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

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PROJECT CONTACT LIST

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

Project Sponsors:			
Organization/Firm	**Contact Name**	**Contact Title**	**Email Address**
KYOVA Interstate Planning Commission	Chris Chiles	Executive Director	cchiles@kyovaipc.org
KYOVA Interstate Planning Commission	Saleem Salameh	Deputy Executive Director/Technical Study Director	ssalameh@kyovaipc.org
KYOVA Interstate Planning Commission	Bethany Wild	Planner	bwild@kyovaipc.org
KYOVA Interstate Planning Commission	Terri Sicking		tsicking@kyovaipc.org
KYOVA Interstate Planning Commission	Paul Young		pyoung@kyovaipc.org
KYOVA Interstate Planning Commission	Jody Sigmon		jsigmon@kyovaipc.org
Village of Barboursville	Chris Tatum	Mayor	ctatum@barboursville.org
Huntington Area Development Council	David Leiving	President, CEO	dlieving@hadco.org
Huntington Area Development Council	Adam Phillips	Business Development Specialist	aphillips@hadco.org
Cabell County Commission	Beth Thompson	County Manager	bthompson@cabellcounty.org
Cabell County Commission	Kelli Sobonya	Commissioner	ksobonya@cabellcounty.org
Cabell County Commission	Nancy Cartmill	Commissioner	nanc524@aol.com
Cabell County Commission	Jim Morgan	Commissioner	jmorgan@cabellcounty.org
Lawrence County	Patrick Leighty, P.E., P.S.	Lawrence County Engineer	pleighty@lawrencecountyengineer.org
Lawrence County Port Authority/Chamber of Commerce	Bill Dingus	Director	dingus@ohio.edu
Lawrence County Port Authority/Chamber of Commerce	Ralph Kline		rkline@ilcao.org
Consulting Team:			
Organization/Firm	**Contact Name**	**Contact Title**	**Email Address**
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CDM Smith	Brian Iezzi	Engineer	iezzib@cdmsmith.com
CDM Smith	John Gould	Traffic Engineer	gouldjf@cdmsmith.com
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Edward Tucker Architects	Phoebe Patton Randolph	Public Involvement	ppr@etarch.com
Steering Committee:			
Organization/Firm	**Contact Name**	**Contact Title**	**Email Address**
FHWA Ohio Division Office	Noel Mehlo	Planning & Envionmental Specialist	Noel.Mehlo@dot.gov
FHWA - OH	Carmen Stemen	Planning & Environment Team Leader (Acting)	Carmen.Stemen@dot.gov
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FHWA - WV	Jason Workman	Director	jason.workman@dot.gov
WVDOH/DOT	Byrd White	Sec. of Transportation	DOT.Secretary@wv.gov
WVDOH/DOT	Jimmy Wriston	Deputy Secretary/ Acting Highway Commissioner	Jimmy.D.Wriston@wv.gov
WVDOH	Aaron Gillespie	State Highway Engineer	aaron.c.gillispie@wv.gov
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WVDOH	Perry Keller	Statewide & Urban Planning Unit Leader	Perry.J.Keller@wv.gov
WVDOH	Elwood Penn	Director, Planning Division	Elwood.C.Penn@wv.gov
WVDOH	Chris Kinsey	Traffic Safety Engineer	Chris.J.Kinsey@wv.gov
WVDOH	Robert Watson	Intermodal Unit Manager	Robert.C.Watson@wv.gov
WVDOH	David Cramer	Economic Development	david.e.cramer@wv.gov
WVDOH District 2	Scott Eplin	District Engineer/ Manager	raymond.s.eplin@wv.gov
ODOT D9	Mike Dombrowski	District Deputy Director	Michael.Dombrowski@dot.ohio.gov
ODOT D9	Chris Pridemore	Capital Programs	Christopher.Pridemore@dot.ohio.gov
ODOT D9	Patricia Wetzel	Transportation Engineer	Patricia.Wetzel@dot.ohio.gov
ODOT D9	David Beekman	Design Engineer	David.Beekman@dot.ohio.gov
ODOT D9	Dan Beasley	Roadway Services Engineer	Dan.Beasley@dot.ohio.gov
ODOT D9	Scott Thompson	ODOT District 9 STIP Coordinator	Scott.Thompson@dot.ohio.gov
ODOT D9	Thomas Barnitz	Project Manager	Tom.Barnitz@dot.ohio.gov

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**
ODOT Office of Environmental Services	Timothy Hill	Administrator - OES	Tim.Hill@dot.ohio.gov
USACE	Sarah Workman		sarah.m.workman@usace.army.mil
USACE	Brian Collins		Brian.S.Collins@usace.army.mil
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City of Huntington	Steve Williams	Mayor	mayorwilliams@cityofhuntington.com
Huntington Municipal Development Authority	Cathy Burns	Director	BurnsC@HUNTINGTONWV.GOV
Lawrence County Commission	Freddie Jayes, Jr.	President	monyts815@yahoo.com
Lawrence County Commission	DeAnna Holliday	Vice President	thehollidayfive@yahoo.com
Lawrence County Commission	Dr. Colton Copley	Member	coltoncopley@gmail.com
Lawrence County Commission	Summer Riley	Administrative Assistant	ssullivan@lawrencegov.org
Rome Township Trustees	JB Finlay	Trustee	
Rome Township Trustees	Brian Pinkerman	Trustee	
Rome Township Trustees	Mark Bailey	Trustee	
Rome Township Trustees	Cheryl Jenkins	Fiscal Officer	cannejenkins@aol.com
Union Township Trustees	Jason Forbush	Trustee	
Union Township Trustees	Terry Porter	Trustee	
Union Township Trustees	Cole Webb	Trustee	
Union Township Trustees	Shelley Pinkerman	Fiscal Officer	spinkerman@hotmail.com
Tri-State Transit Authority	Paul Davis	President	pdavis@tta-wv.com
Tri-State Transit Authority	Jennifer Woodall	Assistant General Manager	jwoodall@tta-wv.com
CSX	Scott Cox	Industrial Development	Scott_Cox@CSX.com
CSX	Randy Marcus		Randy_Marcus@csx.com
Advantage Valley	Terrell Ellis	Executive Director	tellis@te-associates.com
Elected Officials:			
Organization/Firm	**Contact Name**	**Contact Title**	**Email Address**
Kentucky Transportation Cabinet (KYTC)	Thomas Whitt		thomas.witt@ky.gov
West Virginia Senate-District 5	Robert H. "Bob" Plymale	WV State Senator	robert.plymale@wvsenate.gov
West Virginia Senate-District 5	Mike Woelfel	WV State Senator	mike.woelfel@wvsenate.gov
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West Virginia House-District 16	Sean Hornbuckle	WV Delegate	seanhornbuckle@gmail.com
West Virginia House-District 17	Chad Lovejoy	WV Delegate	chad.lovejoy@wvhouse.gov
West Virginia House-District 17	Matthew Rohrback	WV Delegate	matthew.rohrbach@wvhouse.gov
West Virginia House-District 18	Evan Worrell	WV Delegate	evan.worrell@wvhouse.gov
Ohio	Bob Peterson		
Ohio	Ryan Smith (Rep.)		
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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)		
Pea Ridge PSD	Dina Foster	General Manager	dfoster@pearidgepsd.com
Business & Industry Stakeholders:			
Organization/Firm	**Contact Name**	**Contact Title**	**Email Address**
WV Development Office	Morganne Tenney	Business Retention & Expansion Manager	Morganne.Tenney@wv.gov
Tri-State Airport Authority	Brent Brown	Airport Director	bbrown@tristateairport.com

PROJECT CONTACT LIST

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

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Alcon	Michelle Dixon	General Manager	michelle.dixon@alcon.com
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Organization/Firm	**Contact Name**	**Contact Title**	**Email Address**
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Stationers, Inc.	Mike Dean		mdean@champion-industries.com
Robert Newlon Airport	Carl Bailey	Manager	
Fly In Café & RV Park	Carl Bailey	Manager	
Hanson (6700 Kyle Lane)			
Republic Services	Dane Miller	General Manager	dmiller5@republicservices.com
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
Cabell County Schools	Ryan Saxe	Superintendent	rsaxe@k12.wv.us
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Lawrence Co. Chamber of Commerce	Shirley Dyer	Director	shirley@lawrencecountyohio.org
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	John Pittman	Website	Mitzigp@hotmail.com
	Denise Boudreau	Website	Denise.Boudreauz1@outlook.com
	Adam Philips	Website	aphillips@hadco.org
	Chad Stutler	Website	chad.stutler@alcon365.com
	Greg Stevenson	Website	gs4stevenson@yahoo.com
	Donald Barker Sr.	Website	panther4978@gmail.com
	Grant McGuire	Website	grant11955@aol.com
	Joseph M. McCallister, PE	Website	joe94pe@yahoo.com
	Terri Wentz	Website	saffire63@zoominternet.net
	Jason Patrick	Website	JPatrick45680@gmail.com
	Robert Booten	Website	rhboot@me.com
	Alex Beelen	Website	albeelen@gmail.com
	Edward Evans	Website	eddieevans76@gmail.com
	Janet Carter	Website	jncarter67@yahoo.com
	Dirk McFann	Website	dirk_mcfann@yahoo.com
Public Contacts Telephone:			
	Becky Meadows	Phone Call	7408865114
	Elizabeth Kyle	Phone Call	3047361315
	Casey Lewis	Phone Call	3048403649

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

	Becky Meadows	Phone Call 12-11-19	740-886-5114
	John Carter	Phone Call 4-10-20	jcarter606@zoominternet.net
	Alex Beelen		(616) 405-9864
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	Denise Boudreau		
	Connie Smith	304-972-1490	conniejeanjo03@aol.com
	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

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 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

Edward Tucker ARCHITECTS, INC. | etarch.com |

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:_____

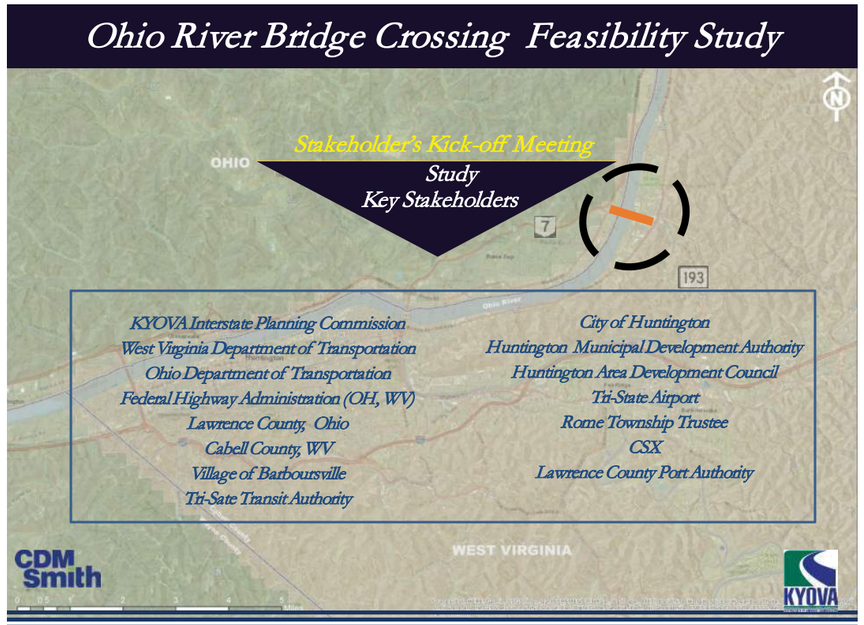
Agency/Organization_____ Representative:_____

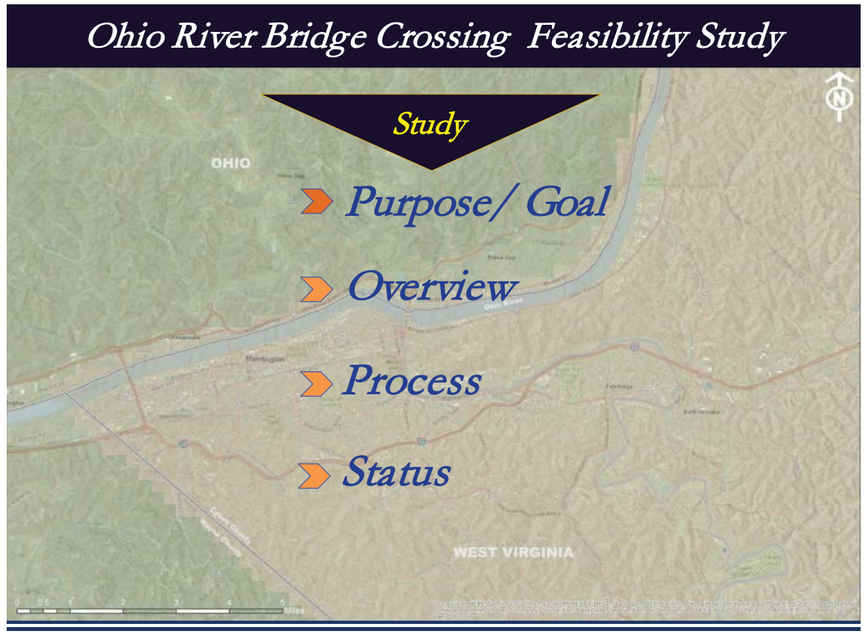
Agency/Organization_____ Representative:_____

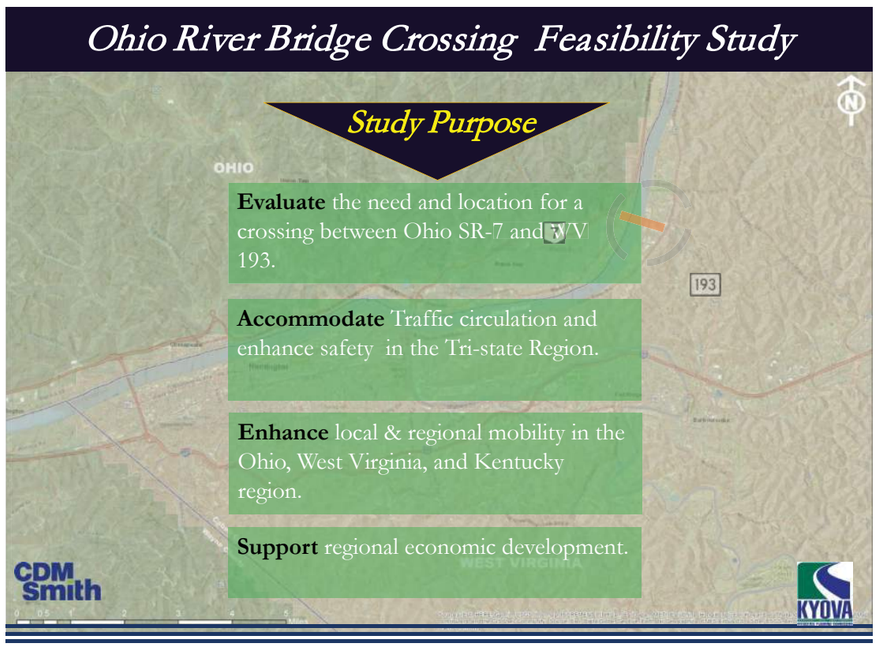
Agency/Organization_____ Representative:_____

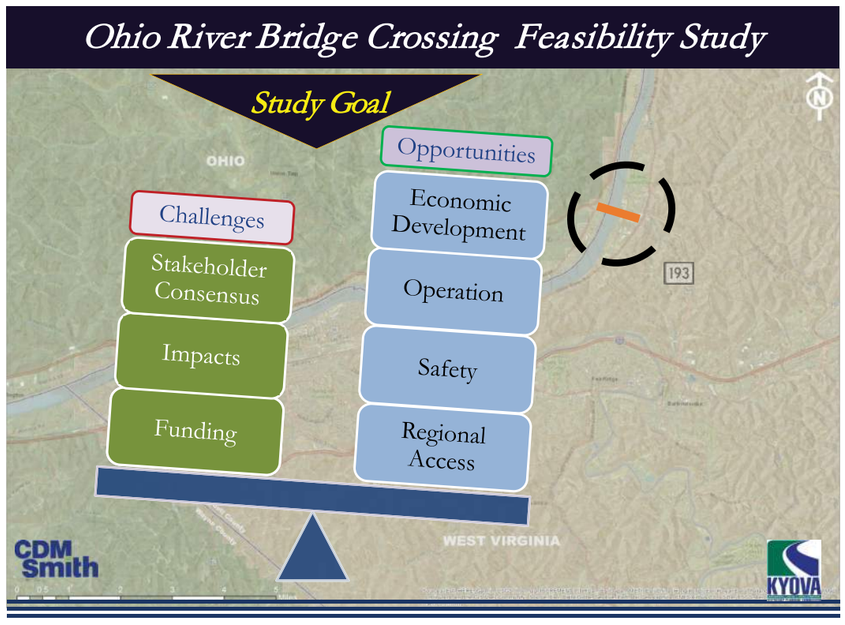
Agency/Organization_____ Representative:_____

