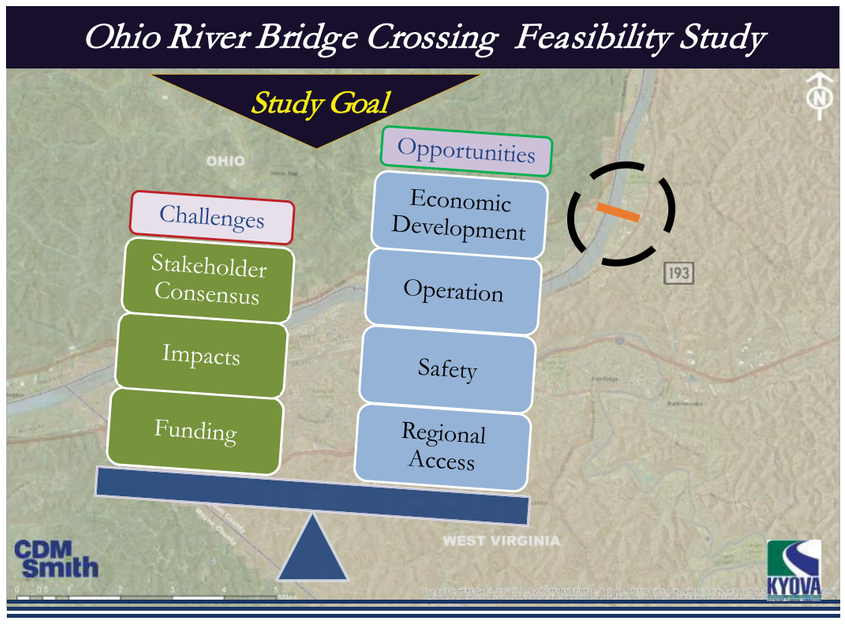
Agency/Organization_____ Representative:_____

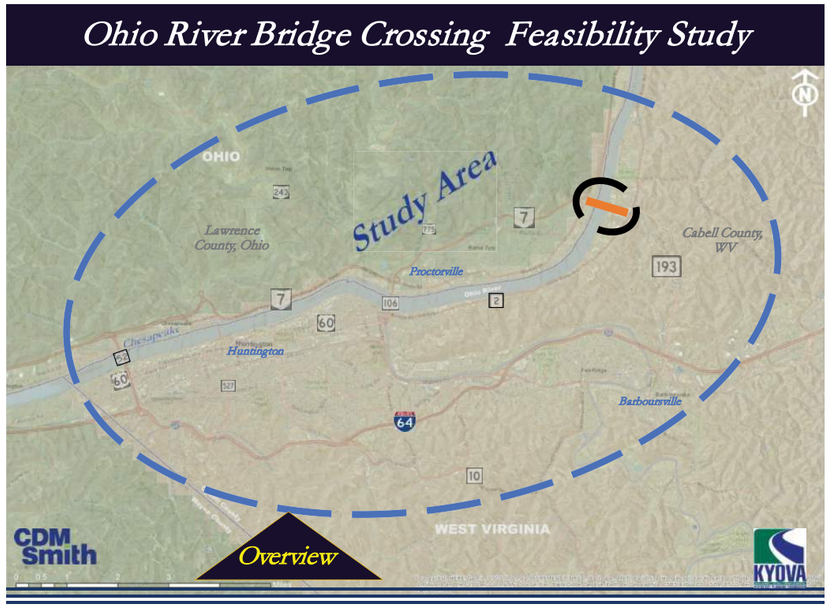
POWERPOINT PRESENTATION

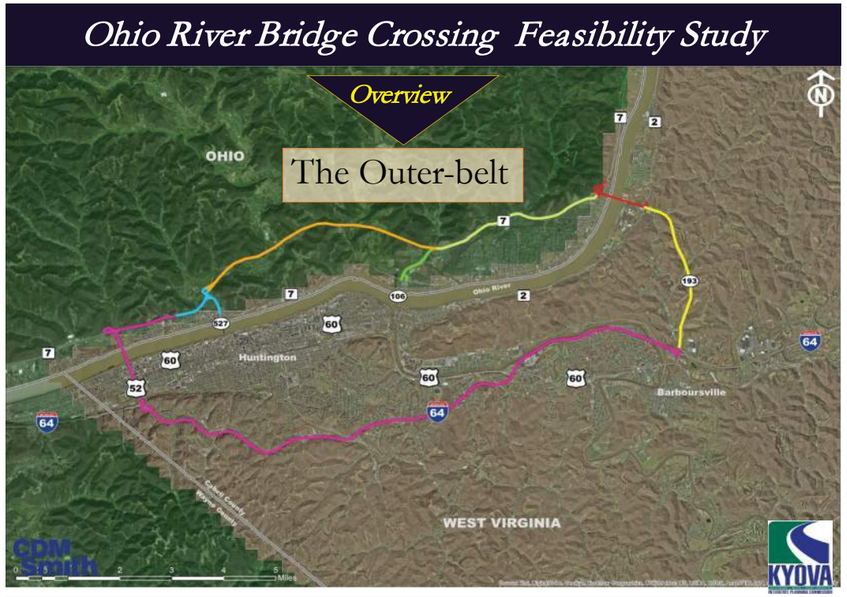

Ohio River Bridge Crossing Feasibility Study
Stakeholder's Kick-off Meeting
Study
Key Stakeholders
OHIO
7
193
KYOVA Interstate Planning Commission
West Virginia Department of Transportation
Ohio Department of Transportation
Federal Highway Administration (OH, WV)
Lawrence County, Ohio
Cabell County, WV
Village of Barboursville
Tri-Sate Transit Authority
City of Huntington
Huntington Municipal Development Authority
Huntington Area Development Council
Tri-State Airport
Rome Township Trustee
CSX
Lawrence County Port Authority
WEST VIRGINIA
CDM Smith
KYOVA

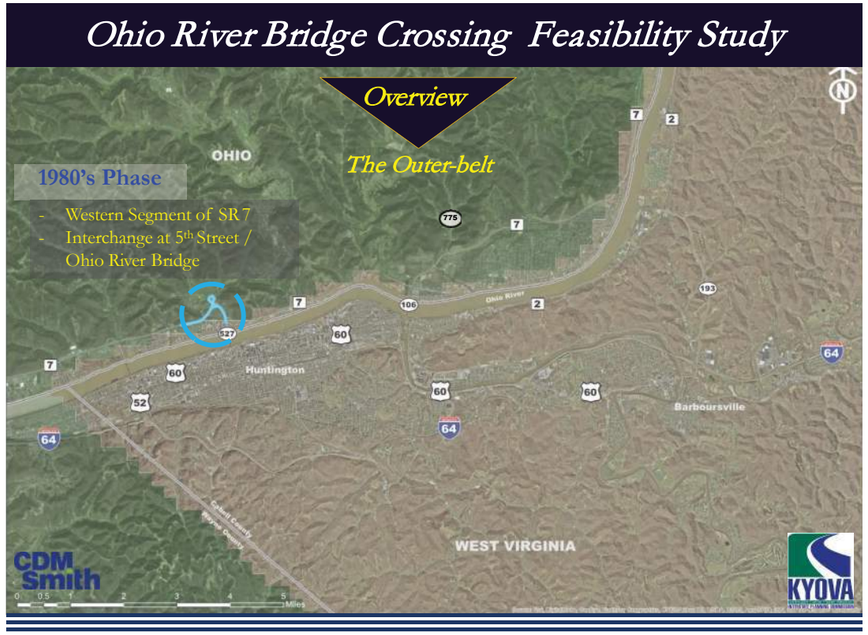

Ohio River Bridge Crossing Feasibility Study
Study
OHIO
Purpose/ Goal
Overview
Process
Status
WEST VIRGINIA


Ohio River Bridge Crossing Feasibility Study
Study Purpose
OHIO
Evaluate the need and location for a crossing between Ohio SR-7 and WV 193.
Accommodate Traffic circulation and enhance safety in the Tri-state Region.
Enhance local & regional mobility in the Ohio, West Virginia, and Kentucky region.
Support regional economic development.
193
WEST VIRGINIA
CDM Smith
KYOVA

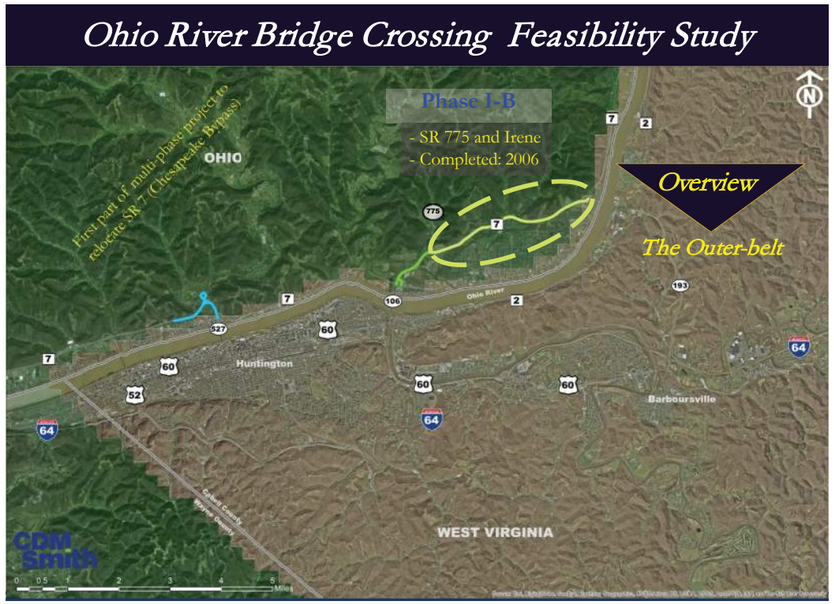

Ohio River Bridge Crossing Feasibility Study
Study Goal
OHIO
Challenges
Stakeholder Consensus
Impacts
Funding
Opportunities
Economic Development
Operation
Safety
Regional Access
193
WEST VIRGINIA
CDM Smith
KYOVA

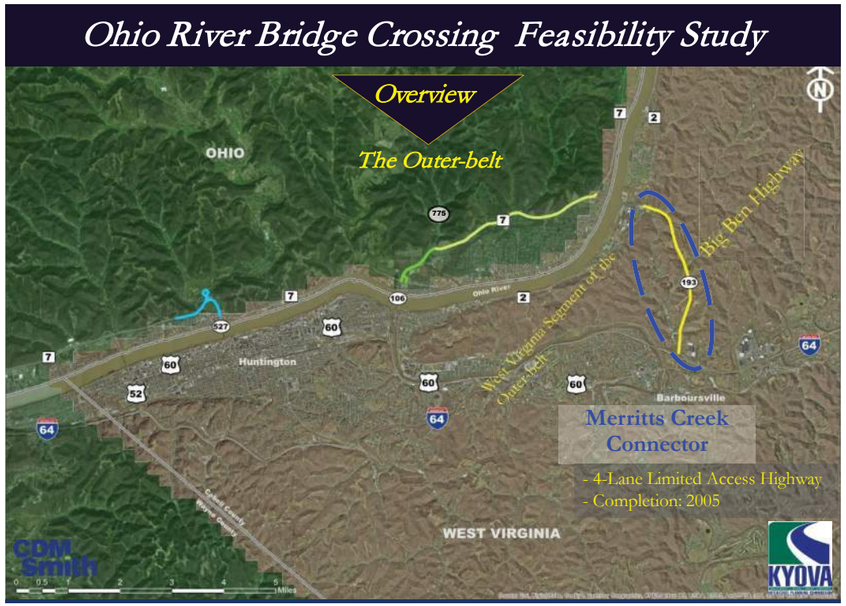

Ohio River Bridge Crossing Feasibility Study
OHIO
Study Area
Lawrence County, Ohio
Cabell County, WV
Proctorville
Huntington
Barboursville
WEST VIRGINIA
Overview
CDM Smith
KYOVA

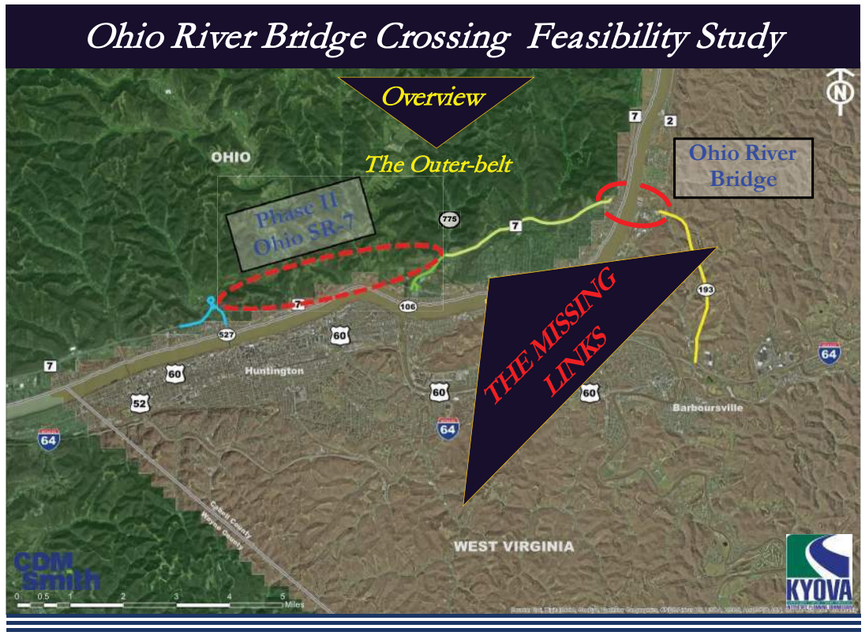

Ohio River Bridge Crossing Feasibility Study
Overview
The Outer-belt
OHIO
Huntington
Barboursville
WEST VIRGINIA
CDM Smith
KYOVA

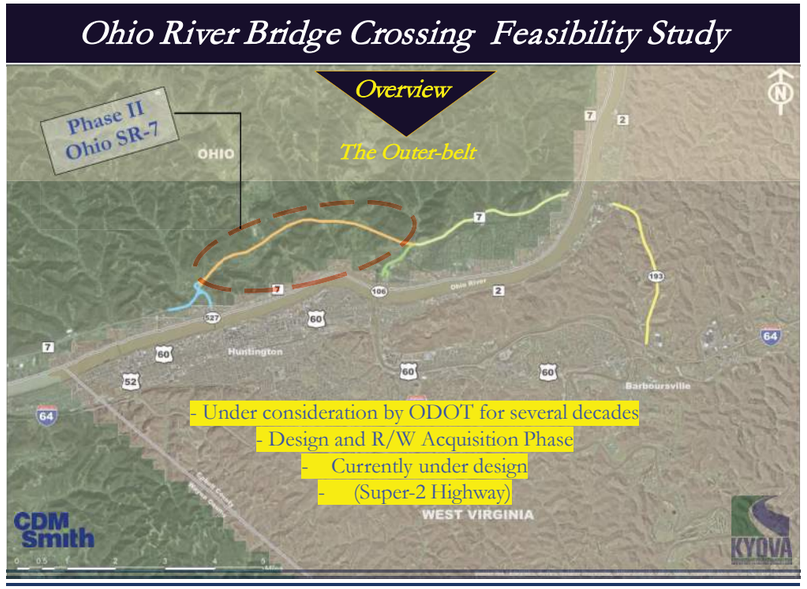

Ohio River Bridge Crossing Feasibility Study
Overview
The Outer-belt
1980's Phase
- Western Segment of SR 7
- Interchange at 5th Street / Ohio River Bridge
OHIO
Huntington
Barboursville
WEST VIRGINIA
CDM Smith
KYOVA

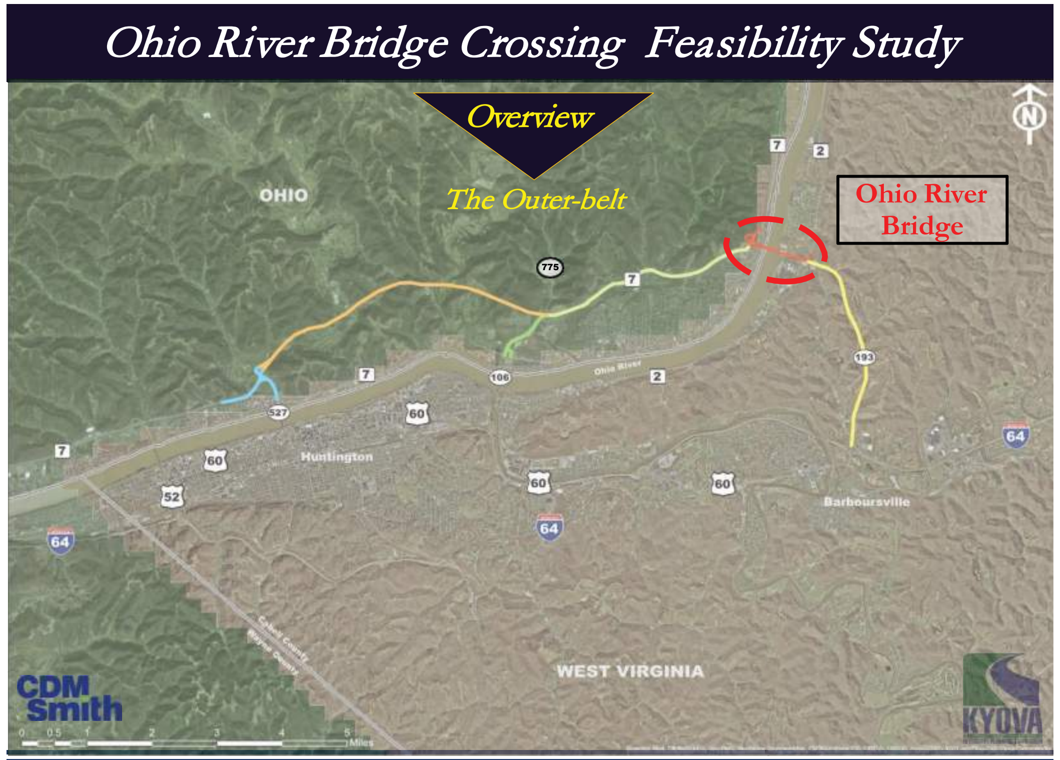

Ohio River Bridge Crossing Feasibility Study
First part of multi-phase project to relocate SR 7 (Chesapeake Bypass)
Phase I-A
- Proctorville Bypass
- Completion: 2003
Overview
The Outer-belt
OHIO
Huntington
Barboursville
WEST VIRGINIA
CDM Smith
KYOVA

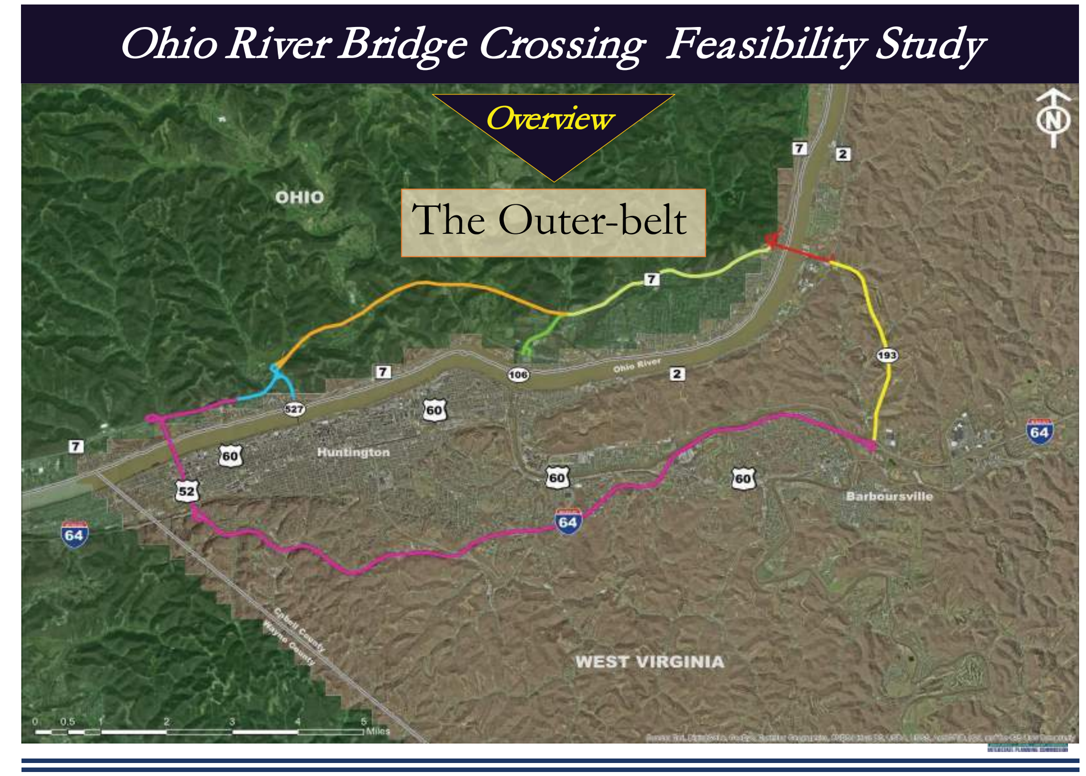

Ohio River Bridge Crossing Feasibility Study
Phase I-B
- SR 775 and Irene
- Completed: 2006
First part of multi-phase project to relocate SR 7 (Chesapeake Bypass)
Overview
The Outer-belt
OHIO
Huntington
Barboursville
WEST VIRGINIA
Ohio River
CDM Smith

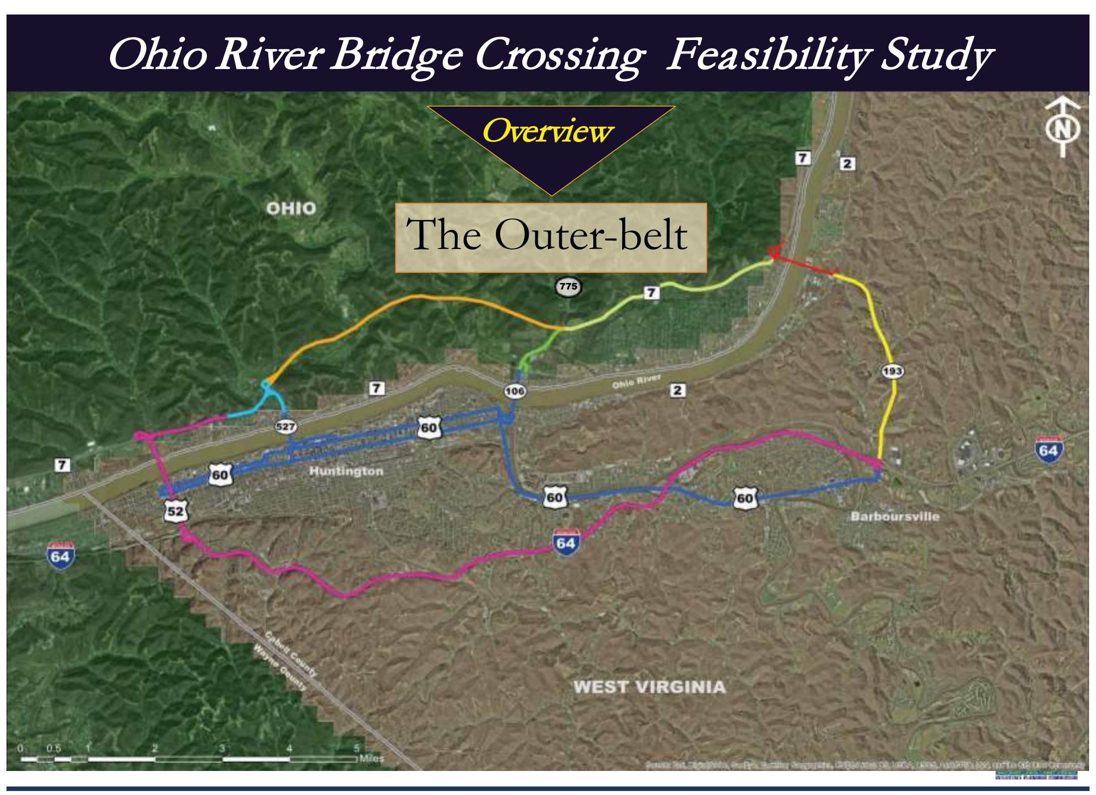

Ohio River Bridge Crossing Feasibility Study
Overview
The Outer-belt
OHIO
Huntington
Barboursville
WEST VIRGINIA
Ohio River
West Virginia Segment of the Outer-belt
Big Ben Highway
Merritts Creek Connector
- 4-Lane Limited Access Highway
- Completion: 2005
CDM Smith
KYOVA

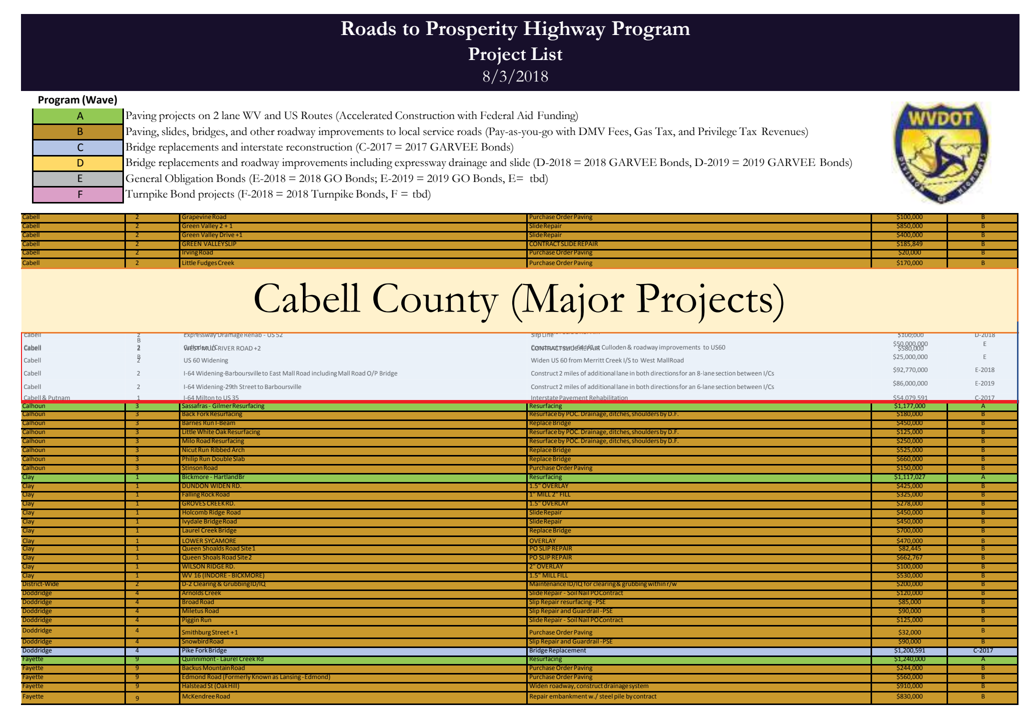

Ohio River Bridge Crossing Feasibility Study
Overview
The Outer-belt
OHIO
Phase II
Ohio SR-7
Ohio River Bridge
THE MISSING LINKS
Huntington
Barboursville
WEST VIRGINIA
CDM Smith
KYOVA


Ohio River Bridge Crossing Feasibility Study
Overview
The Outer-belt
OHIO
Phase II
Ohio SR-7
Huntington
Barboursville
WEST VIRGINIA
- Under consideration by ODOT for several decades
- Design and R/W Acquisition Phase
- Currently under design
- (Super-2 Highway)
CDM Smith
KYOVA


Ohio River Bridge Crossing Feasibility Study
Overview
The Outer-belt
Ohio River Bridge
OHIO
WEST VIRGINIA
Huntington
Barboursville
CDM Smith
KYOVA


Ohio River Bridge Crossing Feasibility Study
Overview
The Outer-belt
OHIO
WEST VIRGINIA
Huntington
Barboursville


Ohio River Bridge Crossing Feasibility Study
Overview
The Outer-belt
OHIO
WEST VIRGINIA
Huntington
Barboursville

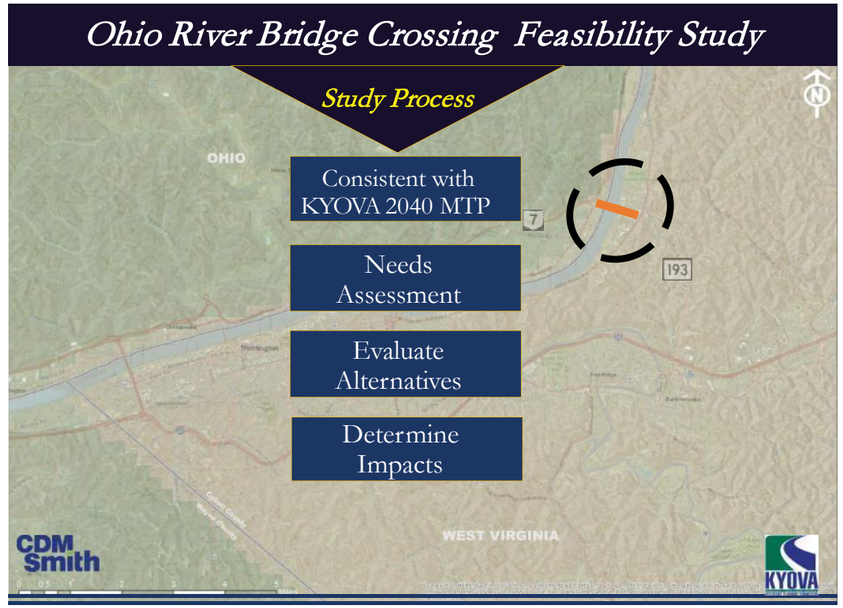

Roads to Prosperity Highway Program
Project List
8/3/2018
Program (Wave)
A Paving projects on 2 lane WV and US Routes (Accelerated Construction with Federal Aid Funding)
B Paving, slides, bridges, and other roadway improvements to local service roads (Pay-as-you-go with DMV Fees, Gas Tax, and Privilege Tax Revenues)
C Bridge replacements and interstate reconstruction (C-2017 = 2017 GARVEE Bonds)
D Bridge replacements and roadway improvements including expressway drainage and slide (D-2018 = 2018 GARVEE Bonds, D-2019 = 2019 GARVEE Bonds)
E General Obligation Bonds (E-2018 = 2018 GO Bonds; E-2019 = 2019 GO Bonds, E= tbd)
F Turnpike Bond projects (F-2018 = 2018 Turnpike Bonds, F = tbd)
WVDOT
Cabell 2 Grapevine Road Purchase Order Paving $100,000 B
Cabell 2 Green Valley 2 + 1 Slide Repair $850,000 B
Cabell 2 Green Valley Drive +1 Slide Repair $400,000 B
Cabell 2 GREEN VALLEY SLIP CONTRACT SLIDE REPAIR $185,849 B
Cabell 2 Irving Road Purchase Order Paving $20,000 B
Cabell 2 Little Fudges Creek Purchase Order Paving $170,000 B
Cabell County (Major Projects)

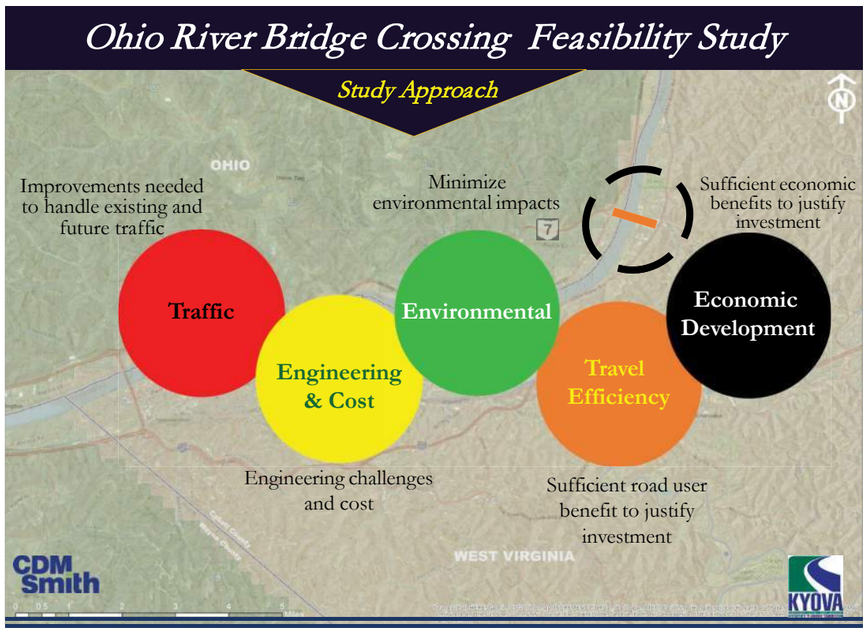
Roads to Prosperity Highway Program
Project List (Cabell County)
8/3/2018

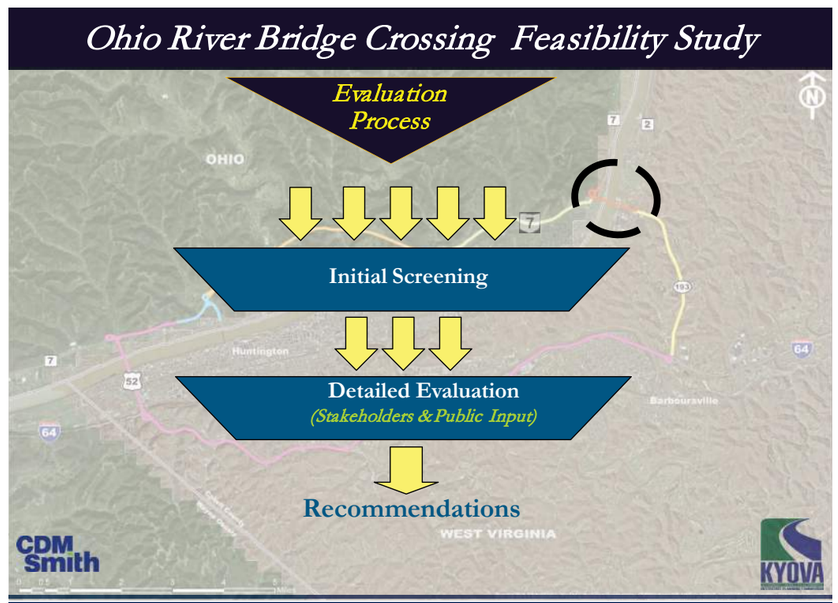
County	District	Project	Work	Estimated Cost	Program /Wave
Cabell	2	Culloden Interchange	Construct new I-64 Interchange at Culloden & Roadway Improvements at US 60	$50,000,000	E
Cabell	2	US 60 Widening	Widen US 60 from Merritts Creek to West Mall Road	$25,000,000	E
Cabell	2	I-64 Widening – Barboursville to East Mall Road Including Mall Road O/P Bridge	Construct 2 miles of additional lanes in both directions for an 8-lane section between Interchanges	$92,770,000	E-2018
Cabell	2	I-64 Widening 29th Street to Barboursville	Construct 2 miles of additional lanes in both directions for an 6-lane section between Interchanges	$86,000,000	E-2019
Cabell & Putnam	2	I-64 Milton to US 35	Interstate Pavement Rehabilitation	$54,079,591	C-2017
			TOTAL	$307,849,591	

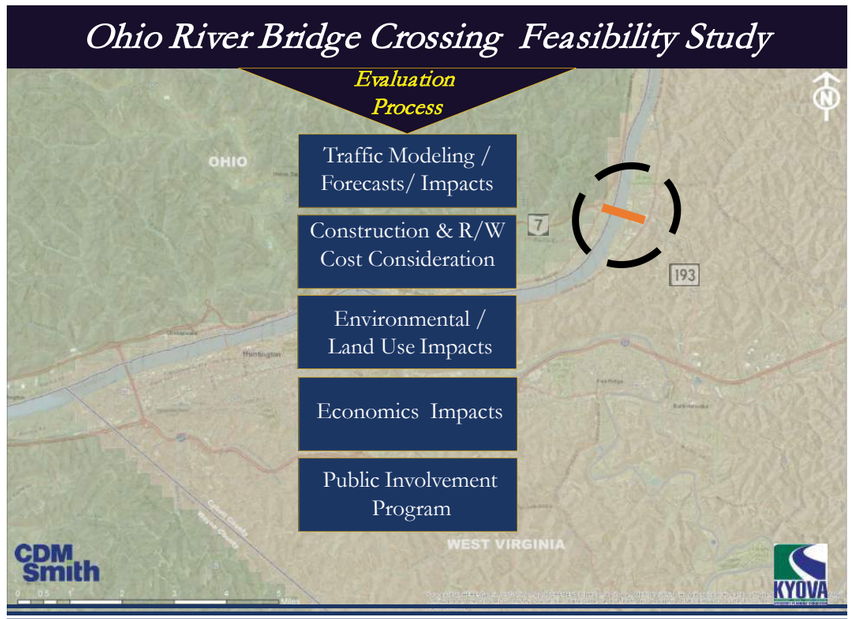
Program (Wave)

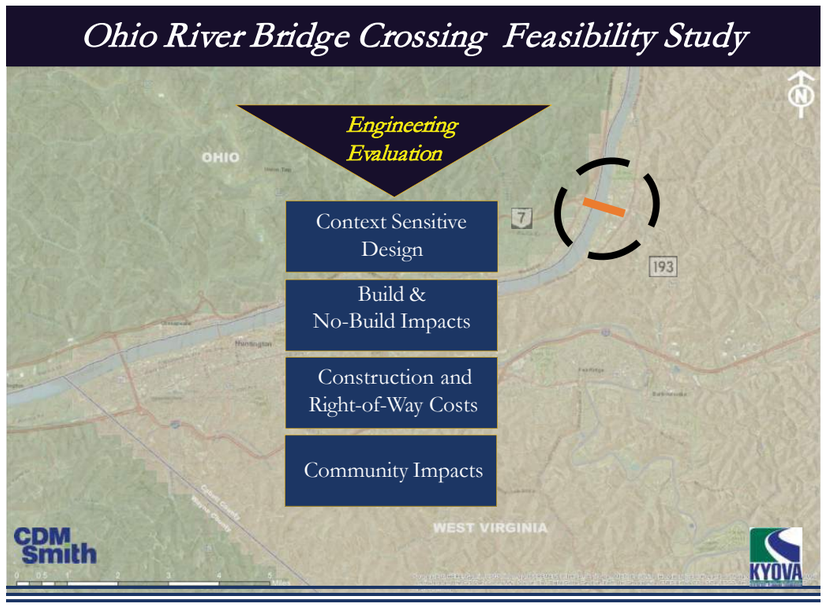
A	Paving projects on 2 lane WV and US Routes (Accelerated Construction with Federal Aid Funding)
B	Paving, slides, bridges, and other roadway improvements to local service roads (Pay-as-you-go with DMV Fees, Gas Tax, and Privilege Tax Revenues)
C	Bridge replacements and interstate reconstruction (C-2017 = 2017 GARVEE Bonds)
D	Bridge replacements and roadway improvements including expressway drainage and slide (D-2018 = 2018 GARVEE Bonds, D-2019 = 2019 GARVEE Bonds)
E	General Obligation Bonds (E-2018 = 2018 GO Bonds; E-2019 = 2019 GO Bonds, E= tbd)
F	Turnpike Bond projects (F-2018 = 2018 Turnpike Bonds, F = tbd)

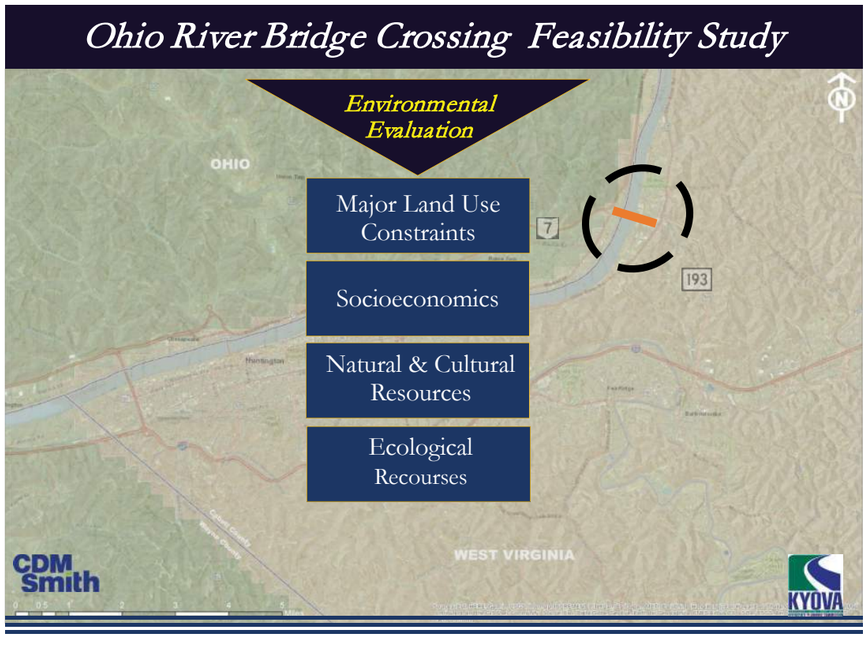






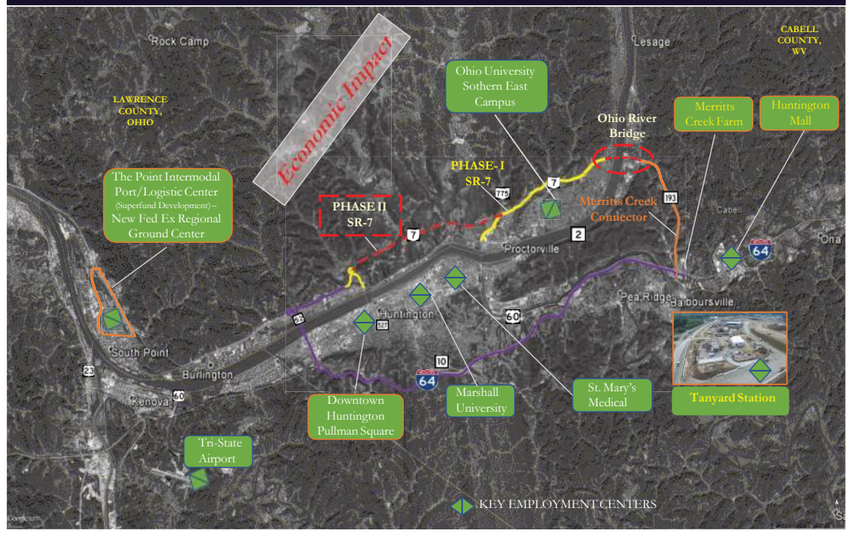

Ohio River Bridge Crossing Feasibility Study
Evaluation Process
Traffic Modeling / Forecasts/ Impacts
Construction & R/W Cost Consideration
Environmental / Land Use Impacts
Economics Impacts
Public Involvement Program
OHIO
WEST VIRGINIA
7
193
CDM Smith
KYOVA


Ohio River Bridge Crossing Feasibility Study
Engineering Evaluation
Context Sensitive Design
Build & No-Build Impacts
Construction and Right-of-Way Costs
Community Impacts
OHIO
WEST VIRGINIA
7
193
CDM Smith
KYOVA

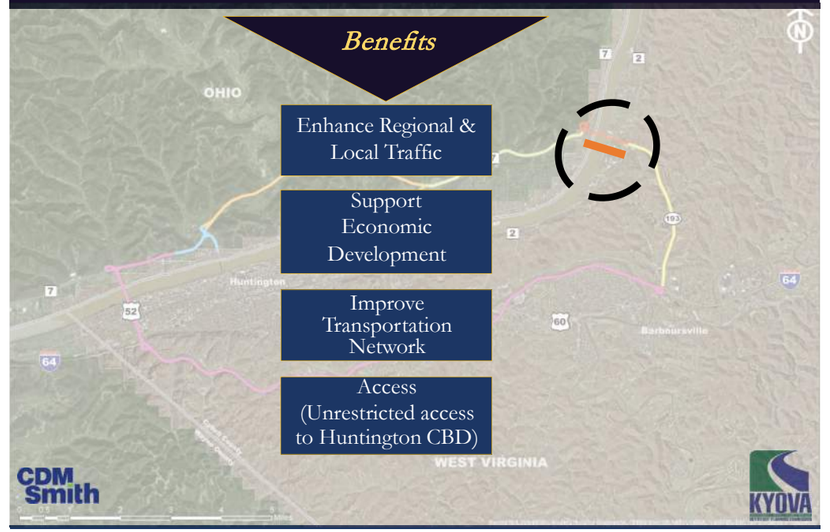

Ohio River Bridge Crossing Feasibility Study
Environmental Evaluation
Major Land Use Constraints
Socioeconomics
Natural & Cultural Resources
Ecological Recourses
OHIO
WEST VIRGINIA
7
193
CDM Smith
KYOVA


Ohio River Bridge Crossing Feasibility Study
Economic Evaluation
Travel Efficiency Benefits
- Travel Time Savings
- Vehicle Operating Costs
- Accident Reductions
- Congestion Relief
Economic Development Impacts
- Development Opportunities
- Competitive Position
- Travel Expenditures
- Access / Tourism
OHIO
WEST VIRGINIA
7
2
52
64
60
193
Barboursville
CDM Smith
KYOVA

Ohio River Bridge Crossing Feasibility Study



Ohio River Bridge Crossing Feasibility Study

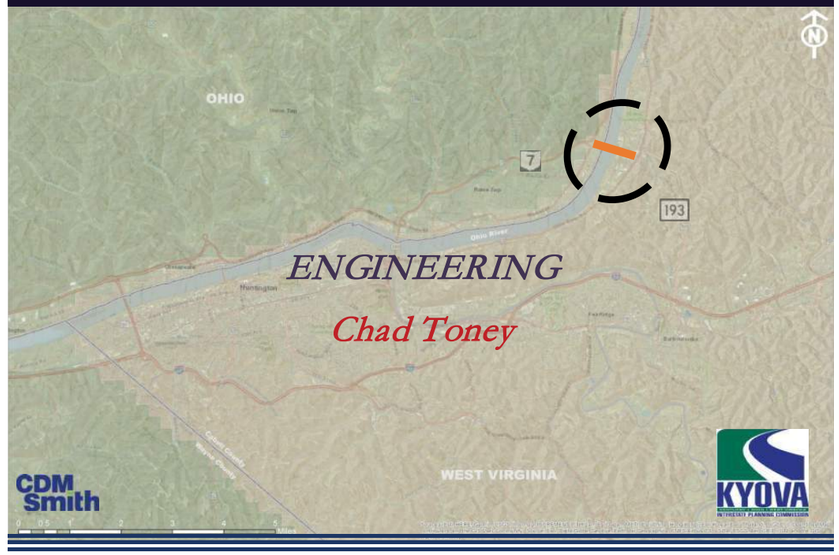


Ohio River Bridge Crossing Feasibility Study

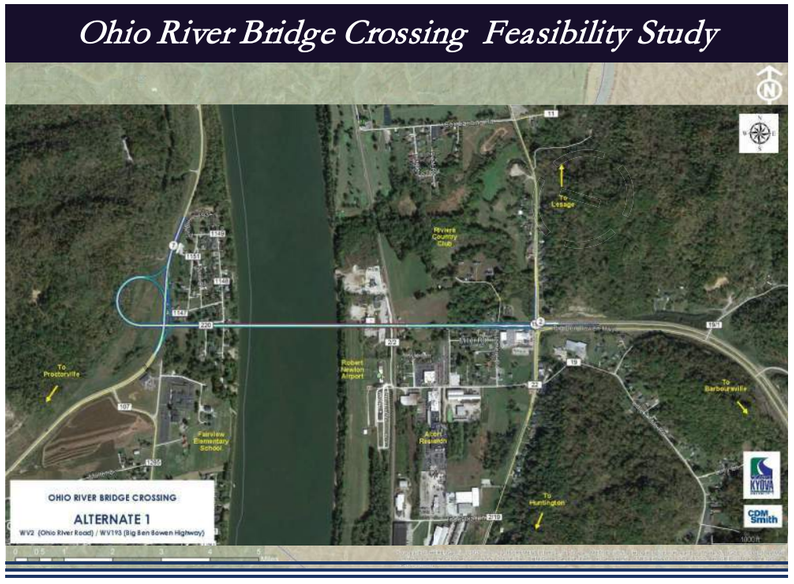
TASKS	2019 Q-1	2019 Q-2	2019 Q-3	2019 Q-4	2020 Q-1	2020 Q-2	2020 Q-3	2020 Q-4
Kick-Off Meeting	April 09, 2019							
Data Collection								
Determine Need								
Identify Viable Alternatives								
Stakeholders Kick-off Meeting		August 15, 2019						
Preliminary Engineering and Environmental								
Stakeholders Meeting			October, 2019					
Informational Public Meeting			October, 2019					
Draft Report								
Refine Viable Alternatives								
Final Engineering & Environmental								
Stakeholders Meeting						May, 2020		
Alternatives Public Meeting						May, 2020		
Final Report							June 30, 2020	
Agency Coordination								

Status

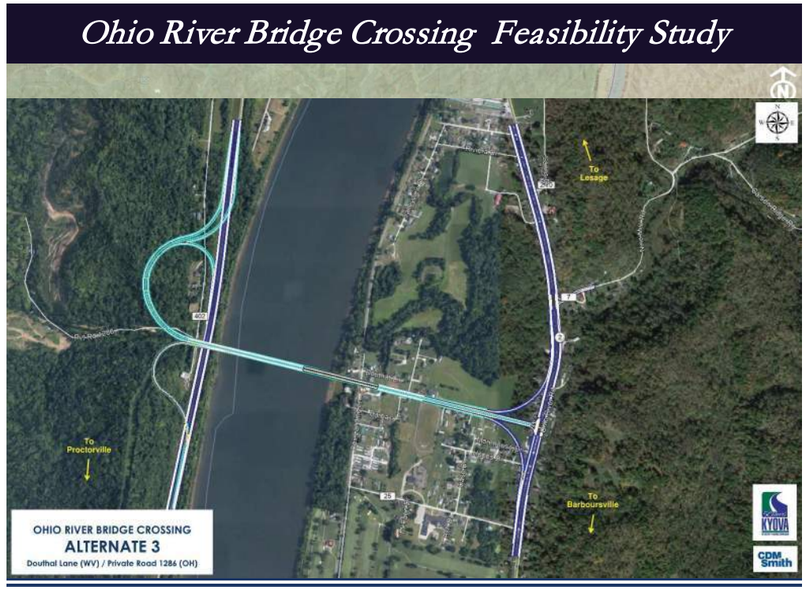
Ohio River Bridge Crossing Feasibility Study




Ohio River Bridge Crossing Feasibility Study
PRELIMINARY ALTERNATIVE CONCEPTS
ALT 3
ALT 2
ALT 1
OHIO RIVER BRIDGE CROSSING
VICINITY MAP


Ohio River Bridge Crossing Feasibility Study
To Lesage
To Proctorville
To Barboursville
OHIO RIVER BRIDGE CROSSING
ALTERNATE 1


Ohio River Bridge Crossing Feasibility Study
To Lesage
To Proctorville
To Barboursville
OHIO RIVER BRIDGE CROSSING
ALTERNATE 2
WV2 (Ohio River Road) / CR 11 (Big Seven Mile Road)


Ohio River Bridge Crossing Feasibility Study
To Lesage
To Proctorville
To Barboursville
OHIO RIVER BRIDGE CROSSING
ALTERNATE 3
Douthat Lane (WV) / Private Road 1286 (OH)

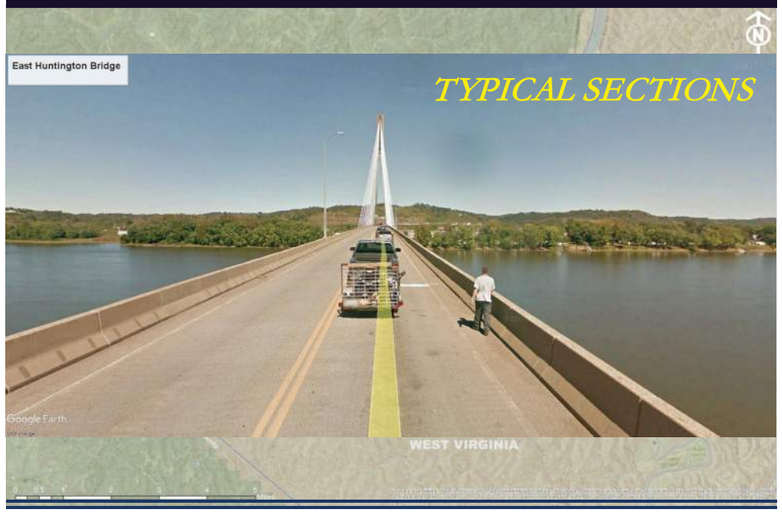
Ohio River Bridge Crossing Feasibility Study

