



KYOVA

Kentucky • Ohio • West Virginia
Interstate Planning Commission

KYOVA Metropolitan Planning Organization

Ohio River Bridge Crossing Feasibility Study





KYOVA Metropolitan Planning Organization

Ohio River Bridge Crossing Feasibility Study

Table of Contents

| | | | |
|---|-----------|--|------------|
| 1.0 Executive Summary | 2 | 6.4 Structure Considerations | 27 |
| Purpose of the Study | 2 | 6.5 Geotechnical Considerations..... | 28 |
| Study Sponsors..... | 2 | 6.6 Multi-modal Mobility Considerations..... | 28 |
| Project Description and Process | 2 | 7.0 Cost Estimation Methodology..... | 30 |
| Summary and Recommendation..... | 2 | 7.1 Right-of-Way and Utility Costs..... | 30 |
| 2.0 Regional Description..... | 4 | 7.2 Construction Costs | 30 |
| 2.1 Existing Communities..... | 4 | 8.0 Environmental Analysis..... | 32 |
| 2.2 Existing Major Routes of Connectivity..... | 4 | 8.1 Physical Environment..... | 32 |
| 2.3 Land Use and Economic Development | 4 | 8.2 Social Environment..... | 36 |
| 3.0 Prior Studies and Documents of Significance..... | 6 | 8.3 References | 41 |
| 3.2 Draft Purpose and Need..... | 8 | 9.0 Stakeholder and Public Involvement..... | 42 |
| 3.3 Logical Termini/Independent Utility | 8 | 9.1 Stakeholder Involvement..... | 42 |
| 4.0 Alternatives and Corridors Considered..... | 10 | 9.2 Public Involvement..... | 42 |
| 4.1 No-Build Alternative | 10 | 9.3 Public Feedback | 43 |
| 4.2 Improvement to Existing East Huntington Bridge | 10 | 10.0 Conclusions..... | 45 |
| 4.3 Corridors Considered | 10 | 10.1 Evaluation Matrix..... | 45 |
| 5.0 Traffic Analysis | 12 | 10.2 Recommendation | 45 |
| 5.1 Existing KYOVA Travel Demand Model..... | 12 | 10.3 Next Steps | 45 |
| 5.2 Existing Traffic and AADT Shifts..... | 18 | Appendix I Environmental Information | 48 |
| 5.3 Alternative Corridor Traffic Comparisons..... | 22 | Appendix II Public Involvement denoted as pages 1-77..... | 83 |
| 6.0 Design Considerations | 27 | Appendix III Engineering Drawings | 167 |
| 6.1 Design Guidelines | 27 | | |
| 6.2 Approach Roadways | 27 | | |

Purpose of the Study

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

Study Sponsors

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

Project Description and Process

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

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

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

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

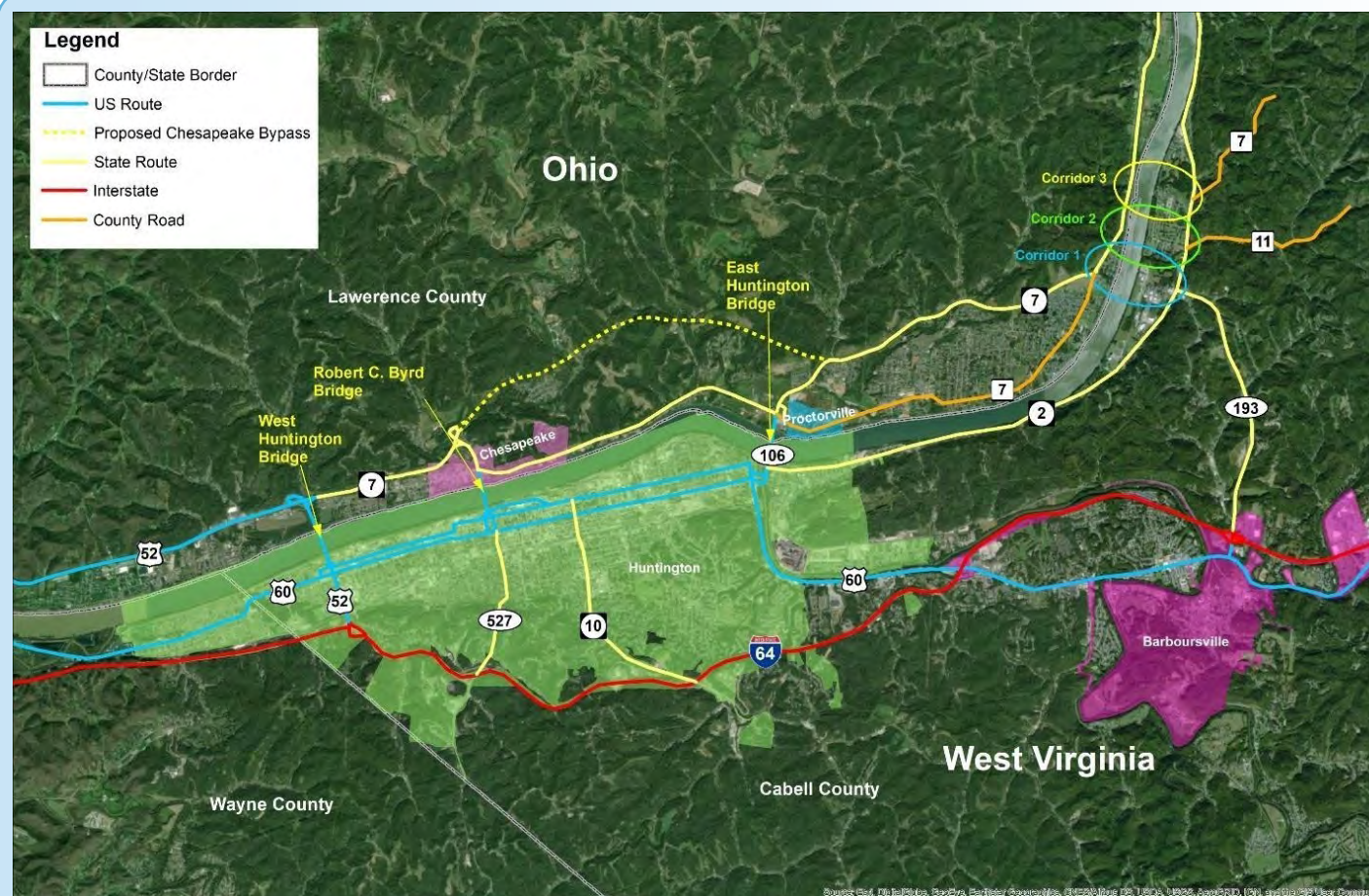


Figure 1-1: Location Map. The above map highlights the variety of major roadways along the Ohio River in the Huntington, WV area.

Summary and Recommendation

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

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

Table 1-1: Evaluation Matrix

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

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

2.0 Regional Description

2.1 Existing Communities

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

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

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

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

2.2 Existing Major Routes of Connectivity

Interstate Network

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

State Routes

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

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

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

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

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

2.3 Land Use and Economic Development

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

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

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

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

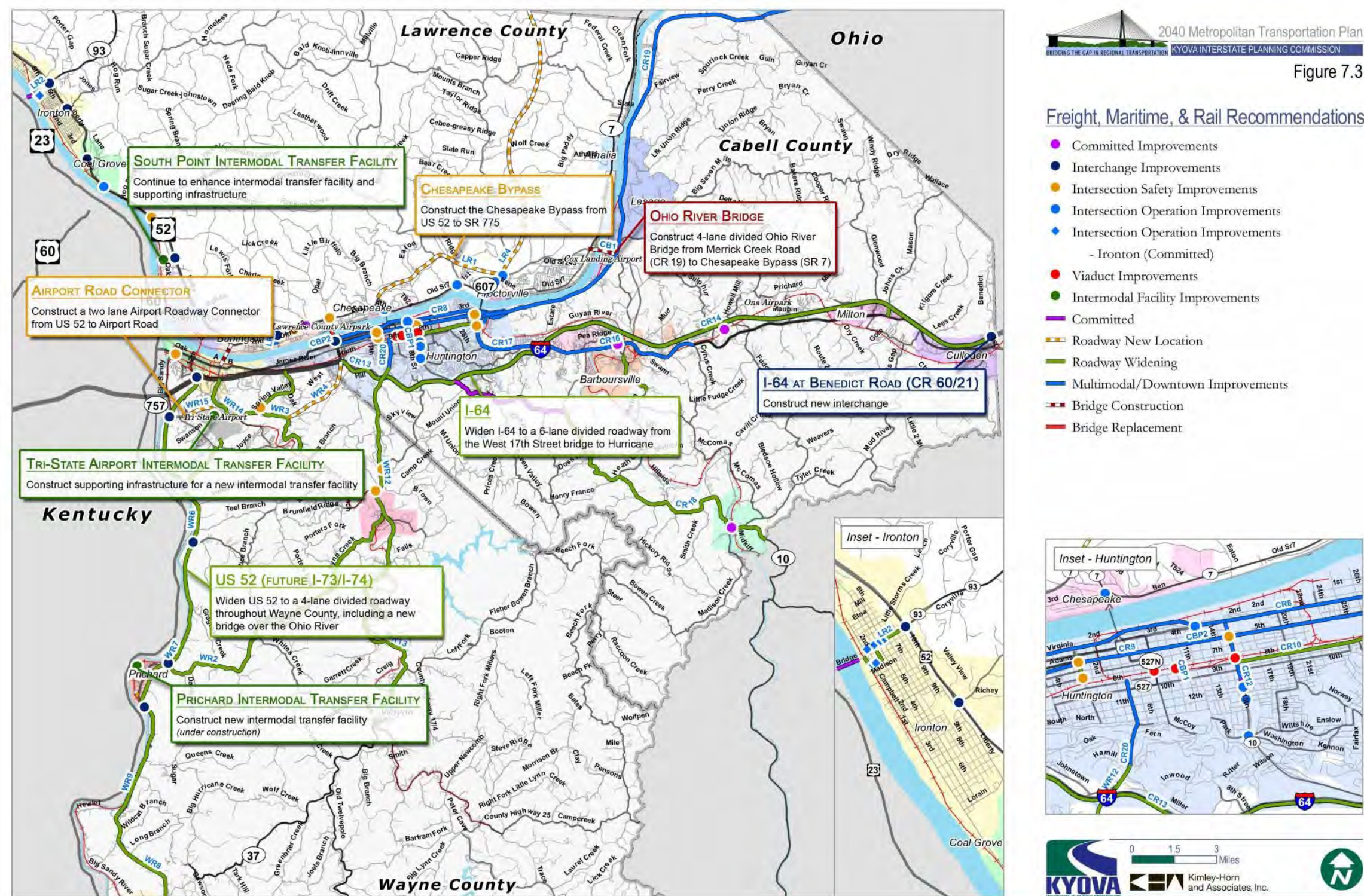


Figure 2-1: The 2040 Metropolitan Transportation Plan, Freight, Maritime & Rail Recommendation. Figure 2-1 is the 2040 Metropolitan Transportation Plan, Freight, Maritime & Rail Recommendations for the area. The figure shows potential improvements for the area, as well as highlighting key project locations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

3.0 Prior Studies and Documents of Significance

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

KYOVA Long Range Plan

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

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

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

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

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

KYOVA Interim CMP (January 2014)

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

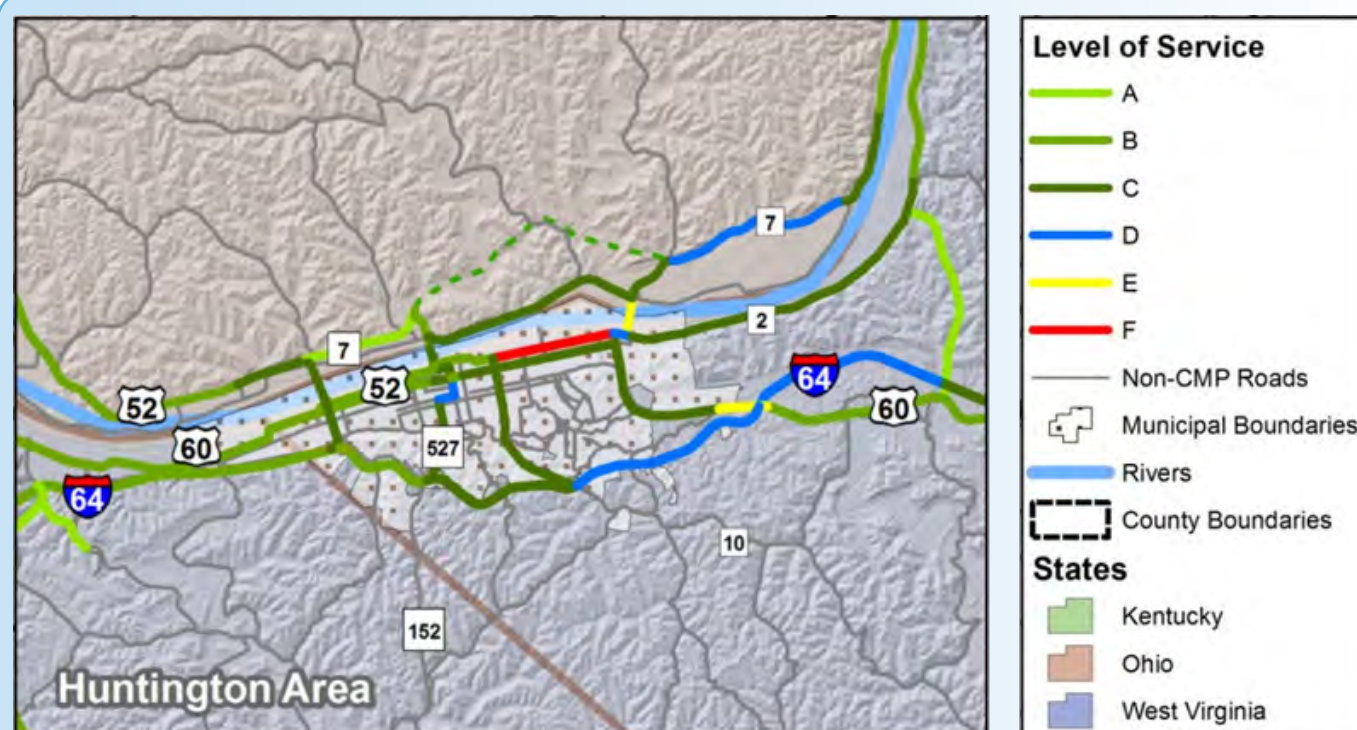


Figure 3-1 Existing Levels of Service (LOS).

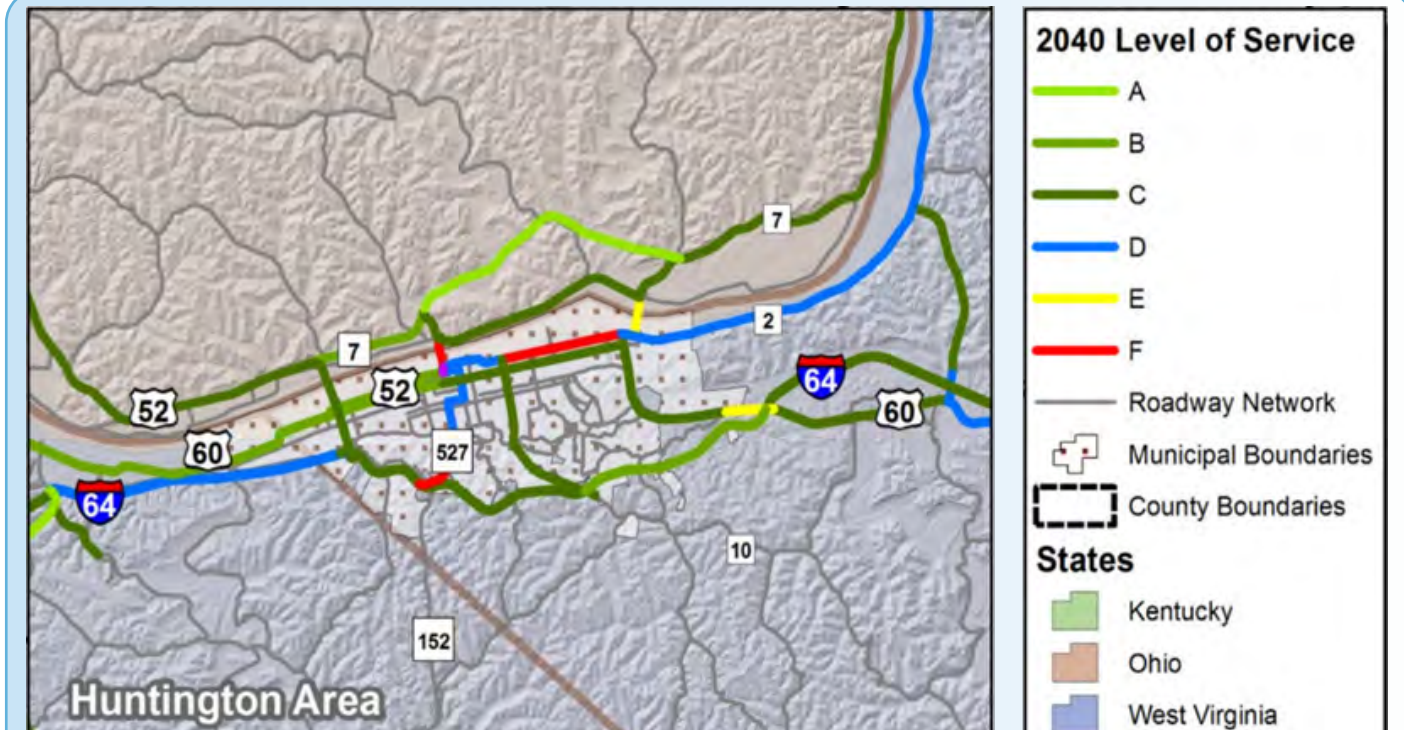


Figure 3-2 Projected Year 2040 Levels of Service*

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

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

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

- On June 9, 1993, “at the request of the U.S. Fish and Wildlife Service, a preliminary review of wetlands located between the Ohio River and WV-2 was performed. Although these sites are located outside of the Merritts Creek Connector project area, a preliminary review was requested to identify wetlands that could be impacted by long-range plans for a possible connection to the Chesapeake Bypass project” (EIS, Page III-36).
- In a July 7, 1993 letter from the West Virginia Region II Planning and Development Council, Executive Director Michele P. Craig expressed long-range plan priorities, stating: “As part of the long-range plan approved by KYOVA Interstate Planning Commission, development of two phases of a project termed the Chesapeake By-Pass has been prioritized. The by-pass, which is planned to follow a line north of Ohio SR-7, would terminate at a point near Athalia, Ohio, across the river from the proposed northern terminus of the Merritts Creek Project. Another priority of the long-range plan is to add a river crossing between the Chesapeake By-Pass and the proposed connector. To retain the opportunity to address that priority at an appropriate time, KYOVA Interstate Planning Commission would request that the location and design of the chosen alignment anticipate construction of a river crossing.”

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

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

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

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

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

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

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

Lawrence County Bicycle and Pedestrian Plan (April 2018)

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

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

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

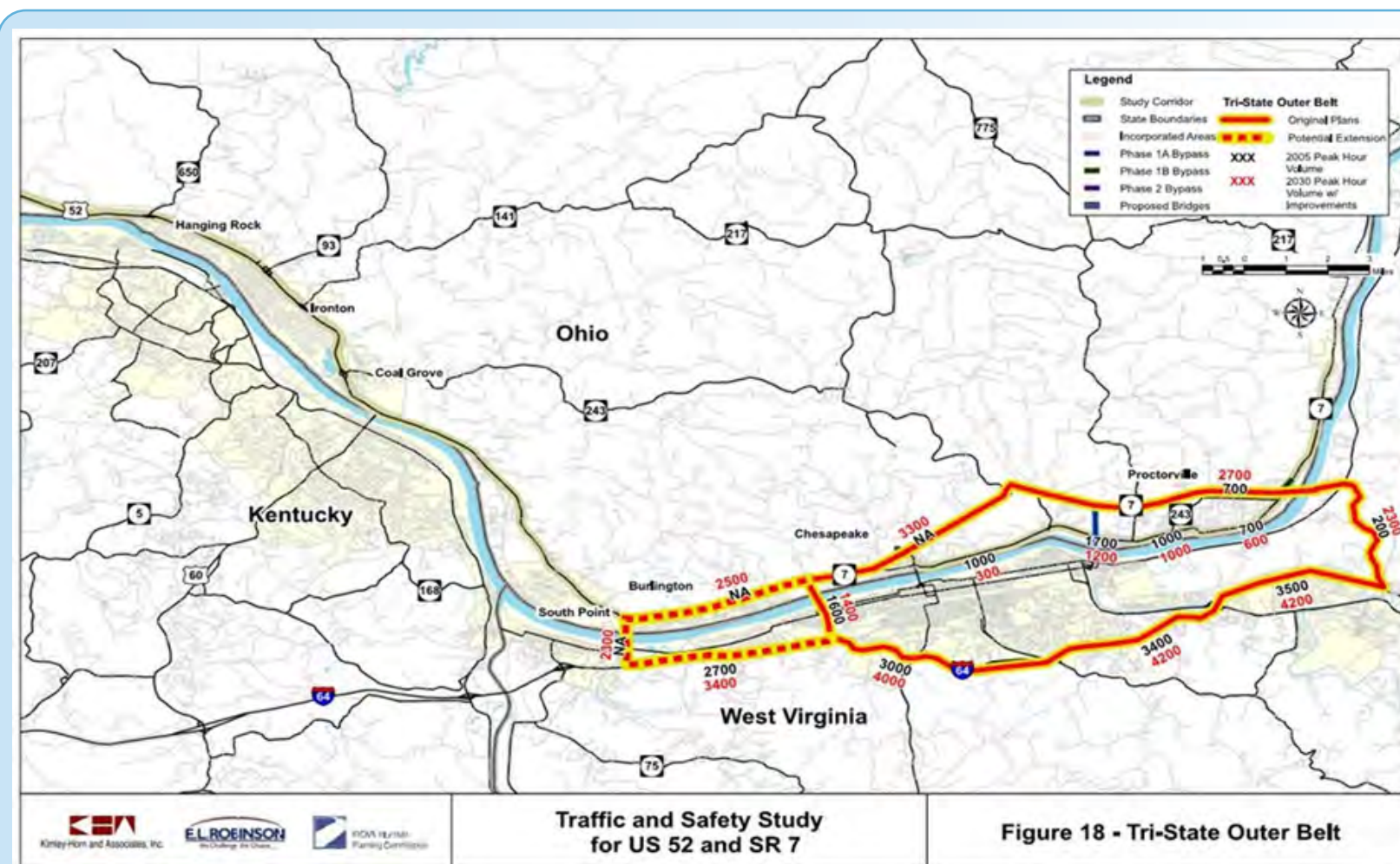


Figure 3-3: Traffic and Safety Study for US-52 and SR-7.

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

3.2 Draft Purpose and Need

Purpose Statement

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

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

Need Discussions

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

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

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

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

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

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

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

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

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

Secondary Need: Multi-Modal Mobility

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

3.3 Logical Termini/Independent Utility

Logical Termini

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

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

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

Independent Utility

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

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

4.0 Alternatives and Corridors Considered

4.1 No-Build Alternative

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

4.2 Improvement to Existing East Huntington Bridge

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

4.3 Corridors Considered

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

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

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

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

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

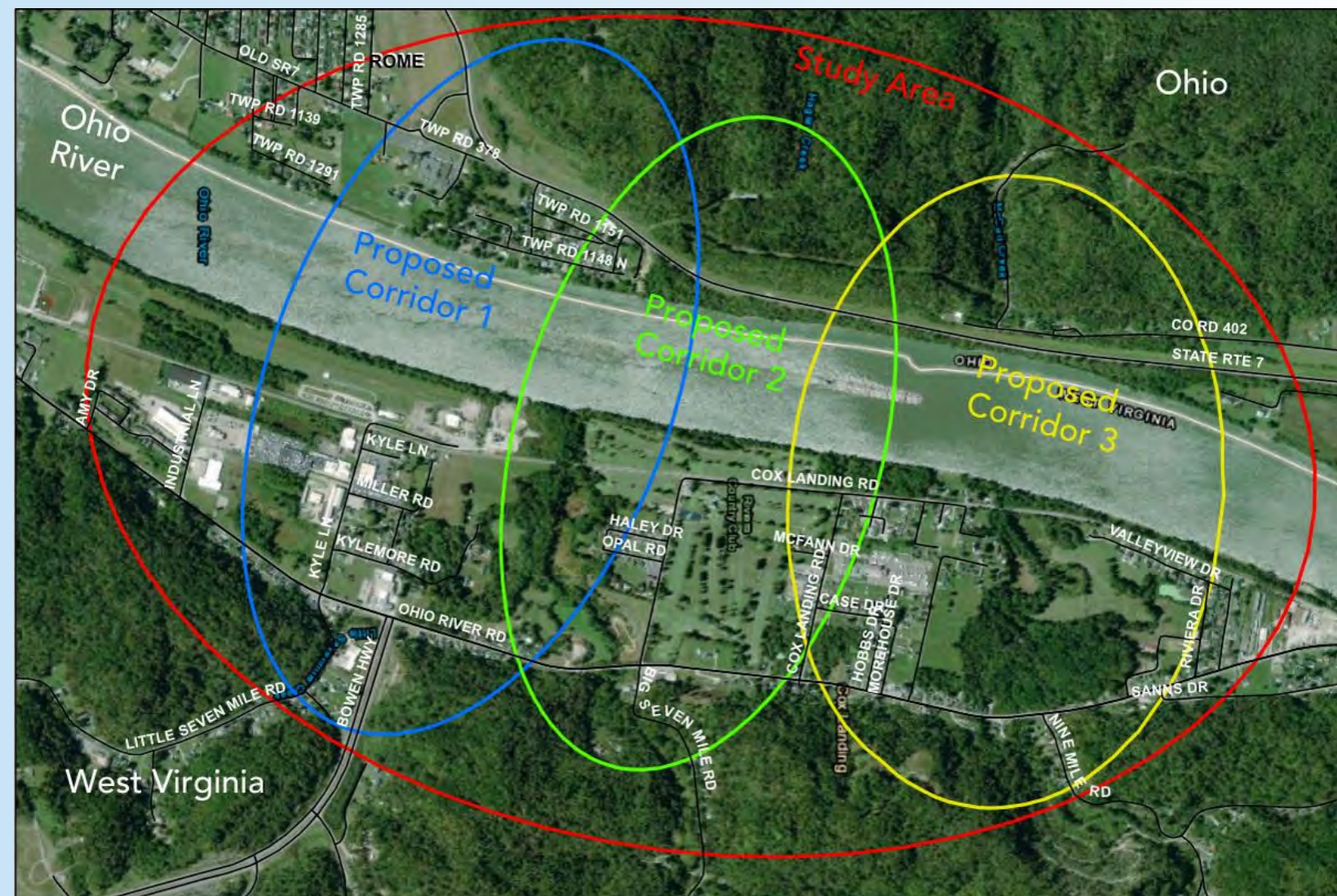


Figure 4-1: Corridors and Study Evaluation Area



Figure 4-2: Corridor 1



Figure 4-3: Corridor 2

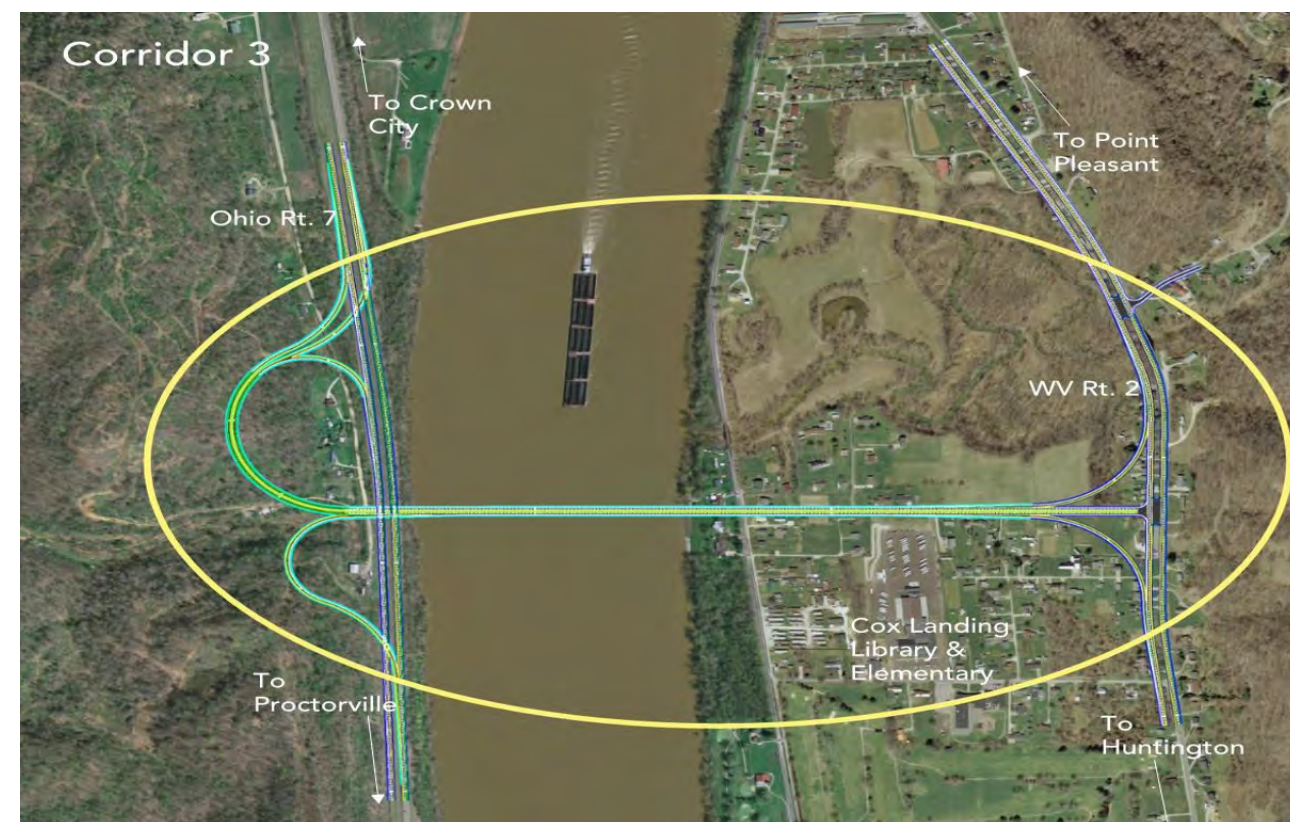
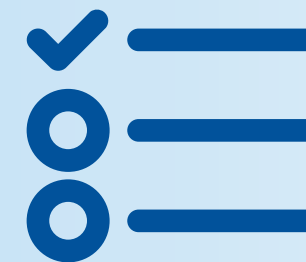


Figure 4-4: Corridor 3



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

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

5.1 Existing KYOVA Travel Demand Model

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

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

Land-Use and Economic Development

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

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

Model Runs

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

- **2015 No-Build:** This scenario assumes no changes to the model.
- **2015 Build:** This scenario assumes the proposed bridge is in place during the base year. Although the bridge does not exist in the current year, this scenario is used as a baseline for the future year analysis.

- **2040 No-Build:** This scenario assumes the proposed bridge does not exist in the future year. The Tri-state outer belt is assumed to be completed.
- **2040 Build:** This scenario assumes the proposed bridge and the Tri-state outer belt are both built in the future year.

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

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

Model Calibration

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

| Table 5-1 2030 Build Model Volumes for Study Area Roads | |
|---|------------|
| West Virginia Routes | 2040 Build |
| WV-2 North of WV-193 | 16,014 |
| WV-2 South of WV-193 | 15,052 |
| WV-193 | 10,478 |
| Proposed Bridge | 20,256 |
| Ohio Routes | |
| SR-7 North of Proposed Bridge | 9,814 |
| CR-107 South of Proposed Bridge | 7,448 |
| SR-7 South of Proposed Bridge | 8,450 |



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

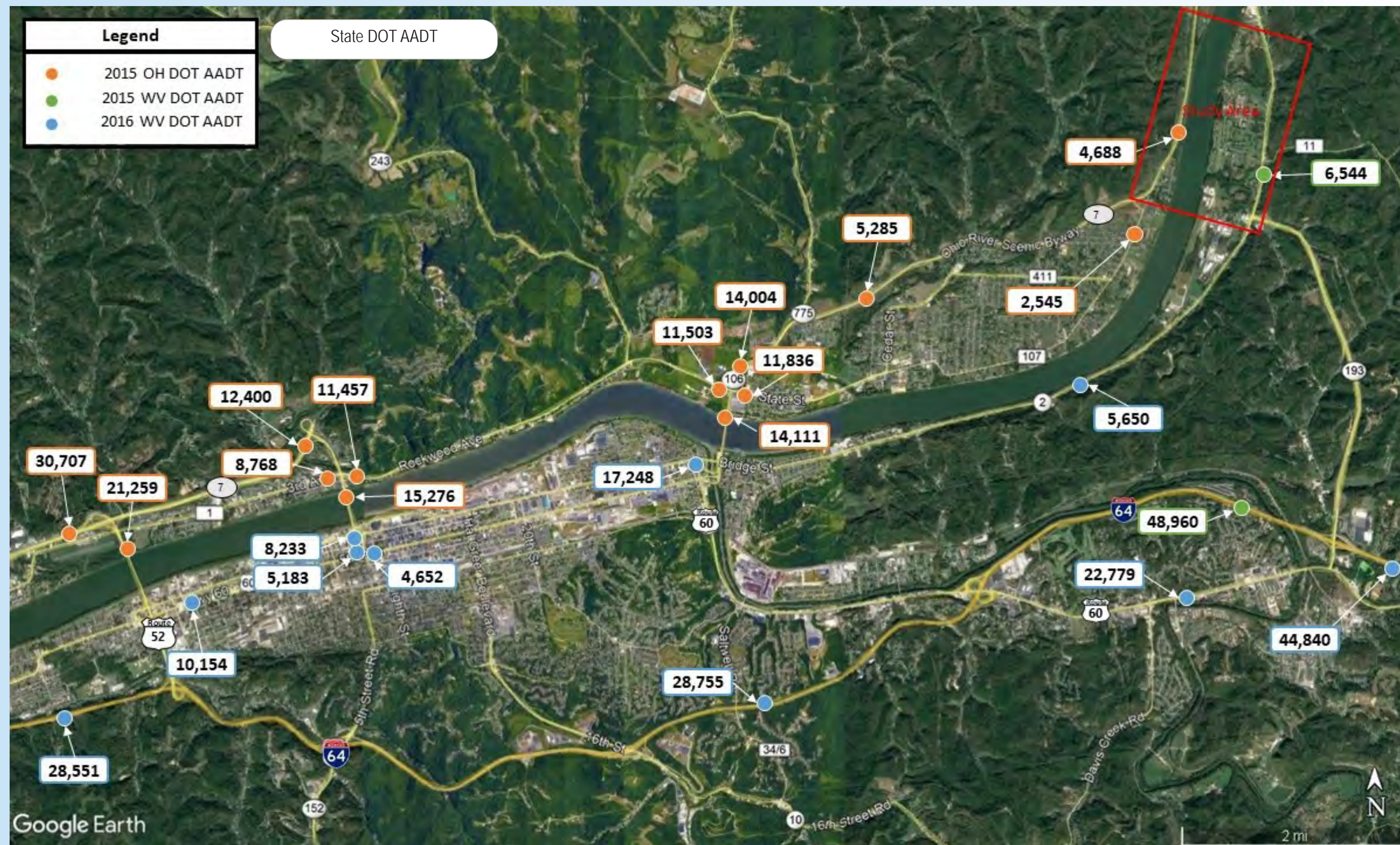


Figure 5-2: Existing AADT Volumes. The output from this model run was compared to the 2015 and 2016 volumes published by the Ohio and West Virginia Departments of Transportation to best display the area's current volumes.



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



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



Figure 5-5: 2040 Build Model Volumes

5.2 Existing Traffic and AADT Shifts

AADT Shifts

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

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

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

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

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

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

The new bridge is anticipated to handle approximately 20,000 AADT by 2040, based on the anticipated shift in traffic. This includes the 8,855 vehicles from the existing bridges that will now use the new bridge. The remaining 11,400 vehicles are new

trips that will likely be induced by the new connection. Currently, residential development is occurring in Ohio and commercial development is gaining ground in West Virginia. The socio-economic data used in the KHA travel demand model show these trends continuing in the project area, which are reflected in the 2040 volume projections that show there is demand for a new bridge crossing.

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

Table 5-3 Generalized Level of Service Volumes

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

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

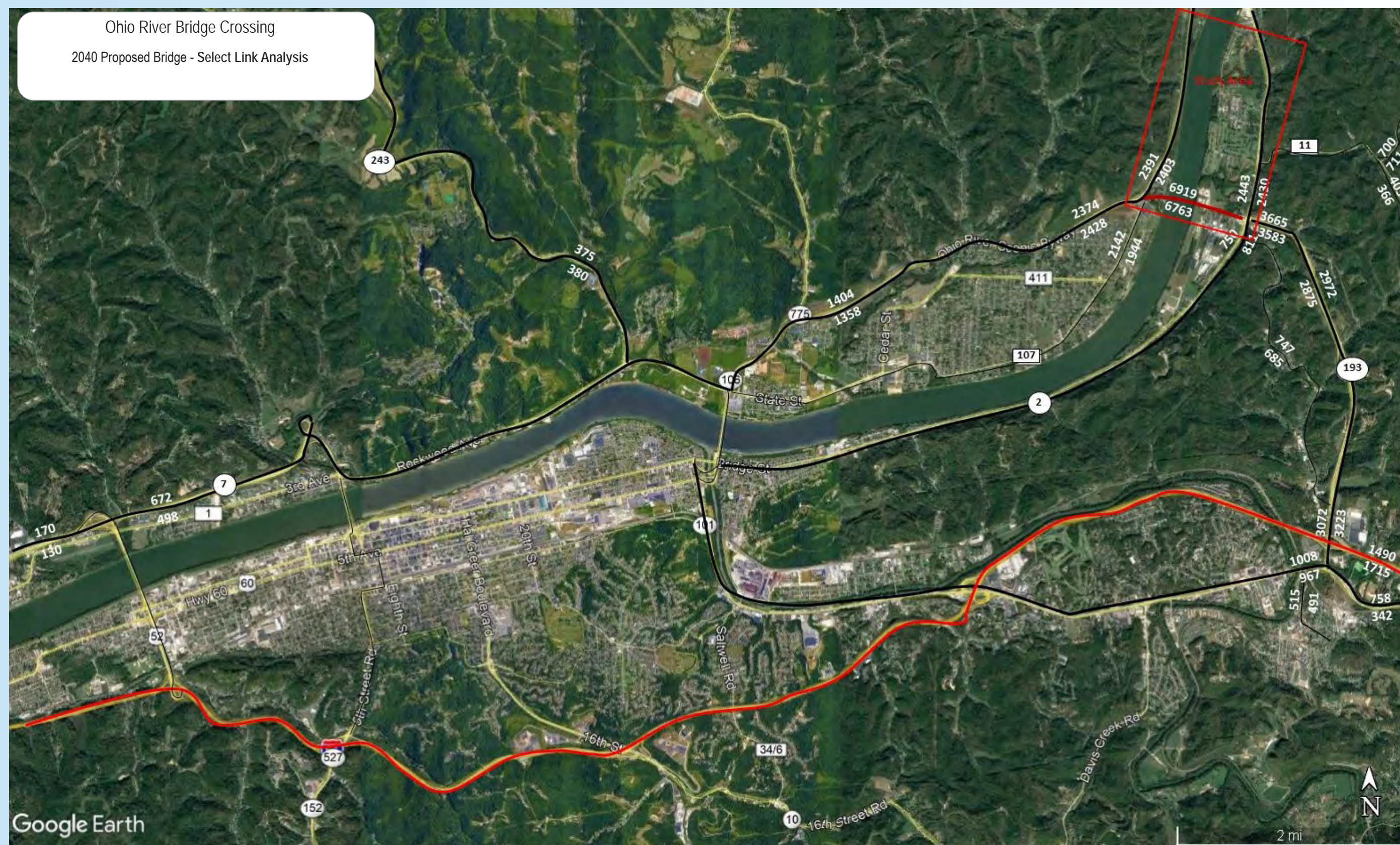


Figure 5-6: 2015 Select Link Analysis Volumes. This model shows the select link analysis for the 2015 build scenario.