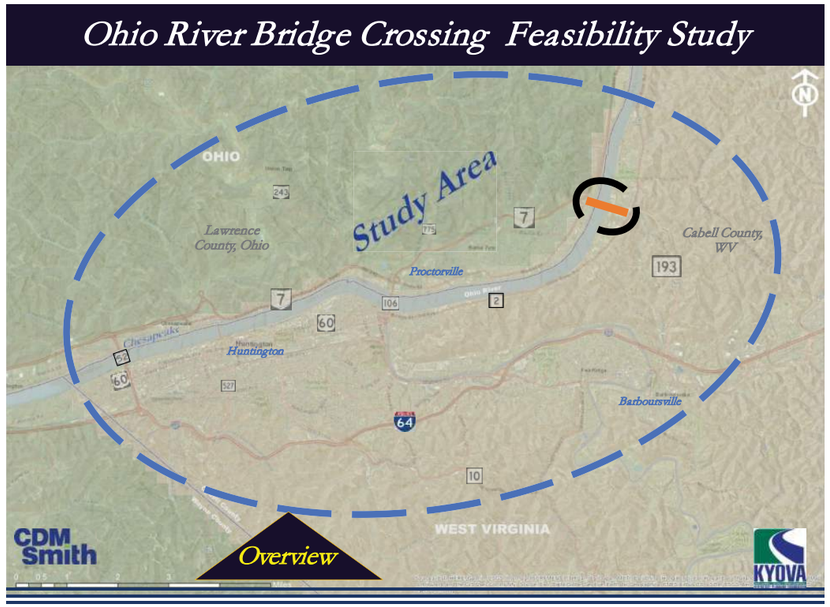
POWERPOINT PRESENTATION

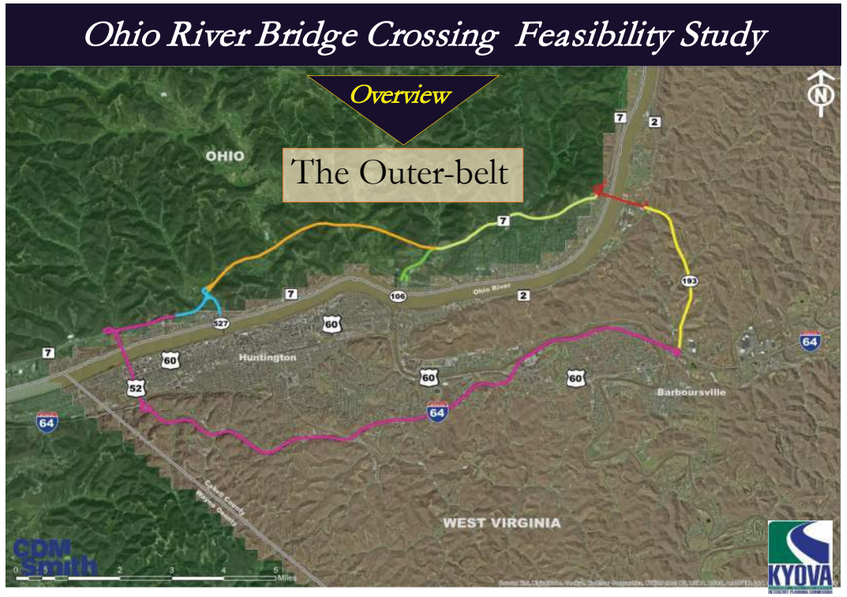

Ohio River Bridge Crossing Feasibility Study
Stakeholder's Kick-off Meeting
Study
Key Stakeholders
OHIO
7
193
KYOVA Interstate Planning Commission
West Virginia Department of Transportation
Ohio Department of Transportation
Federal Highway Administration (OH, WV)
Lawrence County, Ohio
Cabell County, 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

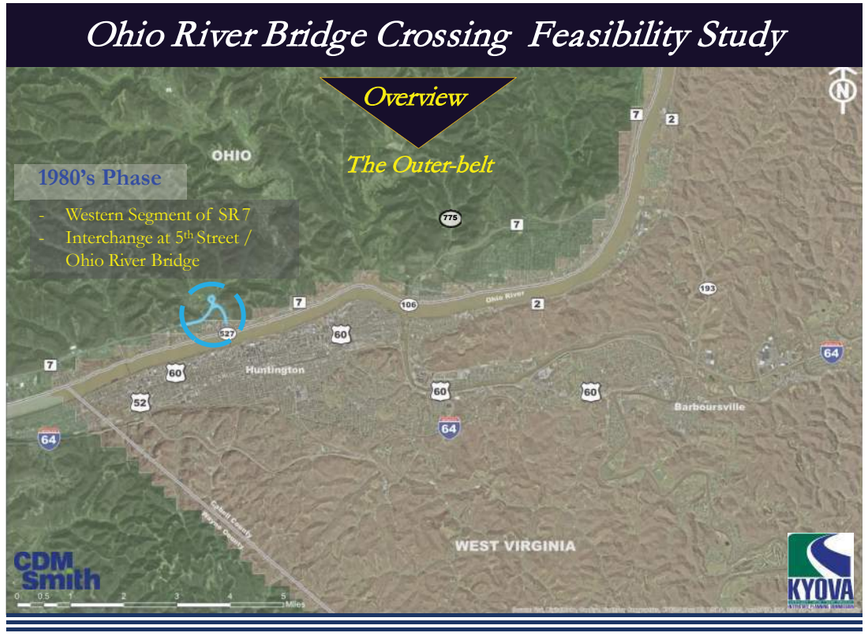

Ohio River Bridge Crossing Feasibility Study
Study
OHIO
Purpose/ Goal
Overview
Process
Status
WEST VIRGINIA


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

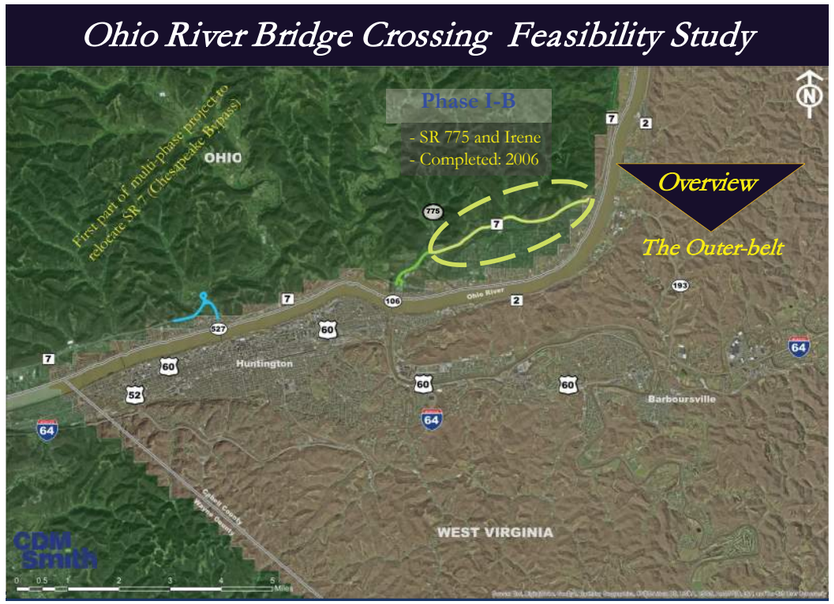

Ohio River Bridge Crossing Feasibility Study
Study Goal
OHIO
Challenges
Stakeholder Consensus
Impacts
Funding
Opportunities
Economic Development
Operation
Safety
Regional Access
193
WEST VIRGINIA
CDM Smith
KYOVA

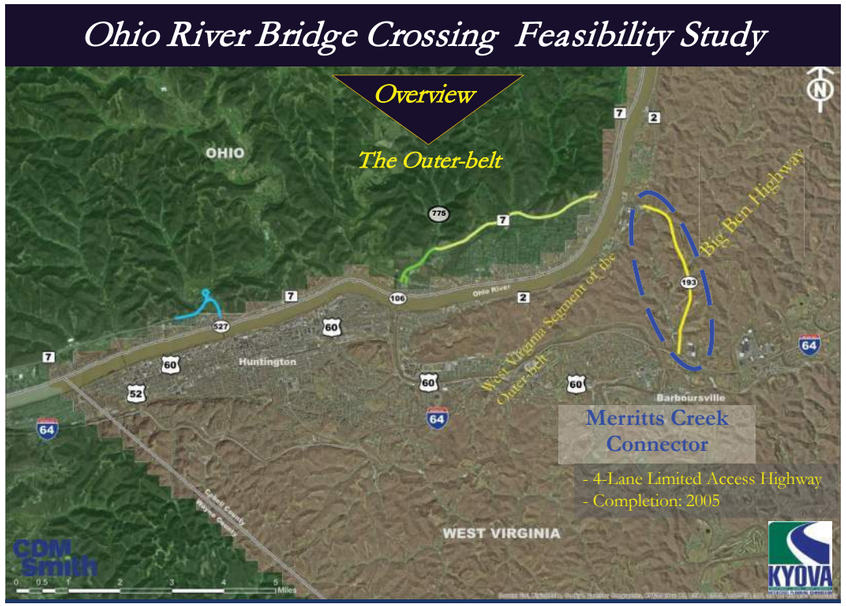

Ohio River Bridge Crossing Feasibility Study
OHIO
Study Area
Lawrence County, Ohio
Cabell County, WV
Proctorville
Huntington
Barboursville
WEST VIRGINIA
Overview
CDM Smith
KYOVA

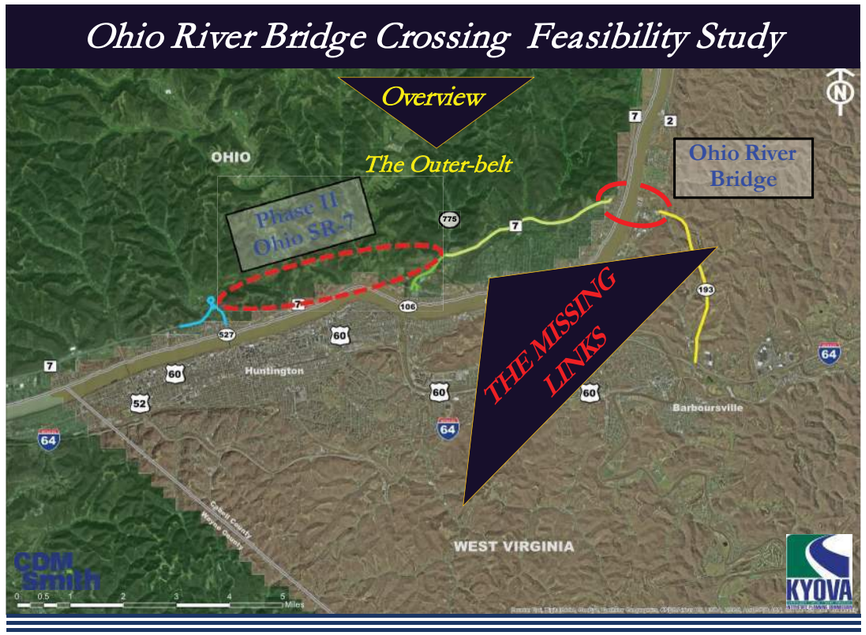

Ohio River Bridge Crossing Feasibility Study
Overview
The Outer-belt
OHIO
Huntington
Barboursville
WEST VIRGINIA
CDM Smith
KYOVA

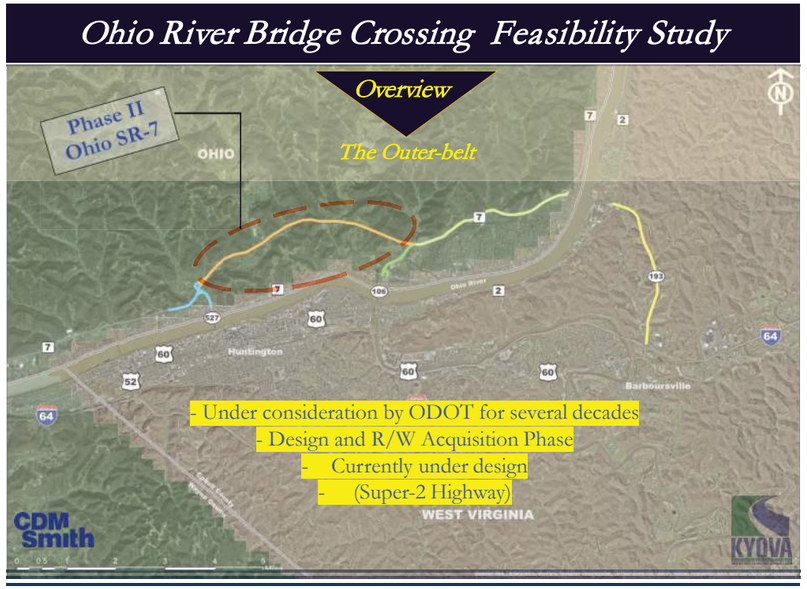

Ohio River Bridge Crossing Feasibility Study
Overview
The Outer-belt
1980's Phase
- Western Segment of SR 7
- Interchange at 5th Street / Ohio River Bridge
OHIO
Huntington
Barboursville
WEST VIRGINIA
CDM Smith
KYOVA

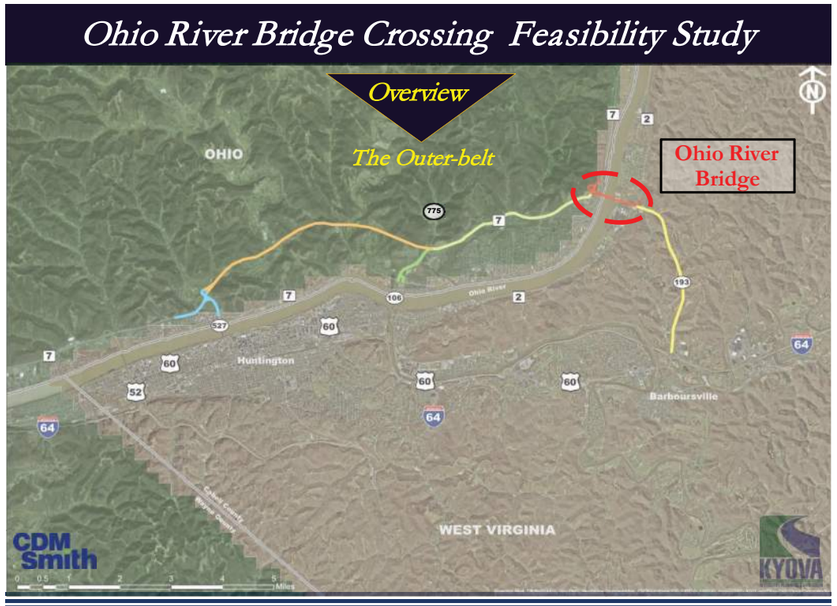
Ohio River Bridge Crossing Feasibility Study
First part of multi-phase project to relocate SR 7 (Chesapeake Bypass)
Phase I-A
- Proctorville Bypass
- Completion: 2003
Overview
The Outer-belt
OHIO
Huntington
Barboursville
WEST VIRGINIA
CDM Smith
KYOVA

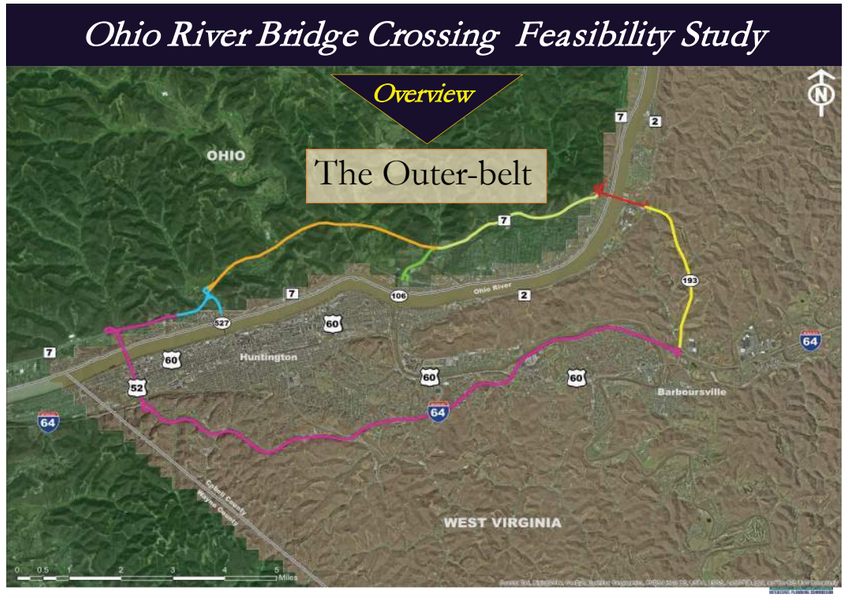

Ohio River Bridge Crossing Feasibility Study
Phase I-B
- SR 775 and Irene
- Completed: 2006
First part of multi-phase project to relocate SR 7 (Chesapeake Bypass)
Overview
The Outer-belt
OHIO
Huntington
Barboursville
WEST VIRGINIA
Ohio River
CDM Smith

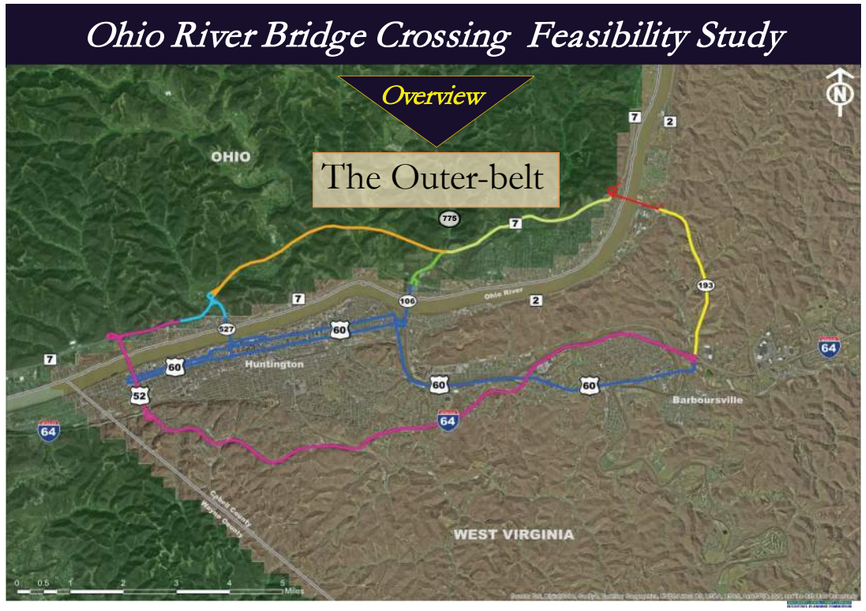

Ohio River Bridge Crossing Feasibility Study
Overview
The Outer-belt
OHIO
Huntington
Barboursville
WEST VIRGINIA
Ohio River
West Virginia Segment of the Outer-belt
Big Ben Highway
Merritts Creek Connector
- 4-Lane Limited Access Highway
- Completion: 2005
CDM Smith
KYOVA


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







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)

Cabell County (Major Projects)