OHIO RIVER BRIDGE CROSSING

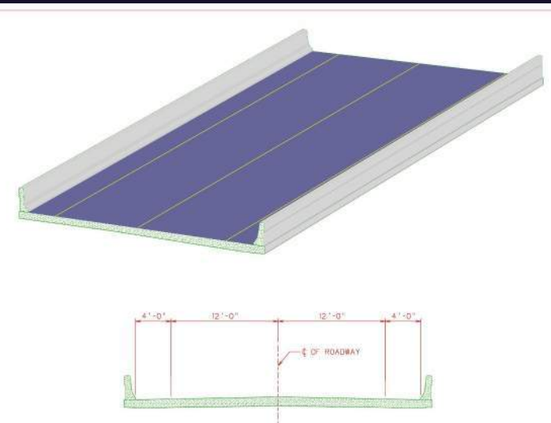
DESIGN CRITERIA

Criteria	Value	Source	Alt 1	Alt 2	Alt 3
Roadway					
Terrain Type	Mountainous		✓	✓	✓
Min. Design Speed, mph	55	AASHTO 2011 (6th Ed.), CH 7.2	✓	✓	✓
No. of Lanes	2	AASHTO 2011 (6th Ed.), CH 7.2	✓	✓	✓
Min. Width of Traveled Way (ft)	24	AASHTO 2011 (6th Ed.), Table 7-3	✓	✓	✓
Shoulder Width (ft.)	8	AASHTO 2011 (6th Ed.), Table 7-3	✓	✓	✓
e max. (%)	8	AASHTO 2011 (6th Ed.), Ch 3	✓	✓	✓
Min. Radius, ft	960	AASHTO 2011 (6th Ed.), Table 3-10b	✓	✓	✓
K (crest)	114	AASHTO 2011 (6th Ed.), Table 3-34	✓	✓	✓
K (sag)	115	AASHTO 2011 (6th Ed.), Table 3-36	✓	✓	✓
Horizontal Clearance (ft.)	20	AASHTO Roadside Design Guide	✓	✓	✓
Max. Grade (%)	6	AASHTO 2011 (6th Ed.), Table 7-2	✓	✓	✓
Exit Ramp Design Speed, mph	40	AASHTO 2011 (6th Ed.), Table 10-1	✓	✓	✓
Exit Ramp Pavement Width (ft.)	22	AASHTO 2011 (6th Ed.), Table 3-28b	✓	✓	✓
Bridge					
Bridge Design Loading	HL-93 LRFD	WVDOH BDM, ODOT BDM	✓	✓	✓
Bridge Shoulder Width (ft.)	4	AASHTO 2011 (6th Ed.), Ch 7.2.5	✓	✓	✓
Min. Vert Clearance over Highway (ft)	16'-6"	AASHTO 2011 (6th Ed.), Ch. 7.3.5 / WVDOH DD 601	✓	✓	✓
Min. Vert Clearance over Railroad (ft)	23	WVDOH BDM, CSX Guide	✓	✓	✓
Min. Horiz Clearance to Railroad (ft)	25	WVDOH BDM, CSX Guide	✓	✓	✓
Min. Vert Clearance over River (ft)	69	US Coast Guard Guidance CI for Ohio River	✓	✓	✓
Min. Horiz Clearance of River (ft)	Varies 700+-	US Coast Guard Guidance CI for Ohio River	✓	✓	✓
1 Way Bicycle Shoulder Width (ft.)	5	AASHTO Bicycle Guide 2012	✓	✓	✓
2 Way Shared Use Path Width	10	AASHTO Bicycle Guide 2012, WV DOH DD-813	✓	✓	✓

Ohio River Bridge Crossing Feasibility Study

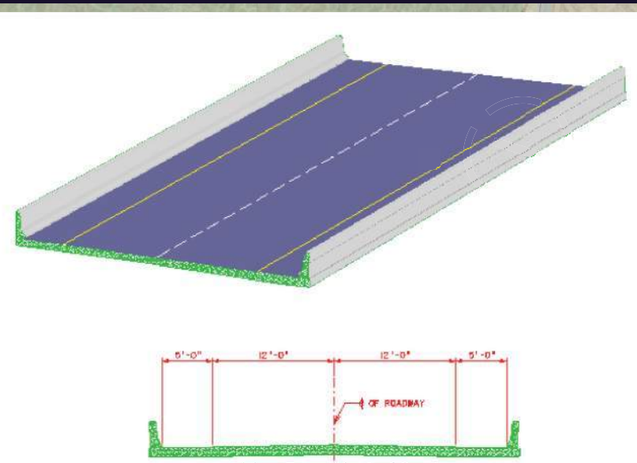


Ohio River Bridge Crossing Feasibility Study



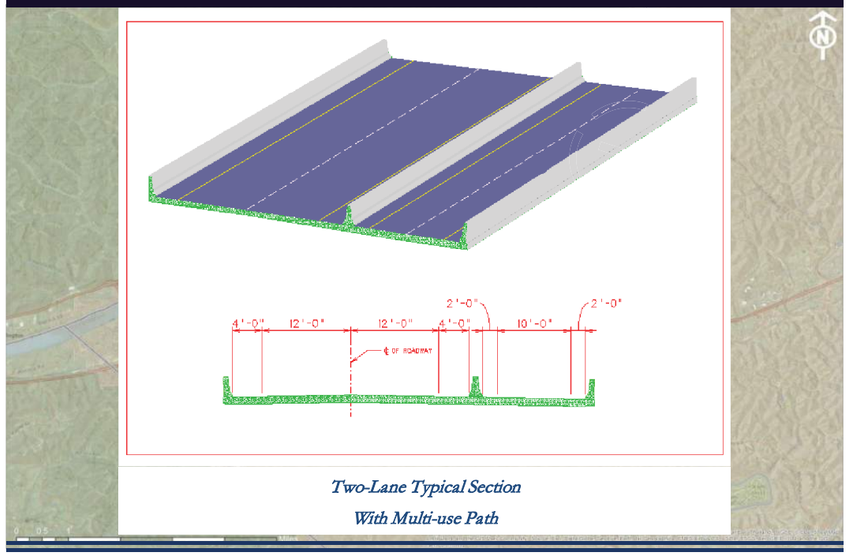
Two-Lane Typical Section

Ohio River Bridge Crossing Feasibility Study



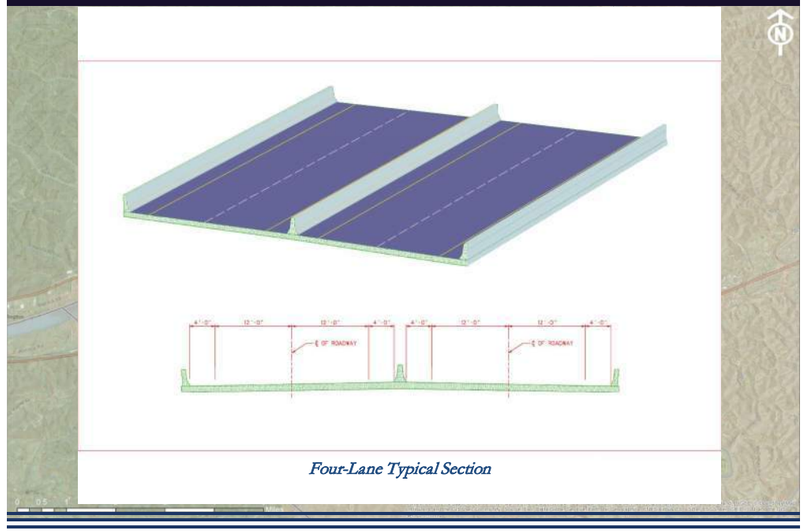
Two-Lane Typical Section
With Bike Lanes (One-way)

Ohio River Bridge Crossing Feasibility Study



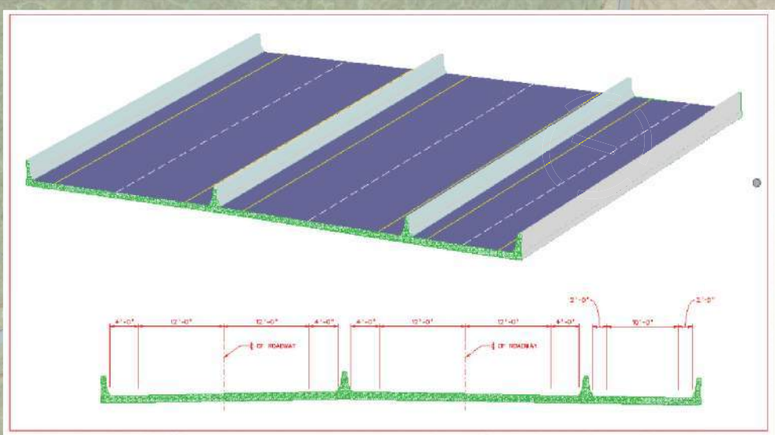
Two-Lane Typical Section
With Multi-use Path

Ohio River Bridge Crossing Feasibility Study



Four-Lane Typical Section

Ohio River Bridge Crossing Feasibility Study



Four-Lane Typical Section (with Multi-use Path)

Ohio River Bridge Crossing Feasibility Study

PRELIMINARY CONSTRUCTION COST ESTIMATES
(2-LANE ALTERNATIVES)

Alternatives	Roadway	1-Lane Ramps	WV Approach	Ohio Approach	Main Span	1-Lane Bridge Ramps	TOTAL COST
Alternative 1	$ 690,000	$ 2,410,000	$ 19,320,000	$ 18,790,000	$ 33,730,000	$ 0	$ 74,940,000
Alternative 2	$ 1,510,000	$ 2,220,000	$ 20,590,000	$ 8,660,000	$ 29,760,000	$ 0	$ 62,740,000
Alternative 3	$ 1,340,000	$ 1,100,000	$ 19,200,000	$ 11,540,000	$ 33,730,000	$ 0	$ 66,910,000
Alt. 1 (Multi-Use)	$ 820,000	$ 2,900,000	$ 23,060,000	$ 22,420,000	$ 40,250,000	$ 0	$ 89,450,000

Ohio River Bridge Crossing Feasibility Study

PRELIMINARY CONSTRUCTION COST ESTIMATES (4-LANE ALTERNATIVES)

Alternatives	Roadway	1-Lane Ramps	WV Approach	Ohio Approach	Main Span	1-Lane Bridge Ramps	TOTAL COST
Alternative 1	$4,230,000	$2,410,000	$34,780,000	$33,800,000	$60,710,000	$7,390,000	$143,320,000
Alternative 2	$12,720,000	$2,220,000	$37,060,000	$15,580,000	$53,570,000	$7,390,000	$128,540,000
Alternative 3	$22,410,000	$1,080,000	$34,560,000	$20,770,000	$60,700,000	$11,520,000	$151,040,000
Alt. 1 (Multi-Use)	$4,480,000	$2,900,000	$41,500,000	$40,350,000	$72,450,000	$7,380,000	$169,060,000

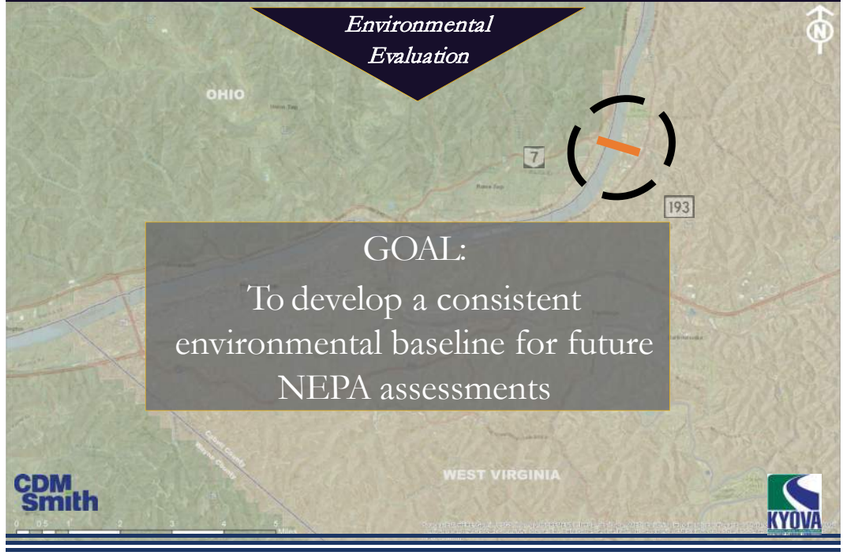
Ohio River Bridge Crossing Feasibility Study

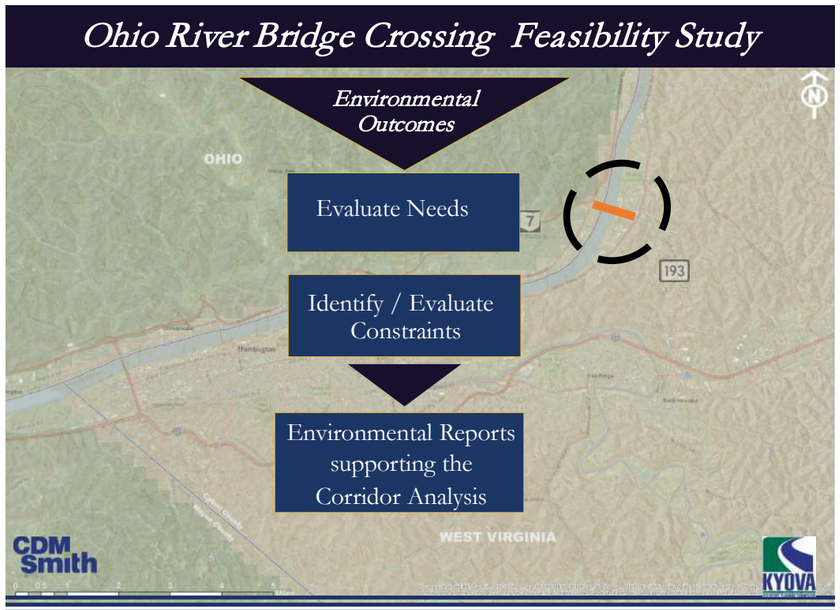
ALTERNATIVE ANALYSIS

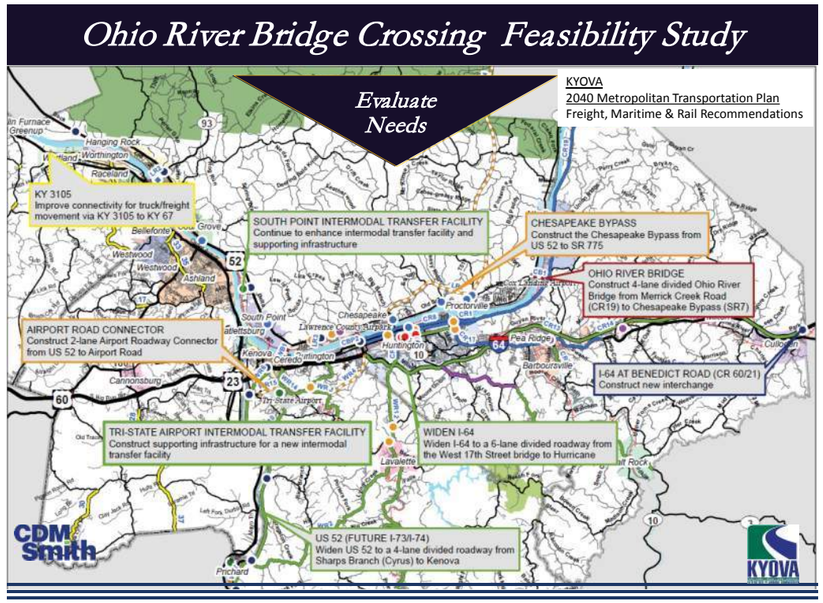
Impacts	Alternatives		
	Alternative Concept I	Alternative Concept II	Alternative Concept III
Right-of-Way Area Cost			
Environmental Impacts Wetlands, Land use, Socio-economics, Floodplain, Air Quality & Noise, Wildlife, Historic Resources			
Construction Costs Utilities			

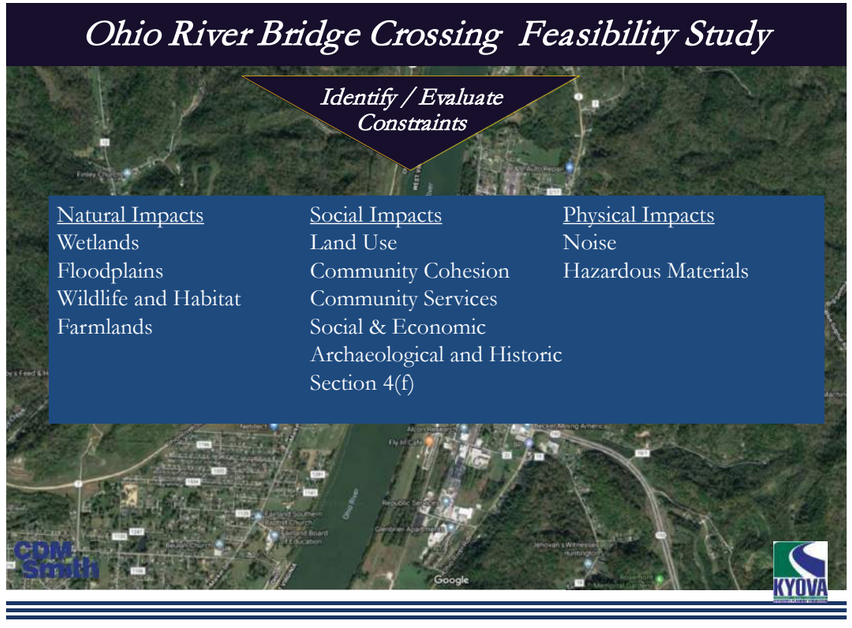
Ohio River Bridge Crossing Feasibility Study

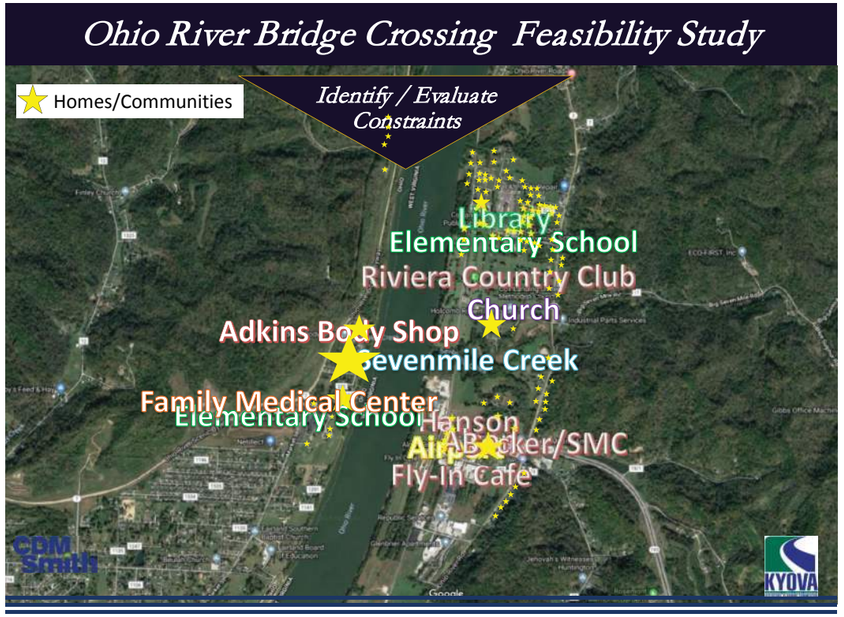
Ohio River Bridge Crossing Feasibility Study



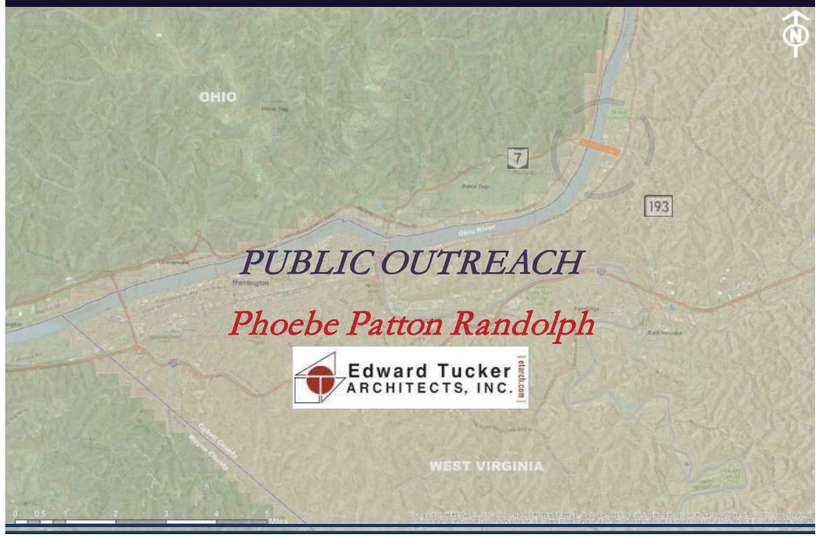

Ohio River Bridge Crossing Feasibility Study
Environmental Outcomes
Evaluate Needs
Identify / Evaluate Constraints
Environmental Reports supporting the Corridor Analysis
OHIO
WEST VIRGINIA
CDM Smith
KYOVA


Ohio River Bridge Crossing Feasibility Study
Evaluate Needs
KYOVA
2040 Metropolitan Transportation Plan
Freight, Maritime & Rail Recommendations
KY 3105
Improve connectivity for truck/freight movement via KY 3105 to KY 67
SOUTH POINT INTERMODAL TRANSFER FACILITY
Continue to enhance intermodal transfer facility and supporting infrastructure
CHESAPEAKE BYPASS
Construct the Chesapeake Bypass from US 52 to SR 775
OHIO RIVER BRIDGE
Construct 4-lane divided Ohio River Bridge from Merrick Creek Road (CR19) to Chesapeake Bypass (SR7)
AIRPORT ROAD CONNECTOR
Construct 2-lane Airport Roadway Connector from US 52 to Airport Road
I-64 AT BENEDICT ROAD (CR 60/21)
Construct new interchange
TRI-STATE AIRPORT INTERMODAL TRANSFER FACILITY
Construct supporting infrastructure for a new intermodal transfer facility
WIDEN I-64
Widen I-64 to a 6-lane divided roadway from the West 17th Street bridge to Hurricane
US 52 (FUTURE I-73/I-74)
Widen US 52 to a 4-lane divided roadway from Sharps Branch (Cyrus) to Kenova
CDM Smith
KYOVA


Ohio River Bridge Crossing Feasibility Study
Identify / Evaluate Constraints
Natural Impacts
Wetlands
Floodplains
Wildlife and Habitat
Farmlands
Social Impacts
Land Use
Community Cohesion
Community Services
Social & Economic
Archaeological and Historic
Section 4(f)
Physical Impacts
Noise
Hazardous Materials
CDM Smith
KYOVA


Ohio River Bridge Crossing Feasibility Study
Homes/Communities
Identify / Evaluate Constraints
Library
Elementary School
Riviera Country Club
Church
Adkins Body Shop
Sevenmile Creek
Family Medical Center
Elementary School
Hanson
Air
Fly-In Cafe
CDM Smith
KYOVA

Ohio River Bridge Crossing Feasibility Study

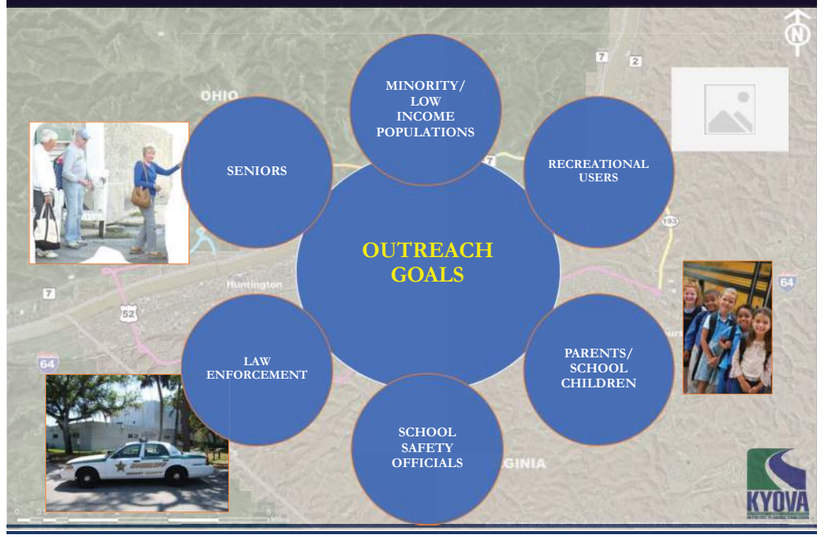


PUBLIC OUTREACH

Phoebe Patton Randolph

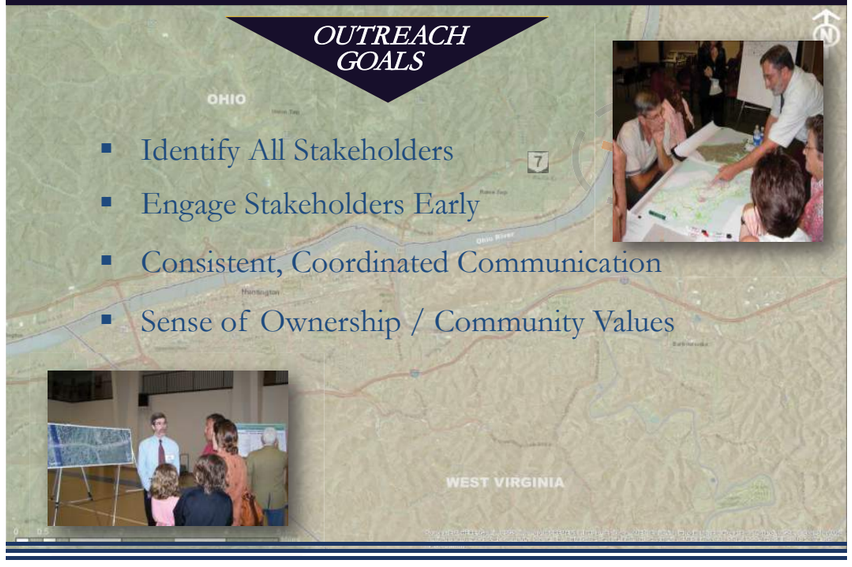
Edward Tucker ARCHITECTS, INC.

Ohio River Bridge Crossing Feasibility Study



Ohio River Bridge Crossing Feasibility Study

OUTREACH GOALS



- Identify All Stakeholders
- Engage Stakeholders Early
- Consistent, Coordinated Communication
- Sense of Ownership / Community Values

Ohio River Bridge Crossing Feasibility Study

OUTREACH GOALS

- ✓ Promote Total Community Involvement
- ✓ Open, Two-way Communication
- ✓ Maximize Outreach
- ✓ Create Opportunities for Public Input
- ✓ Educational & Interactive

Project Notification Database

- ✓ Public & Elected Officials
- ✓ Local Government Agencies
- ✓ Stakeholders / NGOs
- ✓ Homeowner Associations
- ✓ Schools / Places of Worship

Ohio River Bridge Crossing Feasibility Study

TASKS	2019				2020			
	Q-1	Q-2	Q-3	Q-4	Q-1	Q-2	Q-3	Q-4
Kick-Off Meeting	April 09, 2019							
Data Collection								
Determine Need								
Identify Viable Alternatives								
Stakeholders Kick-off Meeting		August 15, 2019						
Preliminary Engineering and Environmental								
Stakeholders Meeting			October, 2019					
Informational Public Meeting			October, 2019					
Draft Report								
Refine Viable Alternatives								
Final Engineering & Environmental								
Stakeholders Meeting					May, 2020			
Alternatives Public Meeting					May, 2020			
Final Report					June 30, 2020			
Agency Coordination								

WEBSITE


Home Overview Schedule Community Feedback News Stay Connected
Public Meeting November 20, 2019
Ohio River Bridge Crossing Feasibility Study
The KYOVA Interstate Planning Commission (KYOVA) is conducting the Ohio River Bridge Feasibility Study to evaluate the need for a new crossing over the Ohio River between West Virginia and Ohio.
View Fact Sheet
Outer Belt
Study Area
Overview
Three (3) corridors have been identified to consider construction of a new bridge located northeast of the Huntington metropolitan area. Each corridor has been located where impacts can be lessened while meeting the purpose of the study. Ohio's SR-7 is the western tie-in for all corridors. The eastern tie-in would be WV 193 (Big Ben Highway) and involve WV2 (Ohio River Road).
Corridor 1:
Corridor 2:
Corridor 3:
WV 2 (Ohio River Road)/ WV 193 (Big Ben Highway) Intersection.
This corridor would provide the most direct connection between
WV 193 and Ohio SR-7. The existing WV-2/WV-193 intersection would be upgraded to a diamond interchange with an overpass bridge to accommodate 4 travel lanes. Ohio Route 7 would also be upgraded to 4 lanes.
WV 2 (Ohio River Road) / CR 11 (Big Seven Mile Road) Alternate 2 is located at the WV-2 / CR-11 intersection and along Cox Landing
Road, extends over the Ohio River and then intersects with Ohio State Route 7 in Lawrence County, OH. The existing WV-2 / CR-11 intersection will be upgraded to accommodate 4 lanes. Ohio State Route 7 will also be upgraded to 4 lanes.
WV 2 (Ohio River Road) / CR 7 (Nine Mile Road) Alternate 3 is located approximately 0.3
miles south of WV CR 7 (Nine Mile Rd) along Douthat Lane and extends over the Ohio River, intersecting OH Route 7 near Private Road 1286. This alternate feature flyover ramps for northbound traffic on OH Route 7 due to available width restrictions adjacent to the Ohio River.
Two public meetings are scheduled for the study: the Informational Public Meeting on November 20, 2019; and an Alternative Public Meeting in the Spring of 2020.
Public participation is solicited without regard to race, color, sex, age, national origin, or disability. Individuals who require special accommodations or translation or interpreter services to participate in this meeting should contact Bethany Wild at the phone number above no later than 15 calendar days prior to the Public Meeting.
About
The purpose of this study is to evaluate the need and location for a crossing between Ohio SR 7 and WV SR 193 northeast of the Huntington metropolitan area.
More About Us
Contact
ssalameh@kyovaipc.org
304.523.7434
Amirm@cdmsmith.com
304.345.2339
More Ways to Get In Touch
Location
400 Third Avenue
Huntington, WV 25712
Direction and Maps
Edward Tucker Architects, Inc.
CDM Smith
listen. think. deliver.
Cline Consulting Services
Environmental & Transportation Planning

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Overview

View Fact Sheet

The purpose of this study is to evaluate the need and location for a crossing between Ohio SR 7 and WV SR 193 northeast of the Huntington metropolitan area. It is anticipated that a new Ohio River Crossing would serve as a vital component to enhancing local and regional mobility in the Ohio, West Virginia, and Kentucky Tri-state region.

A new Ohio River Crossing, combined with completion of the relocated SR-7 (Phase-II) by the Ohio Department of Transportation (ODOT), would improve cross-river mobility in the Huntington metropolitan area, strengthen the transportation network in the Tri-state region, and support completion of the Huntington Outerbelt linking Ohio, West Virginia and key segments of I-64.

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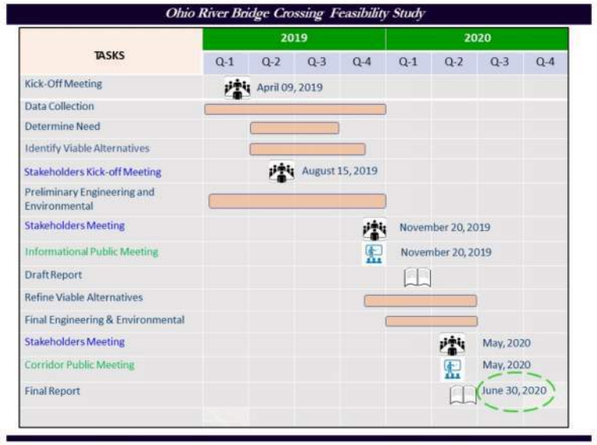
Schedule



Home Overview Schedule Community Feedback News Stay Connected

Community Feedback

Complete Community Survey

Community participation is an important component of this study. The study team encourages input from the public on the following:

- Study goals and objectives
- Needs within the study area relating to traffic operations, alternative travel modes, safety, and economic development

Home Overview Schedule Community Feedback News Stay Connected

News

View Press Release

Home Overview Schedule Community Feedback News Stay Connected

Stay Connected

Two public meetings are scheduled for the study: the Informational Public Meeting on November 20, 2019; and an Alternative Public Meeting in the Spring of 2020.

Sign Up for Contact List

Name (required)

Phone

Email (required)

Submit

For information about upcoming meetings or events contact:

Edward Tucker Architects, Inc.

Phoebe Patton Randolph, AIA, LEED AP BD+C
Principal
1401 Sixth Avenue
Huntington, WV 25701
304.697.4990
ppr@etarch.com

For technical questions contact:

KYOVA

Saleem A. Salameh, PhD., P.E.
Deputy Executive Director / Technical Study Director
400 Third Avenue
Huntington, WV 25712
304.523.7434
ssalameh@kyovaipc.org

CDM Smith

Manuch Amir, P.E.
Project Manager
500 Lee Street, East
Charleston, WV 25301
304.345.2339
Amirm@cdmsmith.com

FACT SHEET

Fact Sheet

STUDY DESCRIPTION

The KYOVA Interstate Planning Commission (KYOVA) is conducting the Ohio River Bridge Feasibility Study to evaluate the need for a new crossing over the Ohio River between West Virginia and Ohio.

STUDY SPONSORS

KYOVA, Lawrence County, OH, the Huntington Area Development Council,, and Village of Barboursville, WV are the Study Sponsors.

STUDY PURPOSE

The purpose of this study is to evaluate the need and location for a crossing between Ohio SR 7 and WV SR 193 northeast of the Huntington metropolitan area. It is anticipated that a new crossing would serve as a vital component to enhancing local and regional mobility in the Ohio, West Virginia, and Kentucky Tri-state region.

A new Ohio River Crossing, combined with completion of the relocated SR-7 (Phase-II) by the Ohio Department of Transportation (ODOT), would:

- Improve cross-river mobility in the Huntington metropolitan area
- Strengthen the transportation network in the Tri-state region
- Support the completion of the Huntington Outer belt linking Ohio, West Virginia, and key segments of Interstate 64 (I-64).

STUDY GOALS

- Assess existing and future traffic safety and operations
- Identify opportunities to develop safe and efficient multi-modal transportation options, including bicycle and pedestrian
- Review existing and proposed future land uses
- Assess traffic circulation and barriers to mobility within the study area
- Assess regional economic impacts

STUDY ACTIVITY STATUS

The study team has collected engineering, traffic and environmental data and conducted preliminary corridor analysis to determine the purpose and need of the project. The team has also formed a Stakeholder Committee comprised of regional public officials.

COMMUNITY ENGAGEMENT

Community participation is an important component of this study. The study team encourages input from the public on:

- Study goals and objectives
- Needs within the study area relating to traffic operations, alternative travel modes, safety, and economic development

Two public meetings are scheduled for the Study:

- Informational Public Meeting on 11/ 20/ 2019
- Corridor Public Meeting in Spring of 2020.

CURRENT FINDINGS

The study team has identified three (3) potential corridors and conducted preliminary evaluations in terms of their ability to meet future traffic needs, enhance regional connectivity, support future economic development, and create opportunities for pedestrian use while minimizing impacts to the community and environmental resources.

PRELIMINARY CORRIDORS

Corridor 1:

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

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

Corridor 2:

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

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

Corridor 3:

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

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

Fact Sheet

UPCOMING ACTIVITIES

Following the Public Meeting in November 2019, the team will consider all comments received from project stakeholders and the public to formulate a recommended corridor. The recommendation will be presented at a second Public Meeting in Spring of 2020. Following feedback from this meeting, recommendations will be documented in a Corridors Report which will consider all comments received throughout the study process.

The Draft Corridors Report will be completed in Spring of 2020 followed by the Final Report scheduled for June 30, 2020. KYOVA, along with the project sponsors, will review the Final Corridor Report from a regional transportation needs and financial perspective to determine if the project should be carried forward into the NEPA Phase. Below is a summary of project's major milestones.

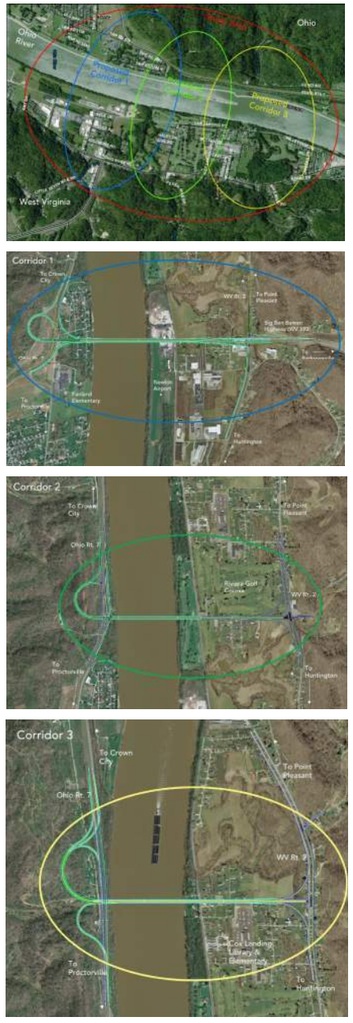
SCHEDULE

- Project Kick-off Meeting: April 09, 2019
- Stakeholders Kick-off Meeting : August 15, 2019
- Stakeholders Meeting : November 20, 2019
- Informational Public Meeting : November 20, 2019
- Draft Corridors Report: March 2020
- Stakeholders Meeting: May 2020
- Corridor Public Meeting: May 2020
- Final Report/Study Completion: June 30, 2020

NEXT PHASE

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

Phoebe Patton Randolph, AIA, LEED AP
Public Involvement Coordinator
Edward Tucker Architects, Inc.
1401 Sixth Avenue
Huntington, WV 25701
Telephone: 304.697.4990
ppr@etarch.com



NOVEMBER 20, 2019 POST CARD INVITATION

OHIO RIVER BRIDGE CROSSING OPEN HOUSE PUBLIC MEETING

WEDNESDAY, NOVEMBER 20, 2019 • *4 - 7pm with formal presentation at 6pm*

At KYOVA Interstate Commission: ***400 Third Avenue, Huntington, WV, 25712***

The KYOVA Interstate Planning Commission (KYOVA) will host an open house public meeting at their office in Huntington to present information and solicit public comments for a new bridge crossing of the Ohio River, between West Virginia Route 2/Big Ben Bowen Highway, and Ohio Route 7.

It is anticipated that a new Ohio River Crossing would serve as a vital component to enhancing local and regional mobility in the Ohio, West Virginia, and Kentucky Tri-state region, **but we need your input**.

Because you live or work in the area, ***we are interested in your feedback and comments*** regarding the proposed crossing corridors that have been developed. Please come anytime between 4-7 to discuss this study and provide your feedback. A brief project overview presentation will be held at 6P.M. Refreshments will be served.

Questions? Email us at ppr@etarch.com or call us at 304-697-4990

400 Third Avenue • Huntington, WV 25712

Visit our website for more information! www.ohioriverbridgecrossing.com

NOVEMBER 20, 2019 STAKEHOLDER MEETING EMAIL INVITATION & PUBLIC MEETING EMAIL INVITATION

Phoebe Patton Randolph

From: Phoebe Patton Randolph
Sent: Friday, October 11, 2019 9:26 AM
To: 'Elwood.C.Penn@wv.gov'; 'Chris.J.Kinsey@wv.gov'; 'Robert.C.Watson@wv.gov'; 'david.e.cramer@wv.gov'; 'raymond.s.eplin@wv.gov'; 'Michael.Dombrowski@dot.ohio.gov'; 'Christopher.Pridemore@dot.ohio.gov'; 'Scott.Thompson@dot.ohio.gov'; 'Carmen.Stemen@dot.gov'; 'chandra.inglis-smith@dot.gov'; 'bthompson@cabellcounty.org'; 'ksobonya@cabellcounty.org'; 'nanc524@aol.com'; 'jmorgan@cabellcounty.org'; 'monyts815@yahoo.com'; 'pleighty@lawrencecountyengineer.org'; 'dingus@ohio.edu'; 'rkline@ilcao.org'; Paul Davis; 'jwoodall@tta-wv.com'; 'mayorwilliams@cityofhuntington.com'; 'BurnsC@HUNTINGTONWV.GOV'; 'ctatum@barboursville.org'; 'dlieving@hadco.org'; 'tellis@te-associates.com'; 'cannejenkins@aol.com'; 'spinkerman@hotmail.com'; 'Scott_Cox@CSX.com'; 'bbrown@tristateairport.com'; 'David.Beekman@dot.ohio.gov'; 'Gould, John F'; 'Noel.Mehlo@dot.gov'; 'Gillispie, Aaron C'; 'Perry.J.Keller@wv.gov'; 'Dan.Beasley@dot.ohio.gov'; 'Collins, Brian S CIV USARMY (US)'; 'Workman, Sarah M CIV USARMY CELRH (USA)'; 'Musick, Ryland W'; 'thomas.barnitz@dot.ohio.gov'
Cc: 'cchiles@kyovaipc.org'; 'ssalameh@kyovaipc.org'; 'bwild@kyovaipc.org'; 'Terri Sicking'; Jody Sigmon; Paul Young; Amir, Manuch; 'Nicole Clune'; 'Jesse Binau'; 'Toney, Chad J.'; Iezzi, Brian
Subject: Proposed Ohio River Bridge Crossing - Stakeholder Meeting Minutes and Save the Date
Attachments: 232_20190815_Stakeholder Mtg. Minutes.pdf; 20190915_Stakeholder Kick Off Meeting Presentation.pdf

Good Morning All,
We would like to express our appreciation to those who attended the Stakeholder Kickoff Meeting on August 15 for the Proposed Ohio River Bridge Crossing Feasibility Study. Please find attached the minutes from the meeting, along with the presentation that we reviewed.
Please make a note of the date and times of the next meeting, which will consist of a stakeholder meeting followed by an informational public meeting:

Stakeholder Meeting - 2:00 on November 20, 2019
Informational Public Meeting - 4:00 – 7:00 pm on November 20, 2019

Both meetings will be held at KYOVA Interstate Planning Commission, 400 Third Avenue in Huntington. Refreshments will be provided.
We appreciate your participation in the project and welcome any feedback that you may have.
Sincerely,
Phoebe Patton Randolph
Public Involvement Coordinator
On behalf of KYOVA Interstate Planning Commission, CDM Smith and Clune Consulting Services

Phoebe Patton Randolph, AIA, LEED AP BD+C
Principal
Edward Tucker ARCHITECTS, INC. | etarch.com |
1401 Sixth Avenue
Huntington, WV 25701
304.697.4990

Phoebe Patton Randolph

From: Phoebe Patton Randolph
Sent: Wednesday, October 30, 2019 8:29 AM
Subject: Ohio River Bridge Crossing - Open House / Public Meeting Invitation
Attachments: November 20th Public Meeting Invite.jpg

Dear All:
You are invited to attend a public meeting regarding the study of a proposed Ohio River Bridge Crossing between West Virginia 193 (Big Ben Bowen Highway) / Route 2 and Ohio State Route 7. This crossing would complete the Tri-State Outer Loop that includes Ohio Route 7, West Virginia Route 527 (17th Street Bridge), Interstate 64, and the Route 2 Connector. Completion of the Tri-State Outer Loop would improve regional safety and mobility, as well as create opportunities for economic development. The study is sponsored by KYOVA Interstate Planning Commission, the Village of Barboursville, Lawrence County, Ohio, and the Cabell County, WV Commission.

You have been identified as a community stakeholder who lives or works within the study area, and we would greatly appreciate your input into the study. We invite you to join us for a public meeting at:

KYOVA Interstate Planning Commission's office – 400 Third Avenue, Huntington, WV 25712
On November 20, 2019 from 4-7 pm
With a brief project presentation at 6:00 pm
Refreshments will be served

Representatives from the study team and other key stakeholders will be available to answer questions and receive your feedback. Please visit the project website at www.OhioRiverBridgeCrossing.com to learn more about the project. If you are not able to attend the meeting in person, you can complete the survey and provide comments via the website. You can also provide comments by replying to this email.

We hope you are able to attend. This is a public meeting, so feel free to share this invitation with anyone who is interested in attending.
Sincerely,
Phoebe Patton Randolph
Coordinator, Public Involvement
On behalf of KYOVA Interstate Planning Commission, CDM Smith and Clune Consulting Services

Please note:
Public participation is solicited without regard to race, color, sex, age, national origin, or disability. Individuals who require special accommodations or translation or interpreter services to participate in this meeting should contact us no later than 15 calendar days prior to the Public Meeting.

Phoebe Patton Randolph, AIA, LEED AP BD+C
Principal
Edward Tucker ARCHITECTS, INC. | etarch.com |
1401 Sixth Avenue
Huntington, WV 25701
304.697.4990

PRESS RELEASE

Ohio River Bridge Crossing
Feasibility Study
Cabell County, WV & Lawrence County, OH

NEWS RELEASE

Contact: Bethany Wild by email: bwild@kyovaipc.org or phone: 304.523.7434

KYOVA TO HOST PUBLIC MEETING

Ohio River Bridge Feasibility Study to be Discussed

Please join us:
DATE: Wednesday, November 20th, 2019
TIME: *4:00 pm - 7:00 pm*
LOCATION: 400 Third Avenue, Huntington, West Virginia

(Release Date: October 25, 2019) The KYOVA Interstate Planning Commission, will host an Open House Public Meeting at the KYOVA offices to present information and solicit public comments for a new bridge crossing of the Ohio River, northeast of the city of Huntington. The purposes of the proposed crossing include improving cross-river mobility in the region and supporting completion of the Huntington Outerbelt. The study area focuses on three corridors connecting Ohio SR-7 and WV-2. The corridors are located north of Proctorville, Ohio and in West Virginia where Nine Mile Road, Big Seven Mile Road and Big Ben Bowen Highway meet with WV-2.

An open house public meeting will be held Wednesday, November 20th, from 4-7 pm in the KYOVA offices at 400 Third Avenue in Huntington, WV. The meeting format includes a brief project overview presentation at 6:00 pm. Throughout the public meeting, exhibits illustrating the alternatives under consideration will be displayed and representatives from the KYOVA study team will be available to provide information and address questions. You are welcome to attend at your leisure any time during open house hours to review the exhibits, ask questions, and provide comments.

Currently, the study is assessing existing and future traffic operations, barriers to mobility (including bicycle and pedestrian), and regional socio-economics. Results of the assessment and public meeting will help determine the risks and benefits of a new Ohio River bridge crossing. The goal of the study is to identify whether a new Ohio River Bridge crossing is needed and, if so, recommend the preferred corridor. KYOVA Deputy Executive Director Saleem A. Salameh supports this study, explaining, “We wish to strengthen the communities in our region, by providing a transportation network that will promote mobility and economic vitality.”

To ensure the proposed project is viable and successful, KYOVA is seeking comments from the public about the social, environmental, and economic needs of the region and concerns regarding the proposed corridors. Potential environmental impacts could involve archaeological, architectural, and ecological resources, hazardous materials and the general location of the project.

We ask that comments, questions, and concerns be submitted no later than December 20th to be considered during project development.

Additional information and supporting documentation are posted on the KYOVA website at: https://ohioriverbridgecrossing.com/.

Public participation is solicited without regard to race, color, sex, age, national origin, or disability. Individuals who require special accommodations or translation or interpreter services to participate in this meeting should contact Bethany Wild at the phone number above no later than 15 calendar days prior to the Public Meeting.

LEGAL ADS

PUBLIC MEETING

KYOVA Metropolitan Planning Organization will hold a public meeting on November 20, 2019 from 4 -7:00 pm at their office at 400 Third Avenue, Huntington, WV. The public is invited to attend and provide comments on the study of a new bridge over the Ohio River between WV Route 2 and OH Route 7 near WV 193/Big Ben Bowen Highway. The meeting will be an open house format, with a brief presentation at 6:00 pm. Public participation is solicited without regard to race, color, sex, age, national origin or disability. To request special accommodations, or translation or interpreter services please contact Phoebe Randolph, Public Involvement Coordinator, at 304-697-4990 or ppr@etarch.com. Project information is available at www.ohioriverbridgecrossing.com.

LH-82393
11-5,6,7,8,9,16;
2019

From: Phoebe Patton Randolph
To: "Amir, Manuch"; Nicole Clune; Toney, Chad J.; Brooke Heid
Subject: FW: Ad Confirmation
Date: Monday, November 04, 2019 4:02:00 PM
Attachments: crappold_82393_1572899796075.png
82393.pdf

All,
The legal ad will run in the Herald Dispatch beginning tomorrow, and running through this Saturday. It will run again next Saturday as well. The HD does not run legal ads in their Sunday paper.
Phoebe

Phoebe Patton Randolph, AIA, LEED AP BD+C
Edward Tucker Architects, Inc.
304.697.4990

From: Connie Rappold <crappold@hdmediallc.com>
Sent: Monday, November 04, 2019 3:37 PM
To: Phoebe Patton Randolph <ppr@etarch.com>
Subject: Ad Confirmation

I have attached a copy of your legal ad scheduled to run November 5th, 6th, 7th, 8th, 9th & 16th in The Herald-Dispatch The cost will be $114.12 Please feel free to contact me with any questions.

PUBLIC MEETING

KYOVA Metropolitan Planning Organization will hold a public meeting on November 20, 2019 from 4 -7:00 pm at their office at 400 Third Avenue, Huntington, WV. The public is invited to attend and provide comments on the study of a new bridge over the Ohio River between WV Route 2 and OH Route 7 near WV 193/Big Ben Bowen Highway. The meeting will be an open house format, with a brief presentation at 6:00 pm. Public participation is solicited without regard to race, color, sex, age, national origin or disability. To request special accommodations, or translation or interpreter services please contact Phoebe Randolph, Public Involvement Coordinator, at 304-697-4990 or ppr@etarch.com. Project information is available at www.ohioriverbridgecrossing.com.

LH-82393
11-5,6,7,8,9,16;
2019

Acc.Id:	10075
Name:	EDWARD TUCKER ARCHITECT
Phone:	304-697-4990
Address:	1401 6TH AVE
City:	HUNTINGTON
State:	WV
Postcode:	25701
Class:	9010 Legal Notices
Edition:	HD HD HD HD HD HD
Start:	11/05/2019
Stop:	11/16/2019
Issues:	6
Units	42.00
Order ID:	HC 82393
TFN:	C
TFN cycle:	
Rep:	CRAPPOLD
Status:	CF
Source:	EM
Paytype:	BI

Proof

Client	EDWARD TUCKER ARCHI-TECTS, INC	Phone	(304) 697-4990
Address	PHOEBE RANDOLPH 1401 SIXTH AVENUE	EMail Fax	
AD #	932604	Requested By	EDWARD TUCKER ARCHI-TECTS, INC
Class	2610	PO #	PHOEBE RANDOLPH
Start Date	11/10/19	Created By	
End Date	11/17/19	Creation Date	JESSICA.STEE
Run Dates	4	Dimensions	11/04/2019
Pubs	The Ironton Tribune, IrontonTri-bune.com	Price	1 X 3.889
Order #	0		$129.00
Sales Rep	Jessica Steelman	Phone EMail Fax	jessica.steelman@shelbycountyre-porter.com

Phoebe Patton Randolph

From: Public Notices <public.notices@irontontribune.com>
Sent: Monday, November 04, 2019 3:59 PM
To: Phoebe Patton Randolph
Subject: Re: KYOVA - Ohio River Bridge Crossing
Attachments: RANDOLPH-32-932604-1.pdf

Proof updated for review and approval.

This legal notice has been processed per your instructions. The cost of this notice is $129.

Thank you,
Jessica Steelman
Public Notices
Phone: 205-280-5667 ext. 522

All notices are on hold until approval of proof is received.
Approval must be received by deadline.

NOTE: E-mails will be responded to within 24 hours. If you have not received confirmation with 24 hours, please email or call us.

ALABAMA
Alexander City Outlook
Andalusia Star-News
Atmore Advance
Brewton Standard
Clanton Advertiser
Dadeville Record
Shelby County Reporter
Tallassee Tribune
Wetumpka Herald

LOUISIANA
L'Observateur
The Daily News (Bogalusa)

MICHIGAN
Dowagiac Daily News
Edwardsburg Argus
Cassopolis Vigilant
Niles Daily Star

TENNESSEE
Elizabethton Star

MISSISSIPPI
The Daily Leader (Brookhaven)
Natchez Democrat
Oxford Eagle
The Panolian
The Picayune Item
Poplarville Democrat
Prentiss Headlight
Vicksburg Post

NORTH CAROLINA
Tryon Daily Bulletin

OHIO
Chesapeake Tribune
Ironton Tribune
Proctorville Tribune

TEXAS
Orange Leader
Port Arthur News

We are not attorneys; therefore we are unable to provide any legal advice.
Please contact your local Legal Aid for assistance.

On Mon, Nov 4, 2019 at 12:38 PM Phoebe Patton Randolph <ppr@etarch.com> wrote:

> I did not receive an attachment.

Phoebe Patton Randolph, AIA, LEED AP BD+C

Edward Tucker Architects, Inc.