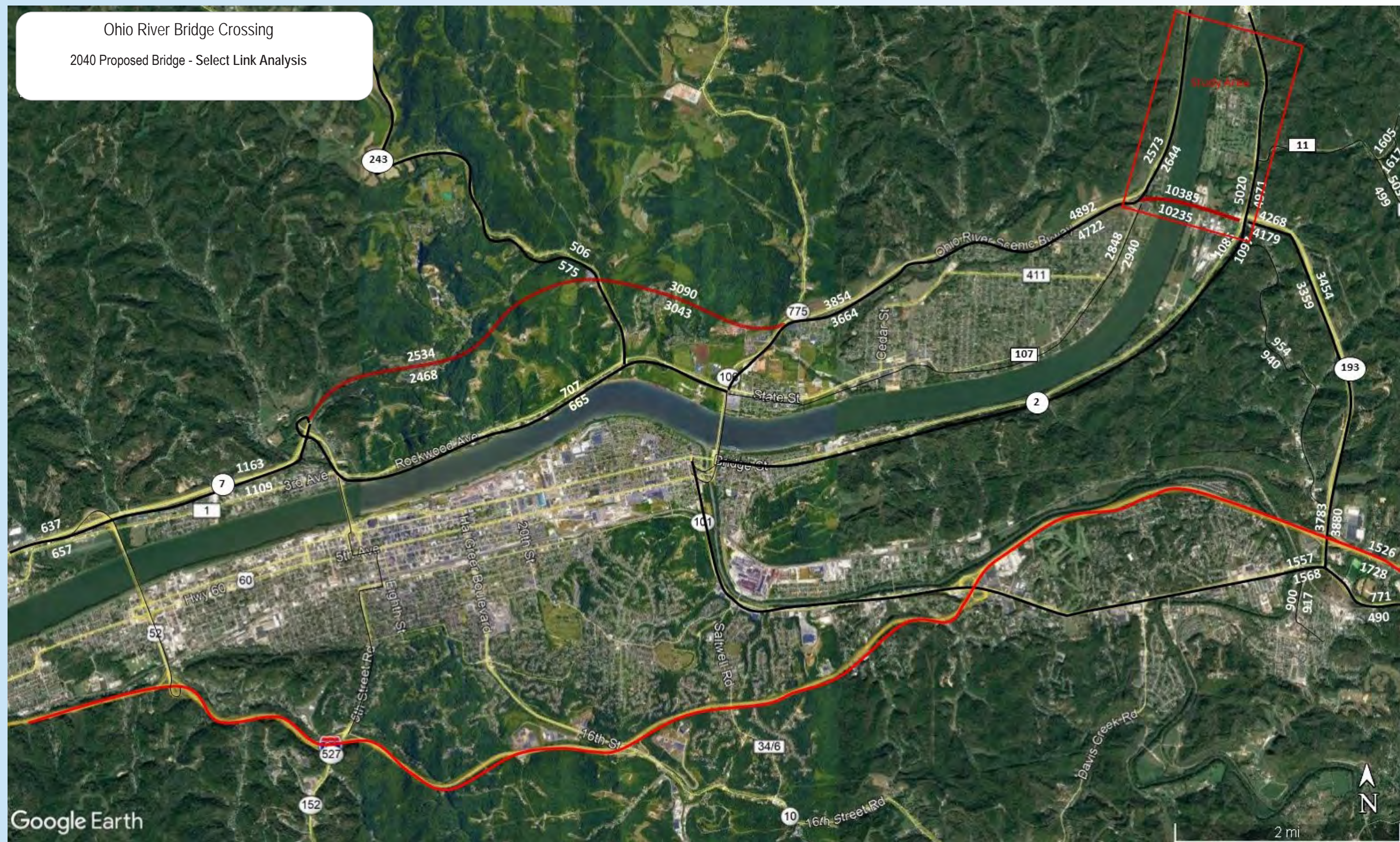


Figure 5-7: 2040 Select Link Analysis Volumes. This model shows the select link analysis for the 2040 build scenario. This analysis provides a way to see where the trips origins.



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

5.3 Alternative Corridor Traffic Comparisons

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

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

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

| Table 5-4 Alternative Corridors Model Volumes Comparison | | | |
|--|--------|--------|--------|
| Roadway Segment | COR 1 | COR 2 | COR 3 |
| SR 7 south of Proposed Bridge | 9,814 | 20,546 | 20,546 |
| CR 107 south of SR 7 | 7,448 | 7,448 | 7,448 |
| SR 7 north of Proposed Bridge | 8,951 | 8,951 | 8,951 |
| Proposed Bridge | 20,256 | 20,256 | 20,256 |
| SR 2 south of SR 193 | 15,052 | 15,052 | 15,052 |
| SR 2 between SR 193 and CR 11 | 16,014 | 17,810 | 17,810 |
| SR 2 between CR 11 and CR 7 | 11,361 | 11,361 | 23,854 |
| SR 2 north of CR 7 | 10,827 | 10,827 | 10,827 |
| SR 193 | 10,380 | 10,380 | 10,380 |

Alternative Corridor 1

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

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

Alternative Corridors 2 and 3

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

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

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

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



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



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



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



Figure 5-12: Corridor 1 Concept.

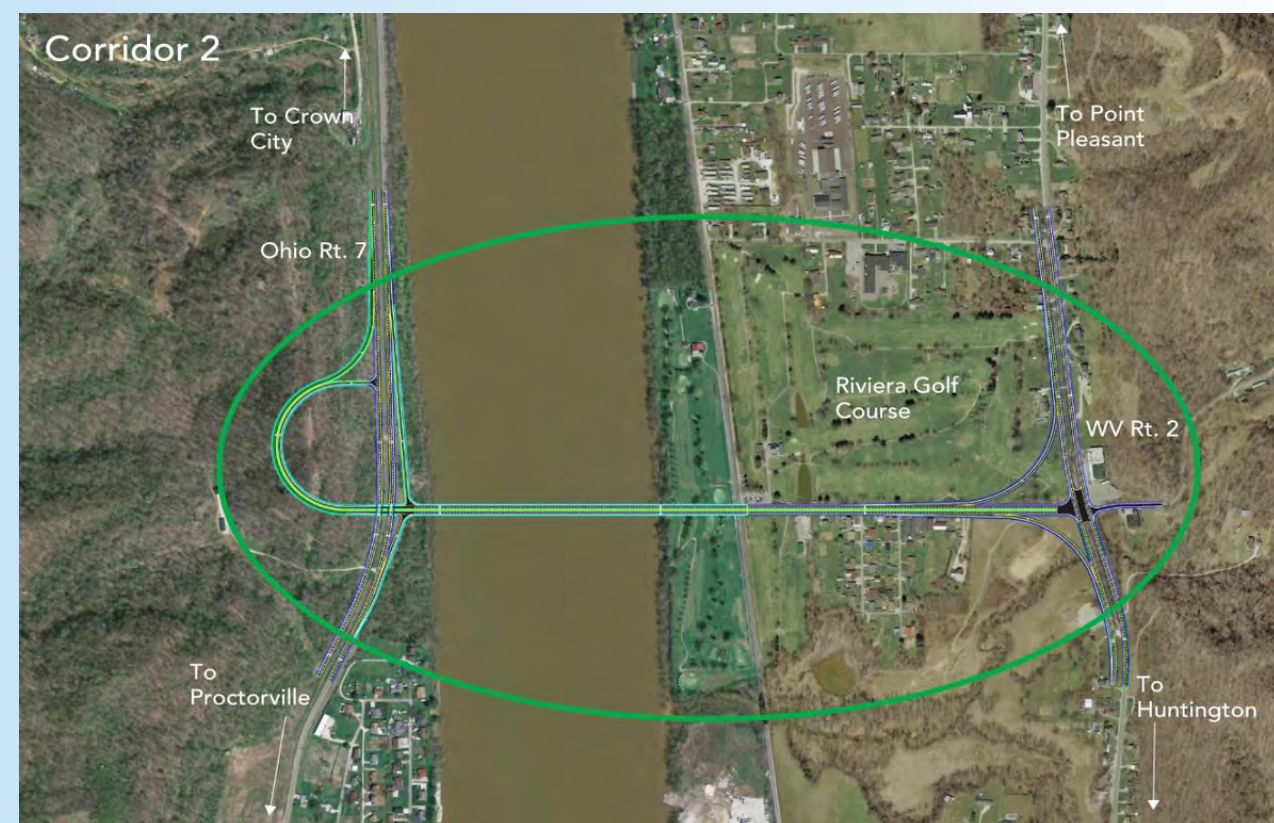


Figure 5-13: Corridor 2 Concept.

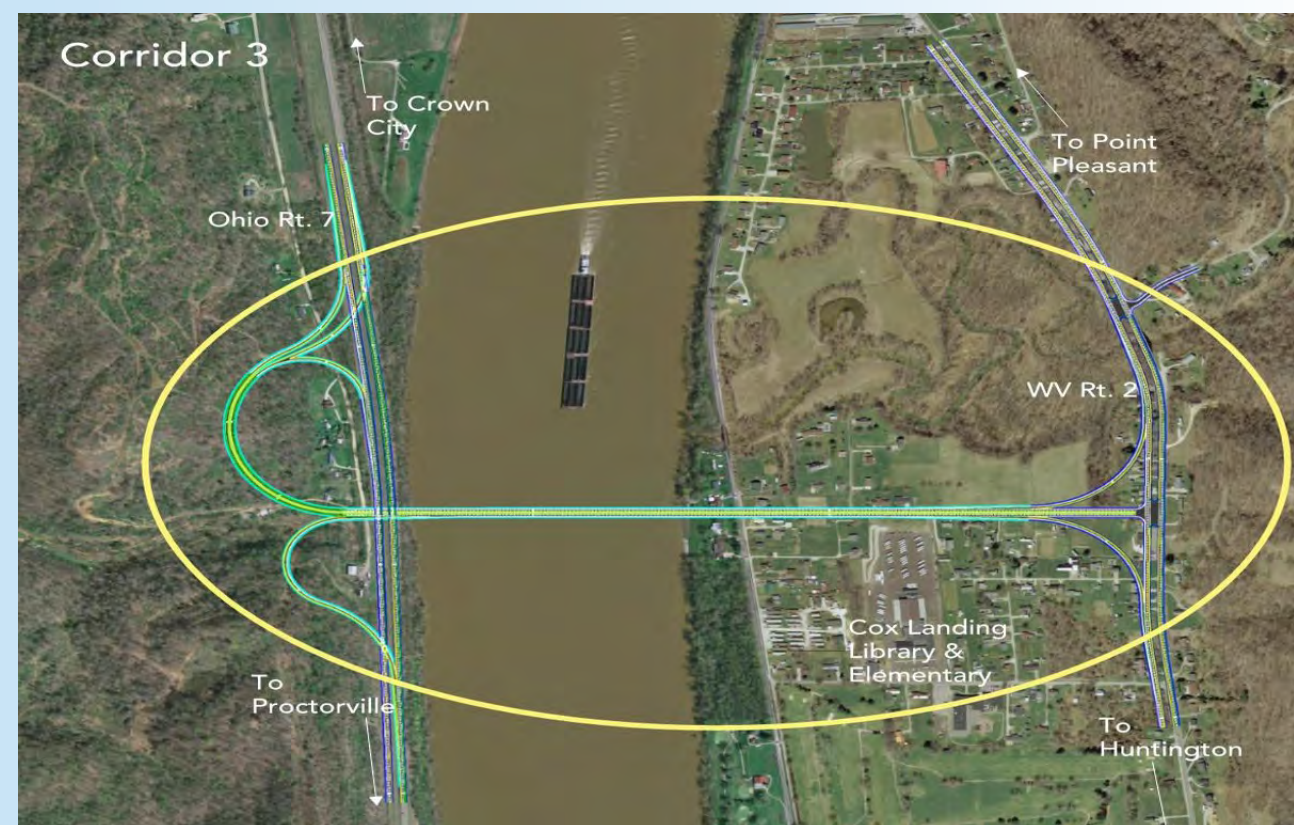


Figure 5-14: Corridor 3 Concept.

6.1 Design Guidelines

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

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

6.2 Approach Roadways

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

Typical Sections

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

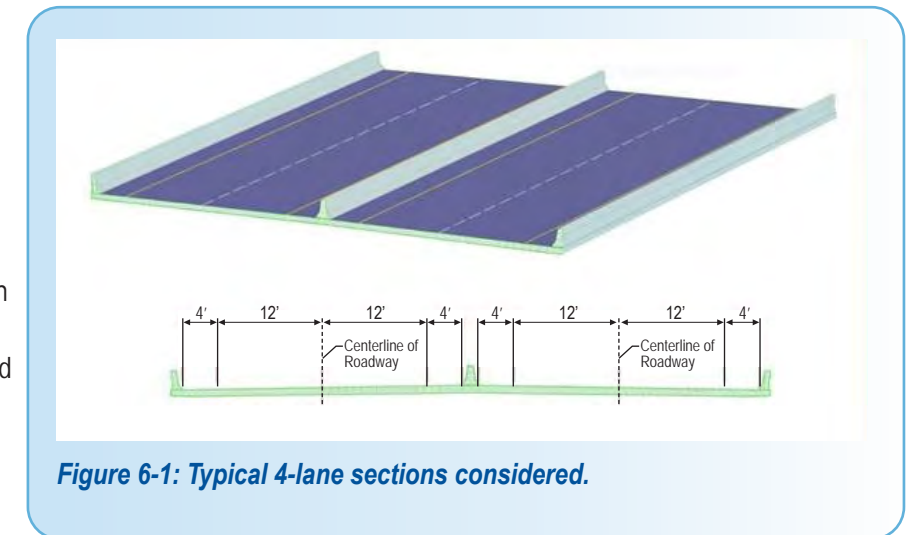


Figure 6-1: Typical 4-lane sections considered.

6.3 Conceptual Corridor Alignments

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

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

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

6.4 Structure Considerations

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

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

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

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



Figure 6-2: Tied-Arch Bridge



Figure 6-3: Steel Truss Bridge

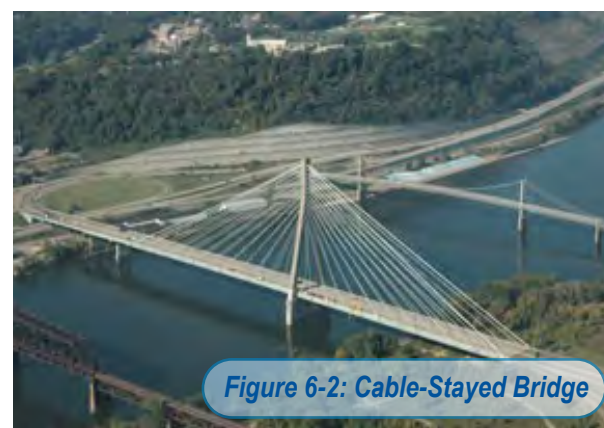


Figure 6-2: Cable-Stayed Bridge

6.5 Geotechnical Considerations

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

6.6 Multi-modal Mobility Considerations

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

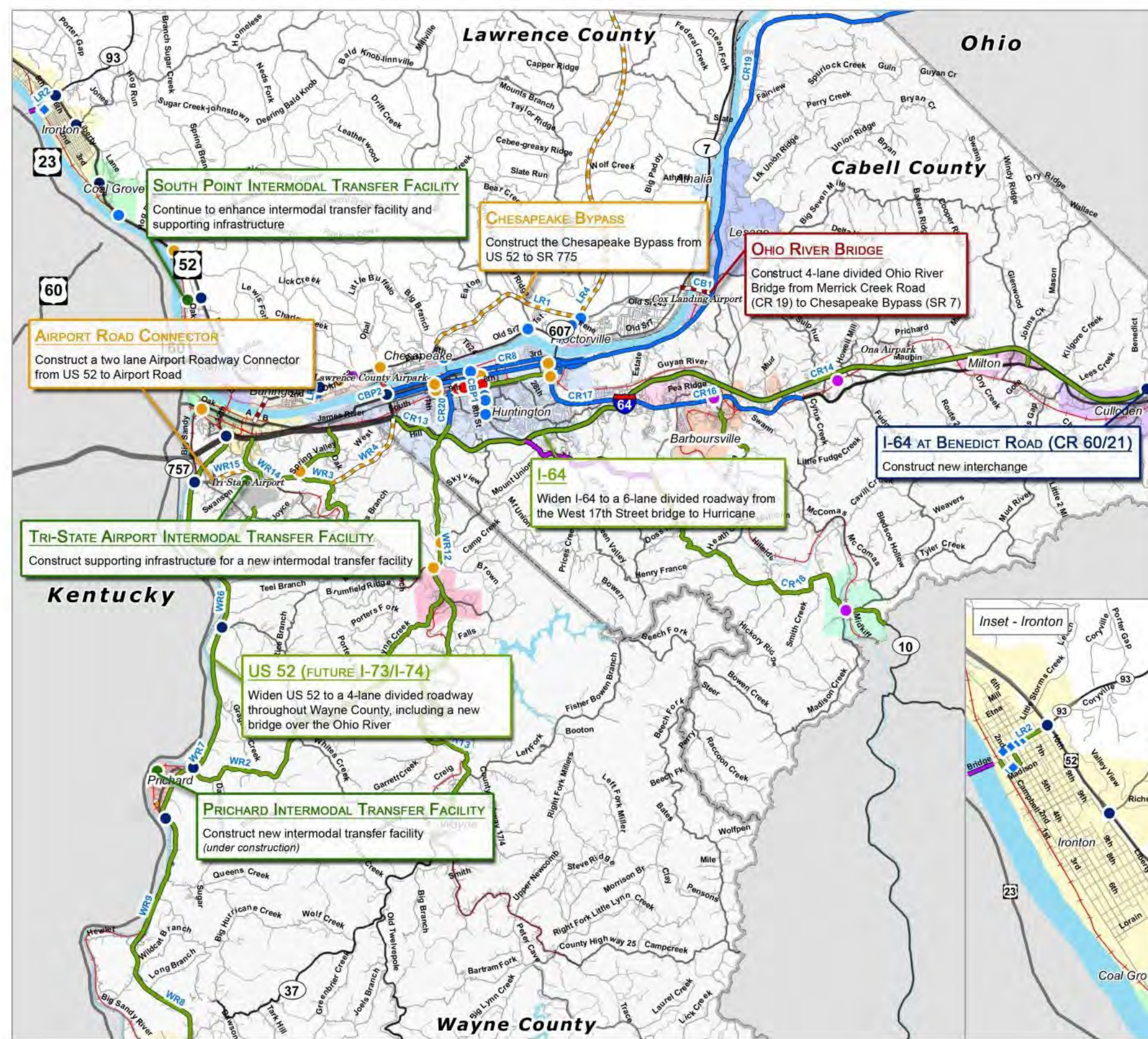


Figure 7.3

Freight, Maritime, & Rail Recommendations

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

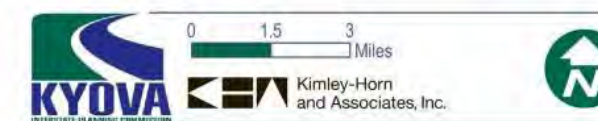


Figure 6-4: The 2040 Metropolitan Transportation Plan, Freight, Maritime & Rail Recommendations

7.0 Cost Estimation Methodology

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

7.1 Right-of-Way and Utility Costs

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

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

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

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

| Parcel Number / Address / Owner | Corridor 1 | Corridor 2 | Corridor 3 |
|---------------------------------|--------------|--------------|--------------|
| Number | Number | Number | Number |
| Land (200-foot buffer) in acres | 28 | 52 | 21 |
| Residential Relocations | 87 | 39 | 99 |
| Airport | 1 | 1 | 0 |
| Riviera Golf Course | 0 | 1 | 1 |
| Service Machine | 1 | 1 | 1 |
| First State Bank | 0 | 1 | 1 |
| Kingdom Energy | 1 | 0 | 0 |
| Fairland East Elementary School | 0 | 0 | 0 |
| Major Reimbursable Utilities | | | |
| Sewer Relocations in LF | 400 | 400 | 400 |
| Water Relocations in LF | 800 | 5400 | 10200 |
| Total: | \$18,949,000 | \$14,016,000 | \$27,709,000 |

7.2 Construction Costs

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

Table 7-2: Construction Cost Estimation

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

2 Lane Bridge and Approach Roadways

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

4 Lane Bridge and Approach Roadways

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

Notes:

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

Sources:

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

Total Construction Cost Estimates (\$)

| Corridor | 2 Lane | 4 Lane |
|---------------------------------|------------|-------------|
| Corridor 1 | 82,222,000 | 138,500,000 |
| Corridor 2 | 85,828,000 | 139,500,000 |
| Corridor 3 | 95,791,000 | 158,800,000 |
| Corridor 1 Added multimodal use | 96,602,000 | 164,000,000 |

Ohio River Roadway Construction Cost Estimate Data

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

Ohio River Bridge Construction Cost Estimate Data

| Bridge | Assumption | | SY Price |
|---------------|-------------|----------|----------|
| WV Approach | \$350 / SF | 350*9 = | \$3,150 |
| Main Span | \$1150 / SF | 1150*9 = | \$10,350 |
| Ohio Approach | \$400 / SF | 400*9 = | \$3,150 |

Upgrade of WV-2 and SR-7 as Needed for 4-Lane or 2-Lane Improvement

| Upgrade | | Cost Per Mile |
|--|----------------------|---------------|
| 4-lane upgrade | | \$8 million |
| 2-lane improvements | Widening / Shoulders | \$2.6 million |
| Additional SR-7 Excavation (based on stakeholder comments) | | \$12 million |

8.0 Environmental Analysis

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

Study Area Setting

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

- **Western Bank:** The Ohio River's floodplain is relatively narrow along the western bank (varying 80 feet to 1,000 feet in width through the study area), with a small residential community and school toward the south and sparsely populated residential and agricultural uses toward the north end of the study area. The primary north-south road serving the area is SR-7, a two-lane facility bordering the western limits of the floodplain. Beyond the floodplain the terrain climbs into the wooded, sparingly inhabited hillside. An electric utility easement cuts across the hillside, running roughly parallel to SR-7.
- **Eastern Bank:** The Ohio River's floodplain is wider along the eastern bank and varies from 500 feet to 2800 feet wide through the study area. A single-track railroad traverses north-south through study area, offset 150 feet to 700 feet from the east riverbank. Light industrial businesses, an air field/restaurant, and Seven Mile Creek are located to the south; a residential community with churches, a library and a golf course/country club are located through the center of the study area; and Nine Mile Creek and a small community named Lesage exist to the north. The primary north-south road serving the area is WV-2, a two-lane facility bordering the eastern limits of the Ohio River's floodplain.

8.1 Physical Environment

Wetlands & Waterbodies

Wetlands

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

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

- **Corridor 1:** Based on the NWI Wetland Mapper tool, approximately 7.49 acres of wetlands are located within the Corridor 1 study area; however, no wetlands are located within the conceptual design alignment within Corridor 1.
- **Corridor 2:** Based on the NWI Wetland Mapper tool, approximately 7.31 acres of wetlands are located within the study area for Corridor 2; while 0.342 acre of wetlands are located within the conceptual design alignment within Corridor 2.

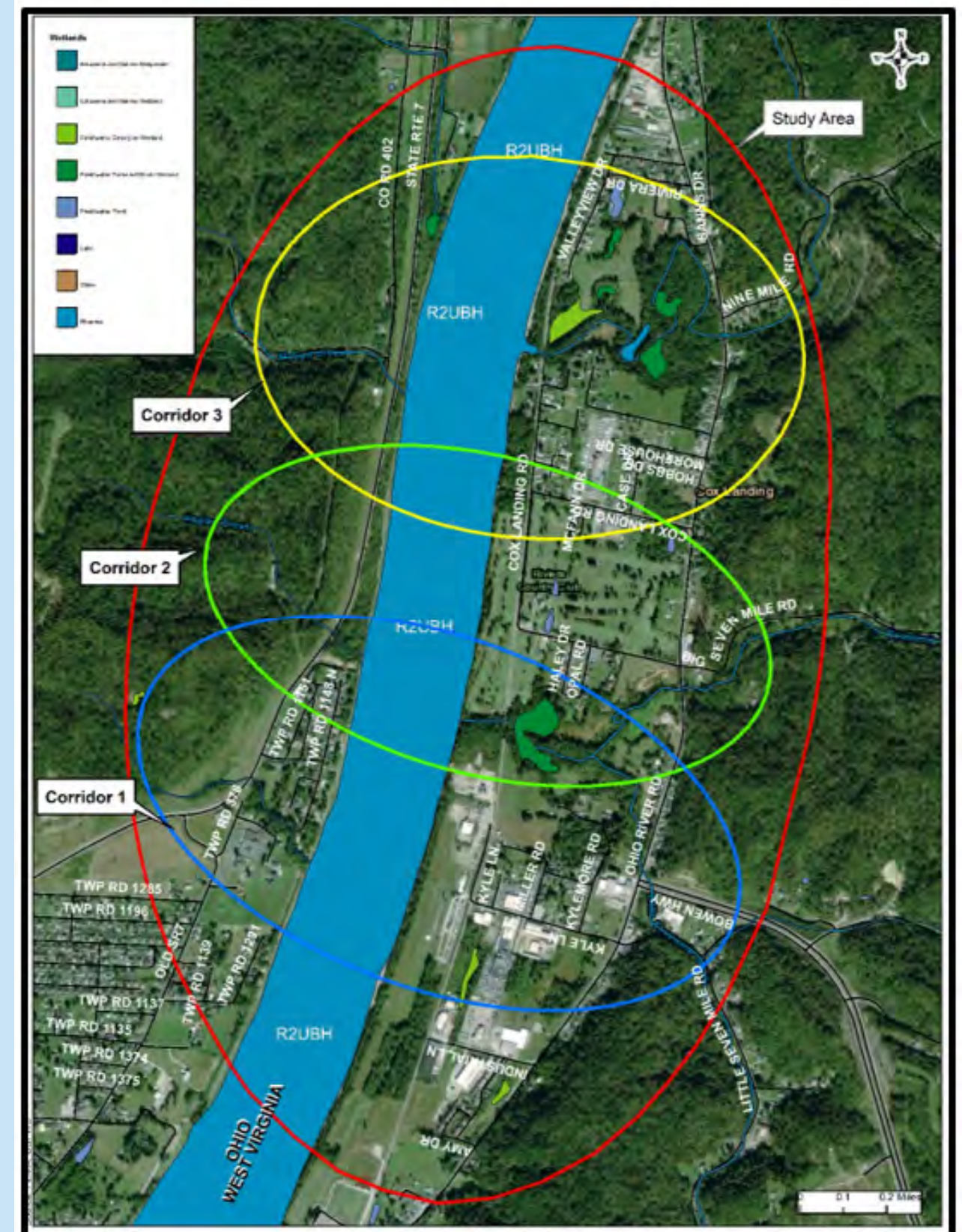


Figure 8-1: Study Area Map.

- **Corridor 3:** Based on the NWI Wetland Mapper tool, approximately 11.16 acres of wetlands are located within the study area for Corridor 3; while 0.17 acre of wetlands are located within the conceptual design alignment within Corridor 3.
- **No-Build:** The No-Build alternative would not anticipate new impacts to existing wetlands.

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

Waterbodies

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

- **Corridor 1:** Approximately 10,335 linear feet of streams are located within the study area of Corridor 1. Including the Ohio River, approximately 5,500 linear feet of streams are located within the Corridor 1 conceptual design alignment.
- **Corridor 2:** Approximately 8,497 linear feet of streams are located within the study area of Corridor 2. Including the Ohio River, approximately 3,579 linear feet of streams are located within the Corridor 2 conceptual design alignment.
- **Corridor 3:** Approximately 9,616 linear feet of streams are located within the study area of Corridor 3. Including the Ohio River, approximately 7,234 linear feet of streams are located within the Corridor 3 conceptual design alignment.
- **No-Build:** The No-Build alternative would not anticipate new impacts to existing waterbodies.
- **Wild and Scenic Rivers:** The Wild and Scenic River Act provides for the protection of certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition. The National Park Service is responsible for reviewing possible impacts to wild and scenic rivers. Based on review of the National Wild and Scenic Rivers System and ODNR, no streams within the study area are designated as National or State Wild and Scenic Rivers.

Floodplains

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

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

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

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

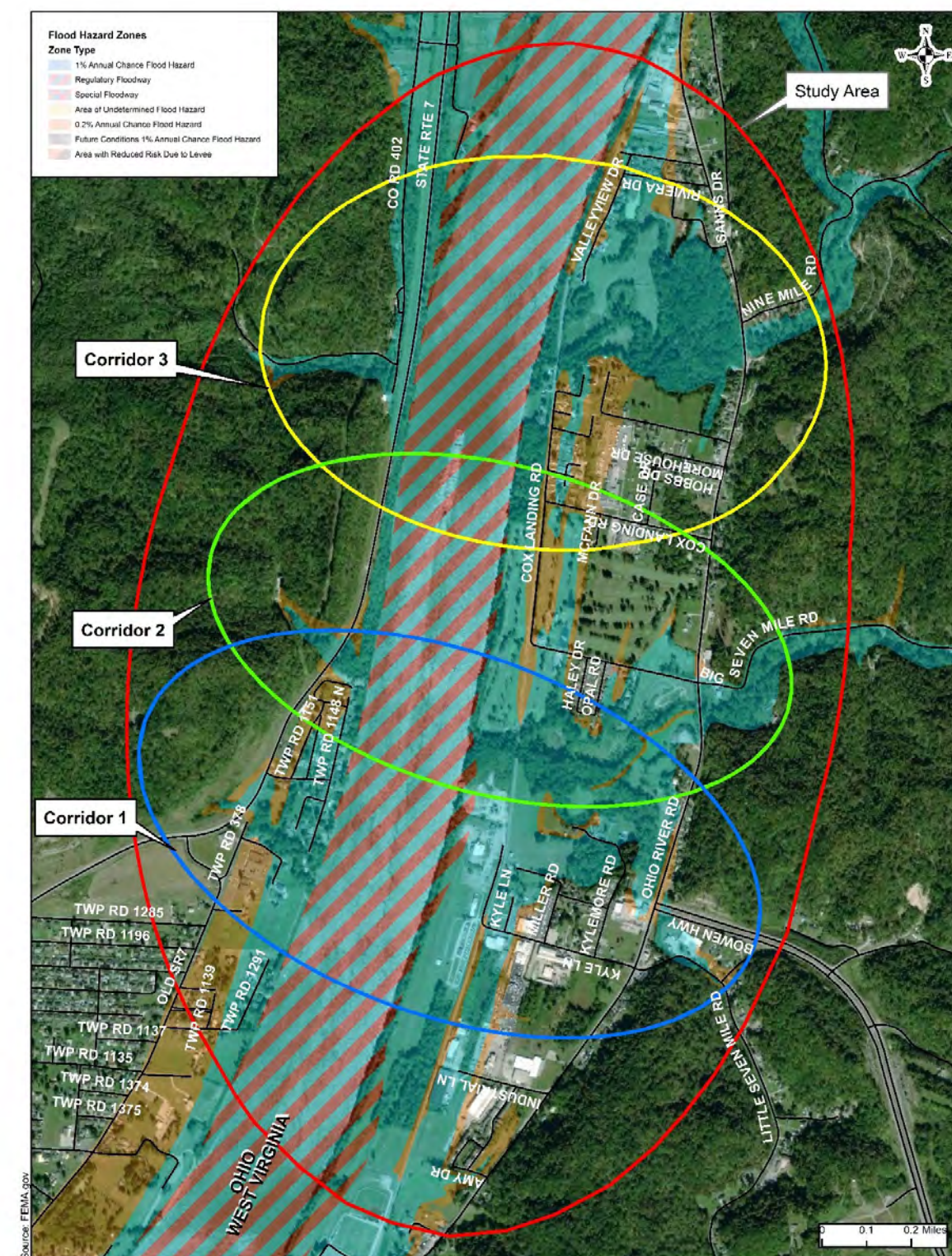


Figure 8-2: Floodplains.

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

Wildlife & Habitat

Flora and Fauna

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

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

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

- *Odocoileus virginianus* (Whitetail deer)
- *Tamias striatus* (Eastern Chipmunk)
- *Procyon lotor* (Raccoon)
- *Mephitis mephitis* (Skunk)
- *Marmota monax* (Woodchuck)
- *Didelphis virginiana* (Virginia Opossum)



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

- *Mustela frenata* (Long-tailed Weasel)
- *Mus musculus* (House mouse)
- *Glaucomys Volans* (Southern Flying squirrel)
- *Sylvilagus floridanus* (Eastern Cottontail rabbit)
- *Urocyon cinereoargenteus* (Gray fox)
- *Vulpes Vulpes* (Red fox)
- *Tamiasciurus hudsonicus* (Red squirrel)
- *Sciurus carolinensis* (Eastern Gray squirrel)
- Several species of bat

Federally-Listed Species

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

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

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

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

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

- Pink mucket pearlymussel (*Lampsilis abrupta*), endangered
- Sheepnose (*Plethobasus cyphus*), endangered
- Snuffbox (*Epioblasma triquetra*), endangered

State-Listed Species

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

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

Critical Habitat

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

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

Farmlands

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

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

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

Drinking Water

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

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

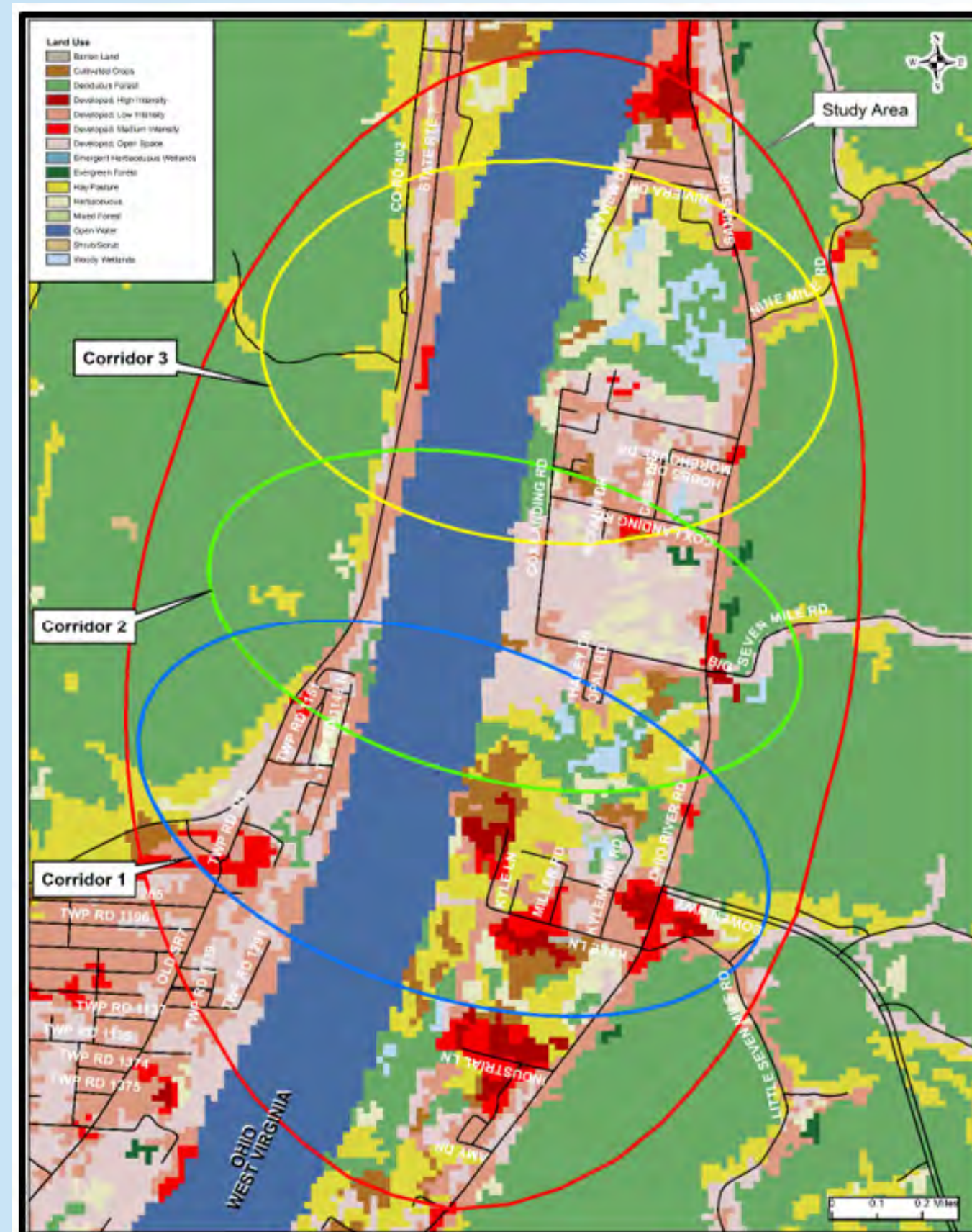


Figure 8-4: Land Use.

Air Quality

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

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

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

Utilities & Railroads

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

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

8.2 Social Environment

Community Cohesion

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

Corridor 1

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

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

access to services and affect cohesion among remaining residents within these communities. It is estimated that construction of a conceptual design within Corridor 1 may result in as many as 98 residential relocations.