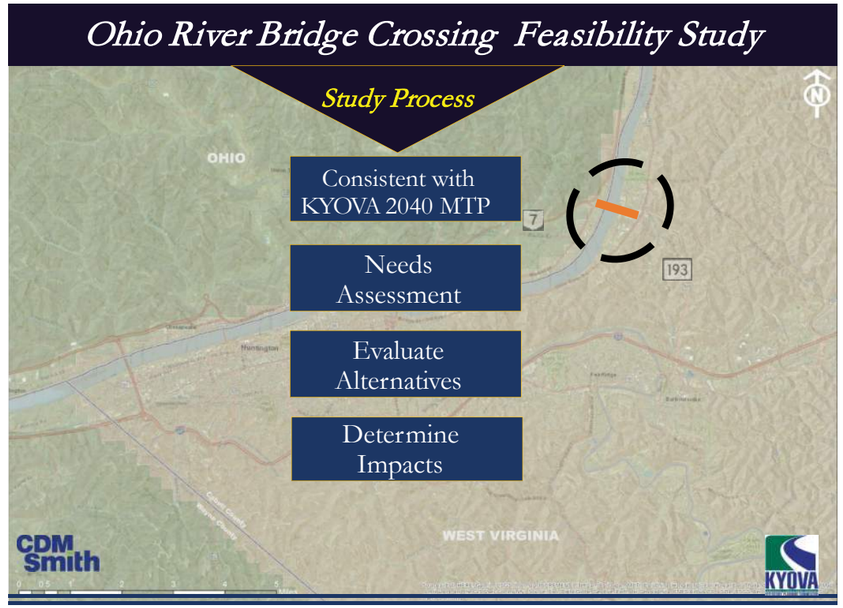
Cabell	2	Shoppers Road	Purchase Order Paving	$150,000	B
Cabell	2	Route 60/Segment 2 + 3	Slide Repair	$400,000	B
Cabell	2	Golden Valley Drive Ph 3	Slide Repair	$400,000	B
Cabell	2	Sixth Ave. Viaduct Ph 2	CONSTRUCTION WORK	$300,000	B
Cabell	2	Spring Road	Purchase Order Paving	$650,000	B
Cabell	2	Little Hodges Creek	Purchase Order Paving	$170,000	B
Cabell	2	I-64 Westbound Bridge Rehab - US 52	Engineering	$100,000	D-2019
Cabell	2	[illegible] Ph 2	Construction (Includes Culvert & roadway improvements to US60	$10,000,000	E
Cabell	2	US-60 Widening	Widen US-60 from Merritt Creek US to West Mallroad	$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 lane in both directions for an 8- lane section between I/Cs	$92,770,000	E-2018
Cabell	2	I-64 Widening-29th Street to Barboursville	Construct 2 miles of additional lane in both directions for an 6-lane section between I/Cs	$86,000,000	E-2019
Cabell & Putnam	1	I-64 (Miles 51-54.7)	Interstate Reconstruction Rehabilitation	$64,679,581	C-2017
Calhoun	3	Sandyfork - Gilmer Resurfacing	Resurfacing	$1,177,000	A
Calhoun	3	Mick Fork Resurfacing	Resurfacing by POC. Drainage, ditches, shoulders by D.F.	$300,000	B
Calhoun	3	Bunnell Run# 1 Repair	Replace Bridge	$450,000	B
Calhoun	3	Little White Oak Resurfacing	Resurfacing by POC. Drainage, ditches, shoulders by D.F.	$125,000	B
Calhoun	3	Mike Road Resurfacing	Resurfacing by POC. Drainage, ditches, shoulders by D.F.	$250,000	B
Calhoun	3	Wolf Run Ribbed Arch	Replace Bridge	$525,000	B
Calhoun	3	Wasp Run Double Slab	Replace Bridge	$460,000	B
Clay	1	Vernon Road	Purchase Order Paving	$150,000	B
Clay	1	Richlieu - Hamestring	Resurfacing	$1,177,000	A
Mill	1	DUNDON MINE ROAD	CV- DOUBLE	$425,000	B
Clay	1	Falling Rock Road	2 - MILL & FILL	$325,000	B
Mill	1	DRAKES CREEK RD	CV- DOUBLE	$275,000	B
Clay	1	Nicholas Ridge Road	Slide Repair	$450,000	B
Mill	1	Wyatt Bridge Road	Slide Repair	$450,000	B
Clay	1	Laurel Creek Bridge	Replace Bridge	$700,000	B
Clay	1	LEWIS LYCAN DR	OVERLAY	$475,000	B
Clay	1	Spoon Shoals Road Unit 1	FD SCH REPAIR	$82,481	B
Clay	1	Spoon Shoals Road Unit 2	FD SCH REPAIR	$84,757	B
Clay	1	WILSON RIDGE RD	2 - OVERLAY	$300,000	B
Mill	1	W V. OLDHOUSE - BELKNAP#1	1 - MILL FILL	$150,000	B
Lincoln-Wide	2	Gr-2 Chloriding & Grubbing/Acha	Maintenance Acha for chloriding & grubbing within r/w	$200,000	B
Doddridge	4	Arnolds Creek	Slide Repair - Soil Nail PO Contract	$150,000	B
Doddridge	4	Broad Road	Slip Repair resurfacing - PSF	$85,000	B
Doddridge	4	Marcus Road	Slip Repair and Guardrail - PSF	$90,000	B
Doddridge	4	Piggins Run	Slide Repair - Soil Nail PO Contract	$125,000	B
Doddridge	4	Smithburg Street + 1	Purchase Order Paving	$53,000	B
Doddridge	4	Snowden Road	Slip Repair and Guardrail - PSE	$90,000	B
Doddridge	4	West Fork #5 Bridge	Bridge Replacement	$1,256,385	C-2017
Fayette	9	Ansted - Laurel Creek Rd	Resurfacing	$1,146,000	A
Fayette	9	Dunloy Mountain Road	Purchase Order Paving	$154,000	B
Fayette	9	Edmond Road (Formerly Known as Lansing - Edmond)	Purchase Order Paving	$560,000	B
Fayette	9	Hartwood (I-64 Exit 59)	Widen roadway, construct three-lane section	$825,000	B
Fayette	9	McKendree Road	Repair embankment w / steel pile by contract	$455,000	B

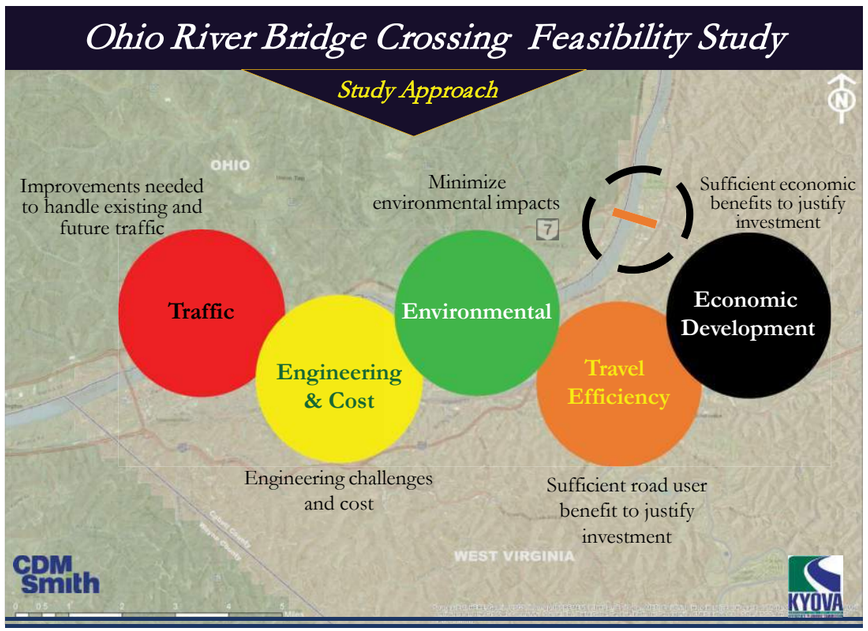
Roads to Prosperity Highway Program
Project List (Cabell County)
8/3/2018

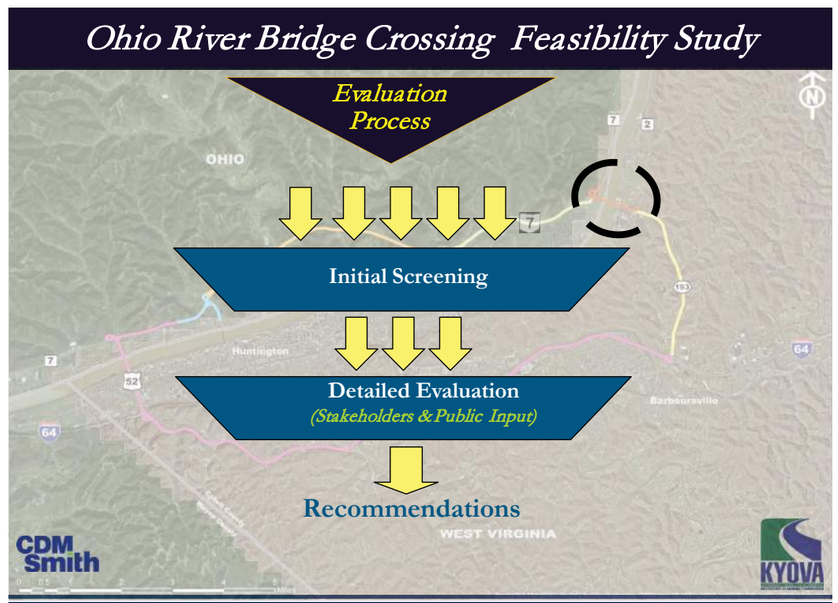
County	District	Project	Work	Estimated Cost	Program /Wave
Cabell	2	Culloden Interchange	Construct new I-64 Interchange at Culloden & Roadway Improvements at US 60	$50,000,000	E
Cabell	2	US 60 Widening	Widen US 60 from Merritts Creek to West Mall Road	$25,000,000	E
Cabell	2	I-64 Widening – Barboursville 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	

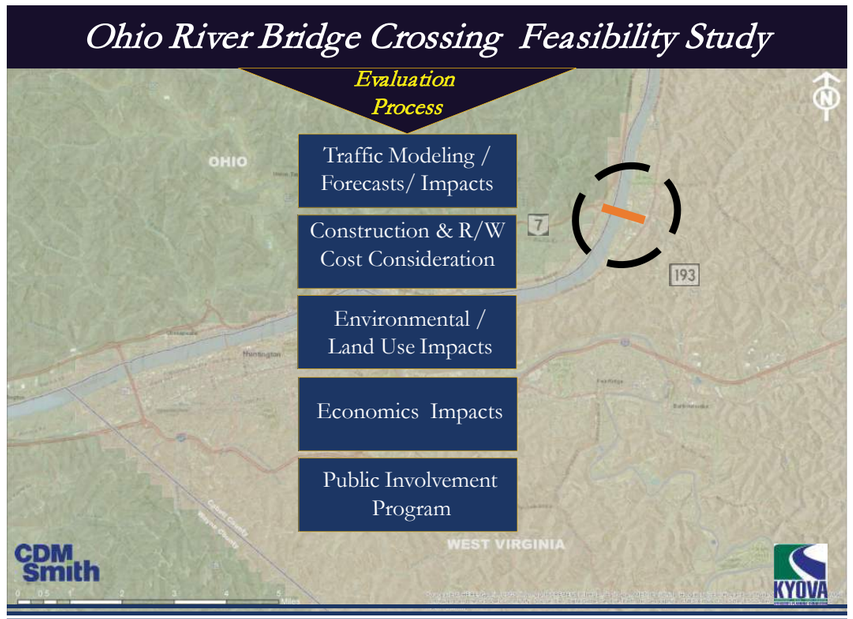
Program (Wave)

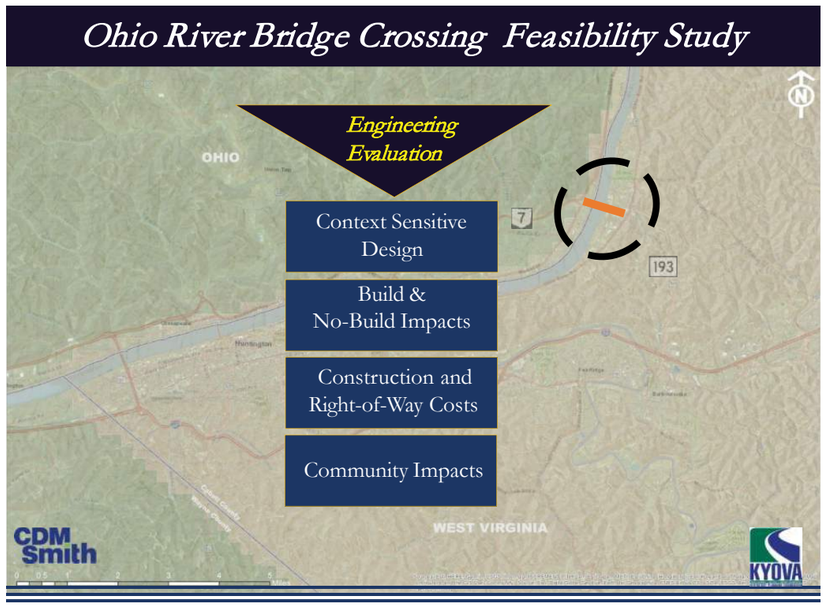
A	Paving projects on 2 lane WV and US Routes (Accelerated Construction with Federal Aid Funding)
B	Paving, slides, bridges, and other roadway improvements to local service roads (Pay-as-you-go with DMV Fees, Gas Tax, and Privilege Tax Revenues)
C	Bridge replacements and interstate reconstruction (C-2017 = 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)

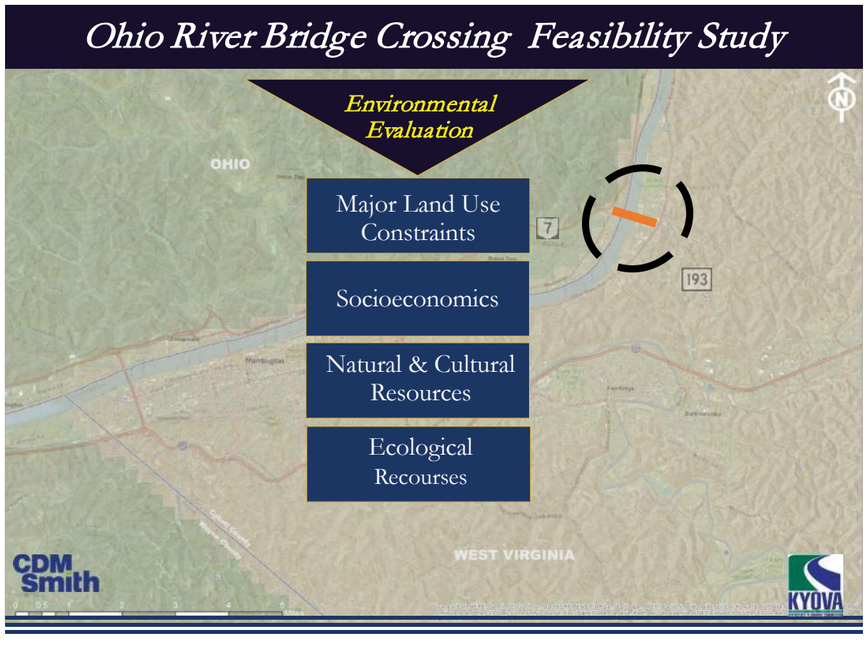







Ohio River Bridge Crossing Feasibility Study
Evaluation Process
Traffic Modeling / Forecasts/ Impacts
Construction & R/W Cost Consideration
Environmental / Land Use Impacts
Economics Impacts
Public Involvement Program
OHIO
WEST VIRGINIA
7
193
CDM Smith
KYOVA


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
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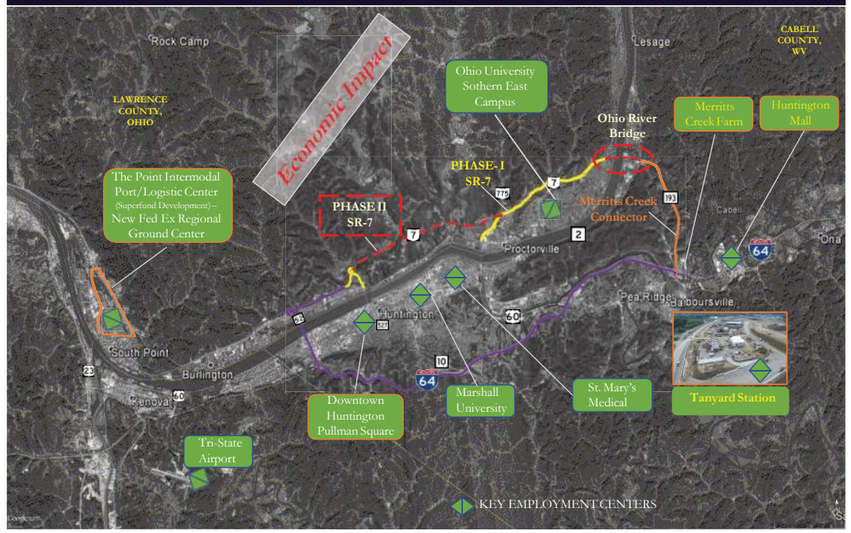
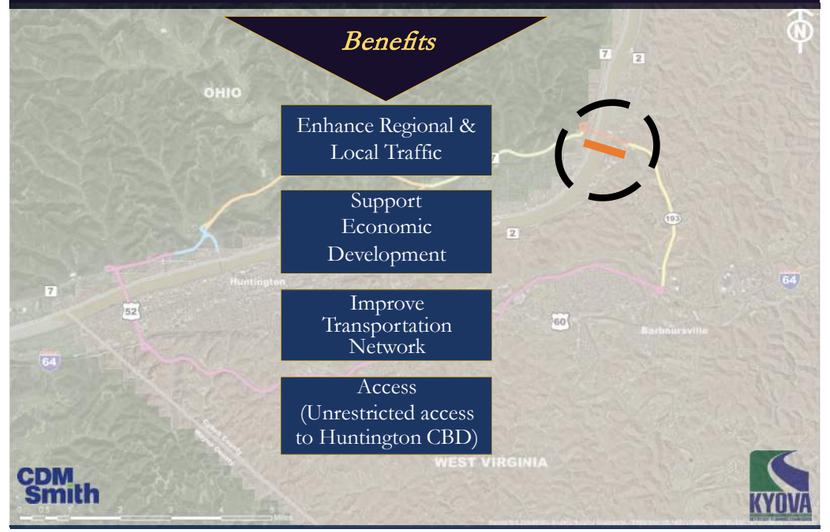
CDM Smith
KYOVA