1

NOVEMBER 20, 2019 PUBLIC MEETING SIGN IN SHEETS

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interestate Planning Commission

Name	Address	Email Address	Phone Number
John Carter	13 Private Drive 220 Proctorville Oh.	jcarter6060@zoominternet.net	7408869492
Jessica Judge	39 PVT DR 220 Proctorville	jessica.judge@gmail.com	304 6383751
Tommy Trent	242 Twp Rd 176 Crown City, OH 45623		740 256-9186
Steve Gillette	9604 County Road 107 #5 Proctorville OH 45669	steve.gillette@hotmail.com	847-826-0684
Charles Workman	21 Twp Rd. 1285 Proctorville Ohio 45669		740-886-5149
Chris Gillispie	394 Co Rd 123 Ches, Oh 45619	cgillispie@oldcolony.com	304-634-0938
Janet Carter	81 Twp. Rd. 1148 Proctorville OH 45669	JNCARTER67@YAHOO.COM	304-412-0072
Gale & Mary Thompson	141 TWP RD 1148S, Proctorville OH.	[illegible]@me.com	740 451-1080
Dustin [illegible]	23 Twp Rd 1533 Proctorville		3046333780
Carla Setliff	6400 Douthat lane Lesage WV 25537	CSet81@gmail.com	304 634 0703
Robert [illegible]	6022 Miller Rd.		(304) 736-1769
Mr. & Mrs. Chuck Wentz	32 Township Rd Proctorville	saffire63@zoominternet.net	304-730-5536
[illegible]	6018 [illegible] Rd Huntington		304 939-2873

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interestate Planning Commission

Name	Address	Email Address	Phone Number
Chris Lowe	48 TWP Rd. 1351 Crown City OH 45623	cwlowe83@gmail.com	(740) 645 5210
Duane Heck	5931 Wilson DR, Huntington		304-963-0494
Jeff Hutchison	PO Box 822 Proctorville OH	hutch@thehutchagency.com	3046387200
Dirk McFann	235 Twp Rd 1348 Chesapeake OH 45619		304-942-1167
Nick Kuhn	115 Twp Rd 1248 Proctorville OH 45669	NKUHN@ROMEFIRE.ORG	740 302 2157
Jeff & Genie Walizer	6460 Merritts Creek Rd Huntington, WV 25702	jeffwlzr@comcast.net	304-526-1543
Kathy Barry A Browning	98 Township 1149 P.Ville OH 45669		740-886-7105
Ann Lake	6466 Merritts Ck Rd Htgn	wtlral@live.com	304-942-5288
Greg Lake	2850 Washington Blvd	lake3@marshall.edu	304-942-7349
Todd Gillispie	11285 ST RT 7 Proctorville	Gunslinger11@frontier.com	304 633 1504
Danny [illegible]	[illegible]		740 886 1490
David Lockhart	29 Twp Rd. 1148 Proctorville	track-lockhart@yahoo.com	304-638-5819
Matt Selhorst	2800 Corporate Exchange Dr. Suite 100 Columbus, OH 43231	matt.selhorst@hdrinc.com	614-257-8353

NOVEMBER 20, 2019 PUBLIC MEETING SIGN IN SHEETS

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interstate Planning Commission

Name	Address	Email Address	Phone Number
Kimberly D. Maynard	6016 Miller Rd Huntington, WV 25702	PimmyGA@aol.com	(304) 208-7773
Linda L Adkins	3316 River Ave Huntington WV 25705		304 525-2268
April Knight	6116 Kyle Ln, Hunt 25702	aprilj632@hotmail.com	304-412-6602
Cheryl Nelson	415 TWP Rd 1255 Proctorville Ohio 45669		740-886-5789
Jack Nelson	"		"
Marylina Thomas	106 Township Rd 1534 Proctorville	mummthomas@aol.com	304 617-2230
Paul Thomas	" " " " "	pthomas50L@aol.com	304-617-6150
Bill Clark	18 Jacqueline Hts HTN		304 638 3249
Lloyd Baldwin	73 Township Rd 1150	LBALDWIN3138HotMail	304-360-0446
Teresa Baldwin	" " " "	THORNE40786mail	304-741-7439
Patrick Lucas	4 Wildwood Rd. Barboursville, WV	patricklucasrealtor@gmail.com	304-634-6275
Gary Webb	13440 St Rt 7 Proctorville		304 521-9117
Lorrie Webb	13440 St. Rt 7, Proctorville		304-521-8253

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interstate Planning Commission

Name	Address	Email Address	Phone Number
CHAD STUTLER (ALCON)	6065 Kyle Lane Huntington WV 25702	CHAD.STUTLER@ALCON365.com	304 733 7410
Carrie Tucker	19 TWP Rd 1147 Proctorville OH	Carriedtucker@gmail.com	740-550-8680
Todd Rainer	201 Township Rd 1365 Proctorville OH 45669	todd@comptonoffice.com	304-633 6258
Edward Evans	9250 C R 107 Proctorville OH 45669	eddieevans76@gmail.com	740861-0900
Ellen Steele	42 Pvt Dr 220 Proctorville OH	ESteele74@yahoo.com	740 550-2915
Mary Jo Johnson	6086 Kyle Lane Htgn WV 25702	stickholio@gmail.com	681-203-7010
Michael Stewart	2419 TWP Rd 1252 45669 PROCTORVILLE OH	matew2020@aol.com	304-633-8727
Melvin Ben Jeffers	6402 Proctorville Ohio 45669		1-740-886-6978
Janie Bradley	6287 Ohio River Rd Lesage WV 25537	act2ladyjane@yahoo.com	304-412-2718
Kim + Janie Staggs	153 Private Dr, 10786 Proctorville, OH 45669	exjstaggs@cs.com	304-617-3141
Xavier W. Staggs	//	xw.staggs@gmail	—
Pam Hager	112 Pvt Drive Pville, OH 45669	pamhager@amcabilling.com	740-646-4924
Rainie Wieman	8334 Co Rd 107 Pville OH	rwieman2@moreheadstate.edu	304-840-4584

NOVEMBER 20, 2019 PUBLIC MEETING SIGN IN SHEETS

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interestate Planning Commission

Name	Address	Email Address	Phone Number
☆ CARL GROVER	7676 OHIO RIVER RD	CGROVER@EGINES.COM	304-638-095[illegible]
STAN COATES	9 TOWNSHIP RD	PROCTORVILLE OH	740 886 06[illegible]
Allen Payne	220 Township Rd. 1354	Crown City, Ohio 45623	740-302-2294
James + Kristen Ward	52 Twp Rd 1147	Proctorville Oh 45669	304-634-7707
Kendra Clark	810 Co Rd. 73 Crown City, OH	KendraC_0924@yahoo.com	740-646-0289
[illegible signature]	810 Co Rd 73 Crown City	Clarkhemman@yahoo.com	304 634-1142
David Smith	6411 Douthze Lane Lesage		304 690 5203
Lisa Pine	277 Township Road 1385	Proctorville, OH 45669	304-544-3701
John Pittman	266 Twp Rd 1090	Proctorville Oh.	304-634-4216
Ronald Long	6032 Kylemore Rd	Huntington	304 654 7805
Daniel L Boudreau	13 PVT Drive 8197	Proctorville OH	304 412 2872
Drew Rottgen	6356 Roberto Dr Huntington	drottgen@k12.wv.us	(304) 528-5047
Scott Hart	21 Candy Ln Ches OH	westviewproperty@yahoo.com	304-654-5516

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interestate Planning Commission

Name	Address	Email Address	Phone Number
Brian [illegible]	1296 Twp Rd 1724		740 886-8774
Joey Heck	Briarwood Rd Huntington	heck-racing@yahoo.com	304-544-4984
Janet Holley	228 Twp Rd 1280 Pville OH		
Chris Johnson	54 Twp Rd 1148	Proctorville Oh	—
Ruth Johnson	" " "	" "	
Amy Anderson	23 Jacqueline Hts	Huntington WV	304 -
Richard Anderson	23 Jacqueline Hts	Huntington WV	imamya@comcast
James E. Pine	277 Township Rd. 1385	JPine@zoominternet.net	304 544 3896
Greg Slone	19 East Grapevine Ct. Hgtn 25705	gregoryslone@hotmail.com	
Richard Kern	436 TWP 1157 Proctorville OH		304. 206 7895
Paul Hart	PO Box 280 Chesapeake Ohio	—	304-972 5745
Jim Forth	6384 Little Seven Mile		304-736-3683
Jed Horton	277 Township Rd. 1090 45669	fJHorton@gmail.com	

NOVEMBER 20, 2019 PUBLIC MEETING SIGN IN SHEETS

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interestate Planning Commission

Name	Address	Email Address	Phone Number
Chris Lucas	300 Township Rd 1354 Crown City OH 45623	aquaterratradingco@gmail.com	(304) 840-2779
Kelly Stull	21 Private Dr 8197 Proctorville, OH 45669	kestull@aol.com	(304) 638-6292
Susan Moore	1000 Tinker Lane Proctorville, OH 45669	oliveluc ytoo@aol.com	304 638-6283
Scott Morrison	6086 Kyle Lane Huntington WV 25702		304 733-5615
Larry Plantz	53 Township Rd 1534 - Proctorville, OH	LPLANTZ001@AOL.COM	304-617-1090
Greg Stevenson	1018 Co Rd. 402 Proctorville, OH 45669	gs4stevenson@yahoo.com	304-634-4892
William B Ward	13493 ST RT7 Proctorville OH 45669	NAPAWILLIE385@yahoo.com	304-638-8583
Terry Carter	40 Twp RD 1151 Proctorville OH	terrygcarter@zoominternet.net	740 416 1230
Linda Clary	18 Heather Street Crown City, OH 45623	lindaclary57@yahoo.com	740-339-2619
Richard Clary	18 Heather Street Crown City, OH 45623	rclary25@yahoo.com	740-441-5048
Angie Wireman	8334 Co. Rd 107 P'ville, OH 45669	angiewireman24@gmail.com	
Kevin Kearns	North Bradrick Hill Chesapeake, OH		
Steve Rotherford	46 Twp. Rd. 1141 Proctorville OH	Rothy1326@AOL.com	304-360-3862

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interestate Planning Commission

Name	Address	Email Address	Phone Number
LARRY GAY	6028 KYLEMORE RD HUNTINGTON, WV 25702	wvdeputy65@yahoo.com	304 654-8753
Vallery Dyer	4678 Co Rd 17 S. Point OH	dyerfarmlife@AOL.com	304 412-0281
Mike Dyer	" " " "	"	"
Mily Kinner	500 Virginia St. East Suite 950 Charleston, WV	emily_kinner@capito.senate.gov	(304) 840-2022
Paul Arthur	6019 Miller Rd Rt2 Huntington, WV 25702		304 733 6832
HERMAN DAVIS	37 TWP RD 1149 - PROCTORVILLE OH 45669	hed94@netacs.net	(740) 886-5792
Jeff & Robin Spurlock	6131 Kyle Lane, Htgn WV 25702	rspurlock4@aol.com	304-972-9594
Peggy Cotton	6137 Ohio River Rd Huntington, WV 25702		304-972-8284
Danny + Lori Holschuh	25 Twp Rd 1533 PV, OH	lholschuh45669@yahoo.com	304-633-4171
Tim Stewart	2850 5th Ave. 25702 Huntington WV	tstewart@k12.wv.us	304-528-5091
Kenny Boggs	68 Twp Rd 1129 Proctorville OH	Kboggs@amdsgroup.net	304-633-4100
Chris Mount	86 TWP RD 1150 Proctorville OH		304 840-2662
JEREMY MILLER	569 Twp. Rd. 293 CHESAPEAKE OHIO	JNCMILLER@GMAIL.COM	304-654-1199

NOVEMBER 20, 2019 PUBLIC MEETING SIGN IN SHEETS

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interestate Planning Commission

Name	Address	Email Address	Phone Number
Stephen Matthews	6471 Merritts Creek Road, Huntington	Stephen.m.matthews@icloud.com	304-690-2600
Troy Knight	6312 Case Drive LeSage, WV 25537	troy@glassbyknight.com	304 638-2616
Teresa Dunford	132 Twp. Rd 1534, Proctorville, OH	t_hope_rx2/tor@hotmail.com	304-634-2923
Ed & Ethel CLARK			
Scott Shuff	5426 Guyan River Rd.		
Phil Henry	293 Township Rd 1053 Pedro	pdhenry190@engineer.com	
Beverly Spurlock	6676 Merritts Ck Rd,		304-633-5155
Rick & LouAnn Blake	330 Twp. Rd. 1534 Proctorville, OH	wycked stke@yahoo	3046549287

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interestate Planning Commission

Name	Address	Email Address	Phone Number
Brad & Wendy Goodenough	72 Township Rd 1295 Proctorville, OH 45669	wendy@dish3.com	304.521.6868
Irvin Scarberry	6018 Miller Road Huntington, WV 25702-9749	irvinscarberry@gmail.com	304 544-4288
Marc Dailey	6471 Merritts Creek Rd. #2 Huntington WV 25702	marcddailey@yahoo.com	304-972-3015
David Ash	4051 Sulphur Rd Ona, WV 25545	Josh4051@aol.com	304-638-2515
Nathan & Susan Knight	5802 Guyan River Rd Huntington WV 25702	nateKnight@hotmail.com	304-638-3513
TRAVIS CRUM	The Herald-Dispatch	tcrum@HDmedia.llc.com	304-526-2801
Ethel Clark	RR 2 Box 146	clark_ethel@bellsouth.net	304-7366125
Allen Jenkins	28 Twp Rd 1141 Proctorville OH		
CW Bill Reich	76 Twp Rd 1244 Proctorville 45669	c_w_reich@hotmail.com	

NOVEMBER 20, 2019 PUBLIC MEETING SIGN IN SHEETS

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interestate Planning Commission

Name	Address	Email Address	Phone Number
Gina Lockwood	1010 Oakwood Rd Culloden WV	tlockwood1980@yahoo.com	304-743-3477
Danelle Stewart	6158 Ohio River Rd	[redacted]aldstewart@yahoo	304-360-4729

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interestate Planning Commission

Name	Address	Email Address	Phone Number
Tonya Giltropie	11225 St. Rt. 7 Proctorville OH 45669	tgill3965@aol.com	304-633-4801
Bobby Bradley	6257 OHIO RIVER ROAD LESAGE WV 25537	bobbybradley2001@yahoo.com	304 417 3489
Ron Tweel	126 TWP RD 1384 - 45669 Proctorville OH	RTweel@AOL.COM	
DELEGATE JOHN MANDT JR.	6980 MERRITS CR. RD. HUNTINGTON WV 25702	JMANDTJR@AOL.COM	304-416-3647
Danny Mills	5977 Cox Ld Rd Lesage WV 25537		304-208-1231
Gregg Hales	6078 Kyle Ln Huntington wv 25702	ducksmv@yahoo.com	606-922-5565
Janice Spurlock	6124 Kyle Lane Huntington		304-736-4884
ROBERT L. GALLOWAY	213 TOWNSHIP RD 1161 PROCTORVILLE OHIO 45669		

NOVEMBER 20, 2019 STAKEHOLDER MEETING SIGN IN

Proposed Ohio River Bridge Crossing
Stakeholder Meeting Sign-In Sheet – November 20, 2019
PLEASE SIGN IN AND LEAVE A BUSINESS CARD

Edward Tucker ARCHITECTS, INC. | etarch.com |

Agency/Organization: Village of Athalia — Representative: Roger D. Camp
Email Address:

Agency/Organization: Crown City OH — Representative: Steve Tulk
Email Address:

Agency/Organization: WVDOT/PLANNING — Representative: Bob Watson
Email Address:

Agency/Organization: WVDOT — Representative: DAVID CRAMER
Email Address: DAVID.E.CRAMER@WV.GOV

Agency/Organization: FHWA — Representative: Chandra Inglis-Smith
Email Address:

Agency/Organization: ODOT — Representative: Patricia Wetzel
Email Address: patricia.wetzel@dot.ohio.gov

Proposed Ohio River Bridge Crossing
Stakeholder Meeting Sign-In Sheet – November 20, 2019
PLEASE SIGN IN AND LEAVE A BUSINESS CARD

Edward Tucker ARCHITECTS, INC. | etarch.com |

Agency/Organization: OHIO DOT - District 9 — Representative: Christopher Pridemore
Email Address: christopher.pridemore@dot.ohio.gov

Agency/Organization: ODOT - D9 — Representative: Tom Barnitz
Email Address: tom.barnitz@dot.ohio.gov

Agency/Organization: LAWRENCE COUNTY — Representative: PATRICK LEIGHTY
Email Address: & jezzib@cdmsmith.com

Agency/Organization: CDM SMITH — Representative: BRIAN IEZZI
Email Address: toneycj@cdmsmith.com

Agency/Organization: CDM SMITH — Representative: CHAD TONEY
Email Address:

Agency/Organization: HADCO — Representative: Adam Phillips
Email Address: aphillips@hadco.org

NOVEMBER 20, 2019 STAKEHOLDER MEETING SIGN IN

Proposed Ohio River Bridge Crossing
Stakeholder Meeting Sign-In Sheet – November 20, 2019
PLEASE SIGN IN AND LEAVE A BUSINESS CARD

Edward Tucker ARCHITECTS, INC. | etarch.com |

Agency/Organization: ODOT D9 — Representative: DAVID BEEKMAN
Email Address: david.beekman@ohio.dot.gov

Agency/Organization: Lawr. CAO / PA. — Representative: Ralph Kline
Email Address: RKline@ilcao.org

Agency/Organization: Tri-State Transit — Representative: Paul Davis
Email Address: pdavis@tta-wv.com

Agency/Organization: Tri-State Transit — Representative: Jennifer Woodall
Email Address: jwoodall@tta-wv.com

Agency/Organization: Mike Browning — Representative: US Sen. Manchin
Email Address:

Agency/Organization: LEDC / Lawrence Co. Chamber — Representative: Bill Dingus
Email Address: dingus@ohio.edu

Proposed Ohio River Bridge Crossing
Stakeholder Meeting Sign-In Sheet – November 20, 2019
PLEASE SIGN IN AND LEAVE A BUSINESS CARD

Edward Tucker ARCHITECTS, INC. | etarch.com |

Agency/Organization: Ex Cong. Carol Miller — Representative: Teri Booth
Email Address: Teri.Booth@mail.house.gov

Agency/Organization: Cabell County Commission — Representative: Kelli Sobonya
Email Address: Ksobonya@cabellcounty.org

Agency/Organization: — Representative:
Email Address:

Agency/Organization: — Representative:
Email Address:

Agency/Organization: — Representative:
Email Address:

Agency/Organization: — Representative:
Email Address:

NOVEMBER 20, 2019 STAKEHOLDER MEETING SIGN IN

Proposed Ohio River Bridge Crossing
Stakeholder Meeting Sign-In Sheet – August 15, 2019
PLEASE SIGN IN AND LEAVE A BUSINESS CARD

Edward Tucker ARCHITECTS, INC. | etarch.com |

Agency/Organization	Representative:
ODOT - District 9	Christopher Aldenorie
ODOT - D9	Tom Barnitz
ODOT - DISTRICT 9	DAN BEASLEY
Cluna Consulting Services	Jesse Binam
LAWRENCE CO. ENGINEER	PATRICK LEIGHTY
CDM Smith	Chad Toney
CDM SMITH	BRIAN IEZZI
Cabell County Commission	Kelli Sobonya
CDM Smith	Manuch Amir
KYOVA IPC	Jody Signon
KYOVA IPC	PAUL YOUNG

Proposed Ohio River Bridge Crossing
Stakeholder Meeting Sign-In Sheet – August 15, 2019
PLEASE SIGN IN AND LEAVE A BUSINESS CARD

Edward Tucker ARCHITECTS, INC. | etarch.com |

Agency/Organization	Representative:
FHWA - WV	Chandra Inglis-Smith
KYOVA	Saleem Salameh
USACE	Sarah Workman
WVDOH	
WVDOH	Elwood Penn
WVDOH	ROB WATSON
WVDOH	Chris Kinney
WVDOT	DAVID CRAMER
WVDOH	AARON GILLISPIE
KYOVA	Bethany Wild
Lawrence Co. CAC/PA	Rolf Wikle

NOVEMBER 20, 2019 STAKEHOLDER MEETING SIGN IN

Proposed Ohio River Bridge Crossing
Stakeholder Meeting Sign-In Sheet – August 15, 2019
PLEASE SIGN IN AND LEAVE A BUSINESS CARD

Edward Tucker ARCHITECTS, INC. | etarch.com |

Agency/Organization KyDOA Representative: Chris Chiles

Agency/Organization LEDC / Lou. Co. Port Auth. Representative: Bill Dingus

Agency/Organization _____ Representative: _____

Agency/Organization _____ Representative: _____

Agency/Organization _____ Representative: _____

Agency/Organization _____ Representative: _____

Agency/Organization _____ Representative: _____

Agency/Organization _____ Representative: _____

Agency/Organization _____ Representative: _____

Agency/Organization _____ Representative: _____

Agency/Organization _____ Representative: _____

NOVEMBER 20, 2019 PUBLIC MEETING PHOTOS

NOVEMBER 20, 2019 STAKEHOLDER MEETING SIGN IN SHEETS

Proposed Ohio River Bridge Crossing
Stakeholder Meeting Sign-In Sheet – November 20, 2019
PLEASE SIGN IN AND LEAVE A BUSINESS CARD

Edward Tucker ARCHITECTS, INC. | etarch.com |

Agency/Organization: Village of Athalia	Representative: Roger D. Camp	
	Email Address:	
Agency/Organization: Crown City OH	Representative: Steve Jolly	
	Email Address:	
Agency/Organization: WVDOH / PLANNING	Representative: Art Watson	
	Email Address:	
Agency/Organization: WVDOT	Representative: DAVID CRAMER	
	Email Address: DAVID.E.CRAMER@WV.GOV	
Agency/Organization: FHWA	Representative: Chandra Inglis-Smith	
	Email Address:	
Agency/Organization: ODOT	Representative: Patricia Wetzel	
	Email Address: patricia.wetzel@dot.ohio.gov	

Proposed Ohio River Bridge Crossing
Stakeholder Meeting Sign-In Sheet – November 20, 2019
PLEASE SIGN IN AND LEAVE A BUSINESS CARD

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Agency/Organization: OHIO DOT - District 9	Representative: Christopher Pridemore	
	Email Address: christopher.pridemore@dot.ohio.gov	
Agency/Organization: ODOT - D9	Representative: Tom Barnitz	
	Email Address: tom.barnitz@dot.ohio.gov	
Agency/Organization: LAWRENCE COUNTY	Representative: PATRICK LEIGHTY	
	Email Address: pleighty@lawrencecountyohio.com	
Agency/Organization: CDM SMITH	Representative: BRIAN IZZI	
	Email Address: tonycj@cdmsmith.com	
Agency/Organization: CDM SMITH	Representative: CHAD TONEY	
	Email Address:	
Agency/Organization: HADCO	Representative: Adam Phillips	
	Email Address: aphillips@hadco.org	

NOVEMBER 20, 2019 STAKEHOLDER MEETING SIGN IN SHEETS

Proposed Ohio River Bridge Crossing
Stakeholder Meeting Sign-In Sheet – November 20, 2019
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Agency/Organization ODOT D9 Representative: DAVID BEEKMAN
Email Address: david.beekman@dot.ohio.gov

Agency/Organization Lawr. CAO / PA. Representative: Ralph Kline
Email Address: RKline@lawrencecountyohio.org

Agency/Organization Tri-State Transit Representative: Paul Davis
Email Address: pdavis@tta-wv.com

Agency/Organization Tri-State Transit Representative: Jennifer Woodall
Email Address: jwoodall@tta-wv.com

Agency/Organization Mike Browning Representative: US Sen. Manchin
Email Address:

Agency/Organization LEDC / Lawrence Co. Chamber Representative: Bill Dingus
Email Address: dingus@ohio.edu

Proposed Ohio River Bridge Crossing
Stakeholder Meeting Sign-In Sheet – November 20, 2019
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Agency/Organization Fr. Cong. Carol Miller Representative: Teri Booth
Email Address: Teri.Booth@mail.house.gov

Agency/Organization Cabell County Commission Representative: Kelli Sobonya
Email Address: Ksobonya@cabellcounty.org

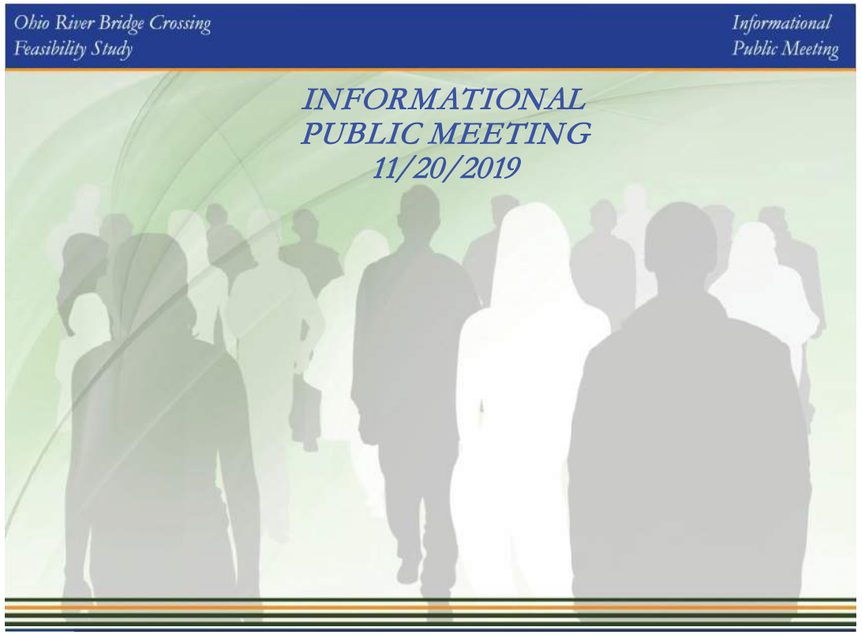
Agency/Organization Representative:
Email Address:

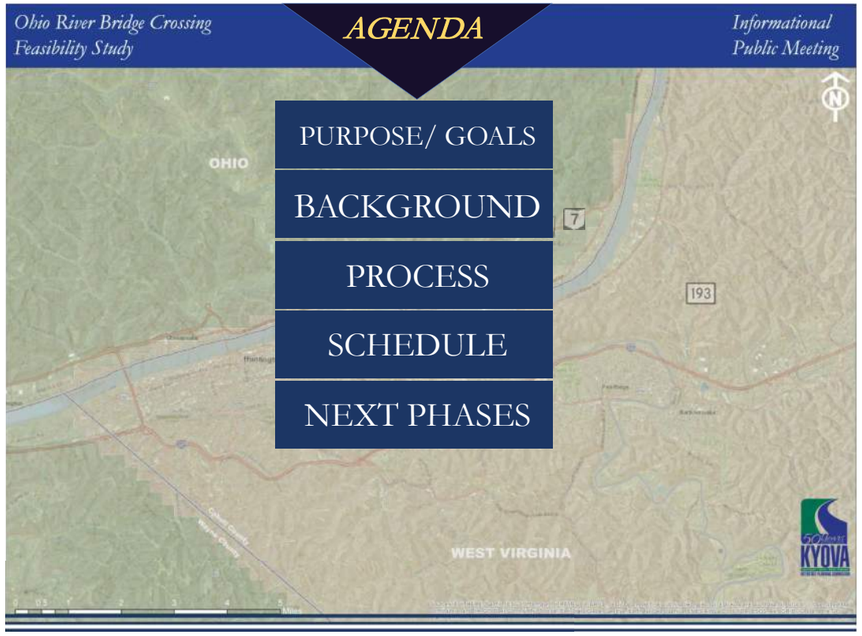
Agency/Organization Representative:
Email Address:

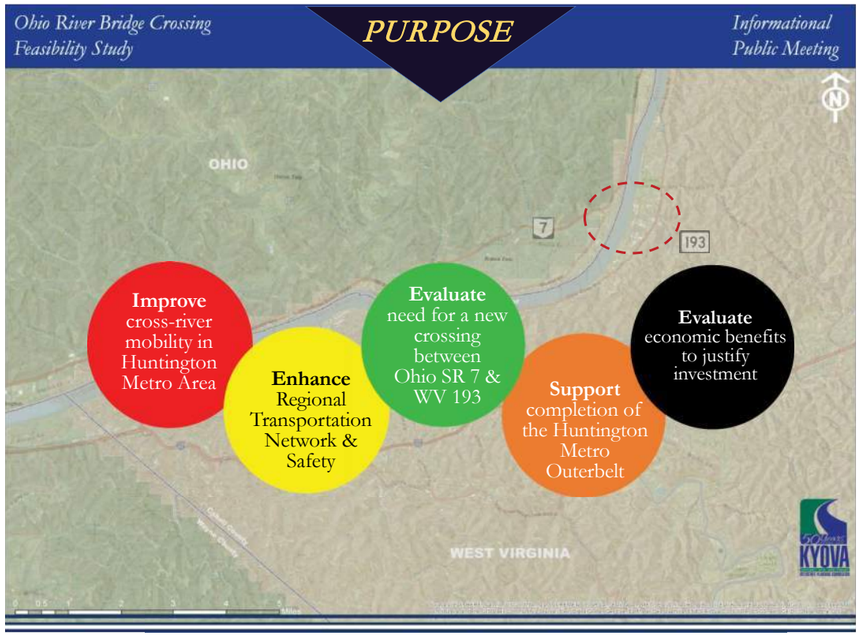
Agency/Organization Representative:
Email Address:

Agency/Organization Representative:
Email Address:

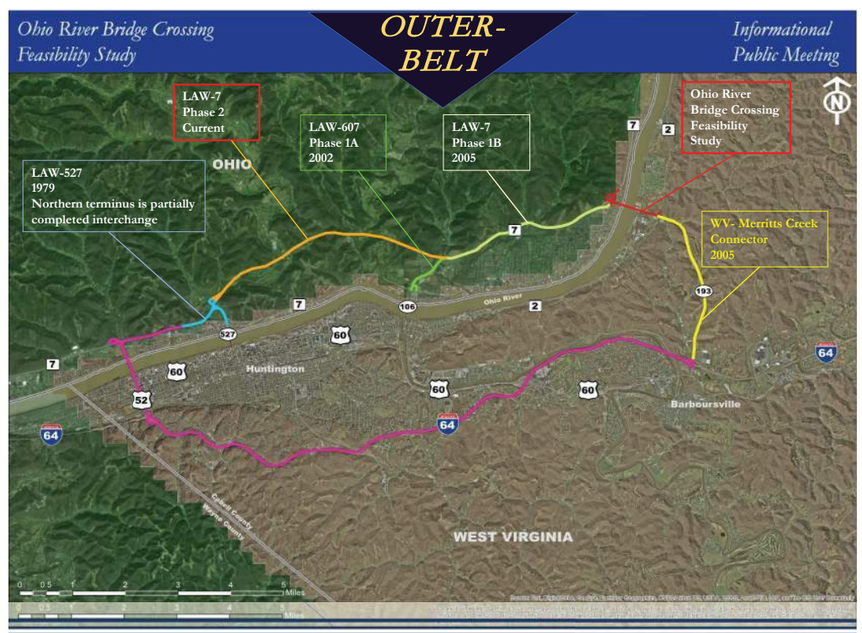
NOVEMBER 20, 2019 PUBLIC MEETING PRESENTATION

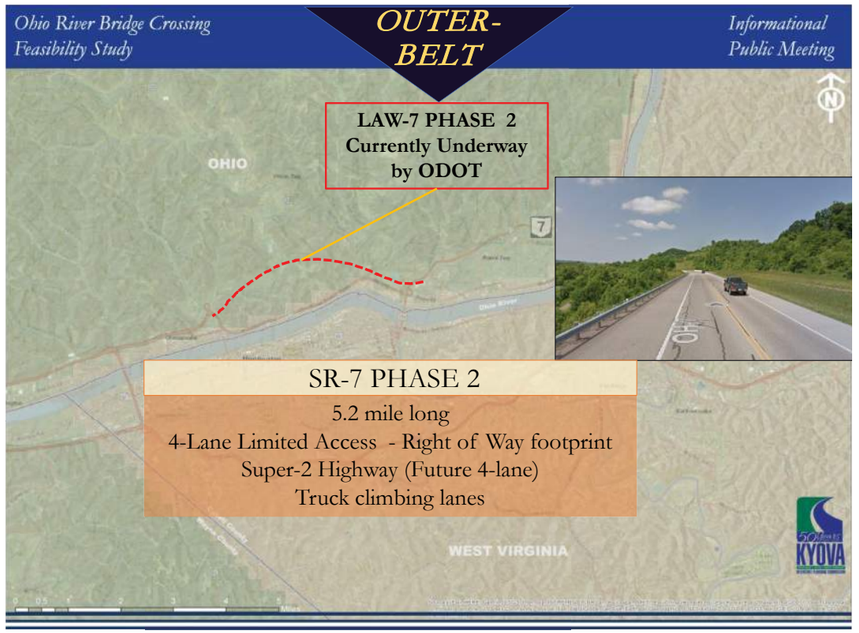




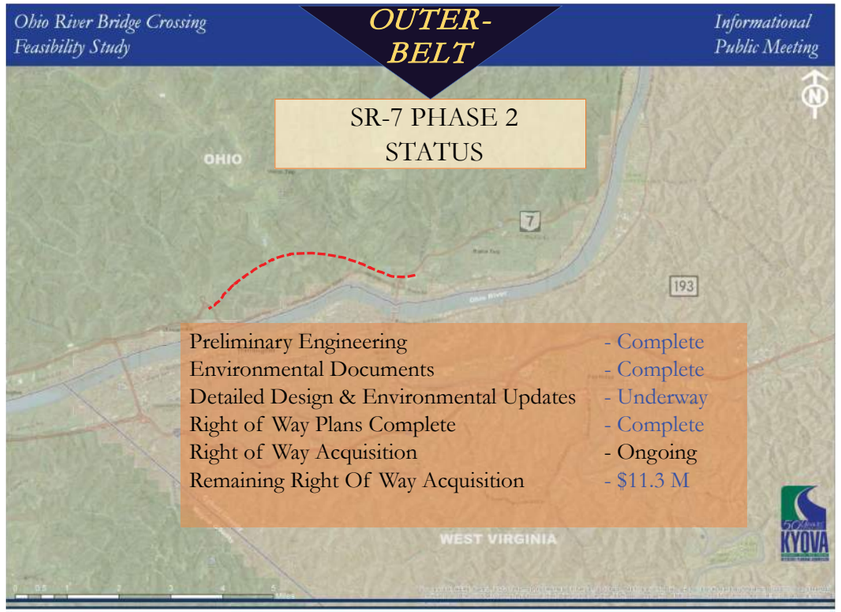


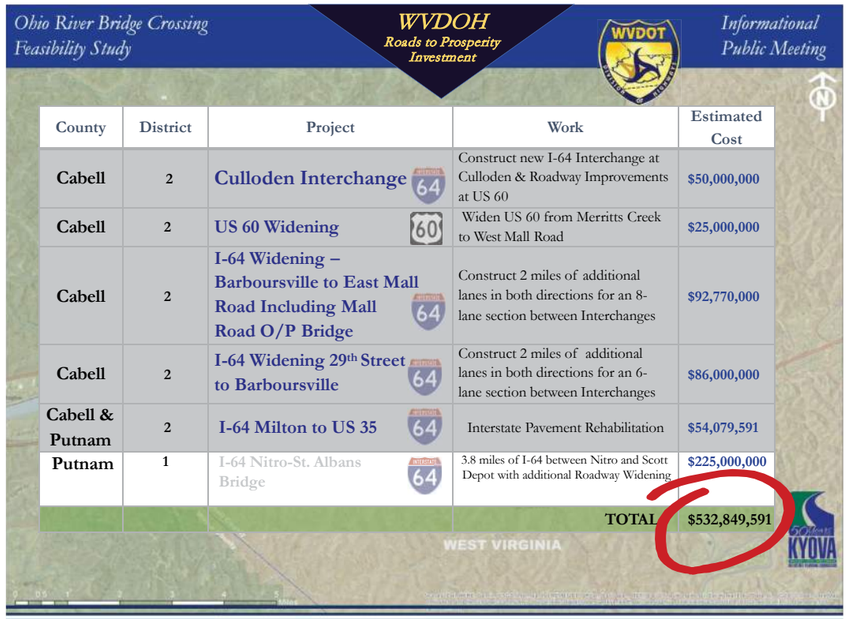
NOVEMBER 20, 2019 PUBLIC MEETING PRESENTATION



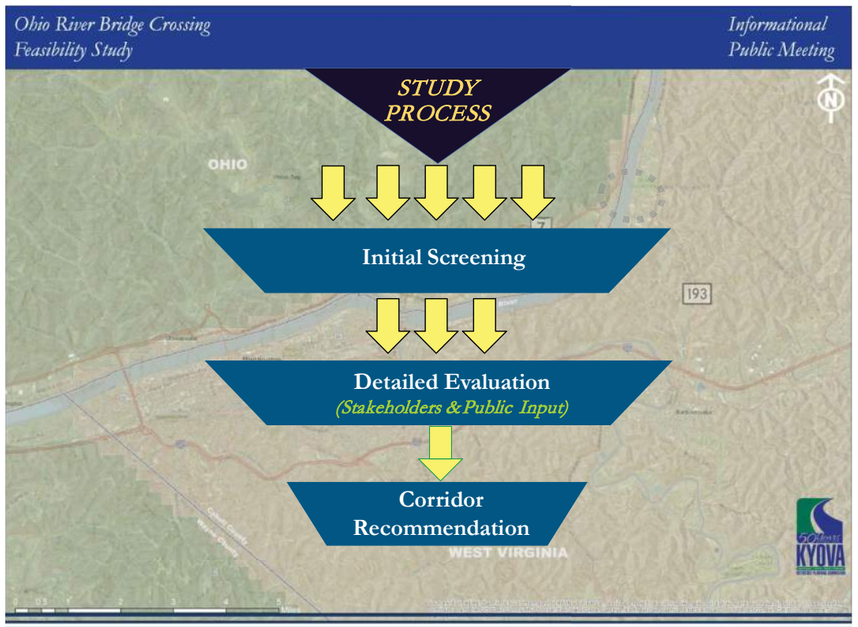


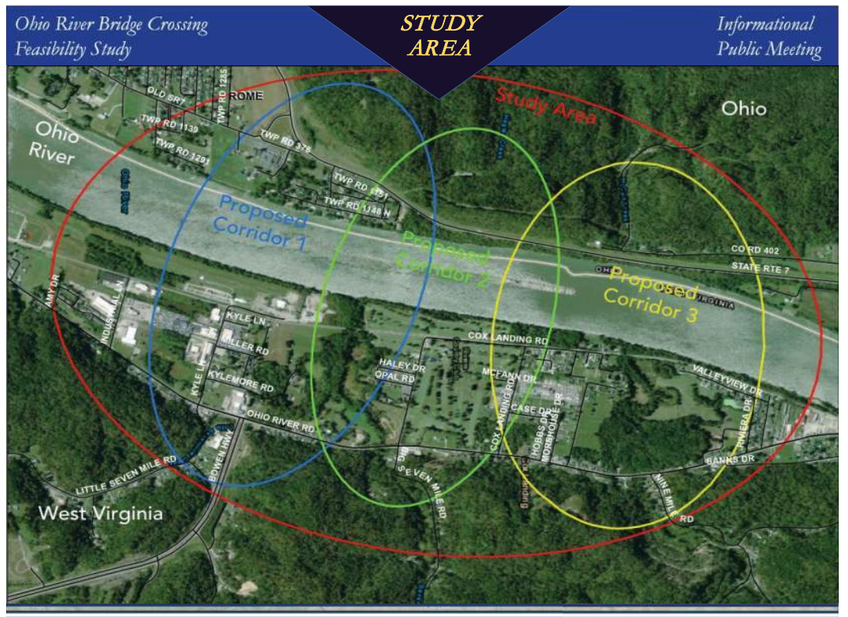
NOVEMBER 20, 2019 PUBLIC MEETING PRESENTATION





County	District	Project	Work	Estimated Cost
Cabell	2	Culloden Interchange	Construct new I-64 Interchange at Culloden & Roadway Improvements at US 60	$50,000,000
Cabell	2	US 60 Widening	Widen US 60 from Merritts Creek to West Mall Road	$25,000,000
Cabell	2	I-64 Widening – Barboursville to East Mall Road Including Mall Road O/P Bridge	Construct 2 miles of additional lanes in both directions for an 8-lane section between Interchanges	$92,770,000
Cabell	2	I-64 Widening 29th Street to Barboursville	Construct 2 miles of additional lanes in both directions for an 6-lane section between Interchanges	$86,000,000
Cabell & Putnam	2	I-64 Milton to US 35	Interstate Pavement Rehabilitation	$54,079,591
Putnam	1	I-64 Nitro-St. Albans Bridge	3.8 miles of I-64 between Nitro and Scott Depot with additional Roadway Widening	$225,000,000
			TOTAL	$532,849,591





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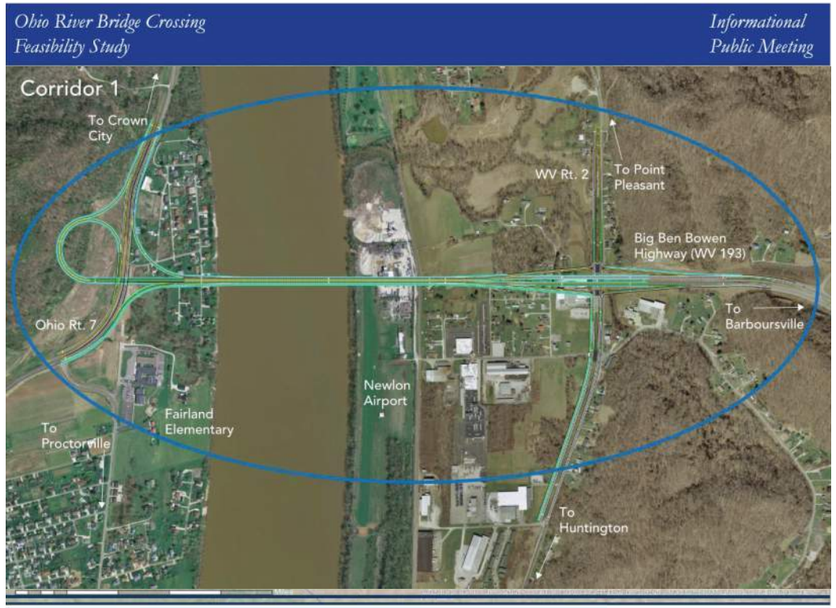
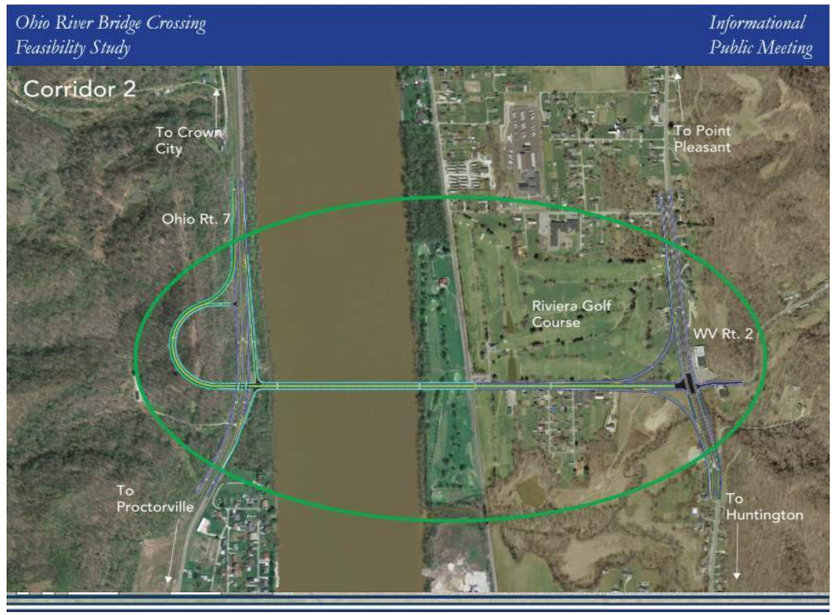
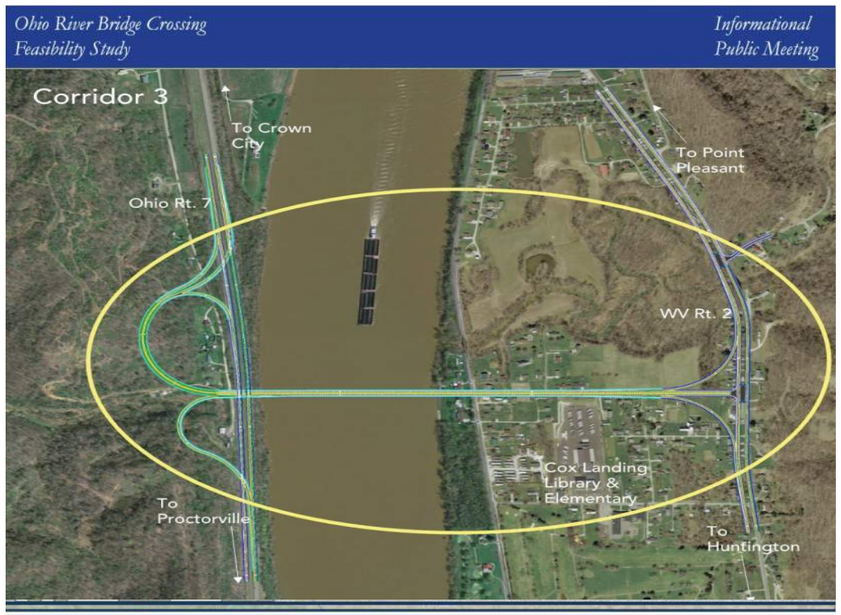
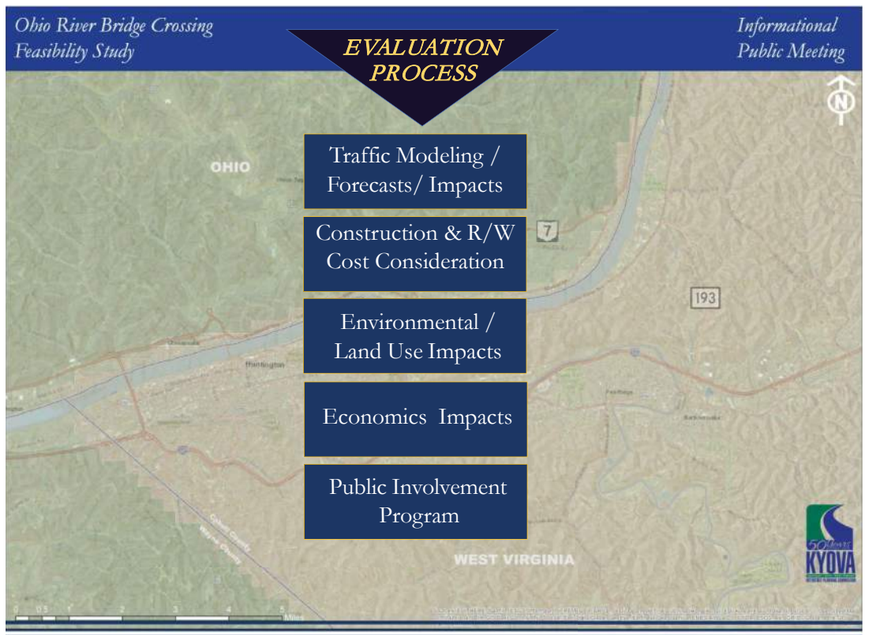




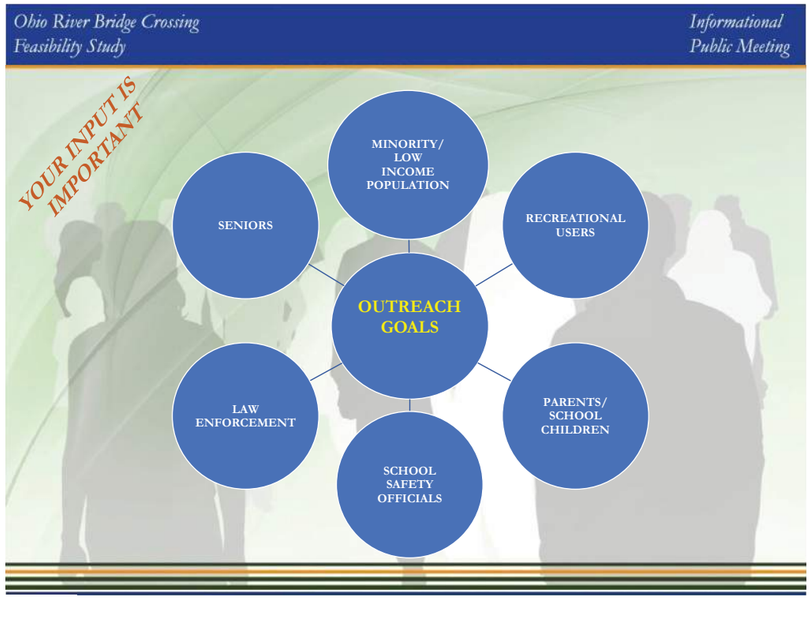


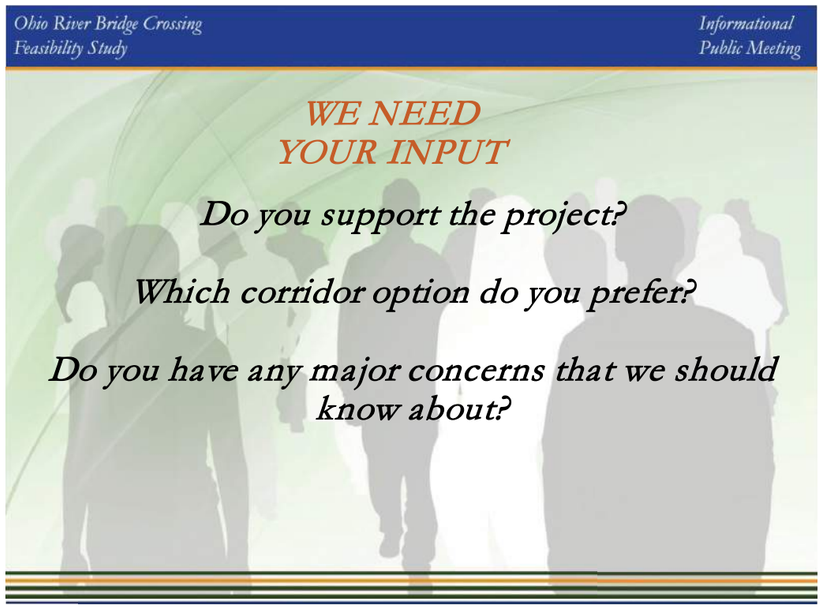


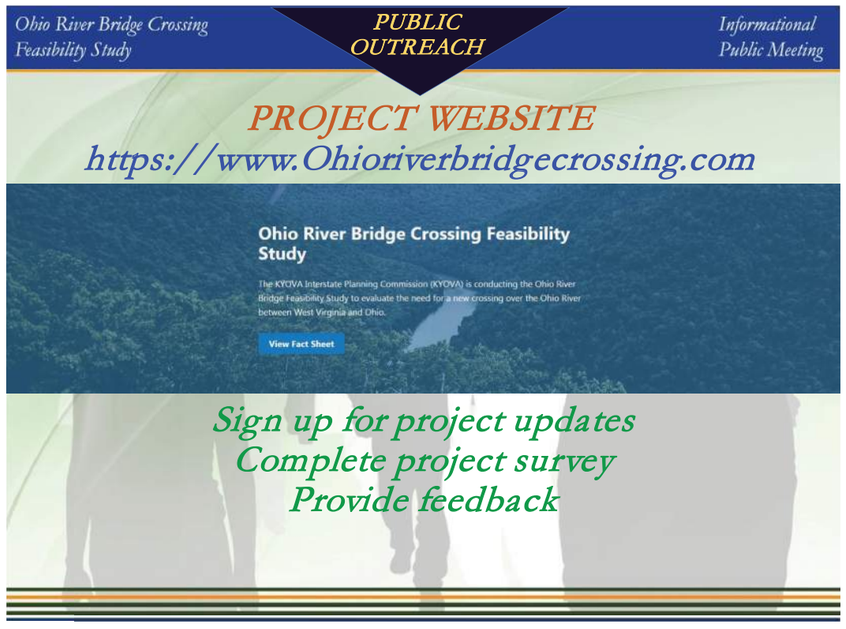
NOVEMBER 20, 2019 PUBLIC MEETING PRESENTATION

	CORRIDORS			
Impacts	**Corridor Concept I**	**Corridor Concept II**	**Corridor Concept III**	**No- Build**
Right-of-Way				
Environmental Impacts **Wetlands, Land use, Socio-economics, Floodplain, Air Quality & Noise, Wildlife, Historic Resources**				
Construction **Costs** **Utilities**				

NOVEMBER 20, 2019 PUBLIC MEETING PRESENTATION







NOVEMBER 20, 2019 PUBLIC MEETING PRESENTATION

Ohio River Bridge Crossing Feasibility Study

Public Opinion Survey
Ohio River Bridge Crossing – Feasibility Study

Name: _____ Email: _____

Address: _____

Please answer the following questions by circling the numbers on a scale of 1 to 5.

Use the comment section at the bottom to provide additional feedback.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
1	I frequently experience traffic congestion/incidents at the Huntington/Tri-State area bridges and on local roads in the corridors	5	4	3	2	1
2	It is difficult for me to cross the bridges during peak hours due to congestion/incidents	5	4	3	2	1
3	My travel time are often influenced by the bridge conditions	5	4	3	2	1
4	My decision to cross the bridges is often influenced by expected travel time	5	4	3	2	1
5	Constructing the subject route would improve my travel modes and decrease my travel times.	5	4	3	2	1
6	Additional crossing(s) is a priority for my community	5	4	3	2	1
7	The existing bridge network is adequate to support future economic development	5	4	3	2	1
8	A new Ohio River bridge crossing and completion of the subject route would have a positive effect on my local economic development in the Huntington/Tri-State Area	5	4	3	2	1
9	The overall study area includes all areas of need/interest for a new bridge crossing	5	4	3	2	1
10	I agree with the three bridge crossing corridors being evaluated	5	4	3	2	1
11	If a new Ohio River Bridge crossing was constructed in the study area, I would be following my travel habits in the following manner (check all that apply): ☐ Weekday commute ☐ Work events ☐ Arts/Events ☐ Visits ☐ Shopping/Errands ☐ Recreational/Sports/Leisure ☐ Education ☐ Downtown ☐ Other (please describe in the comments)					
12	Existing Ohio River crossings no longer adequately serve the needs of the Huntington region	5	4	3	2	1
13	A bike/pedestrian crossing at the Ohio River would be beneficial at this location	5	4	3	2	1
14	The new Ohio River bridge crossing and connecting the subject will improve the quality of life	5	4	3	2	1
15	The Ohio River Bridge Feasibility study should be further pursued	5	4	3	2	1
16	Why is this study important and/or not important? ☐ Travel time ☐ Travel flow ☐ Access Emergency Vehicles					

Please provide your comments (related to the survey questions or other):

_____

_____

_____

_____

_____

_____

Informational Public Meeting

Ohio River Bridge Crossing Feasibility Study

Fact Sheet

Ohio River Bridge Crossing Feasibility Study

STUDY DESCRIPTION

The KYOVA Interstate Planning Commission (KYOVA) is conducting the Ohio River Bridge Feasibility Study to evaluate the need for a new crossing over the Ohio River between West Virginia and Ohio.