Corridor 2

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

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

Corridor 3

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

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

Businesses

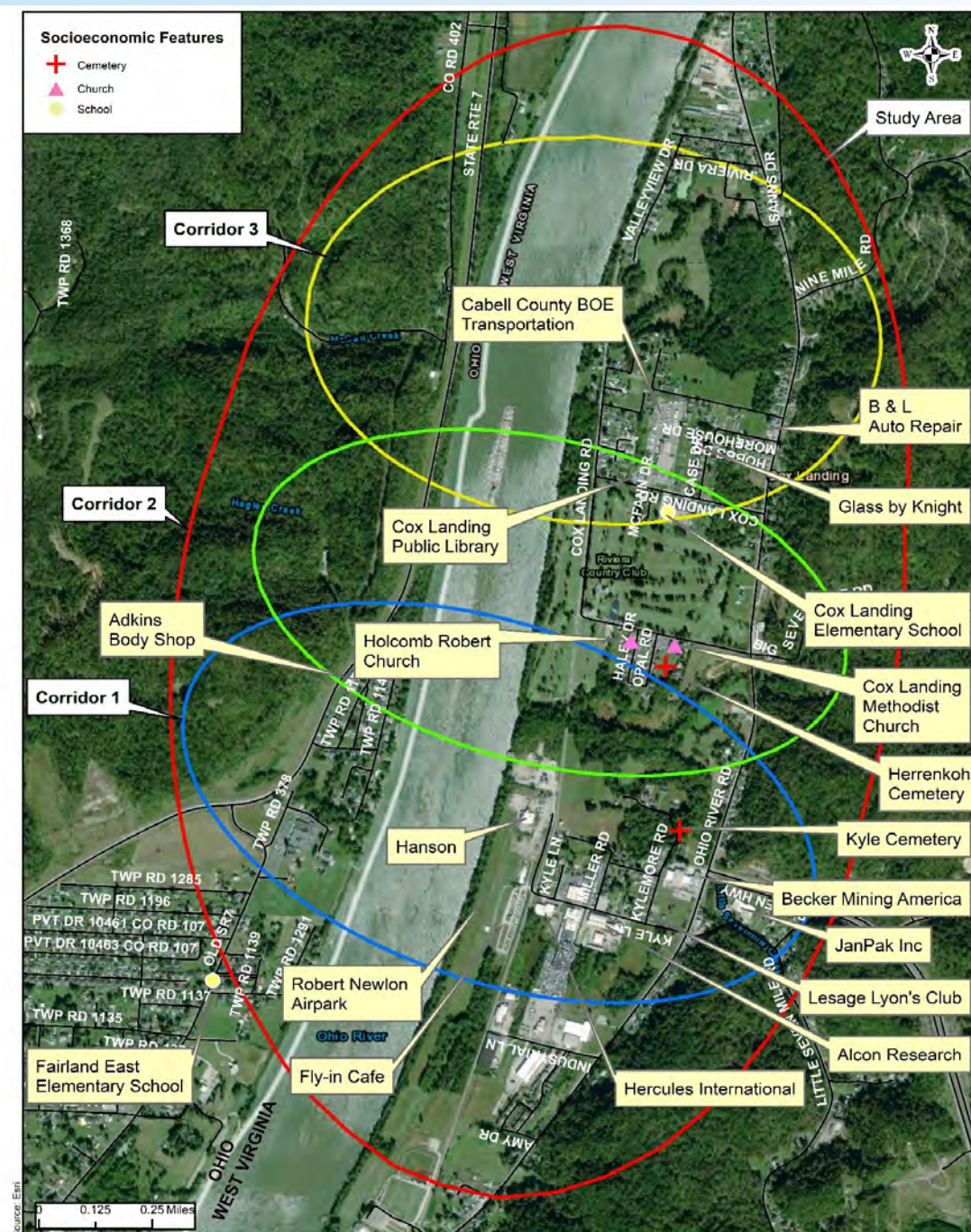
A bridge crossing of the Ohio River within this study area will increase cross-river access and likely provide opportunities for existing businesses and future development within the area. The economic development section of this feasibility study assess that type of project potential. This section evaluates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

Corridor 1

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

Corridor 2

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



Underserved Populations

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

Minority and limited English proficiency

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

Low income

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

Older adults

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

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

Noise

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

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

Corridor 1

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

Corridor 2

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

Corridor 3

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

No-Build

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

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

Archaeological & Historic Sites

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

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

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

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

Historic Architecture

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

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

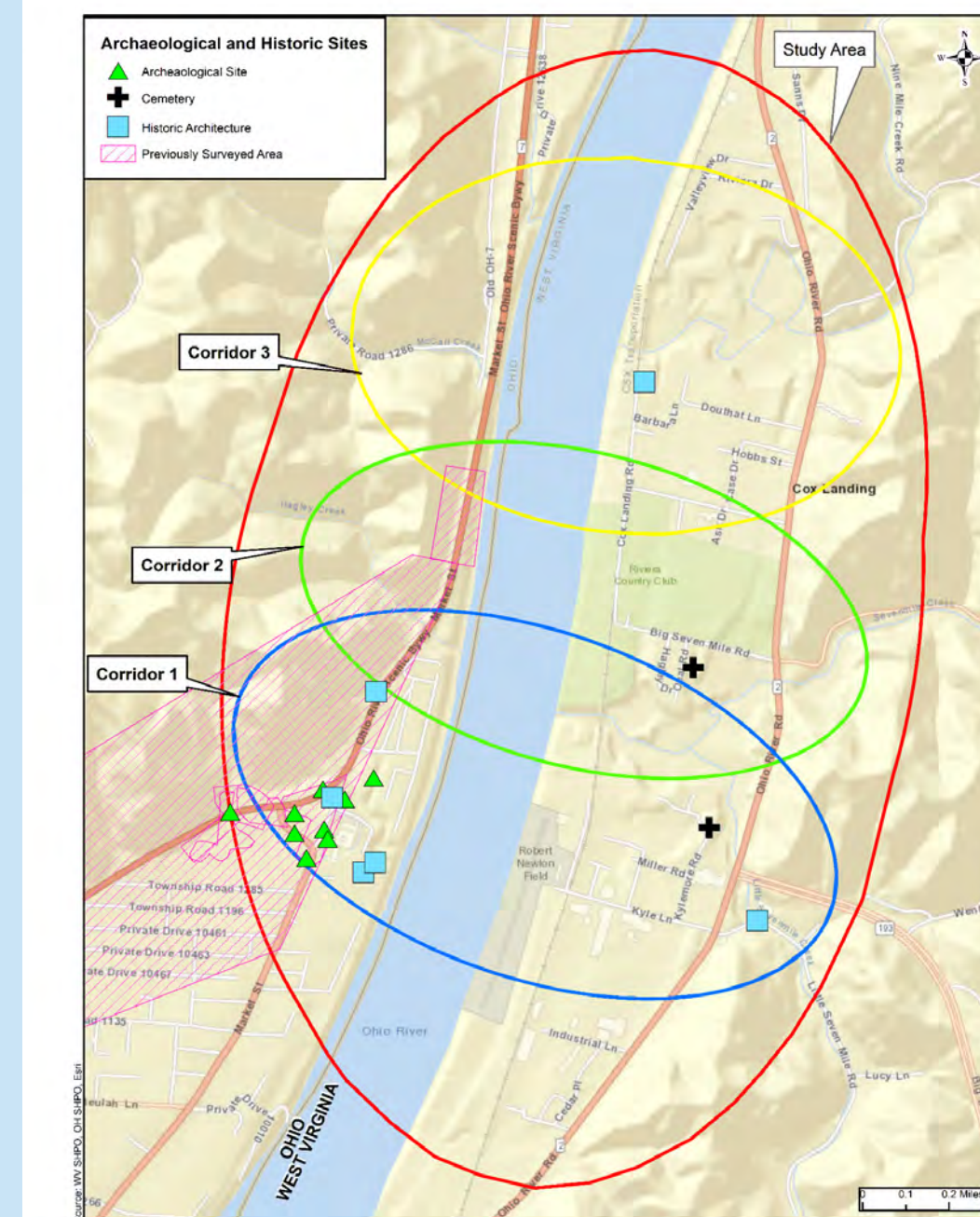


Figure 8-6: Archaeological and Historic Sites. Pictured above are potential historic and archaeological sites needed to be considered throughout this project.

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

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



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

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

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

Archeological Sites

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

Cemeteries

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

the predominant surnames within the cemetery include: Kyle, Wintz, Hensley, and Morrison.

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

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

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

Section 4(f)/ Section 6(f)

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

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

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

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

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

Hazardous Materials

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

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

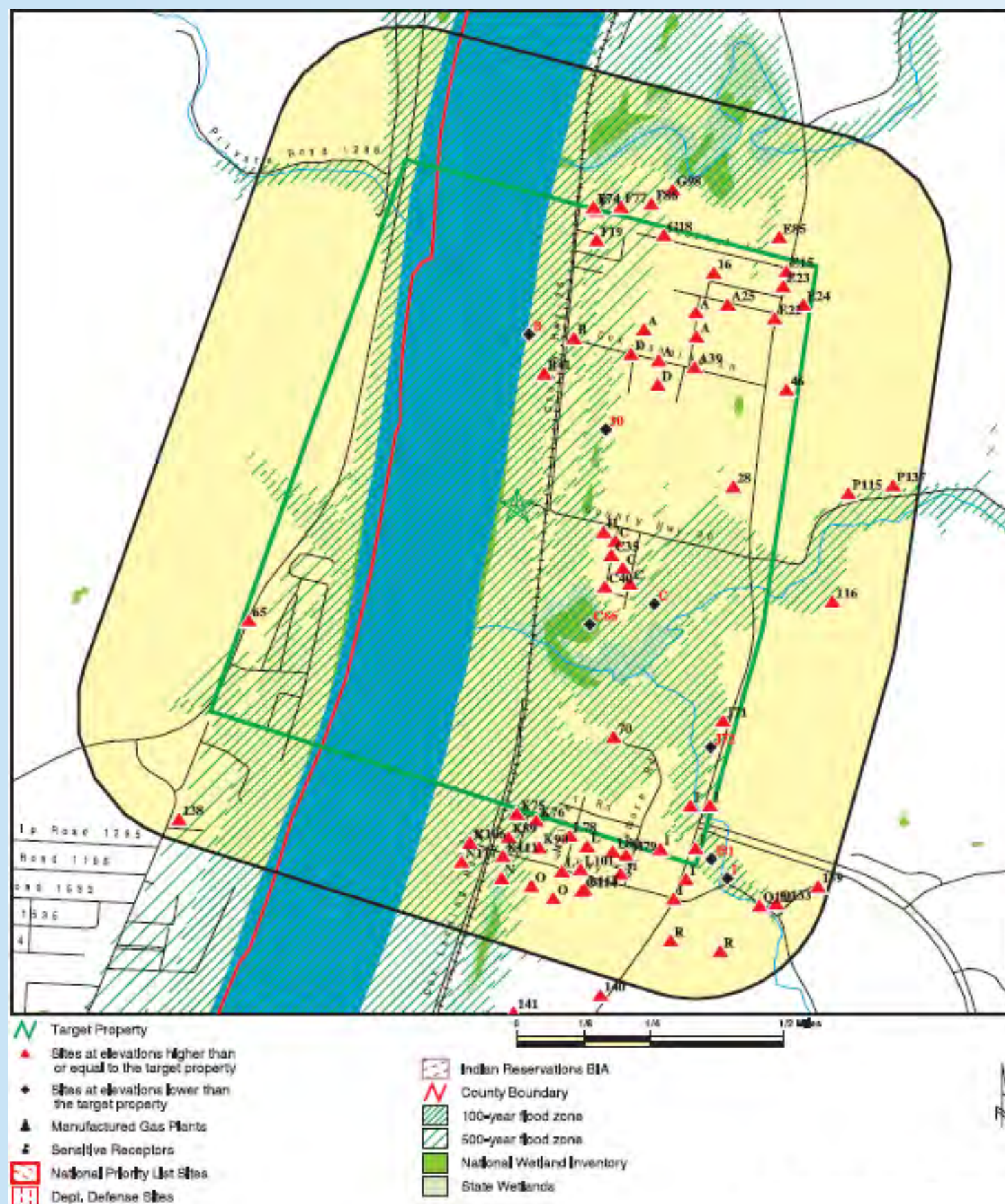


Figure 8-8: Map of Environmental Concerns.

8.3 References

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

9.0 Stakeholder and Public Involvement

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

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

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

The plan for public involvement included identifying stakeholders and engaging them early, establishing a plan for consistent, coordinated

9.1 Stakeholder Involvement

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

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

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

Project Kickoff Meeting with Study Sponsors

April 9, 2019

Steering Committee Meetings

August 15, 2019

November 20, 2019

April 29, 2020



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

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

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

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

9.2 Public Involvement

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



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

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

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

- October 11: E-mail stakeholder kickoff meeting minutes, power point and save the date.
- October 23: Website goes live with fact sheet, survey, and contact list sign-up.
- October 30: E-mail community & stakeholder meeting invitations.

- November 4: Print and distribute direct mail postcard that mailed to 2,500 residents and businesses in the project area.
 - Send press release to *Herald Dispatch* and *Ironton Tribune*.
 - Send legal ads to *Herald Dispatch* and *Ironton Tribune*.
- November 20: Stakeholder Meeting.
- November 20: Informational Public Meeting.

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

Attendees were asked to respond to the following questions:

- Do you support the project?
- Which corridor option do you prefer?

Public Opinion Survey
Ohio River Bridge Crossing – Feasibility Study

Name: _____ Email: _____

Address: _____

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

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

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

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

- Do you have any major concerns that we should know about?

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

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

9.3 Public Feedback

Key concerns and common themes from the survey responses are:

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



Figure 9-5: Public meeting.



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

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

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



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

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

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

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

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)

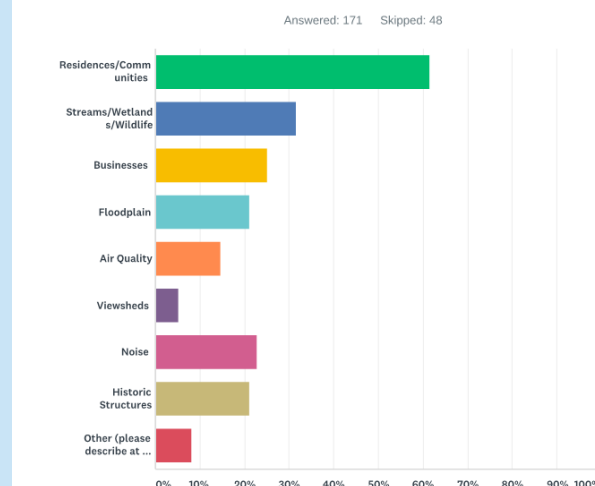


Figure 9-6: Example question. As the above response indicates, there is significant concern over the impact to residences and communities.

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

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

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

10.0 Conclusions

10.1 Evaluation Matrix

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

10.2 Recommendation

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

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

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

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

10.3 Next Steps

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

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

Table 10-1: Corridor Alternative Impacts and Cost Summary

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



Appendix

Appendix I | Environmental Information

Appendix II | Public Involvement

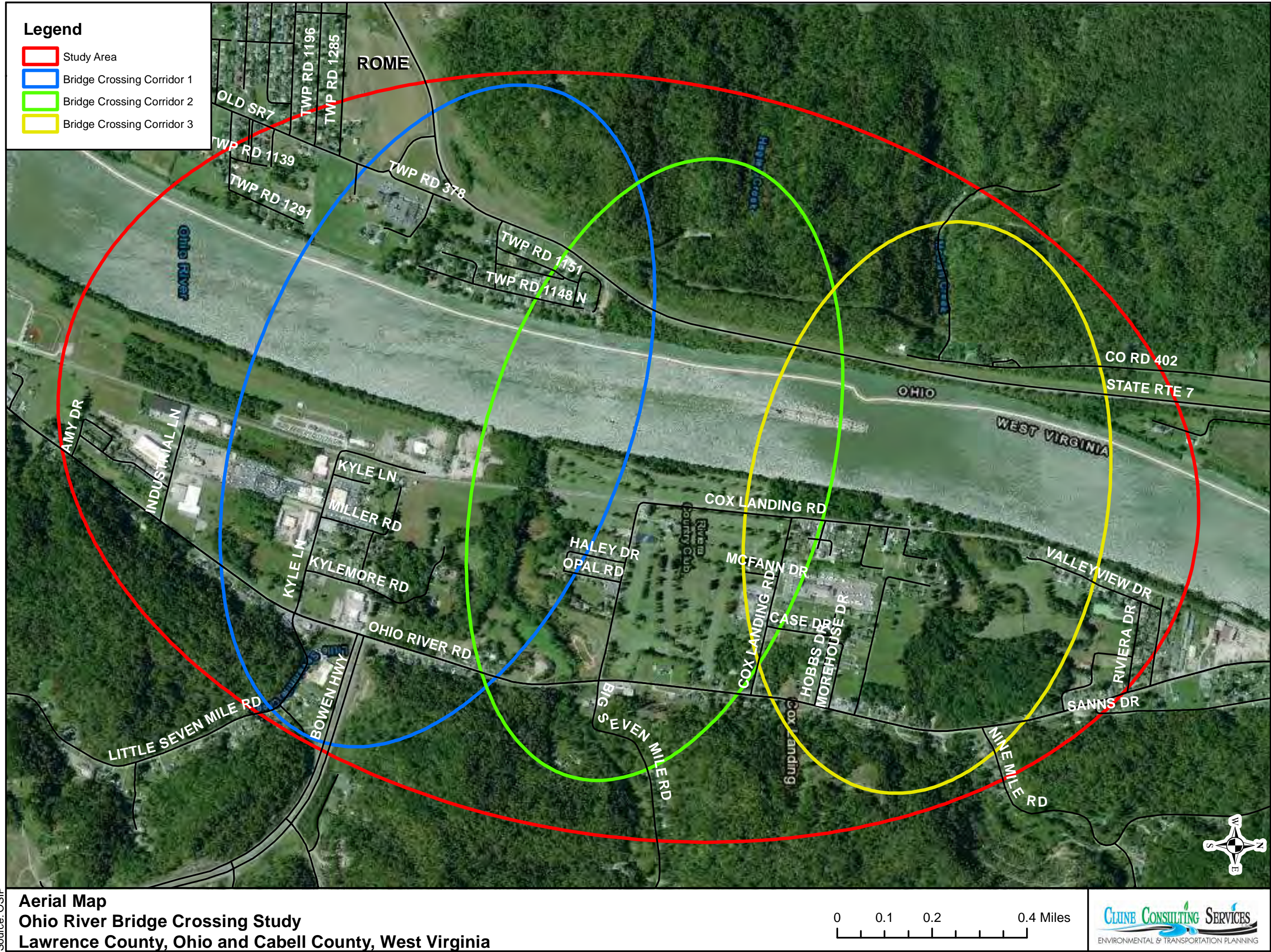
Appendix III | Engineering Drawings

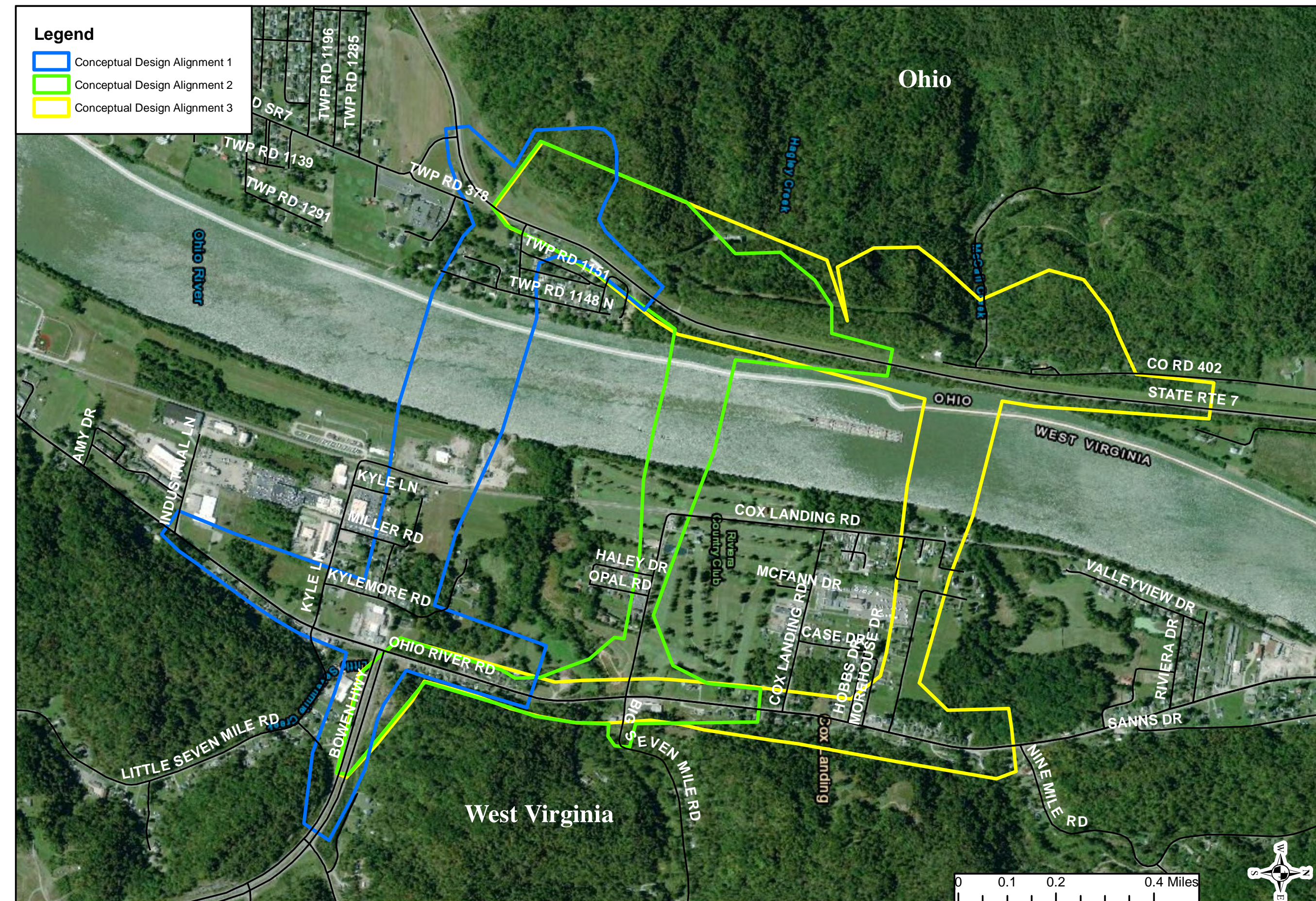


Appendix I | Environmental Information

Appendix I | Environmental Information

Environmental Resource Mapping

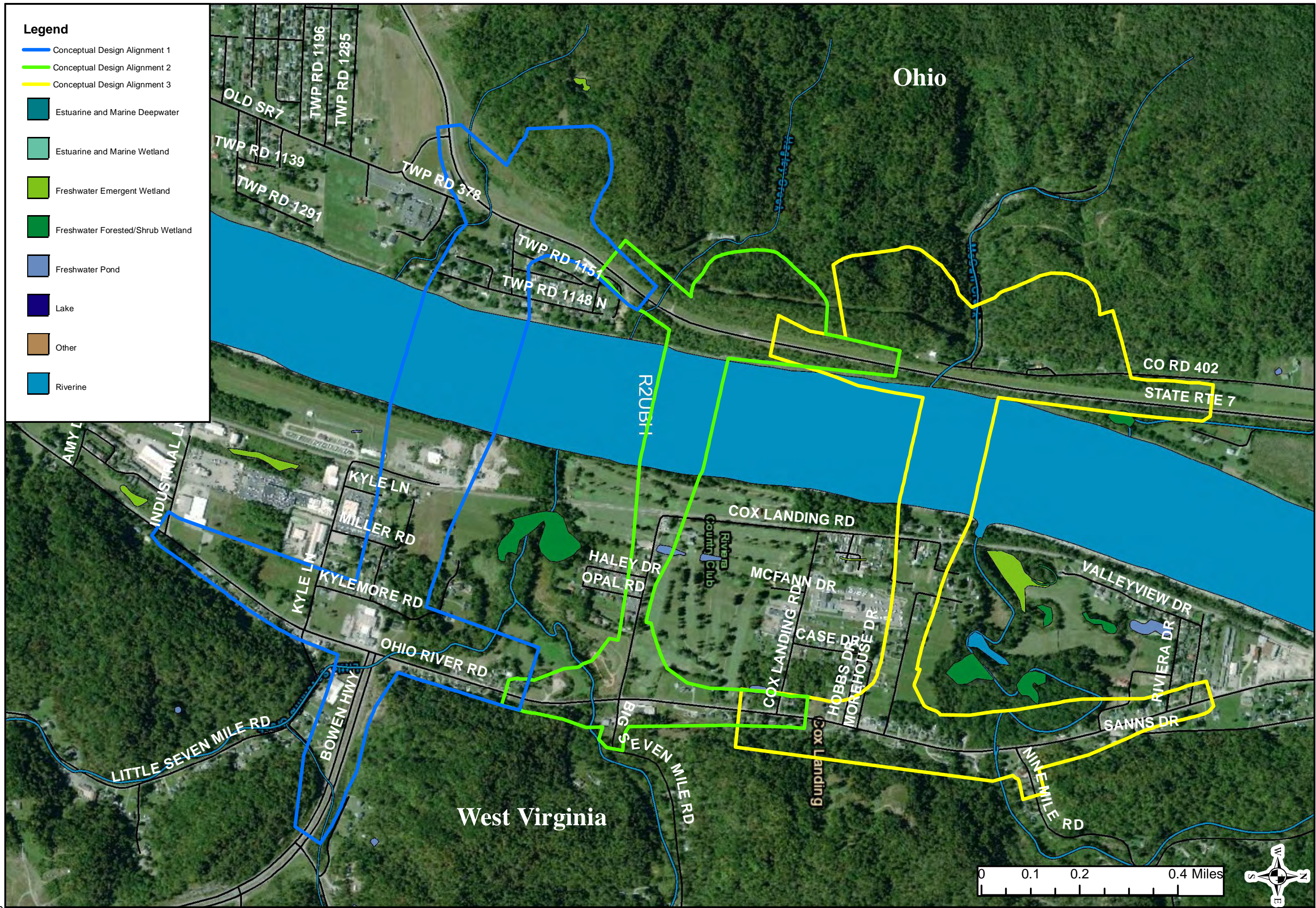




Source: OSIP

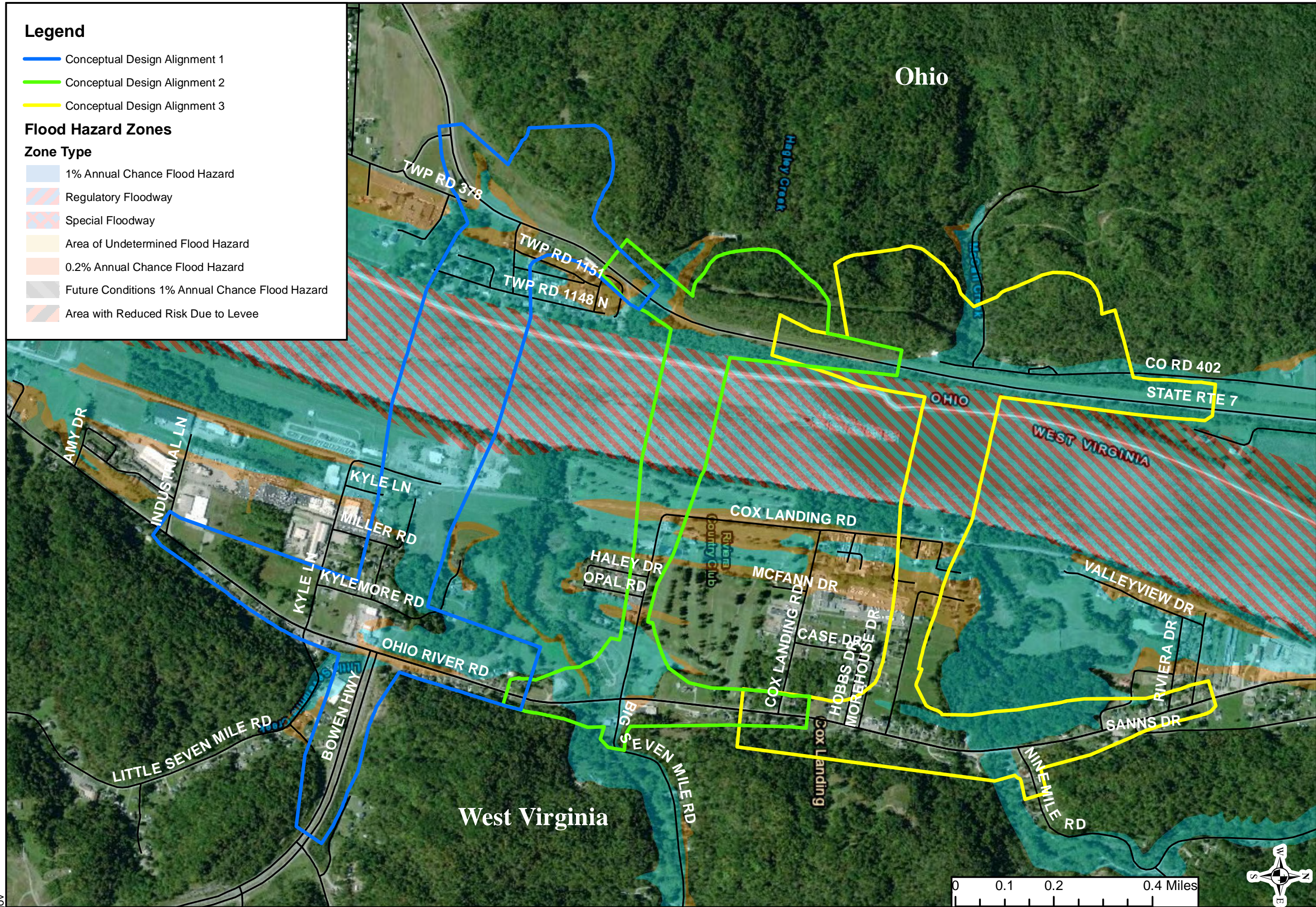
Aerial Map
Ohio River Bridge Crossing Study: Conceptual Design Alignments for Corridors 1, 2 & 3
Lawrence County, Ohio and Cabell County, West Virginia





Source: USFWS

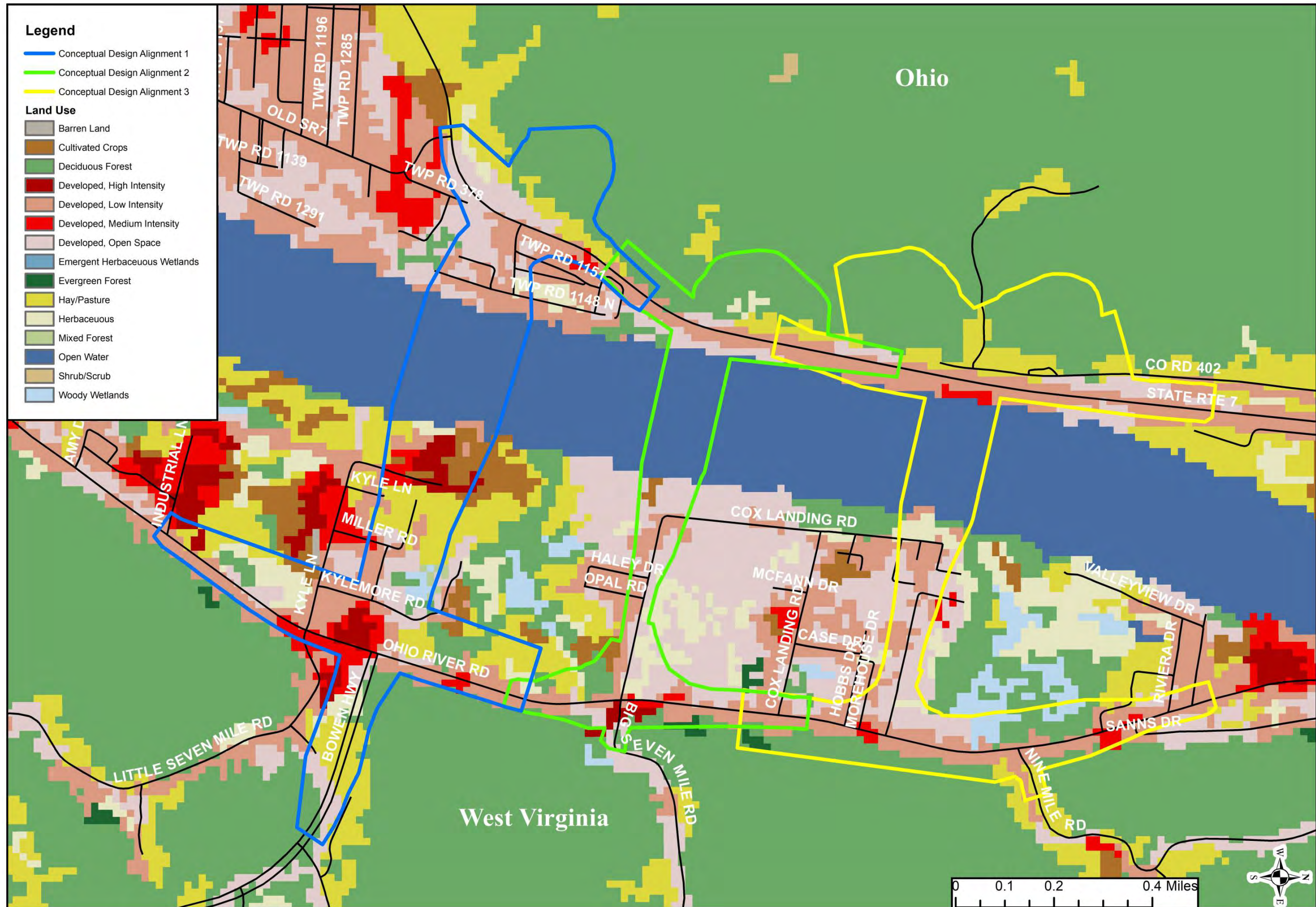
National Wetlands Inventory Map
Ohio River Bridge Crossing Study: Conceptual Design Alignments for Corridors 1, 2 & 3
Lawrence County, Ohio and Cabell County, West Virginia



Source: FEMA.gov

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

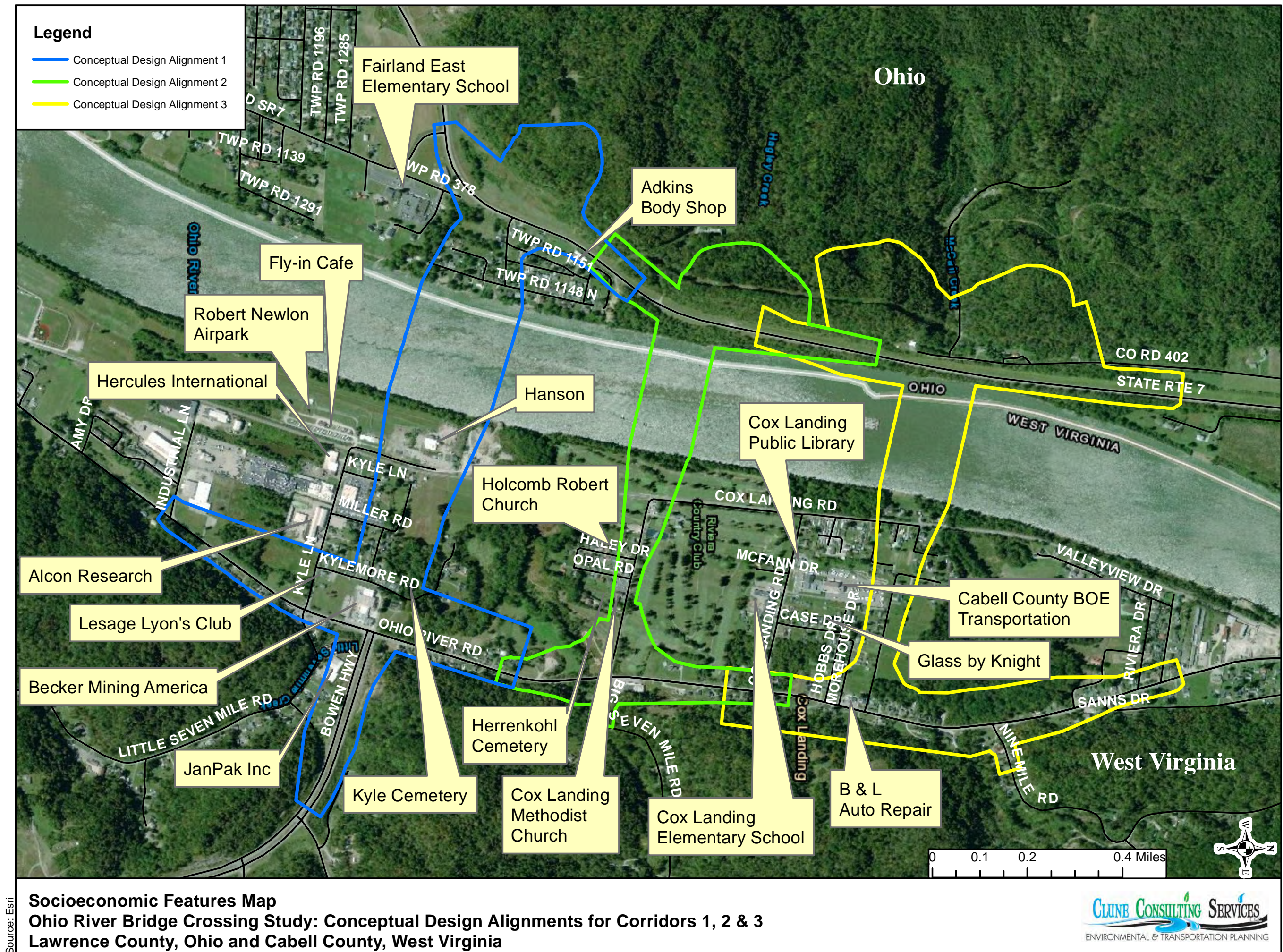




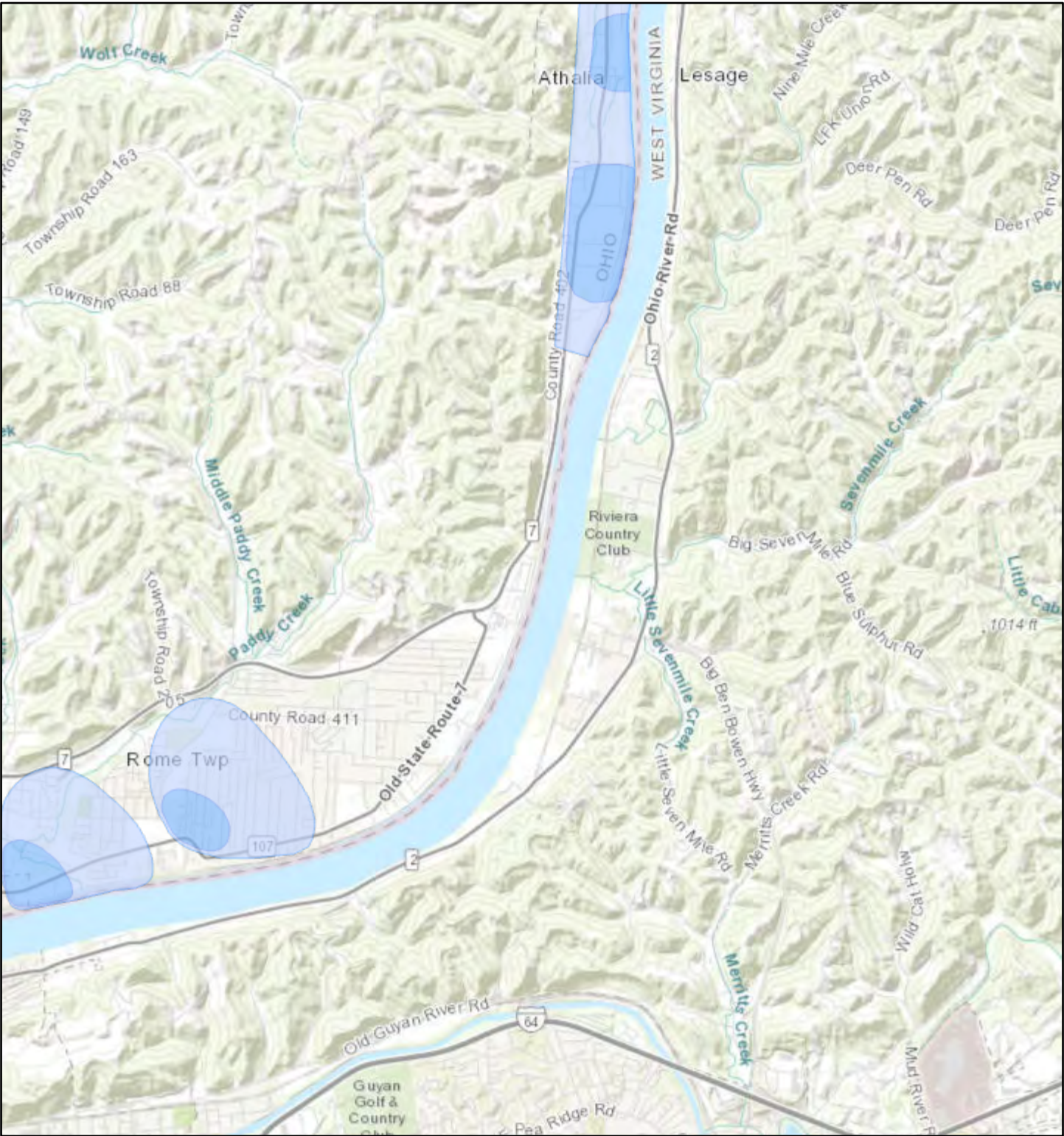
Source: Esri

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



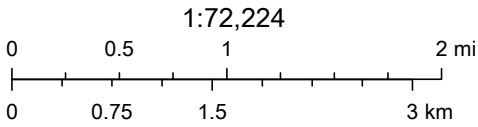


Drinking Water Source Protection Areas



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

- | | |
|-------------------------------------|------------------------------|
| Ohio River (surface water) | Inland (surface water) |
| Ohio River-Zone of Critical Concern | Emergency Management Zone |
| Ohio River-Zone of High Concern | Corridor Management Zone |
| Lake Erie (surface water) | Source Water Protection Area |
| Lake Erie-Critical Assessment Zone | Inner Management Zone |
| Lake Erie-Potential Influence Zone | |