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

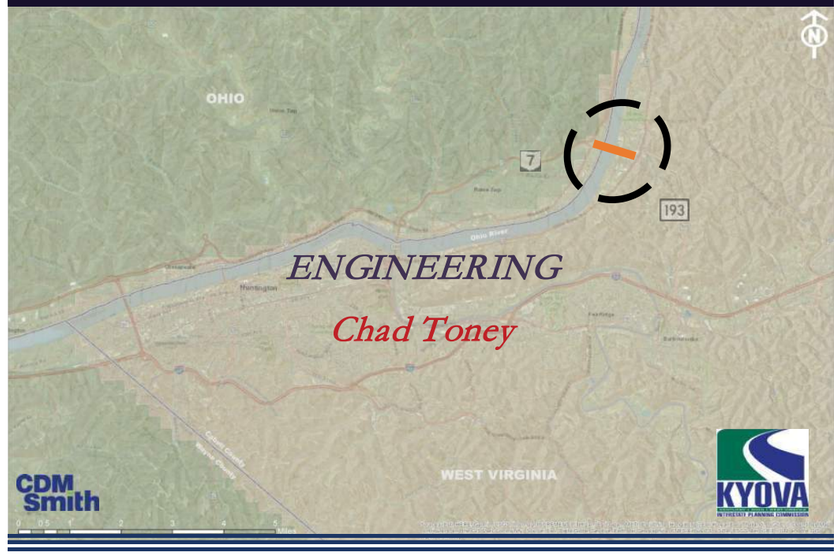


Ohio River Bridge Crossing Feasibility Study

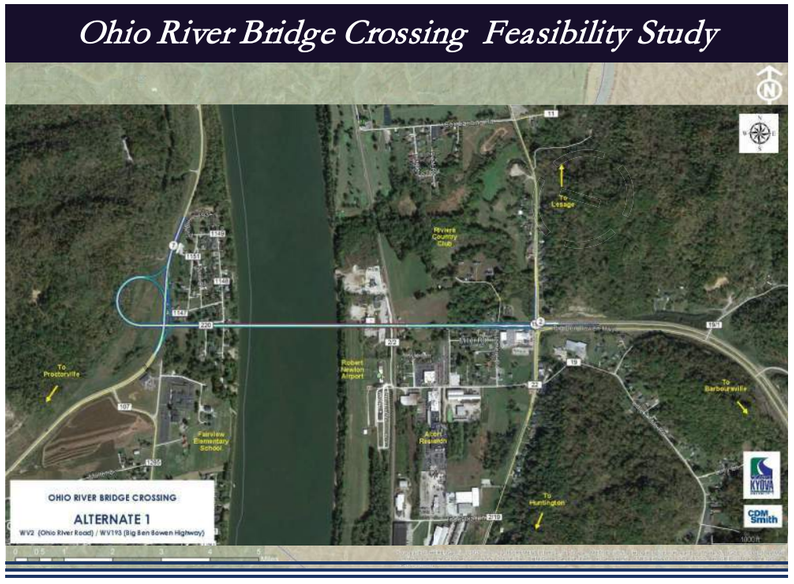
TASKS	2019 Q-1	2019 Q-2	2019 Q-3	2019 Q-4	2020 Q-1	2020 Q-2	2020 Q-3	2020 Q-4
Kick-Off Meeting	April 09, 2019							
Data Collection								
Determine Need								
Identify Viable Alternatives								
Stakeholders Kick-off Meeting		August 15, 2019						
Preliminary Engineering and Environmental								
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

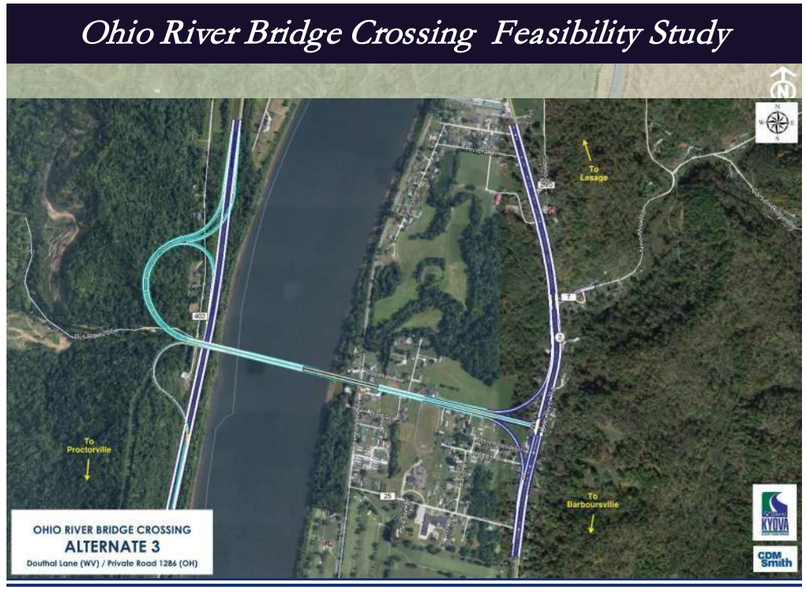
Ohio River Bridge Crossing Feasibility Study



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)

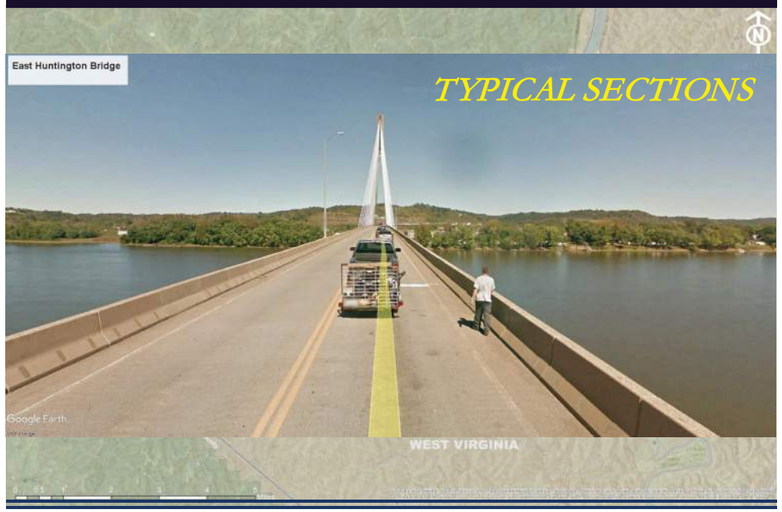
Ohio River Bridge Crossing Feasibility Study

OHIO RIVER BRIDGE CROSSING

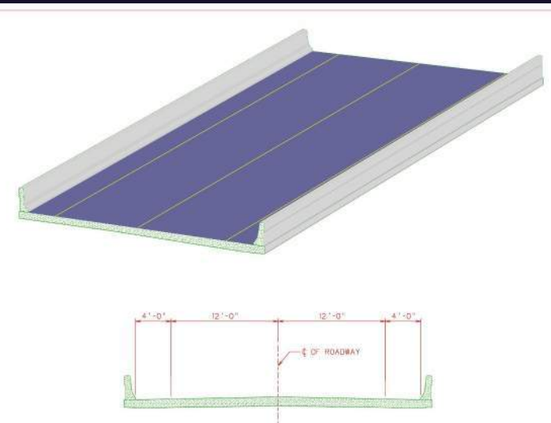
DESIGN CRITERIA

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

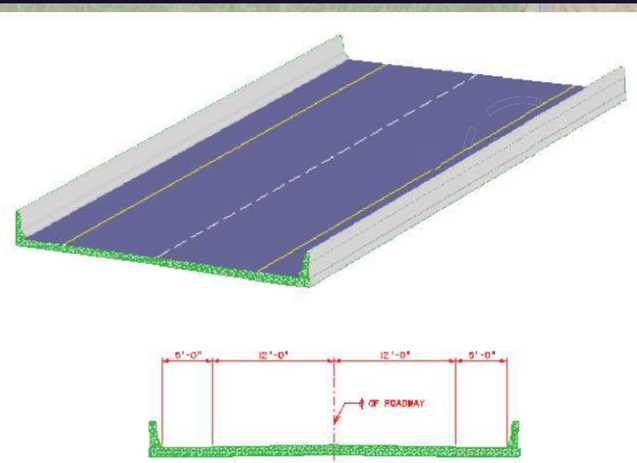


Ohio River Bridge Crossing Feasibility Study



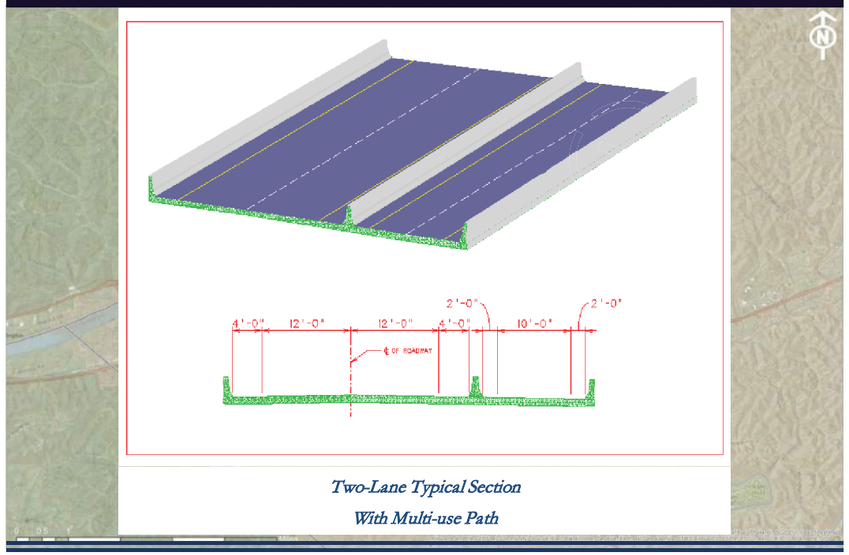
Two-Lane Typical Section

Ohio River Bridge Crossing Feasibility Study



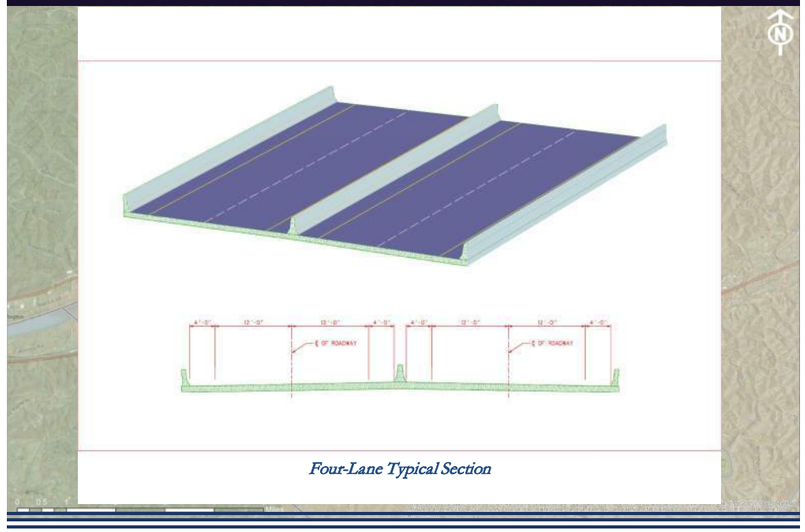
Two-Lane Typical Section
With Bike Lanes (One-way)

Ohio River Bridge Crossing Feasibility Study



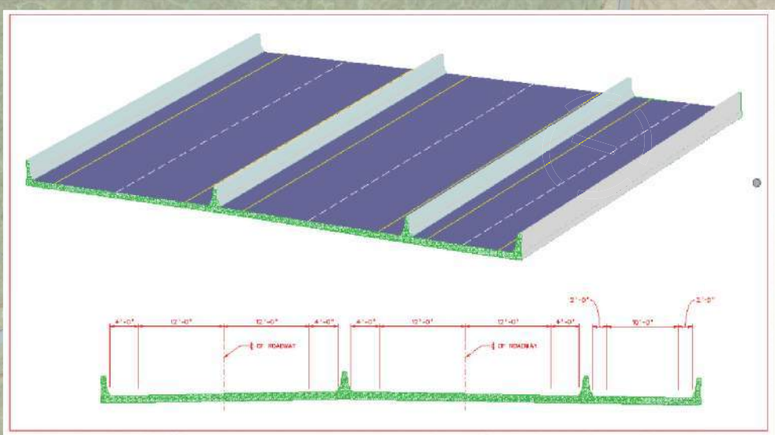
Two-Lane Typical Section
With Multi-use Path

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

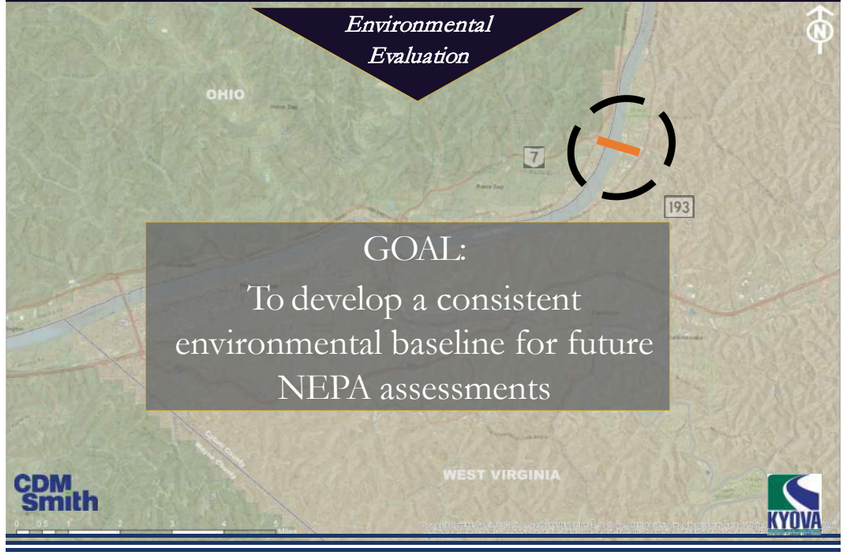
Ohio River Bridge Crossing Feasibility Study

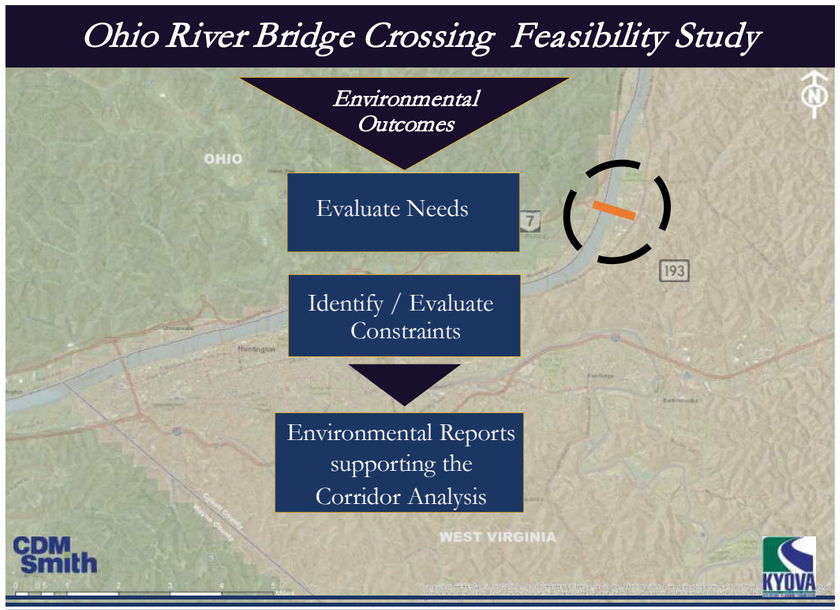
ALTERNATIVE ANALYSIS

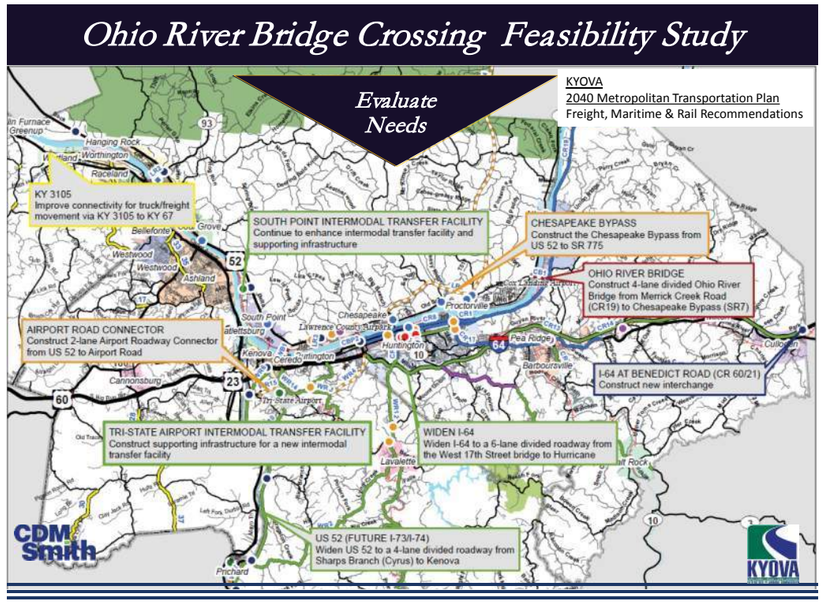
Impacts	Alternatives		
	Alternative Concept I	Alternative Concept II	Alternative Concept III
Right-of-Way Area Cost			
Environmental Impacts Wetlands, Land use, Socio-economics, Floodplain, Air Quality & Noise, Wildlife, Historic Resources			
Construction Costs Utilities			

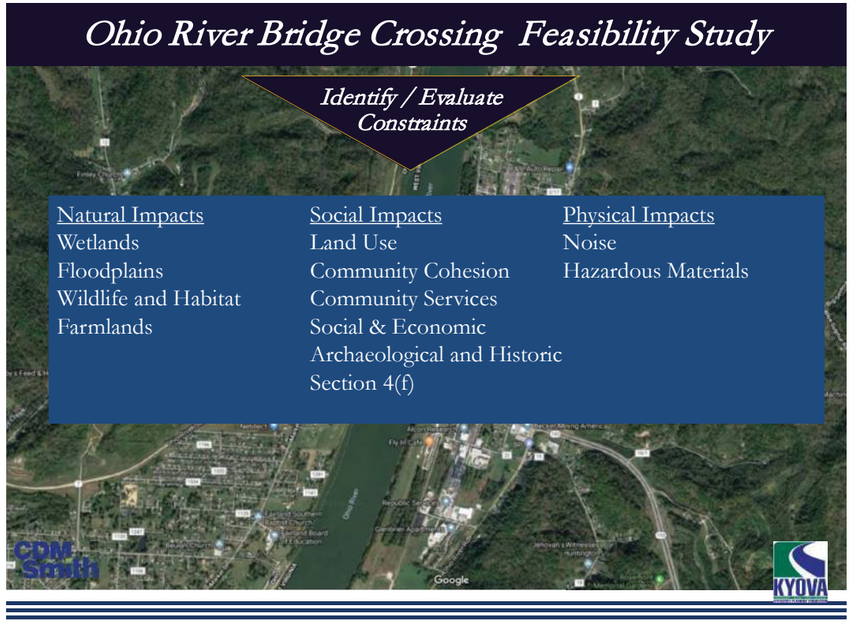
Ohio River Bridge Crossing Feasibility Study