STUDY SPONSORS

KYOVA, Lawrence County, OH, the Huntington Area Development Council, and Village of Barboursville, WV are the Study Sponsors.

STUDY PURPOSE

The purpose of this study is to evaluate the need and location for a crossing between Ohio SR 7 and WV SR 193 northeast of the Huntington metropolitan area. It is anticipated that a new crossing would serve as a vital component to enhancing local and regional mobility in the Ohio, West Virginia, and Kentucky Tri-state region.

A new Ohio River Crossing, combined with completion of the relocated SR 7 (Phase II) by the Ohio Department of Transportation (ODOT), would:

- Improve cross-river mobility in the Huntington metropolitan area
- Strengthen the transportation network in the Tri-state region
- Support the completion of the Huntington Outer belt linking Ohio, West Virginia, and key segments of interstate 64 (I-64).

STUDY GOALS

- Assess existing and future traffic safety and operations
- Identify opportunities to develop safe and efficient multi-modal transportation options, including bicycle and pedestrian
- Review existing and proposed future land uses
- Assess traffic circulation and barriers to mobility within the study area
- Assess regional economic impacts

STUDY ACTIVITY STATUS

The study team has collected engineering, traffic and environmental data and conducted preliminary corridor analysis to determine the purpose and need of the project. The team has also formed a Stakeholder Committee comprised of regional public officials.

COMMUNITY ENGAGEMENT

Community participation is an important component of this study. The study team encourages input from the public on:

- Study goals and objectives
- Needs within the study area relating to traffic operations, alternative travel modes, safety, and economic development

Two public meetings are scheduled for the Study:

- Informational Public Meeting on 11/20, 2019
- Corridor Public Meeting in Spring of 2020.

CURRENT FINDINGS

The study team has identified three (3) potential corridors and conducted preliminary evaluations in terms of their ability to meet future traffic needs, enhance regional connectivity, support future economic development, and create opportunities for pedestrian use while minimizing impacts to the community and environmental resources.

PRELIMINARY CORRIDORS

Corridor 1:
WV 2 (Ohio River Road)/WV 193 (Big Ben Highway)
This corridor would provide the most direct connection between WV 193 and Ohio SR-7. The existing WV-2/WV-193 intersection will be upgraded to a diamond interchange with an overpass bridge to accommodate 4 travel lanes. Ohio Route 7 will also be upgraded to 4 lanes.

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

Corridor 3:
WV 2 (Ohio River Road)/CR 7 (Nine Mile Road)
Corridor 3 is located approximately 0.3 miles south of WV CR 7 (Nine Mile Road) along Douthat Lane and extends over the Ohio River, intersecting OH Route 7 near Private Road 1286. This corridor features flyover ramps for northbound traffic on OH Route 7 due to available width restrictions adjacent to the Ohio River.

https://www.Ohioriverbridgecrossing.com

Informational Public Meeting

Ohio River Bridge Crossing Feasibility Study

Fact Sheet

Ohio River Bridge Crossing Feasibility Study

UPCOMING ACTIVITIES

Following the Public Meeting in November 2019, the team will consider all comments received from project stakeholders and the public to formulate a recommended corridor. The recommendation will be presented at a second Public Meeting in Spring of 2020. Following feedback from this meeting, recommendations will be documented in a Corridors Report which will consider all comments received throughout the study process.

The Draft Corridors Report will be completed in Spring of 2020 followed by the Final Report scheduled for June 30, 2020. KYOVA, along with the project sponsors, will review the Final Corridor Report from a regional transportation needs and financial perspective to determine if the project should be carried forward into the NEPA Phase. Below is a summary of project's major milestones.

SCHEDULE

- Project Kick-off Meeting: April 09, 2019
- Stakeholders Kick-off Meeting : August 15, 2019
- Stakeholders Meeting : November 20, 2019
- Informational Public Meeting : November 20, 2019
- Draft Corridors Report: March 2020
- Stakeholders Meeting: May 2020
- Corridor Public Meeting: May 2020
- Final Report/Study Completion: June 30, 2020

NEXT PHASE

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

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PAGE 2

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Informational Public Meeting

Ohio River Bridge Crossing Feasibility Study

SCHEDULE

Tasks	2019 Q-1	2019 Q-2	2019 Q-3	2019 Q-4	2020 Q-1	2020 Q-2	2020 Q-3	2020 Q-4
Project Kick off Meeting	April 9th							
Data Collection	■	■	■	■	■			
Determine Need		■	■	■				
Identify Viable Corridors		■	■	■	■			
Stakeholders Kick-off Meeting		August 15th						
Preliminary Engineering & Environmental	■	■	■	■	■			
Stakeholders/ Informational Public Meeting			Nov. 20th					
Draft Report								
Refine Viable Corridors			■	■	■	■		
Final Engineering & Environmental					■	■	■	
Stakeholders/Alternatives Public Meeting						May 2020		
Final Report							June 30th	

NOVEMBER 20, 2019 PUBLIC MEETING PRESENTATION

SURVEY RESPONSES

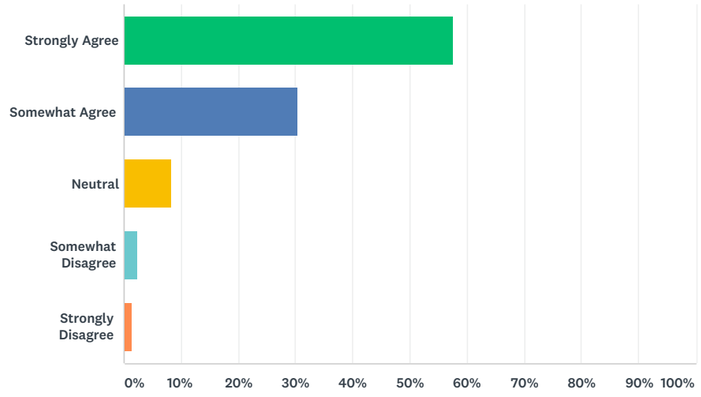
Q1 Please provide the contact information below:

Answered: 212 Skipped: 7

ANSWER CHOICES	RESPONSES	
Name	100.00%	212
Company	0.00%	0
Address	97.64%	207
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	92.92%	197
Phone Number	0.00%	0

Q2 I frequently experience traffic congestion/bottlenecks in the Huntington/Tri-State Area (please list problem areas at the bottom).

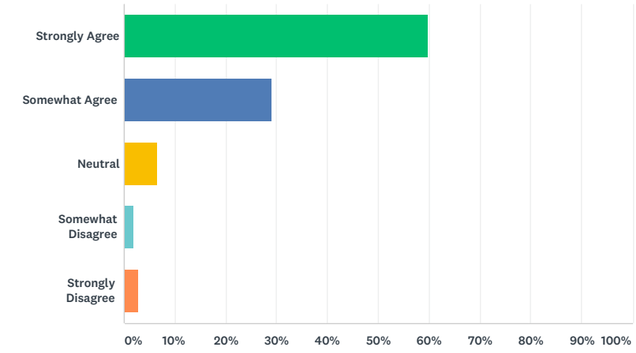
Answered: 217 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly Agree	57.60%	125
Somewhat Agree	30.41%	66
Neutral	8.29%	18
Somewhat Disagree	2.30%	5
Strongly Disagree	1.38%	3
TOTAL		217

Q3 It is difficult for me to find or access alternative routes to avoid congestion/bottlenecks.

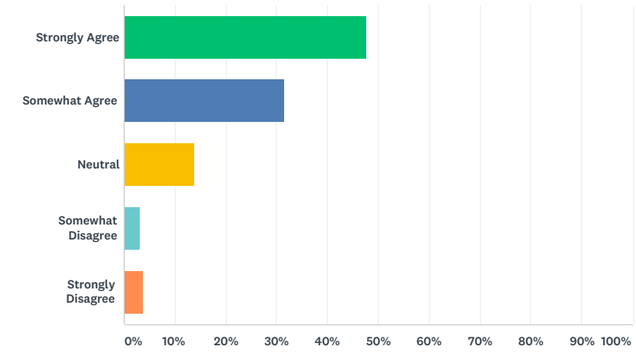
Answered: 217 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly Agree	59.91%	130
Somewhat Agree	29.03%	63
Neutral	6.45%	14
Somewhat Disagree	1.84%	4
Strongly Disagree	2.76%	6
TOTAL		217

Q4 My travel plans are often influenced by expected travel delays.

Answered: 218 Skipped: 1

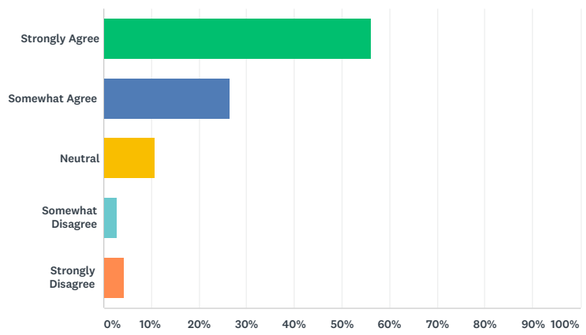


ANSWER CHOICES	RESPONSES	
Strongly Agree	47.71%	104
Somewhat Agree	31.65%	69
Neutral	13.76%	30
Somewhat Disagree	3.21%	7
Strongly Disagree	3.67%	8
TOTAL		218

SURVEY RESPONSES

Q5 My decision to patronize area businesses is often influenced by expected travel delays.

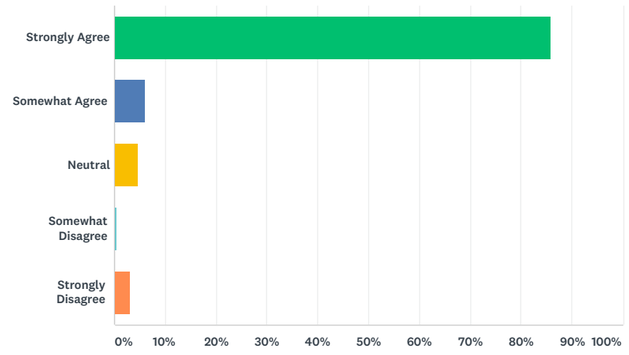
Answered: 216 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly Agree	56.02%	121
Somewhat Agree	26.39%	57
Neutral	10.65%	23
Somewhat Disagree	2.78%	6
Strongly Disagree	4.17%	9
TOTAL		216

Q6 Completing the outerbelt would improve my travel routes and decrease my travel times.

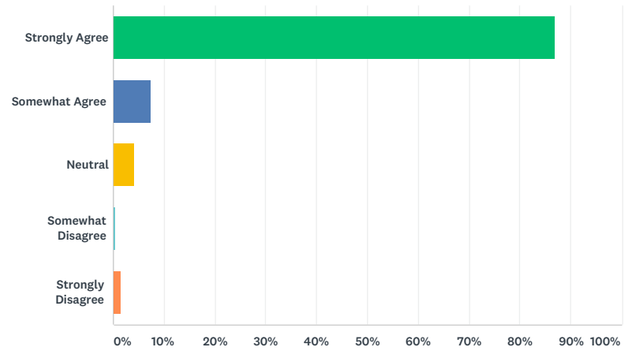
Answered: 218 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly Agree	85.78%	187
Somewhat Agree	5.96%	13
Neutral	4.59%	10
Somewhat Disagree	0.46%	1
Strongly Disagree	3.21%	7
TOTAL		218

Q7 Economic development is important to my community.

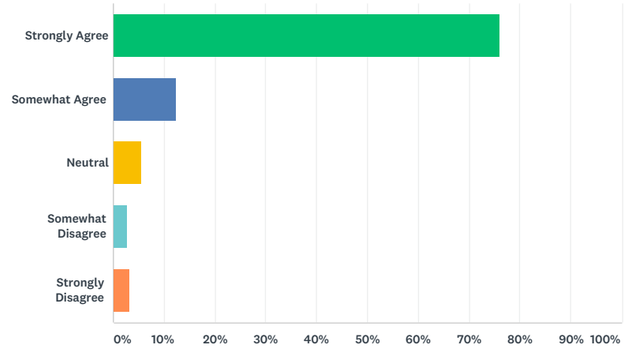
Answered: 219 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly Agree	86.76%	190
Somewhat Agree	7.31%	16
Neutral	4.11%	9
Somewhat Disagree	0.46%	1
Strongly Disagree	1.37%	3
TOTAL		219

Q8 The existing road network is inadequate to support future economic development.

Answered: 217 Skipped: 2

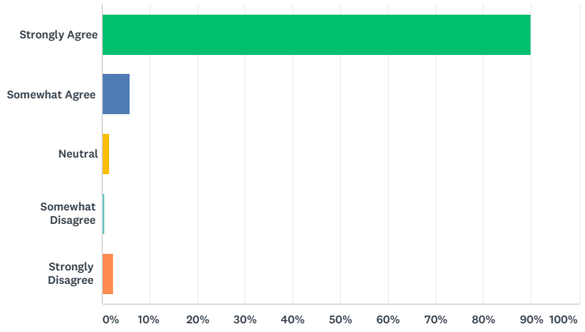


ANSWER CHOICES	RESPONSES	
Strongly Agree	76.04%	165
Somewhat Agree	12.44%	27
Neutral	5.53%	12
Somewhat Disagree	2.76%	6
Strongly Disagree	3.23%	7
TOTAL		217

SURVEY RESPONSES

Q9 A new Ohio River bridge crossing and completion of the outerbelt will improve travel efficiency and will support economic development in the Huntington/Tri-State Area.

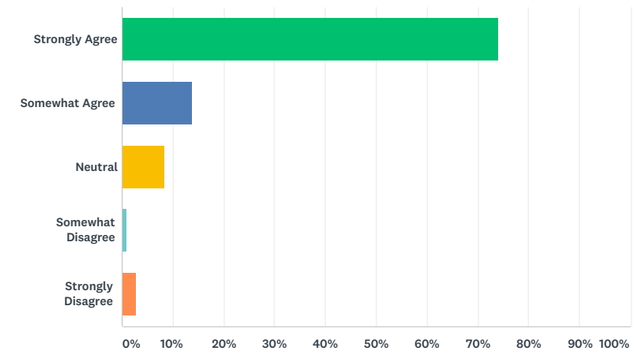
Answered: 219 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly Agree	89.95%	197
Somewhat Agree	5.94%	13
Neutral	1.37%	3
Somewhat Disagree	0.46%	1
Strongly Disagree	2.28%	5
TOTAL		219

Q10 The overall study area includes all reasonable locations for a new bridge crossing.

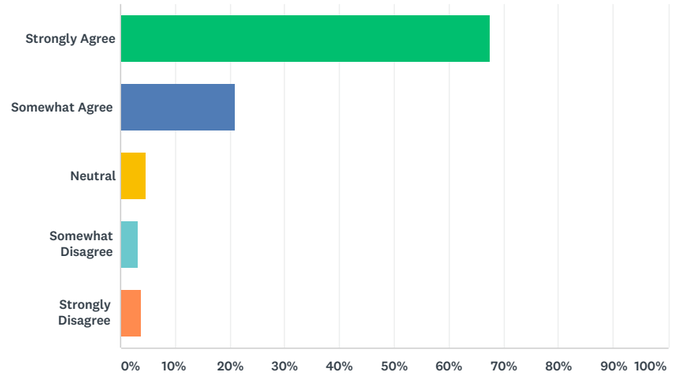
Answered: 216 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly Agree	74.07%	160
Somewhat Agree	13.89%	30
Neutral	8.33%	18
Somewhat Disagree	0.93%	2
Strongly Disagree	2.78%	6
TOTAL		216

Q11 I agree with the three bridge crossing corridors being evaluated.

Answered: 216 Skipped: 3

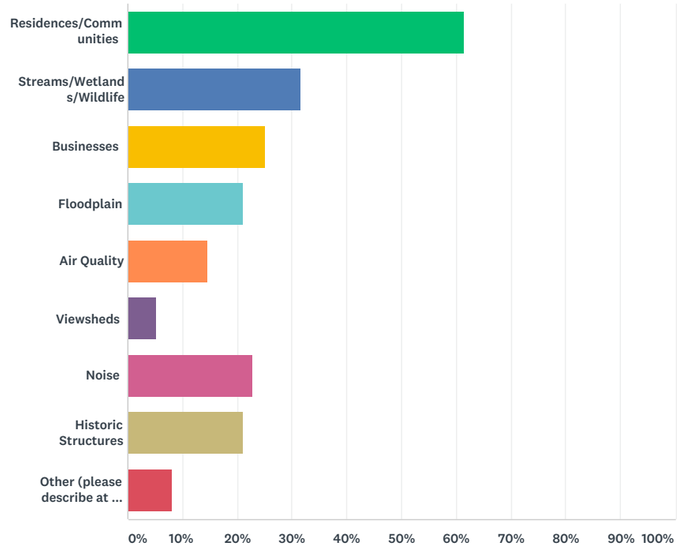


ANSWER CHOICES	RESPONSES	
Strongly Agree	67.59%	146
Somewhat Agree	20.83%	45
Neutral	4.63%	10
Somewhat Disagree	3.24%	7
Strongly Disagree	3.70%	8
TOTAL		216

SURVEY RESPONSES

Q12 A new Ohio River Bridge crossing may result in environmental impacts. If impacted, which of the following are concerning to you? (check all that apply

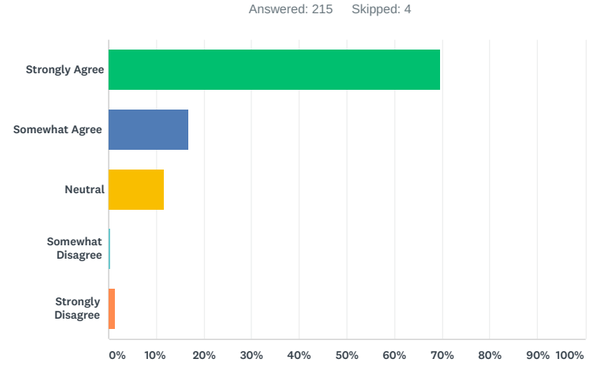
Answered: 171 Skipped: 48



ANSWER CHOICES	RESPONSES	
Residences/Communities	61.40%	105
Streams/Wetlands/Wildlife	31.58%	54
Businesses	25.15%	43
Floodplain	21.05%	36
Air Quality	14.62%	25
Viewsheds	5.26%	9
Noise	22.81%	39
Historic Structures	21.05%	36
Other (please describe at the bottom)	8.19%	14
Total Respondents: 171		

Q13 Existing Ohio River crossings for bicycle/pedestrians are limited in the Huntington region.

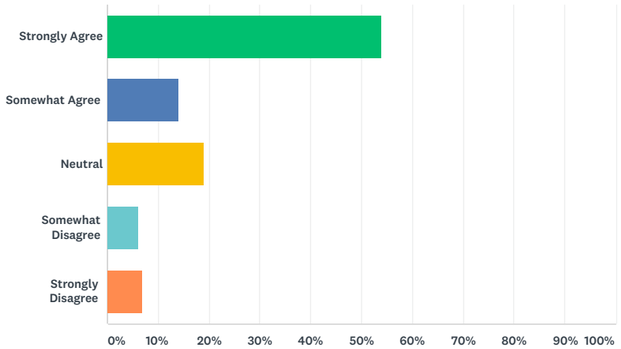
Answered: 215 Skipped: 4



ANSWER CHOICES	RESPONSES	
Strongly Agree	69.77%	150
Somewhat Agree	16.74%	36
Neutral	11.63%	25
Somewhat Disagree	0.47%	1
Strongly Disagree	1.40%	3
TOTAL		215

Q14 A bicycle/pedestrian crossing of the Ohio River would be beneficial at this location.

Answered: 215 Skipped: 4

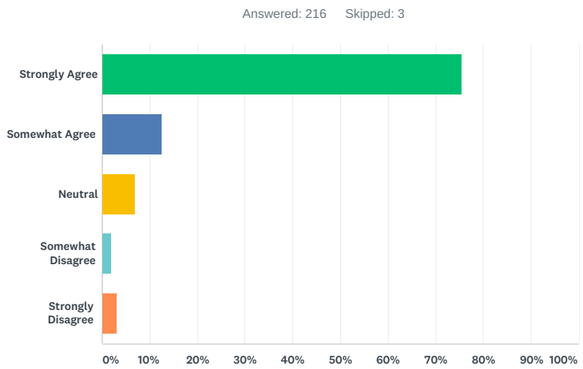


ANSWER CHOICES	RESPONSES	
Strongly Agree	53.95%	116
Somewhat Agree	13.95%	30
Neutral	19.07%	41
Somewhat Disagree	6.05%	13
Strongly Disagree	6.98%	15
TOTAL		215

SURVEY RESPONSES

Q15 This new Ohio River bridge crossing and completing the outerbelt will improve my quality of life.

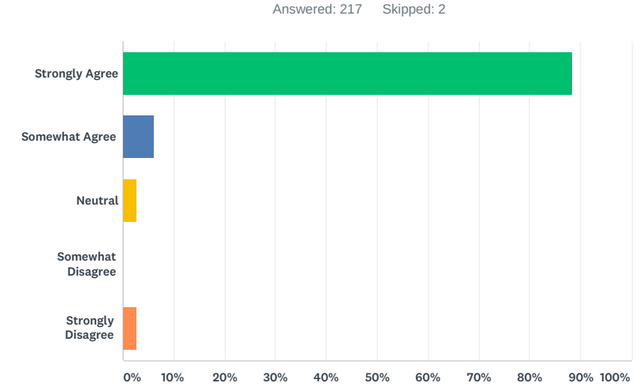
Answered: 216 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly Agree	75.46%	163
Somewhat Agree	12.50%	27
Neutral	6.94%	15
Somewhat Disagree	1.85%	4
Strongly Disagree	3.24%	7
TOTAL		216

Q16 The Ohio River bridge crossing should be further pursued.

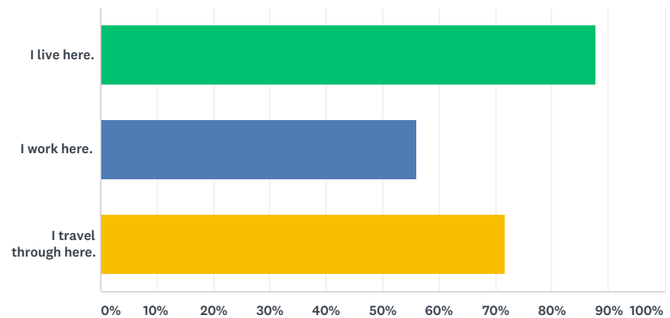
Answered: 217 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly Agree	88.48%	192
Somewhat Agree	5.99%	13
Neutral	2.76%	6
Somewhat Disagree	0.00%	0
Strongly Disagree	2.76%	6
TOTAL		217

Q17 Why is this study important to you? (check all that apply)

Answered: 216 Skipped: 3



ANSWER CHOICES	RESPONSES	
I live here.	87.96%	190
I work here.	56.02%	121
I travel through here.	71.76%	155

SURVEY COMMENTS

#	RESPONSES	DATE
1	This Project is long overdue.	12/9/2019 2:23 PM
2	Alleviate traffic congestion, safer for pedestrians with crossing, great outerbelt around Hgtn., quick access to shopping. This project should have been completed a long time ago.	12/2/2019 6:51 PM
3	accidents - constructions - slow moving traffic game day traffic	12/2/2019 2:36 PM
4	I think the area 1 would have the least impact on residences. That one makes sense to just take Big Ben Bowen right on through and over the river.	11/30/2019 8:40 PM
5	The most logical and beneficial location for proposed bridge is corridor 1 - a direct road connecting with OH 7 and Big Ben Highway in WV. Also due to repeated flooding and damage to homes in the Overlook subdivision on this proposed Ohio site, Corridor 1 -a bridge there would solve that big problem.	11/26/2019 11:57 PM
6	I agree with the need for a new bridge in the designated area. Would improve time and access to getting to shopping and work. The bridge would relieve traffic from the congested 31st bridge. Any of the corridors would be great. The bridge would enhance safety in travel. Corridor 1 seems the best route. But I vote for the new bridge regardless of the corridor you choose.	11/26/2019 3:03 PM
7	All of the three will lower my property value and cause too much noise to my area.	11/26/2019 2:57 PM
8	I live up river of Proctorville. The bridge would help me going to the Huntington Mall and the stores around it. Also going to Charleston and East on vacation. If Ohio builds the road bypassing Chesapeake, that would benefit me.	11/26/2019 2:55 PM
9	I support bridge crossing at Rt 193 to Ohio Rt 7	11/25/2019 3:48 PM
10	It is also needed for safety and home land security! I vote for Option #1 Big Ben	11/25/2019 3:46 PM
11	I think this crossing should connect I-64 to Route 7 in OH via the Big Ben Bowen Highway Crossing This would be a great improvement to the area Please do not build over the Rivera Golf Course!	11/25/2019 3:43 PM
12	Prefer Corridor 1 next to Fairland East that directly connects to Merrits Creek Connector	11/25/2019 3:36 PM
13	How will traffic flow/density be affected in the study area? How likely will imminent domain be enacted?	11/25/2019 3:28 PM
14	31st st to I64 (travel to friends and family in Kanawha Co) 31st to West Huntington (Harveytown) (Volenteer work) 31st to CCCTC (work) 13. Do not overlook. Rt 25 Rt 7 and this bridge could make a good bicycle trail for tourism This new bridge must be a four lanes to carry future traffic	11/25/2019 3:25 PM
15	10. I do not agree with 9 mile + golf course as new bridge site 11. Take my property if you please I do not want to live near or under a bridge ramp! If a bridge is to be built please do so in reasonable amount of time if I have to move I do not want to be 90 years old and not able to move	11/25/2019 3:19 PM
16	This is a complete waste of money. There are enough bridges (one is only 5 miles from the proposed site). Funding would be a lot more beneficial to make Rt 2 a 4 lane	11/25/2019 3:11 PM
17	Just make sure that school traffic has alternate routes for the parents so they are not backed up. Also compensate people who are elderly if you take property. Build handicap accessible housing on the roads	11/25/2019 3:06 PM
18	Traffic congestion/bottlenecks daily anywhere between 31st St and the 29th St. I-64 interchange	11/25/2019 3:02 PM
19	If the bridge site in Corridor 3 were moved slightly towards Pt. Pleasant, no homes would be impacted! I live in Corridor 1 - the bridge would be two doors down from my house! My property value is going to plummet.	11/25/2019 2:54 PM
20	This bridge is necessary and long overdue.	11/25/2019 2:47 PM
21	I believe that the Miller Rd. - Option 1 is the best option. Even though I live in this designated area it makes the most sense. I would gladly sell my house in order to allow this bridge to be built. I do not want to live under a bridge.	11/25/2019 2:43 PM
22	I do not want to give up my home. We've been there 24 years. Our plan was to be there until we die	11/25/2019 2:38 PM
23	1. Mostly Huntington 4 Lane with walk way	11/25/2019 2:32 PM
24	1. Mostly Huntington 4 Lane with walk way	11/25/2019 2:28 PM
25	No impacts	11/25/2019 12:39 AM
26	Please do it	11/24/2019 5:45 PM
27	Start ASAP	11/24/2019 1:59 PM
28	I live in Portsmouth and frequently have to travel to both Huntington and Ashland. I grew up in Greenup County, but have spent most of my adult life in Louisville Ky. The econony there in many ways mirrors the tri state area as the economy of the area is spread amongst two states, Kentucky and Indiana. There is a large cross-river traffic at all times, especially at rush area. There are approximately 1.3 million in the MSA, and the entire area is economically dependent on cross river transport and commerce, the economies of Louisville Ky, Jeffersonville In, Clarksville In, and New Albany In totally intertwined. There are only 5 bridges that cross the entire river there. From Portsmouth to Huntington there are already more ways to cross the river - two crossing here in Portsmouth, one in Lloyd, one in Ironton, two in ashland, and three in Huntington. Another bridge doesnt fix the terrible economy of this area. What does? Clearing up corruption, education (including skills training), social change, etc - that is what will fix this area, the only hope the area has. I mean really, people starve here, overdoses are routine - what the hell? There are SOOOOOO many other thing that need funding to help the people and the economy of the area - why are we even studying building a bridge before SERIOUSLY addressing these issues, amongst countless others. If you are going on the guise of "if you build it they will come" WAKE UP!!!!! No industry, factory, company, business owner, not one single person is gonna want to be here unless we address more pressing issues. #peoplebeforebridges	11/24/2019 11:59 AM
29	I would strongly support this bridge as it would allow me to shop, eat and do more activities in Barboursville. Currently, it takes us about 30 to 35 minutes to get there which limits how often we can go. With this bridge, we would change our daily activities to utilize this area more	11/23/2019 9:47 PM
30	None	11/23/2019 3:27 PM
31	Population growth in the area demands it.	11/23/2019 1:00 PM
32	Please include me in all available information distribution groups: cwlowe83@gmail.com Also, I'm interested in the satellite image of the entire beltway which was available at the presentation. This is an exciting project which will benefit the Barboursville region through more Ohio patronage.	11/23/2019 2:14 AM
33	The Proctorville Bridge is decaying and already has a weight limit. It worries me that it is the only somewhat reasonable means for me to cross the river so I can get to work. I really hope this new bridge is completed sooner rather than later.	11/22/2019 11:42 PM
34	This is a must for our area!!	11/22/2019 2:29 PM
35	Put a bridge in south point you have three crossing to huntington wv we dont need another those three havent helped nor will the 4th one	11/22/2019 10:38 AM
36	I work at the Huntington mall, so does my daughter, I really feel that a bridge leading to merrits creek will be beneficial in many ways. It will cut down on travel time. I also think it will help cut down traffic on 60 and 64. Those of us that live in Ohio will have an easier and more efficient way to get to places like the mall, merrits creek, Tanyard station, and even Barboursville.	11/22/2019 6:27 AM
37	Connecting to Big Ben would be most beneficial	11/22/2019 12:24 AM
38	As the Gallia County Chamber of Commerce President, I highly recommend and avidly support the construction of this project. The ease of traffic flow and benefits to businesses is invaluable.	11/21/2019 10:22 PM
39	I personally do not believe this bridge would be beneficial to anyone. I live in Option 1, we have lived there 35 years (built the house) land has been owned by our family for over 100 years. We are retired and this is our family home raised 3 boys here and plan on leaving it and the land to them. My husband was brought up on this property and his mother still lives in a house that would be taken. My son is building a house and it would be taken.	11/21/2019 7:52 PM

SURVEY COMMENTS

40	The 31st street bridge needs fixed and finished. The 6th st to 5th st hill interchange needs done over the tracks as promised in the late 60s. Rt 2 is right hand of 35 at Henderson WV 35 east Charlotte, Wythville etc. Richwood 35 west Htgn Lexington to Knoxville. Fix Rt 2 111 million dollars tax payer money to get +3000 Fairland residence to the mall	11/21/2019 7:48 PM
41	Residence is located very near the Ohio end of bridge corridor #1	11/21/2019 7:42 PM
42	1. Property values 2. Views from residence 3. Noise from traffic 4. Businesses (Sheetz) in front of my house 5. Foot traffic (May lead to homeless communities near and around bridge)	11/21/2019 7:37 PM
43	Option closest to Big Ben Highway is my preferred choice	11/21/2019 7:32 PM
44	Positive: Business/Residence/Air Quality To get a true impact and cost benefit, the project needs to be viewed as a true outerbelt. As outerbelt, the benefit and usage needs to be looked at as alternative touting, especially during times of congestion and closure of I-64. Need to look at the frequency of those closures or partial closures.	11/21/2019 5:57 PM
45	I believe this is a much needed idea. I travel this area frequently and this would make the drive much easier.	11/21/2019 5:30 PM
46	I highly discourage the consideration of Corridor 2 as it would negatively impact the existing Public Golf Course, Riveria Country Club. The Tri-state area has lost over half of its public golf courses in the last twenty-five years and there were not that many to start with. Of related interest, Forest Hills Golf Course in Chesapeake was taken by ODOT for the second phase of the Tristate Outerbelt (then called the Chesapeake Bypass). Since that time (at least 15 years), no action has been taken to construct that portion of the Outerbelt. We lost the ONLY public golf course in Lawrence County for no reason. It could still be operating today. Second, there is no unconstrained connecting route from Big Ben Bowen Highway (WV-193) shown to either Corridor 2 or 3. To be equal, the cost of an extension of Big Ben Bowen Highway to the new bridge that is fully unconstrained (no at-grade intersections or stoplights) should be added to both Corridor 2 and Corridor 3. Otherwise, the comparison is apples to oranges as Corridor 1 is the only option that provides unconstrained access to the new bridge. Alternately, the cost of the interchange with WV-2 could be removed from the cost of Corridor 1 to provide an equal option. However, I am not advocating for an at-grade intersection at a major river crossing bridge. Lastly, is this the only method for public comment? Are letters accepted?	11/21/2019 5:19 PM
47	Rockwood Avenue (5R1), I-64	11/21/2019 5:10 PM
48	I hope this happens.	11/21/2019 5:01 PM
49	Completing the new Ohio River bridge crossing will dramatically improve access to existing industrial sites along RT 2 including the Kyle Lane Industrial Park at intersection of RT 2 and the Big Ben Bowen Hwy as well as nearly 70 acres of industrial property in Lesage, WV developed by the Huntington Area Development Council. This property is one of only two sites in the entire state designated as a shovel-ready site by the WVDO. There may be a concern that the proposed bridge comes too close to industrial properties in the Kyle Lane Industrial site.	11/21/2019 4:56 PM
50	To go from Proctorville to I-64 in Huntington, there are 2 choices - either Route 60 or Route 2. Route 60 is congested, particularly between 5 & 6 PM. If you travel this way it adds at least 15 minutes to your travel time. If you go this way during 5-6 PM it could be an hour. If you choose Route 2, you have to go through Guyandotte. The speed limit is 35 mph. When you finally get above Guyandotte the road has a few humps in it where it has moved that are hard on a vehicle if you're going faster than 35-40 mph. Plus, most people continue to go below the speed limit in this section so this adds 20 minutes to your travel time to get to the Big Ben Bowen connector to be able to access I-64. A bridge crossing the Ohio River above Proctorville would get those travel times down to 10 minutes. It also would open that area up for economic development which Lawrence County desperately needs.	11/21/2019 4:52 PM
51	This would greatly cut down on drive time to Htgn Mall and friends on Rt 2	11/21/2019 4:50 PM
52	Alcon is close to proposed bridge. Alcon is a large employer for Huntington area. Please keep Alcon informed of progress and impacts	11/21/2019 4:47 PM
53	This is so important to our growth of our community, employment, existing through traffic to our area.	11/21/2019 4:31 PM
54	My preference would be corridor #1, Ben Bowen Highway	11/21/2019 4:28 PM
55	Across to Merrit Crk connector is a long drive worst to Eastend bridge then back to Rt 2	11/21/2019 4:25 PM
56	I travel to the mall by Rt 2. The road is falling into the river- it isn't safe. If I go up Rt 60, the traffic is terrible it would be great to have a bridge connecting to benbower ztgg business can't locate in Proctorville. home area because of the board limit on the 31st street bridge - I pray that I will long enough to enjoy this bridge. Hope they will get started soon!	11/21/2019 4:20 PM
57	1. If the bridge takes my house, am I going to get enough money to build a new house?! 2. When is bridge to start construction?	11/21/2019 4:10 PM
58	It improves to future for business and better life for employment. I am for it	11/21/2019 3:55 PM
59	Rt 60 and I-64 traffic can completely grid lock our area. Housing another way between Barboursville and Huntington could be a huge benefit. As a business owner, citizen and school bus driver, another route would be beneficial. The positive impact for business and travel outweigh any negative impact in my opinion	11/21/2019 3:47 PM
60	My main concern at this time is the relocation of my deceased family members. Especially at Kyle Cemetery.	11/21/2019 3:44 PM
61	There needs to be a corridor connecting the landlocked portions of Ohio to the more developed aves of West Virginia, and bypassing Huntington saving time and energy	11/21/2019 3:37 PM
62	Please build this bridge it will help us and our community so much with the traffic congestion.	11/21/2019 3:32 PM
63	1. In the mornings around 8:00 AM from Rt 7 on to the 31st bridge to Huntington. Nightmare when bridge inspections are going on the 31st st bridge	11/21/2019 3:30 PM
64	Bridge would improve traffic flow through Huntington	11/21/2019 3:26 PM
65	only one seems reasonable #11 - The logical placement of bridge is Merrits Creek - Corridor # 1 - straight to Ohio 7. A lot of preliminary work has been done and this seems most logical and desirable. This would also solve flooding that occurs to residents often on the Ohio side	11/21/2019 3:20 PM
66	Corridor #1 is the best solution	11/21/2019 3:15 PM
67	Most in favor of #1 option	11/21/2019 3:06 PM
68	Option 3 should not be considered Route 60 - Go Mart to 7th Ave exit Option 3 would not be a good choice at all. Cabell County BOE has a 15 million dollar state of the art transportation complex and an elementary school at this location	11/21/2019 3:01 PM
69	I am in favor of the bridge proposal. I only hope it happens soon!	11/21/2019 2:52 PM
70	N/A	11/21/2019 2:50 PM
71	I prefer the option 1 since it is the only option to tie into Interstate 64. Route 2 connections will just create congestion to that small road and create safety issues as you travel to connect to the interstate.	11/21/2019 2:50 PM
72	Long term economic development, travel efficiency, safety for quicker access to Hospitals for some	11/21/2019 2:49 PM
73	This would make travel to Rivera Golf Course much easier	11/21/2019 2:46 PM
74	Please please go ahead with this project. It has been needed for a very long time	11/21/2019 2:19 PM
75	There are so many instances (inspections, jumpers, wrecks, construction) that one or both bridges in area are shut down or down to one lane or accessible that people need alternate crossing of the river	11/21/2019 12:17 PM
76	The proposed location is too close to the Proctorville Bridge. It would be nice to have it midway between the Silver Bridge and Proctorville Bridge.	11/21/2019 4:24 AM
77	This bridge needs to be built.	11/21/2019 2:58 AM
78	I commute from Gallipolis down Route 7 5 days a week for work. This would let me bypass all the traffic in Huntington and get home to my family a lot sooner.	11/21/2019 2:44 AM
79	Other	11/21/2019 2:39 AM
80	This bridge would save so many people so much. And also more places to apply for work, because the commute would be so much shorter.	11/21/2019 2:24 AM
81	None	11/21/2019 2:06 AM
82	Would love to see the bridge further north on RT. 7	11/21/2019 1:56 AM

SURVEY COMMENTS

83	Needed for business not just convenience! Could really make a big impact in Ohio and wv communities	11/21/2019 1:09 AM
84	This would be a wonderful asset for our communities	11/21/2019 12:59 AM
85	I strongly advocate moving forward with the bridge crossing and tying into the Big Ben Bowen Highway.	11/21/2019 12:46 AM
86	Corridor 1 is the logical location since it provides direct access to I-64 via WV 193. The other proposed locations do not.	11/20/2019 11:38 PM
87	When one bridge is closed for inspection or work it makes traveling to another bridge to cross out of the way depending on where I am driving from. Weather also causes traffic backup in the winter at times.	11/20/2019 7:54 PM
88	Bicycle/pedestrian access is critical. I absolutely will use the new crossing to not only access bike riding at yhe Crown City Wilderness Area but also roads in that general vicinity. Route 2 in WV is a death trap for any sort of bicycle riding.	11/20/2019 5:09 PM
89	#2 and #3 look the most feasible	11/20/2019 2:16 PM
90	The reasons for “impacts” in question #12 are positive impacts. I strongly feel a bridge in this area will be positive for the residential area as well as businesses.	11/20/2019 1:27 PM
91	I feel this new bridge would be very beneficial to the area as a whole. I live in the Crown City/Gallia County Ohio and travel often to the Huntington area for shopping, family jobs, and recreation. Would love yo see this project move forward, Thank you for the opportunity to have a voice in this,	11/19/2019 2:21 PM
92	We ABSOLUTELY need another bridge crossing into WV from some point in the Proctorville/Rome Township/Athalia/Crown City area. This would help many people by shortening their daily travel commute, it would help with easing congestion on the 31st bridge and also provide an alternate route to allow us quicker access to the mall, Barboursville & Rt.2 areas & points beyond the mall, Barboursville and Rt.2 areas as well. I am 50 years old, I sure hope this bridge becomes a reality in my lifetime.	11/19/2019 1:45 PM
93	An ohio river bridge crossing could cut my work commute in half, which would result in a significant cost savings in transportation costs. It would also allow for easier access to shopping and other events in the area.	11/19/2019 1:43 PM
94	After reviewing the corridors, corridor 1 looks to be the best bet. This county would strongly benefit from this bridge, as well as WV.	11/19/2019 1:49 AM
95	We need a bridge from OH7 to Barboursville.	11/18/2019 10:46 PM
96	n/a	11/18/2019 9:23 PM
97	We NEED this bridge	11/18/2019 9:11 PM
98	Let’s get this Bridge constructed! I’d be at the meeting if I did not have church. I’m a big advocate for this bridge to be completed because it would benefit me and the community.	11/18/2019 9:05 PM
99	It would be silly to not connect this bridge to the Big Ben Bowen Highway on the WV side. Common sense should dictate this.	11/18/2019 8:13 PM
100	I know that State Route 7 in Proctorville has been turned over to the county and we would like to have it turned over back to the state to maintain bc new lines and upkeep need to be completed and the county states they don’t have the money	11/18/2019 6:21 PM
101	I live in proctorville on the country it would be faster and easier to get Huntington	11/18/2019 5:25 PM
102	Would make things so much faster and better for the upper ohio area as well. I'm from Gallipolis and would tremendously use the Huntington area more if the bridge is built.	11/18/2019 4:34 PM
103	This will only allow for drug trafficking to increase in a rural community. People move to the area to get away from the bikes and backpacks in Huntington. Not to have more homeless and vagrants in their community. Corridor 1 also negatively affects the airport which could provide a vital supply route in the event of a disaster.	11/18/2019 3:23 PM
104	I have been hearing about this for 20+ years and think it is time we finally fulfill this vision. I do believe this will be beneficial to the area and help the economy for all three states of the Tri-State.	11/18/2019 2:43 PM
105	This would expedite the travel times for many of our citizens and would open a huge corridor for economic growth in both the Barboursville area but also Proctorville. At the moment, Proctorville is secluded away from major highways and this would provide a great incentive to industries looking to relocate to somewhere that is quickly accessible.	11/18/2019 2:11 PM
106	A new bridge would prevent extra travelling and mileage on vehicles wanting to travel to the Barboursville area. Currently we have to go through Proctorville and Huntington to get to Barboursville area. A new bridge would shorten the drive and traffic congesting these areas. Business and residence in the surrounding areas will be able to grow due to the shorter commute.	11/18/2019 2:08 PM
107	This will be a great way to benefit the people of this area	11/18/2019 2:05 PM
108	I think Option 1 is the best. Although my mother owns a house in the area to be affected by the construction. I am very interested in the timeline for buying property so I can have time to make arrangements for her.	11/18/2019 1:38 PM
109	This has been talked about for years and will take a long time to complete, so let's get it done ASAP! Thanks for the opportunity to provide my feedback online.	11/18/2019 1:22 PM
110	praying this is approved!!	11/18/2019 7:32 AM
111	The 1st location for the bridge is way to close to Fairland Elementary school the second one in my opinion a good option as for option number 3 it close to another elementary school we need to think of the children’s who has to the ride bus and for there safety cause what if a kid get out of the school grounds and gets into traffic	11/18/2019 5:09 AM
112	I live in Proctorville but work in Barboursville. Our business is always hiring and short staffed, This bridge would open access for Ohio residents to work in WV. I would also hope that ease of access to Proctorville would bring some of the growing business in Barboursville across the River.	11/18/2019 4:35 AM
113	The impact would be beneficial to all. Now not for economic reason but for safety as well. As the current Proctorville bridge is in need of repairs this would give an alternative route for safety vehicles as well as common motorists to access the surrounding areas.	11/18/2019 4:22 AM
114	Question 1: if you are traveling from Rt. 60 at around 5:00 on a weekday you will have to add about 10 minutes onto your time getting home or going to work.	11/18/2019 3:52 AM
115	Personally I’d like to see the bridge be closer to Fairland East as opposed to further up the river near Crown City. Obviously the bridge will have some positive impacts for our community and economy, but as the Fire chief of Rome Township I’m concerned we’re ill-prepared for the additional call volume based on our current funding.	11/18/2019 3:46 AM
116	I see nothing but benefit	11/18/2019 3:19 AM
117	Don’t want to lose golf course.	11/18/2019 2:58 AM
118	I think the Proctorville/ Rome community would benefit greatly from this bridge as well as existing and potential businesses along the RT. 2) Merritt's Creek area.	11/18/2019 2:31 AM
119	I like it connecting to big bend	11/18/2019 2:28 AM
120	Bridge traffic in the east end of Huntington is often congested during times related to work flow.	11/18/2019 2:24 AM
121	This is something we need and have needed in the area for a long time. To get to the Proctorville/ 31st street bridge alone takes me 15 minutes . To be able to cross at the school would cut down travel time so much and be such a benefit to so many of us who live further out of town but still work and shop in the Barboursville/ Huntington area.	11/18/2019 2:08 AM
122	Connection between OH 7 and 193 would be ideal.	11/18/2019 2:02 AM
123	I suggest corridor 1 or 2 but more 1	11/18/2019 1:55 AM
124	New bridge great idea.	11/18/2019 1:09 AM
125	The corridors that affect displacement or quality of life for residents in the area should not be pursued. The corridor that are close to the elementary school should also not be pursued as not only will the traffic affect morning drop offs of students but commutes for local residents to work.	11/13/2019 7:50 PM
126	I am very curious to know what the design implementation would be and how it would affect my residence. Option 1 completely covers my house leading me to think I will have to move.	11/6/2019 1:13 AM

SURVEY COMMENTS

	Based on my home address if i want to go to Lowes it's a 30 minute drive either to South Point, OH or to Barboursville, WV. If this bridge would become reality, I could be at the Huntington Mall in 10 minutes. But that also opens up and allows me to do all kinds of other business in that same area in 10 minutes. That will also open up the possibility of further growth for the North end of Rome Township (Lawrence County) and provide a wide landscape of open area between Rome Township and the Gallia County line. A bridge in this location is change, but it can only bring good to both Ohio and West Virginia. I 100% support this effort!!	11/5/2019 2:17 PM
	My son commutes to Charleston for work daily from Proctorville. This would probably shorten his commute by 20 minutes. Also, easier access to the shopping/restaurants of Barboursville and the Huntington Mall. The 31st st bridge is only 2 lanes and often delayed by wrecks, congestion on the WV side in the evenings. It would also lessen the commute times to Huntington for the people living in the Athalia/Miller/ Crown City areas.	11/5/2019 2:39 AM
	I am a resident in the area near the corridor option 1 and would be directly impacted by the location of the bridge in this area. I am 110% for a bridge in one of these areas. I do however have concerns of how it will effect me, my family, my residence as far as possible relocation and/or future property value and noise levels. My husband is going to come to the first public meeting about this, but I will be unable to attend. I think that the best option is to meet up with the intersection of RT2 at the Big Ben Highway but again that will effect me directly. I want to be involved and informed about the progress. I appreciate that the residents impacted have been allowed to express opinion and influence this decision. The 31st street bridge can not be depended on for the long-term needs of Ohio residents needing to get into Huntington. Thank you for your time and if anything further is needed, please feel free to email me at anytime in the process.	11/4/2019 10:02 PM
	Option 1 looks great!	11/4/2019 9:39 PM
	This would improve the community greatly and would bring business to the area, as well as make going to WV easier.	11/4/2019 9:12 PM
	Please make this happen. Adding another crossing opens up an entirely new world of economic possibilities that aren’t present now.	11/3/2019 2:04 AM

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NEWS ARTICLES

https://www.herald-dispatch.com/news/residents-offer-feedback-on-proposed-ohio-river-bridge-near-merritts/article_22b29e05-54dc-5273-951f-29eadca503ad.html

Residents offer feedback on proposed Ohio River bridge near Merritts Creek

By TRAVIS CRUM The Herald-Dispatch tcrum@hdmediallc.com 13 hrs ago

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Manuch Amir, project manager with CDM Smith, right, reviews the planning details with locals as the KYOVA Interstate Planning Commission hosts an open house concerning a new bridge crossing the Ohio River on Wednesday, Nov. 20, 2019, in Huntington.

Photos by Ryan Fischer/The Herald-Dispatch

HUNTINGTON — People got their first chance to give feedback on the proposed construction of a bridge that, if completed, would cross the Ohio River northeast of Huntington.

The KYOVA Interstate Planning Commission held an open house Wednesday at its office in Huntington to discuss a preliminary feasibility study that evaluated the need for a new crossing connecting Ohio 7 and W.Va. 2.

Some people lauded the effort for its potential to bring in more economic opportunities and faster interstate travel, while others had concerns the proposed bridge construction could take out homes or bring in unwanted traffic to smaller communities. More than 80 people attended the meeting.

Building such a bridge would be the final step in completing the long-anticipated Tri-State Outer Belt linking Ohio, West Virginia and key segments of Interstate 64. Earlier this month, the Ohio Department of Transportation recommended $5 million in funding for the second phase of that state's portion of the project, which would construct a 4 1/2-mile bypass connecting Chesapeake and Proctorville.

In West Virginia, the feasibility study identified three potential corridors for the location of the proposed bridge, which would be called the Huntington Outer Belt. The study evaluated the corridors' ability to meet future traffic needs, enhance regional connectivity, support future economic development and create more pedestrian use while minimizing impacts to the community and environment.

One corridor would have a crossing near W.Va. 2 (Ohio River Road) and W.Va. 193 (Big Ben Bowen Highway). A crossing there would provide the most direct connection between W.Va. 193 and Ohio 7, according to the study. If completed, the existing W.Va. 2/W.Va. 193 intersection would be upgraded to a diamond interchange with an overpass bridge to accommodate four travel lanes. Ohio 7 would also be upgraded to four lanes.

Another corridor would have a crossing near W.Va. 2 and County Route 11 (Big Seven Mile Road). This corridor is along Cox Landing Road, extending over the Ohio River before intersecting with Ohio 7. If completed, the existing West Virginia intersection and Ohio 7 would be upgraded to four lanes.

The third corridor is located less than a mile south of County Route 7 (Nine Mile Road) along Douthat Lane, extending over the Ohio River and intersecting Ohio 7 near Private Road 1286. This corridor would feature flyover ramps for northbound traffic on Ohio 7 due to width restrictions beside the Ohio River.

Manuch Amir, project manager of the proposed bridge, said planners wanted to include public feedback as early as possible in the bridge's evolution to learn about people's concerns or if they have opinions about on which corridor the bridge should be constructed.

The bridge would be a federal project, which would be funded up to 80% with a 20% match from the state. At this point, it's too early to determine how much a new bridge spanning the Ohio River would cost, he said. The planners would need to develop an inter-agency agreement and have discussions with stakeholders along the river, including companies that use it for transportation and the U.S. Coast Guard.

The construction will depend on the next phase of the process, which would examine the proposed bridge's impact on the environment under the National Environmental Policy Act (NEPA).

Realistically, Amir said if the project is funded and greenlit for construction, it would take approximately 10 years to complete.

Brandon McCallister said he lives near the Big Ben Bowen Highway and wants to see the bridge constructed in the first corridor. Doing so could attract more economic opportunities to the area and would be a short drive from his house. The fact the bridge is under discussion is an indicator that it's coming down the pipeline, he said.

"They're already talking about it, so it's already over," McCallister said. "So we might as well make it the best it can be."

Roy Ramey lives in Lesage and said he is concerned about potential traffic the bridge would bring to his community. He said he moved his family there to get away from noise, and he is also concerned about potential drug trafficking.

"What a project like this is going to end up doing is bring a lot more traffic through this particular corridor," Ramey said. "In that particular area is kind of a little backwoods town. It's very quiet, it's rural and there isn't a whole lot up there except some farmers and some country folk."

Donna Krucz lives in a home near the Ohio River within the third corridor. She said she is concerned the planned construction could affect flooding in the area. Flooding this year, she said, turned her home into an island, and she is worried disrupting the river further could bring the water level above her house.

Amir said the project team would take people's comments and concerns to include them in a draft report in spring 2020. A final report is scheduled for June 30, 2020, and will review regional transportation needs and financial requirements to determine if the project should be carried on to the next phase.

To learn more about the proposed bridge and to give feedback on the project, visit ohioriverbridgecrossing.com. All feedback is due no later than Dec. 20.