Division of Drinking and Ground Waters, Ohio EPA, Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User

Ohio EPA
Division of Drinking and Ground Waters

WV Groundwater

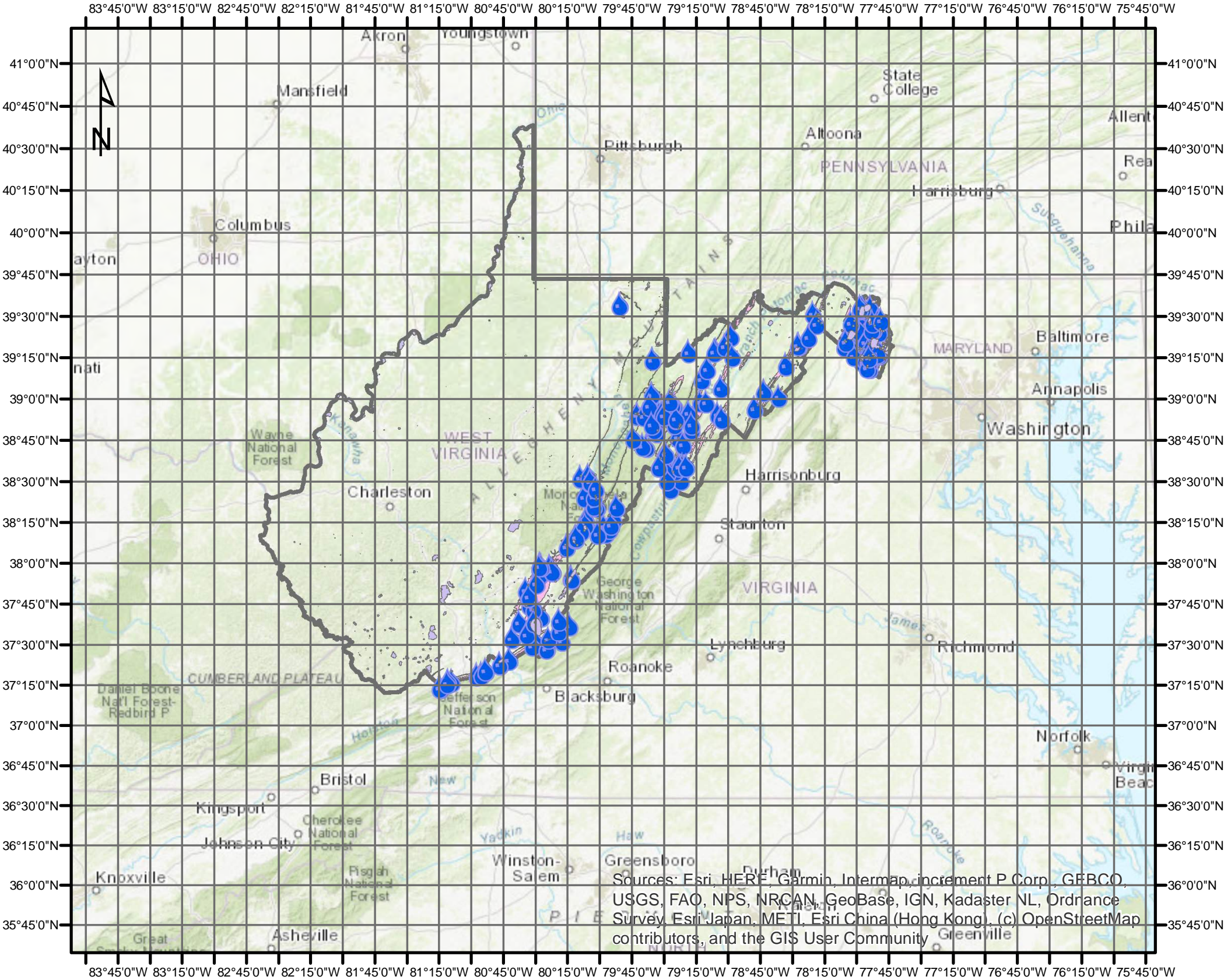
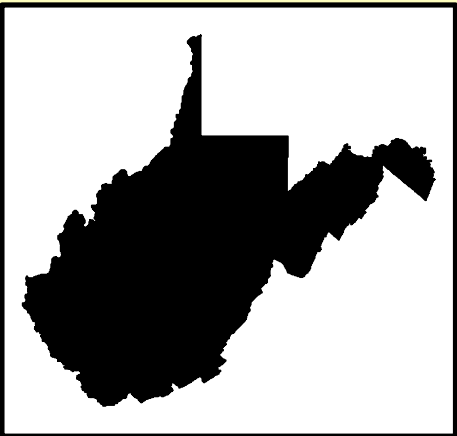
Map Key



SB423 Wellhead
Protection Area

Karst Springs

Karst Areas



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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

Appendix I | Environmental Information

Environmental Data

Appendix I | Environmental Information | Environmental Data

Ohio Department of Natural Resources



Ohio Department of Natural Resources

MIKE DEWINE, GOVERNOR

MARY MERTZ, DIRECTOR

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

3 July 2019

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

Dear Mr. Binau,

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

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

We are unaware of any unique ecological sites, geologic features, animal assemblages, scenic rivers, state wildlife areas, nature preserves, parks or forests, national wildlife refuges, parks or forests, or other protected natural areas within a one mile radius of the project area.

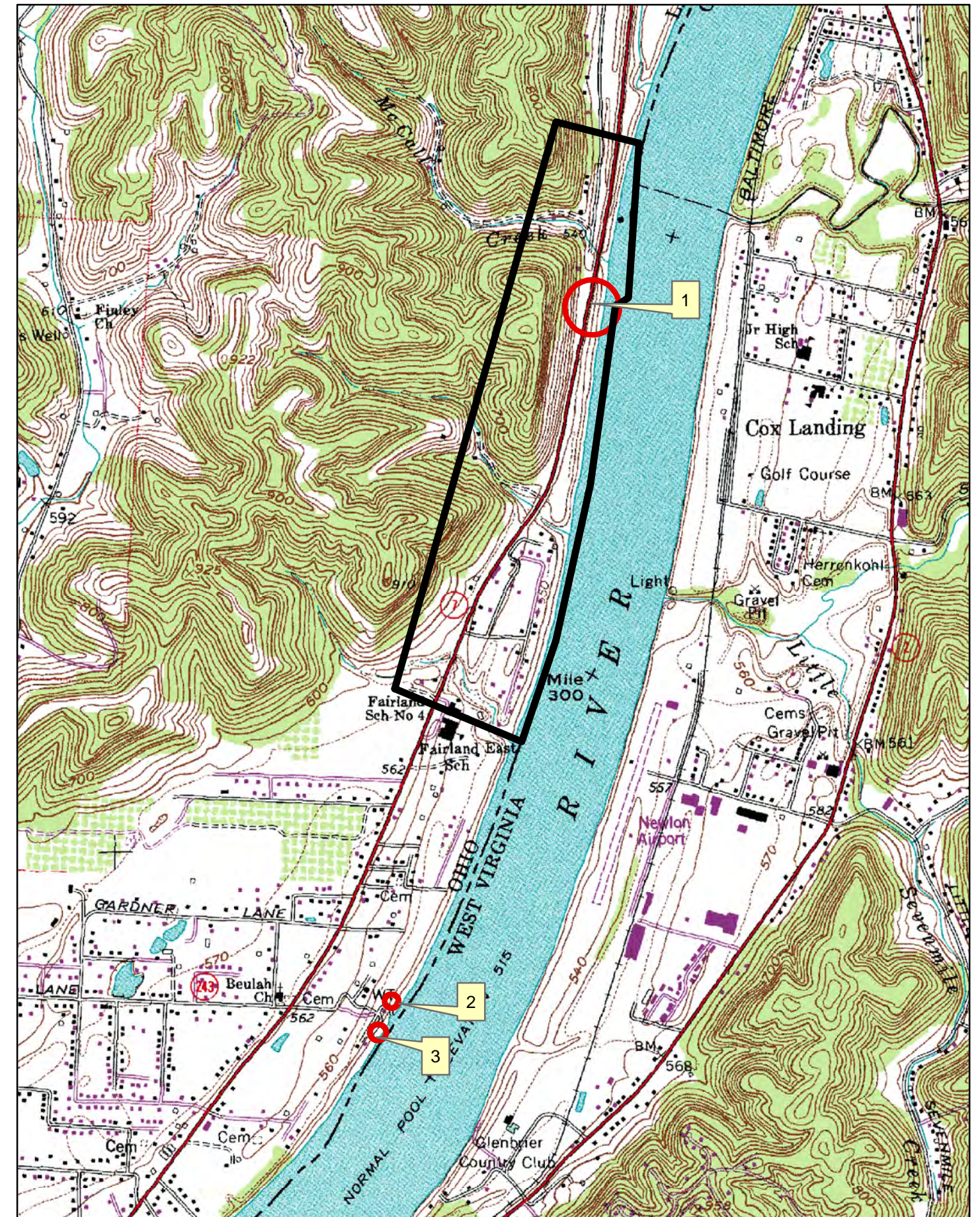
Our inventory program has not completely surveyed Ohio and relies on information supplied by many individuals and organizations. Therefore, a lack of records for any particular area is not a statement that rare species or unique features are absent from that area. This letter only represents a review of rare species and natural features data within the Ohio Natural Heritage Database. It does not fulfill coordination under the National Environmental Policy Act (NEPA) or the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and does not supersede or replace the regulatory authority of any local, state or federal agency nor relieve the applicant of the obligation to comply with any local, state or federal laws or regulations.

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

Sincerely,

Debbie Woischke
Ohio Natural Heritage Program

Ohio River Bridge Study



Appendix I | Environmental Information | Environmental Data

West Virginia Division of Natural Resources



DIVISION OF NATURAL RESOURCES

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

Stephen S. McDaniel
Director

July 11, 2019

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

Dear Mr. Binau:

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


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

Other than the 2013 mussel survey, the Wildlife Resources Section knows of no surveys that have been conducted in the area for rare species or rare species habitat. Consequently, this response is based on information currently available and should not be considered a comprehensive survey of the area under review. This response is valid for two years.

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

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

Sincerely,


Barbara Sargent
Environmental Resources Specialist
Environmental Coordination
Operations Unit

enclosure

NO. 220-309

INVOICE

West Virginia Division of Natural Resources

Wildlife Resources Section, P.O. Box 67, Elkins, WV 26241
Attention: Ms. Kathy Scott Shreve

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

Date: July 11, 2019

Attention: Mr. Jesse Binau

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

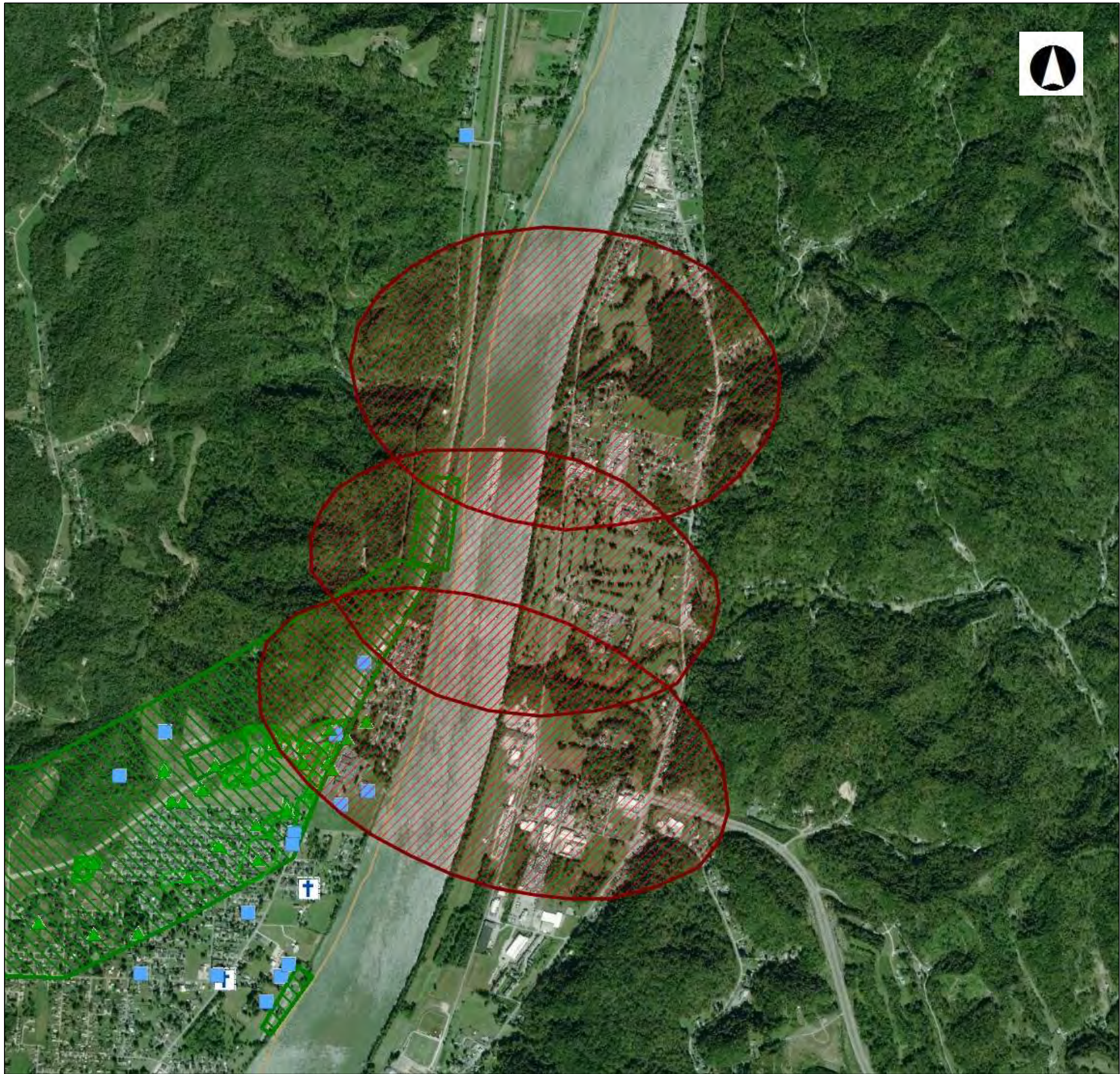
AMOUNT DUE: \$75.00

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

Please reference the invoice number on your check.

[Appendix I](#) | [Environmental Information](#) | [Environmental Data](#)

Ohio State Historic Preservation Office



State Historic
Preservation Office

Legend

NR Listings

- Listed
- National Historic Landmark
- Delisted

- NR Determinations of Eligibi
- Archaeological Sites
- Historic Structures
- Historic Bridges
- Historic Tax Credit Projects

OGS Cemeteries

- Confident
- Not Confident

- Dams
- UTM Zone Split
- NR Boundaries
- OAI Site Boundaries
- Phase1
- Phase2

0 0.44 0.88 Miles

1: 34,715

Copyright/Disclaimer

This map is a user generated static output from an Internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.

Datum: [Datum]
Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere



OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office

1985 Veima Avenue
Columbus, Ohio 43211
614/297-2470

| | | | |
|---|--|---|---|
| 1. No. LAW-595-11 | 2. County Lawrence | 4. Present Name(s) Bailes Farmstead | <input type="checkbox"/> Coded |
| 3. Location of Negatives ASC, Inc. | 5. Historic or Other Name(s) Forgey | | |
| 6. Specific Address or Location SR 7 Route 1 Box 595 | 16. Thematic Association(s) Agriculture | 28. No. of Stories partial | 1. No. LAW-595-11 |
| 6a. Lot, Section or VMD Number section 22 | 17. Date(s) or Period c.1830-1840 | 29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 2. County Lawrence |
| 7. City or Village Proctorville vicinity, Rome Twp. | 18. Style or Design vernacular | 30. Foundation Material sandstone block | 4.5. Present or Historic Name Bailes House |
| 8. Site Plan with North Arrow | 18a. Style of Addition or Element(s) | 31. Wall Construction wood frame | |
| 9. U.T.M. Reference Quadrangle Name Barboursville, WV-OH | 19. Architect or Engineer | 32. Roof Type & Material gable/standing seam | 6. Specific Address or Location SR 7 Box 595 |
| 10. Zone Easting Northing 17 384860 4257560 | 19a. Design Sources | 33. No. of Bays Front 3 Side 3 | |
| 11. On National Register? No | 20. Contractor or Builder | 34. Exterior Wall Material(s) aluminum siding | 21. Building Type or Plan Classic I-house |
| 12. N.R. Potential? No | 21. Building Type or Plan | 35. Plan Shape T | |
| 13. Part of Estab. Hist. Dist.? No | 22. Original Use, if apparent residence | 36. Changes (Explain in #42) | 22. Original Use, if apparent residence |
| 14. District Potential? No | 23. Present Use residence | 37. Window Type(s) 6 over 6 <input checked="" type="checkbox"/> 2 over 2 <input type="checkbox"/> 4 over 4 <input type="checkbox"/> Other <input type="checkbox"/> | |
| 15. Name of Established District (N.R. or Local) | 24. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> | 38. Building Dimensions 11x12m | 25. Owner's Name & Address, if known Rosalie Bailes same |
| 42. Further Description of Important Interior and Exterior Features (Continue on reverse if necessary) | 25. Owner's Name & Address, if known | 39. Endangered? By What? No <input checked="" type="checkbox"/> | |
| A farmhouse with several barns and most of farmland. House faces east, towards river and away from present road. Core is a 3-bay I-house with center door, with transom probably covered. Peculiar facade has wide space between end walls and windows. Side windows are towards the rear. Replacement front entry porch. Corbelled south chimney is original, the north is a replacement. Original 6/6 windows. Off-center rear offshoot with ridge chimney 2/3 from the front, with irregular bays. Two doors on north side,... | 26. Property Acreage | 40. Chimney Placement flush interior gables | 43. History and Significance (Continue on reverse if necessary) |
| 43. History and Significance (Continue on reverse if necessary) | 27. Other Surveys in Which Included | 41. Distance from and Frontage on Road 28m distance | |
| This structure roughly corresponds to one indicated on the 1901 map and the 1887 atlas. In 1887 the property consisted of 160 acres and was owned by Madison Forgey. This land has been in the Gillette family since 1809, one of the few families in the area still on its family land. This family of German descent arrived here on a flat boat from Pittsburgh. The original farm... | 44. Description of Environment and Outbuildings (See #52) Large and mostly intact farmstead on riverfront. For an associated adjacent farmstead, see LAW-284-11. | 46. Prepared by ASC, Inc. /KBL/AE | 45. Sources of Information Field observation. Resident owner Rosalie Bailes. USGS 1901 Guyan-dot WV-OH 15' Quadrangle. 1887 Atlas. Cultural Resource Survey of Route 7, Coleman and Beamer, 1994. |
| 45. Sources of Information | 46. Prepared by | 47. Organization ASC, Inc. | |
| 47. Organization | 48. Date Recorded in Field 1 September 1994 | 49. Revised by | 50a. Date Revised |
| 48. Date Recorded in Field | 49. Revised by | 50b. Reviewed by SCG | |

51. Condition of Property

☒ Excellent☐ Good/Fair☐ Deteriorated☐ Ruin☐ Destroyed/Burned

Date _____

52. Historic Outbuildings and Dependencies

wagon shed, workshop
Barn Type(s)**Tree-bay barn**☒ Corn Crib or Shed☐ Summer Kitchen☐ Silo☐ Designed landscape features☐ Smoke House☐ Spring House☐ Ice House☐ Garage

53. Affiliated OAI Site Number(s) one multiple

Archaeological Feature:

Observed

Expected on Basis of
Archival Research

Well

Privy

Cistern

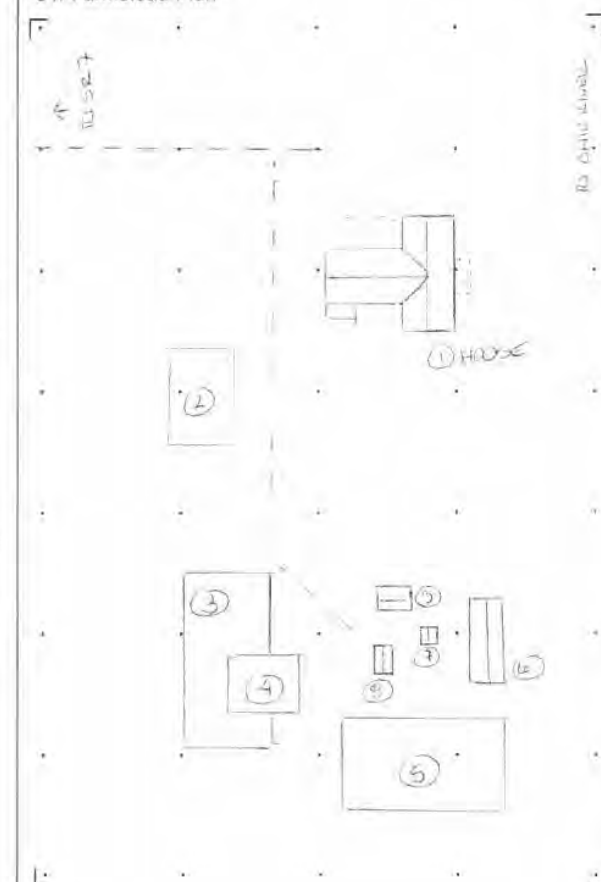
Foundation

Structural Rubble

Formal Trash Dump

Other

54. Farmstead Plan



42. (Cont'd)

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




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

43. (Cont'd)

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



OHIO HISTORIC INVENTORY


| | | | | | |
|---|--|---|---|---|---|
| 1. No. <i>LAW-284-11</i> | 4. Present Name(s) <i>Forgey / Gillette House</i> |  | 1. No. <i>284-11</i> | 2. County <i>Lawrence</i> | 4. Present Name(s) <i>Forgey-Gillette Hse.</i> |
| 2. County <i>Lawrence</i> | 5. Other Name(s) | | | | |
| 3. Location of Negatives <i>OHS</i> | | | | | |
| 6. Specific Location <i>State Rt 7</i> | 16. Thematic Category | 28. No. of Stories <i>2</i> | 2. County <i>Lawrence</i> | 4. Present Name(s) <i>Forgey-Gillette Hse.</i> | |
| 7. City or Town If Rural, Township & Vicinity <i>Proctorville Ohio Rome Twp</i> | 17. Date(s) or Period <i>c. 1870</i> | 29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | | | |
| 8. Site Plan with North Arrow  | 18. Style or Design <i>Italianate</i> | 30. Foundation Material <i>Brick</i> | | | |
| | 19. Architect or Engineer | 31. Wall Construction <i>Brick</i> | | | |
| | 20. Contractor or Builder | 32. Roof Type & Material <i>Gable, shingles</i> | | | |
| | 21. Original Use, if apparent <i>Residence</i> | 33. No. of Bays Front <i>3</i> Side <i>2</i> | | | |
| | 22. Present Use <i>Residence</i> | 34. Wall Treatment <i>Common bond</i> | | | |
| | 23. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> | 35. Plan Shape <i>square</i> | | | |
| | 24. Owner's Name & Address, if known <i>Gertrude Gillette Rt 7 Proctorville, Ohio</i> | 36. Changes (Explain in #42) Addition <input type="checkbox"/> Altered <input checked="" type="checkbox"/> Moved <input type="checkbox"/> | | | |
| | 25. Open to Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | 37. Condition Interior <i>Intact</i> Exterior <i>Good</i> | | | |
| 9. U.T.M. Reference <i>17 384980 4257620</i> | 26. Local Contact Person or Organization | 38. Preservation Underway? Yes <input type="checkbox"/> No <input type="checkbox"/> | 5. Other Name(s) <i>Forgey-Gillette Hse.</i> | | |
| 10. Site <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/> | 27. Other Surveys in Which Included <i>None</i> | 39. Endangered? By What? Yes <input type="checkbox"/> No <input type="checkbox"/> | | | |
| 11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | | 40. Visible from Public Road? Yes <input type="checkbox"/> No <input type="checkbox"/> | | | |
| 12. Is It Eligible? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | | 41. Distance from and Frontage on Road | | | |
| 13. Part of Estab. Yes <input type="checkbox"/> Hist. Dist.? No <input checked="" type="checkbox"/> | | | | | |
| 14. District Potent'l? Yes <input type="checkbox"/> No <input type="checkbox"/> | | | | | |
| 15. Name of Established District | | | | | |
| 42. Further Description of Important Features (Continue on reverse if necessary) <i>This is a two story brick structure in the Italianate style. There is a one bay one story porch on front with original roof, though posts are new. The windows</i> |  | | | | |
| 43. History and Significance <i>Forgey, an entrepreneur in the west, built structure.</i> | | | | | |
| 44. Description of Environment and Outbuildings <i>There is 19th century frame outbldg. of undetermined use and a new brick garage.</i> | | | | | |
| 45. Sources of Information <i>On site exam. Gertrude Gillette.</i> | 46. Prepared by <i>C. Tim Jones</i> | 47. Organization <i>OHS</i> | | | |
| | 48. Date <i>6/80</i> | 49. Revision Date(s) | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| 50. House Type No. Code No. Name <i>4 over 4</i> | 53. Farmstead Plan <table border="1"><tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr><tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr></table> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51. Historic Outbuildings and Dependencies Barn Type(s) Code No. Type Corn Crib or Shed <input type="checkbox"/> Smoke House <input type="checkbox"/> Privy <input type="checkbox"/> Silo <input type="checkbox"/> Spring House <input type="checkbox"/> Carriage House <input type="checkbox"/> Summer Kitchen <input type="checkbox"/> or Ice House Other _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52. Archaeological Site on Property? Yes <input type="checkbox"/> No <input type="checkbox"/> Basis for Information Owner Collection <input type="checkbox"/> Above Ground Earthworks or Mound <input type="checkbox"/> Cultural Materials Noted <input type="checkbox"/> OAI No. _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54. Photo Roll No. <i>10</i> Picture No(s). <i>19, 20</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

42. (Cont'd)
are two over two double hung sash with arched upper sash.
At rear is c. 1930 one story, one bay enclosed porch.
The low pitch gable roof has carved wooden cornice brackets.
There is one centrally located chimney.
Interior - the structure has a high degree of integrity. The original staircase, mantels and trim remain.



OHIO HISTORIC INVENTORY

| | | |
|---|---|--|
| 1. No. <i>LAW-409-11</i> | 4. Present Name(s) <i>H. C. Brown House</i> | 1. No. <i>409-11</i> |
| 2. County <i>Lawrence</i> | 5. Other Name(s) | 2. County <i>Lawrence</i> |
| 3. Location of Negatives <i>OHS</i> | | 4. Present Name(s) |
| 6. Specific Location <i>SR 7</i> | 16. Thematic Category <i>agriculture</i> | 28. No. of Stories <i>2</i> |
| 7. City or Town If Rural, Township & Vicinity <i>Athalia Rome TWP</i> | 17. Date(s) or Period <i>c. 1850</i> | 29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> |
| 8. Site Plan with North Arrow <i>Athalia</i> | 18. Style or Design <i>No Academic</i> | 30. Foundation Material <i>Ashter sandstone</i> |
| | 19. Architect or Engineer | 31. Wall Construction <i>Frame</i> |
| | 20. Contractor or Builder | 32. Roof Type & Material <i>Cross gable, sh. seam tin</i> |
| | 21. Original Use, if apparent <i>Residence</i> | 33. No. of Bays Front <i>3</i> Side |
| | 22. Present Use <i>Residence</i> | 34. Wall Treatment <i>Asbestos shingle</i> |
| | 23. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> | 35. Plan Shape <i>"L"</i> |
| | 24. Owner's Name & Address, if known <i>Oglety Proctorville, Ohio</i> | 36. Changes (Explain in #42) Addition <input type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/> |
| 9. U.T.M. Reference Barboursville quad <i>17 384960 4258240</i> | 25. Open to Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | 37. Condition Interior Exterior <i>Poor</i> |
| 10. Site <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/> | 26. Local Contact Person or Organization | 38. Preservation Underway? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |
| 11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | 27. Other Surveys in Which Included <i>None</i> | 39. Endangered? By What? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |
| 12. Is It Eligible? Yes <input type="checkbox"/> No <input type="checkbox"/> | | 40. Visible from Public Road? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> |
| 13. Part of Estab. Hist. Dist.? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | | 41. Distance from and Frontage on Road <i>40'</i> |
| 14. District Potent'l? Yes <input type="checkbox"/> No <input type="checkbox"/> | | |
| 15. Name of Established District | | |
| 42. Further Description of Important Features (Continue on reverse if necessary) <i>This fairly plain bldg. has a central entrance with transom on the three bay symmetrical front facade. There is a one story one bay porch. The windows are two</i> |  | 5. Other Name(s) <i>H. C. BROWN HOUSE</i> |
| 43. History and Significance <i>In 1887 this was part of a large farm owned by H. C. Brown.</i> | | |
| 44. Description of Environment and Outbuildings <i>In rural setting with no historic outbldgs.</i> | | |
| 45. Sources of Information <i>On site exam. Atlas of Lawrence County, 1887.</i> | 46. Prepared by <i>C. Tim Jones</i> | |
| | 47. Organization <i>OHS</i> | |
| | 48. Date <i>7/86</i> | 49. Revision Date(s) <i>SCG 7/87</i> |

50. House Type No.

Code No. Name

Classical I-house

53. Farmstead Plan

51. Historic Outbuildings and Dependencies

Barn Type(s)

Code No. Type

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

Other

52. Archaeological Site on Property?

Yes ☐
No ☐

Basis for Information

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

54. Photo

Roll No. *15* Picture No(s). *19*

42. (Cont'd)

*over two.**There are interior end chimneys.*

| | | | | | | | |
|--|--|--------------------|--|---|--|---|--|
| 1. No. LAW-596-11 | | 2. County Lawrence | | 3. Present Name(s) Paul Gillette House | | <input type="checkbox"/> Coded | |
| 3. Location of Negatives | | | | 5. Historic or Other Name(s) | | | |
| ASC, Inc. Roll No. 29 Picture No.(s) 4-5 | | | | | | | |
| 6. Specific Address or Location SR 7 Route 1 Box 540 | | | | 16. Thematic Association(s) | | 28. No. of Stories | |
| 6a. Lot, Section or VMD Number section 23 | | | | 17. Date(s) or Period 1925 | | 29. Basement? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |
| 7. City or Village If Rural, Township & Vicinity Proctorville vicinity, Rome Twp. | | | | 18. Style or Design <input type="checkbox"/> High Style <input type="checkbox"/> Elements bungalow | | 30. Foundation Material poured concrete | |
| 8. Site Plan with North Arrow | | | | 18a. Style of Addition or Element(s) | | 31. Wall Construction wood frame | |
| | | | | 19. Architect or Engineer | | 32. Roof Type & Material front gable/asphlt shng | |
| | | | | 19a. Design Sources | | 33. No. of Bays Front 2 Side | |
| | | | | 20. Contractor or Builder | | 34. Exterior Wall Material(s) weatherboard | |
| 9. U.T.M. Reference Quadrangle Name Barboursville, WV-OH | | | | 21. Building Type or Plan Front Gable Bungalow | | 35. Plan Shape rectangular | |
| 1 7 3 8 4 8 5 0 4 2 5 7 8 9 0 Zone Easting Northing 10. Site <input type="checkbox"/> Structure <input type="checkbox"/> Building <input checked="" type="checkbox"/> Object <input type="checkbox"/> | | | | 22. Original Use, if apparent residence | | 36. Changes Addition <input type="checkbox"/> Altered <input type="checkbox"/> Moved <input type="checkbox"/> (Explain in #42) | |
| 11. On National Register? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> 12. N.R. Yes <input type="checkbox"/> Potential? No <input type="checkbox"/> | | | | 23. Present Use residence | | 37. Window Type(s) <input type="checkbox"/> 6 over 6 <input type="checkbox"/> 2 over 2 <input type="checkbox"/> 4 over 4 <input checked="" type="checkbox"/> Other 5/1, 4/1 | |
| 13. Part of Estab. Yes <input type="checkbox"/> Hist. Dist.? No <input checked="" type="checkbox"/> 14. District Yes <input type="checkbox"/> Potential? No <input type="checkbox"/> | | | | 24. Ownership Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> | | 38. Building Dimensions 7x13m | |
| 15. Name of Established District (N.R. or Local) | | | | 25. Owner's Name & Address, if known Paul Gillette | | 39. Endangered? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> By What? | |
| | | | | 26. Property Acreage | | 40. Chimney Placement center ridge, mid-slope | |
| | | | | 27. Other Surveys in Which Included | | 41. Distance from and Frontage on Road 10m distance | |
| 42. Further Description of Important Interior and Exterior Features (Continue on reverse if necessary) Front door is off-center. Gabled three-bay porch has concrete footers, wooden Doric columns, notched front decorated rafters, frieze at peak, raking frieze board. House has same treatment, and corner boards with capitals and 1/4 round corner trim. Paired window, rear enclosed porch with small triple window, lean-to addition. Large chimney is mid-slope at back of front room. | | | | | | | |
| 43. History and Significance (Continue on reverse if necessary) This structure is not indicated on any early maps. | | | | | | | |
| 44. Description of Environment and Outbuildings (See #52) Small ravine on both sides, cultivated fields behind. To the NW is a new ranch house belonging to Mr. Gillette's son. New workshop behind ranch. | | | | | | | |
| 45. Sources of Information Field observation. Paul Gillette. Cultural Resource Survey of Route 7, Coleman and Beamer, 1994. | | | | | | | |
| | | | | | | 46. Prepared by ASC, Inc. /KBC/AE | |
| | | | | | | 47. Organization ASC, Inc. | |
| | | | | | | 48. Date Recorded in Field 31 August 1994 | |
| | | | | | | 49. Revised by | |
| | | | | | | 50b. Reviewed by FEB 11 1995 | |

51. Condition of Property

| | |
|---|---|
| <input type="checkbox"/> Excellent | <input type="checkbox"/> Ruin |
| <input checked="" type="checkbox"/> Good/Fair | <input type="checkbox"/> Destroyed/Burned |
| <input type="checkbox"/> Deteriorated | Date _____ |

52. Historic Outbuildings and Dependencies

Barn Type(s) _____

| | | |
|--|---------------------------------------|---------------------------------|
| Corn Crib or Shed <input type="checkbox"/> | Smoke House <input type="checkbox"/> | Privy <input type="checkbox"/> |
| Summer Kitchen <input type="checkbox"/> | Spring House <input type="checkbox"/> | Garage <input type="checkbox"/> |
| Silo <input type="checkbox"/> | Ice House <input type="checkbox"/> | |
| Designed landscape features <input type="checkbox"/> | | |

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

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

42. (Cont'd)

43. (Cont'd)

Appendix I | Environmental Information | Environmental Data

West Virginia State Historic Preservation Office

This map shows the Cox Landing area in Ohio, situated along the Ohio River. The river flows from the top left towards the bottom right. To the west of the river is Hagley Creek, and to the east is Sevenmile Creek. The Ohio River Rd runs parallel to the river. Key landmarks include the Rivers Country Club, Robert Newlon Field, and Cox Landing. Roads shown include Market St, Old Market St, Ohio River Rd, Big Seven Mile Rd, Miller Rd, Kyle Ln, and Wentz Hollow Rd. Specific locations marked include CB-0570, CB-0582, CB-0583, CB-1793, 46-CB-243, and 46-CB-178.