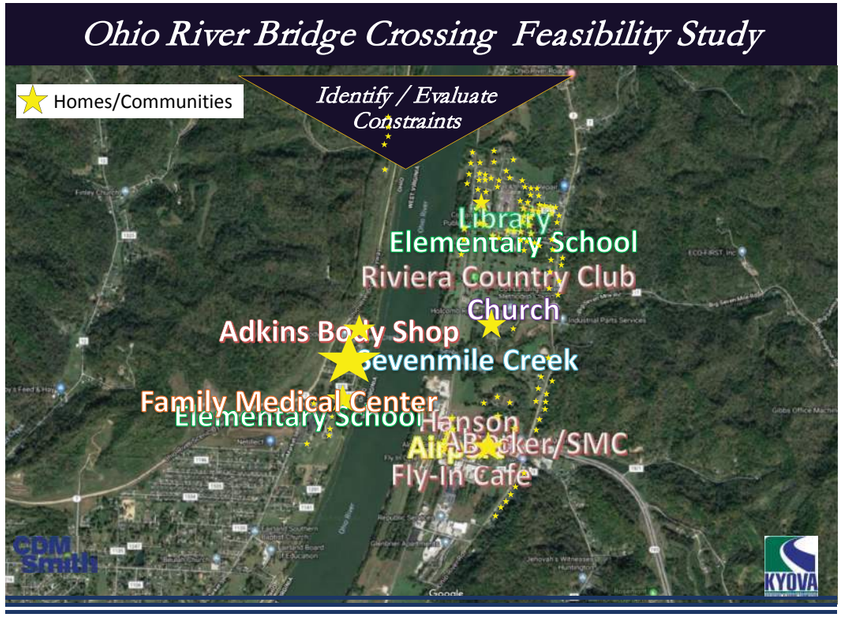
Ohio River Bridge Crossing Feasibility Study



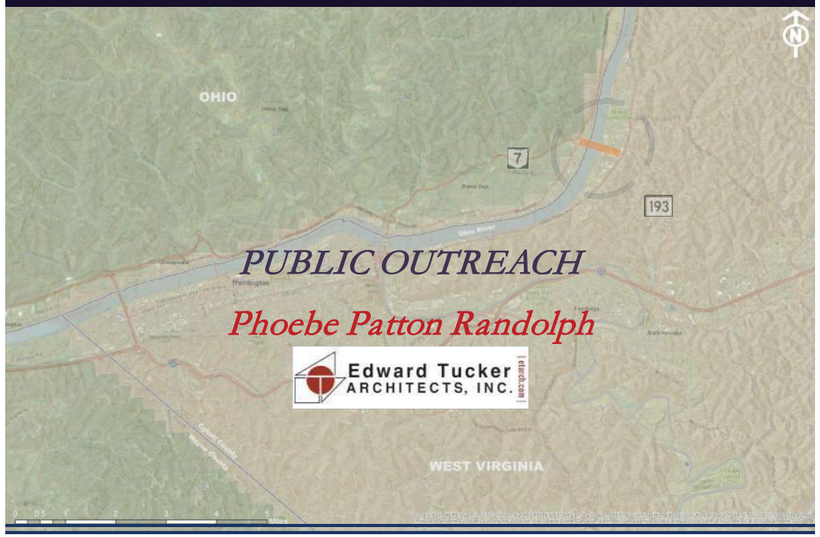

Ohio River Bridge Crossing Feasibility Study
Environmental Outcomes
Evaluate Needs
Identify / Evaluate Constraints
Environmental Reports supporting the Corridor Analysis
OHIO
WEST VIRGINIA
CDM Smith
KYOVA


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

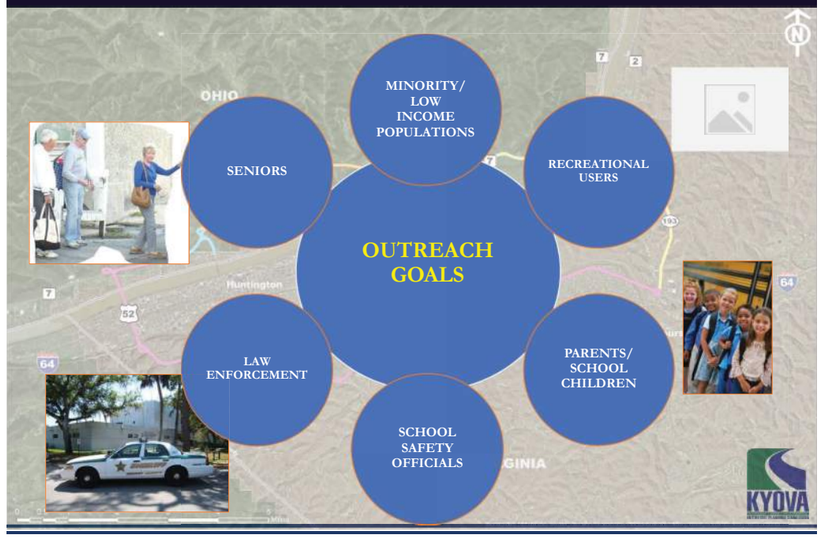


PUBLIC OUTREACH

Phoebe Patton Randolph

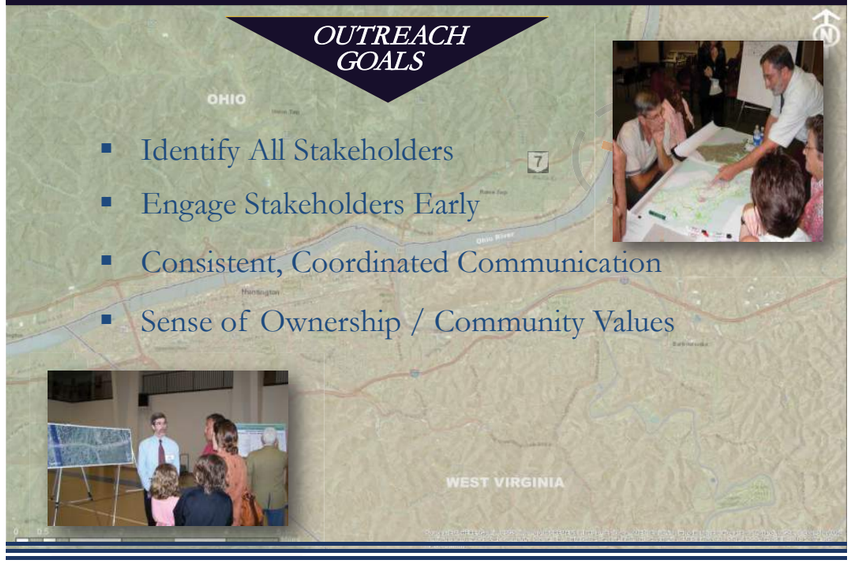
Edward Tucker ARCHITECTS, INC.

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

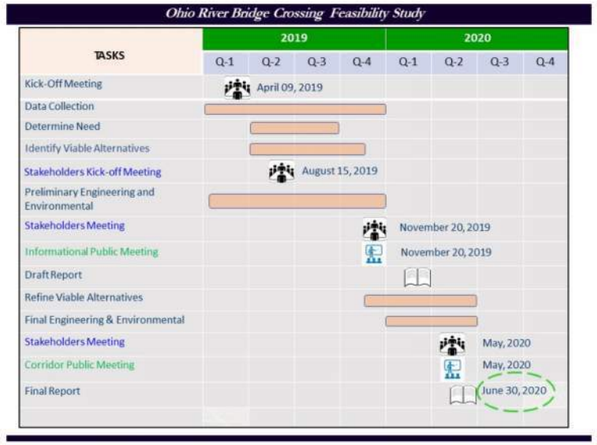
View Fact Sheet

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.

Home Overview Schedule Community Feedback News Stay Connected

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.

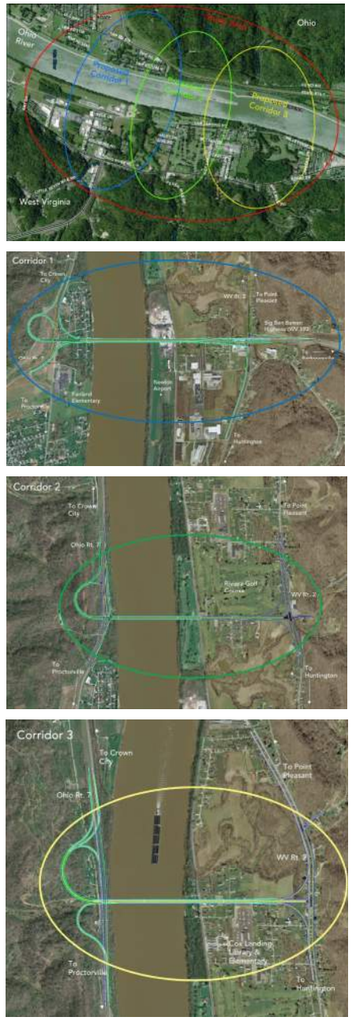
SCHEDULE

- 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 222 Proctorville Twp OH	jcarter6060@zoominternet.net	7408869492
Jessica Judge	391 NTDR 222 Proctorville	jessica.judge@gmail.com	304 638 3751
Tommy Trent	2412 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 Wolfman	21 Twp Rd. 1285 Proctorville Ohio 45669		740-886-5149
Chris Gillispie	394 Co Rd 123 Ches, OH 45619	cgillispie@coldcolony.com	304-634-0938
Janet Carter	81 Twp. Rd. 1148 Proctorville OH 45669	JNCARTER6060YAHOO.COM	304-412-0072
GALE & MARY THOMPSON	141 TWP RD 1148S. Proctorville OH.	hugsmafus@me.com	740 451-1080
Dustin Hdschyh	23 Twp Rd 1533 Proctorville		3046333780
Carla Sethliff	6400 Southat line Gaslight WV 25537	CSet81@gmail.com	304 634 0703
Robert Hendricks	6022 Miller Rd.		(304) 736-1769
Mr. & Mrs. Chuck Wentz	32 Township Rd Proctorville	saffire63@zoominternet.net	304-730-5536
Jerri Scrabarry	6018 Main Rd Henry Wva		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	46 Twp Rd. 1351 Crown City OH 45623	clowe83@gmail.com	(740) 645 5210
Dwayne Heck	5931 Wilson Dr. Huntington		304-963-0494
Jeff Hutchison	PO Box 822 Proctorville OH	hutch@thehutchagency.com	3046387200
Dick McFann	235 Twp Rd 1348 Chesapeake OH 45619		304-942-1167
Nick Kuhn	115 Twp Rd 1248 OH 45661 Proctorville	NKUHN@ROMEFIRE.ORG	740 302 2157
Jeff & Genie Walizer	6460 Merritts Creek Rd Huntington, WV 25702	jeffwlzr@comcast.net	304-526-1583
Kathy Barry & Browning	98 Township 1149 Proctorville OH 45669		740-886-7705
Ann Lake	6466 Merritts Ck Rd Hgtn	wtlrale live.com	304-942-5288
Greg Lake	2850 Washington Blvd	Lake3@marshall.edu	304-942-7349
Todd Gillispie	11285 St Rt 7 Proctorville	Gunslinger1@woodfrontier.com	304 633 1504
Donna Mckinney	331 Rt 2 Proctorville 45669		740 886 4490
DAVID Lockhart	29 Twp Rd. 1148 Proctorville	dlock-lockhart@yahoo.com	304-638-5818
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 Interestate Planning Commission

Name	Address	Email Address	Phone Number
Kimberly D. Maynard	6016 Miller Rd Huntington, WV 25702	PJimmyGA@aol.com	(304) 208-7773
Linda L Adkins	3316 River Hwy Huntington WV 25705		304 525-2268
April Knight	6116 Kyle Ln, Hunt 25702	aprilj632@hotmail.com	304-412-6602
Cheryl Nelson	45 Jwb Rd 1255 Proctorville Ohio 45669		740-886-5789
Jack Nelson	"		"
Marylou Thomas	106 Township Rd 1534 Proctorville	mumsthomas@aol.com	3046172230
Paul Thomas	" " " " "	pthomas504@aol.com	304-617-1150
Bill Clark	18 Jacqueline Hts Htn		304 638 3249
Lloyd Baldwin	73 Township Rd 1150	LBaldwin313@Hotmail	304-360-0446
Teresa Baldwin	" " " "	Thorne40786@mail	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
Lonnie Webb	13440 St. Rt 7, Proctorville		304-521-8253

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interestate 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 Rainey	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 Put 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	mstewart2@aol.com	306-633 5727
Melvin Ben Jeffers	6402 Proctorville Ohio 45669		1748866978
Janie Bradley	6287 Ohio River Rd Lesage WV 25537	act2_lady jane@yahoo.com	304-412-2718
Kim + Janie Staggs	153 Private Dr, 10786 Proctorville, OH 45669	exjstaggs@ecs.com	304-617-3141
Xavier W. Staggs	11	xwstaggs@gmail	—
Pam Yager	112 Put Dr 220 Prctv, OH 45669	pamyager@marcobilling.com	740-646-4924
Rayne Wiseman	8334 Co Rd 107 Prctv, OH	rwiseman22@marshead.state.edu	304-840-4584

NOVEMBER 20, 2019 PUBLIC MEETING SIGN IN SHEETS

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Ohio River Bridge Crossing

KYOVA Interestate Planning Commission

Name	Address	Email Address	Phone Number
★ CARL GROVER	7676 OHIO RIVER RD	CG-ROVER@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	Kendra C-0924@yahoo.com	740-646-0289
[illegible]	810 CO RD 73 crown city	Clarkhamman@yahoo.com	304 634-1142
David Smith	6411 Doucheze Lane Letart		704 690 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	603 E Kylemore Rd	Huntington	304 654 7805
Daniel Baldreon	13 PVT Drive 8197	Proctorville oH	304 412 2872
Drew Rottgen	6356 Roberto Dr Huntington	drottgen@kiz.wv.us	(304)528-5047
SCOTT ADAM	21 CANDY LN CHESTER	WESTVIEWPROPERTY@YAHOO.COM	304-654-5516

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Proposed
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KYOVA Interestate Planning Commission

Name	Address	Email Address	Phone Number
Brian Patterson	1296 Twp Rd 172 H		740 886-8774
Joey Heck	Birkwood Rd Huntington	heck-racing@yahoo.com	304-544-4984
Janet Holley	208 Twp Rd 1250 Proctorville OH		
Chris Johnson	54 Twp Rd 1148	Proctorville Oh	—
Rustin Johnson	" " "	" "	
Amy Anderson	23 Jacqueline Hts	Huntington WV	304 imamya@comcast.net
Richard Anderson	23 Jacqueline Hts	Huntington WV	
James E. Pine	277 Township Rd. 1385	JANE@ZOOMINTERNET.NET	304 544 3896
Greg Slone	19 East Grapevine Ct. Hlgn 25704	gregoryslone@hotmail.com	
Richard Kern	136 TWP 1157 Proctorville OH		304. 206-8975
Paul Hart	PO Box 280 Chesapeake Ohio	—	304-972 5745
Jim Forth	6384 Little Seven Mile		304-736-3683
Ted Hutton	277 Township Rd. 1090 45668	fJHutton@gmail.com	

NOVEMBER 20, 2019 PUBLIC MEETING SIGN IN SHEETS

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November 20, 2019

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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 #197 Proctorville, OH 45669	Kestull@aol.com	(304) 638-6292
Susan Moore	1000 Tinker Lane Proctorville, OH 45669	olivelucytoo@aol.com	304 638-6283
Scott Morrison	4086 Kyle Lane Huntington WV 25702		304 733-5615
Larry Plantz	53 Township Rd 1534 - PROCTORVILLE, OH	LPLANT2001@AOL.com	304-617-1050
Greg Stevenson	1018 co Rd. 402 Proctorville, OH 45669	gs4stevenson@yahoo.com	304-634-4892
William B Warren	13993 St Rt 7 Proctorville OH 45669	NAPAWILLIE385@Yahoo.com	304-638-8583
Terry Carter	40 twp RD 1151 Proctorville OH	tcarter@zoominternet.net	7404161230
Linda Clary	18 Heather Street Crown City, OH 45623	lindaclary57@yahoo.com	740-339-2619
Richard Clary	18 Heather Street Crown City, OH 45623	riclary25@yahoo.com	740-441-5048
Angie Wireman	8334 Co. Rd 169 Ulrich Proctorville, OH	angiewireman24@gmail.com	
Kevin Kennon	North Braderick Hill Chesapeake, OH		
Steve Rutherford	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 1950 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	lled94@netacs.net	(740) 886-5792
Jeff & Robin Spurlock	6131 Kyle Lane, Htgn WV 25702	rspurlocky4@aol.com	304-972-9584
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. Huntington WV 25702	tstewart@k12.wv.us	304-528-5091
Kenny Boggs	68 Twp Rd 129 Proctorville OH	Kboggs@amdsgroup.net	304-633-4100
Chris Mount	86 TWP RD 1150 OH Proctorville		304 840-2602
JEREMY MILLER	569 Twp. Rd. 293 CHESAPEAKE OHIO	JNCMILLER@GMAIL.COM	304-654-1199

NOVEMBER 20, 2019 PUBLIC MEETING SIGN IN SHEETS

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Proposed
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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
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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
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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
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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
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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

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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
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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
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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
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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

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Proposed Ohio River Bridge Crossing
Stakeholder Meeting Sign-In Sheet – August 15, 2019
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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: _____

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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
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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	

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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

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Stakeholder Meeting Sign-In Sheet – November 20, 2019
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Edward Tucker ARCHITECTS, INC. | etarch.com |

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
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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

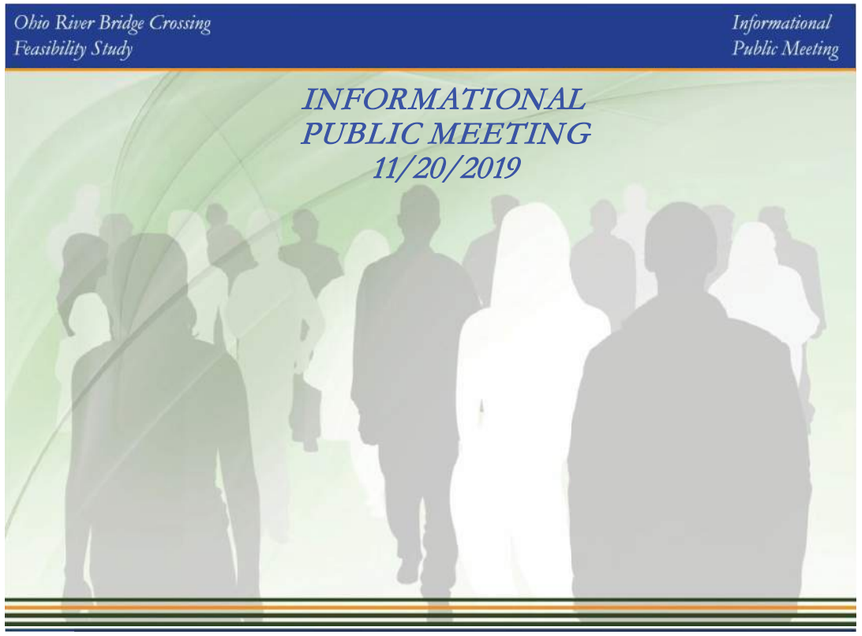
Agency/Organization Representative:
Email Address:

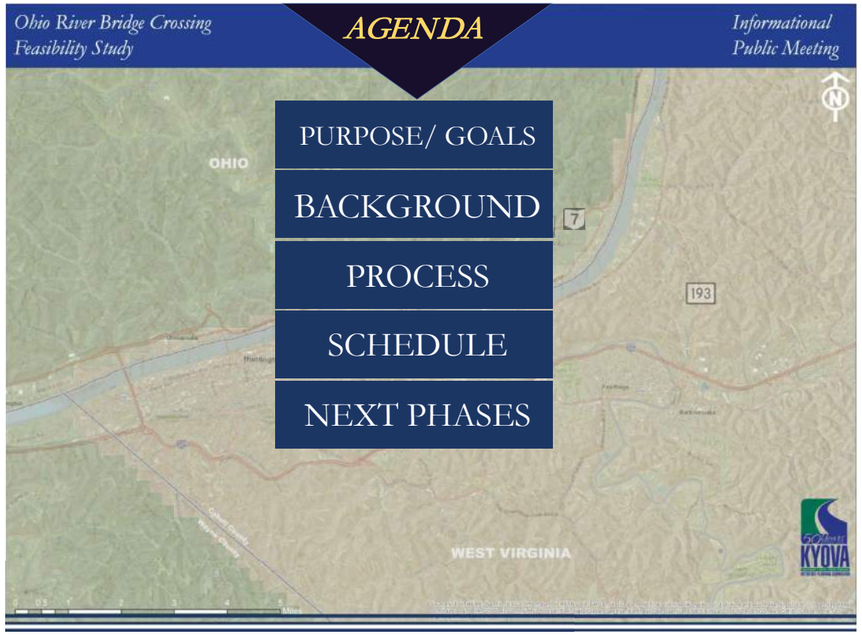
Agency/Organization Representative:
Email Address:

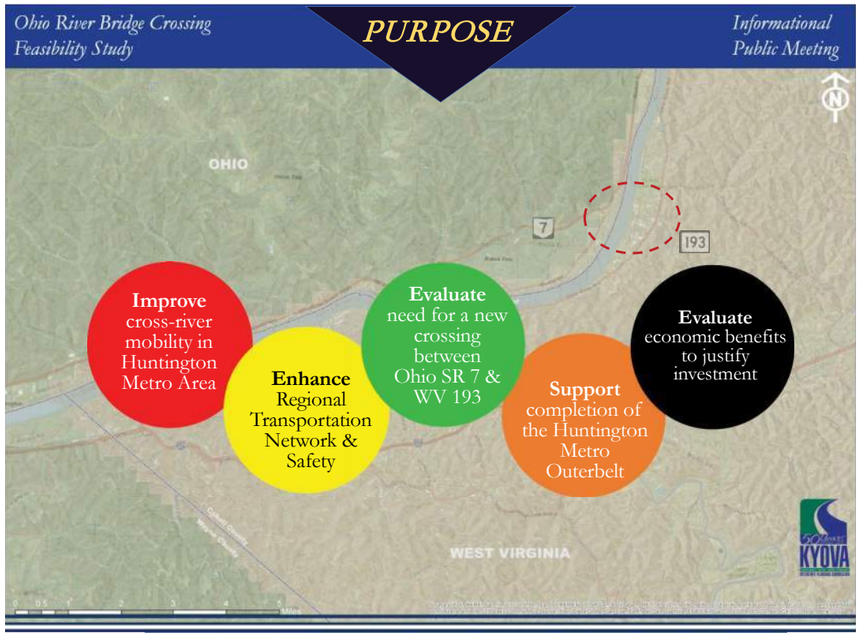
Agency/Organization Representative:
Email Address:

Agency/Organization Representative:
Email Address:

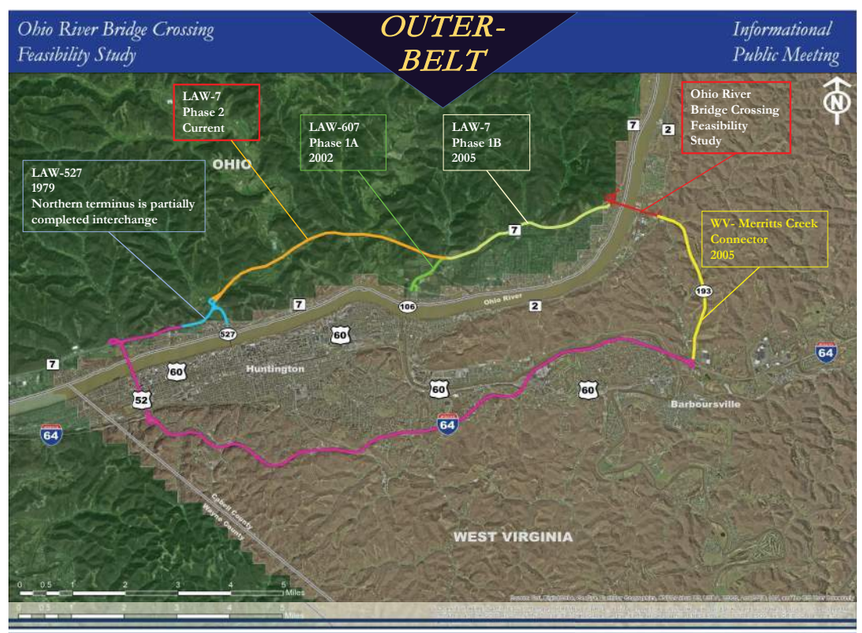
NOVEMBER 20, 2019 PUBLIC MEETING PRESENTATION

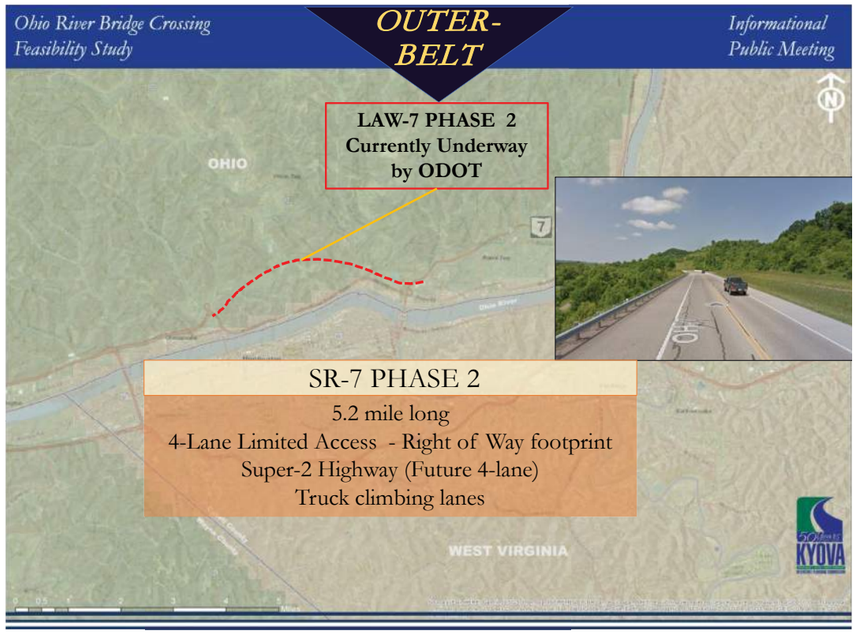




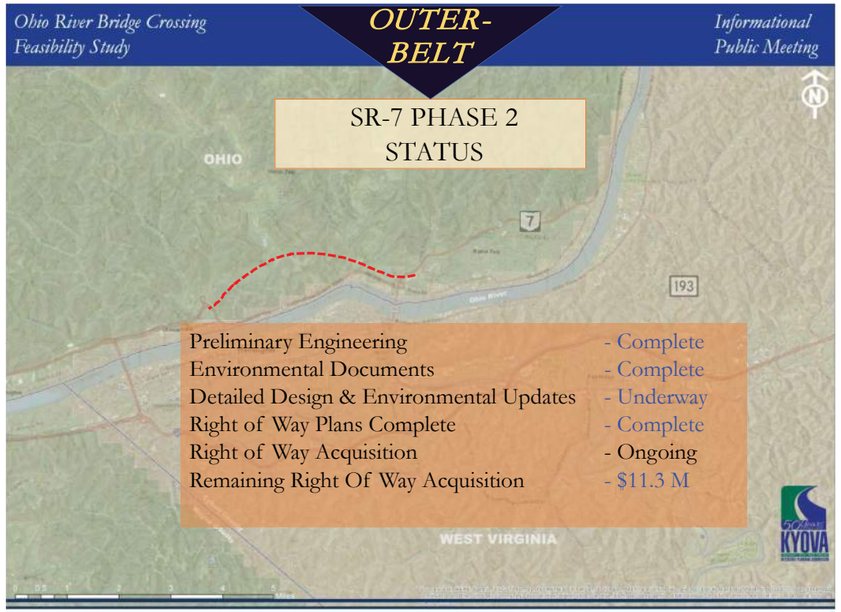


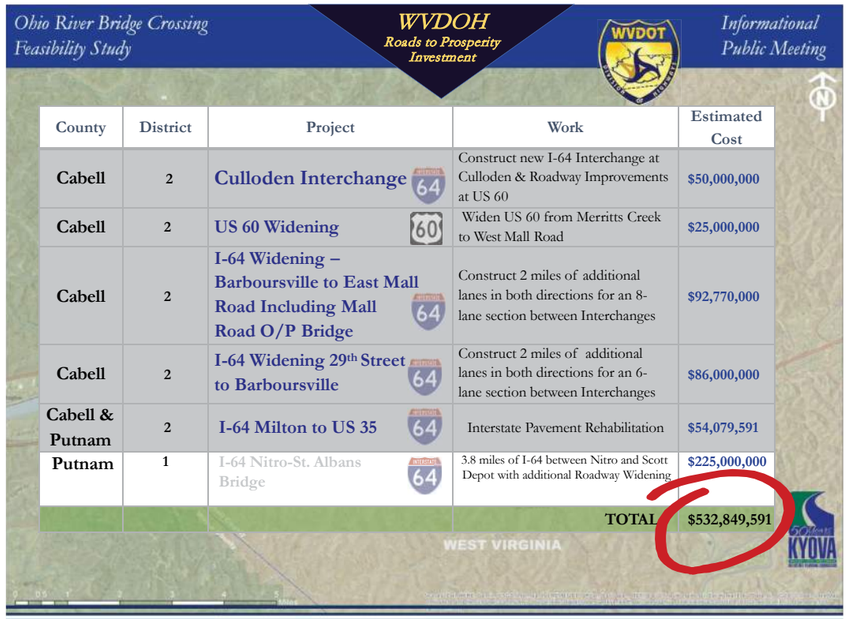
NOVEMBER 20, 2019 PUBLIC MEETING PRESENTATION



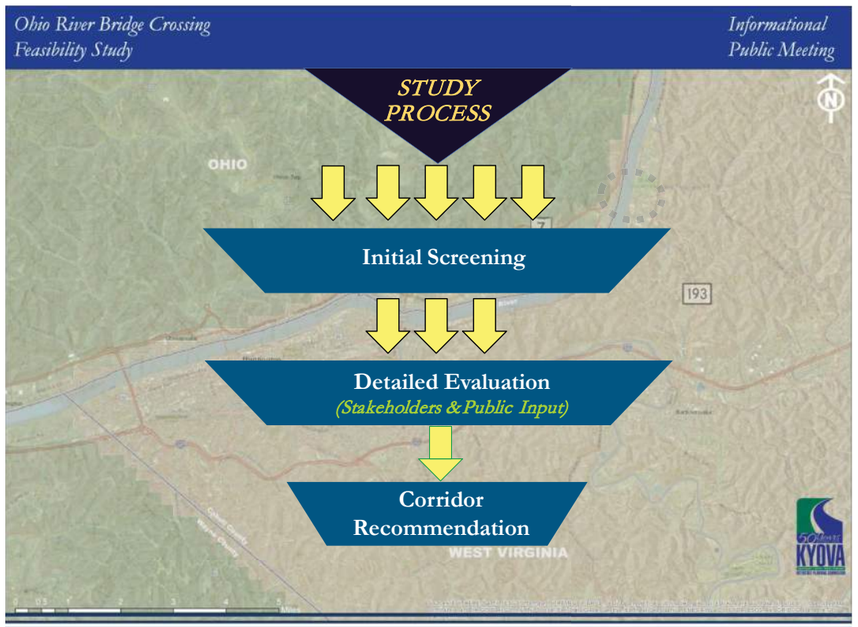


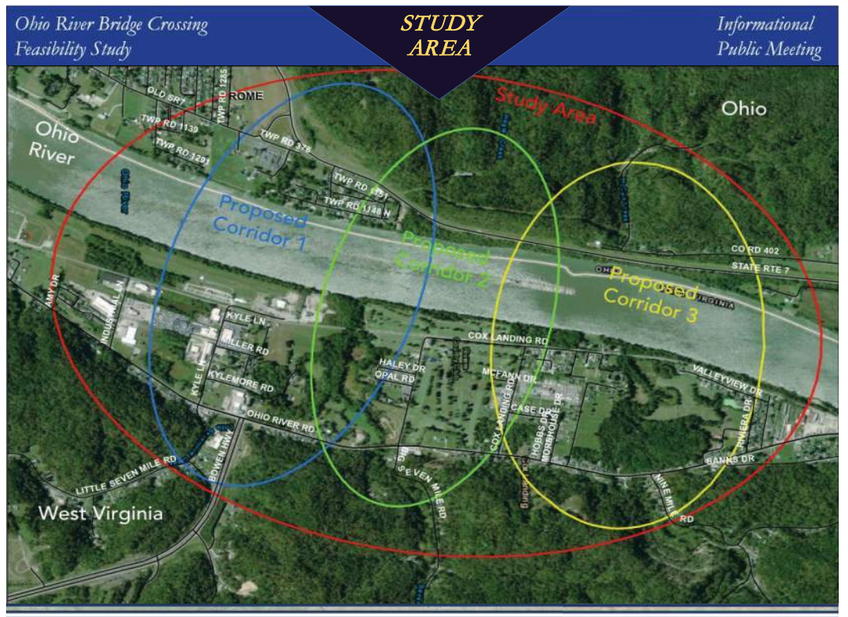
NOVEMBER 20, 2019 PUBLIC MEETING PRESENTATION



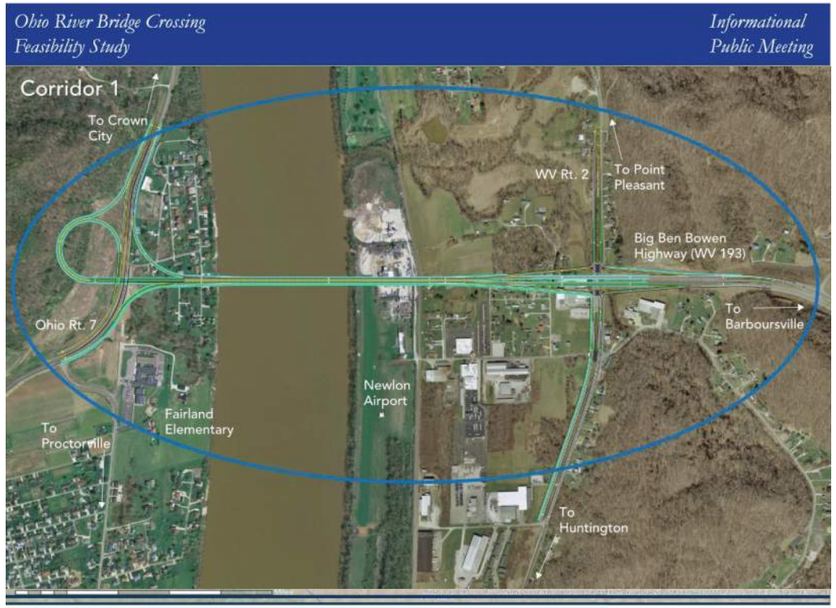


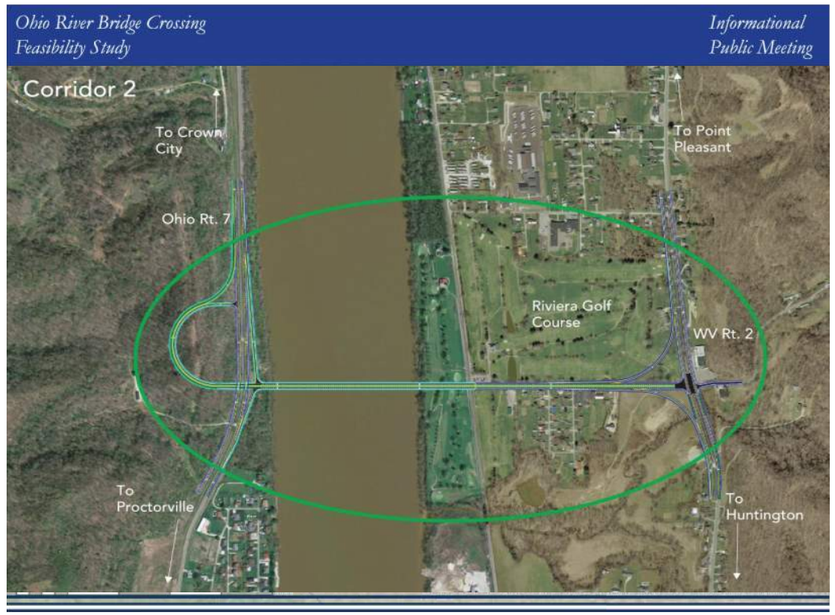
County	District	Project	Work	Estimated Cost
Cabell	2	Culloden Interchange	Construct new I-64 Interchange at Culloden & Roadway Improvements at US 60	$50,000,000
Cabell	2	US 60 Widening	Widen US 60 from Merritts Creek to West Mall Road	$25,000,000
Cabell	2	I-64 Widening – Barboursville to East Mall Road 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