11/21/2019 Do you think a bridge crossing the Ohio River northeast of Huntington as part of the proposed Tri-State Outer Belt project is needed? | N…

Do you think a bridge crossing the Ohio River northeast of Huntington as part of the proposed Tri-State Outer Belt project is needed?

Nov 20, 2019 Updated 2 min ago

492 Yes
153 No

Back

Welcome to the discussion.

Keep it Clean. Please avoid obscene, vulgar, lewd, racist or sexually-oriented language.
PLEASE TURN OFF YOUR CAPS LOCK.
Don't Threaten. Threats of harming another person will not be tolerated.
Be Truthful. Don't knowingly lie about anyone or anything.
Be Nice. No racism, sexism or any sort of -ism that is degrading to another person.
Be Proactive. Use the 'Report' link on each comment to let us know of abusive posts.
Share with Us. We'd love to hear eyewitness accounts, the history behind an article.

https://www.herald-dispatch.com/news/do-you-think-a-bridge-crossing-the-ohio-river-northeast/poll_6eb6b702-0b16-11ea-ba5f-ef141652a6b0.html 1/1

Public weighs in on proposed Ohio River bridge project

By WSAZ News Staff | Posted: Wed 11:53 PM, Nov 20, 2019 | Updated: Thu 12:11 AM, Nov 21, 2019

CABELL COUNTY, W.Va. (WSAZ) -- A proposed bridge project could reduce commute times for residents looking to travel between part of Ohio and West Virginia.

A proposed bridge project could reduce commute times for residents looking to travel between part of Ohio and West Virginia.

The KYOVA Interstate Planning Commission is trying to figure out the possibility of a new bridge crossing the Ohio River, and they looked to the public Wednesday night for their thoughts.

The commission hosted a public meeting Wednesday night on the bridge that would link state Route 7 in Ohio with the Big Ben Highway and Ohio River Road (state Route 2) in West Virginia.

They even presented three different possibilities for the bridge project – one they say would help dramatically cut the commute time from Lawrence County, Ohio, to the Huntington Mall area.

The commission plans on hosting another public meeting this spring. In the meantime, anyone can review the plans and provide feedback on the KYOVA Interstate Planning Commission's Facebook page here.

EYEWITNESS NEWS WCHS 8

Search Site

Public meeting held for proposed Ohio River Bridge by Merritts Creek

by RAVEN BROWN
Wednesday, November 20th 2019

Public meeting held for proposed Ohio River Bridge by Merritts Creek (WCHS/WVAH)

HUNTINGTON, W.Va. (WCHS/WVAH) — It was a packed house at the KYOVA offices in Huntington Wednesday evening as community members gathered for an open house meeting for a new bridge crossing the Ohio River and West Virginia.

"My first thought is it could be good for the community, provided it doesn't do too much damage," Lawrence County resident Dirk McFann said.

The proposal to build a bridge over the Ohio River between West Virginia and Ohio has many like McFann curious about the community impact.

"There are other people's whose homes are involved, but it's easier to relocate a home than it is a business," McFann said.

The KYOVA Interstate Commission took time to get public opinion, as the new bridge could affect several businesses and homes.

"We definitely will have to identify those businesses and then we do the engineering to reduce the impacts and obviously our number one priority is to businesses and residents," project manager Manuch Amir said.

Amir said the team has found three potential corridors north of Proctorville, Ohio, and in West Virginia where the Nine Mile Road, Big Seven Mile Road and Big Ben Bowen Highway meet with WV Route 2.

EYEWITNESS NEWS WCHS 8

Search Site

uations, engineering and environmental and then we will reduce it to one corridor," Amir said.

"We like the Barboursville area, and we often go there to eat and shop," Lawrence County resident Chris Lowe said. "It's just convenience."

Many are hopeful this will be a positive change and enhance their commute.

"Right now, we go all through Proctorville and down Route 60 back to the interstate, back up to the interstate," Lowe said. "This will cut out at least 20 minutes of our time."

Amir said the goal is to reduce crashes, help eliminate traffic and boost the economy.

"It will enhances safety, help with economic development, which means more development coming to the community, so I mean it's just all positive for the community," Amir said.

The next step is to gather all the information from the meeting, then they would have to complete the National Environmental Policy Act to get documentation and start designing a plan.

If everything follows through, Amir said it will take about 10 years to complete.

EMAIL FEEDBACK

Phoebe Patton Randolph

From: Phoebe Patton Randolph
Sent: Wednesday, December 11, 2019 1:20 PM
To: chad.stutler@alcon.com
Cc: Saleem Salameh; Amir, Manuch
Subject: RE: Ohio River Bridge Survey

Mr. Stutler,
Thanks for your interest in completing the survey for the Ohio River Bridge Crossing. You can use this link which will take you directly to the project website – just click on Complete Community Survey in the blue box to access the survey. https://ohioriverbridgecrossing.com/community-feedback/
Please let us know if you have any other questions.
Sincerely,
Phoebe Randolph

Phoebe Patton Randolph, AIA, LEED AP BD+C
Edward Tucker Architects, Inc.
304.697.4990

From: Saleem Salameh <ssalameh@kyovaipc.org>
Sent: Wednesday, December 11, 2019 1:10 PM
To: Amir, Manuch <AmirM@cdmsmith.com>; Phoebe Patton Randolph <ppr@etarch.com>
Subject: FW: Ohio River Bridge Survey

FYI---

SALEEM SALAMEH, PH.D., P.E., M.ASCE
Deputy Director

KYOVA Interstate Planning Commission
400 Third Avenue | Huntington, WV 25701
O: 304.523.7434
E: ssalameh@kyovaipc.org

From: Stutler, Chad <chad.stutler@alcon.com>
Sent: Tuesday, December 3, 2019 11:55 AM
To: Saleem Salameh <ssalameh@kyovaipc.org>
Subject: Ohio River Bridge Survey

Hello,

I work for Alcon on route 2 and would like to share your Survey with the 800 associates that work here. Is it possible to get a QR Code or the Survey Monkey survey? That would back it easier for everyone to complete the survey.

Thank you,

Chad Stutler
Sr. Facilities & HSE Manager
6065 Kyle Lane
Huntington, WV 25702, United States
T +1 304 733 7410 | M +1 304 951 3933
chad.stutler@alcon365.com

Alcon

Phoebe Patton Randolph

From: Phoebe Patton Randolph
Sent: Wednesday, November 20, 2019 9:36 AM
To: Denise Boudreau
Subject: RE: Ohio river bridge
Attachments: PostCardFinal.pdf

Denise,
Thank you for your email. You can visit www.ohioriverbridgecrossing.com for more information. There are three proposed corridors that are currently being considered.
We are asking for public feedback and comment on the three corridor options. You can review them online and fill out the survey - there is a place at the end of the survey to submit comments.
We are holding a public meeting today from 4-7 in Huntington and you are welcome to attend. I've attached the invitation.
If you have any other questions, please let me know.
Thank you,
Phoebe Randolph
Public Involvement Coordinator

Phoebe Patton Randolph, AIA, LEED AP BD+C Edward Tucker Architects, Inc.
304.697.4990

-----Original Message-----
From: Denise Boudreau <Denise.Boudreauz1@outlook.com>
Sent: Friday, November 15, 2019 7:48 AM
To: Phoebe Patton Randolph <ppr@etarch.com>
Subject: Ohio river bridge

I live at 13 Private Drive 8197 Proctorville Ohio 45669.
I live in the dog leg of the bend on old Rt 7–107. Rome Township.

I live in the flood zone. No one else does on my street. Where in WV are you planning to cross over ? I got the flyer.

Thanks
Denise Boudreau

Sent from my iPhone

EMAIL FEEDBACK

Phoebe Patton Randolph

From: Amir, Manuch <AmirM@cdmsmith.com>
Sent: Wednesday, November 27, 2019 11:55 AM
To: Denise.Boudreauz1@outlook.com
Cc: Saleem A. Salameh (ssalameh@kyovaipc.org); Amir, Manuch; bwild (bwild@kyovaipc.org); Phoebe Patton Randolph
Subject: FW: The Ohio WV bridge

Good morning Denise:
I am responding to your email on behalf of Mr. Saleem Salameh, Deputy Director, KYOVA.

We thank you for taking time to attend the Public Meeting for the Ohio river Bridge Crossing Feasibility Study. You have provided excellent comments and we appreciate that.

As you know, we are in the early stages of project development and many factors will be evaluated in determining the need for the project. Factors such as safety, traffic circulation, access, multi-modal facility, travel time, in addition to supporting economic development will determine the need for the Crossing.
Next Phase of the project development is the National Environmental Policy Act (NEPA) will examine the evaluations in much greater detail.

NEPA Transportation Decision-making
Federal Highway Administration (FHWA) address the basic decision-making framework and action forcing provisions established in NEPA. The principles or essential elements of NEPA decision-making include:

- Assessment of the social, economic, and environmental impacts of a proposed action or project
- Analysis of a range of reasonable alternatives to the proposed project, based on the applicants defined purpose and need for the project
- Consideration of appropriate impact mitigation: avoidance, minimization and compensation
- Interagency participation: coordination and consultation
- Public involvement including opportunities to participate and comment
- Documentation and disclosure.

FHWA adopted the policy of managing the NEPA project development and decision-making process as an "umbrella," under which all applicable environmental laws, executive orders, and regulations are considered and addressed prior to the final project decision and document approval. Conclusion of the NEPA process results in a decision that addresses multiple concerns and requirements. The FHWA NEPA process allows transportation officials to make project decisions that balance engineering and transportation needs with social, economic, and natural environmental factors. During the process, a wide range of partners including the public, businesses, interest groups, and agencies at all levels of government, provide input into project and environmental decisions.
Public involvement and a systematic interdisciplinary approach are essential parts of the development process for proposed actions.

Again, we thank you for attending the Public Meeting and providing feedbacks. We encourage you to remain an active participant of this Study Process.

Happy Thanksgiving
Manuch Amir
CDM Smith

-----Original Message-----

From: Denise Boudreau <Denise.Boudreauz1@outlook.com>
Sent: Wednesday, November 20, 2019 7:56 PM
To: Saleem Salameh <ssalameh@kyovaipc.org>
Subject: The Ohio WV bridge

Hello
I went to the meeting this evening.

I am a WV native, but live in Ohio on 107.

I heard the man concerned about Lesage. I feel for the guy because there is something about living ten minutes from work and also living in the country. The stress dissipates. I do home visits and those neighborhoods are nice.

I will be honest, I likely won't be living here by the time you all get to build the bridge.

However, I am thinking about the talk of economic development and people moving here.

I visit certain Mountain towns in WV, Buckhannon , Davis , Thomas and Canaan.
They don't want chain stores and businesses. People are paying high prices to move to those small mountain towns.
Why ? They live in areas of the Belts :)

Those little towns have downtowns sidewalks, foot traffic, and a local feel that we have now in these little towns.

We just don't have sidewalks in Rome.

I think it's silly to say have a bike and foot path bridge, if you all don't think about what people want in a community.

I think if people are set on walking and biking, with small business mind sets , to grow local economies, you have to say , " What type of people do we want to move here to pay taxes and support the police and firefighters ?"

The bridge has to be part of the community, and not just a mode of commerce and moving fast.

It is going to need to consider the elderly, and the creative people who do the farm to table. I think you could seek funding by looking at the art that could be encouraged if the bridge is tied to funding like that. Maybe get a creative person to write bills tied to that?

Why destroy the already present opportunities there of small farmers or stores. I think bringing in people who can do feasibility of growing locally. You haven't mentioned Create WV.

You need to consider those type of funding sources ie the green initiatives because, who knows what presidents we will have .

The Democrats would fund it
and the moderate republicans would.
(Columbus Ohio is more progressive anyway.)

It doesn't matter what the conservatives , like me think.

I am more about localism. I am also more about people aging in place.

You can't make communities grow fast with the economy , and towns grow up, pricing out the elderly.

EMAIL FEEDBACK

Everyone would agree that neighborhoods need to be a focus of development with mixed generations.

The bridge needs to not be about passing through.

It isn't all about industry anymore.

Morgantown WV developed their waterfront. Some of the stores are empty but it's only because Morgantown is a city that is demanding to walk.

How about a park to meet environmental needs ? I think Marietta Ohio has a nice park as you cross over their bridge .

Bike paths like in Wheeling WV and Denver Colorado. Why not along Rt 2?

I always wondered why Huntington isn't like Charleston and Parkersburg in developing rowing, and using the river.

I think that a bridge would be great, but I no longer want to travel to Charleston WV , due to the traffic. I don't like the suburban sprawl either. It's so busy now in Barboursville, I don't go up that way much anymore.
I prefer South Point and Ky.

I travel to Parkersburg, and cross over to WV to go to Wheeling.

I think I would prefer the Proctorville bridge being widened, and route 2 widened.

I moved from Barboursville to Proctorville 19 years ago due to the traffic.

Thank you
Denise Boudreau

Sent from my iPhone

Phoebe Patton Randolph

From: Marsha Ater <mater07@zoominternet.net>
Sent: Monday, November 25, 2019 9:13 PM
To: Phoebe Patton Randolph
Subject: Bridge

I vote for number 1. It would be great to have this bridge for Proctorville. Thank you Marsha Ater

Sent from my iPhone

EMAIL FEEDBACK

Cc: Poole, Elizabeth <Poole.Elizabeth@epa.gov>; Pelloso, Elizabeth <Pelloso.Elizabeth@epa.gov>
Subject: FW: FYI - proposed Ohio River bridge near Merritts Creek

Noel, Tim, and Barbara,
We in the Region 5 NEPA program recently saw this news story on line regarding planning for a new Ohio River bridge in the Huntington area. The story indicates that the initial planned study may be pre-NEPA. Because this project would cross state borders, I presume that FHWA, not ODOT or WVDOT, would be the lead for NEPA. Let me know what the expected timeline for NEPA scoping is if the preliminary study results in proceeding to NEPA.
Ken

Kenneth A. Westlake
Deputy Director, Tribal and Multimedia Programs Office
Office of the Regional Administrator
U.S. Environmental Protection Agency
77 W. Jackson Boulevard
Chicago, Illinois 60604
westlake.kenneth@epa.gov
312-886-2910

Feedback sought on proposed Ohio River bridge near Merritts Creek
Hide Details
Herald-Dispatch, The (Huntington, WV) - November 20, 2019

- ***Author/Byline:*** *TRAVIS CRUM The Herald-Dispatch tcrum@hdmediallc.com, The Herald-Dispatch*
- ***Section:*** *A*
- ***Page:*** *01*

HUNTINGTON — Area residents are being asked for their opinions on the proposed construction of a bridge that, if completed, would cross the Ohio River northeast of Huntington.

The KYOVA Interstate Planning Commission will hold an open house from 4 to 7 p.m. Wednesday, Nov. 20, at its office in Huntington, located at 400 3rd Ave. Representatives will give a presentation at 6 p.m. to discuss a feasibility study that will evaluate the need for a new crossing connecting Ohio 7 and W.Va. 2.

Such a bridge would be the final step in completing the long-anticipated Tri-State Outer Belt linking Ohio, West Virginia and key segments of Interstate 64. Earlier this month, the Ohio Department of Transportation recommended $5 million in funding for the second phase of that state's portion of the project, which would construct a 4 1/2-mile bypass connecting Chesapeake and Proctorville.

In West Virginia, the feasibility study identified three potential corridors for the location of the proposed bridge, which would be called the Huntington Outer Belt. The study evaluated the corridors' ability to meet future traffic needs, enhance regional connectivity, support future economic development and create more pedestrian use while minimizing impacts to the community and environment.

One corridor would have a crossing near W.Va. 2 (Ohio River Road) and W.Va. 193 (Big Ben Bowen Highway). A crossing there would provide the most direct connection between W.Va. 193 and Ohio 7, according to the study. If completed, the existing W.Va. 2/W.Va. 193 intersection would be upgraded to a diamond interchange with an overpass bridge to accommodate four travel lanes. Ohio 7 would also be upgraded to four lanes.

Another corridor would have a crossing near W.Va. 2 and County Route 11 (Big Seven Mile Road). This corridor is along Cox Landing Road, extending over the Ohio River before intersecting with Ohio 7. If completed, the existing West Virginia intersection and Ohio 7 would be upgraded to four lanes.

The third corridor is located less than a mile south of County Route 7 (Nine Mile Road) along Douthat Lane, extending over the Ohio River and intersecting Ohio 7 near Private Road 1286. This corridor would feature flyover ramps for northbound traffic on Ohio 7 due to width restrictions beside the Ohio River.

Phoebe Patton Randolph

From: Treva Oxley <treva.oxley@yahoo.com>
Sent: Thursday, October 31, 2019 9:43 AM
To: Phoebe Patton Randolph
Subject: New bridge!

Yes! Yes! Yes! A bridge between Ohio and WV at Merritt's Creek is very necessary!! I live in Proctorville, Ohio and I know many people living in Ohio who would shop and frequent businesses in Huntington/Barboursvilles area (more frequently) if there was a closer connection. It would definitely boost the sales at shopping centers such as the Huntington Mall. As well, I've talked to people who have said that they work either in Barboursville or even Charleston, WV and their commutes are extra long, costing them money and time. The bridge would help that area of Ohio with development and would push forward the development of the bypass to South Point and Chesapeake. A bridge at Merritt's creek into Ohio would only create opportunities and development for both areas!
Sincerely, Treva Oxley

Sent from my iPhone

EMAIL FEEDBACK

Phoebe Patton Randolph

From: Amir, Manuch <AmirM@cdmsmith.com>
Sent: Thursday, November 21, 2019 2:10 PM
To: Alex Beelen
Cc: Saleem Salameh; Phoebe Patton Randolph; Bethany Wild; Nicole Clune
Subject: Re: Ohio River Bridge

Good afternoon Alex:
Sorry we missed you last night, it was a great turnout. We appreciate your feedback and support for the project.

We'll make sure to include your comment in study's public involvement section.

Again, thanks for your comment and hope to see you at next Meeting.

Best regards,

Manuch Amir

> On Nov 21, 2019, at 1:52 PM, Alex Beelen <albeelen@gmail.com> wrote:
>
> Dear Mr. Amir,
>
> I am resident of Crown City, OH and currently work in Barboursville, WV. I was unable to attend last night's open house about the proposed project to build a bridge from Proctorville to Barboursville. I would like to say that I'm in favor of getting this project completed as soon as possible. This is something that is long overdue, and I would like to do anything I can to assist in getting this project completed.
>
> Thanks,
>
> Alex Beelen

Phoebe Patton Randolph

From: Amir, Manuch <AmirM@cdmsmith.com>
Sent: Sunday, November 24, 2019 1:32 PM
To: albeelen@gmail.com
Cc: Phoebe Patton Randolph; Nicole Clune; Saleem A. Salameh (ssalameh@kyovaipc.org); Amir, Manuch; bwild (bwild@kyovaipc.org)
Subject: FW: Bridge

Good morning Alex:
I am responding to your email on behalf of Saleem. Next meeting will be held in Spring of 2020. For updates, you can visit Study's website at https://www.ohioriverbridgecrossing.com.

Evaluation factors include construction and environmental impacts, construction and right of way costs, community impacts, access, economic support, traffic safety, mobility, etc. Public support will play a major role in advancing the project to next phases.

We appreciate your support, please let me know if you need additional information.

Best regards,
Manuch Amir
CDM Smith

From: Alex Beelen <albeelen@gmail.com>
Sent: Friday, November 22, 2019 11:51 AM
To: Saleem Salameh <ssalameh@kyovaipc.org>
Subject: Bridge

Dear Dr. Salameh,

I am a resident of Crown City, OH and work in Barboursville. I was unable to attend the meeting about the proposed bridge, but I'm in favor of getting this bridge complete.

Do you know when the next meeting will be in the spring, and what factors will go into deciding which corridor to build the bridge? Will there be a vote or anything that involves resident's involvement in support?

Thanks,

Alex Beelen

EMAIL FEEDBACK

Phoebe Patton Randolph

From: Ellen Steele <esteele@jennmar.com>
Sent: Thursday, December 19, 2019 2:35 PM
To: Amirm@cdmsmith.com; Phoebe Patton Randolph; ssalameh@kyovaipc.org
Subject: Ohio River Bridge Crossing

Hello,
I live in Corridor #1 area (42 Private Drive 220 Proctorville, OH). I believe that both Huntington and Proctorville desperately needs this bridge. Our community has grown so much and we still have the same size roads, nothing really new added to compensate for the extra people that have moved into our area, so needless to say traffic is horrible.

If you build in Corridors #2 or #3 you will be disrupting the wildlife. In the tri state/appalachian culture, hunting is very important and those two corridors are prime hunting areas.

In my neighborhood, folks seem to think this is a wonderful opportunity to see the tristate area grow. Please go with the plan you have for Corridor #1, it makes the most sense - it's a direct tie in and the business that is on the other side is up for sale anyway.

Thank You,

Ellen Steele
Human Resources
Jennmar McSweeney
235 Commerce Drive
South Point, OH 45680
740-377-3354
esteele@jennmar.com

1

Telephone and Email Contact Log:

Becky Meadows

Lives in footprint of Corridor 1, does not prefer that option.

Elizabeth Kyle

Kyle Cemetery is in Corridor 1, so that option is not preferred. Also presents issues for airport.

Casey Lewis

Support the project but does not support Corridor 2. Live on Cox Landing Road, do not want bridge in front yard. Just purchased house. Would sell for the right price. 5999 Cox Landing Road.

Becky Meadows

Lives in footprint of Corridor 1. Does not prefer Corridor 1. Concern over increase in crime in Rome if project is built, along with concern over property values and damage to neighborhood, particularly any property not acquired for right of way but still affected by bridge. Asked how soon property acquisition would begin. Asked about width of right of way.

John Carter

Lives on Ohio side in Corridor 1. Concerned about timeline of project and how it would affect their property. Wants to be kept in the loop moving forward.

Alex Beelen

I am resident of Crown City, OH and currently work in Barboursville, WV. I was unable to attend last night's open house about the proposed project to build a bridge from Proctorville to Barboursville. I would like to say that I'm in favor of getting this project completed as soon as possible. This is something that is long overdue, and I would like to do anything I can to assist in getting this project completed.

Denise Boudreau

I live at 13 Private Drive 8197 Proctorville Ohio 45669. I live in the dog leg of the bend on old Rt 7–107. Rome Township. I live in the flood zone. No one else does on my street. Where in WV are you planning to cross over? I got the flyer.

Connie Smith

She lives at 6006 Kylemore Road in a neighborhood of about 25 homes near Newlon Airport (see below). She understands the convenience of the direct crossing that Corridor 1 provides. She mentioned the sewer expansion that is planned to connect their homes to public sewer service. She said that they didn't start last year as planned and when she contacted the PSC they indicated they haven't even built the treatment plant yet. Her son works at Alcon, and she is concerned that he will lose his job if the Alcon facility is taken out by the bridge. She doesn't want their home to be located under a highway ramp. Her preference/priority would be businesses and jobs over homes, however. Her sister and family live nearby as well. They are all concerned about whether to invest in their property in the near term. If property acquisition is planned, they need to know the timeline. She doesn't want to be the only home left that is not purchased if the bridge goes in. She will be 70 years old this year.

James Ward

He lives right in the path of the proposed bridge (corridor 1) on the Ohio side.

APRIL 29, 2020 STAKEHOLDER MEETING MINUTES

Edward Tucker ARCHITECTS, INC.

CDM Smith listen. think. deliver.

CLUNE CONSULTING SERVICES ENVIRONMENTAL & TRANSPORTATION PLANNING

Stakeholder Kickoff Meeting – April 29, 2020
Ohio River Bridge Crossing – Feasibility Study
For KYOVA Interstate Planning Commission

Attendees:

Chris Chiles, KYOVA	Saleem Salameh, KYOVA
Bethany Wild, KYOVA	Jody Sigmon, KYOVA
Terri Sicking, KYOVA	Paul Young, KYOVA
Manuch Amir, CDM Smith	Chad Toney, CDM Smith
Nicole Clune, Clune Consulting	Brooke Haid, Clune Consulting
Phoebe Patton Randolph, ETA	John Gould, CDM Smith
Noel Mehlo, FHWA	Chandra Inglis-Smith, FHWA
Elwood Penn, WVDOT	Chris Kinsey, WVDOH
Patricia Wetzel, ODOT	David Lieving, HADCO
Adam Phillips, HADCO	Patrick Leighty, Lawrence County, Ohio
Chris Tatum, Village of Barboursville	Paul Davis, Tri-State Transit Authority
Tom Barnitz, ODOT	Christopher Pridemore, ODOT
David Beekman, ODOT D9	Michael Dombrowski, oDOT D9
Ralph Kline, Lawrence County CAO/PA	Adam Johnson

Manuch Amir began the presentation.

Phoebe Patton Randolph reviewed the Public Involvement process.

- Chris Pridemore commented that the public involvement response was strong.
- A question was asked regarding tracking the number of survey/meeting respondents from OH and WV.
  - The majority of survey responses were from Ohio residents.

Chad Toney reviewed the Design and Engineering process.

- Noel Mehlo commented, "My comment at this point pursuant to the western (OH) side interchanges for the team is to consider carefully the as built Chesapeake Bypass geotech issues associated with the hillside where the interchange is pictured. The soils associated with that hillside are completely horrible as they are high in sand lensing as I recall. Please make sure that is not discounted or underplayed in alt development please... (If you haven't already) This could really blow up the costs unexpectedly. Good call on risks..."
  - Chad Toney indicated that additional excavation due to poor soil conditions was not accounted for the cost estimates, but that it could be adjusted to be reflected in the costs for Corridors 2 and 3.
  - Tom Barnitz commented, "Not sure why Corridor 1 wouldn't have the same construction risk as Corridor 2 and 3? It is closer to Chesapeake Bypass, whereas Corridor 2 and 3 are further away."

- Saleem Salameh asked if a cost split between WV and OH had been considered.
  - Cost spit will be discussed in the NEPA phase.

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Stakeholder Meeting
Ohio River Bridge Crossing
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- Adam Philips asked, "Have the impacted businesses in the industrial park in corridor 1 been engaged and are there plans to mitigate potential impacts to affected businesses?"
  - The impacted businesses will be engaged during the NEPA phase.

- Patrick Leighty asked, "How did you evaluate your ROW cost? It appears that you could have more impact with residential relocations and business relocations in Corridor 1, especially with the airport."
  - Chad Toney mentioned that the higher cost for Corridor 2 was due to property acquisition along Route 2.
  - General comment was the quantity of residential relocations don't appear to track with the right of way acquisition costs.

- Saleem Salameh asked if a cost-benefit calculation had been performed.
  - B/C ratio will be provided during the NEPA process.

- Chris Pridemore asked, "Was there any input from the Coast Guard? Does any crossing affect navigation more than others?"
  - Manuch Amir responded that the Coast Guard has not been engaged, however that would be part of the NEPA process. Chad Toney confirmed all options comply with navigation requirements, although Corridor 2 is a straighter and shorter crossing than the other two options.

Nicole Clune reviewed the Environmental review process:

- Nicole indicated that the stream impacts need to be updated.

General Discussion:

- Tom Barnitz – was P&N to be finalized in this phase?
  - Manuch Amir responded that no, will be finalized in NEPA process.

- Saleem Salameh asked if there is a plan to display the future traffic volume.
  - Traffic volumes will be provided.

All attendees were invited to provide comments on the summary report via email to Phoebe Randolph.

This record represents the writer's best understanding of issues discussed and actions required. Please contact this office immediately if additions or corrections are needed.

Respectfully Submitted:

EDWARD TUCKER ARCHITECTS, INC.

Phoebe P. Randolph

Phoebe Patton Randolph, AIA, LEED AP BD+C

E-mail Distribution: Attendees

WVDOH REVIEW COMMENTS ON FEASIBILITY STUDY EXECUTIVE SUMMARY

From: Kinsey, Chris J
To: Phoebe Patton Randolph
Cc: Saleem Salameh
Subject: Ohio River Bridge Crossing - WVDOH Comments
Date: Monday, May 11, 2020 9:18:33 AM
Attachments: Ohio River Bridge Crossing Summary Report 4-27-20 (DEC comments 2020-05-07).pdf

Good morning,

Sorry for responding a little late, but we were waiting on everyone to wrap up their comments. Below are some itemized comments from WVDOH staff. Additionally, the WVDOT Development Office provided some comments in the attachment as well.

- I noticed that they made a case in Figure 1A for the future level of service without the bridge. I didn't see a similar one with the bridge in place. Maybe I missed it, but would be curious how much it improves the network.
- I also saw a note on travel time from Proctorville to Barboursville was 24 minutes. How many trips a day make that move? How would the bridge effect that number and time?
- Are the values shown in constant 2019 dollars? Given the time needed for NEPA development and Design, what is the anticipated timetable and future cost of the project phases.
- Given that our TAMP document indicates the State will have to redirect significant resources away from expansion to address aging existing bridges, it may be difficult to justify this expenditure for limited benefit despite its appeal. Since a primary driver is economic development, it may be better suited for a TIF District to fund the project. During the surveys of support were individual asked if they were willing to pay more in taxes to pay for the bridge or will to tolerate the closure of existing bridges to accommodate it.
- I am not convinced that there is a true need for a new bridge at this location. Other options were not explored such as a new "sister/twin" bridge at east Huntington. I do not believe this is solving a traffic congestion issue but creating one with the potential for future development. I am not opposed to this development but I feel this is not a strong enough case to move forward with a new Ohio River crossing based on this information.
- I am confused with the statements that Corridor one has the least environmental impacts – per the table provided, there is very little difference in wetland impacts in corridor 1 vs corridor 2 (only 0.4 acres impacted?); almost 3 times more impact to streams in corridor 1 vs corridor 2; more historic impacts in corridor 1 vs corridor 2, noise same, T&E species – little difference in corridor 1 vs corridor 2.
- Confused as to how there are more significantly more residential and business relocations in corridor 1 (98 residences/7 businesses) vs corridor 2 (27/2) but the cost in nearly half of corridor 2. Would like a better explanation as to how this is possible.
- Overall cost difference between corridor 1 and corridor 2 is negligible at this stage of development. I do not agree with the "corridor 1 has lowest overall cost" at this state.
- I will agree that corridor 1 seems to have the best logistical location to tie in with WV 193 and will have little impact on WV 2 – little to no widening or improvements here. It would most likely serve traffic and safety the best with a full control diamond I/C and seems to agree with the public and various stakeholders.
- Was a B/C calculation done? Curious to what it would be here.
- It would seem the small airport in corridor 1 would be a significant hurdle with FAA issues and the golf course in corridor 2 would be quite an issue as well. The number of businesses impacted in corridor 1 might cost several jobs to be lost in the area as well.
- All of this being said, I would feel if we are to move forward with the NEPA stage, we should include corridor 1 & 2, an east Huntington twin bridge review and a no build.

If you all have any questions or need anything from us please feel free to reach out.

Thanks,

Chris Kinsey, P.E.
Regional Planning Unit Leader
Planning Division, WVDOH
Building 5, Room-A 740
1900 Kanawha Blvd., East
Charleston, WV 25305
Phone: (304) 414-6926

FHWA REVIEW COMMENTS ON FEASIBILITY STUDY EXECUTIVE SUMMARY

FHWA Review Comment Form

Document Name: KYOVA Huntington New Ohio River Bridge Feasibility Study
Date FHWA Received: 29 APR 2020
Date Comment Sent to ODOT: N/A – Comments provided to KYOVA through WV DO
FHWA POC: Chandra Inglis-Smith (WV), Scott Stone (OH)

Page	*Para*	*Comments*	*Disposition of Comments*
		It appears the MPO is looking to this document as a PEL study. We do not feel that the level of documentation at this point reaches a full PEL. There were many things discussed during the most recent stakeholder meeting, that are in the PowerPoint that are not included in the documentation provided as the draft report.	
		The Purpose and Need seems very generic. Other than some general statements about regional traffic issues, it wasn't clear what the specific transportation issues were being addressed by this project. While it may not be necessary at this time to have very specific traffic analysis, it will be necessary during the NEPA process.	
		Given the scope of this analysis, the environmental constraints were analyzed at a very high level. In addition, there are some concerns regarding potential engineering constraints that are also potential issues. IT is understandable at this level of analysis that neither would be fully addressed. Importantly, the report identifies three (3) potential corridors. Two of the three (2 of 3) met the purpose and need. We not not believe it is possible to eliminate either of those corridors from the full NEPA analysis since it is unclear if either of the corridors impact 4(f) properties. In this specific example, if Corridor 1 had 4(f) impacts and Corridor 2 did not, then Corridor 2 must be selected since both meet the purpose and need. We recommended that both Corridor 1 and 2 move forward for further study.	
		There are currently three river crossings in the Huntington area. Compared to other towns along the river between Cincinnati and Pennsylvania, the area looks to have more than other communities of similar size. KYOVA states in its current 2040 Integrated Metropolitan Transportation Plan, "As roadway infrastructure ages, replacement and repair of facilities, including the major bridges within the study area, will need to be included in the long-range plan." This points out the need to repair and replace existing structures across the Ohio River, which will require additional future resources that state DOTs will need to factor in.	
		Thought should be given to improving the level of service at the East Huntington Bridge using traffic management strategies. On a larger note, the existing West Virginia approaches to Robert Byrd and East Huntington bridges provide insufficient traffic flow to US 60, WV-2 and I-64. Improving traffic flow onto and around the existing structures and enhance safety treatments should provide a better benefit-to-cost ratio than a new river crossing and address crash rates.	
		Being unfamiliar with the area, my eye was drawn to the cleared area near the Ohio approaches to Option 1. I have since learned that the area has unstable geological conditions that were not adequately addressed in the study. This has the possibility of having a significant impact on the cost of the project. (Mr. Stone, OH DIV)	
		A general thought. The initial design and build cost are always addressed, what I would like to remind everyone	

Rev. 6-19-2017

Sheet 1 of 3

FHWA Review Comment Form

FHWA Review Comment Form

Page	*Para*	*Comments*	*Disposition of Comments*
		is there are long term cost to maintain a river crossing. This is an additional burden to the state DOTs. (Mr. Stone, OH DIV)	
		Under section "Lawrence County Bicycle and Pedestrian Plan (April 2018) on page ES-9, the study states, "Therefore, no bicycle or pedestrian improvements are recommended for the SR-775 (East Huntington) Bridge at this time." However, this study by KYOVA states under "Inadequate cross-river transportation system linkage and freeway rerouting opportunities in the Easter portion of the HUA" on page ES-10 that "No dedicated pedestrian or bicycle facilities exist on the bridge, which is the easternmost crossing. These undesirable conditions serve as a barrier to the areas in the eastern HUA as well as part of the City of Huntington." These two statements contradict each other. Again, these same two contradictory points are brought up in "Secondary Need: Multi-Modal Mobility" on page ES-11.	
		Online survey responses indicate an outer belt would decrease travel time and support economic development. This may be considered prior to a new river bridge being constructed.	
		I'm not sure why the cost of construction and R/W for Option 3 is undesirable, as opposed to the cost of the other two options. (Mr. Stone, OH DIV)	
		How will the bridge design, i.e. pier placement, impact commercial river traffic, i.e. barges. What Ohio River docking facilities could be impacted by any of the bridge placement options? Has the USACE or USCG been contacted for thoughts or comments?	
		I have not looked in detail at the summary report – out there are three options and the southern option (option 1) is the tentative preferred alternative. Also in the summary, it is claims that the option 1 has the lease environmental impacts, which given the tables in the summary is difficult to accept without knowing how the various impacts are weighted.	
		Mr. Mehlo (OH Div) was on the consultant team who developed the EIS for the Chesapeake Bypass (Ohio SR 7) circa 2000. Mr. Johnson (OH Div) was involved in the construction of Phase 1 of the Chesapeake bypass circa 2005. A rather large geologic slide issue occurred during design-construction that Mr. Blalock (OH Div) was involved with on that project.	
		It was discussed in the meeting that there are geotechnical issues with the option 1 (understatement – unresolved land slide in the area of the Ohio interchange) however these appear not to weighted in the construction estimate and it was characterized as a 'construction risk' by the presenters. Not convinced that that is the right approach. It may unfairly prejudice the reader to think that option 1 is cheaper than option 2 and that may not be the case. It is entirely possible that by ignoring the Geotech issues discovered during the Ohio SR 7 project, the estimates might be off to the tune of $30-40 million, and this is concerning.	
		FHWA recommends the project consultant team reach out to ODOT to review and evaluate ODOT project, LAW	

Rev. 6-19-2017

Sheet 2 of 3

FHWA REVIEW COMMENTS ON FEASIBILITY STUDY EXECUTIVE SUMMARY

FHWA Review Comment Form

Page	*Para*	*Comments*	*Disposition of Comments*
		PID 12069 (NEPA-PE), and LAW 19642 (Construction). These files could be very relevant to this study on the Ohio side.	

Rev. 6-19-2017

Sheet 3 of 3

STAKEHOLDER MEETING PRESENTATION, APRIL 29, 2020

Ohio River Bridge Crossing Feasibility Study

Stakeholder Meeting April 29, 2020

AGENDA

- Study Update
- Review Public Input
- Corridor Evaluation Process
- Evaluation Matrix (Draft)
- Summary & Recommendation
- Next Steps

Ohio River Bridge Crossing Feasibility Study

Stakeholder Meeting April 29, 2020

SCHEDULE

Tasks	2019				2020			
	Q-1	Q-2	Q-3	Q-4	Q-1	Q-2	Q-3	Q-4
Project Kick off Meeting	April 9th							
Data Collection								
Determine Need								
Identify Viable Corridors								
Stakeholders Kick-off Meeting		August 15th						
Preliminary Engineering & Environmental								
Stakeholders/ Informational Public Meeting				Nov 20th				
Refine Viable Corridors								
Final Engineering & Environmental								
Stakeholders Meeting					April 29th			
Draft Report						May 30th		
Final Report						June 30th		

Ohio River Bridge Crossing Feasibility Study

Stakeholder Meeting April 29, 2020

Public Input

PROJECT WEBSITE

https://www.Ohioriverbridgecrossing.com

Sign up for project updates
Complete project survey
Provide feedback

November 20, 2019 Informational Public Meeting

Ohio River Bridge Crossing Feasibility Study

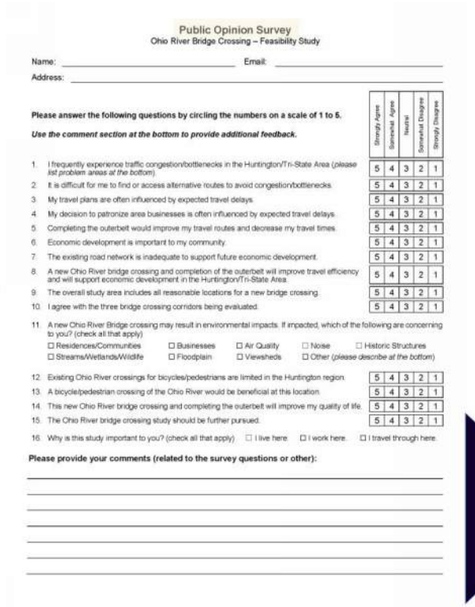
Stakeholder Meeting April 29, 2020

November 20, 2019 Informational Public Meeting

STAKEHOLDER MEETING PRESENTATION, APRIL 29, 2020

Ohio River Bridge Crossing
Feasibility Study

Public Opinion Survey



Public Opinion Survey
Ohio River Bridge Crossing – Feasibility Study

Name: _____ Email: _____

Address: _____

Please answer the following questions by circling the numbers on a scale of 1 to 5.

Use the comment section at the bottom to provide additional feedback.

		Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Strongly Disagree
1.	I frequently experience traffic congestion/bottlenecks in the Huntington/Tri-State Area (please list problem areas at the bottom)	5	4	3	2	1
2.	It is difficult for me to find or access alternative routes to avoid congestion/bottlenecks.	5	4	3	2	1
3.	My travel plans are often influenced by expected travel delays.	5	4	3	2	1
4.	My decision to patronize area businesses is often influenced by expected travel delays.	5	4	3	2	1
5.	Completing the outerbelt would improve my travel routes and decrease my travel times.	5	4	3	2	1
6.	Economic development is important to my community.	5	4	3	2	1
7.	The existing road network is inadequate to support future economic development.	5	4	3	2	1
8.	A new Ohio River bridge crossing and completion of the outerbelt will improve travel efficiency and will support economic development in the Huntington/Tri-State Area.	5	4	3	2	1
9.	The overall study area includes all reasonable locations for a new bridge crossing.	5	4	3	2	1
10.	I agree with the three bridge crossing corridors being evaluated.	5	4	3	2	1

11. A new Ohio River Bridge crossing may result in environmental impacts. If impacted, which of the following are concerning to you? (check all that apply)
☐ Residences/Communities ☐ Businesses ☐ Air Quality ☐ Noise ☐ Historic Structures
☐ Streams/Wetlands/Wildlife ☐ Floodplain ☐ Viewsheds ☐ Other (*please describe at the bottom*)

12.	Existing Ohio River crossings for bicycles/pedestrians are limited in the Huntington region.	5	4	3	2	1
13.	A bicycle/pedestrian crossing of the Ohio River would be beneficial at this location.	5	4	3	2	1
14.	This new Ohio River bridge crossing and completing the outerbelt will improve my quality of life.	5	4	3	2	1
15.	The Ohio River bridge crossing study should be further pursued.	5	4	3	2	1

16. Why is this study important to you? (check all that apply) ☐ I live here. ☐ I work here. ☐ I travel through here.

Please provide your comments (related to the survey questions or other):

Stakeholder Meeting
April 29, 2020

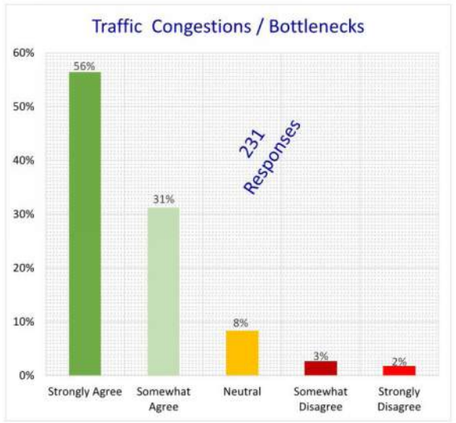
November 20, 2019 Informational Public Meeting

Over 230 Responses

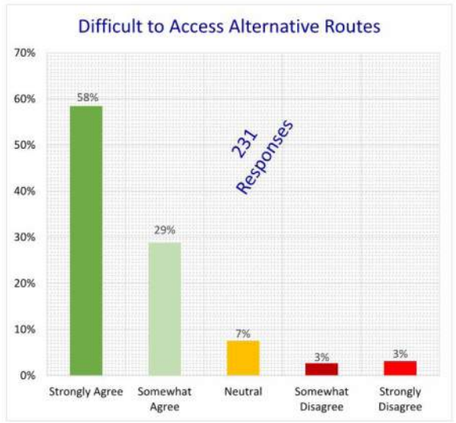
Ohio River Bridge Crossing
Feasibility Study

Public Input

Stakeholder Meeting
April 29, 2020



(Q2) I frequently experience traffic congestion/bottlenecks in the Huntington/Tri-State Area.

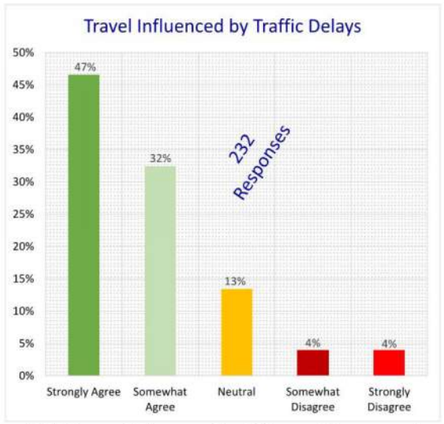


(Q3) It is difficult for me to find or access alternative routes to avoid congestion/bottlenecks.

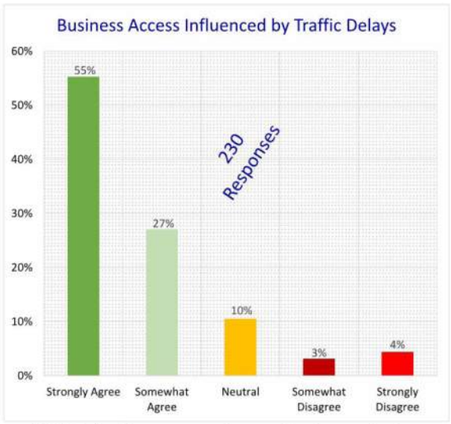
Ohio River Bridge Crossing
Feasibility Study

Public Input

Stakeholder Meeting
April 29, 2020



(Q4) My travel plans are often influenced by expected travel delays.

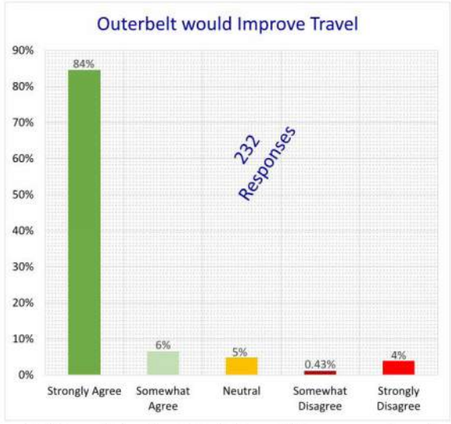


(Q5) My decision to patronize area businesses is often influenced by expected travel delays.

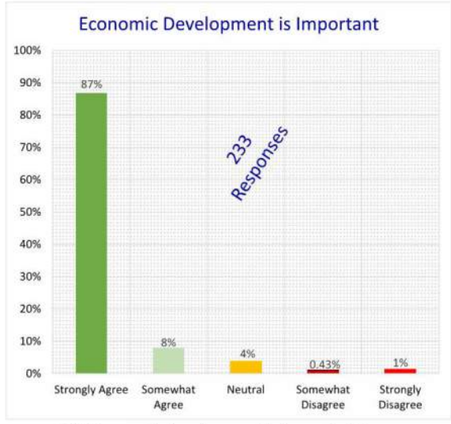
Ohio River Bridge Crossing
Feasibility Study

Public Input

Stakeholder Meeting
April 29, 2020



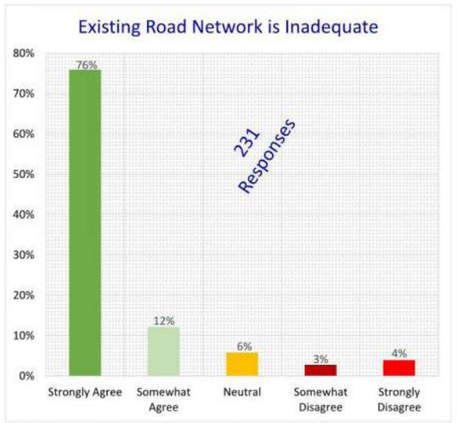
(Q6) Completing the Outerbelt would improve my travel routes and decrease my travel times.



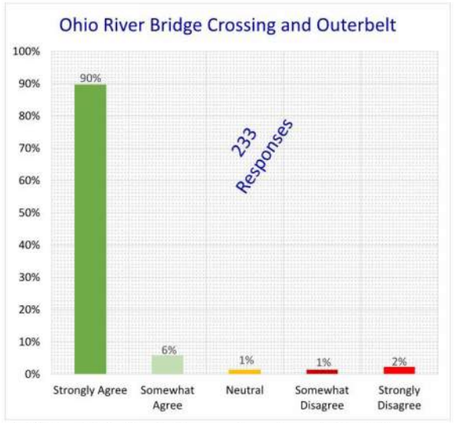
(Q7) Economic development is important to my community.

STAKEHOLDER MEETING PRESENTATION, APRIL 29, 2020

Ohio River Bridge Crossing Feasibility Study — Public Input — Stakeholder Meeting April 29, 2020

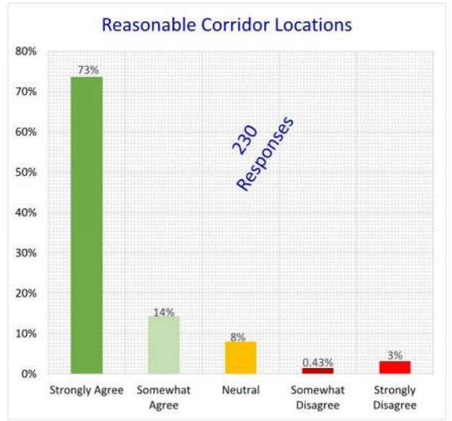


(Q8) The existing road network is inadequate to support future economic development.

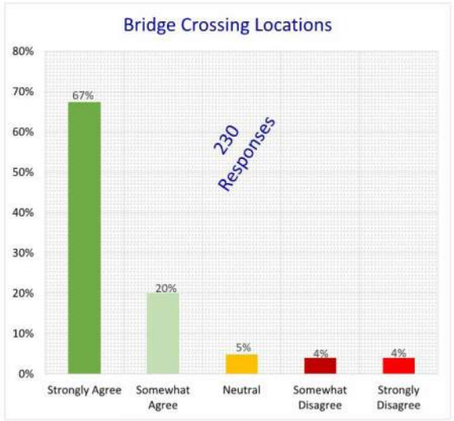


(Q9) A new Ohio River bridge crossing and completion of the Outerbelt will improve travel efficiency and will support economic development in the Huntington/Tri-State Area.

Ohio River Bridge Crossing Feasibility Study — Public Input — Stakeholder Meeting April 29, 2020

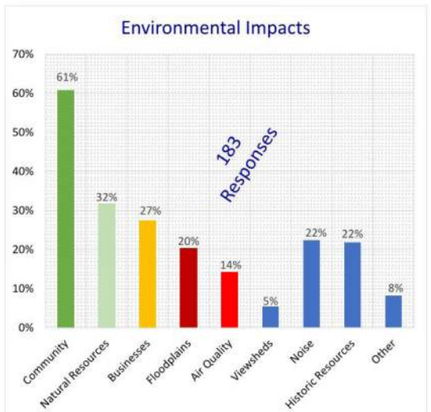


(Q10) The overall study area includes all reasonable locations for a new bridge crossing.

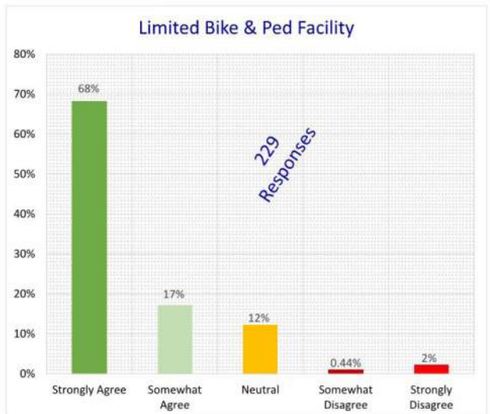


(Q11) I agree with the three bridge crossing corridors being evaluated.

Ohio River Bridge Crossing Feasibility Study — Public Input — Stakeholder Meeting April 29, 2020

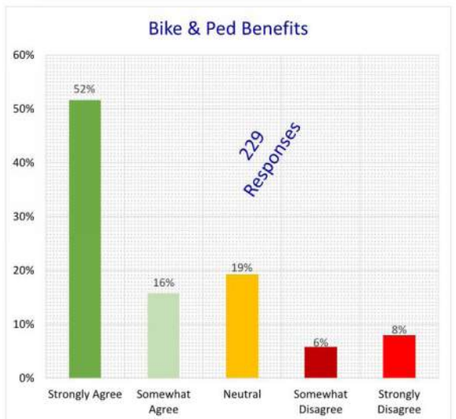


(Q12) A new Ohio River Bridge crossing may result in environmental impacts. If impacted, which of the following are concerning to you?

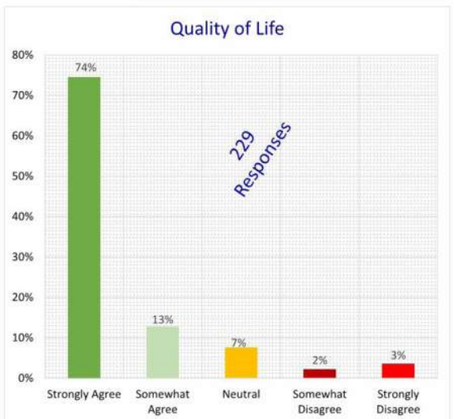


(Q13) Existing Ohio River crossings for bicycle/pedestrians are limited in the Huntington region.

Ohio River Bridge Crossing Feasibility Study — Public Input — Stakeholder Meeting April 29, 2020



(Q14) A bicycle/pedestrian crossing of the Ohio River would be beneficial at this location.



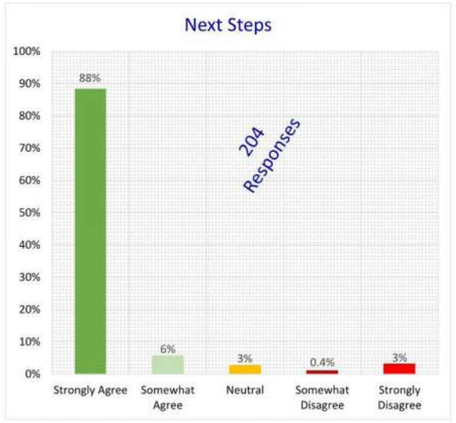
(Q15)This new Ohio River bridge crossing and completing the Outerbelt will improve my quality of life.