A horizontal scale bar with tick marks at 0, 0.15, 0.3, and 0.6 miles.

- Notes:**

This aerial map displays a residential neighborhood with numerous property addresses labeled. A specific property, 46-CE-243, is highlighted with a green hatched pattern. The map shows a street intersection, surrounding houses, and dense greenery.

Addresses visible on the map include:

- 6160, 6155, 6156, 6158, 6151, 6143, 6141, 6139, 6137, 6135, 6133, 6121, 6119, 6115, 6115, 6144, 6156, 6158, 57, 29
- 6130, 6149, 6148, 6076, 6070, 6072, 6067, 6065
- 6125, 6124, 6016, 6018, 6022, 6020, 6032, 6028, 6023, 6021, 6019, 6017, 6012, 6028, 6030, 6026, 6024, 6002, 6020
- 6042, 6038, 6036, 6034

0 0.0375 0.075 0.15 mi

- Notes:**

WVGISTC, WVSHPO

West Virginia Cemetery Inventory Form NR rating: _____

(Revised 26 September 2014)

1. Trinomial Number (OFFICE USE ONLY): __46CB243__
2. Cemetery Name, Historic: __Kyle__ Cemetery Name, Common: _____
3. County: __Cabell__ 4. 7.5' Quadrangle Name: __Barboursville__
5. UTM Zone: _____ 17 _____ NAD: _____ 83 _____
- Easting: __0386212__ Northing: __4257902__
6. Location: Cemetery is split in half by Kylemore Road approximately 1,000 feet from S.R. 2.
7. Ownership: Public: Municipal _____ County __X__ State _____ Federal _____
- Private: Family __X__ Church _____
- Denomination _____
- Fraternal _____ Other _____
8. Burial Population: __Ca. 120__
9. Predominant Surnames: __Kyle, Wintz, Hensley, Morrison__
10. Mass Grave: Yes _____ No __x__ Explain: _____
11. Public Accessibility: Unrestricted __x__
- Restricted _____
- For permission to visit, contact _____
12. Access into cemetery: By foot _____ By car __x__
13. Terrain: __Cemetery is situated on a high flat rise__
14. Bounded by: Fence __x__ Wall _____ Hedge _____ Other __Some portions fenced but not all. _____
15. Condition: Well-maintained _____ Poorly maintained X__ Overgrown, easily identifiable _____
- Overgrown, unidentifiable _____ Unidentifiable, but known to exist through tradition or other means (identify source) _____
16. Disturbances: __Some toppled stones and broken stones are prevalent within the portion on the north side of the road. Also, most of the original cast iron fencing has been removed or has fallen over the hill. Grave slumping is common as well. _____

West Virginia Cemetery Inventory Form NR rating: _____

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

West Virginia Cemetery Inventory Form NR rating: _____

Trinomial Number: _____ Cemetery Name: _____

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

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

Number of headstones __Ca. 90__ Number of burials __Ca. 120__ Footstones? Yes __x_ No _____

Number of gravestones with burial dates from the 18th century __0__ 19th century __Ca.11__
20th century __Ca. 57__ 21th century __20__

Please list the earliest headstone date __1852__ Most recent date __2017__

Number of gravestones of each material: Slate_0__ Marble_1__ Granite_42__
Sandstone_5__ Fieldstone_0__
Other____ Limestone= _21_____

Number of gravestones that are: Readable __Ca. 67__ Eroded __11__ Badly Tilted __11__
Cracked/Broken __6__ Broken but standing __3__ Broken, no longer
standing __9__
Location of stones no longer standing __on ground throughout cemetery_____

Restoration efforts, if any: _____

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

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

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

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

Cemetery



June 6, 2019

1:4,514 0 0.0375 0.075 0.15 mi



Architecture Sites - Area

Notes:

CB 1793



June 6, 2019

Architecture Sites - Area

1:4,514 0 0.0375 0.075 0.15 mi


Notes:

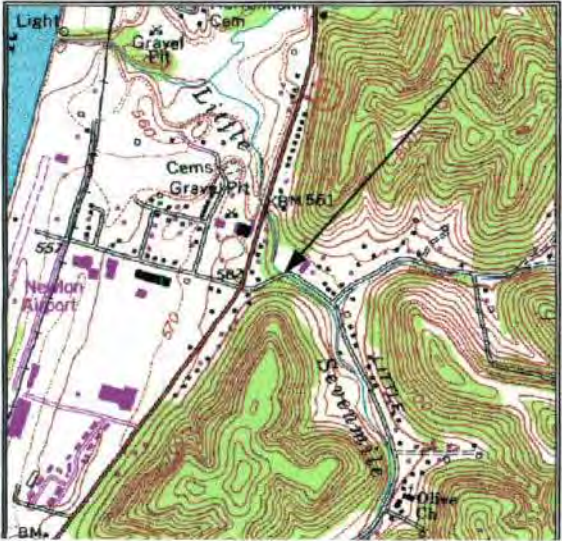
WVGSTC, WVSHPO

Little Seven Mile Bridge HPI.doc
Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

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



Site No.

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

| | | | |
|---|--|--|-------------------|
| Present Owners WVDOT | | Owners Mailing Address Unknown /// Capitol Complex, Charleston, WV | |
| Describe Setting | | -1 Acres <input type="checkbox"/> Archaeological Artifacts Present | |
| The bridge is located in an urban setting over Little Seven Mile Creek. It is situated on Cabell County Route 19 approximately 0.09 mile south of the junction with West Virginia Route 2. | | | |
| Description of Buildings or Site (Original and Present) | | Stories | Front Bays |
| The latest Bridge Inspection Report, dated April 20, 2004, lists the structure in overall poor condition. The most serious deficiencies include separation between the abutment wingwall and brestwall, spalling, cracking, erosion, damage to the approach railings, and overall poor alignment. | | | |
| Alterations <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, describe | | | |
| N/A | | | |
| Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, describe | | | |
| N/A | | | |
| Describe All Outbuildings | | | |
| N/A | | | |
| Statement of Significance: | | | |
| See Continuation Sheet | | | |
| Bibliographical References | | | |
| WVDOH Staff. 1995. Survey of Historic Bridges. MS at WVDOH WVDOH Structures Division. 1990. Inventory Inspection. W.V. Bridge Data. MS at WVDOH. WVDOH Structures Division. 2004. Bridge Inspection. WV. Bridge Data. | | | |
| Form Prepared By: | | Date: December 9, 2004 | |
| Name/Organization: Susan B. Stafford Address: WV Division of Highways Capitol Complex Building 5, Rm. 463 Charleston, WV 25305 Phone #: 558-2885 | | | |

WEST VIRGINIA HISTORIC PROPERTY FORM
CONTINUATION SHEET

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

Statement of Significance

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

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

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

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

HISTORIC PROPERTIES INVENTORY FORM

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

RATING: 3 12 9

CONTEXT: _____

(Staff Use Only) 129

28

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

DISTRICT, SITE, BUILDING, STRUCTURE, OBJECT

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

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

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

3. USE/FUNCTION, present: Residence

(public/private, restricted)

original:

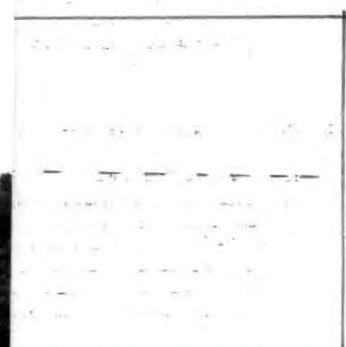
4. OWNER/ADDRESS, present: Myrtle Hazlett

(public/private)

original:

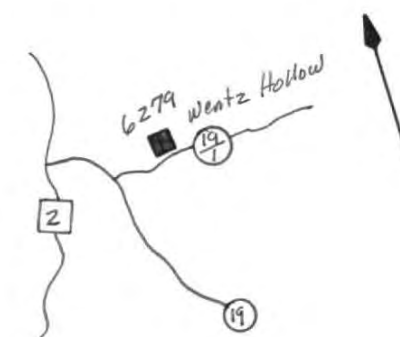
5. PHOTO/SKETCH OF:

7. PLAN (include approx. dimensions):



6. LOCALE/ENVIRONMENT(map):

8. ACREAGE (approx): 14.5 ac.



| | |
|--------------------|--|
| Survey Region: | |
| Planning District: | |

COUNTY: Cabell

9. DESCRIPTION (clarify as appropriate):

a. Exterior Fabric

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

b. Structural System

masonry _____
frame _____
log _____
metal _____
other _____
foundation simulated stone
concrete block

c. Roofing Material

wood _____
metal _____
slate _____
tile _____
asphalt _____
composition _____
other _____

d. Associated Structures (use/type):

outbuildings one "meathouse"
one privy

dependencies:

other:

e. Integrity (include dates):

original site/relocated original
alterations new front porch
new asphalt roof

additions:

f. Condition:

excellent _____
good _____
fair _____
deteriorated _____
abandoned _____

g. Threats: None

10. SIGNIFICANCE (use additional sheet if necessary):

a. Architect/Builder/Engineer:

b. Style/Period: Eclectic

Craftsman, side gable BUNGALOW

c. Date(s): 1928

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

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

12. FORM PREPARED BY Howard G. Adkins/Mack H. Gillenwater

DATE 9/89

a. Address Marshall University/Huntington, WV

b. Organization Geography Department/Marshall University

CB 0570



June 6, 2019

1:1,128

0 0.0075 0.015 0.03 mi

Architecture Sites - Point

Notes:

HISTORIC PROPERTIES INVENTORY FORM

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

RATING: Chd 3/12/91
CONTEXT: _____

(Staff Use Only)

| | | | | |
|----------|------------|-----------|---------|----------|
| UTM Ref: | USGS Quad: | Neg Negs: | Thence: | File No: |
| | | | | |

DISTRICT SITE BUILDING STRUCTURE OBJECT

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

2. LOCATION, street/road: 6415 Douthat Lane

city/town: Cox Landing
Lesage, WV
(incorporated/unincorporated)

3. USE/FUNCTION, present: Residence

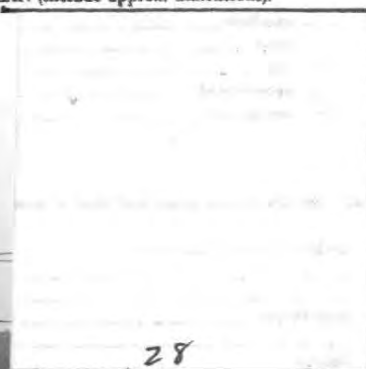
original: Same

4. OWNER/ADDRESS, present: Carlton Ash

original: n/a

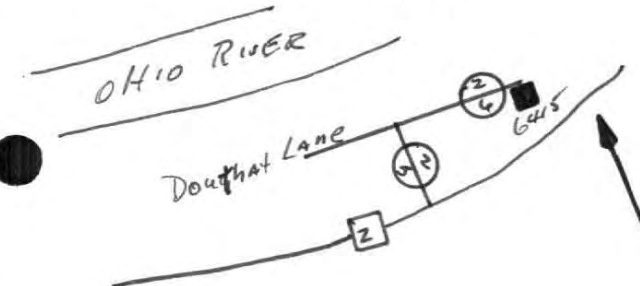
5. PHOTO/SKETCH OF:

7. PLAN (include approx. dimensions):



6. LOCALE/ENVIRONMENT(map):

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



COUNTY: Cabell

Survey Region: _____

Planning District: _____

9. DESCRIPTION (clarify as appropriate):

a. Exterior Fabric

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

b. Structural System

masonry _____
frame X
log _____
metal _____
other _____
foundation block and continuous slab

c. Roofing Material

wood _____
metal tin
slate _____
tile _____
asphalt _____
composition _____
other _____

d. Associated Structures (use type):

outbuildings One storage shed

dependencies _____

other _____

e. Integrity (include dates):

original site/relocated original

alterations none

additions none

f. Condition:

excellent X
good _____
fair _____
deteriorated _____
abandoned _____

g. Threats: None

10. SIGNIFICANCE (use additional sheet if necessary):

a. Architect/Builder/Engineer:

n/a

b. Style/Period: Eclectic

Prairie FOUR - SQUARE

c. Date(s): @1920

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

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

12. FORM PREPARED BY Howard G. Adkins/Mack H. Gillenwater, DATE 9/89

a. Address: Marshall University/Huntington, WV
b. Organisation: Geography Department, Marshall University

[Appendix I](#) | [Environmental Information](#) | [Environmental Data](#)

Environmental Data Resources, Inc

Ohio River Bridge
KYOVA
Huntington, WV 25702

Inquiry Number: 5705882.2s
July 02, 2019

The EDR Radius Map™ Report with GeoCheck®



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

FORM-LBC-RG

EXECUTIVE SUMMARY

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

TARGET PROPERTY INFORMATION

ADDRESS

KYOVA
HUNTINGTON, WV 25702

COORDINATES

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

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

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

AERIAL PHOTOGRAPHY IN THIS REPORT

| | |
|-------------------------|--------------------|
| Portions of Photo from: | 20140919, 20150610 |
| Source: | USDA |

MAPPED SITES SUMMARY

Target Property Address:
KYOVA
HUNTINGTON, WV 25702

Click on Map ID to see full detail.

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

MAPPED SITES SUMMARY

Target Property Address:
KYOVA
HUNTINGTON, WV 25702

Click on Map ID to see full detail.

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

MAPPED SITES SUMMARY

Target Property Address:
KYOVA
HUNTINGTON, WV 25702

Click on Map ID to see full detail.

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

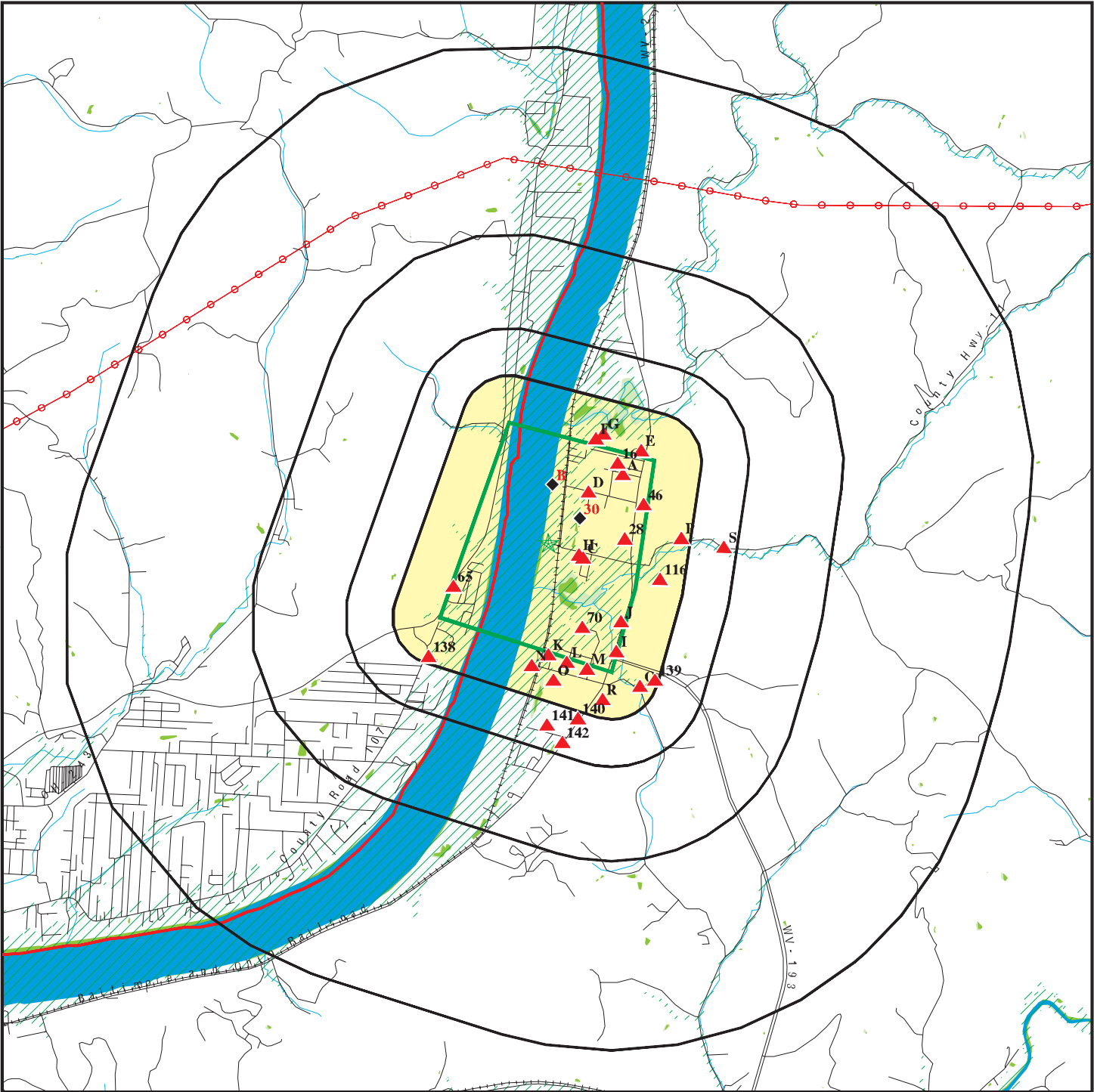
MAPPED SITES SUMMARY

Target Property Address:
KYOVA
HUNTINGTON, WV 25702

Click on Map ID to see full detail.

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

OVERVIEW MAP - 5705882.2S

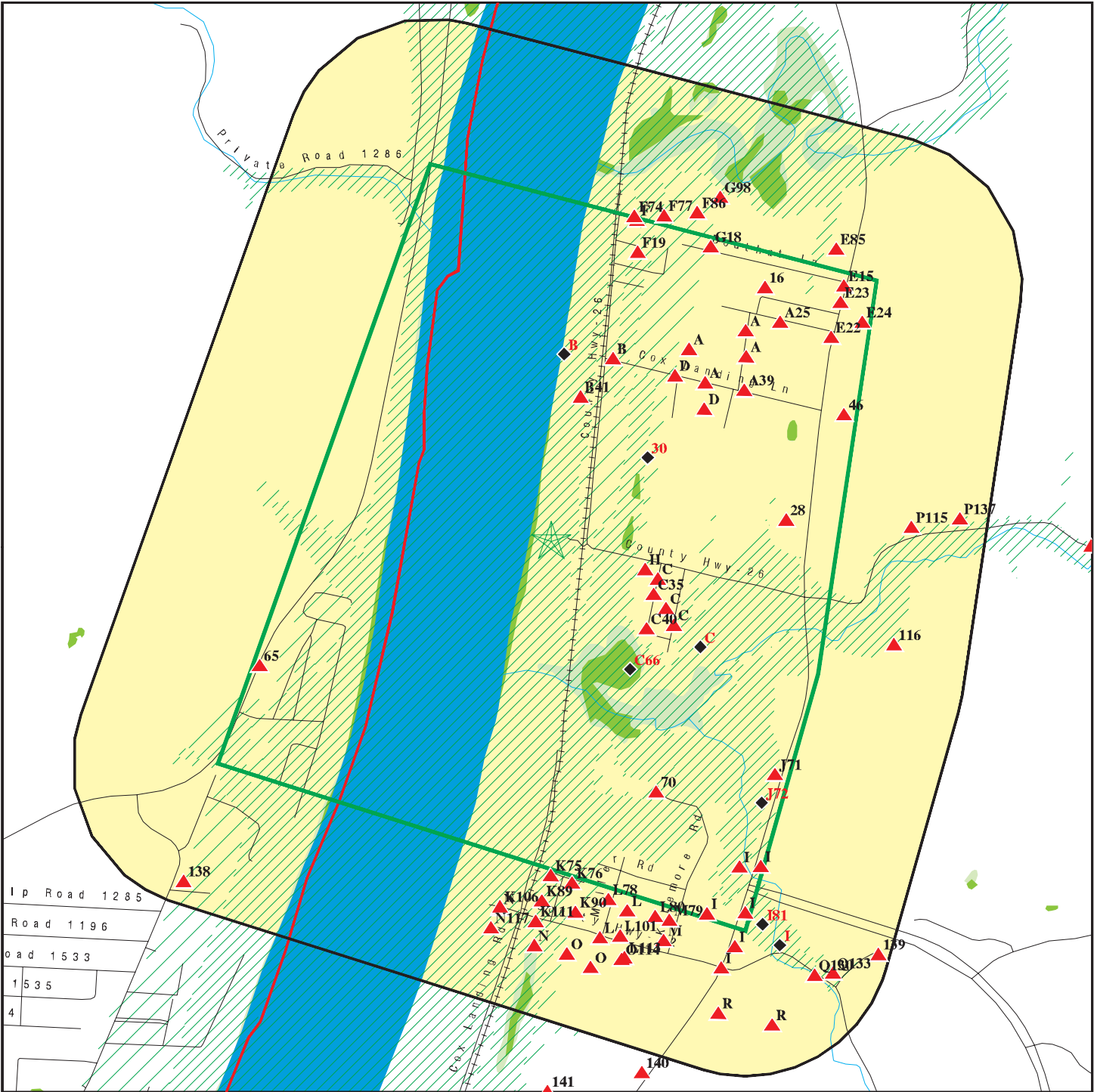


- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- County Boundary
- Power transmission lines
- 100-year flood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

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

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

DETAIL MAP - 5705882.2S



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

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

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



Appendix II | Public Involvement

OHIO RIVER BRIDGE CROSSING FEASIBILITY STUDY PUBLIC INVOLVEMENT DIARY



PREPARED FOR:

KYOVA Interstate Planning Commission
400 Third Avenue
Huntington, WV 25712

PREPARED BY:

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

JUNE 2020

TABLE OF CONTENTS

| | |
|---|----|
| PROJECT CONTACT LIST | 3 |
| AUGUST 15, 2019 STAKEHOLDER MEETING SIGN IN SHEETS | 5 |
| AUGUST 15, 2019 STAKEHOLDER MEETING POWERPOINT PRESENTATION | 7 |
| WEBSITE | 22 |
| FACT SHEET | 26 |
| NOVEMBER 20, 2019 PUBLIC MEETING POST CARD INVITATION | 27 |
| NOVEMBER 20, 2019 COMMUNITY MEETING EMAIL INVITATION & STAKEHOLDER MEETING EMAIL INVITATION | 28 |
| NOVEMBER 20, 2019 PUBLIC MEETING PRESS RELEASE | 29 |
| NOVEMBER 20, 2019 PUBLIC MEETING LEGAL ADS..... | 30 |
| NOVEMBER 20, 2019 PUBLIC MEETING SIGN IN SHEETS | 32 |
| NOVEMBER 20, 2019 PUBLIC MEETING PHOTOS | 42 |
| NOVEMBER 20, 2019 STAKEHOLDER MEETING SIGN IN SHEETS..... | 43 |
| NOVEMBER 20, 2019 PUBLIC MEETING POWERPOINT PRESENTATION | 45 |
| SURVEY RESPONSES | 53 |
| SURVEY COMMENTS | 58 |
| SURVEY CONTACT LIST..... | 62 |
| NOVEMBER 20, 2019 PUBLIC MEETING NEWS ARTICLES..... | 65 |
| EMAIL FEEDBACK..... | 68 |
| APRIL 29, 2020 STAKEHOLDER MEETING MINUTES..... | 74 |
| WVDOH REVIEW COMMENTS ON FEASIBILITY STUDY SUMMARY REPORT | 75 |
| FHWA REVIEW COMMENTS ON FEASIBILITY STUDY SUMMARY REPORT | 76 |
| APRIL 29, 2020 STAKEHOLDER MEETING PRESENTATION..... | 78 |

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 | dleiving@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@cabellcountv.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 |
| CDM Smith | Manuch Amir | Project Lead | amirm@cdmsmith.com |
| CDM Smith | Chad Toney | Design Engineer | toneycj@cdmsmith.com |
| CDM Smith | Brian Iezzi | Engineer | iezzib@cdmsmith.com |
| CDM Smith | John Gould | Traffic Engineer | gouldjif@cdmsmith.com |
| Clune Consulting Services | Nicole Clune | Environmental Analysis | nicole@cluneconsult.com |
| Clune Consulting Services | Brooke Heid | Environmental Analysis | brooke@cluneconsult.com |
| 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 |
| FHWA - WV | Chandra Inglis-Smith | Transportation Specialist/Planner | chandra.inglis-smith@dot.gov |
| 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.gillespie@wv.gov |
| WVDOH | Ryland Music | Deputy State Highway Engineer - Planning and Programming | ryland.w.musick@wv.gov |
| 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 |
| US Environmental Protection Agency | Kenneth Westlake | Deputy Director, Tribal and Multimedia Programs Office | westlake.kenneth@epa.gov |
| US Environmental Protection Agency | Liz Peloso | Wetland/Environmental Scientist | peloso.elizabeth@epa.gov |
| 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 | monvts815@yahoo.com |
| Lawrence County Commission | DeAnna Holliday | Vice President | theholldayfive@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 |
| West Virginia House-District 16 | Daniel Linville | WV Delegate | daniel.linville@wvhouse.gov |
| West Virginia House-District 16 | John Mandt | WV Delegate | JohnMandtjr@gmail.com |
| 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 Rohrbach | 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.) | | |
| Office of Congresswoman Carol Miller | Terri Booth | Director of Constituent Services | teri-booth@mail.house.gov |
| Office of Congresswoman Carol Miller | Michael J. Chirico | Deputy Chief of Staff | Michael.chirico@mail.house.gov |
| Office of Senator Shelley Moore Capito | Aaron Spork | Director of Economic Development | Aaron_Sporck@capito.senate.gov |
| Office of Senator Shelley Moore Capito | Mary Elisabeth Eckerson | State Director | mary_eckerson@capito.senate.gov |
| Office of Senator Joe Manchin III | Michael Browning | Regional Coordinator | michael_browning@manchin.senate.gov |
| 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@pearidgedpsd.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

| | | | |
|--|---------------------------|--------------------------------------|--------------------------------|
| Huntington Regional Chamber of Commerce | Bill Bissett | President & CEO | bill@huntingtonchamber.org |
| Alcon | Michelle Dixon | General Manager | michelle.dixon@alcon.com |
| Business & Industry Stakeholders: | | | |
| Organization/Firm | Contact Name | Contact Title | Email Address |
| American Babbitt Bearing | Joe White | Plant Manager | jwhite@americanbabbitt.com |
| C2G Engineering | Chris Robertson | Owner | crobertson@c2geng.com |
| Hammers Industries, Inc. | Fred Hammers | President | fhammers@hammersindustries.com |
| Hammers Industries, Inc. | Cody Finley | General Manager | cfinley@hammersindustries.com |
| Hercules International | Alex Ortega | General Manager | alexortega@herculesintl.com |
| 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 |
| FedEx Air | Eric Thomas | | esthomas@fedex.com |
| FedEx Air | Jim Evans | | jwevans@fedex.com |
| Road Bike Groups (ACE, etc.) | | | |
| Lawrence Co. Chamber of Commerce | Shirley Dyer | Director | shirley@lawrencecountyohio.org |
| The Cafaro Company | Joe Bell | Director of Corporate Communications | jbell@cafaro.com |
| | | | |
| Public Contacts: | | | |
| | Contact Name | Contact Title | Email Address |
| Public Contacts from Website: | | | |
| | Nathan Knight | Website | nateknight@hotmail.com |
| | Jim Galloway | Website | gallowayjw@aol.com |
| | Ellen Steele | Website | Ellensteele74@yahoo.com |
| | Stephen Rutherford | Website | Ruthy1326@aol.com |
| | Rob Burdette | Website | rburdette@aol.com |
| | Cara Bailey | Website | cara.bailey@gmail.com |
| | Kenny Boggs | Website | kboggs@amdsrroup.net |
| | John Scragg | Website | kavakids@aol.com |
| | Christopher Kyle | Website | ckyle42@gmail.com |
| | John Pittman | Website | Mitziq@hotmail.com |
| | Denise Boudreau | Website | Denise.Boudreau1@outlook.com |
| | Adam Phillips | 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 | jpe94pe@yahoo.com |
| | Terri Wentz | Website | saffire53@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 |
| Public Contacts Telephone: | | | |
| | 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



| | | | |
|---------------------|---------------------------|-----------------|----------------------|
| Agency/Organization | ODOT - District 9 | Representative: | Christopher Fidenore |
| Agency/Organization | ODOT - D9 | Representative: | Tom Barnitz |
| Agency/Organization | ODOT - DISTRICT 9 | Representative: | DAN BEASLEY |
| Agency/Organization | Clune Consulting Services | Representative: | Jesse B. B. B. |
| Agency/Organization | LAWRENCE CO. ENGINEER | Representative: | PATRICK LEIGHTY |
| Agency/Organization | CDM Smith | Representative: | Chad Toney |
| Agency/Organization | CDM SMITH | Representative: | BRIAN IZZI |
| Agency/Organization | Cabell County Commission | Representative: | Kelli Sobonya |
| Agency/Organization | CDM Smith | Representative: | Manuch Amir |
| Agency/Organization | KYOVA IPC | Representative: | Jody Sigman |
| Agency/Organization | KYOVA IPC | Representative: | Paul Young |

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



| | | | |
|---------------------|---------------------|-----------------|----------------------|
| Agency/Organization | FHWA - WV | Representative: | Chandra Ingles-Smith |
| Agency/Organization | KYOVA | Representative: | Salim Salameh |
| Agency/Organization | USACE | Representative: | Sarah Workman |
| Agency/Organization | WVDOH | Representative: | [Signature] |
| Agency/Organization | WVDOH | Representative: | Elwood Penn |
| Agency/Organization | WVDOH | Representative: | Rob Watson |
| Agency/Organization | WVDOH | Representative: | Chris King |
| Agency/Organization | WVDOH | Representative: | DAVID CRAMER |
| Agency/Organization | WVDOH | Representative: | AARON GILISPIE |
| Agency/Organization | KYOVA | Representative: | Bernamy Wild |
| Agency/Organization | Lawrence Co. CAC/PA | Representative: | Jeff W. K. |

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



| | |
|---|-------------------------------------|
| Agency/Organization <u>Kyova</u> | Representative: <u>Chris Chiles</u> |
| Agency/Organization <u>LEDC/Louis Co. Port Auth</u> | Representative: <u>Bill Dingler</u> |
| Agency/Organization _____ | Representative: _____ |
| Agency/Organization _____ | Representative: _____ |
| Agency/Organization _____ | Representative: _____ |
| Agency/Organization _____ | Representative: _____ |
| Agency/Organization _____ | Representative: _____ |
| Agency/Organization _____ | Representative: _____ |
| Agency/Organization _____ | Representative: _____ |
| Agency/Organization _____ | Representative: _____ |
| Agency/Organization _____ | Representative: _____ |

POWERPOINT PRESENTATION

Ohio River Bridge Crossing Feasibility Study



*Stakeholder's
Kick-off Meeting
08/15/19*

CDM Smith

KYOVA
WEST VIRGINIA

Ohio River Bridge Crossing Feasibility Study



Stakeholder's Kick-off Meeting

Purpose

- *Introduce*
- *Collaborate*
- *Share Information*
- *Consensus & Support*

CDM Smith

KYOVA
WEST VIRGINIA

Ohio River Bridge Crossing Feasibility Study



Stakeholder's Kick-off Meeting

Study Sponsors

*KYOVA
Cabell County, WV
Village of Barboursville
Lawrence County, Ohio*

CDM Smith

KYOVA
WEST VIRGINIA

Ohio River Bridge Crossing Feasibility Study



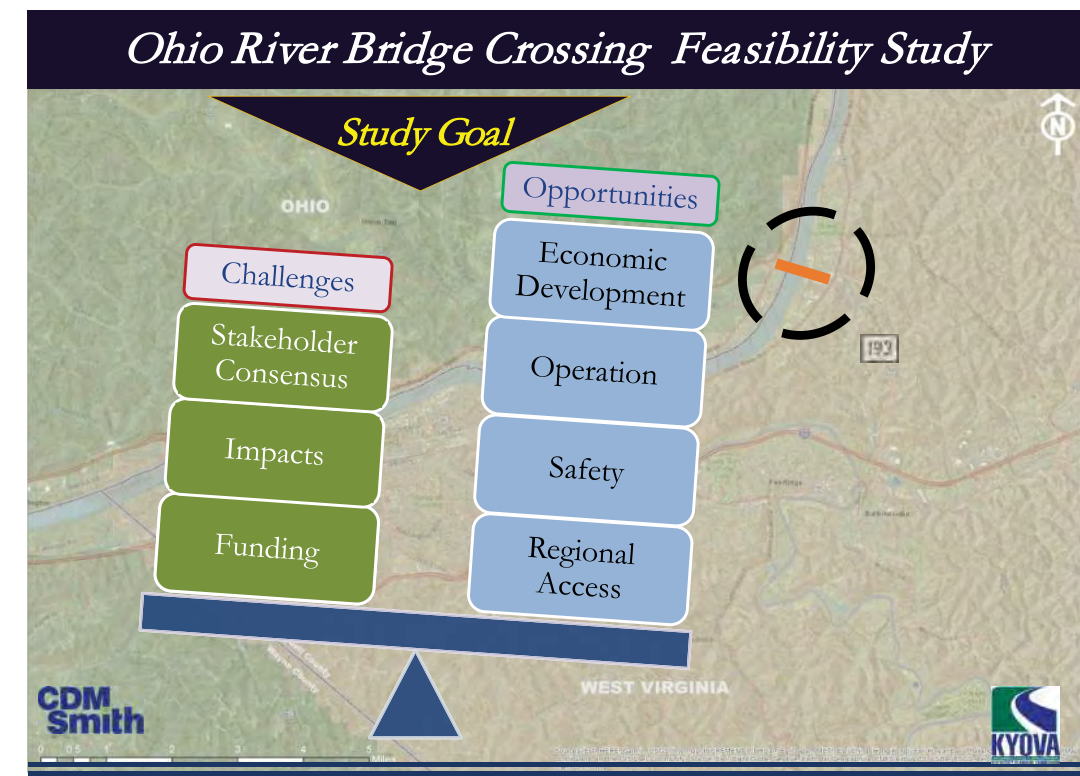
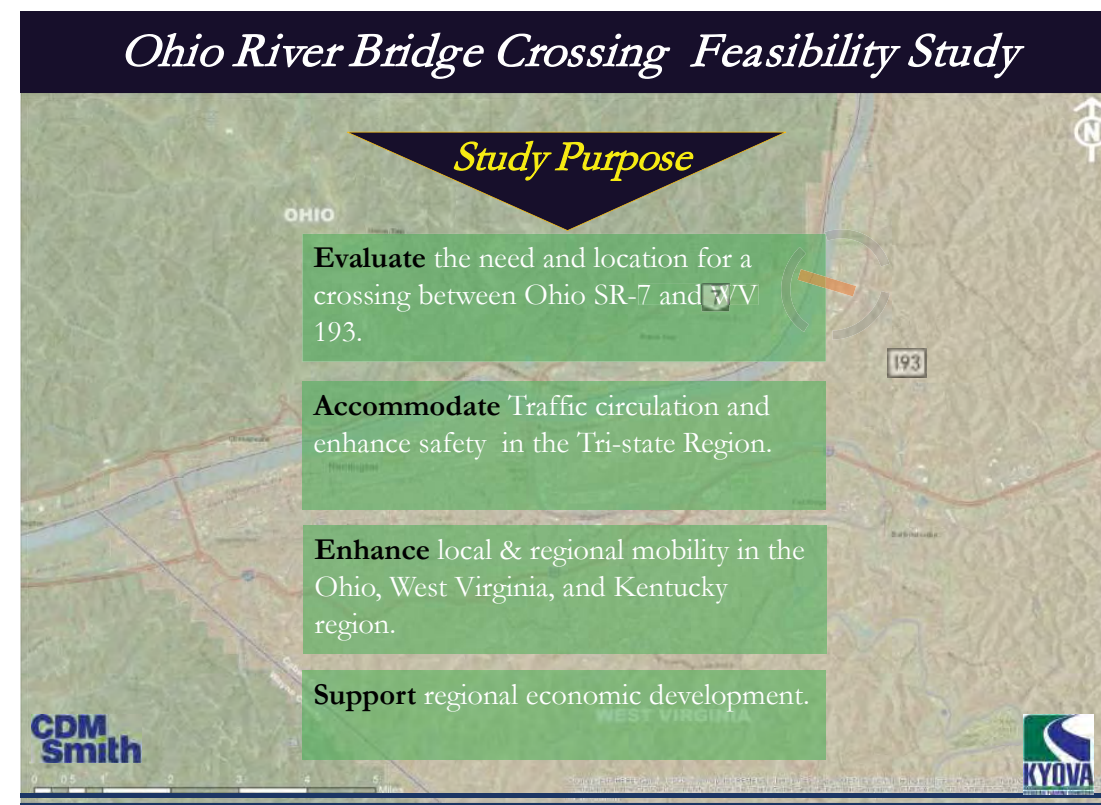
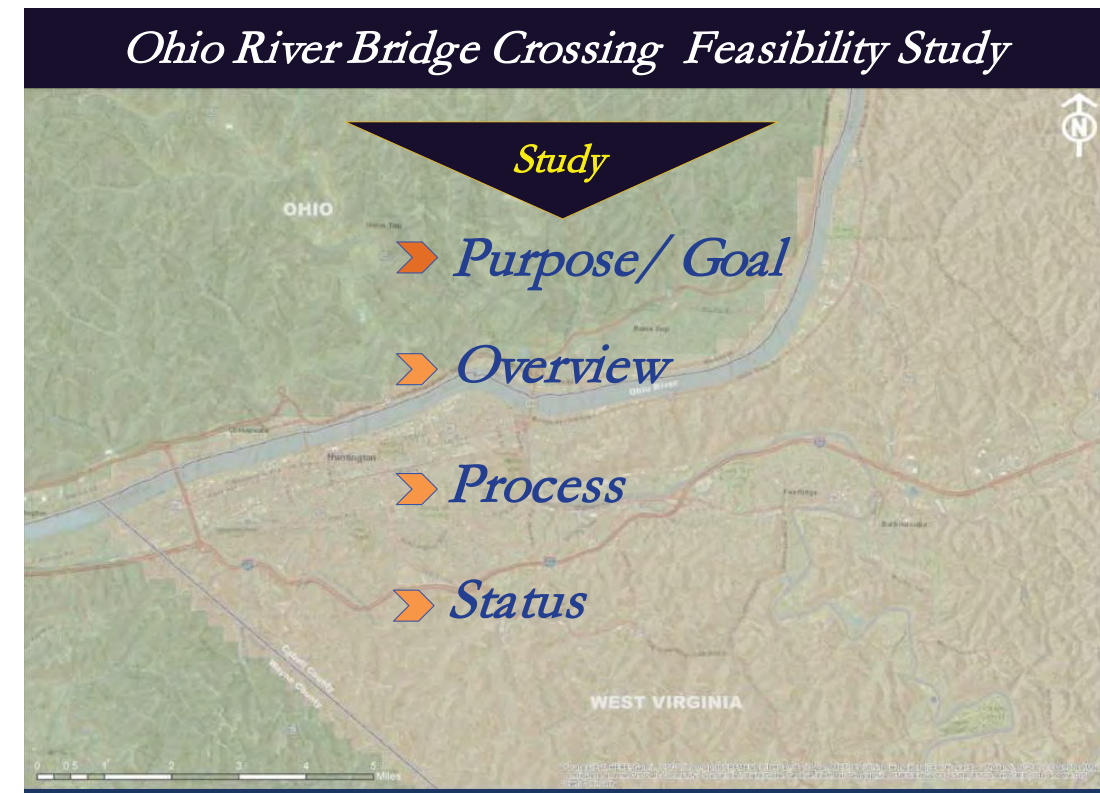
Stakeholder's Kick-off Meeting