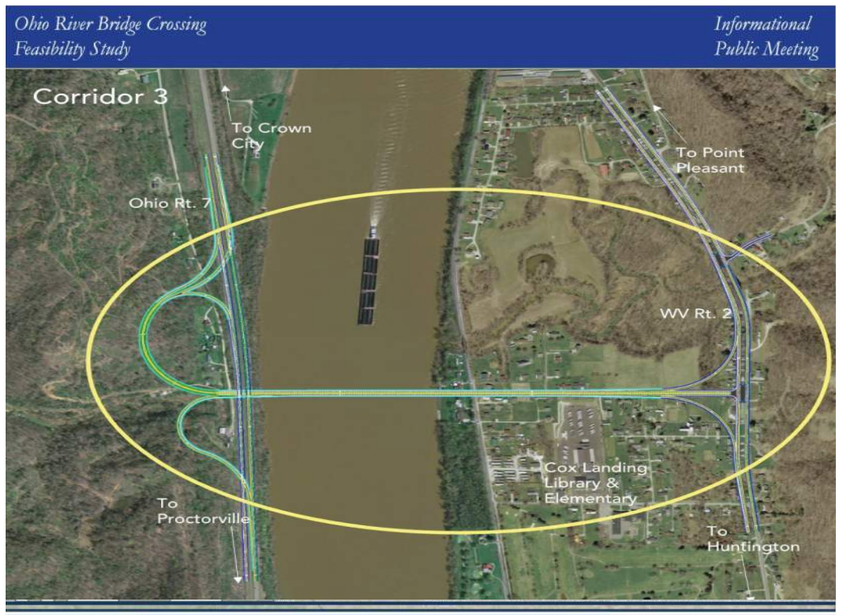


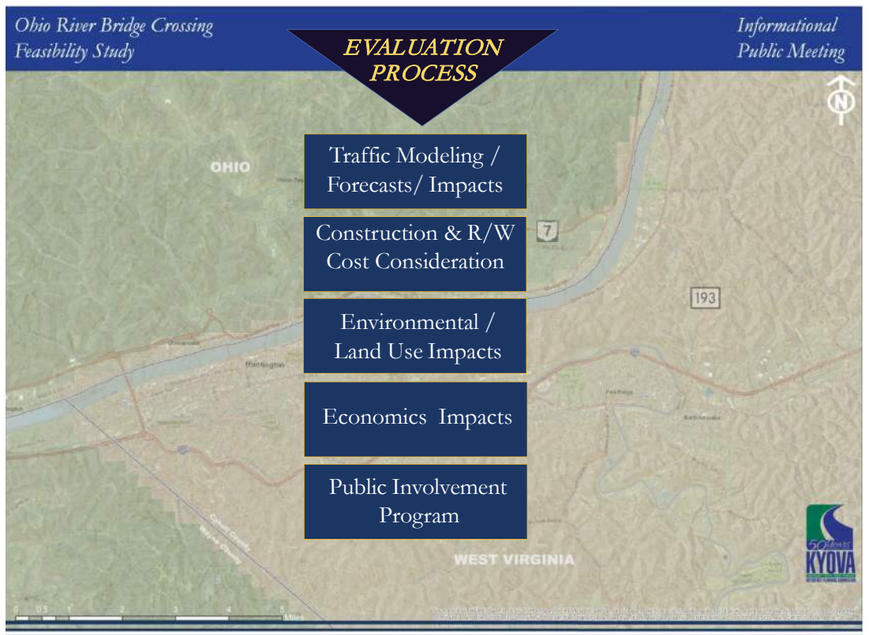


NOVEMBER 20, 2019 PUBLIC MEETING PRESENTATION





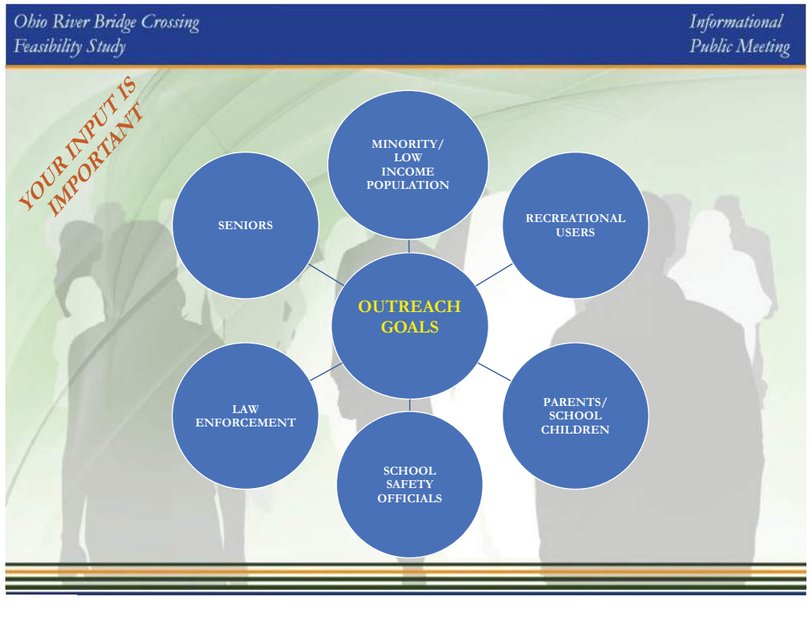


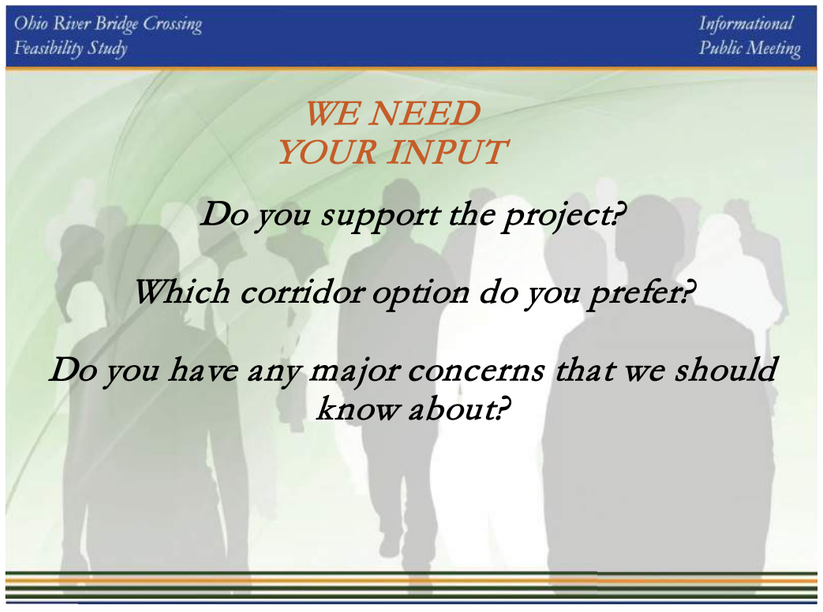


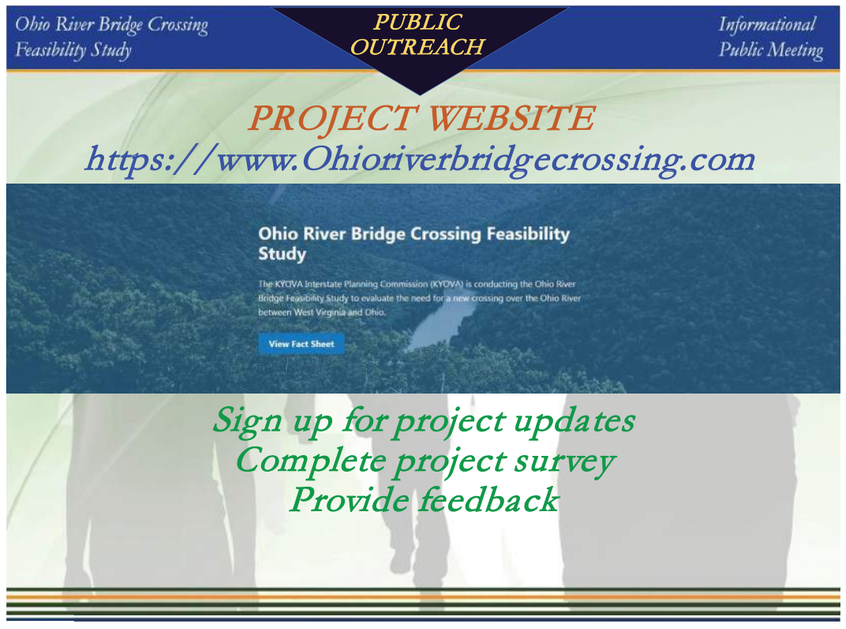
NOVEMBER 20, 2019 PUBLIC MEETING PRESENTATION

	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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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

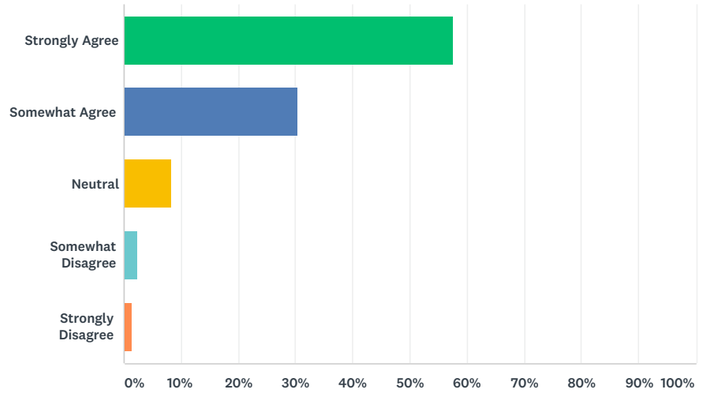
Q1 Please provide the contact information below:

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).

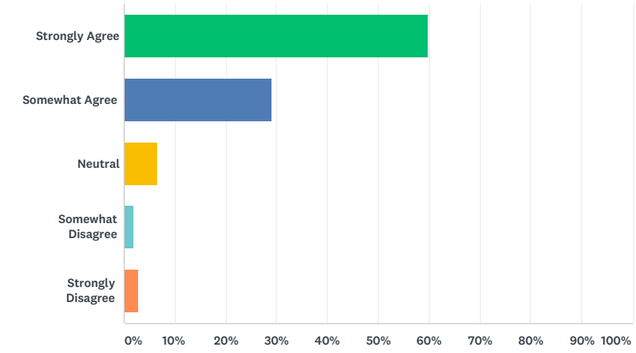
Answered: 217 Skipped: 2



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.

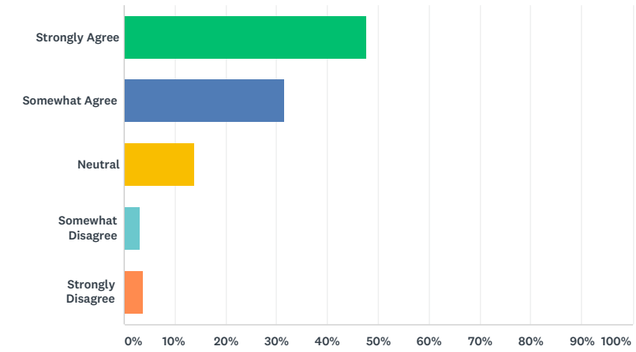
Answered: 217 Skipped: 2



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

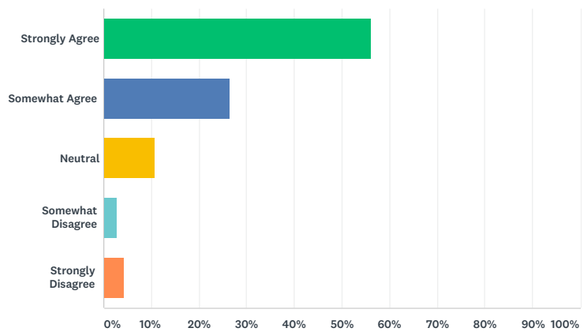


ANSWER CHOICES	RESPONSES	
Strongly Agree	47.71%	104
Somewhat Agree	31.65%	69
Neutral	13.76%	30
Somewhat Disagree	3.21%	7
Strongly Disagree	3.67%	8
TOTAL		218

SURVEY RESPONSES

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

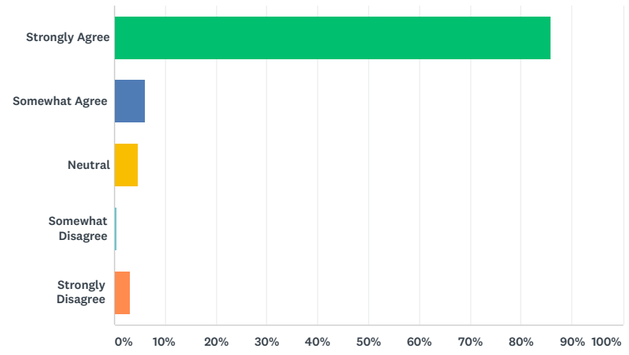
Answered: 216 Skipped: 3



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.

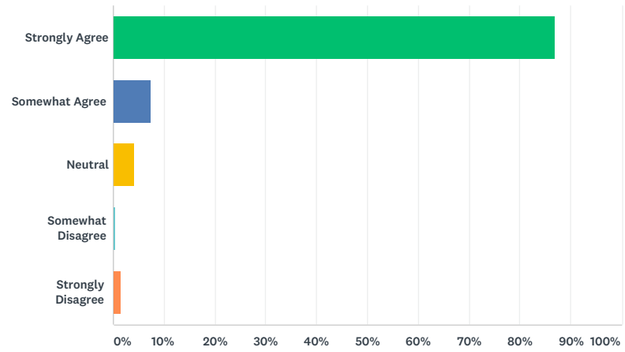
Answered: 218 Skipped: 1



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.

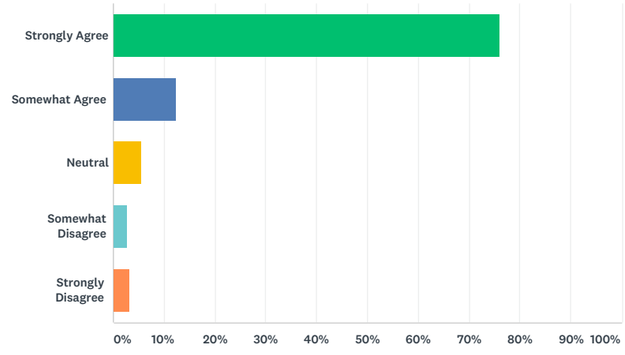
Answered: 219 Skipped: 0



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

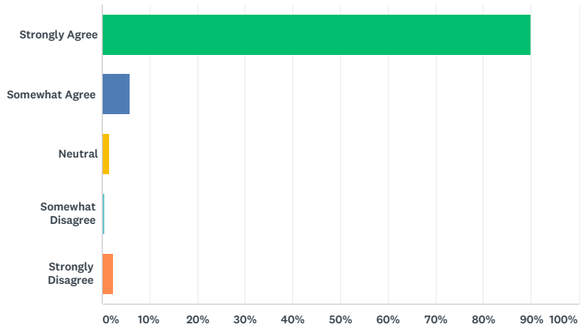


ANSWER CHOICES	RESPONSES	
Strongly Agree	76.04%	165
Somewhat Agree	12.44%	27
Neutral	5.53%	12
Somewhat Disagree	2.76%	6
Strongly Disagree	3.23%	7
TOTAL		217

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.

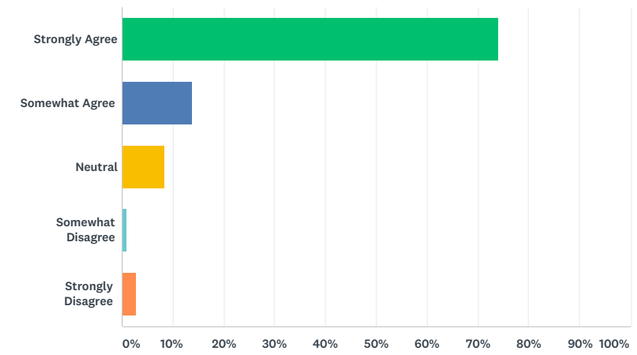
Answered: 219 Skipped: 0



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.

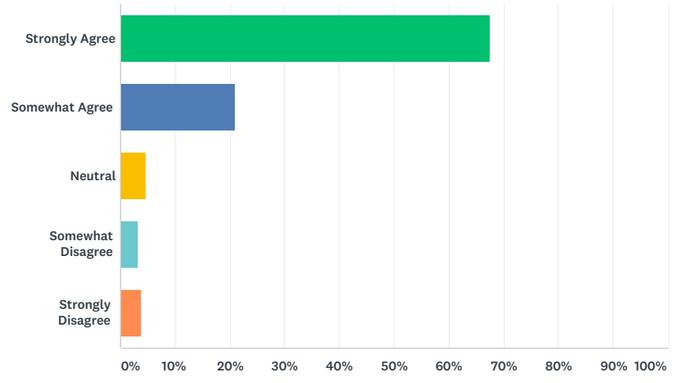
Answered: 216 Skipped: 3



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

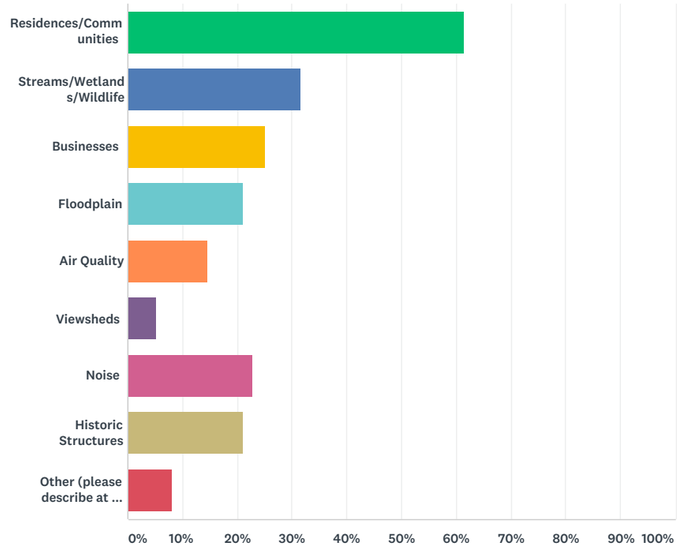


ANSWER CHOICES	RESPONSES	
Strongly Agree	67.59%	146
Somewhat Agree	20.83%	45
Neutral	4.63%	10
Somewhat Disagree	3.24%	7
Strongly Disagree	3.70%	8
TOTAL		216

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

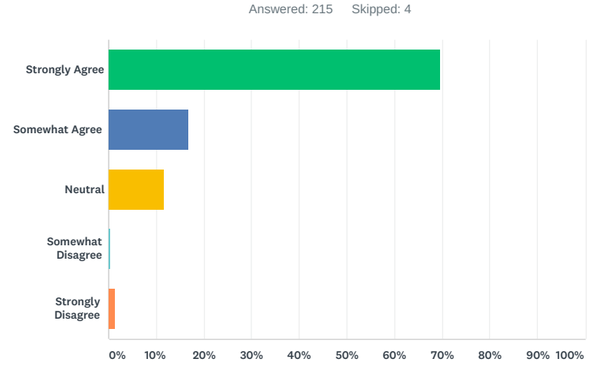
Answered: 171 Skipped: 48



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.