STAKEHOLDER MEETING PRESENTATION, APRIL 29, 2020

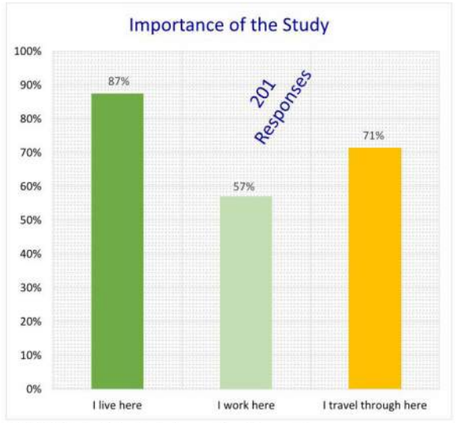
Ohio River Bridge Crossing Feasibility Study

Public Input

Stakeholder Meeting April 29, 2020



Q16 The Ohio River bridge crossing should be further pursued.

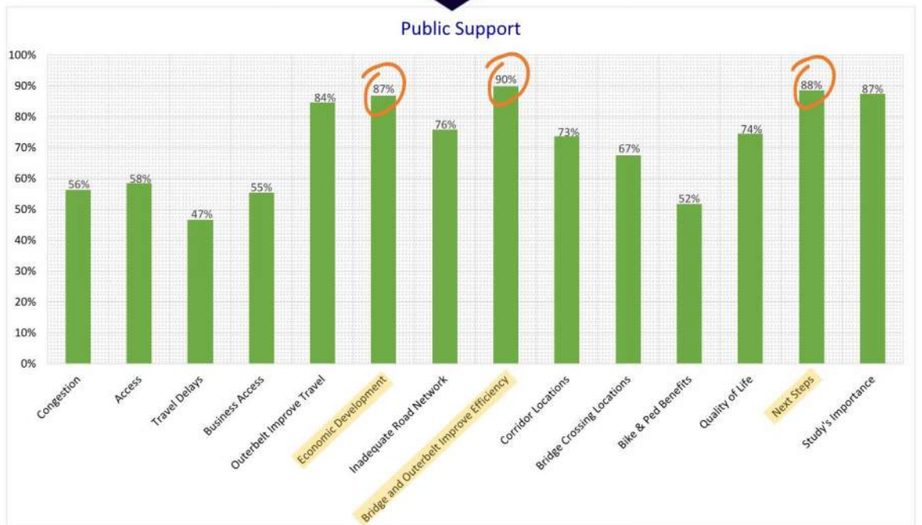


Q17 Why is this study important to you?

Ohio River Bridge Crossing Feasibility Study

Public Input

Stakeholder Meeting April 29, 2020



Ohio River Bridge Crossing Feasibility Study

Corridor Evaluation

Stakeholder Meeting April 29, 2020

Ohio River Bridge Crossing Feasibility Study

Corridor Evaluation

Stakeholder Meeting April 29, 2020

STAKEHOLDER MEETING PRESENTATION, APRIL 29, 2020

Ohio River Bridge Crossing Feasibility Study

Corridor Evaluation

Stakeholder Meeting April 29, 2020

Ohio River Bridge Crossing Feasibility Study

Corridor Evaluation Process

Initial Screening

Detailed Evaluation
(Stakeholders & Public Input)

Corridor Recommendation

Stakeholder Meeting April 29, 2020

Ohio River Bridge Crossing Feasibility Study

EVALUATION PROCESS

- Purpose & Need
- Traffic / Safety
- Environmental Impacts
- Engineering Impacts
- Economic Impacts
- Right-of-Way Cost
- Construction Cost
- Public Input

Stakeholder Meeting April 29, 2020

Ohio River Bridge Crossing Feasibility Study

EVALUATION MATRIX

Stakeholder Meeting April 29, 2020

Evaluation Criteria	Corridor 1	Corridor 2	Corridor 3	No-Build
PURPOSE & NEED				
Enhance Safety / Mobility/ Multi-modal	Meets Purpose & Need	Meets Purpose & Need	Less Desired Community to Community Access	No Subparts of Mobility would be met. Improving existing bridge not practical.
Access/ Connectivity	Most Direct Access	1-mile longer to Outerbelt	2-miles longer to Outerbelt	Restricted Access
Support Economic Development	Most Desirable	Less Desirable	Less Desirable	Do not Support
Traffic Circulation & Congestion Relief	Most Desirable	Less Desirable	Less Desirable	Less Desirable
ENGINEERING				
Maintenance of Traffic	Most Feasible	Increased Disruptions	Increased Disruptions	No Impact
Construction Risks	Typical Risks	Additional Excavation	Additional Excavation	No Impact
PUBLIC SUPPORT				
Public Support	Most Support	Less Support	Less Support	Less Support
CONSTRUCTION & RIGHT-OF-WAY COSTS (ULTIMATE 4-LANE SECTION)				
Construction Cost	$136,890,000	$133,040,000	$148,880,000	No Impact
Right-of-Way Cost	$5,750,000	$9,750,000	$14,500,000	No Impact
Total Cost	$142,640,000	$142,790,000	$163,380,000	NO Impact

STAKEHOLDER MEETING PRESENTATION, APRIL 29, 2020

Ohio River Bridge Crossing
Feasibility Study

EVALUATION MATRIX

Stakeholder Meeting
April 29, 2020

Evaluation Criteria	Corridor 1	Corridor 2	Corridor 3	No-Build
		ENVIRONMENTAL		
Community Cohesion	Residential Isolation	Residential Isolation	Residential Isolation	No Impact
Residential Relocation	98 Relocations	27 Relocations	96 Relocations	No Impact
Business Relocation	7 Potential	2 Potential	1 Potential	No Impact
Underserved Population	Up to 37% Low Income	Up to 45% Low Income	Up to 45% Low Income	No Impact
Noise	Potential Impact	Potential Impact	Potential Impact	No Impact
Historic Resources	Potential 10 Sites	Potential 3 Sites	Potential 2 Sites	No Impact
Wetland Impacts	No Impact	0.402 Acres	0.17 Acres	No Impact
Stream Impacts	5,500 LF	1,940 LF	5,452 LF	No Impact
Threatened and Endangered Species (T&E)	Within range of Federally Listed	Within the range of Federally and State Listed	Within the range of Federally and State Listed	NO Impact

Ohio River Bridge Crossing
Feasibility Study

Corridor Evaluation Process

Stakeholder Meeting
April 29, 2020

Initial Screening

Detailed Evaluation
Stakeholders & Public Input
Purpose & Need
Engineering & Environmental
Construction & Right-of-Way Costs

Corridor One
(Ultimate 4-lane Typical Section)
Recommended Corridor

Ohio River Bridge Crossing
Feasibility Study

Stakeholder Meeting
April 29, 2020

NEXT PHASES

National Environmental Policy Act (NEPA) Documentation

- Detailed Engineering
- Detailed Environmental Analysis
- Public Involvement
- Permit Requirements
- Agency Coordination

Final Design & Right of Way Plans

- Final Roadway Alignment Design
- Final Bridge Design
- Right of Way Plans
- Environmental Permits
- Construction Permits

Right of Way Acquisition

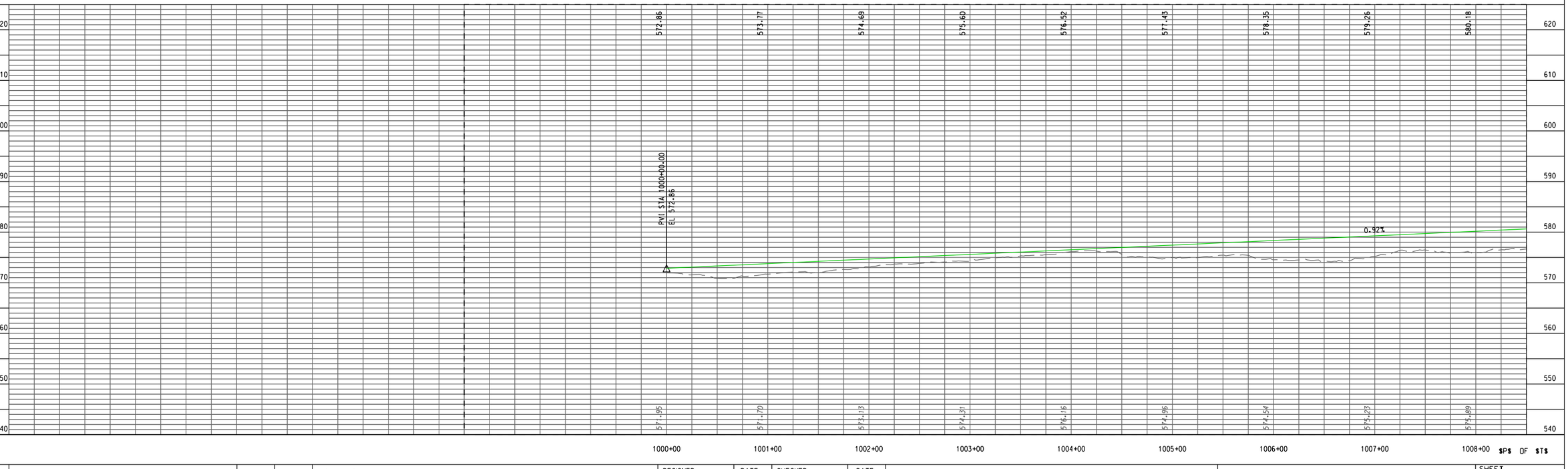
CONSTRUCTION

FUNDING?

Appendix III | Engineering Drawings

CONCEPTUAL ALIGNMENT

CORRIDOR 1



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NO.	REVISION	DATE:	BY:

KYOVA

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

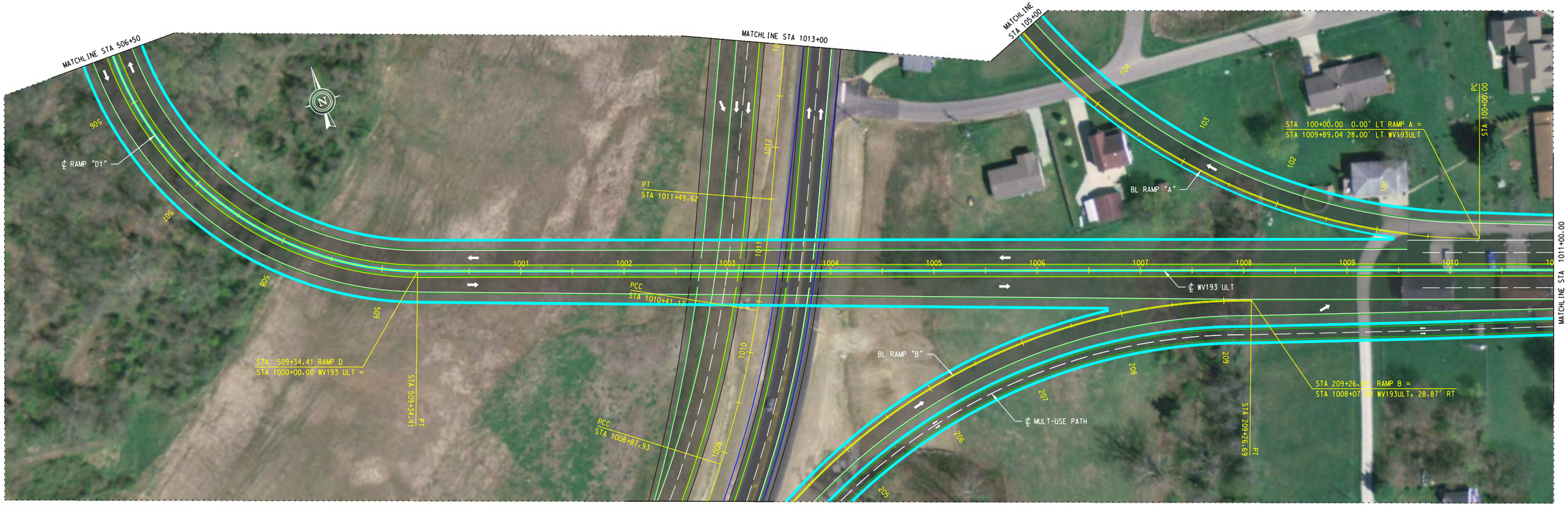
OH ROUTE 7 ULTIMATE
PLAN AND PROFILE
STA 1000+00 TO 1008+50

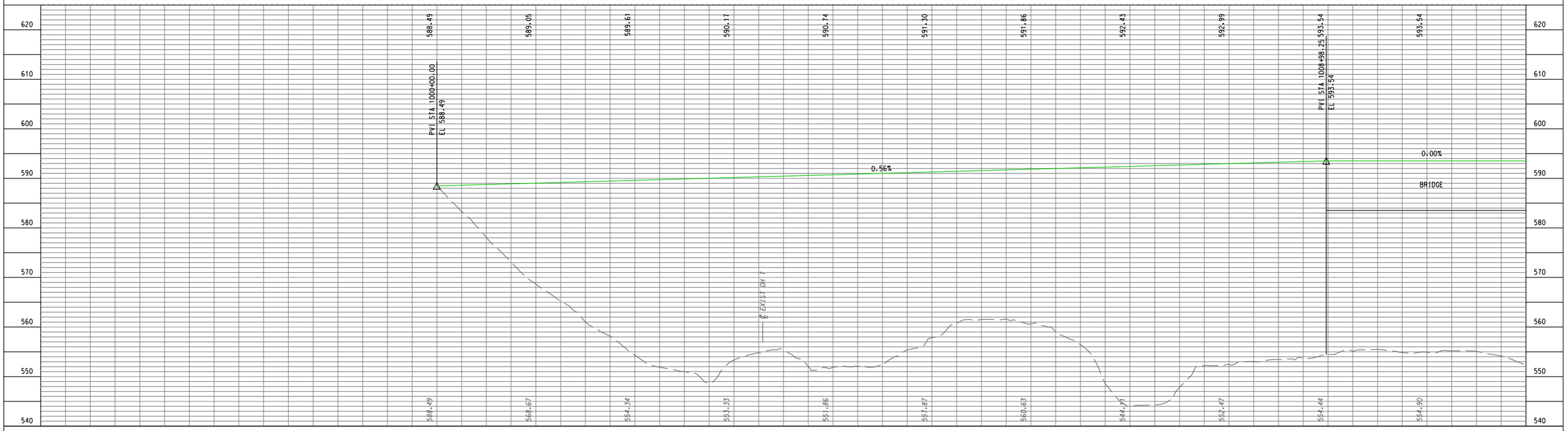
OHIO RIVER CROSSING
CORRIDOR 1

SHEET
1 OF 10
DESIGN NUMBER

$FILE$

$DATE$





NO.	REVISION	DATE:	BY:

KYOVA INTERSTATE PLANNING COMMISSION

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DRAWN		REVIEWED	

PLAN AND PROFILE
STA 996+00 TO 1011+00

OHIO RIVER CROSSING
CORRIDOR 1

SHEET
2 OF 10
DESIGN NUMBER

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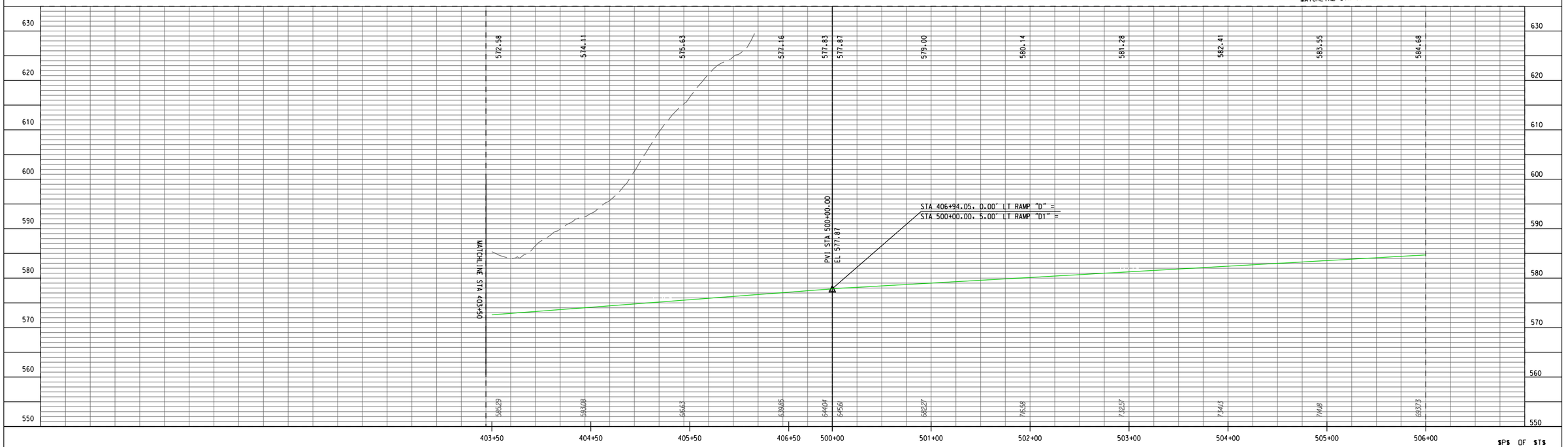

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NO.	REVISION	DATE:	BY:

KYOVA INTERSTATE PLANNING COMMISSION

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DRAWN		REVIEWED	

PLAN AND PROFILE
RAMP D1 STA 500+00 TO 506+00
RAMP D2 STA 600+00 TO 603+00

OHIO RIVER CROSSING
CORRIDOR 1

SHEET
2A OF 10
DESIGN NUMBER

$DATE$

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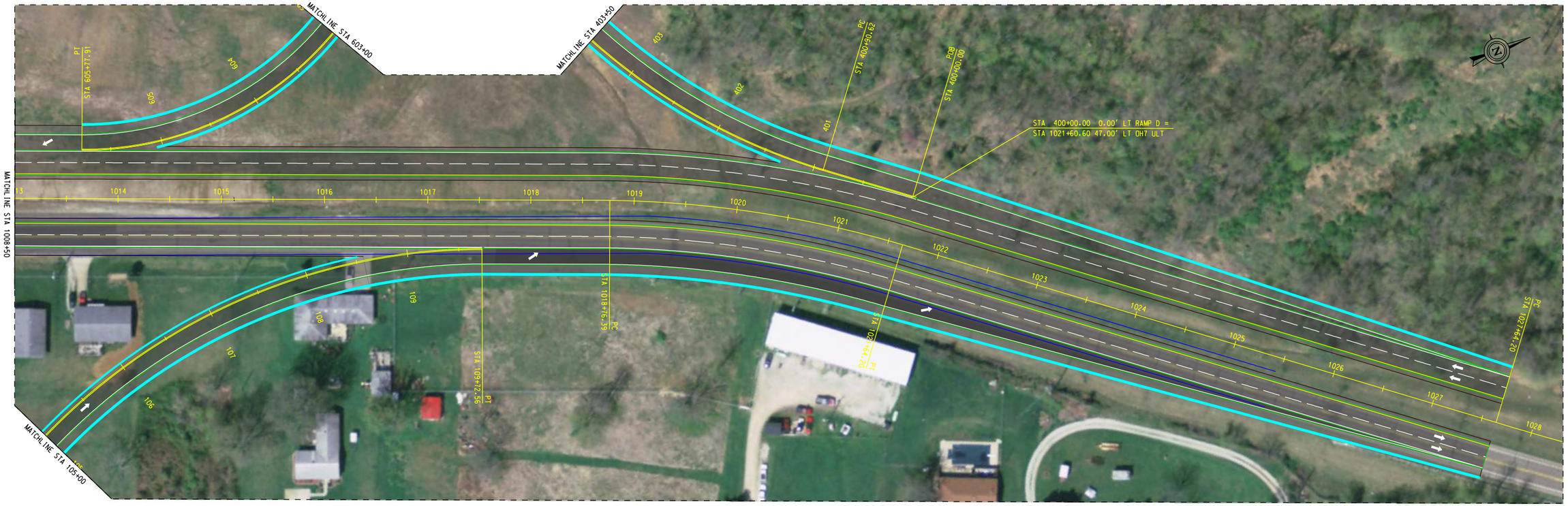

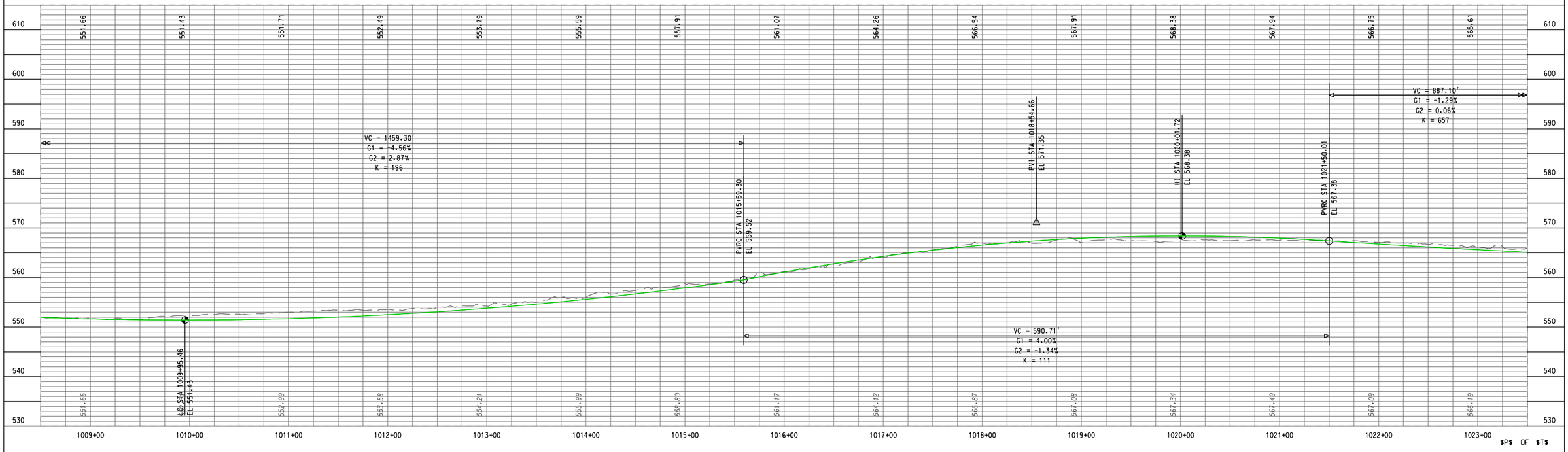

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NO.	REVISION	DATE:	BY:

KYOVA INTERSTATE PLANNING COMMISSION

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
STA 1013+00 TO 1027+64.20

OHIO RIVER CROSSING
CORRIDOR 1

SHEET
3 OF 10
DESIGN NUMBER

$DATE$

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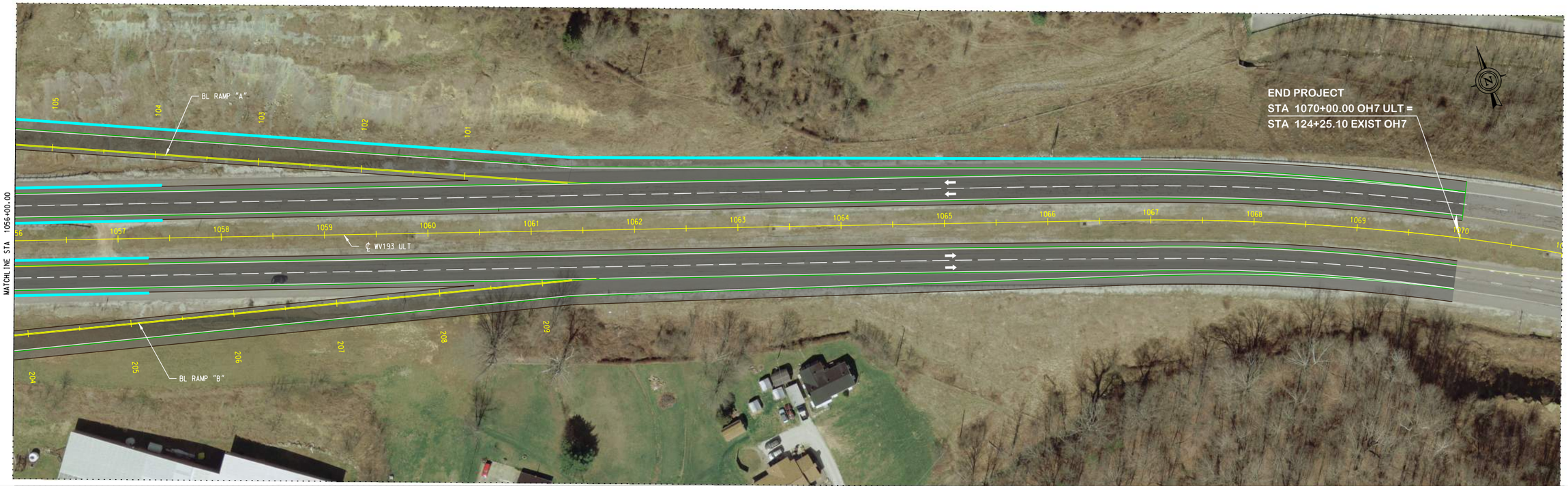

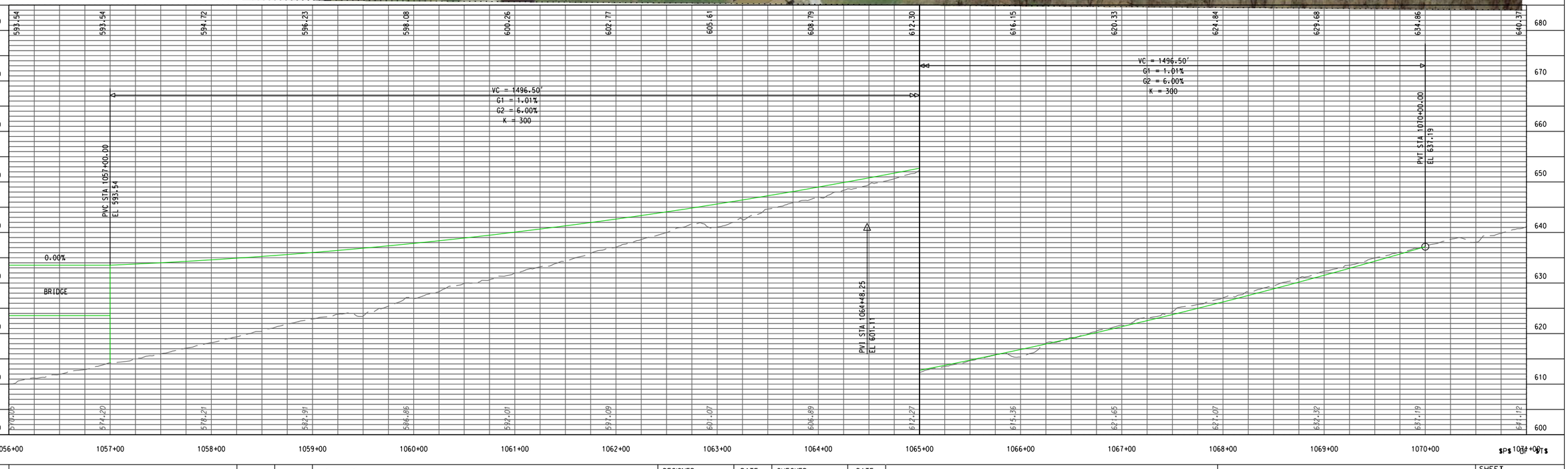

NO.	REVISION	DATE:	BY:

KYOVA INTERSTATE PLANNING COMMISSION

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
STA 1056+00 TO 1071+00

OHIO RIVER CROSSING
CORRIDOR 1

SHEET 4 OF 10
DESIGN NUMBER

$DATE$

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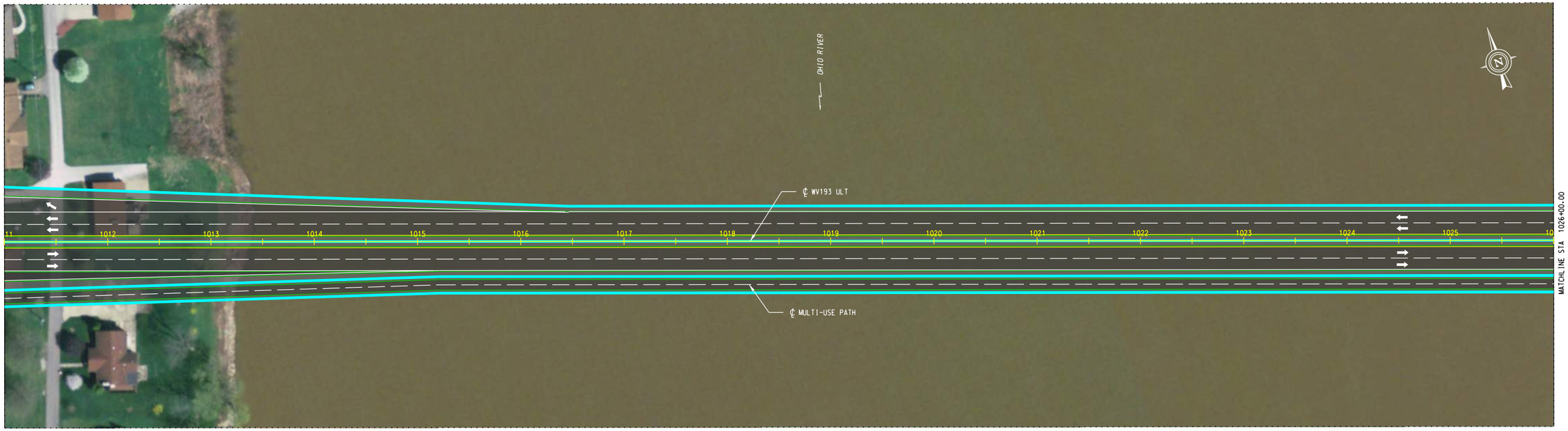

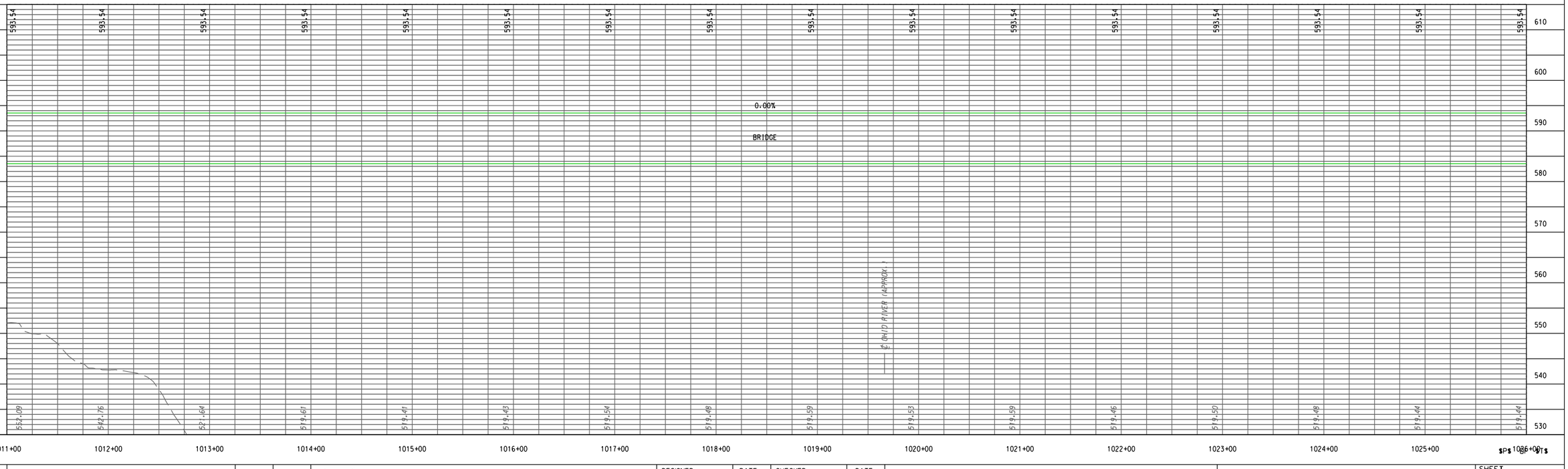

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KYOVA INTERSTATE PLANNING COMMISSION

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
STA 1011+00 TO 1026+00

OHIO RIVER CROSSING
CORRIDOR 1

SHEET
5 OF 10
DESIGN NUMBER

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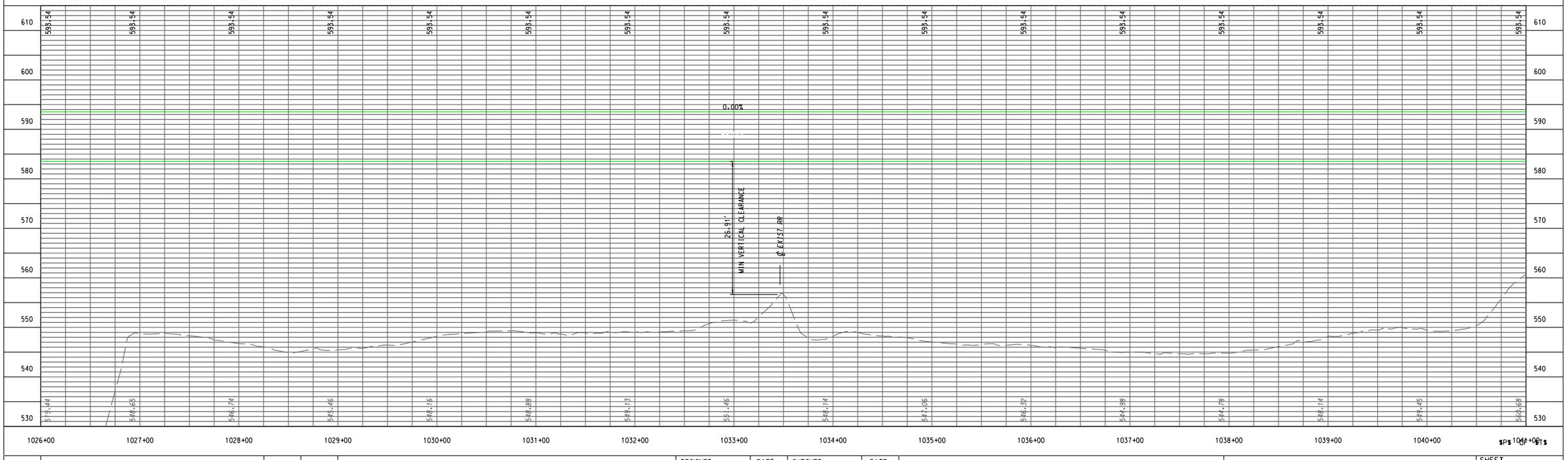

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KYOVA INTERSTATE PLANNING COMMISSION

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
STA 1026+00 TO 1041+00

OHIO RIVER CROSSING
CORRIDOR 1

SHEET
6 OF 10
DESIGN NUMBER

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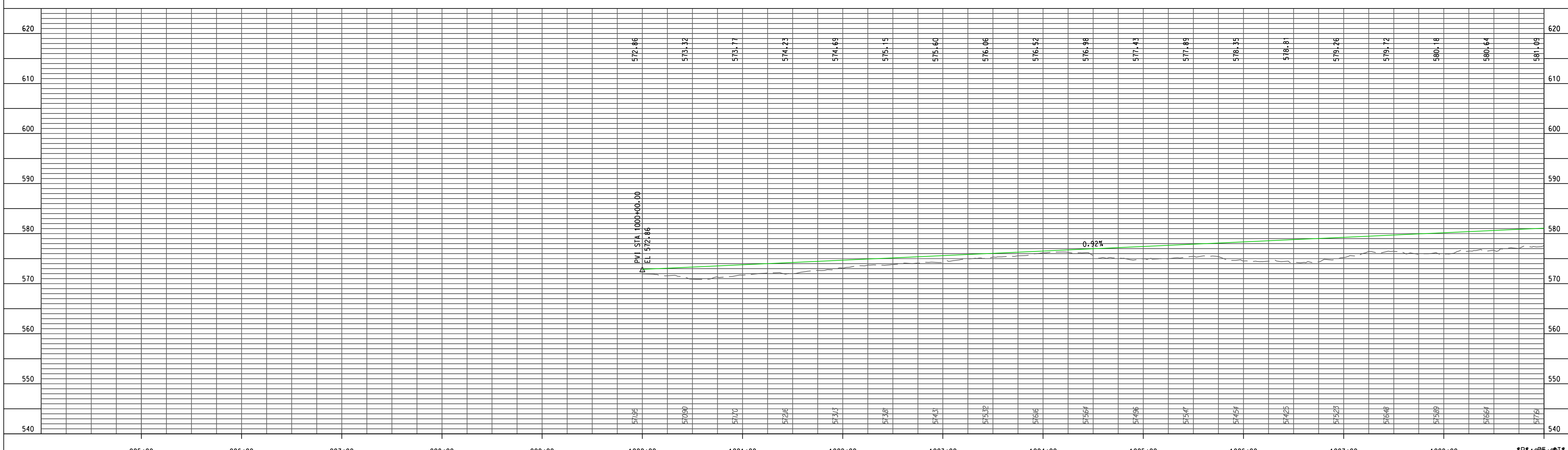

NO.	REVISION	DATE:	BY:

KYOVA

CDM Smith

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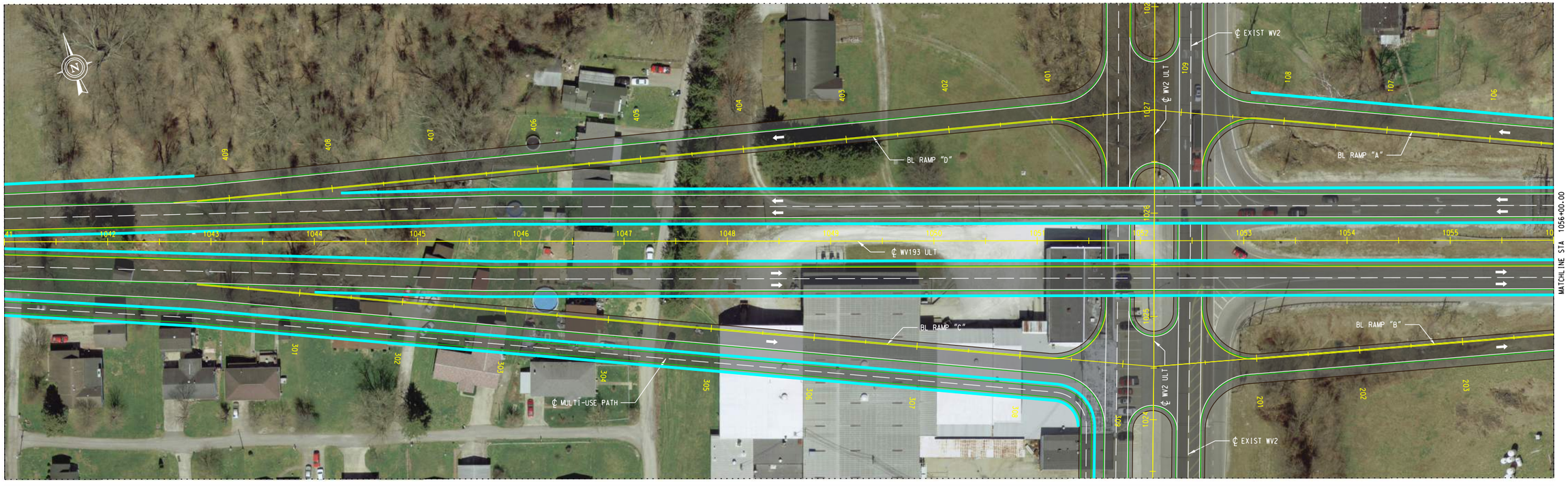
DRAWN		REVIEWED	

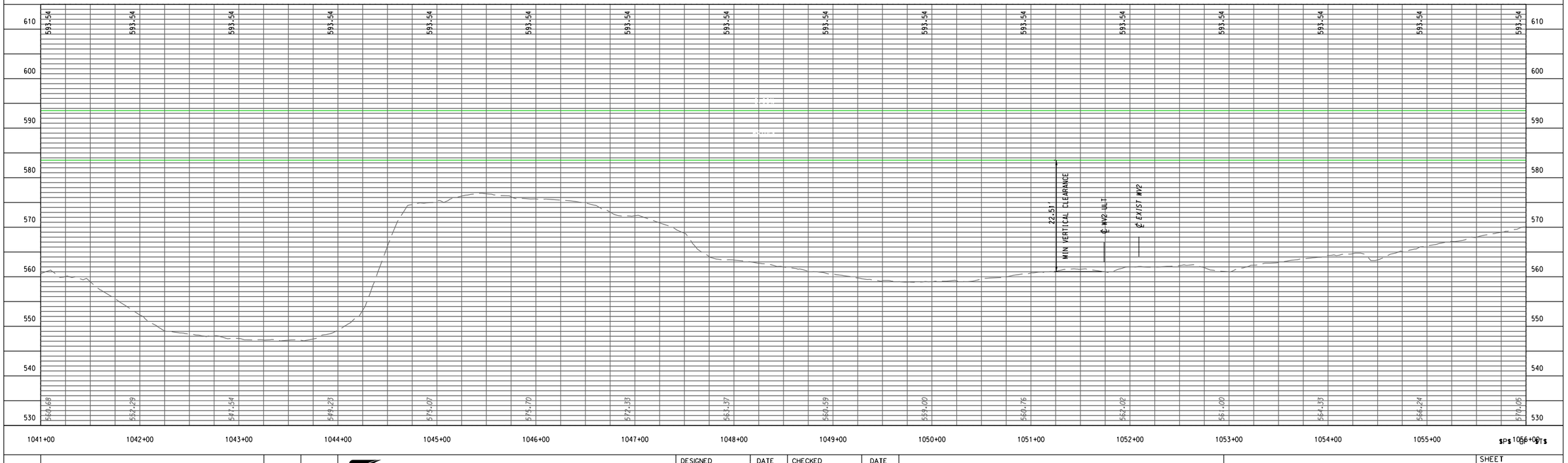
PLAN AND PROFILE
STA 1000+00 TO 1009+00

OHIO RIVER CROSSING
CORRIDOR 1

SHEET 7 OF 10

DESIGN NUMBER





NO.	REVISION	DATE:	BY:

KYOVA INTERSTATE PLANNING COMMISSION

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
STA 1041+00 TO 1056+00

OHIO RIVER CROSSING
CORRIDOR 1

SHEET
8 OF 10
DESIGN NUMBER

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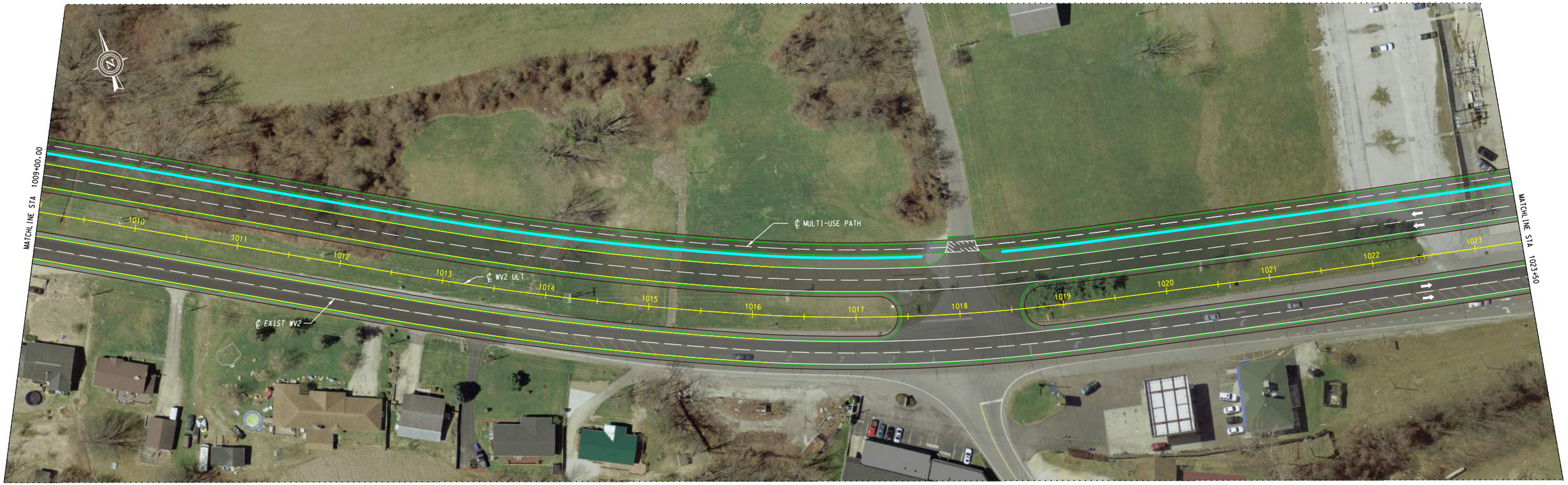

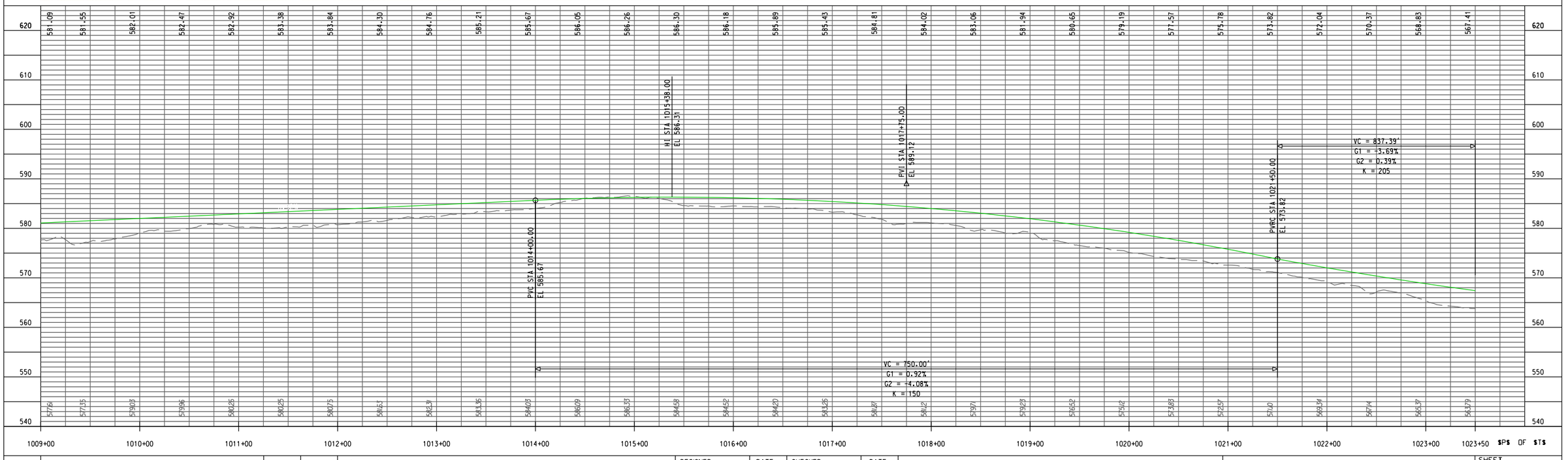

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KYOVA INTERSTATE PLANNING COMMISSION

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
STA 1009+00 TO 1023+50

OHIO RIVER CROSSING
CORRIDOR 1

SHEET
9 OF 10
DESIGN NUMBER

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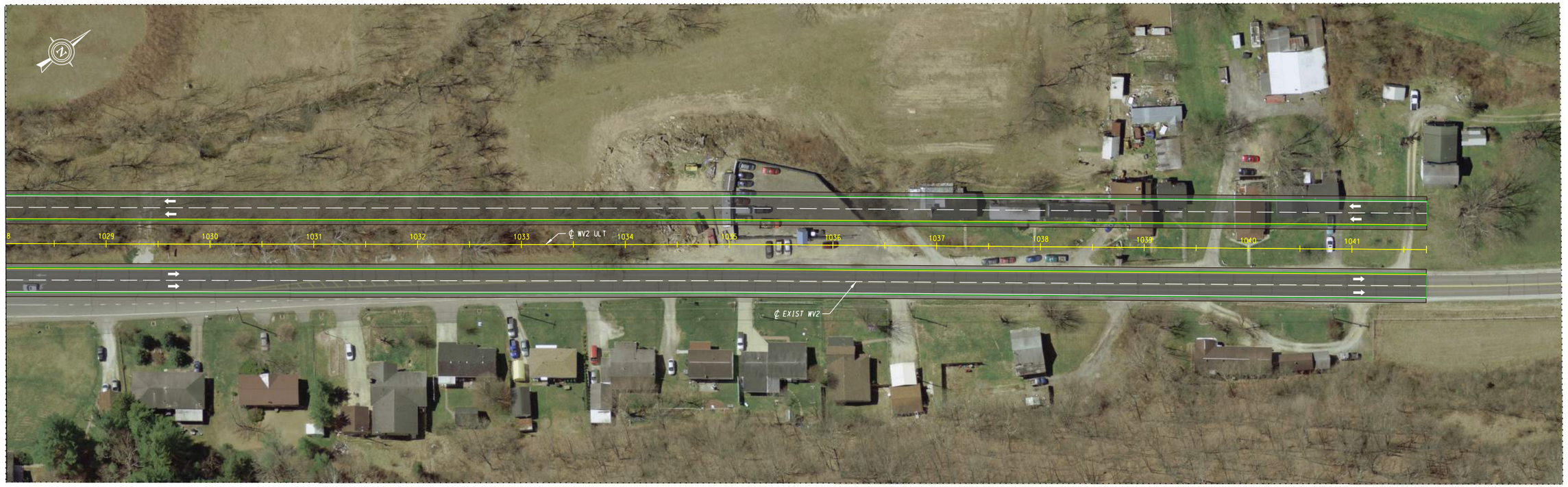

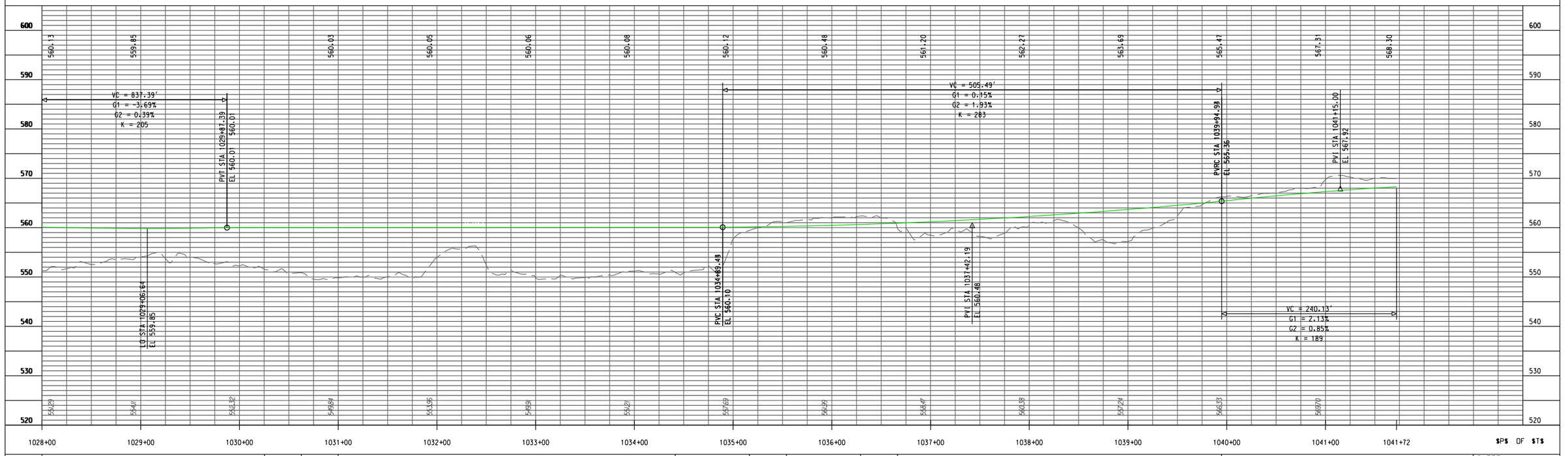

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NO.	REVISION	DATE:	BY:

KYOVA

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
STA 1028+00 TO 1041+72

OHIO RIVER CROSSING
CORRIDOR 1

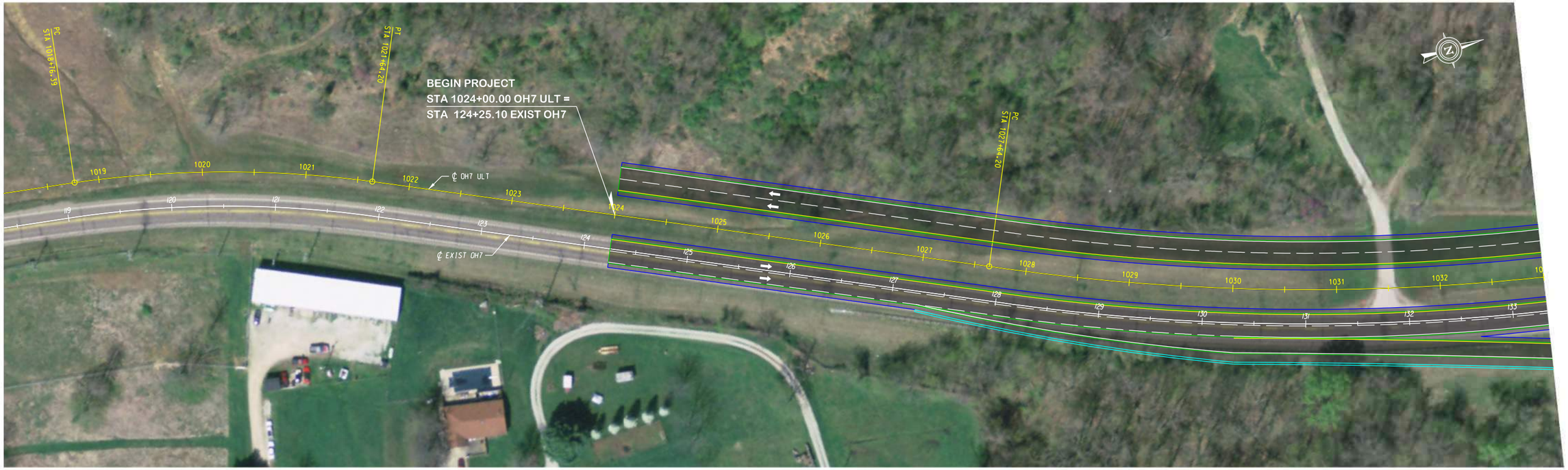
SHEET
10 OF 10
DESIGN NUMBER

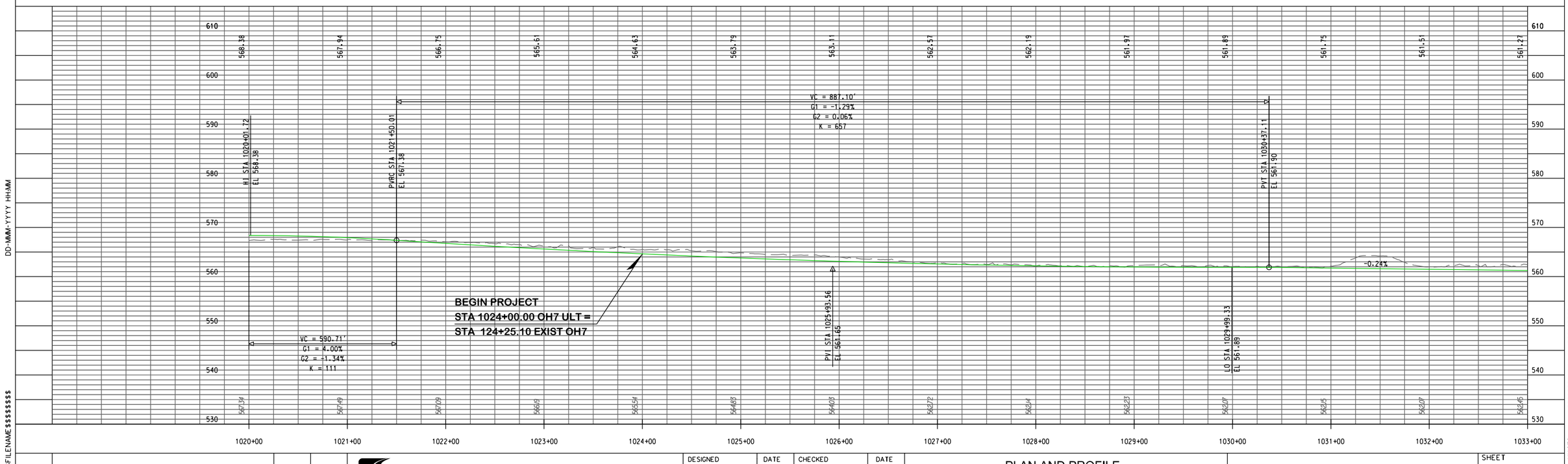
$DATE$

$FILE$

CONCEPTUAL ALIGNMENT

CORRIDOR 2





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KYOVA INTERSTATE PLANNING COMMISSION

CDM Smith

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DRAWN		REVIEWED	

PLAN AND PROFILE
OH ROUTE 7 ULTIMATE
STA 1024+00 TO 1033+00

OHIO RIVER CROSSING
CORRIDOR 2

SHEET
1 OF 10
DESIGN NUMBER

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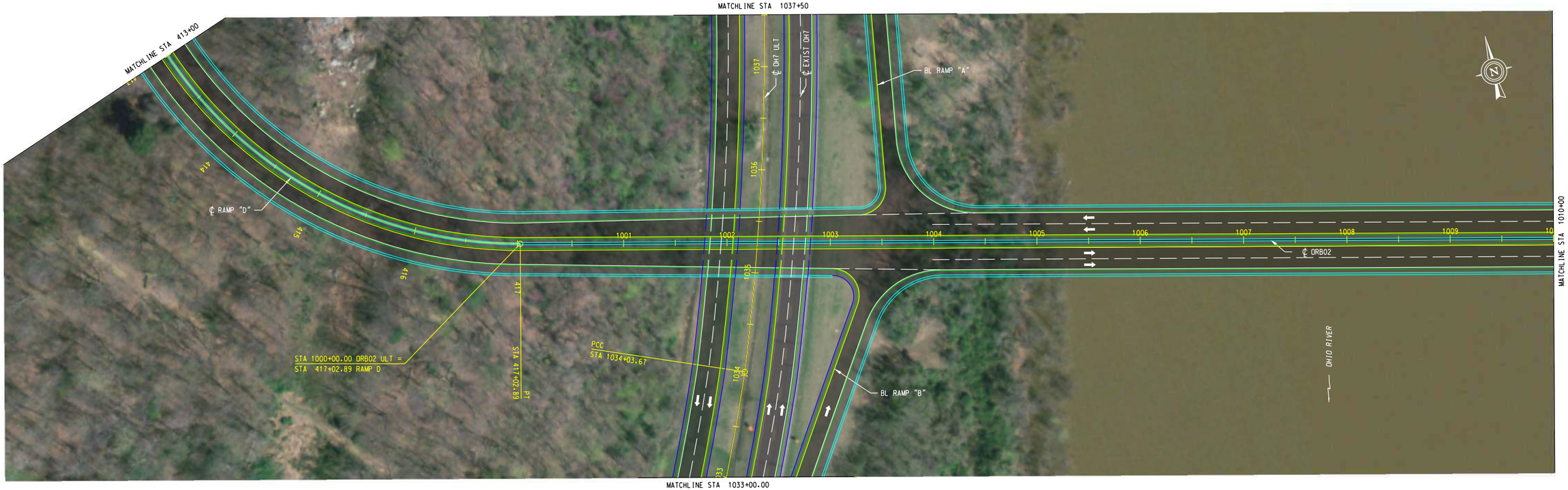

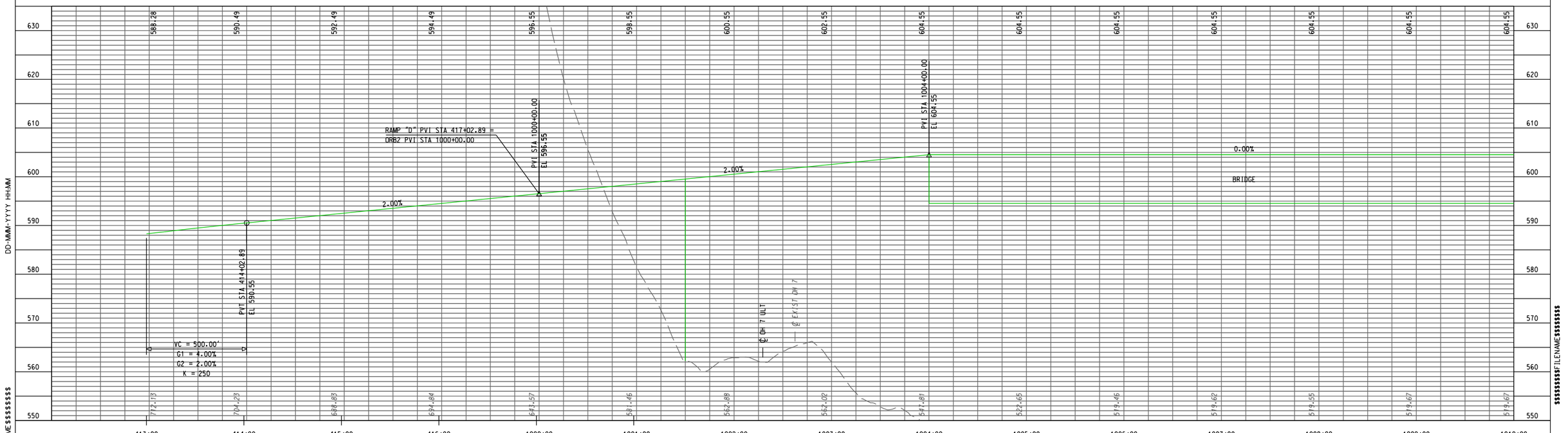

NO.	REVISION	DATE:	BY:

KYOVA

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
STA 995+00 TO 1010+00

OHIO RIVER CROSSING
CORRIDOR 2

SHEET
2 OF 10
DESIGN NUMBER

DD-MMM-YYYY HH:MM
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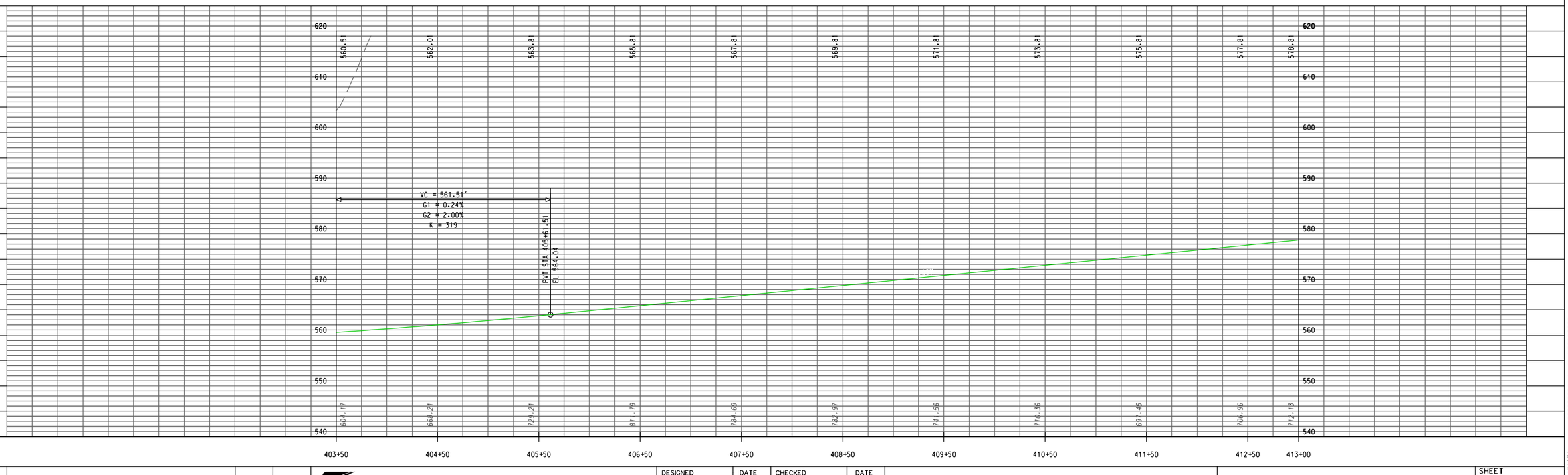

NO.	REVISION	DATE:	BY:

KYOVA INTERSTATE PLANNING COMMISSION

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
RAMP D STA 403+50 TO 413+00

OHIO RIVER CROSSING
CORRIDOR 2

SHEET
2A OF 10
DESIGN NUMBER

DD-MMM-YYYY HH:MM
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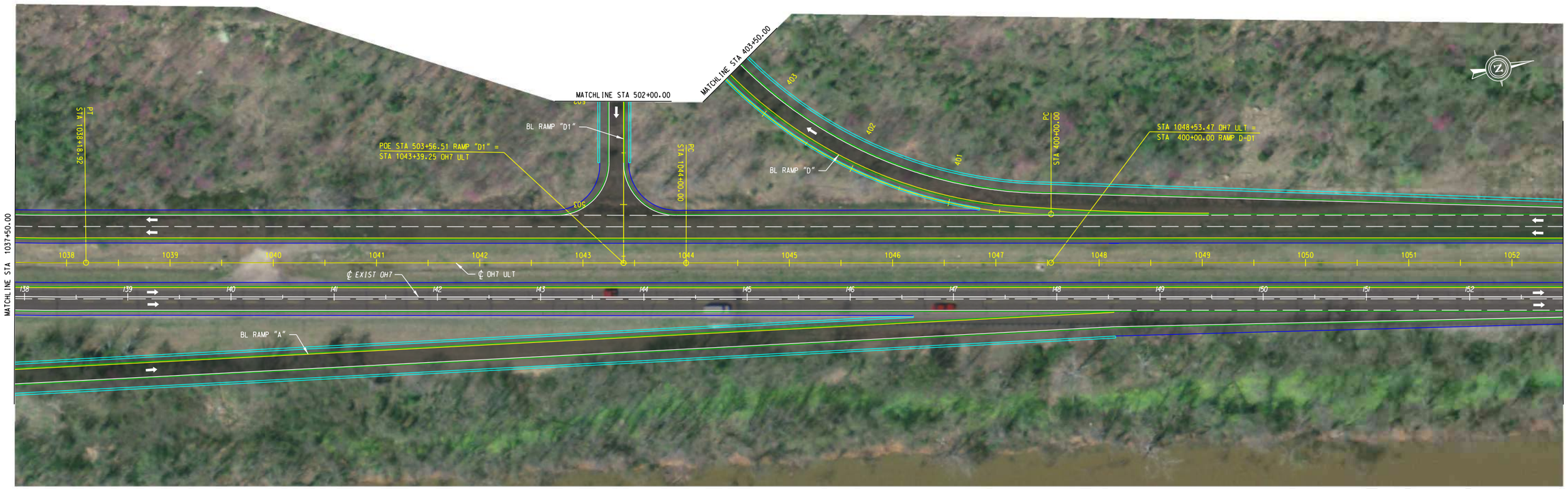

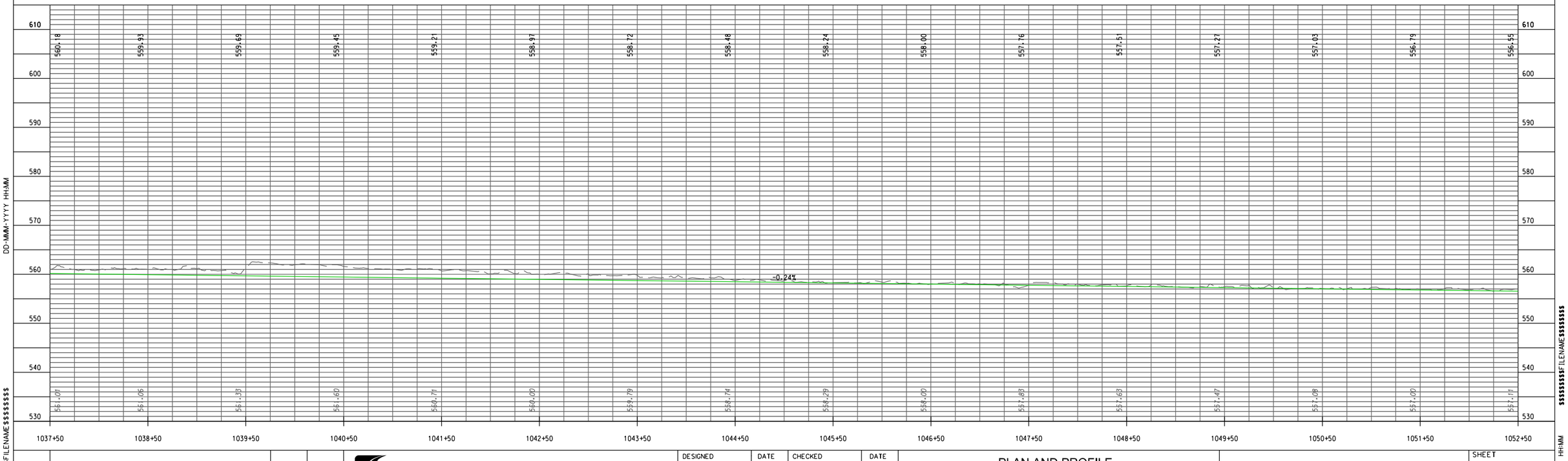

NO.	REVISION	DATE:	BY:

KYOVA INTERSTATE PLANNING COMMISSION

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
OH ROUTE 7 ULTIMATE
STA 1037+50 TO 1052+50

OHIO RIVER CROSSING
CORRIDOR 2

SHEET
3 OF 10
DESIGN NUMBER

DD-MMM-YYYY HH:MM
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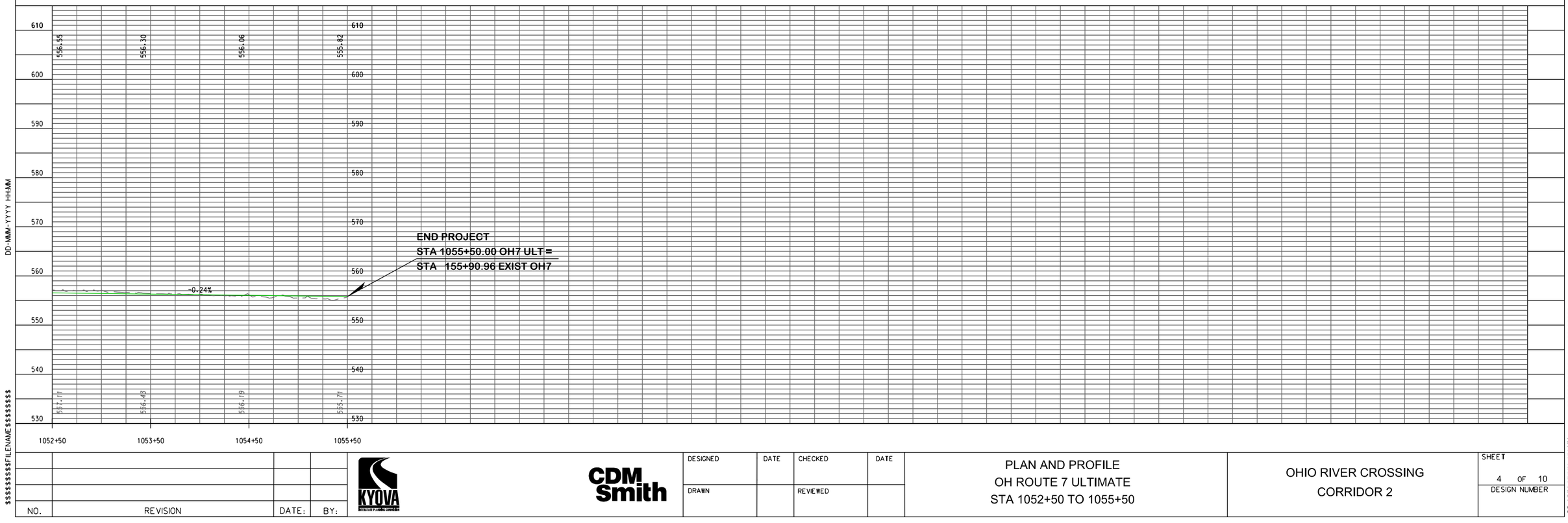

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KYOVA

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
OH ROUTE 7 ULTIMATE
STA 1052+50 TO 1055+50

OHIO RIVER CROSSING
CORRIDOR 2

SHEET
4 OF 10
DESIGN NUMBER

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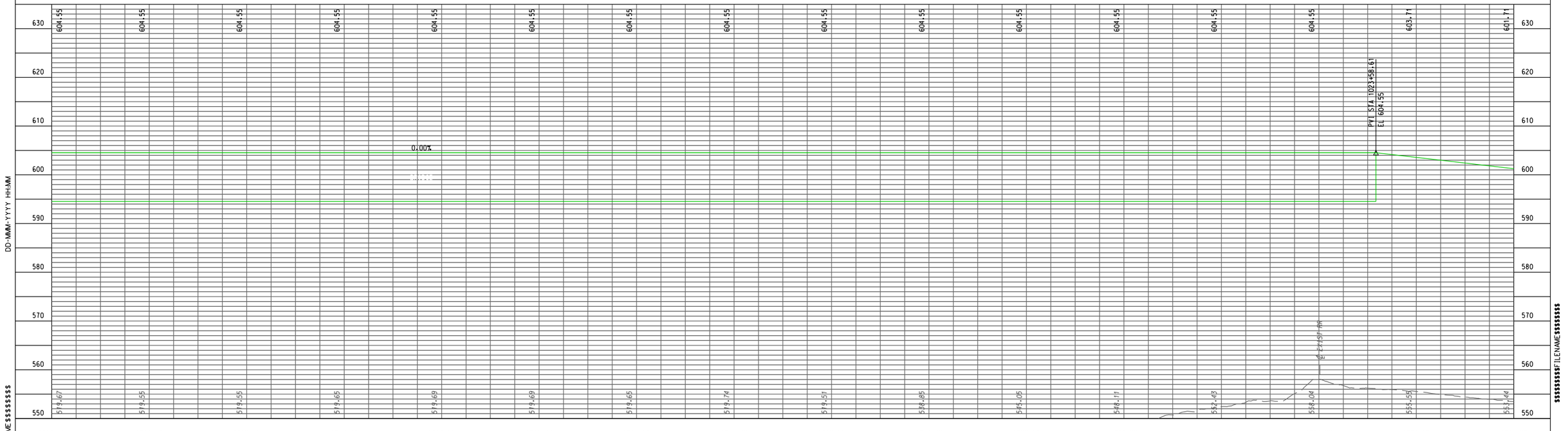

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KYOVA INTERSTATE PLANNING COMMISSION

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
STA 1010+00 TO 1025+00

OHIO RIVER CROSSING
CORRIDOR 2

SHEET
5 OF 10
DESIGN NUMBER

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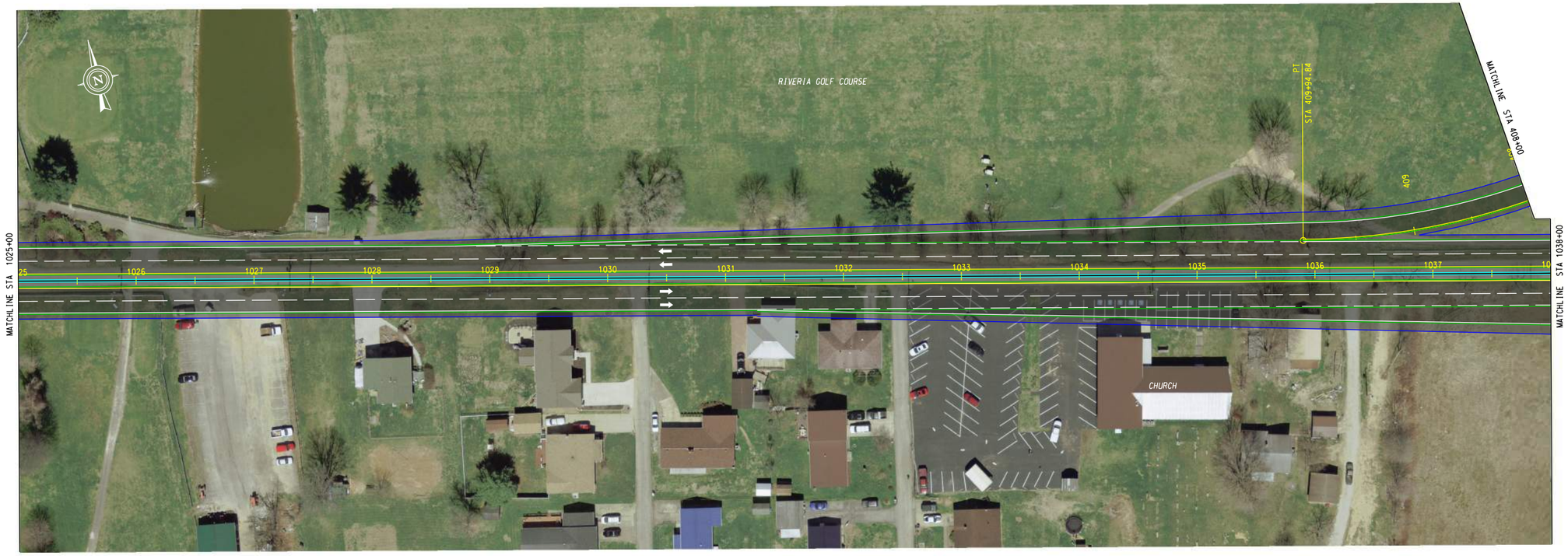

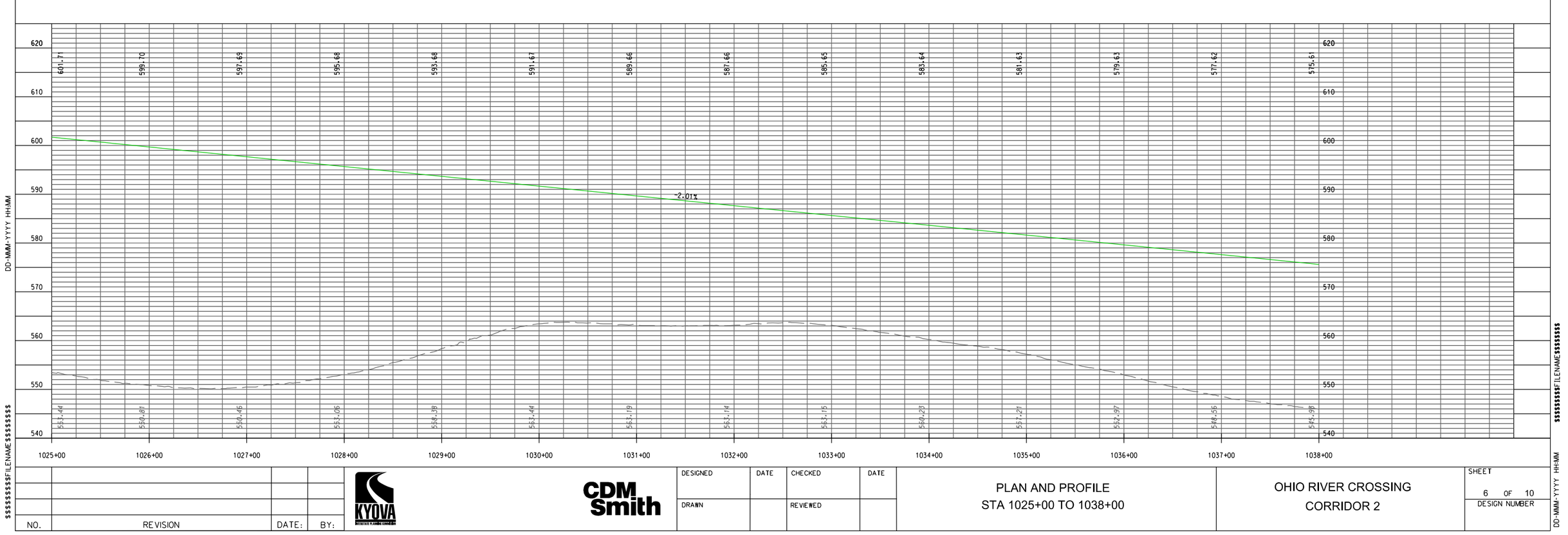

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NO.	REVISION	DATE:	BY:

KYOVA

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
STA 1025+00 TO 1038+00

OHIO RIVER CROSSING
CORRIDOR 2

SHEET
6 OF 10
DESIGN NUMBER

DD-MMM-YYYY HH:MM

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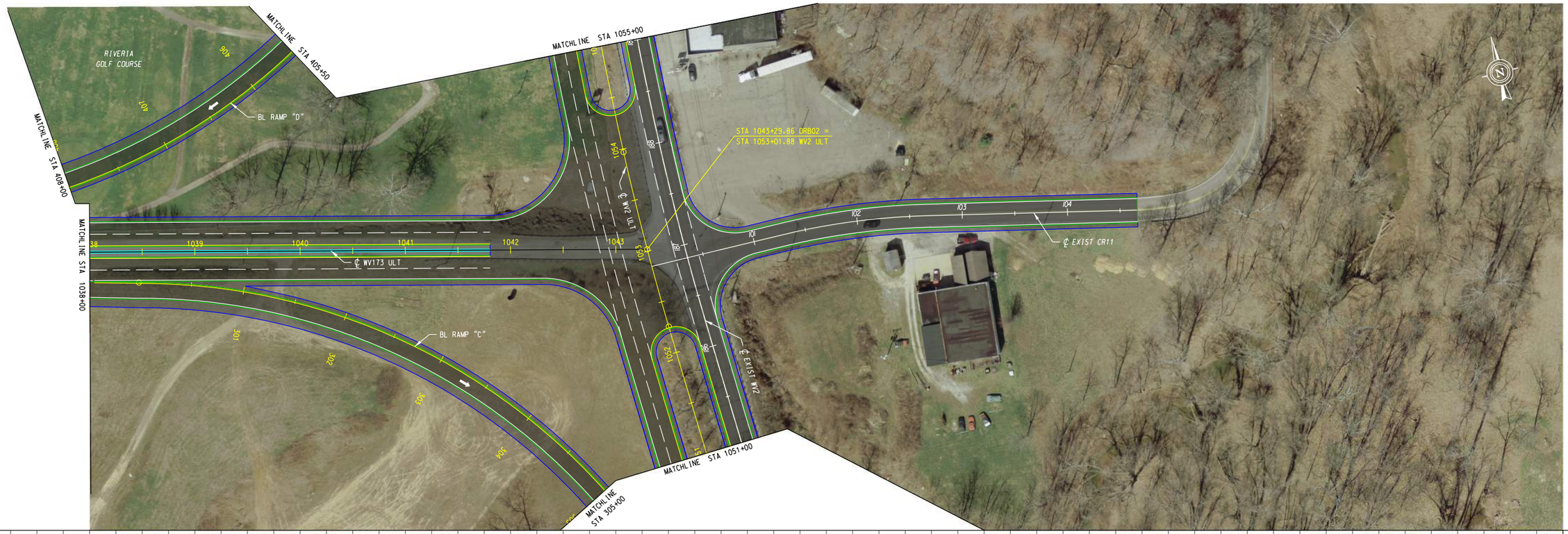

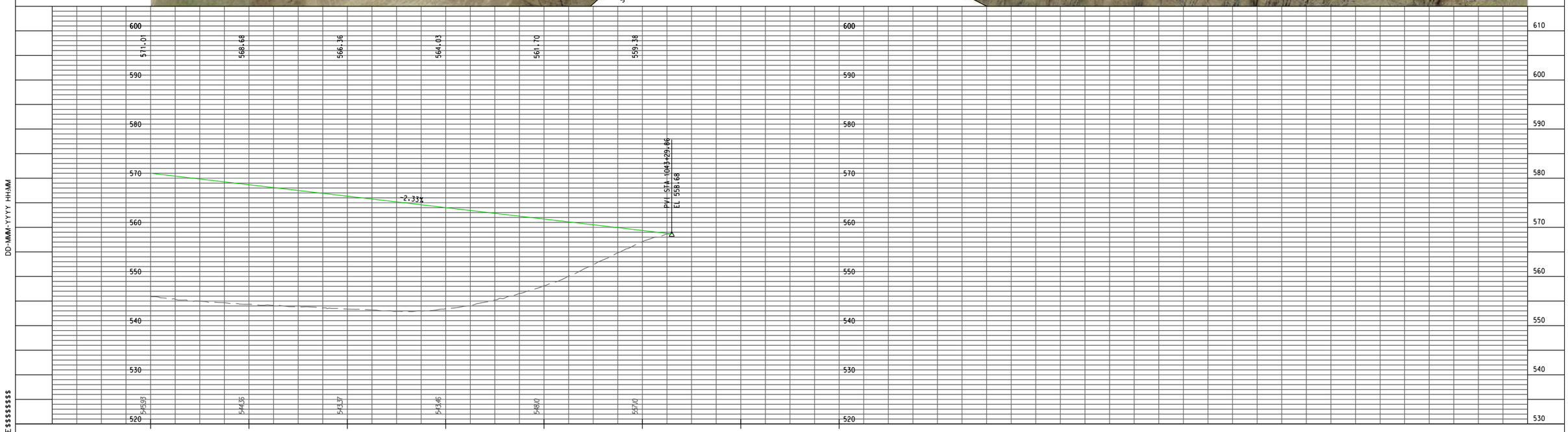

NO.	REVISION	DATE:	BY:

KYOVA INTERSTATE PLANNING COMMISSION

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
STA 1038+00 TO 1043+29.86

OHIO RIVER CROSSING
CORRIDOR 2

SHEET
7 OF 10
DESIGN NUMBER

DD-MMM-YYYY HH:MM
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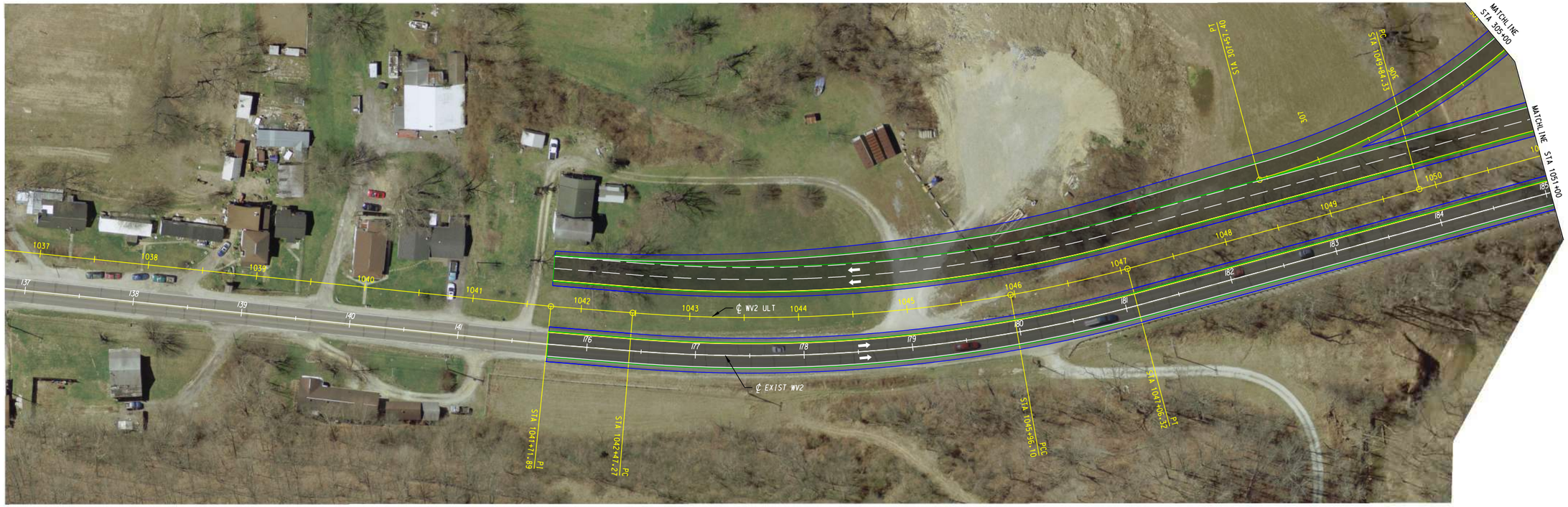

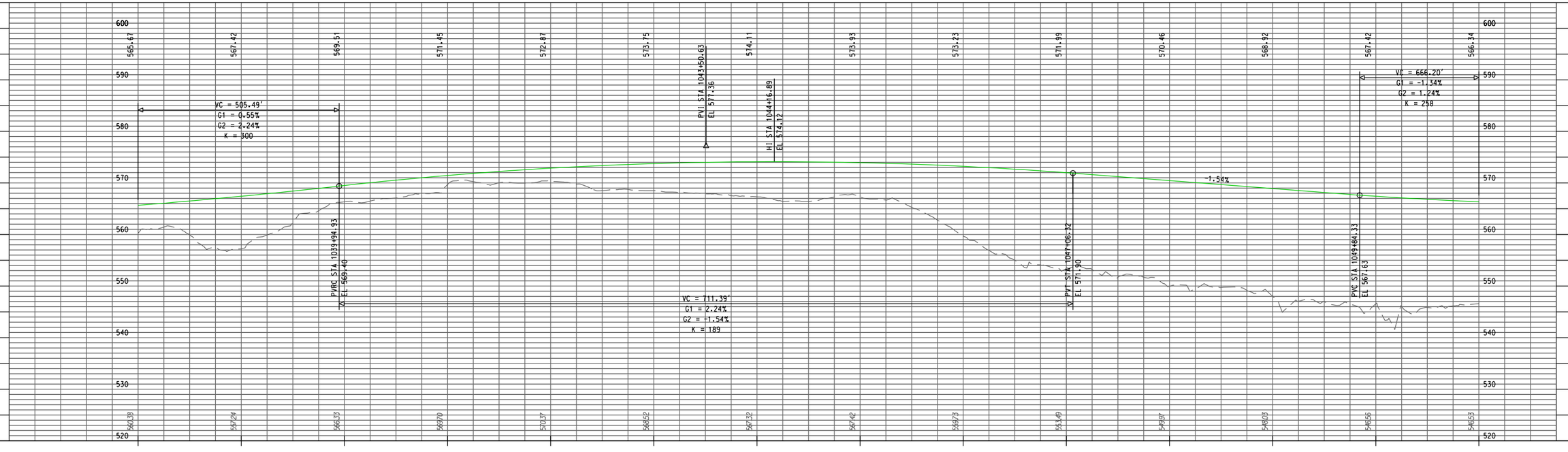

NO.	REVISION	DATE:	BY:

KYOVA

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
WV2 ULTIMATE
STA 1038+00 TO 1051+00

OHIO RIVER CROSSING
CORRIDOR 2

SHEET
8 OF 10
DESIGN NUMBER

DD-MMM-YYYY HH:MM
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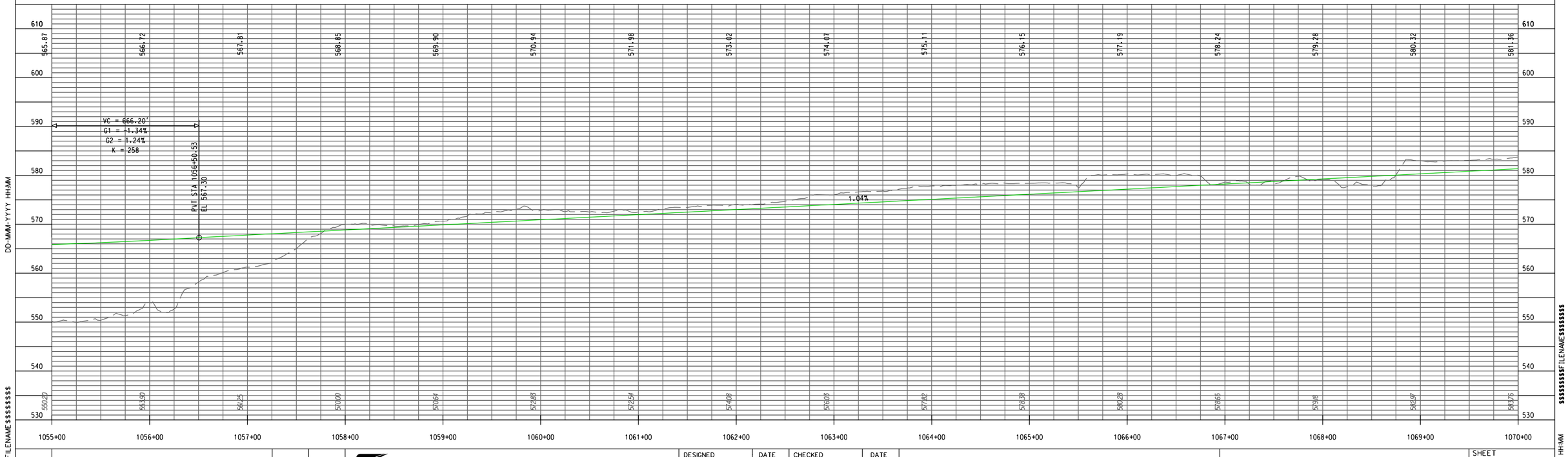

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NO.	REVISION	DATE:	BY:

KYOVA

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
STA 1055+00 TO 1070+00

OHIO RIVER CROSSING
CORRIDOR 2

SHEET
9 OF 10
DESIGN NUMBER

DD-MMM-YYYY HH:MM
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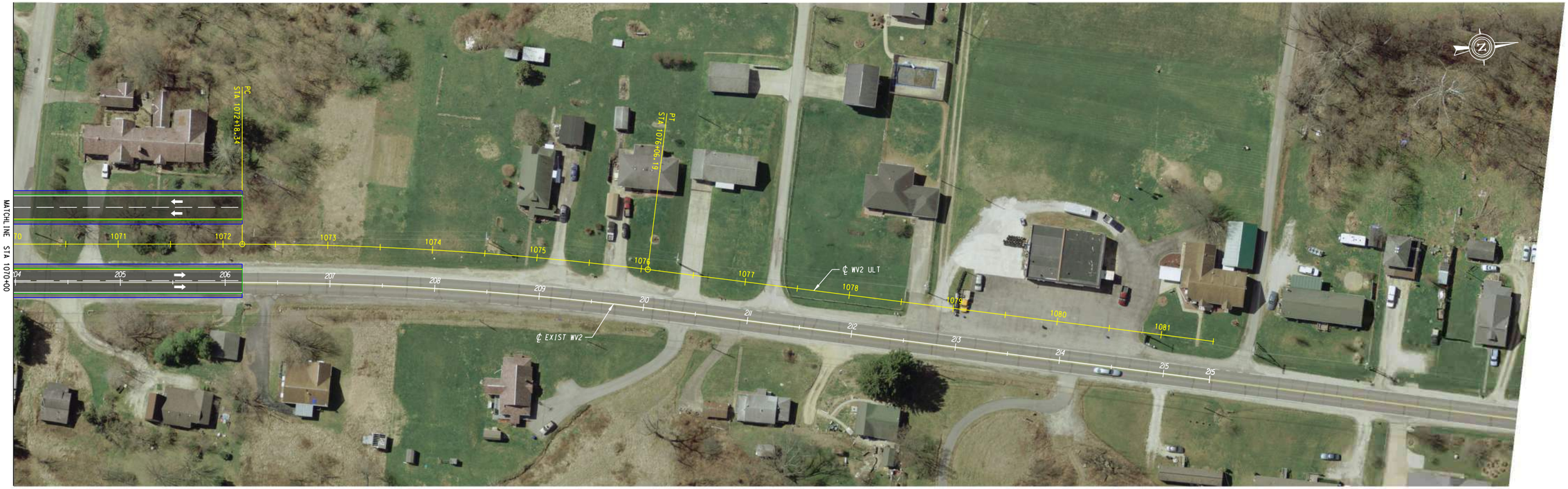

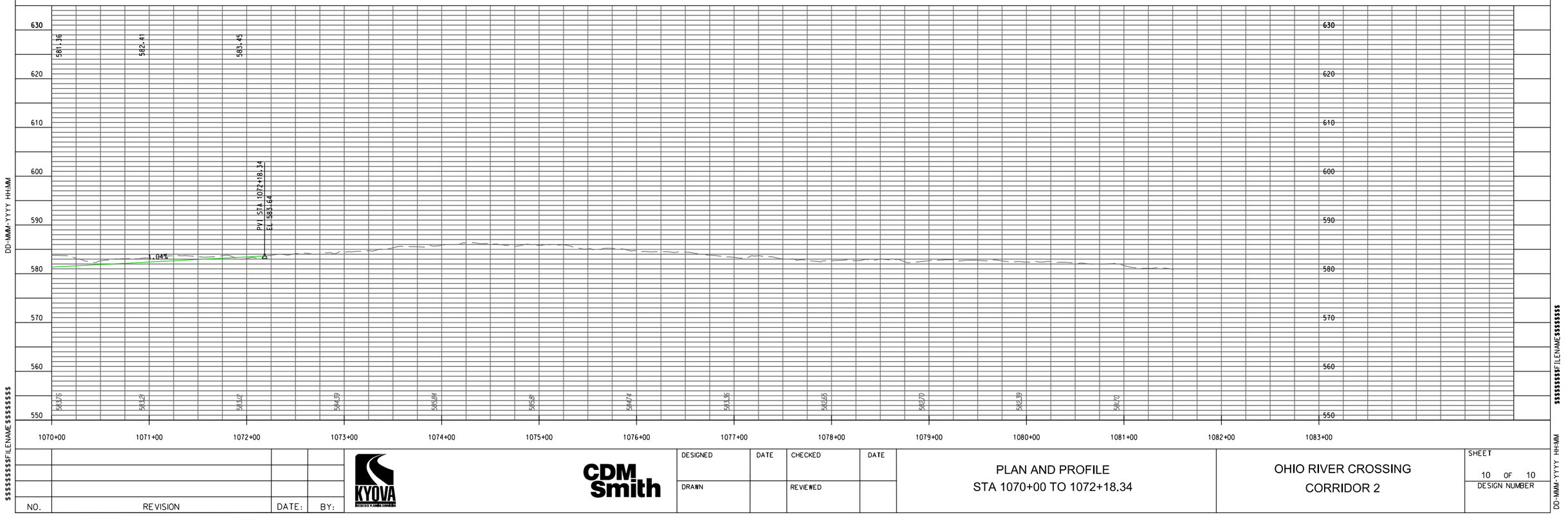

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NO.	REVISION	DATE:	BY:

KYOVA INTERSTATE PLANNING COMMISSION

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
STA 1070+00 TO 1072+18.34

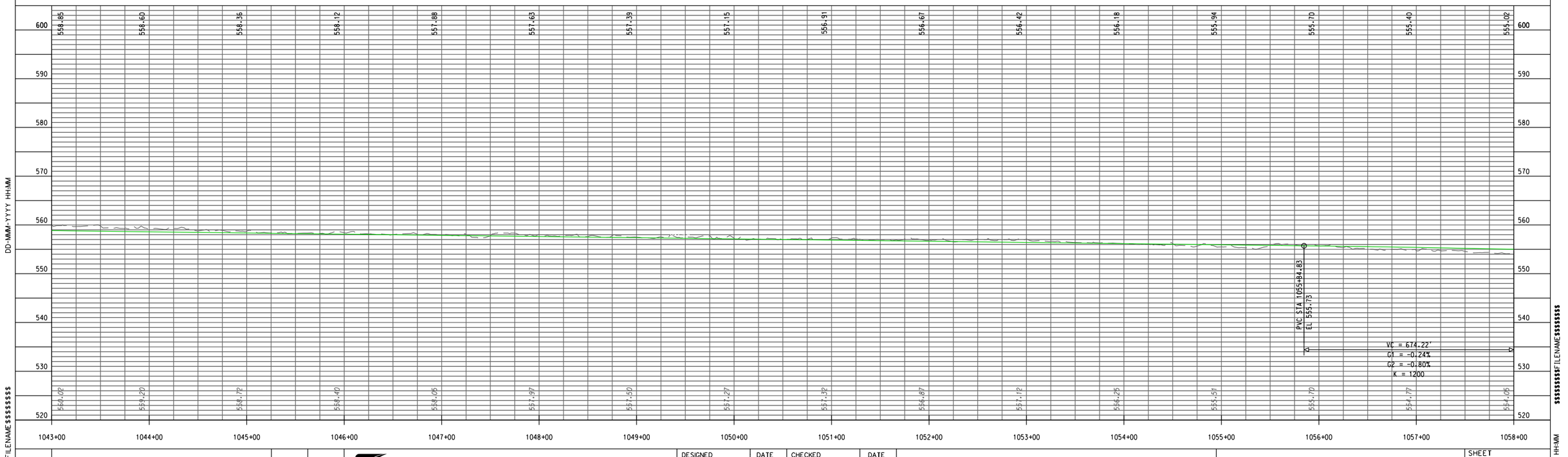
OHIO RIVER CROSSING
CORRIDOR 2

SHEET
10 OF 10
DESIGN NUMBER

$$$$$$$$$FILENAME$$$$$$$$$
DD-MMM-YYYY HH:MM

CONCEPTUAL ALIGNMENT

CORRIDOR 3



NO.	REVISION	DATE:	BY:

KYOVA INTERSTATE PLANNING COMMISSION

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
OH 7 ULTIMATE
STA 1043+00 TO 1058+00

OHIO RIVER CROSSING
CORRIDOR 3

SHEET
1 OF 9
DESIGN NUMBER

DD-MMM-YYYY HH:MM
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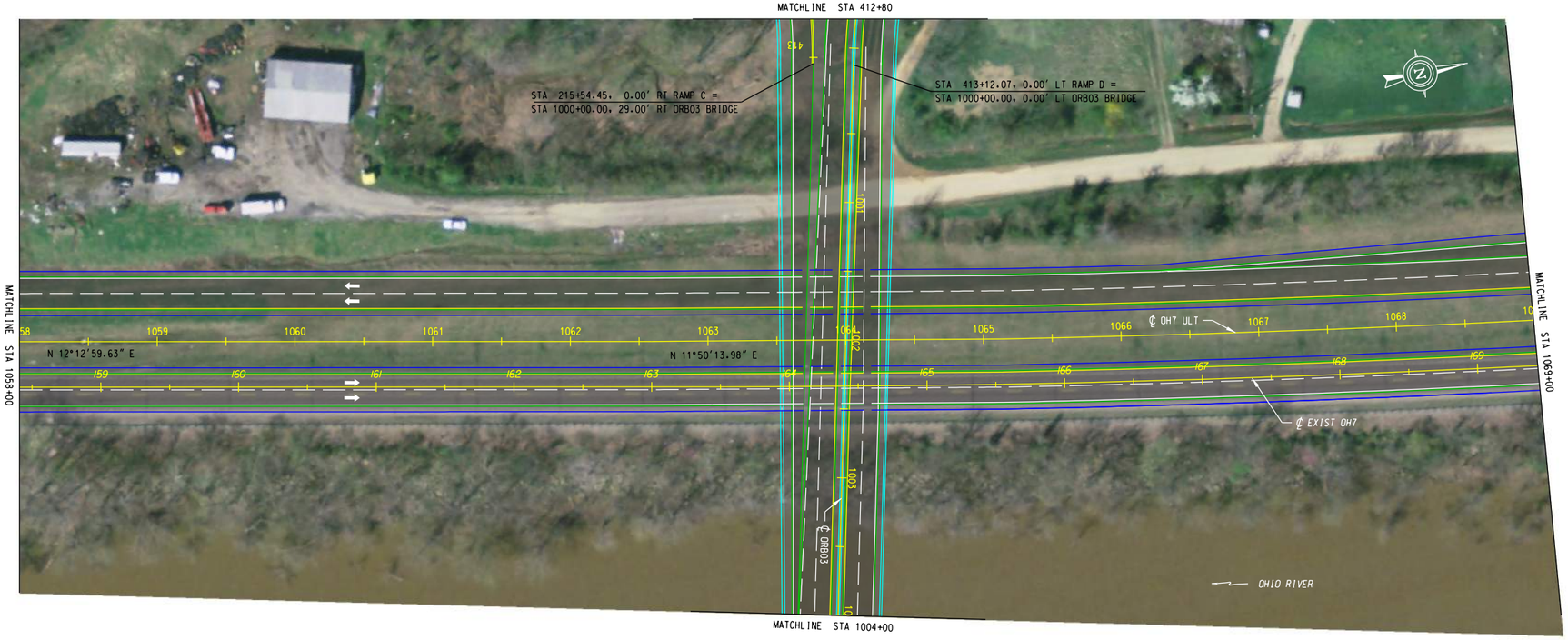
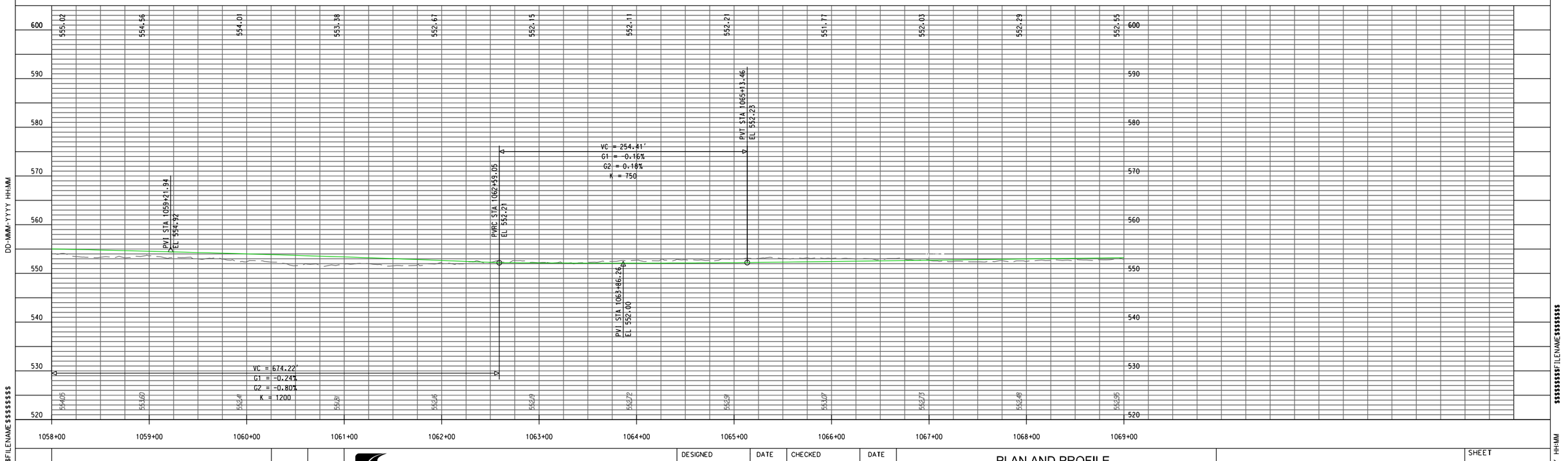