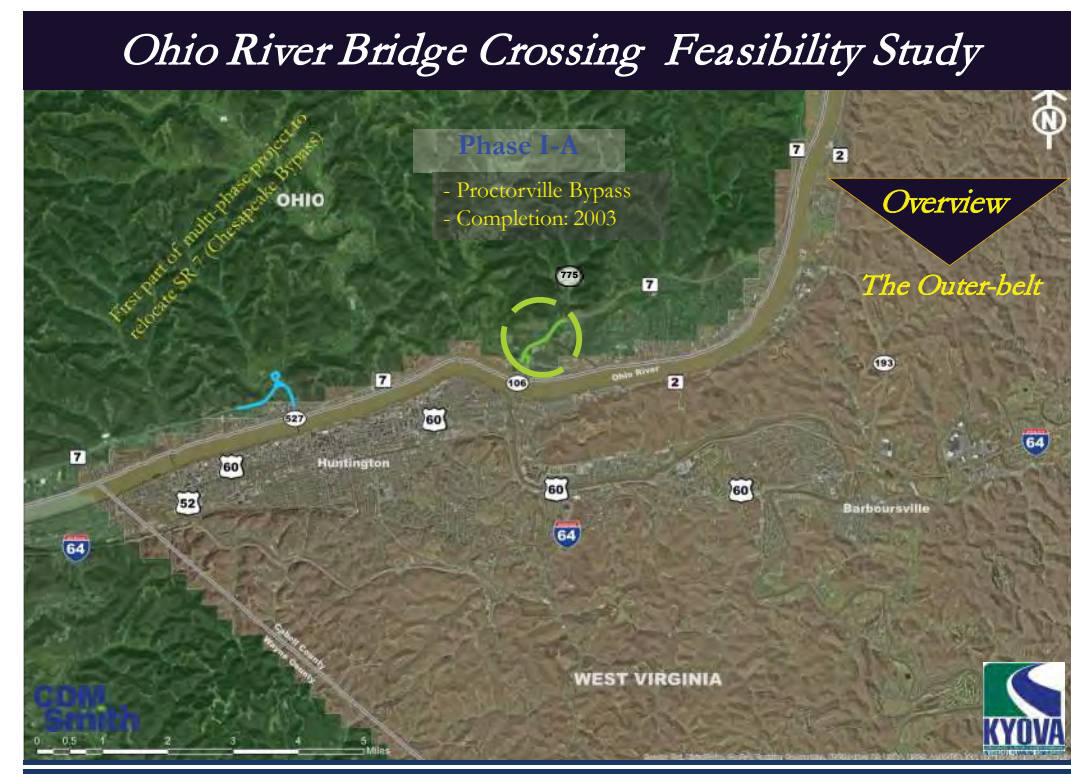
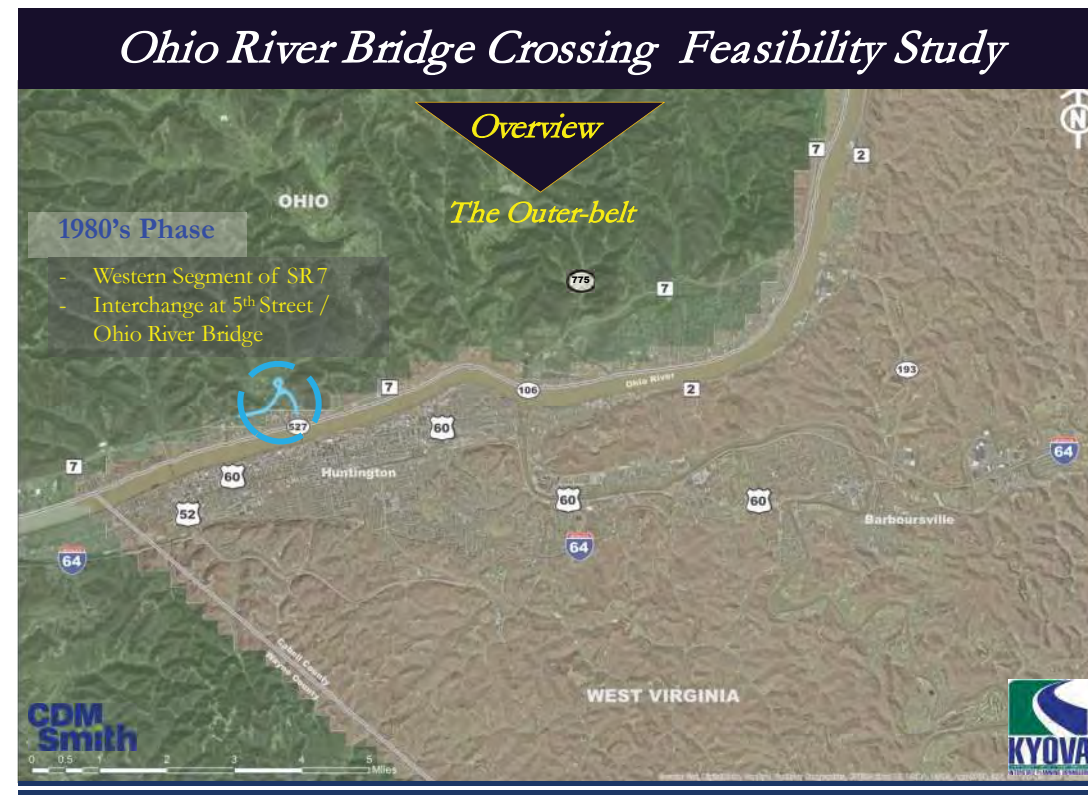
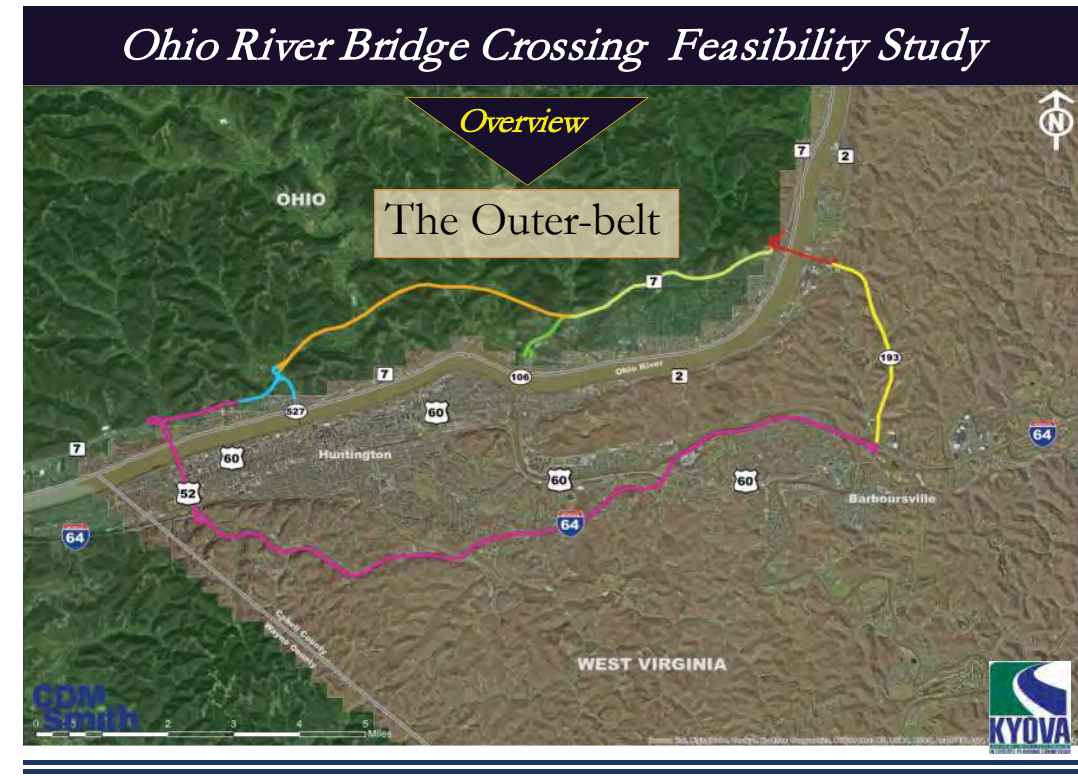
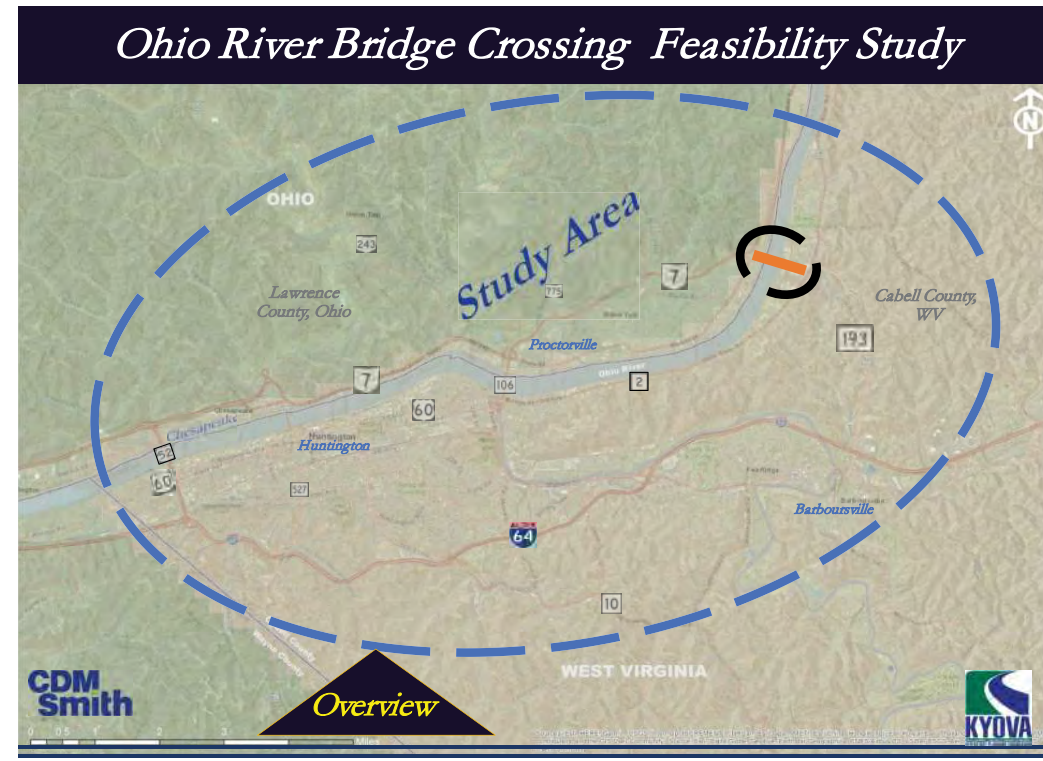
Consultant Team

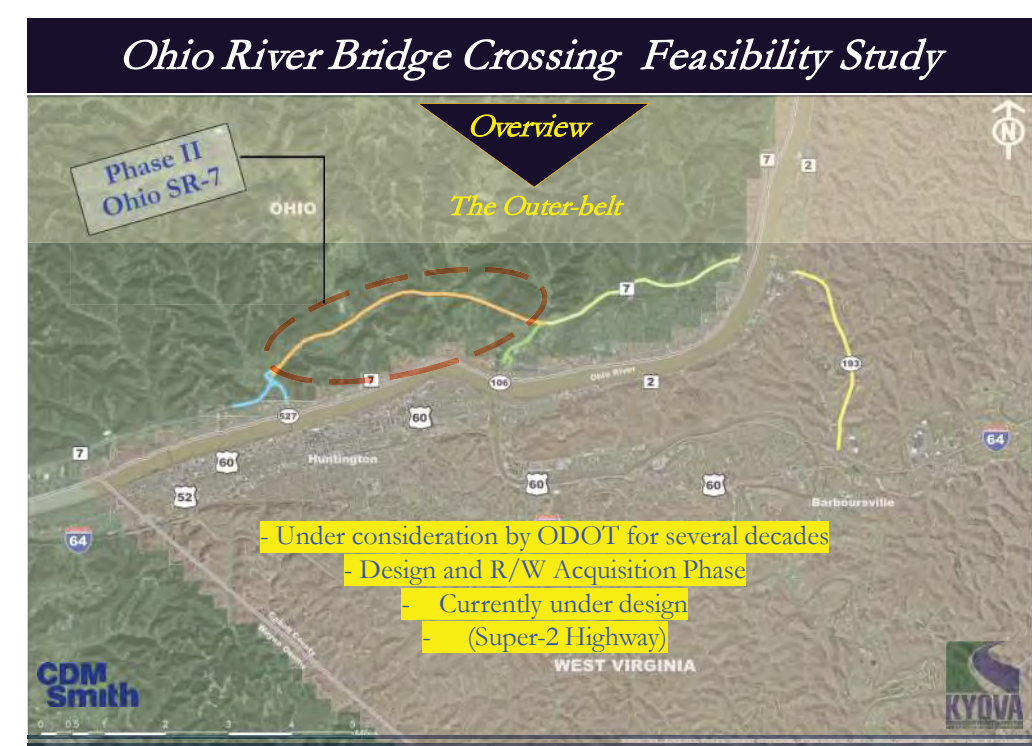
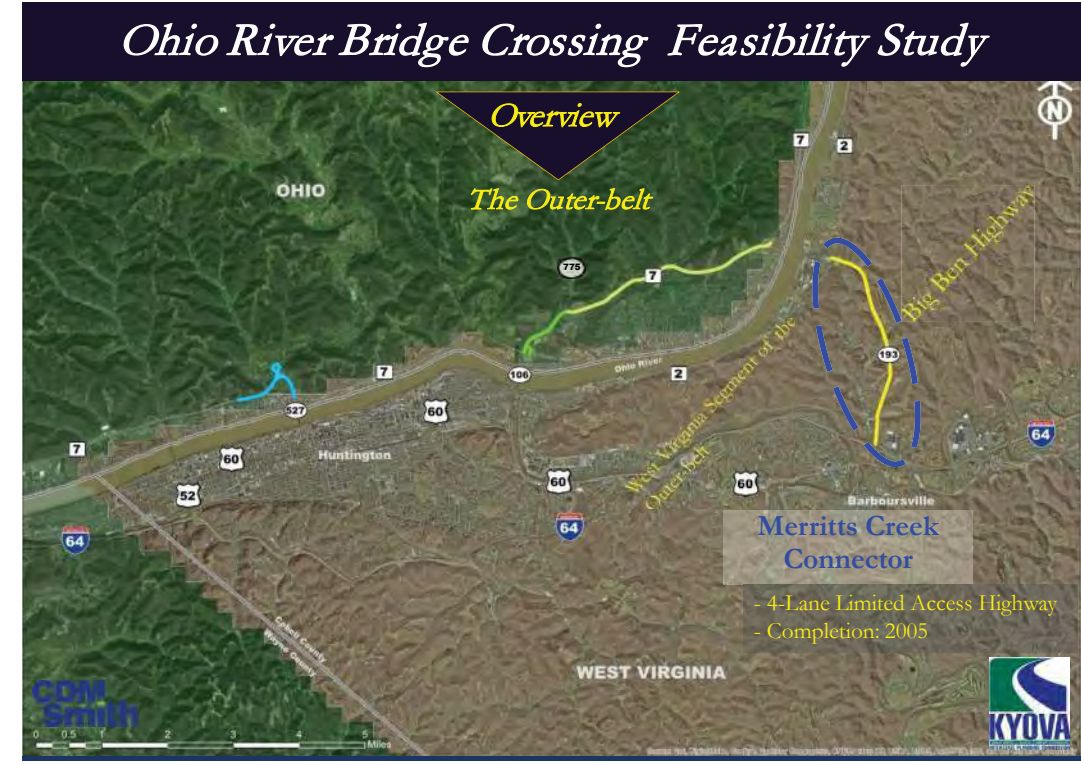
*CDM Smith
Edward Tucker Architects
Clune Consulting Services*

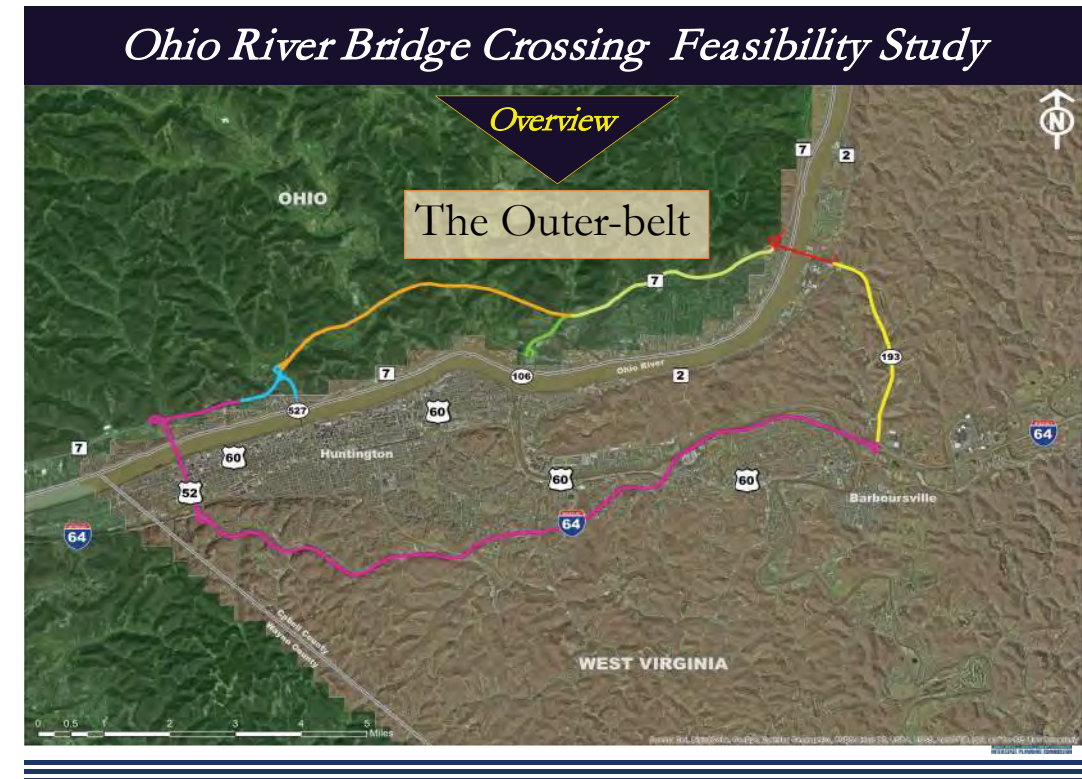
CDM Smith

KYOVA
WEST VIRGINIA



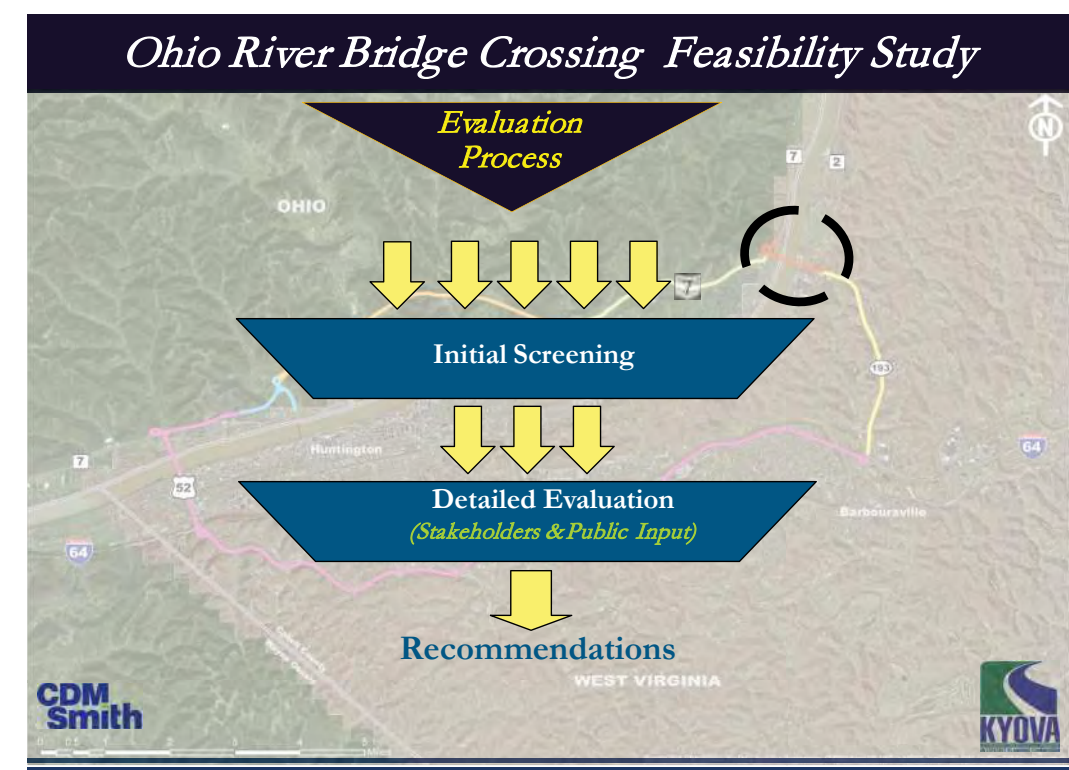
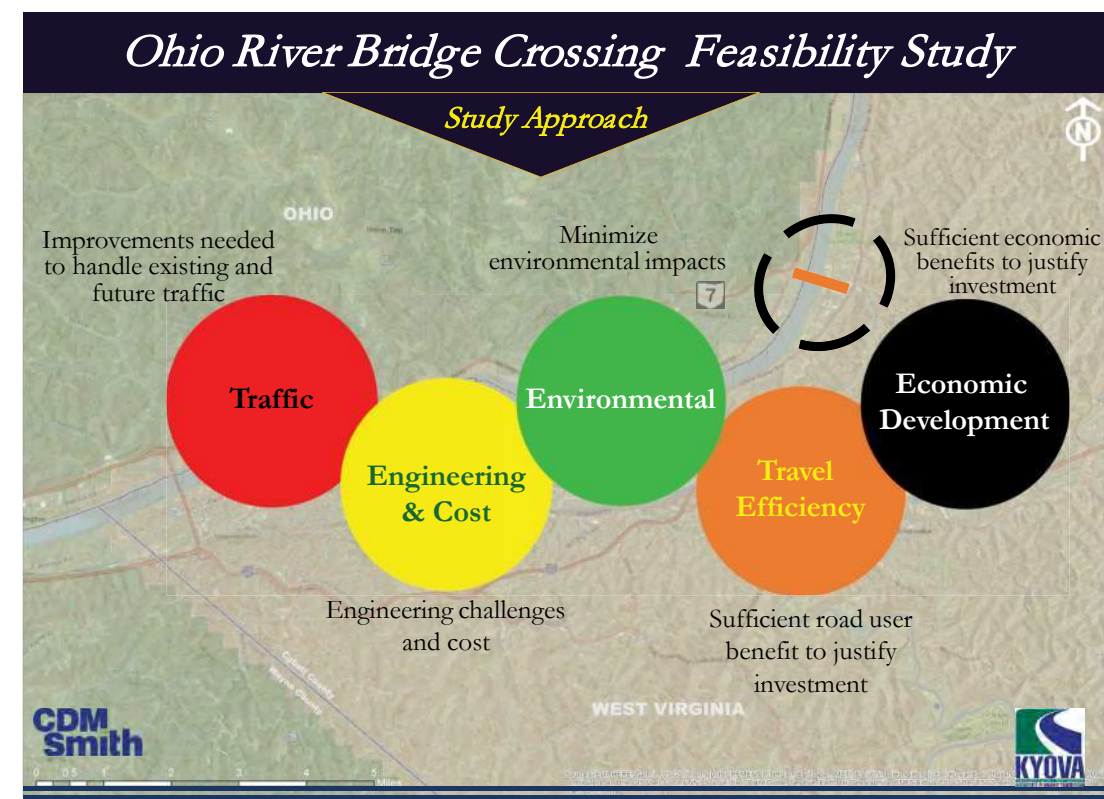
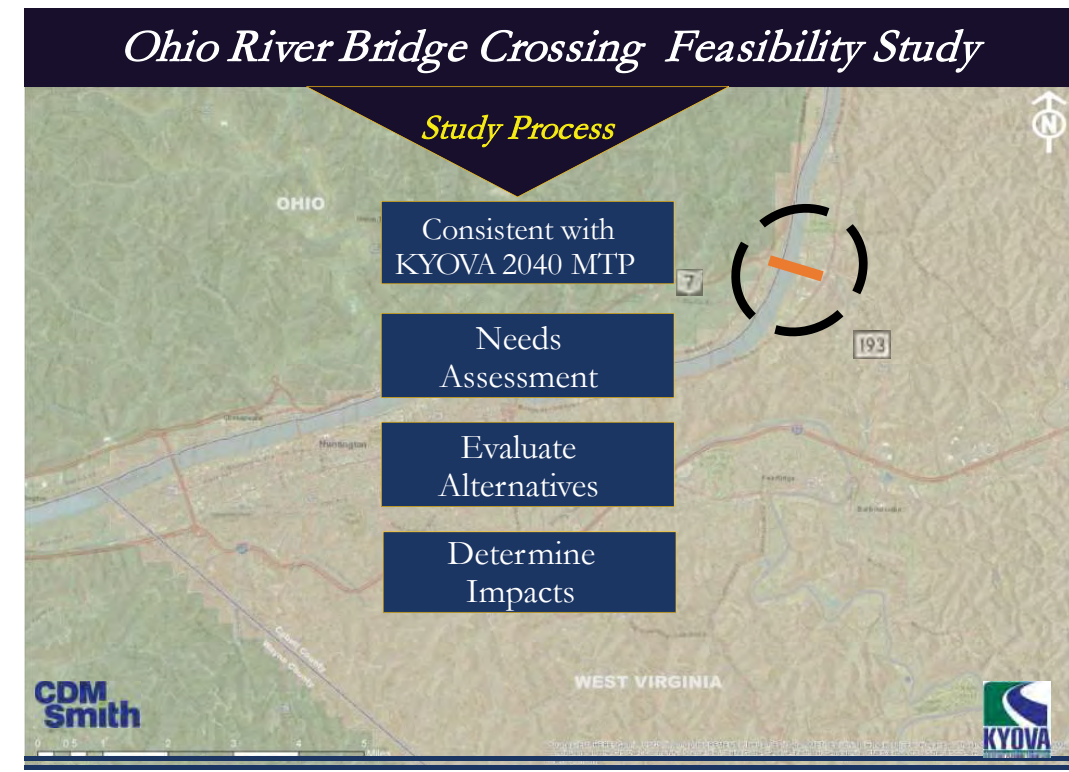


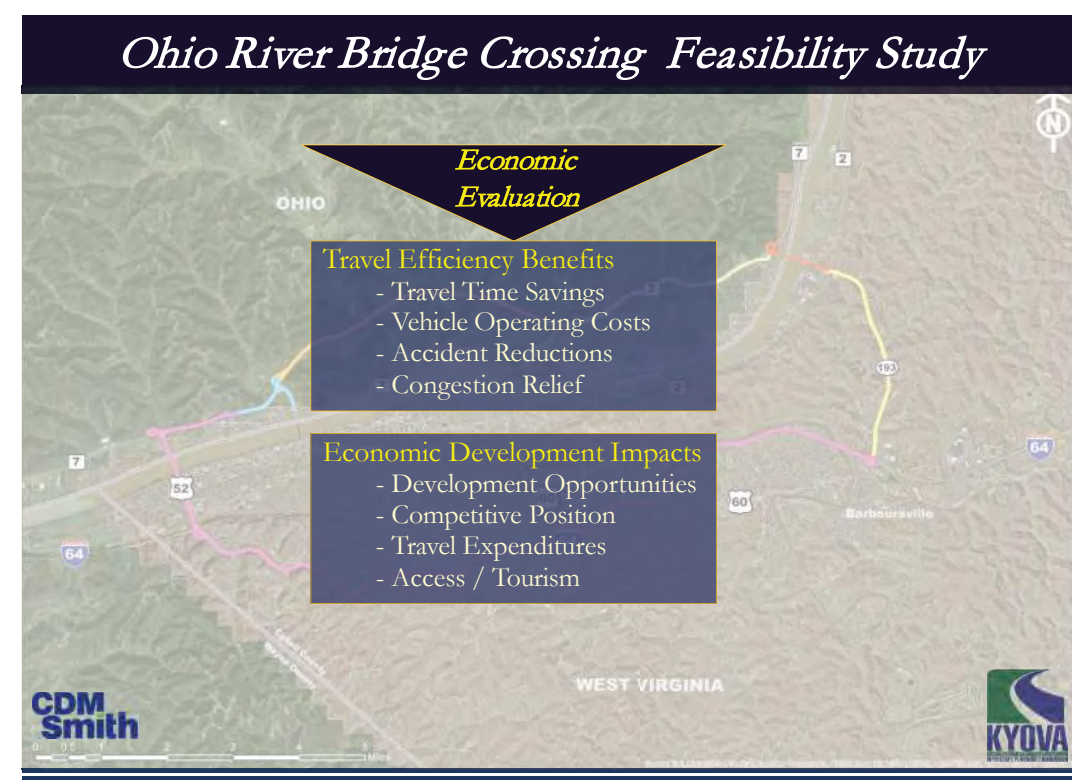
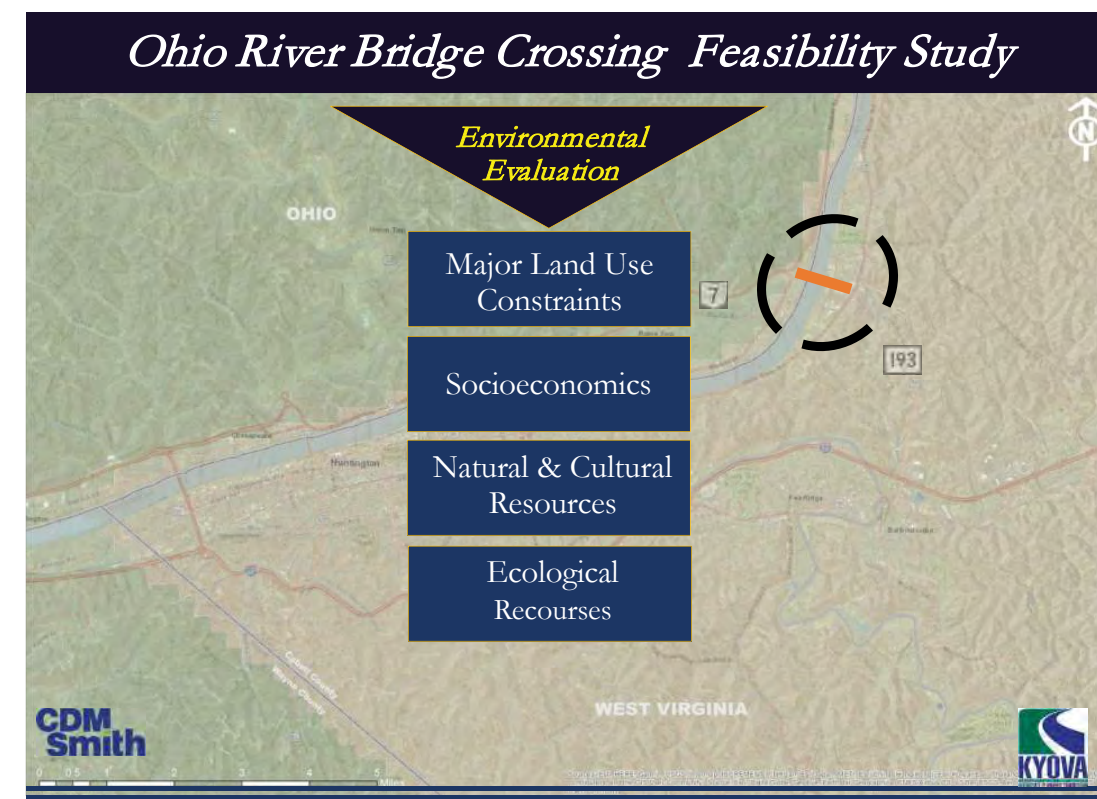
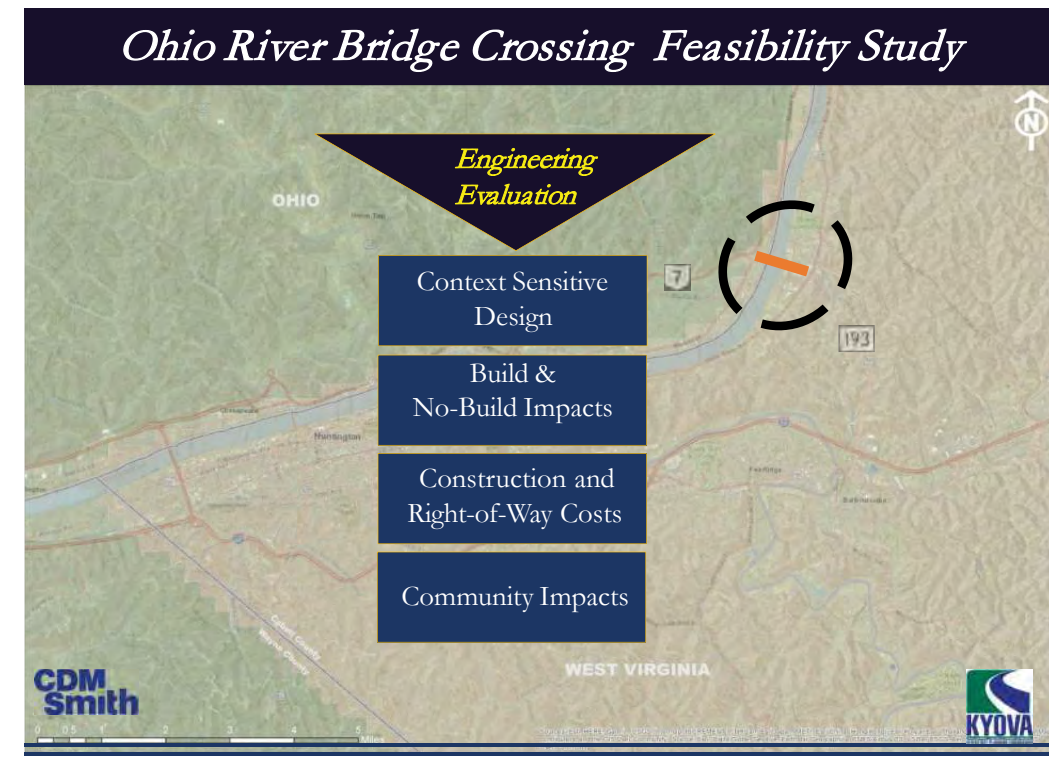
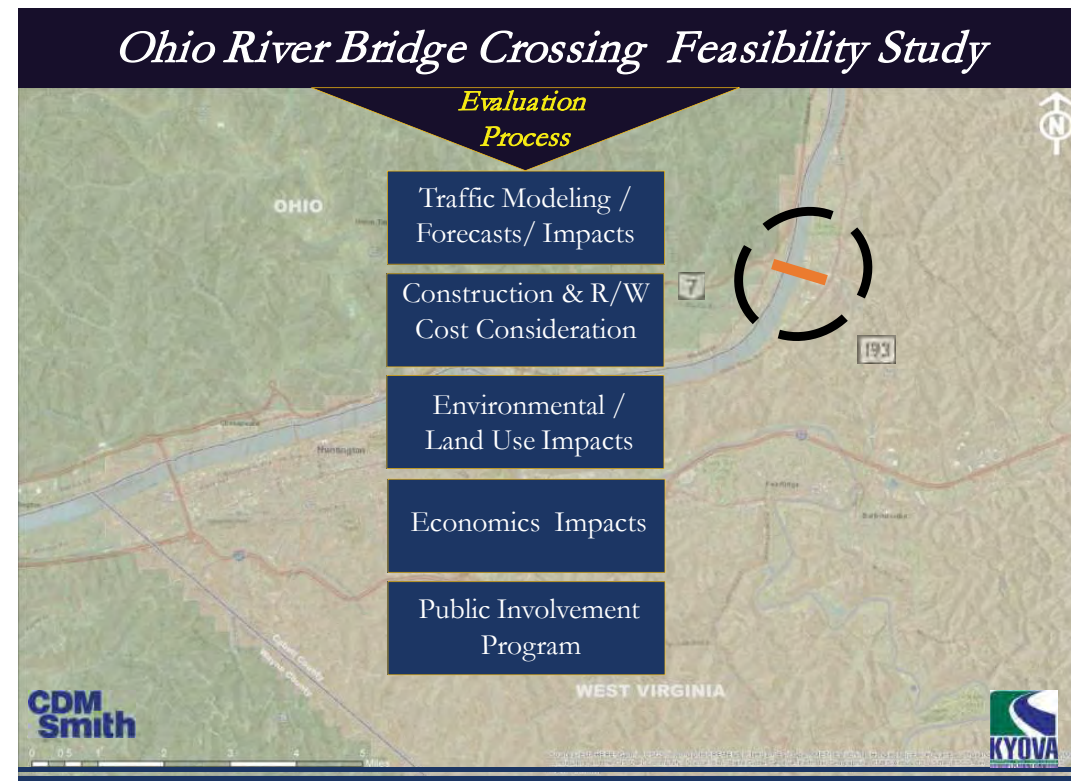