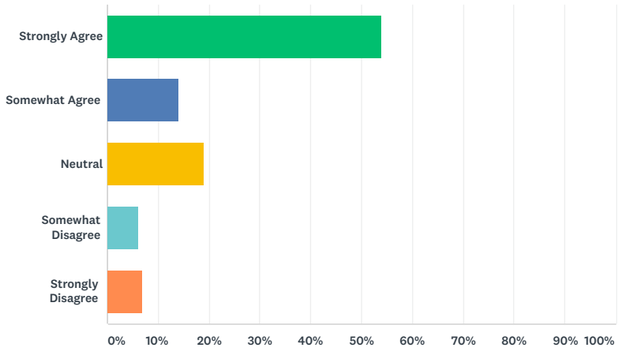
Answered: 215 Skipped: 4



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

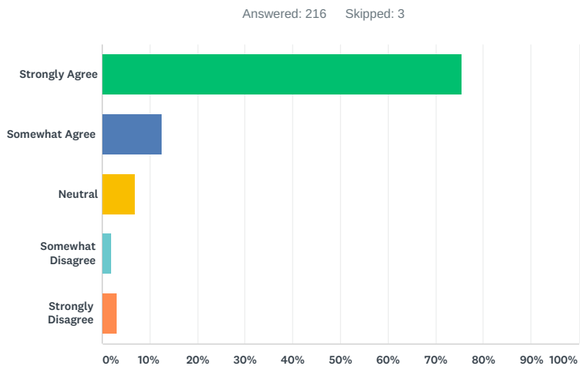


ANSWER CHOICES	RESPONSES	
Strongly Agree	53.95%	116
Somewhat Agree	13.95%	30
Neutral	19.07%	41
Somewhat Disagree	6.05%	13
Strongly Disagree	6.98%	15
TOTAL		215

SURVEY RESPONSES

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

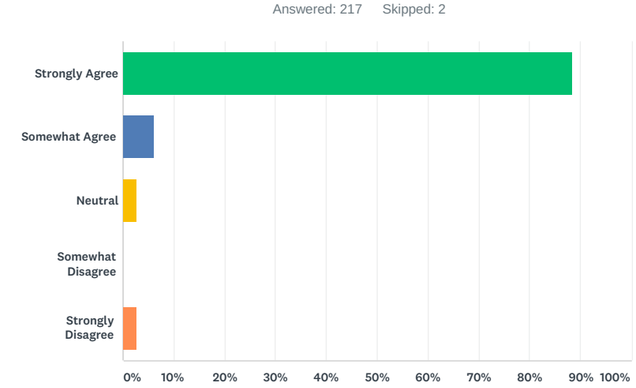
Answered: 216 Skipped: 3



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.

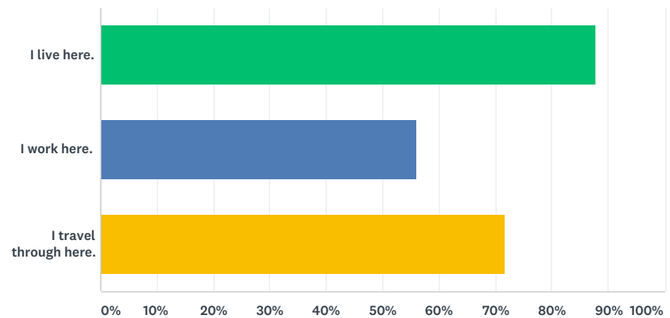
Answered: 217 Skipped: 2



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

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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

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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

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	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

SURVEY CONTACT LIST

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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…

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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

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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.

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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.

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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.

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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.

1401 Sixth Avenue
Huntington, West Virginia 25701
304.697.4990 telephone
304.697.4991 facsimile
etarch.com

Stakeholder Meeting
Ohio River Bridge Crossing
April 29, 2020

- 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	

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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	

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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.	

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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

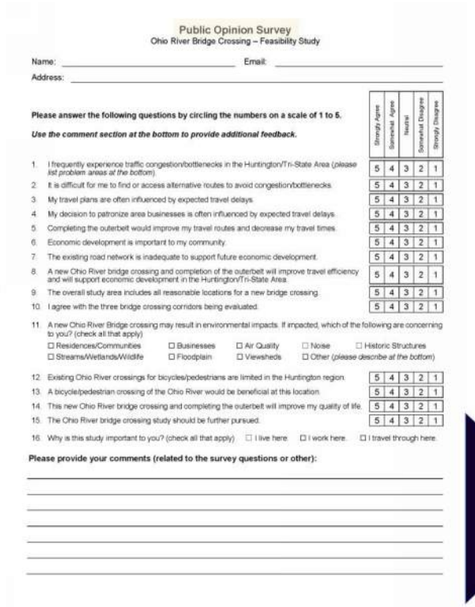
Stakeholder Meeting April 29, 2020

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

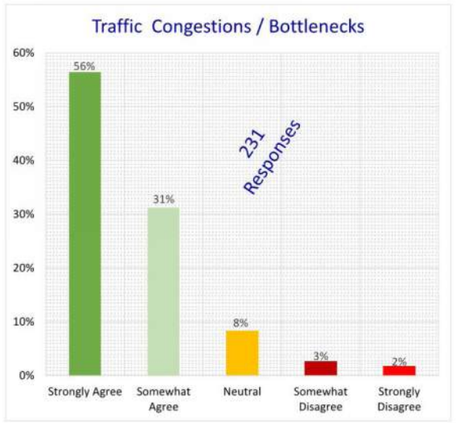
November 20, 2019 Informational Public Meeting

Over 230 Responses

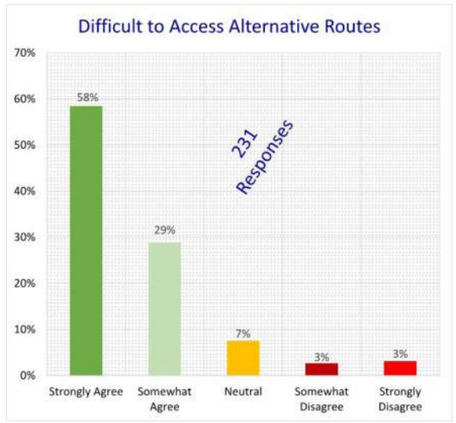
Ohio River Bridge Crossing
Feasibility Study

Public Input

Stakeholder Meeting
April 29, 2020



(Q2) I frequently experience traffic congestion/bottlenecks in the Huntington/Tri-State Area.

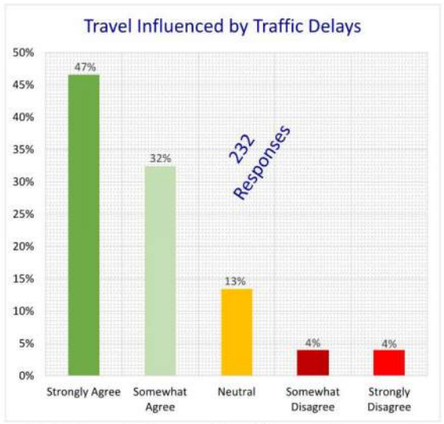


(Q3) It is difficult for me to find or access alternative routes to avoid congestion/bottlenecks.

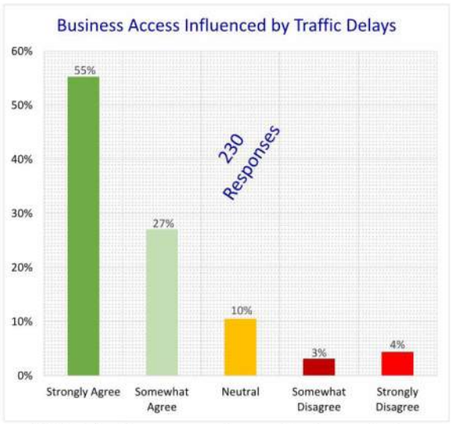
Ohio River Bridge Crossing
Feasibility Study

Public Input

Stakeholder Meeting
April 29, 2020



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

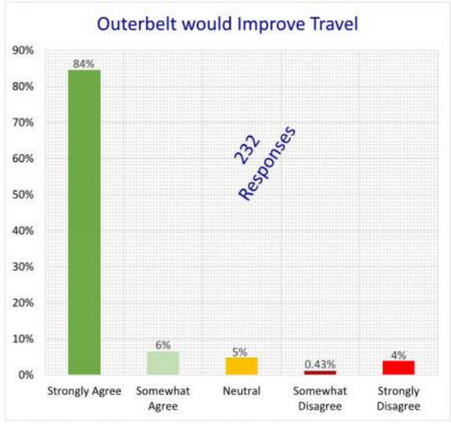


(Q5) My decision to patronize area businesses is often influenced by expected travel delays.

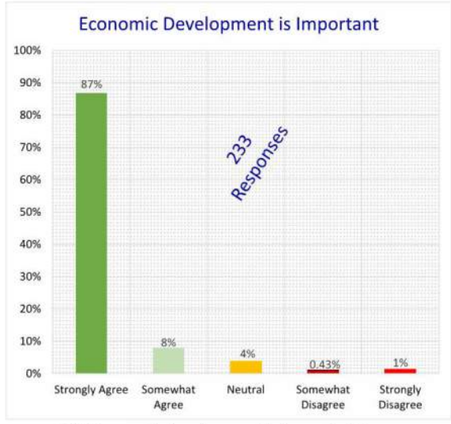
Ohio River Bridge Crossing
Feasibility Study

Public Input

Stakeholder Meeting
April 29, 2020



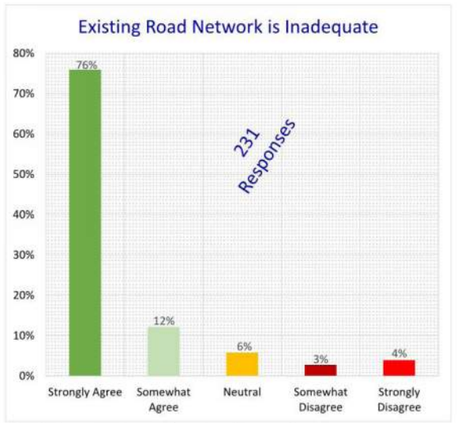
(Q6) Completing the Outerbelt would improve my travel routes and decrease my travel times.



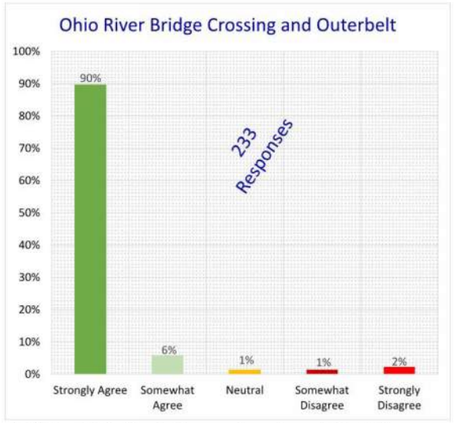
(Q7) Economic development is important to my community.

STAKEHOLDER MEETING PRESENTATION, APRIL 29, 2020

Ohio River Bridge Crossing Feasibility Study — Public Input — Stakeholder Meeting April 29, 2020

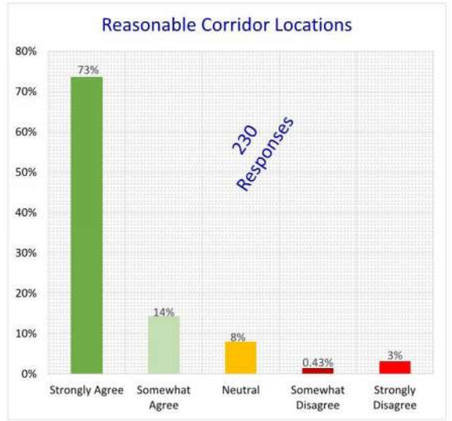


(Q8) The existing road network is inadequate to support future economic development.

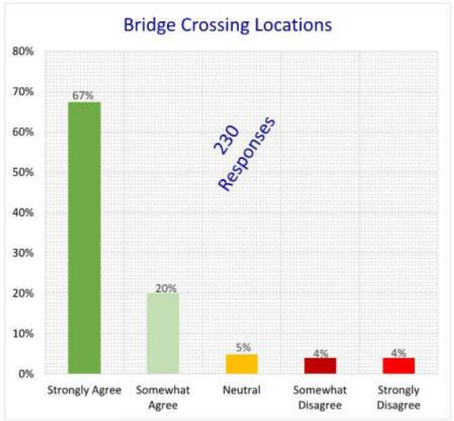


(Q9) A new Ohio River bridge crossing and completion of the Outerbelt will improve travel efficiency and will support economic development in the Huntington/Tri-State Area.

Ohio River Bridge Crossing Feasibility Study — Public Input — Stakeholder Meeting April 29, 2020

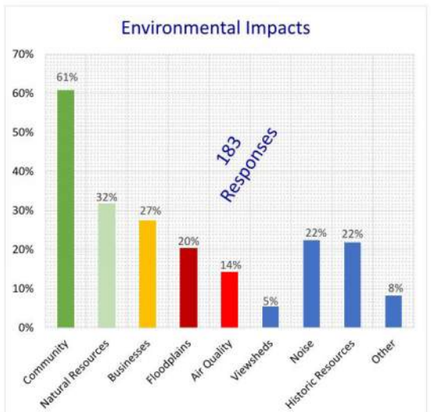


(Q10) The overall study area includes all reasonable locations for a new bridge crossing.

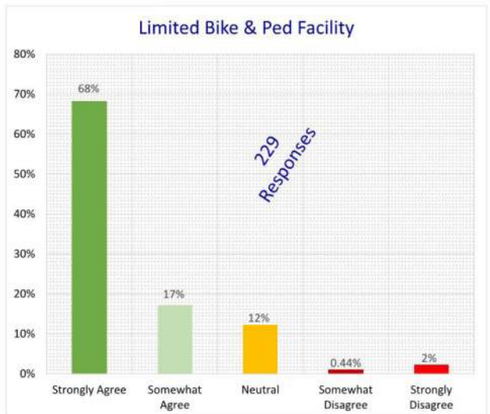


(Q11) I agree with the three bridge crossing corridors being evaluated.

Ohio River Bridge Crossing Feasibility Study — Public Input — Stakeholder Meeting April 29, 2020

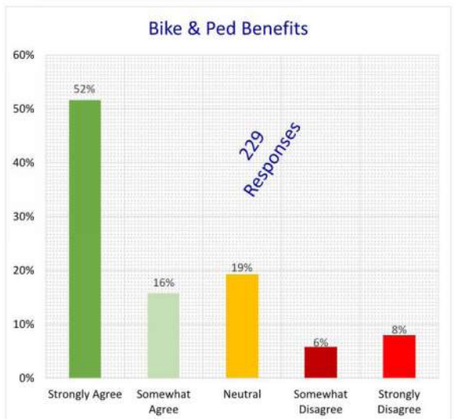


(Q12) A new Ohio River Bridge crossing may result in environmental impacts. If impacted, which of the following are concerning to you?

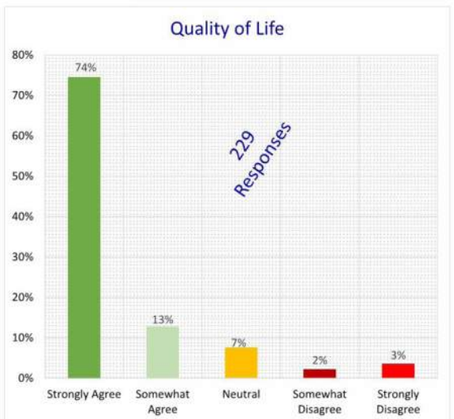


(Q13) Existing Ohio River crossings for bicycle/pedestrians are limited in the Huntington region.

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.



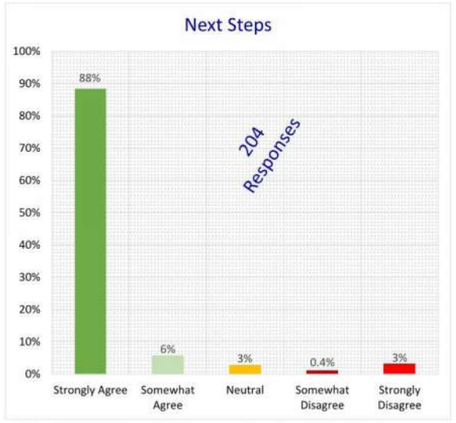
(Q15)This new Ohio River bridge crossing and completing the Outerbelt will improve my quality of life.

STAKEHOLDER MEETING PRESENTATION, APRIL 29, 2020

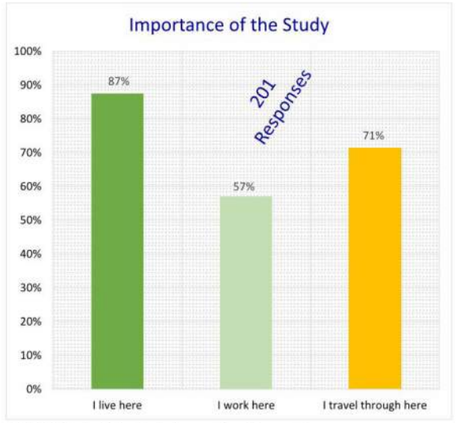
Ohio River Bridge Crossing Feasibility Study

Public Input

Stakeholder Meeting April 29, 2020



Q16 The Ohio River bridge crossing should be further pursued.

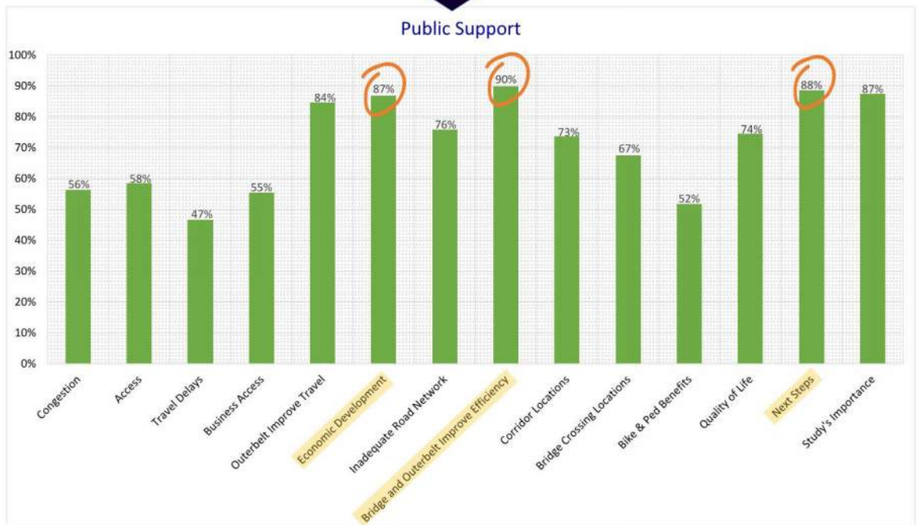


Q17 Why is this study important to you?

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?