NO.	REVISION	DATE:	BY:

KYOVA INTERSTATE PLANNING COMMISSION

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

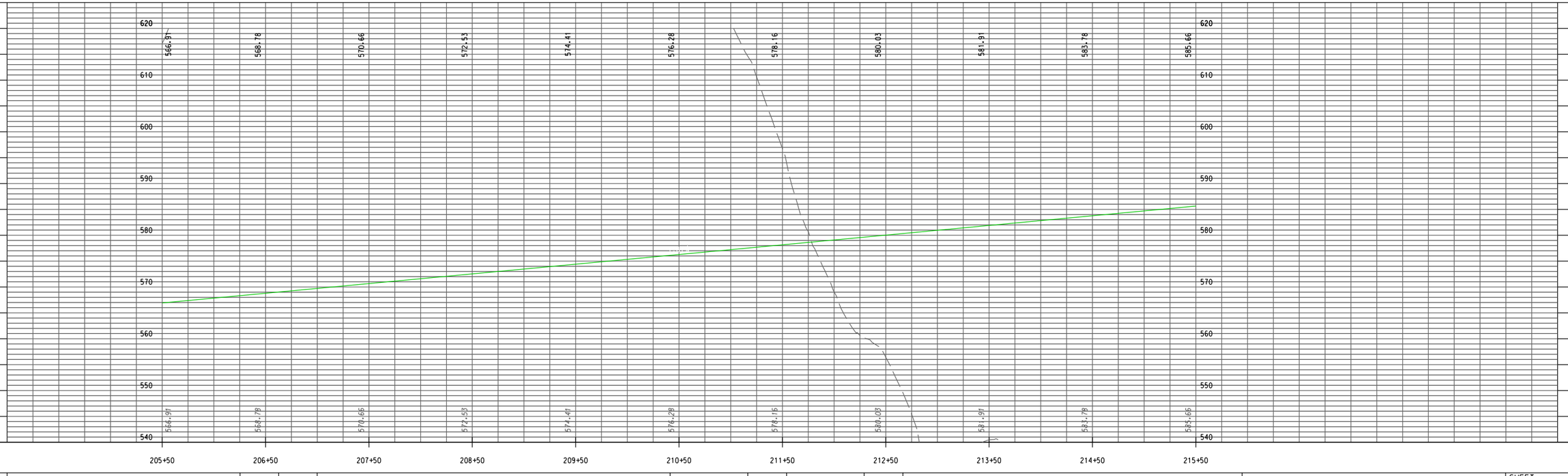
PLAN AND PROFILE
OH 7 ULTIMATE
STA 1058+00 TO 1069+00

OHIO RIVER CROSSING
CORRIDOR 3

SHEET
2 OF 9
DESIGN NUMBER

$$$$$$$$$FILENAME$$$$$$$$$

DD-MMM-YYYY HH:MM



DD-MMM-YYYY HH:MM

$$$$$$$$$FILENAME$$$$$$$$$

NO.	REVISION	DATE:	BY:

KYOVA

CDM Smith

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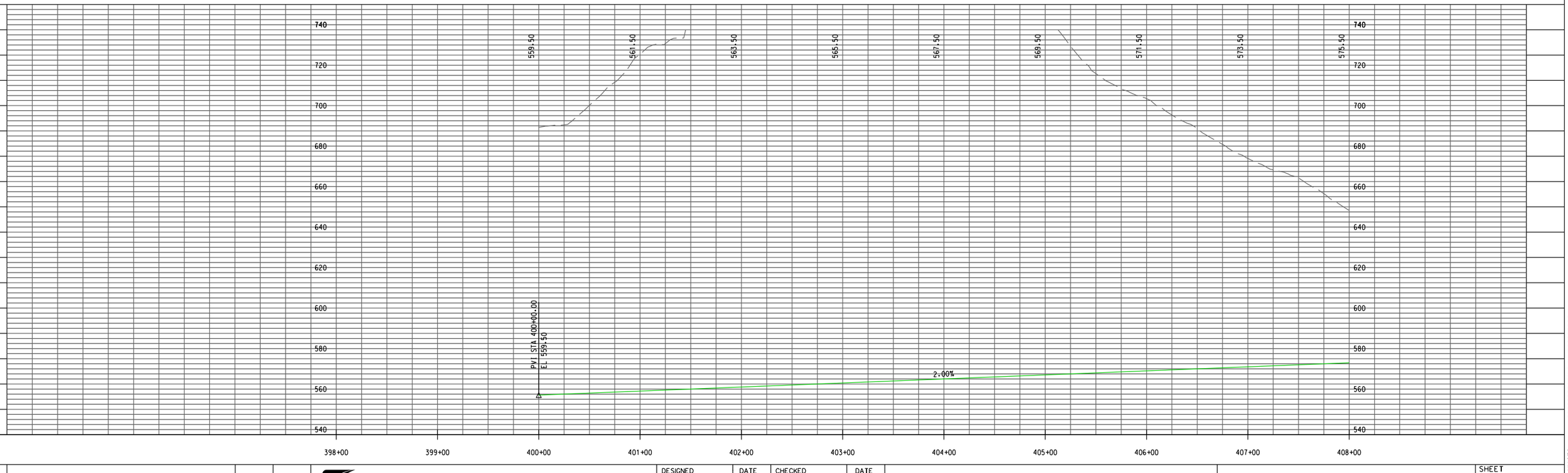
DRAWN		REVIEWED	

PLAN AND PROFILE
RAMP C STA 205+50 TO 215+50
RAMP D STA 408+00 TO 413+00

OHIO RIVER CROSSING
CORRIDOR 3

SHEET
2A OF 9
DESIGN NUMBER

DD-MMM-YYYY HH:MM
$$$$$$$$$FILENAME$$$$$$$$$



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NO.	REVISION	DATE:	BY:

KYOVA

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
RAMP D STA 400+00 TO 408+00

OHIO RIVER CROSSING
CORRIDOR 3

SHEET
2B OF 9
DESIGN NUMBER

DD-MMM-YYYY HH:MM

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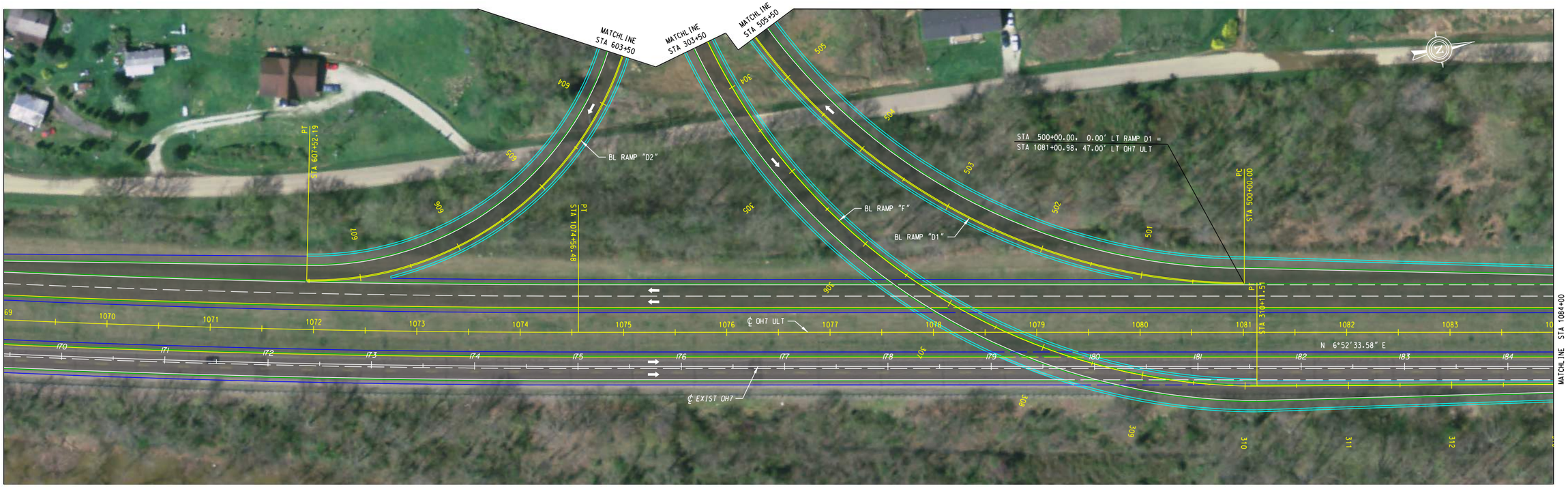

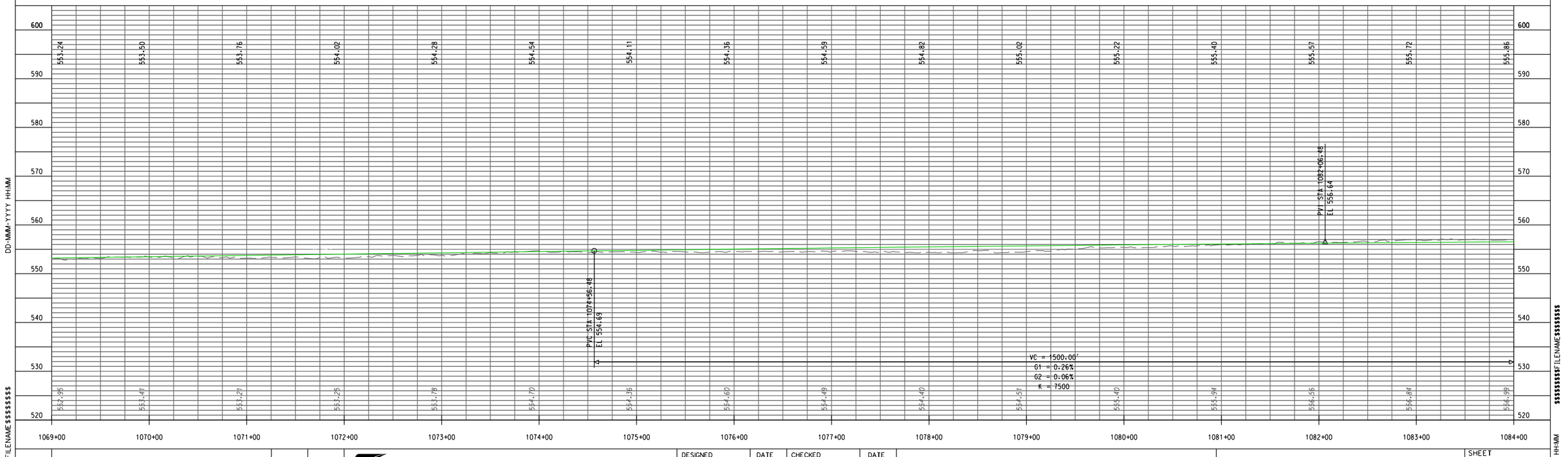

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NO.	REVISION	DATE:	BY:

KYOVA

CDM Smith

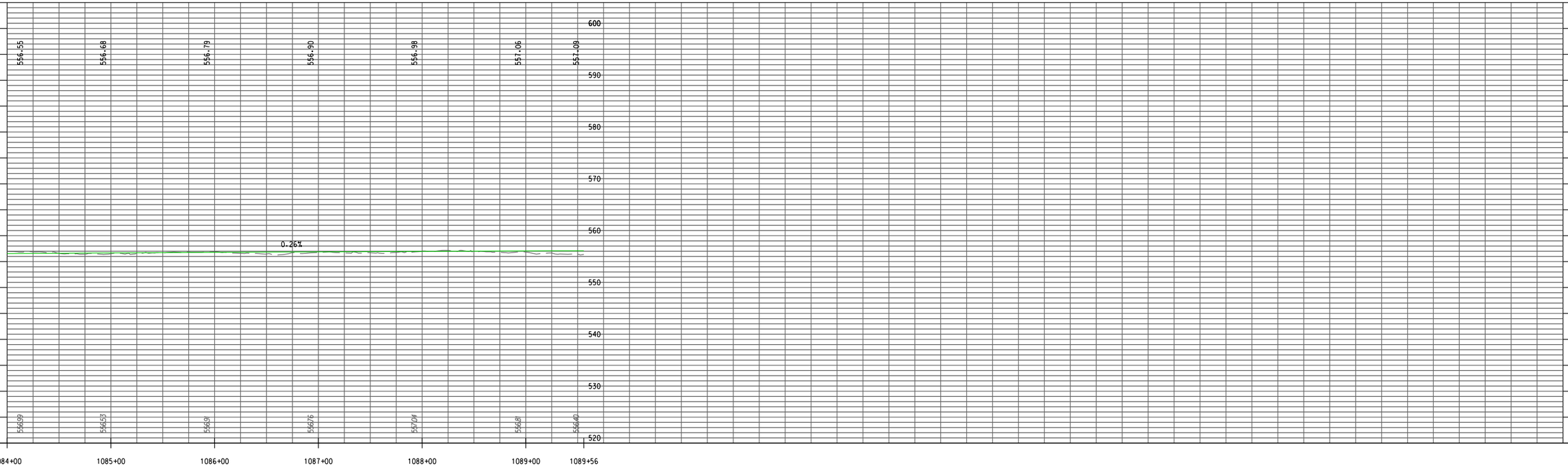
DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
OH7 ULTIMATE
STA 1069+00 TO 1084+00

OHIO RIVER CROSSING
CORRIDOR 3

SHEET
3 OF 9
DESIGN NUMBER

DD-MMM-YYYY HH:MM
$$$$$$$$$FILENAME$$$$$$$$$



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DD-MMM-YYYY HH:MM

NO.	REVISION	DATE:	BY:

KYOVA

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

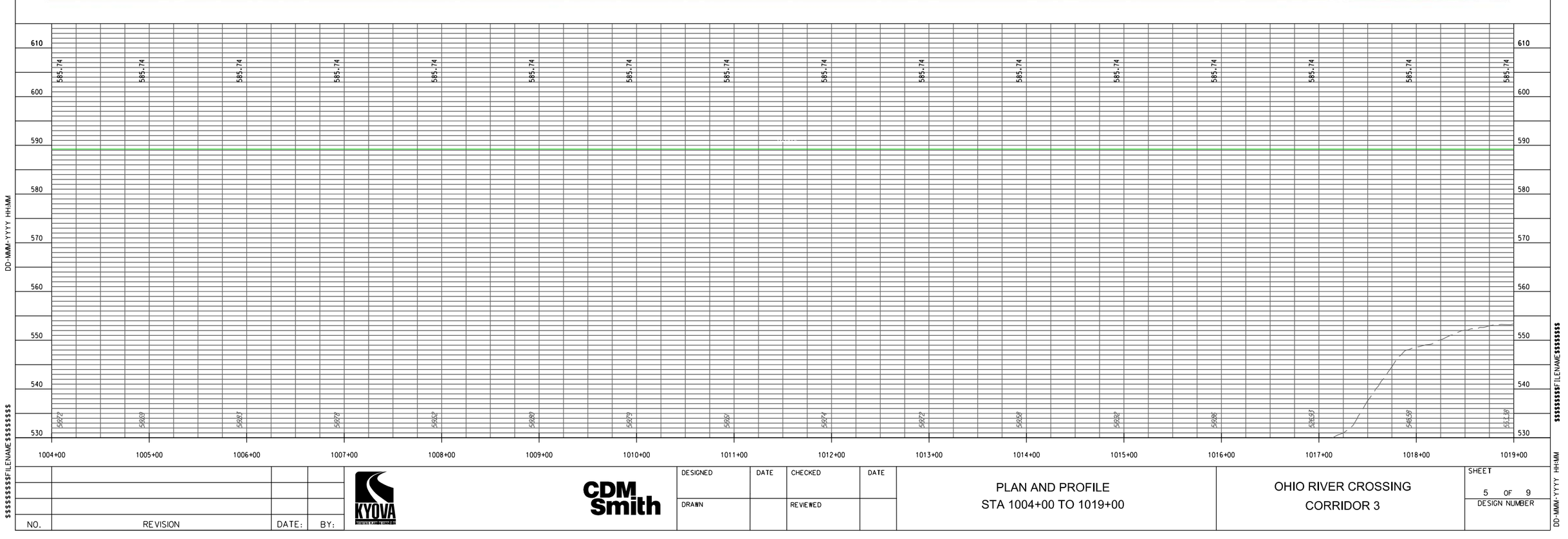
PLAN AND PROFILE
OH7 ULTIMATE
STA 1084+00 TO 1089+56

OHIO RIVER CROSSING
CORRIDOR 3

SHEET
4 OF 9
DESIGN NUMBER

$$$$$$$$$FILENAME$$$$$$$$$

DD-MMM-YYYY HH:MM



NO.	REVISION	DATE:	BY:

KYOVA INTERSTATE PLANNING COMMISSION

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
STA 1004+00 TO 1019+00

OHIO RIVER CROSSING
CORRIDOR 3

SHEET
5 OF 9
DESIGN NUMBER

DD-MMM-YYYY HH:MM
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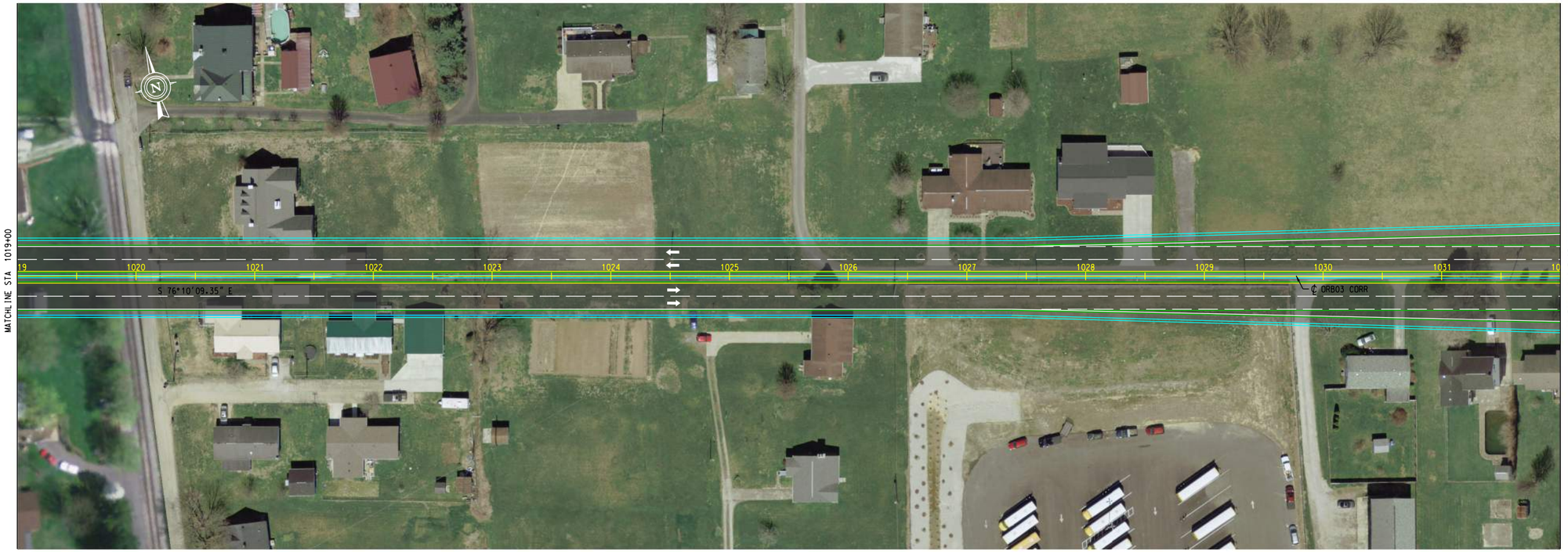
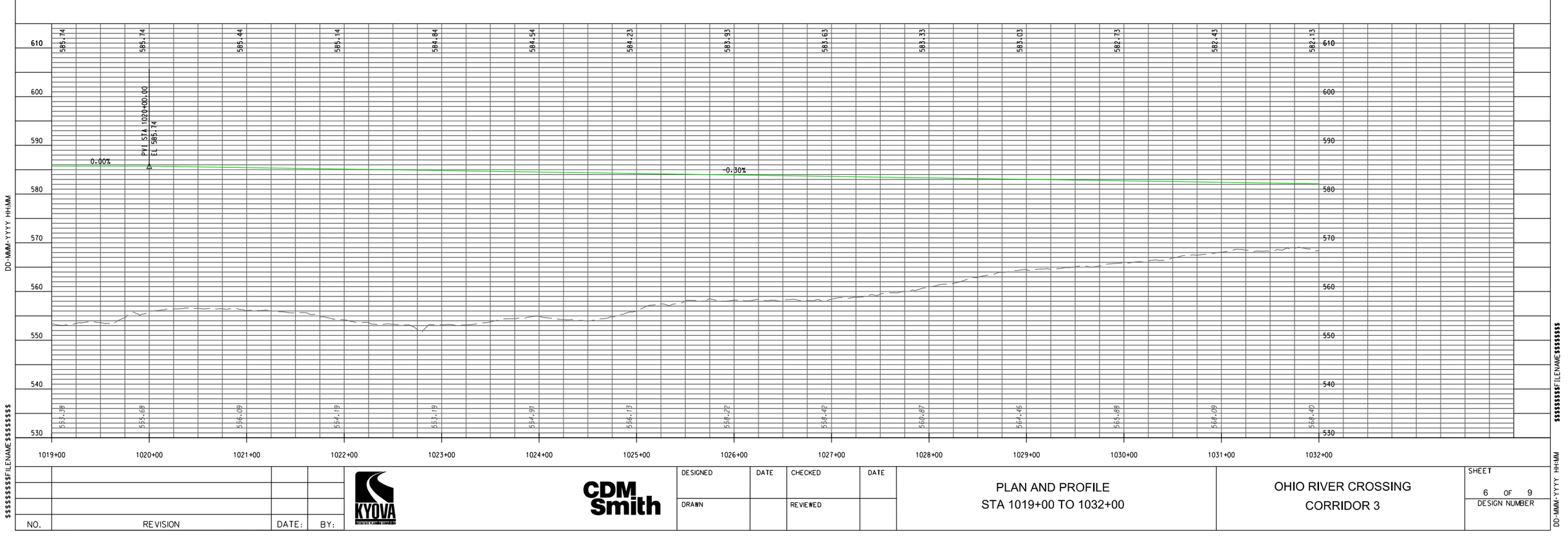




NO.	REVISION	DATE:	BY:

KYOVA INTERSTATE PLANNING COMMISSION

CDM Smith

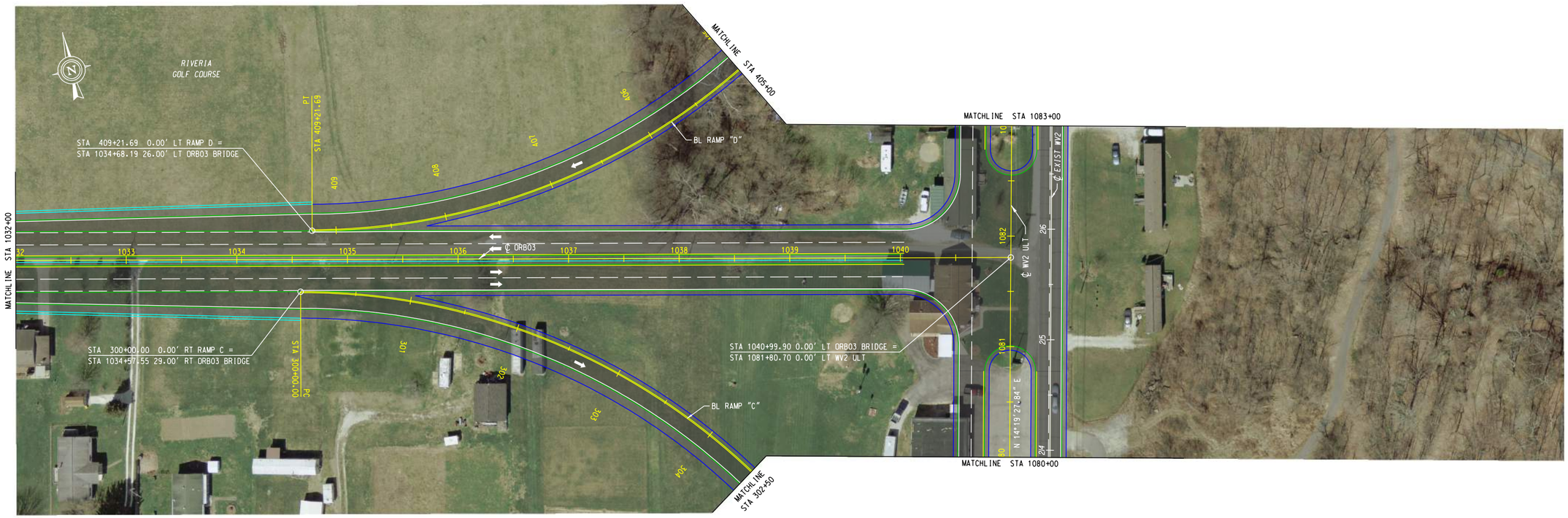
DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

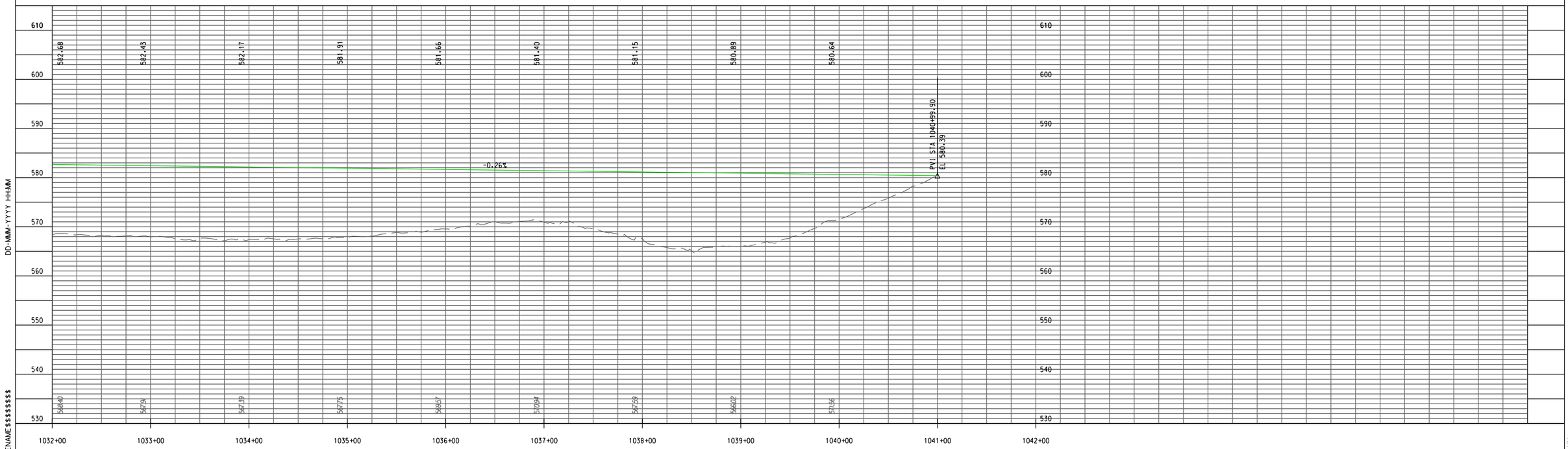
PLAN AND PROFILE
STA 1019+00 TO 1032+00

OHIO RIVER CROSSING
CORRIDOR 3

SHEET
6 OF 9
DESIGN NUMBER

DD-MMM-YYYY HH:MM
$$$$$$$$$$FILENAME$$$$$$$$$$





DD-MMM-YYYY HH:MM

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NO.	REVISION	DATE:	BY:

KYOVA

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

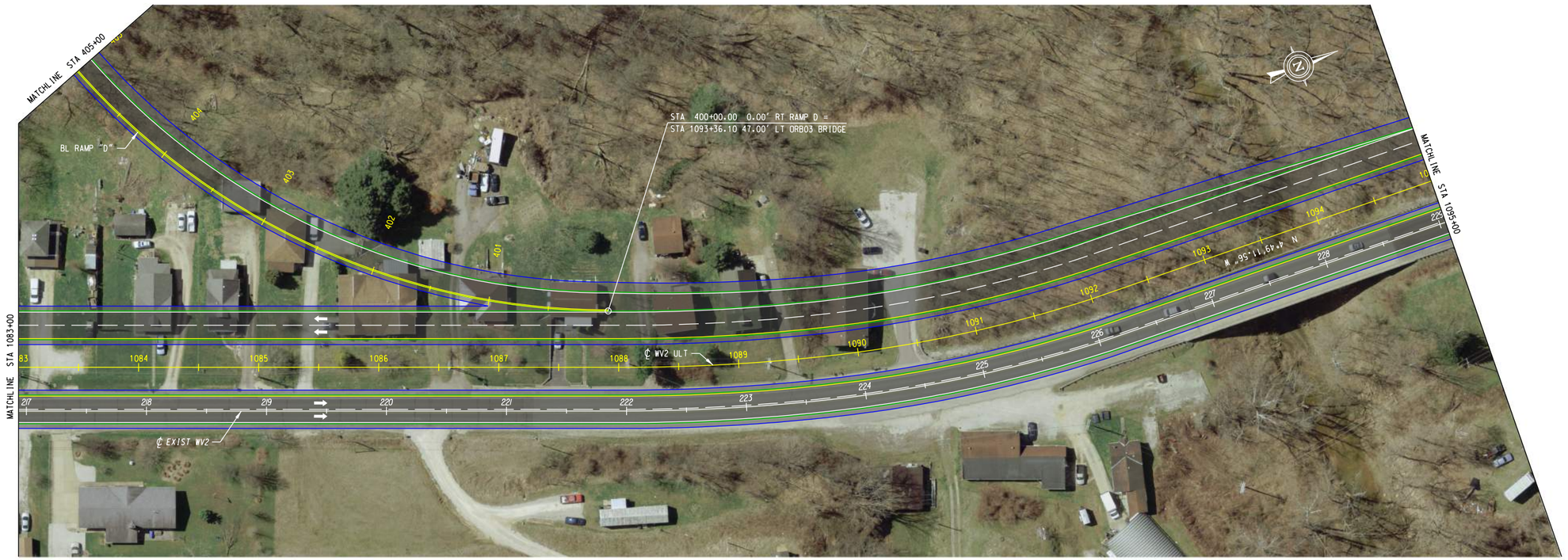
PLAN AND PROFILE
STA 1032+00 TO 1040+99.90

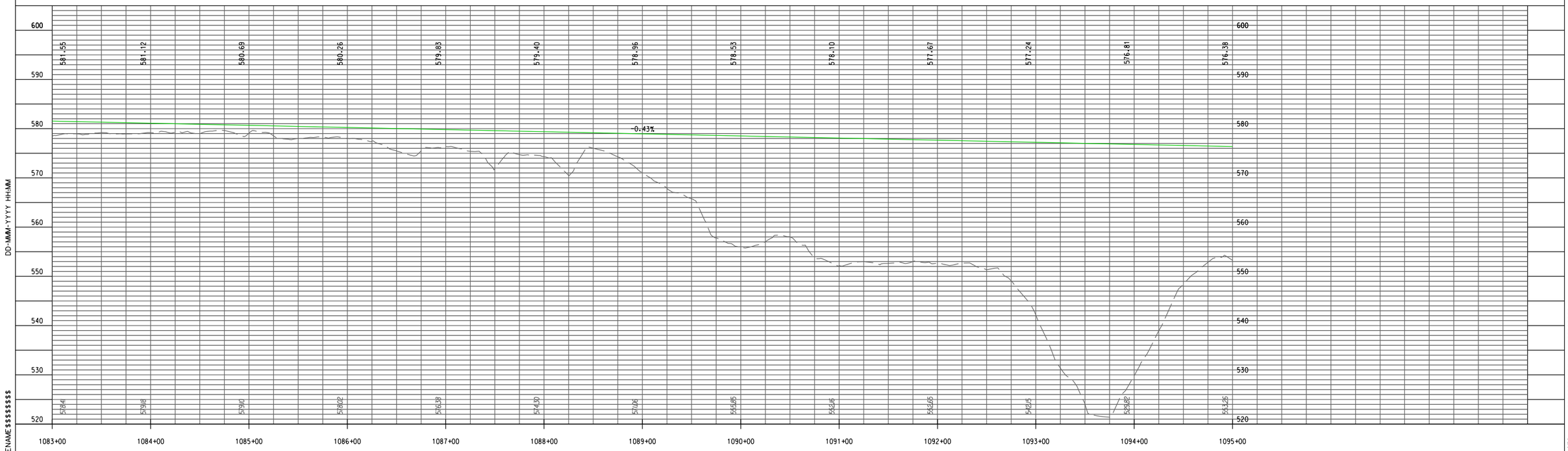
OHIO RIVER CROSSING
CORRIDOR 3

SHEET
7 OF 9
DESIGN NUMBER

$$$$$$$$$FILENAME$$$$$$$$$

DD-MMM-YYYY HH:MM





DD-MMM-YYYY HH:MM

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NO.	REVISION	DATE:	BY:

KYOVA INTERSTATE PLANNING COMMISSION

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

PLAN AND PROFILE
STA 1083+00 TO 1095+00

OHIO RIVER CROSSING
CORRIDOR 3

SHEET
8 OF 9
DESIGN NUMBER

DD-MMM-YYYY HH:MM

$$$$$$$$$$FILENAME$$$$$$$$$$

DD-MMM-YYYY HH:MM

$$$$$$$$$FILENAME$$$$$$$$$

NO.	REVISION	DATE:	BY:

KYOVA

CDM Smith

DESIGNED	DATE	CHECKED	DATE
DRAWN		REVIEWED	

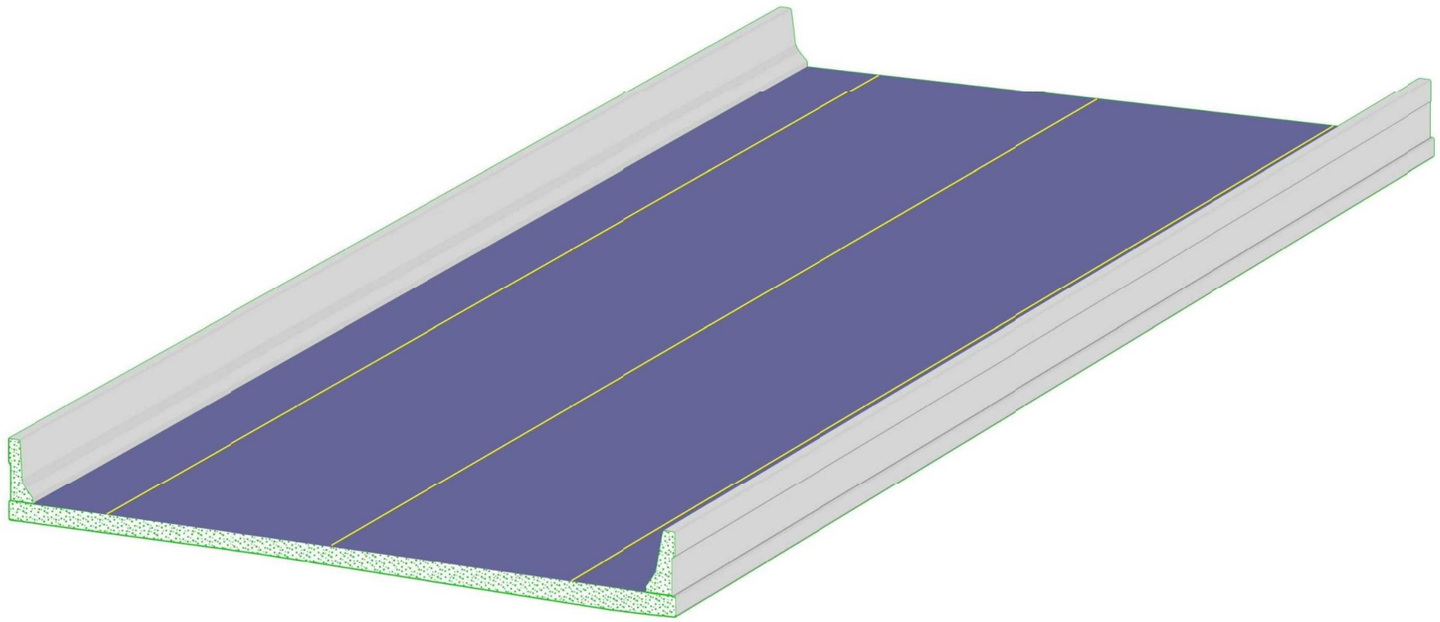
PLAN AND PROFILE
STA 1095+00 TO 1105+46.64

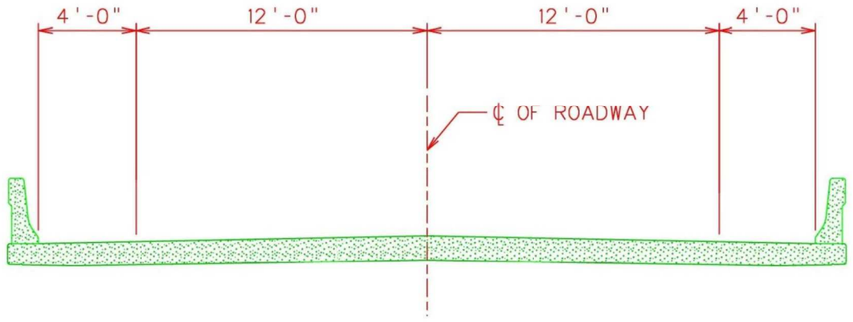
OHIO RIVER CROSSING
CORRIDOR 3

SHEET
9 OF 9
DESIGN NUMBER

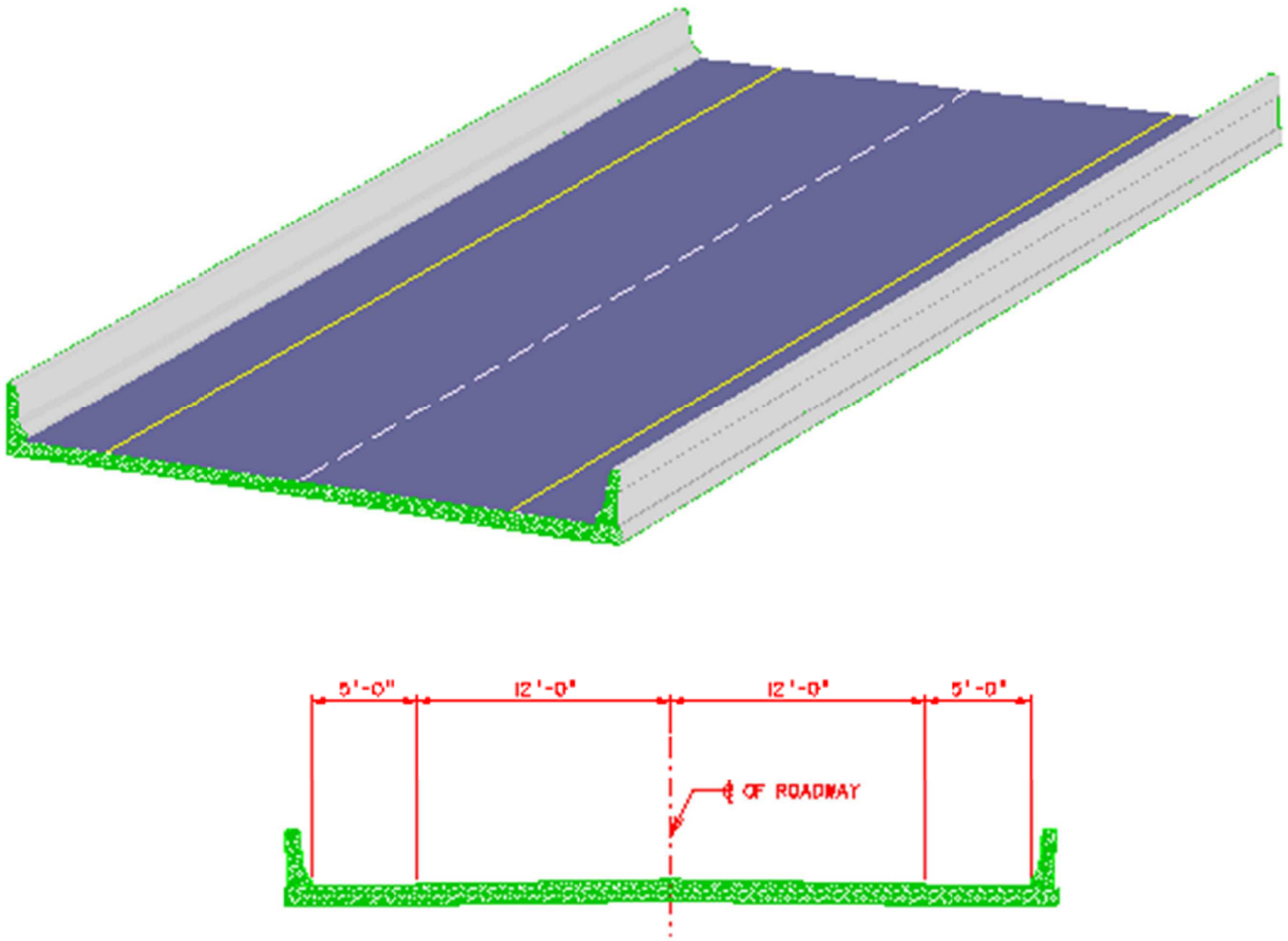
DD-MMM-YYYY HH:MM
$$$$$$$$$FILENAME$$$$$$$$$

TYPICAL SECTIONS



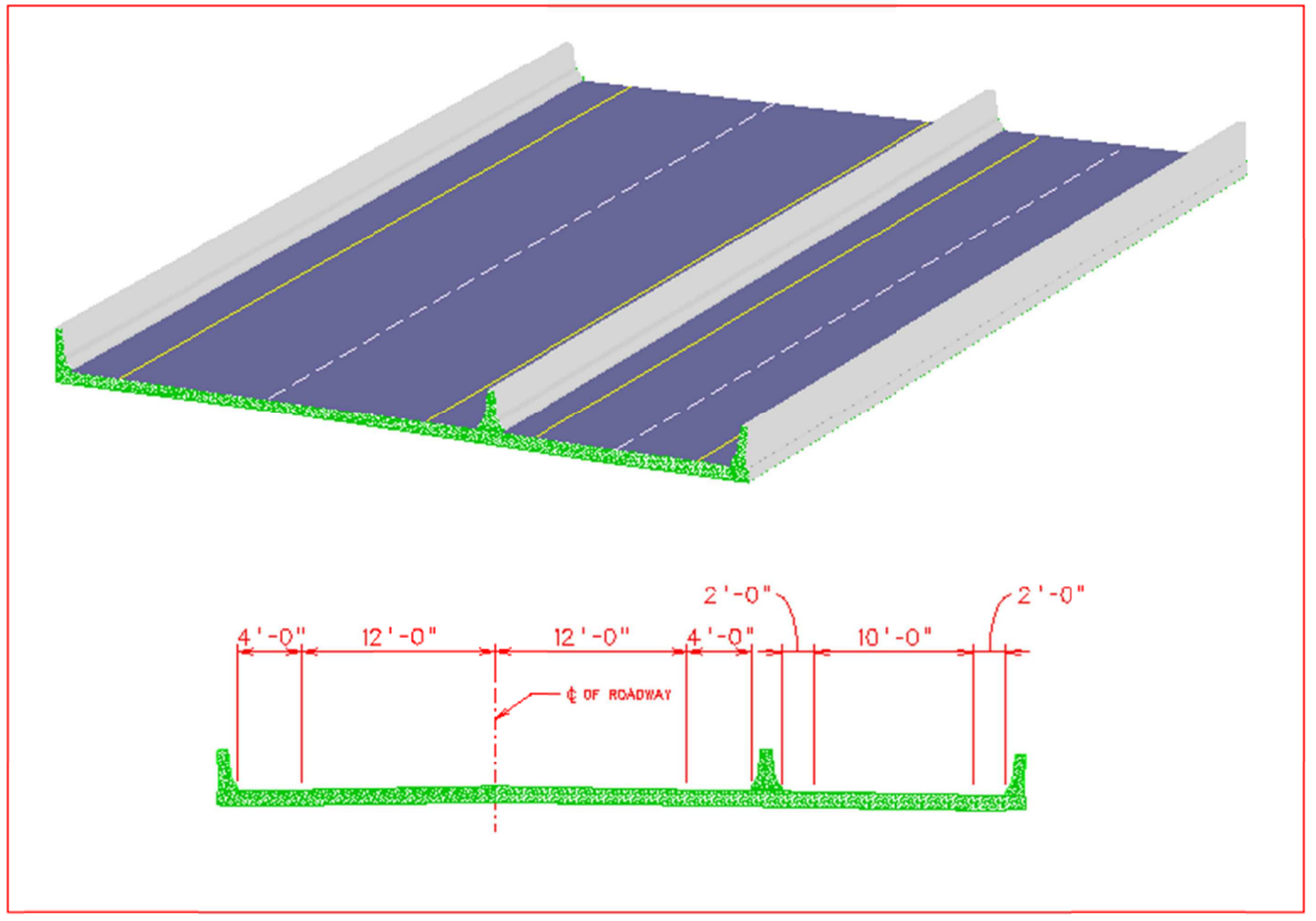


Two-Lane Typical Section

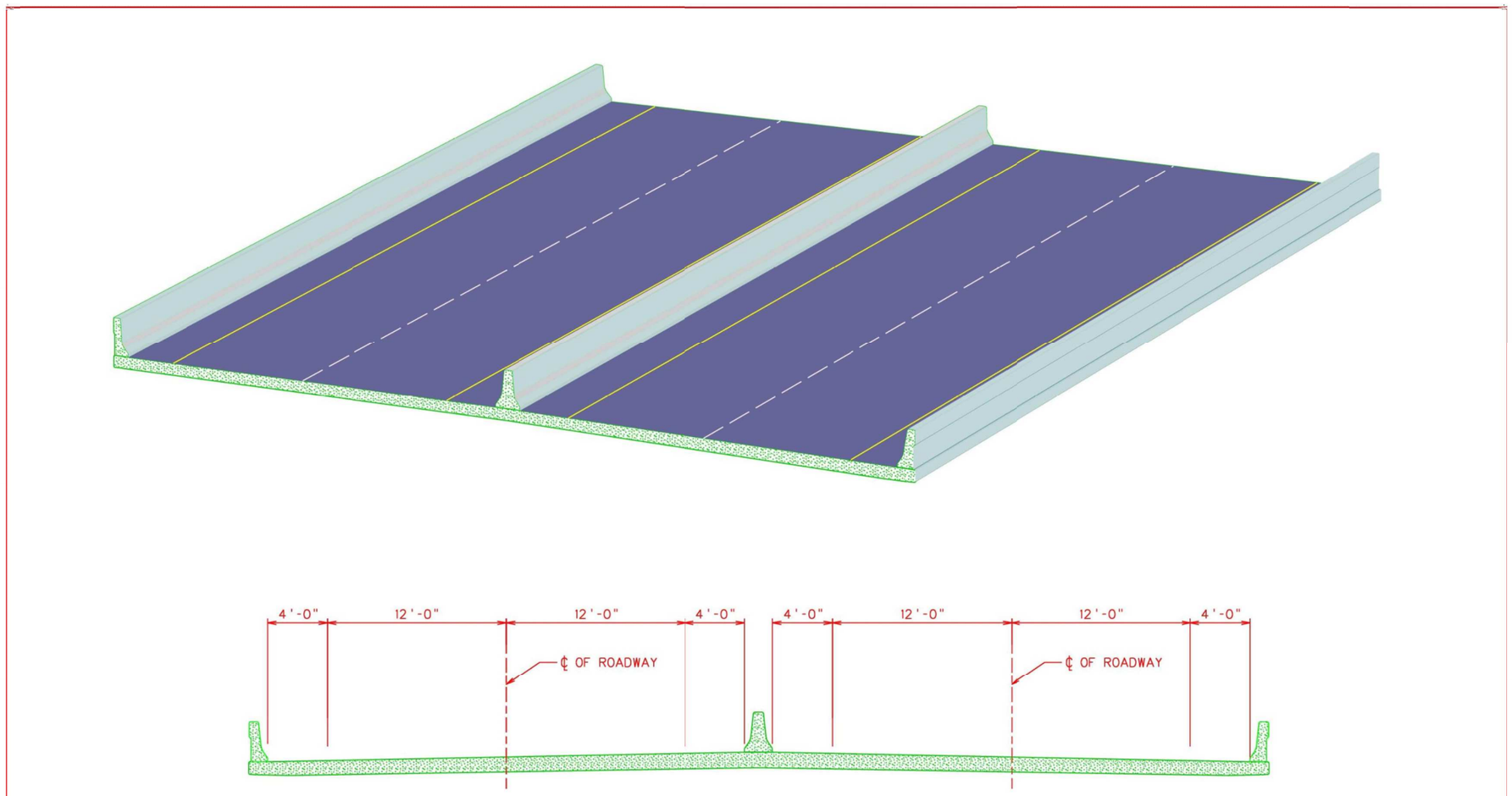


**Two-Lane Typical
with Bike Lanes
(One-Way)**

TYPICAL SECTIONS

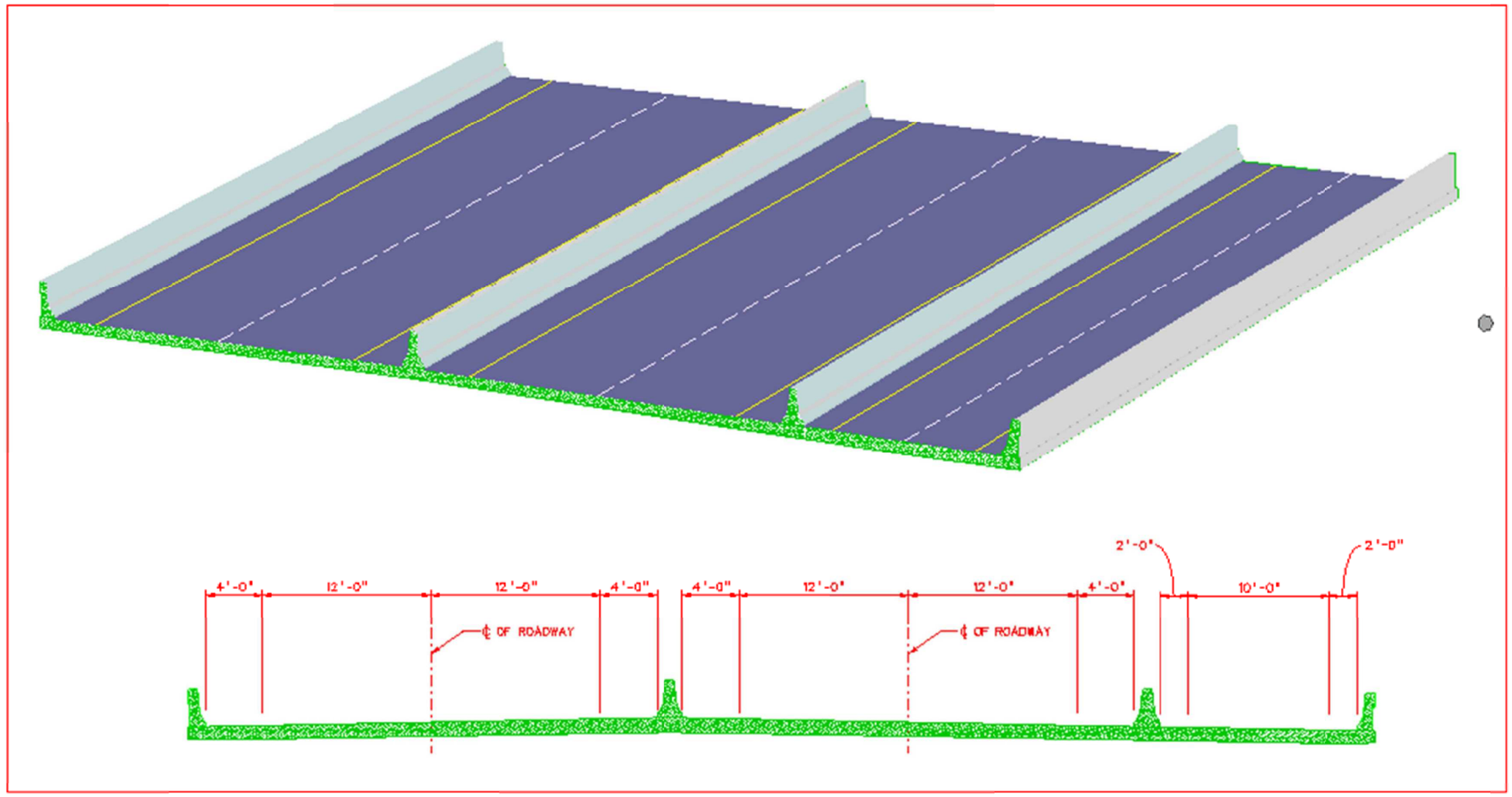


Two-Lane Typical
(with Multi-use Path)



Four-Lane Typical Section

TYPICAL SECTIONS



Four-Lane Typical
(with Multi-use Path)

http://kyovaipc.org/

KYOVA

Kentucky ▪ Ohio ▪ West Virginia

Interstate Planning Commission

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

CDM Smith

Clune Consulting Services PLLC
ENVIRONMENTAL & TRANSPORTATION PLANNING

Edward Tucker ARCHITECTS, INC.