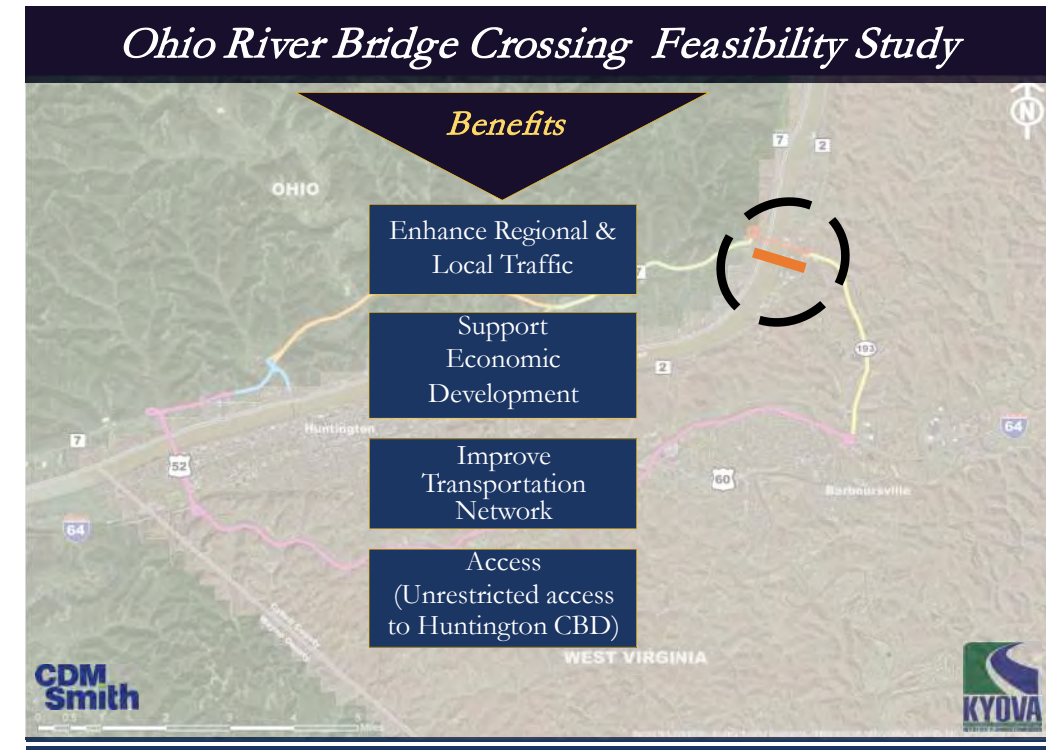
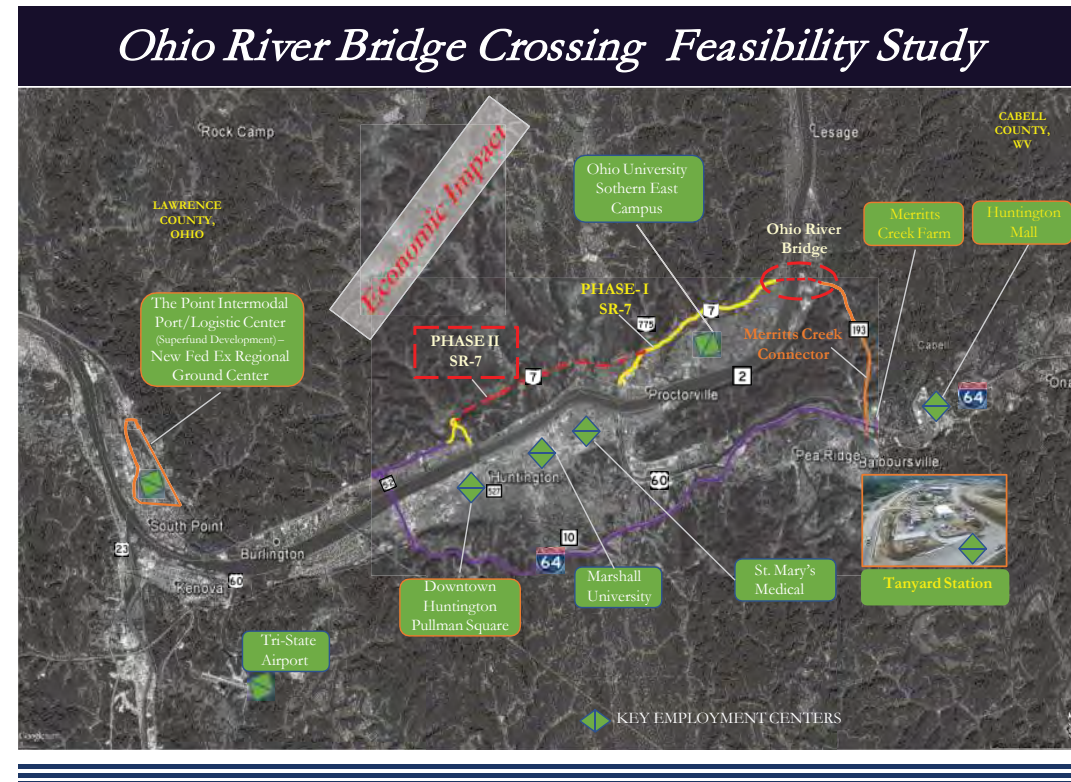
[illegible]

| 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)

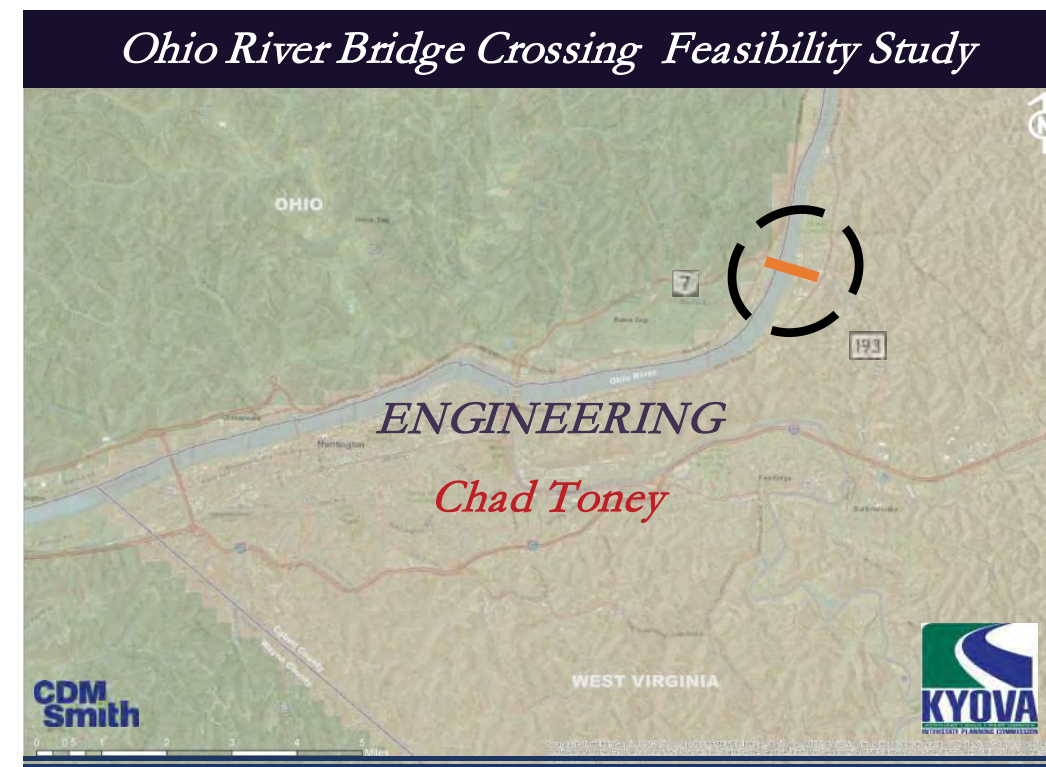


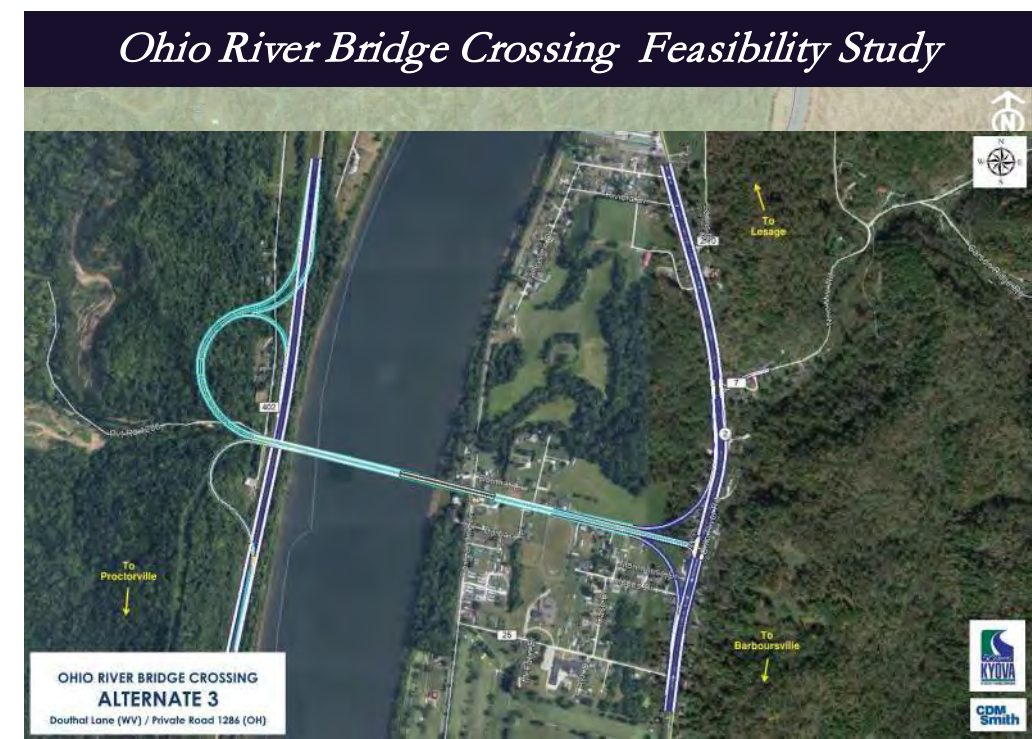
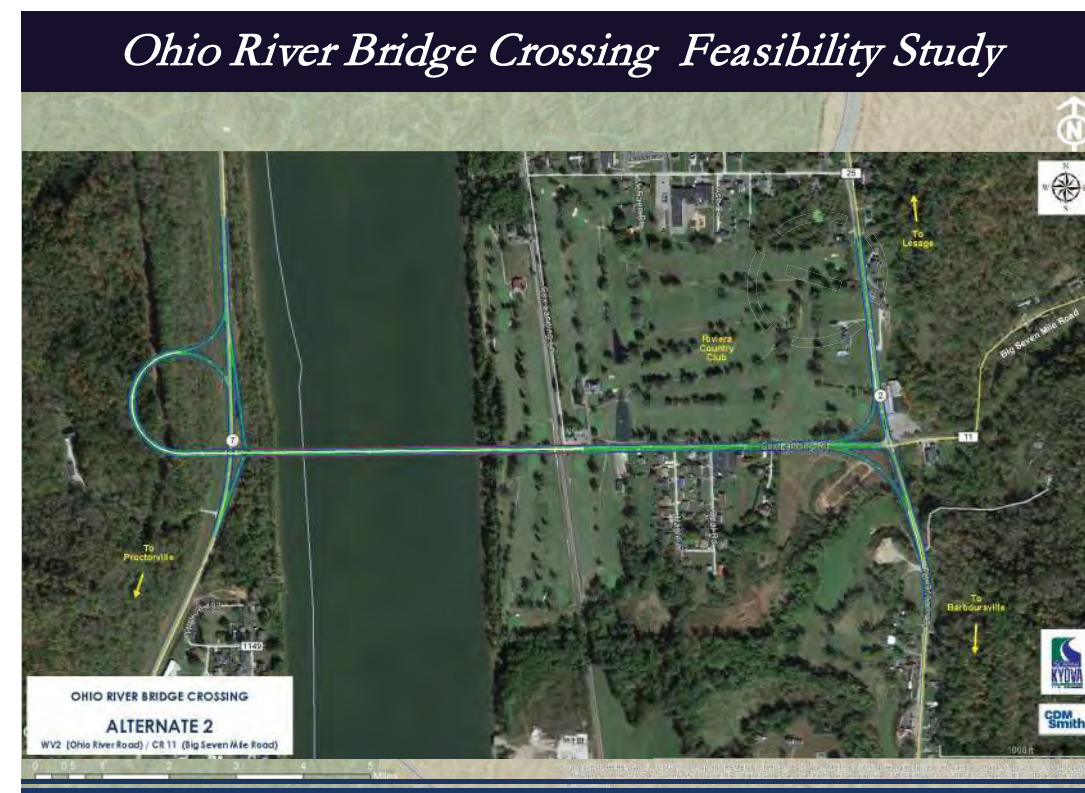
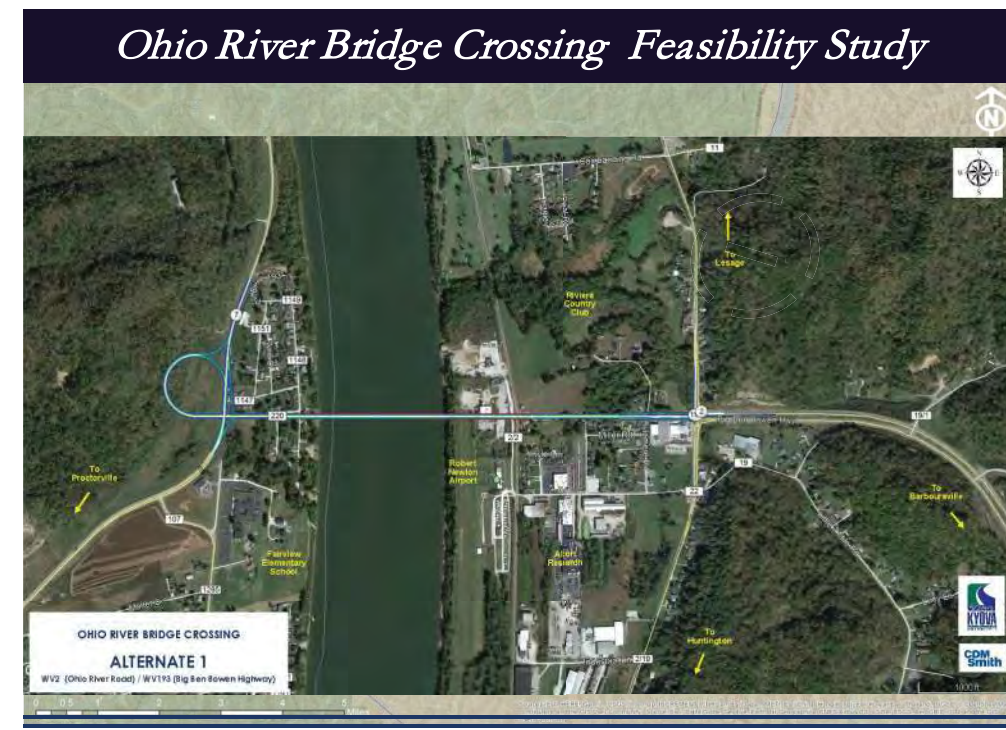




Ohio River Bridge Crossing Feasibility Study

| 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 | | | | | | | | |





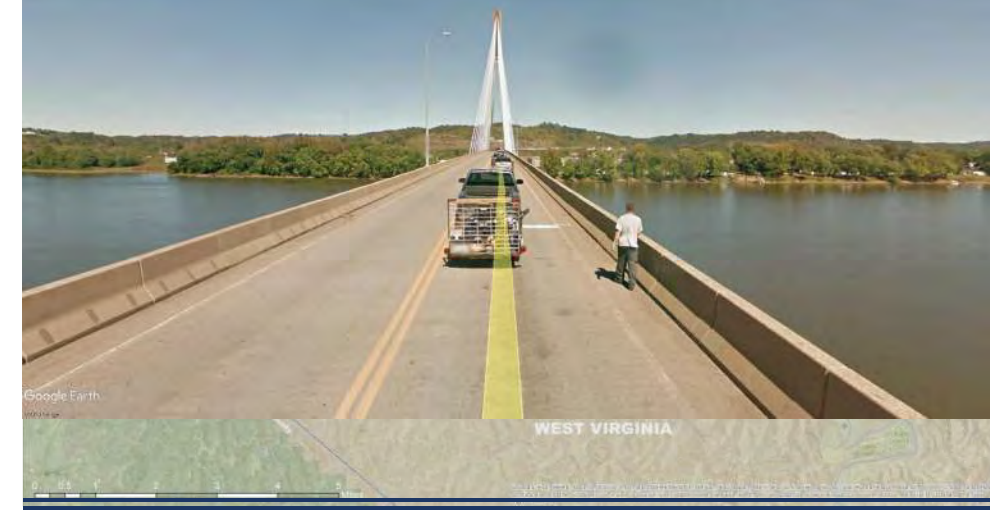
Ohio River Bridge Crossing Feasibility Study

| OHIO RIVER BRIDGE CROSSING | | | | | |
|---|-------------|---|-------|-------|-------|
| DESIGN CRITERIA | | | | | |
| Criteria | Value | Source | Alt 1 | Alt 2 | Alt 3 |
| Roadway | | | | | |
| Terrain Type | Mountainous | | ✓ | ✓ | ✓ |
| Min. Design Speed, mph | 50 | AASHTO 2011 (8th Ed.), Ch. 7.2 | ✓ | ✓ | ✓ |
| No. of Lanes | 2 | AASHTO 2011 (8th Ed.), Ch. 7.2 | ✓ | ✓ | ✓ |
| Min. Width of Traveled Way (ft) | 24 | AASHTO 2011 (8th Ed.), Table 7-3 | ✓ | ✓ | ✓ |
| Shoulder Width (ft) | 6 | AASHTO 2011 (8th Ed.), Table 7-3 | ✓ | ✓ | ✓ |
| Radius (ft) | 6 | AASHTO 2011 (8th Ed.), Ch. 3 | ✓ | ✓ | ✓ |
| Min. Radius, ft | 900 | AASHTO 2011 (8th Ed.), Table 3-10b | ✓ | ✓ | ✓ |
| K (road) | 114 | AASHTO 2011 (8th Ed.), Table 3-34 | ✓ | ✓ | ✓ |
| K (bq) | 115 | AASHTO 2011 (8th Ed.), Table 3-34 | ✓ | ✓ | ✓ |
| Horizontal Clearance (ft) | 20 | AASHTO Roadway Design Guide | ✓ | ✓ | ✓ |
| Max. Grade (%) | 5 | AASHTO 2011 (8th Ed.), Table 7-2 | ✓ | ✓ | ✓ |
| Exit Ramp Design Speed, mph | 40 | AASHTO 2011 (8th Ed.), Table 10-1 | ✓ | ✓ | ✓ |
| Exit Ramp Pavement Width (ft) | 22 | AASHTO 2011 (8th Ed.), Table 3-28b | ✓ | ✓ | ✓ |
| Bridge | | | | | |
| Bridge Design Loading | W16-ERSD | WVDOH BDM, COO# BDM | ✓ | ✓ | ✓ |
| Bridge Shoulder Width (ft) | 4 | AASHTO 2011 (8th Ed.), Ch. 7.2.5 | ✓ | ✓ | ✓ |
| Min. Vert. Clearance over Highway (ft) | 14'-6" | AASHTO 2011 (8th Ed.), Ch. 7.2.5 / WVDOH CD-601 | ✓ | ✓ | ✓ |
| Min. Vert. Clearance over Railroad (ft) | 20 | WVDOH BDM, CSI Guide | ✓ | ✓ | ✓ |
| Min. Horiz. Clearance to Railroad (ft) | 25 | WVDOH BDM, CSI Guide | ✓ | ✓ | ✓ |
| Min. Vert. Clearance over River (ft) | 69 | US Coast Guard Guidance C for Ohio River | ✓ | ✓ | ✓ |
| Min. Horiz. Clearance of River (ft) | Values 700+ | US Coast Guard Guidance C 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, WVDOH BDM | ✓ | ✓ | ✓ |

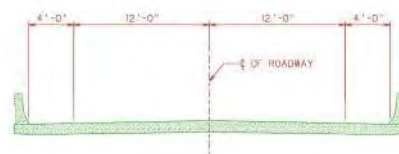
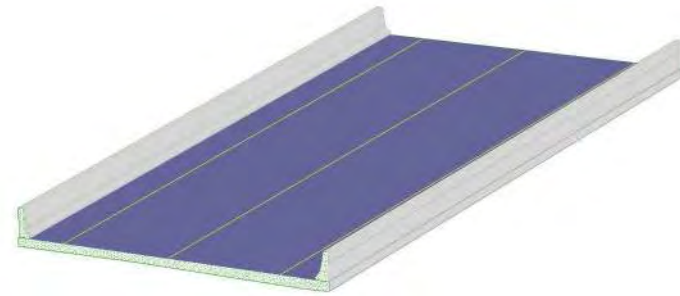
Ohio River Bridge Crossing Feasibility Study

East Huntington Bridge

TYPICAL SECTIONS

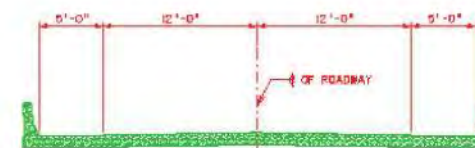
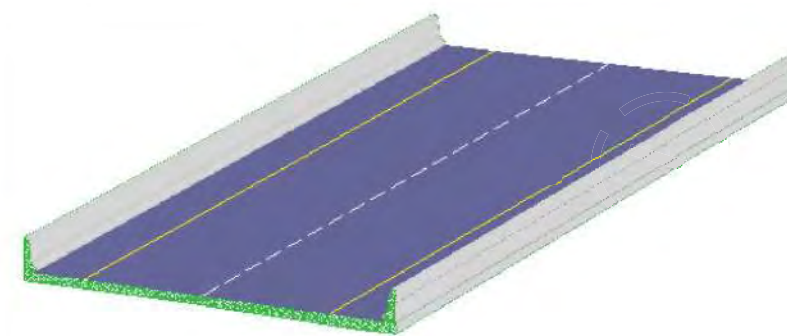


Ohio River Bridge Crossing Feasibility Study

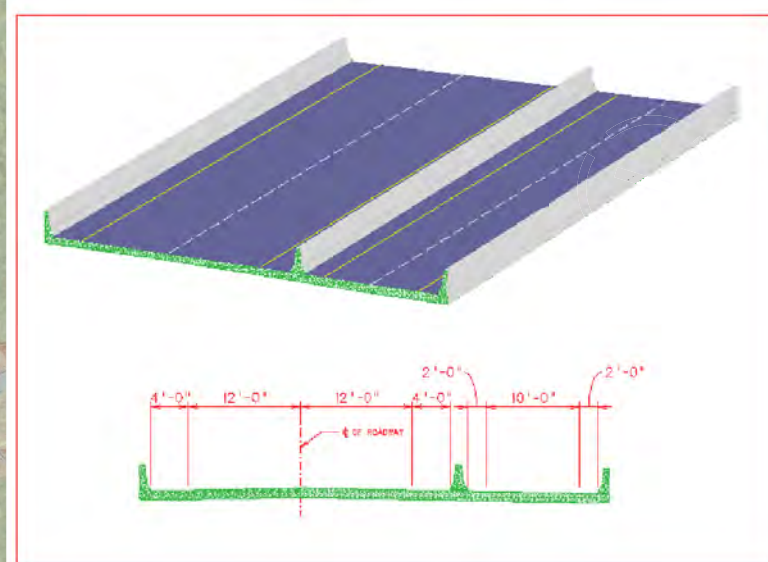


Two-Lane Typical Section

Ohio River Bridge Crossing Feasibility Study

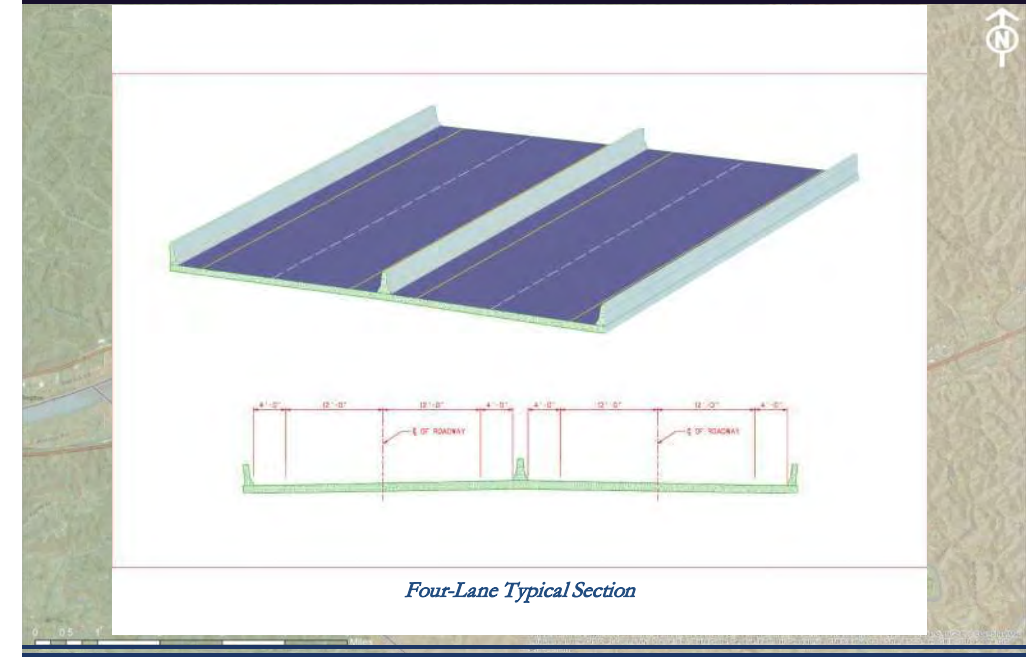
Two-Lane Typical Section
With Bike Lanes (One-way)

Ohio River Bridge Crossing Feasibility Study



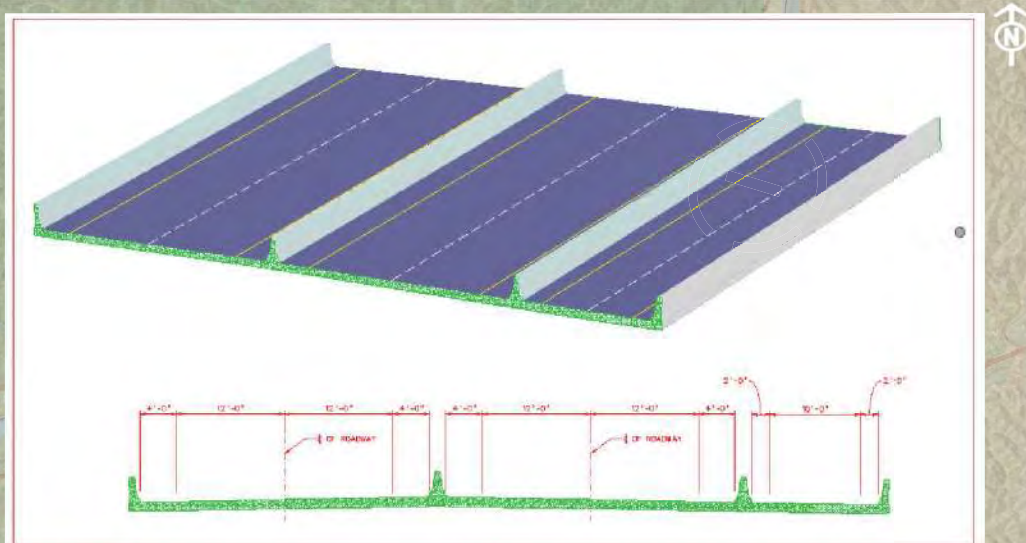
Two-Lane Typical Section
With Multi-use Path

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 |

WEST VIRGINIA

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 |

WEST VIRGINIA

Ohio River Bridge Crossing Feasibility Study

ALTERNATIVE ANALYSIS

| | Alternatives | | |
|---|-----------------------|------------------------|-------------------------|
| Impacts | 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 | | | |

WEST VIRGINIA

Ohio River Bridge Crossing Feasibility Study

ENVIRONMENTAL

Nicole Clune



CDM
Smith

WEST VIRGINIA



Ohio River Bridge Crossing Feasibility Study

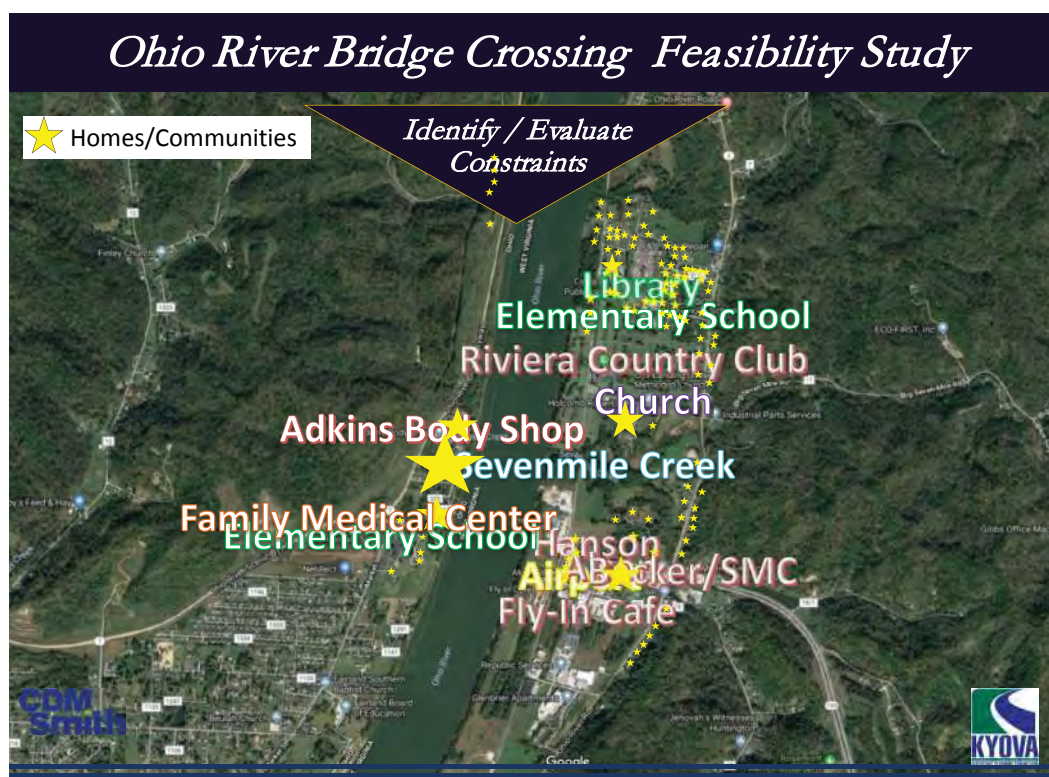
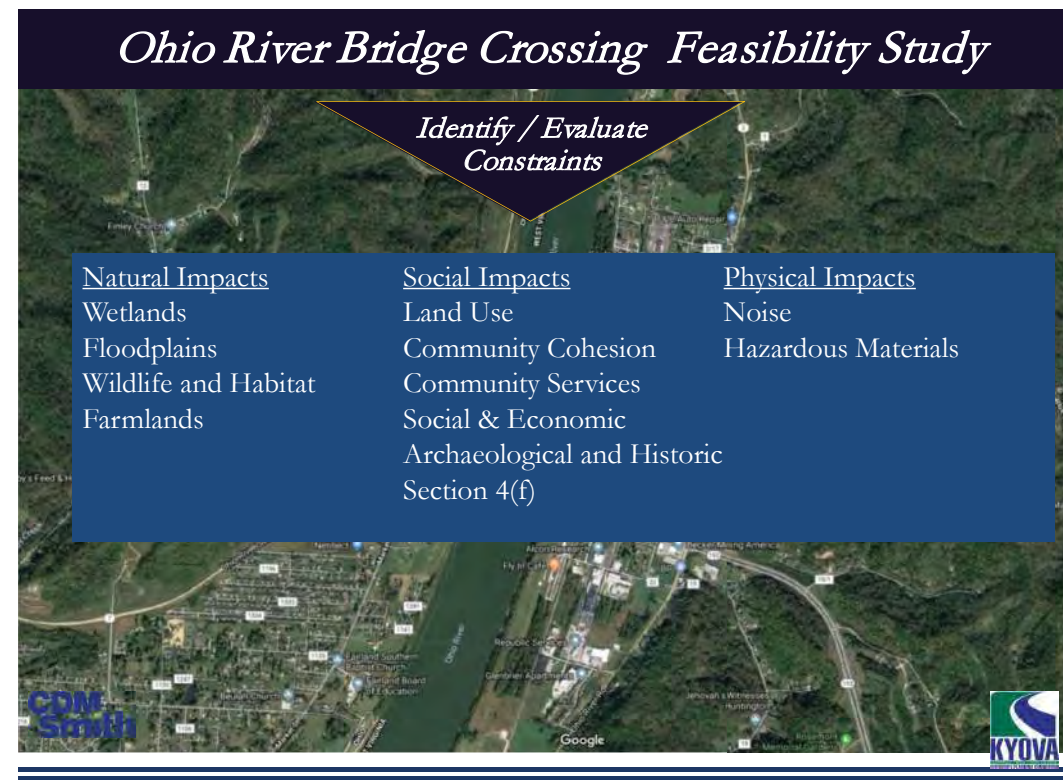
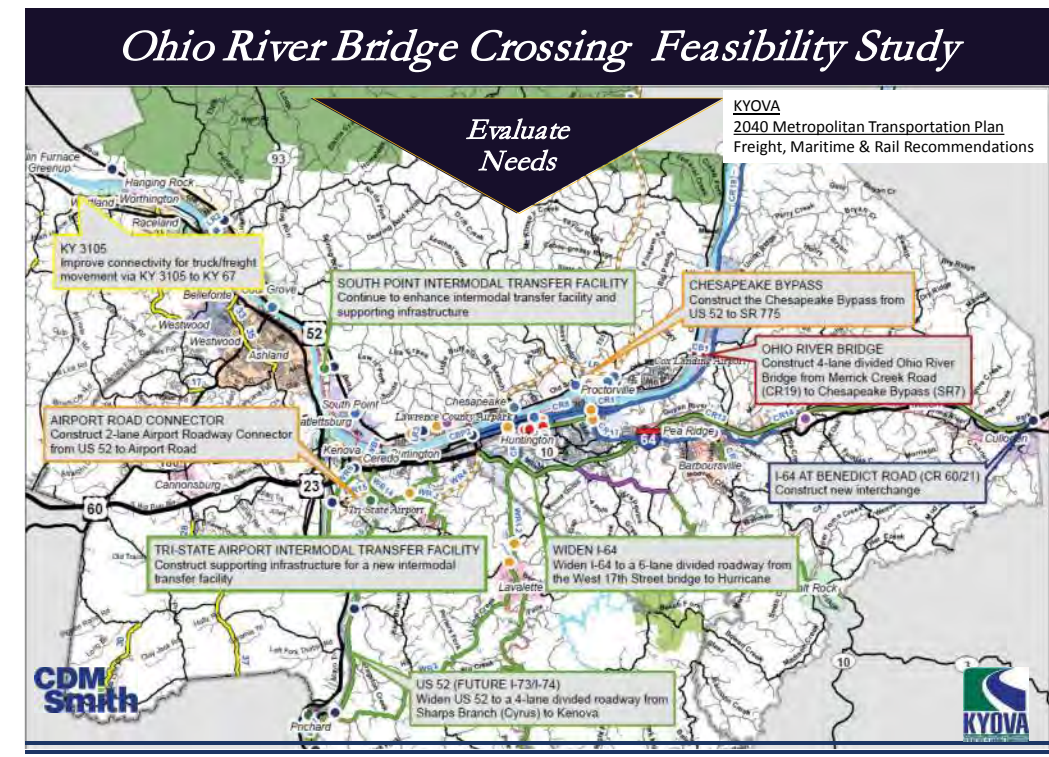
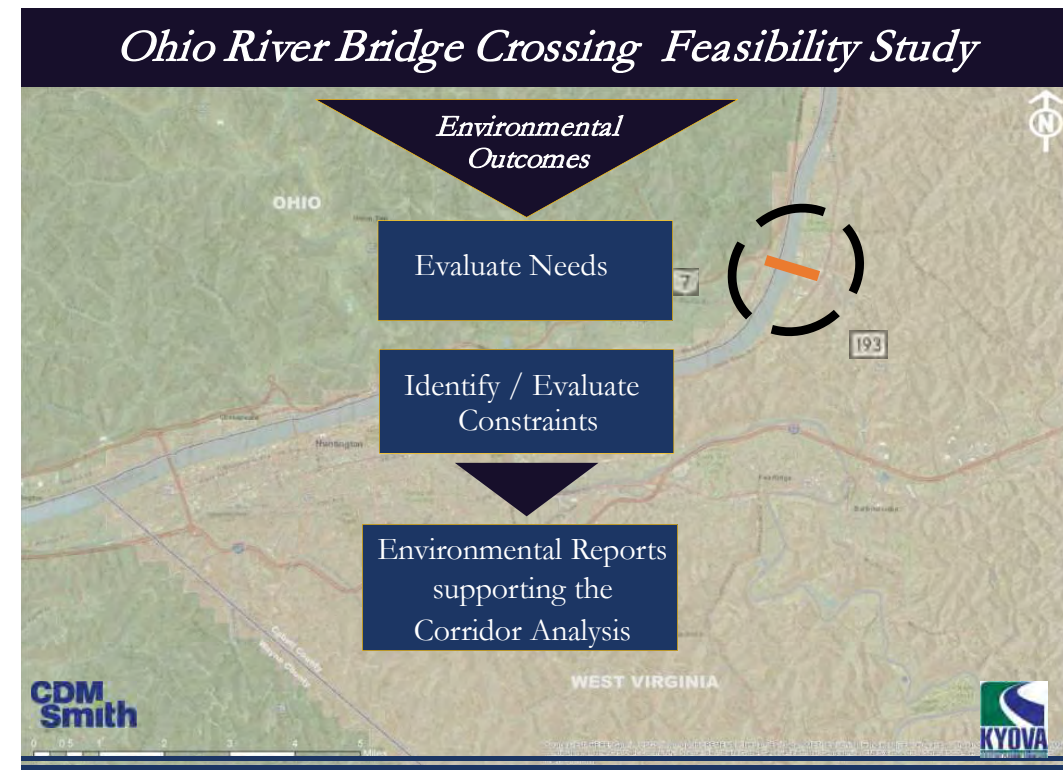
Environmental Evaluation

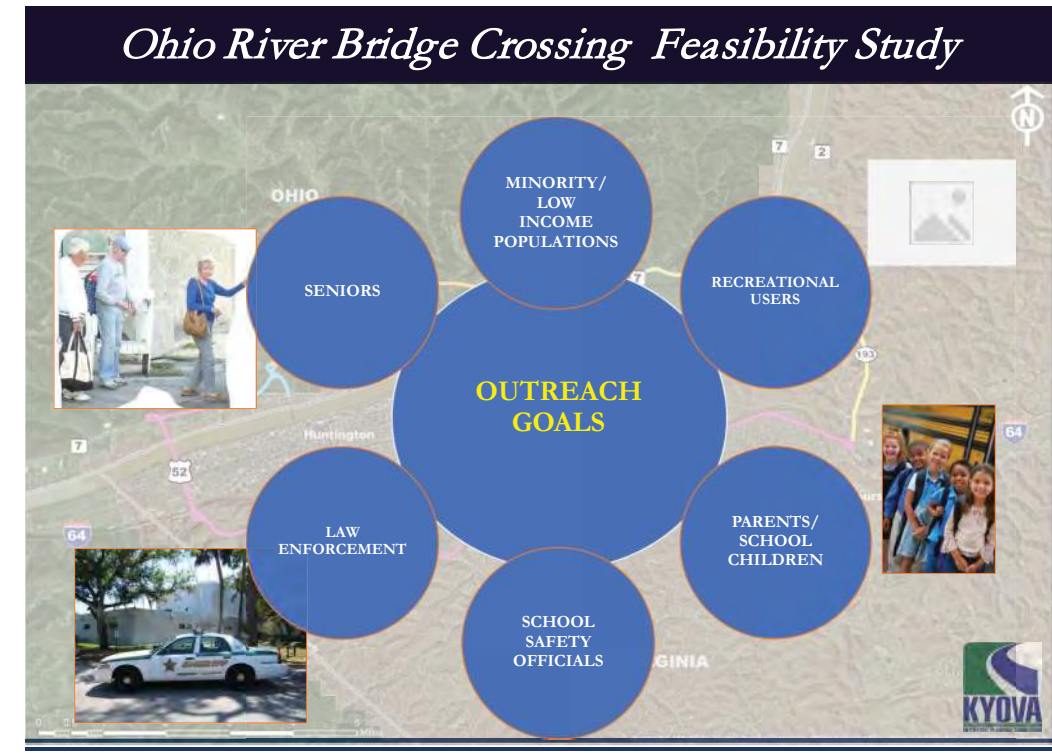
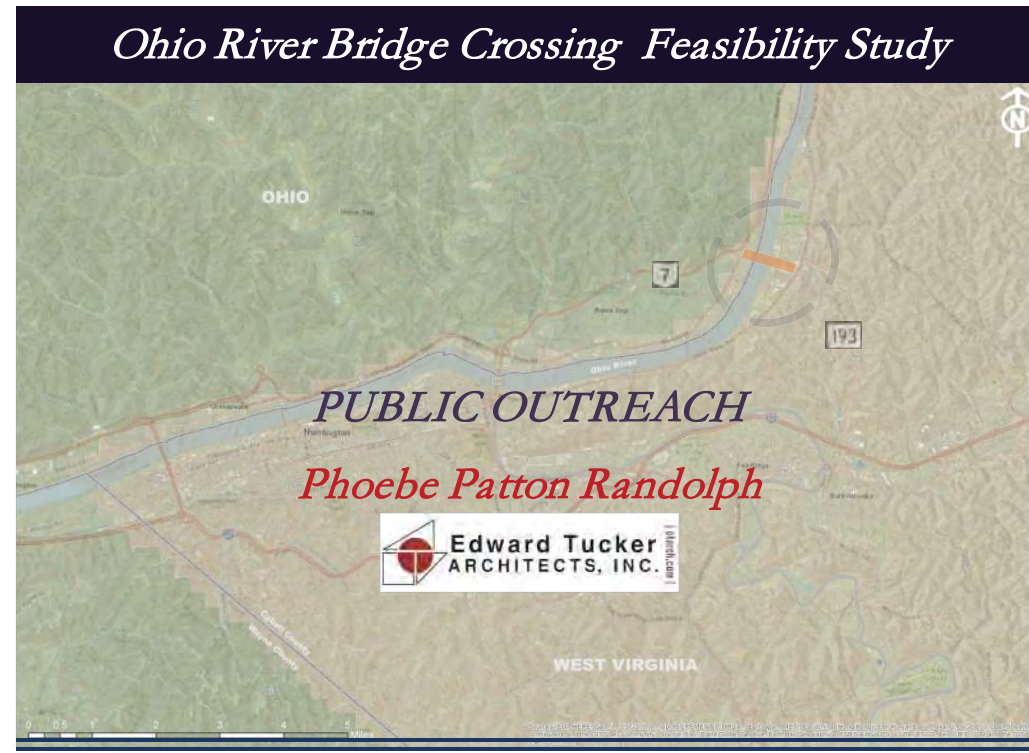
GOAL:
To develop a consistent
environmental baseline for future
NEPA assessments

CDM
Smith

WEST VIRGINIA







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:



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

This corridor would provide the most direct connection between


Corridor 2:



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

Corridor 3:



WV 2 (Ohio River Road) / CR 7 (Nine Mile Road) Alternate 3

is located approximately 0.3 miles south of WV / CR 7 (Nine

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.

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.

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@kyovaiipc.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](#)



[Home](#) [Overview](#) [Schedule](#) [Community Feedback](#) [News](#) [Stay Connected](#)

Overview

[View Fact Sheet](#)

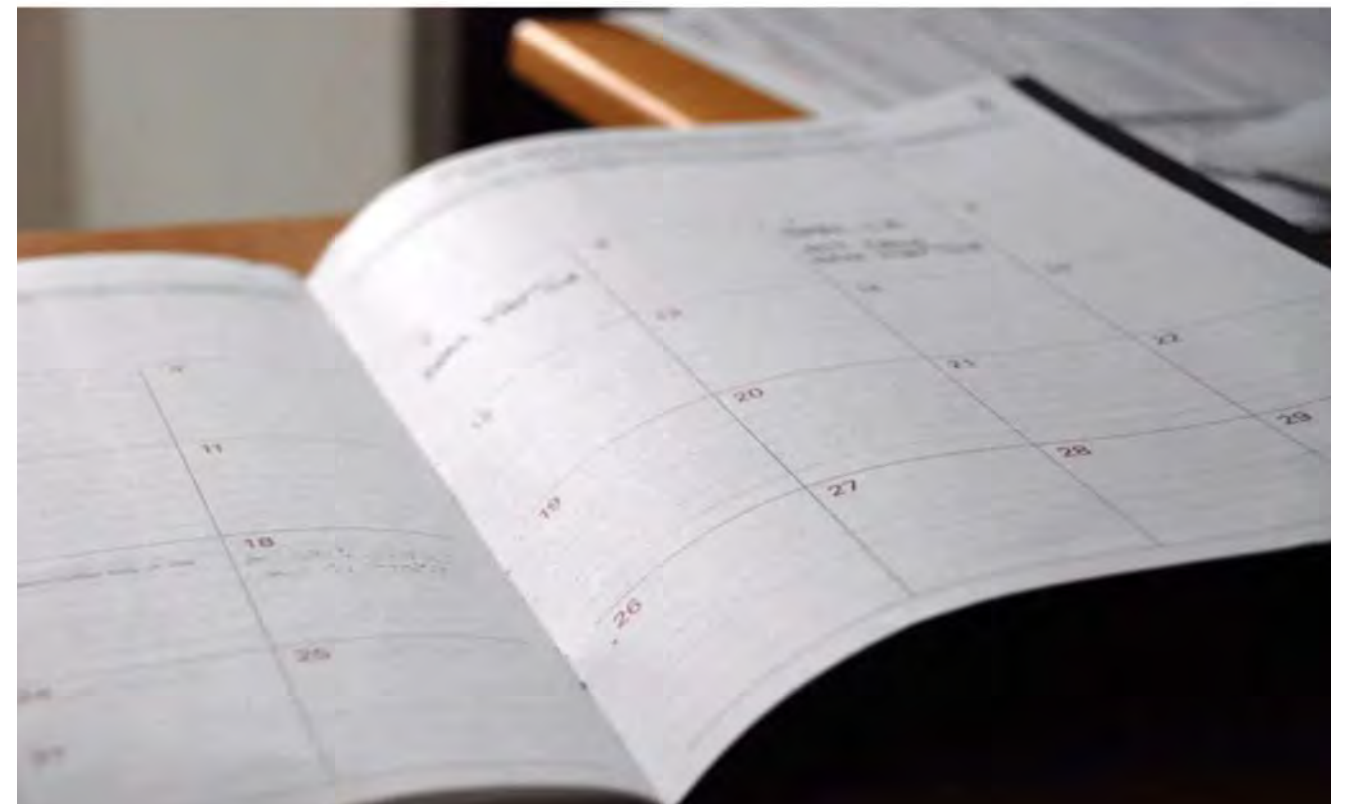
The purpose of this study is to evaluate the need and location for a crossing between Ohio SR 7 and WV SR 193 northeast of the Huntington metropolitan area. It is anticipated that a new Ohio River Crossing would serve as a vital component to enhancing local and regional mobility in the Ohio, West Virginia,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

| 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 | | | | | November 20, 2019 | | | |
| Informational Public Meeting | | | | | November 20, 2019 | | | |
| Draft Report | | | | | | | | |
| Refine Viable Alternatives | | | | | | | | |
| Final Engineering & Environmental | | | | | | | | |
| Stakeholders Meeting | | | | | | | | |
| Corridor Public Meeting | | | | | | | | |
| Final Report | | | | | | | | |



[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:



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:



Saleem A. Salameh, PhD., P.E.

Deputy Executive Director / Technical Study Director
400 Third Avenue
Huntington, WV 25712
304.523.7434
ssalameh@kyovalpc.org



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.

Ohio River Bridge Crossing Feasibility Study

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.'; lezzi, 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



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:

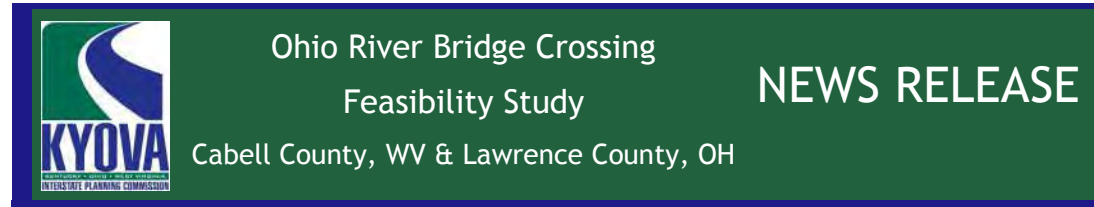
Public participation is solicited without regard to race, color, sex, age, national origin, or disability. Individuals who require special accommodations or translation or interpreter services to participate in this meeting should contact us no later than 15 calendar days prior to the Public Meeting.

Phoebe Patton Randolph, AIA, LEED AP BD+C
Principal



1401 Sixth Avenue
Huntington, WV 25701
304.697.4990

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

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 Tallapoosa Tribune Wetumpka Herald | MISSISSIPPI The Daily Leader (Brookhaven) Natchez Democrat Oxford Eagle The Panolian The Picayune Item Poplarville Democrat Prentiss Headlight Vicksburg Post |
| LOUISIANA L'Observateur The Daily News (Bogalusa) | NORTH CAROLINA Tryon Daily Bulletin |
| MICHIGAN Dowagiac Daily News Edwardsburg Argus Cassopolis Vigilant Niles Daily Star | OHIO Chesapeake Tribune Ironton Tribune Proctorville Tribune |
| TENNESSEE Elizabethton Star | 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.

NOVEMBER 20, 2019 PUBLIC MEETING SIGN IN SHEETS

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interstate Planning Commission

| Name | Address | Email Address | Phone Number |
|----------------------|---|----------------------------|----------------|
| John Carter | 13 PRIVATE DRIVE 220 Proctorville OH | scarter66@hotmail.com | 740 886 9492 |
| Jessica Judge | 39 BUTTE 200 Proctorville | Jessica.judge@gmail.com | 304 638 3751 |
| Tommy Trent | 242 Twp Rd 176 Crown City, OH | | 740 256-9186 |
| Steve Gillette | 9604 County Road 1075 Proctorville OH 45669 | steve.gillette@hotmail.com | 847-826-0684 |
| Charles Workman | 21 Twp Rd. 1285 Proctorville Ohio 45669 | | 740-886-3149 |
| Chris Willispie | 394 Co Rd 120 Ches, OH 45619 | cgwillispie@oldcolony.com | 304-634-0938 |
| Ann Carter | 81 Twp Rd 1148 Proctorville OH 45669 | JNCARTER67@yahoo.com | 304-412-0072 |
| Gale & Mary Thompson | 141 TWP RD 1148S. OH. Proctorville | mugsmsfue@me.com | 740 451-1080 |
| Dustin Hulschuh | 25 Twp Rd 1533 Proctorville | | 304 633 3780 |
| Carla Settliff | 6460 South hat line 25337 | CSett81@gmail.com | 304 634 0703 |
| Robert Hulschuh | 6022 Miller Rd. | | (304) 736-1769 |
| Mr. & Mrs. Wentz | 39 Township Rd Proctorville | saefire63@comcast.net | 304-730-5536 |
| Terrie Schaeffer | 6018 Meigs Rd Hwy 100 | | 304 939-2872 |

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interstate Planning Commission

| Name | Address | Email Address | Phone Number |
|-----------------------|---|------------------------------|----------------|
| Chris Lowe | 48 TWP Rd. 1351 Crown City OH 45623 | culowe83@gmail.com | (740) 645 5210 |
| Dan & E Heck | 5931 Wilson Dr. Huntington | | 304-963-0474 |
| Jeff Hutchison | PB Box 822 Proctorville OH | hutch@thehutchagency.com | 304 638 7200 |
| Dirk McFANN | 235 Twp Rd 1348 Chesapeake OH 45619 | | 304-942-1167 |
| Nick Kuhn | 115 Twp Rd 1248 OH 45669 | NKUHN@KIMEFIRE.ORG | 740 302 2157 |
| Jeff & Genie Walizer | 6460 Merritts Creek Rd Huntington, WV 25702 | jeffwalzer@comcast.net | 304-526-1543 |
| KATHY BARRYA Browning | 98 Township 1148 Proctorville OH 45669 | | 740-886-7105 |
| Ann Lake | 6466 Merritts Ck Rd Hgt | wblral@live.com | 304-942-5288 |
| Gree Lake | 2850 Washington Blvd | Lake3@MARSHALL.EXE | 304-942-7349 |
| Todd G. Willispie | 11285 ST RT 7 PROCTORVILLE | Gunslinger11000@frontier.com | 304 633 1504 |
| Dan & E Heck | 331 Rt 1248 | | 740 886 1490 |
| DAVID Lockhart | 29 Twp Rd. 1148 Proctorville | lock-lackhart@yahoo.com | 304-638-5818 |
| Math Selhorst | 2800 Corporate Exchange Dr. Snitelco Columbus, OH 43231 | math.selhorst@hdrinc.com | 614-257-8353 |

NOVEMBER 20, 2019 PUBLIC MEETING SIGN IN SHEETS

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interstate Planning Commission

| Name | Address | Email Address | Phone Number |
|---------------------|--|--------------------------------|----------------|
| Kimberly D. Maynard | 6016 Miller Rd Huntington, WV 25702 | PibmyGA@aol.com | (304) 208-7773 |
| Linda L Adkins | 3316 River Ave Huntington WV | | 304 525-2268 |
| April Knight | 6116 Kyle Ln, Hunt 25702 | aprilj632@hotmail.com | 304-412-6602 |
| Cheryl Nelson | 45 JWB Rd 1255 Proctorville | | 740-886-5789 |
| Joan Nelson | " | | " |
| Marilyn Thomas | 106 Township Rd 1534 Proctorville | nummthomas@aol.com | 304-617-2230 |
| Paul Thomas | " " " " " | pthomas506@aol.com | 304-617-1150 |
| Bill Charic | 18 Jacqueline HTS HTN | | 304-638-3242 |
| Lloyd Baldwin | 73 Township Rd 1150 | LBALDWIN313@HOTMAIL | 304-360-0446 |
| Teresa Baldwin | " " " " | THORNE407@GMAIL | 304-741-7439 |
| Patrick Lucas | 4 WINDWOOD RD. BARBARAVILLE, WV | patrick.lucasrealtor@gmail.com | 304-634-6275 |
| Gary Webb | 13440 St Rt 7 Proctorville | | 304-521-9117 |
| Lorrie Webb | 13440 St. Rt 7, Proctorville | | 304-521-8253 |

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interstate Planning Commission

| Name | Address | Email Address | Phone Number |
|----------------------|---|-----------------------------|--------------|
| CHAD STUTLER (ALCON) | 6065 Kyle Lane Huntington WV 25702 | CHAD.STUTLER@ALCON365.COM | 304 733 7410 |
| Carrie Tucker | 19 TWP Rd 1147 Proctorville, OH | Carrietucker@gmail.com | 740-550-8680 |
| Todd Rainer | 201 Township Rd 1365 Proctorville OH 45669 | todd@comptondirect.com | 304-633-6258 |
| Edward Evans | 9250 CR 107 Proctorville, OH 45669 | eddieevans76@gmail.com | 740-861-0900 |
| Ellen Steele | 42 Put Dr 220 Proctorville OH | ESteele74@yahoo.com | 740 550-2915 |
| Mary Jo Johnson | 6086 Kyle Lane Htn WV 25702 | stickholio@gmail.com | 681-203-7010 |
| Michael Stewart | 2119 TWP Rd 1252 45669 PROCTORVILLE OH | mstewart020@aol.com | 306-633-5727 |
| Melvin Benjaffine | 6402 Proctorville Ohio | | 1748866978 |
| Jane Bradley | 6287 Ohio River Rd Lesage WV 25537 | act2_ladyjane@yahoo.com | 304-412-2718 |
| Kim + Janie Staggs | 153 Private Dr, 10786 Proctorville, OH 45669 | exjstaggscs.com | 304-617-3141 |
| Xavier W. Staggs | // | xwstaggsgmail | — |
| Pam Stager | 112 Put Dr 220 Proctorville, OH 45669 | pamstageramaa.killing.com | 740-646-4924 |
| Raine Wieman | 8334 Co Rd 107 Proctorville | rwieeman2@moreheadstate.edu | 304-840-454 |

NOVEMBER 20, 2019 PUBLIC MEETING SIGN IN SHEETS

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interstate Planning Commission

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interstate Planning Commission

| Name | Address | Email Address | Phone Number | Name | Address | Email Address | Phone Number |
|----------------------|----------------------------|-------------------------------|----------------|------------------|---------------------------------|------------------------|----------------|
| * CARL GROVER | 7676 OHIO RIVER RD | CGROVER@EGINES.COM | 304-638-0458 | Brian Anderson | 1296 Twp Rd 172H | | 740-886-8774 |
| STAN COATES | 9 TOWNSHIP RD | PROCTORVILLE OH | 740-886-0641 | Dee Heck | Briewood Rd Huntington | heck-raim@yahoo.com | 304-544-4984 |
| Allen Payne | 220 Township Rd 1354 | Crown City Ohio 45623 | 740-302-2294 | Janet Helling | 228 Twp Rd 1250 Pilled OH | | |
| James + Kristen Ward | 52 Twp Rd 1147 | Proctorville Oh 45669 | 304-634-7707 | Chris Johnson | 54 Twp Rd 1148 | Proctorville Oh | |
| Kendra Clark | 810 Co Rd 73 Crown City OH | KendraC-0924@yahoo.com | 740-646-0289 | Ruth Johnson | " " " | " " | |
| Paul Clark | 810 Co Rd 73 Crown City | Clarkhamman@yahoo.com | 304-634-1142 | Amy Anderson | 23 Jacquelin Hts | Huntington WV | |
| David Smith | 6411 Doushaze Lprr | | 704-690-5203 | Richard Anderson | 23 Jacquelin Hts | Huntington WV | imanya@comcast |
| Lisa Pine | 217 Township Road 1385 | Proctorville, OH 45669 | 304-544-3701 | James L. Pine | 277 Township Rd 1385 | JPine@comcast.net | 304-544-3896 |
| John Pittman | 266 Twp Rd 1090 | Proctorville Oh. | 304-634-4216 | Greg Stone | 19 East Grapevine Ct. Hgt. 25th | gregory.stone@htrm.com | |
| Rene Lalong | 6032 Kylemore Rd | Huntington | 304-654-7805 | Richard Kern | 436 TWP 1157 PROCTORVILLE OH | | 304-206-8875 |
| Daniel Baudrean | 13 PVT Drive 8197 | Proctorville OH | 304-412-2872 | Paul Hart | P Box 280 CHASSAW OHIO | | 304-972-5745 |
| Drew Rottgen | 6356 Roberto Dr Huntington | drottgen@k12.wv.us | (304) 528-5047 | Jim Forth | 6384 Little Seven Mile | | 304-736-3683 |
| Scott Ann | 21 Canby Ln Ches OH | westwindsproperties@yahoo.com | 304-654-5516 | Jed Horton | 277 Township Rd 1090 45669 | fjhorton@gmail.com | |

NOVEMBER 20, 2019 PUBLIC MEETING SIGN IN SHEETS

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interstate Planning Commission

| Name | Address | Email Address | Phone Number |
|------------------|--|------------------------------|----------------|
| Chris Lucas | 300 Township Rd 1354 Crown City OH 45623 | aquateratradingsco@gmail.com | (304) 840-2779 |
| Kelly Stull | 21 Private Dr 8197 Proctorville, OH 45669 | kestull@aol.com | (304) 638-6292 |
| Susan Moore | 1000 Tinker Lane Proctorville, OH 45669 | olivelucytoo@aol.com | 304 638-6283 |
| Scott Morrison | 6086 KYLE Lane Huntington WV 25702 | | 304 733-5665 |
| LARRY PLANTZ | 53 Township Rd 1534 - Proctorville, OH | LPLANTZ001@aol.com | 304-617-1090 |
| Greg Stevenson | 1018 Co Rd. 402 Proctorville, OH 45669 | gs4stevenson@yahoo.com | 304-634-4892 |
| William B. (War) | 13993 ST RT7 Proctorville OH 45669 | NAPAWILLIE385@yahoo.com | 304-638-8583 |
| TERRY GARTER | 40 TWP RD 1151 PROCTORVILLE OH | terrygartner@comcast.net | 740 416 1230 |
| Linda Clary | 18 Heather Street Crown City, OH 45623 | lindaclary57@yahoo.com | 740-339-2619 |
| Richard Clary | 18 Heather Street Crown City, OH 45623 | riclary25@yahoo.com | 740-441-5048 |
| Anne Wierman | 8334 Co Rd 107 Pville, OH | anewierman24@gmail.com | |
| Kevin Kearns | North Bradrick Hill Chesapeake, OH | | |
| STEVE RUTHERFORD | 46 Twp. Rd. 1141 Proctorville, OH | Ruthy1326@aol.com | 304-360-3862 |

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interstate Planning Commission

| Name | Address | Email Address | Phone Number |
|-----------------------|---|---------------------------------|----------------|
| LARRY GAY | 6028 KYLEMORE RD HUNTINGTON, WV 25702 | wvdeputy65@yahoo.com | 304 654-8753 |
| Kalkery Dyer | 4678 Co Rd 17 S. Point OH | dyerfarmlife@AOL.com | 304 412-0281 |
| Mike Dyer | " " " " | " | " |
| Mily Kinner | 500 Virginia St. East Salem, WV 25702 | emily_kinner@capitol.senate.gov | (304) 840-2022 |
| PAUL ARTHUR | 6019 Miller Rd Rt 2 Huntington, WV 25702 | | 304 733 6832 |
| HERMAN DAVIS | 37 TWP RD 1149 - PROCTORVILLE OH 45669 | hed99@netacs.net | (740) 886-5792 |
| Jeff & Robin Spurlock | 6131 Kyle Lane, Htn WV 25702 | rspurlock4@aol.com | 304-992-9594 |
| Peggy Cotton | 6137 Ohio River Rd Huntington, WV 25702 | | 304-972-8284 |
| Danny + Lori Holschuh | 25 Twp Rd 1533 Huntington WV | lholschuh45669@yahoo.com | 304-633-4171 |
| Tim Stewart | 2850 Stm Ave. 25702 | tstewart@k12.wv.us | 304-528-5091 |
| Kenny Boss | 68 Twp Rd 129 OH | Kboss@amdsgroup.net | 304-633-4100 |
| Chris Mount | 86 TWP RD 1150 OH | | 304 840-2662 |
| JEREMY MILLER | 569 Twp. Rd. 293 CHESAPEAKE OHIO | JNCHILLER@GMAIL.COM | 304-654-1199 |

KYOVA Interstate Planning Commission

| Name | Address | Email Address | Phone Number |
|---------------------------|--|---------------------------|--------------|
| Brady Wendy Goodenough | 72 Township Rd 1285 Proctorville, OH 45669 | wendy@dig43.com | 304.521.6868 |
| Irvin Scarberry | 6018 Miller Road Huntington, WV 25702-9709 | irvinscarberry@gmail.com | 304.544-4288 |
| Marc Dailey | 6471 Merriitts Creek Rd. #2 Huntington WV 25702 | marcddailey@yahoo.com | 304.972-3015 |
| David Ash | 4051 Qu Sulphur Rd O.C., WV 25545 | josh4051@aol.com | 304-638-2515 |
| Nathan & Susan Knight | 5802 Guyan River Rd Huntington WV 25702 | nate.knight@hotmail.com | 304-638-3543 |
| TRAVIS CRUM | The Flower Disperser | tcnum@HOMedia11.com | 304-526-2806 |
| Ethel Clark | RR 2 Box 146 | clark_ethel@bellSouth.net | 304-736625 |
| Allen Jenkins | 28 Twp Rd 1141 Proctorville | | |
| CW Bill Reich | 76 Twp Rd 1284 Proctorville 45669 | c_w_reich@hotmail.com | |
| | | | |
| | | | |
| | | | |
| | | | |

NOVEMBER 20, 2019 PUBLIC MEETING SIGN IN SHEETS

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interstate Planning Commission

| Name | Address | Email Address | Phone Number |
|----------------|--------------------------------|--------------------------------------|--------------|
| Jana Lockwood | 1010 Oakwood Rd Culloden WV | hlockwood1980@yahoo.com | 304-743-3479 |
| Danelle Stuart | 6158 Ohio River Rd | alld alldstuart@yahoo.com | 304-360-4729 |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

Informational Public Meeting
November 20, 2019

Proposed
Ohio River Bridge Crossing

KYOVA Interstate Planning Commission

| Name | Address | Email Address | Phone Number |
|----------------------------|---|----------------------------|--------------|
| Tanya Gillispie | 11225 St. Rt. 7 Proctorville, OH 45669 | tgilli3965@aol.com | 304-633-1801 |
| Bobby Bradley | 6287 OHIO RIVER ROAD LESAGE WV 25537 | bobbybradley2001@yahoo.com | 304-812-3989 |
| Ron Tweel | Proctorville OH 126 TWP RD 1384 - 45669 | 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 Holes | 6078 Kyle Ln Huntington WV 25702 | clucksww@yahoo.com | 606-922-5555 |
| Janice Spurlock | 6124 Kyle Lane Huntington | | 304-756-5884 |
| ROBERT L. GALLOWAY | 213 TOWNSHIP RD 1161 PROCTORVILLE OHIO 45669 | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

NOVEMBER 20, 2019 STAKEHOLDER MEETING SIGN IN

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



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

Agency/Organization Crown City OH Representative: Steve Fulk
Email Address: _____

Agency/Organization WU DOT / PLANNING Representative: Rob Watson
Email Address: _____

Agency/Organization WU DOT Representative: DAVID Cramer
Email Address: DAVID.E.CRAMER@WV.GOV

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

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

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



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: lezzib@cdmsmith.com

Agency/Organization BDM 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

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



| | | | |
|---------------------|------------------------------------|-----------------|-----------------------------------|
| Agency/Organization | <u>ODOT D9</u> | Representative: | <u>DAVID BECKMAN</u> |
| | | Email Address: | <u>david.beckman@ohio.dot.gov</u> |
| Agency/Organization | <u>Lane, CAO / PA</u> | Representative: | <u>Ralph Kline</u> |
| | | Email Address: | <u>RKline@lcaoo.org</u> |
| Agency/Organization | <u>Tri-State Transit</u> | Representative: | <u>Paul Davis</u> |
| | | Email Address: | <u>pdavis@tta-wv.com</u> |
| Agency/Organization | <u>Tri-State Transit</u> | Representative: | <u>Jennifer Woodall</u> |
| | | Email Address: | <u>jwoodall@tta-wv.com</u> |
| Agency/Organization | <u>Mike Browning</u> | Representative: | <u>US Sen. Manchin</u> |
| | | Email Address: | |
| Agency/Organization | <u>LEDC / Lawrence Co. Chamber</u> | Representative: | <u>Bill Pinger</u> |
| | | Email Address: | <u>bpinger@ohio-educ</u> |

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



| | | | |
|---------------------|---------------------------------|-----------------|----------------------------------|
| Agency/Organization | <u>Rep. Carol Miller</u> | Representative: | <u>Teri Booth</u> |
| | | Email Address: | <u>Teri.Booth@mail.house.gov</u> |
| Agency/Organization | <u>Cabell County Commission</u> | Representative: | <u>Kelli Sobonya</u> |
| | | Email Address: | <u>ksobonya@cabellcounty.org</u> |
| Agency/Organization | | Representative: | |
| | | Email Address: | |
| Agency/Organization | | Representative: | |
| | | Email Address: | |
| Agency/Organization | | Representative: | |
| | | Email Address: | |
| Agency/Organization | | Representative: | |
| | | Email Address: | |

NOVEMBER 20, 2019 STAKEHOLDER MEETING SIGN IN

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



| | | | |
|---------------------|---------------------------|-----------------|-----------------------|
| Agency/Organization | ODOT - District 9 | Representative: | Christopher Fildemore |
| Agency/Organization | ODOT - D9 | Representative: | Tom Barnitz |
| Agency/Organization | ODOT - DISTRICT 9 | Representative: | DAN BEASLEY |
| Agency/Organization | Clune Consulting Services | Representative: | Jesse B. ... |
| Agency/Organization | LAWRENCE CO. ENGINEER | Representative: | PATRICK LEIGHTY |
| Agency/Organization | CDM Smith | Representative: | Chad Toney |
| Agency/Organization | CDM SMITH | Representative: | BRIAN IZZI |
| Agency/Organization | Cabell County Commission | Representative: | Kelli Sobonya |
| Agency/Organization | CDM Smith | Representative: | Manuch Amir |
| Agency/Organization | KYOVA IPC | Representative: | Jody Sigmon |
| Agency/Organization | KYOVA IPC | Representative: | Paul Young |

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



| | | | |
|---------------------|---------------------|-----------------|----------------------|
| Agency/Organization | FHWA - WV | Representative: | Chandra Inglis-Smith |
| Agency/Organization | KYOVA | Representative: | Salim Salameh |
| Agency/Organization | USACE | Representative: | Sarah Workman |
| Agency/Organization | WVDOH | Representative: | [Signature] |
| Agency/Organization | WVDOH | Representative: | Elwood Penn |
| Agency/Organization | WVDOH | Representative: | Rob Watson |
| Agency/Organization | WVDOH | Representative: | Chris King |
| Agency/Organization | WVDOH | Representative: | DAVID CRAMER |
| Agency/Organization | WVDOH | Representative: | AARON GILLISPIE |
| Agency/Organization | KYOVA | Representative: | Bernamy Wild |
| Agency/Organization | Lawrence Co. CAO/PA | Representative: | [Signature] |

NOVEMBER 20, 2019 STAKEHOLDER MEETING SIGN IN

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



Agency/Organization Kyova Representative: Chris Chiles

Agency/Organization LEDC/Law Co. Port Auth Representative: Bill Dingar

Agency/Organization _____ Representative: _____

Agency/Organization _____ Representative: _____

Agency/Organization _____ Representative: _____

Agency/Organization _____ Representative: _____

Agency/Organization _____ Representative: _____

Agency/Organization _____ Representative: _____

Agency/Organization _____ Representative: _____

Agency/Organization _____ Representative: _____

Agency/Organization _____ Representative: _____

NOVEMBER 20, 2019 PUBLIC MEETING PHOTOS



NOVEMBER 20, 2019 STAKEHOLDER MEETING SIGN IN SHEETS

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



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

Agency/Organization Crown City OH Representative: Steve Jalk
Email Address: _____

Agency/Organization WUDOT / PLANNING Representative: Art Watson
Email Address: _____

Agency/Organization WUDOT Representative: DAVID CAMEER
Email Address: Dw.D. E. CAMEER@WJ.GOV

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

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

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



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: lezzib@cdmsmith.com

Agency/Organization CDM SMITH Representative: BRIAN IZZI
Email Address: tonexcj@cdmsmith.com

Agency/Organization CDM SMITH Representative: Chris Toney
Email Address: _____

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

NOVEMBER 20, 2019 STAKEHOLDER MEETING SIGN IN SHEETS

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



| | |
|--|--|
| Agency/Organization <u>ODOT D9</u> | Representative: <u>DAVID BECKMAN</u> |
| | Email Address: <u>david.beckman@ohio.dot.gov</u> |
| Agency/Organization <u>Lane, CAO /PA</u> | Representative: <u>Ralph Kline</u> |
| | Email Address: <u>rkline@lcaoo.org</u> |
| Agency/Organization <u>Tri-State Transit</u> | Representative: <u>Paul Davis</u> |
| | Email Address: <u>pdavis@tta-wv.com</u> |
| Agency/Organization <u>Tri-State Transit</u> | Representative: <u>Jennifer Woodall</u> |
| | Email Address: <u>jwoodall@tta-wv.com</u> |
| Agency/Organization <u>Mike Browning</u> | Representative: <u>US Sen. Manchin</u> |
| | Email Address: _____ |
| Agency/Organization <u>LEDC / Lawrence Co. Chamber</u> | Representative: <u>Bill Dingus</u> |
| | Email Address: <u>dingus@ohio-edu</u> |

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




| | |
|---|---|
| Agency/Organization <u>Rep. Cong. Carol Miller</u> | Representative: <u>Teri Booth</u> |
| | Email Address: <u>Teri.Booth@mail.house.gov</u> |
| Agency/Organization <u>Cabell County Commission</u> | Representative: <u>Kelli Sobonya</u> |
| | Email Address: <u>ksobonya@cabellcounty.org</u> |
| 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

Ohio River Bridge Crossing Feasibility Study

Informational Public Meeting

**INFORMATIONAL
PUBLIC MEETING**
11/20/2019

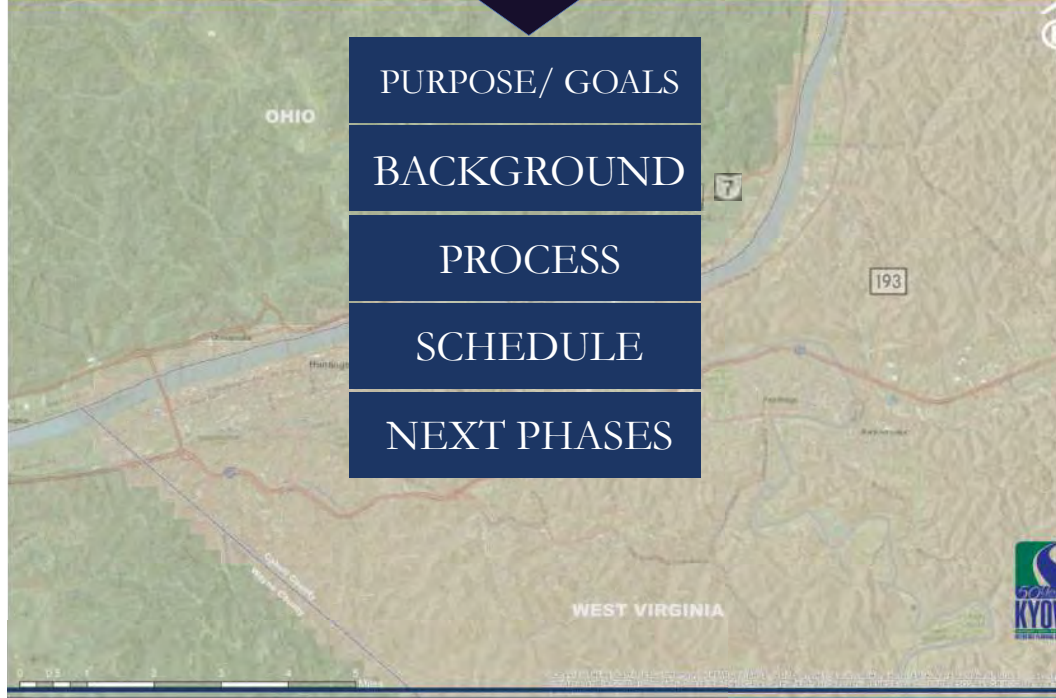


Ohio River Bridge Crossing Feasibility Study

AGENDA

Informational Public Meeting

PURPOSE/ GOALS
BACKGROUND
PROCESS
SCHEDULE
NEXT PHASES



Ohio River Bridge Crossing Feasibility Study

SPONSORS

Informational Public Meeting

KYOVA
Lawrence County, Ohio
Village of Barbourville
Huntington Area Development Council

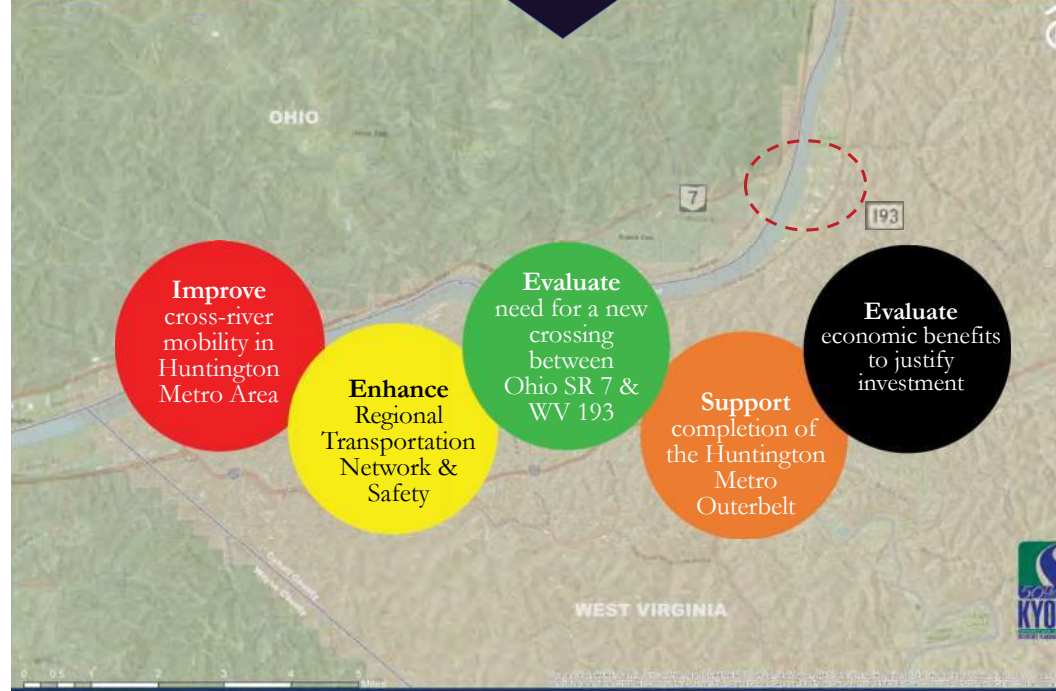


Ohio River Bridge Crossing Feasibility Study

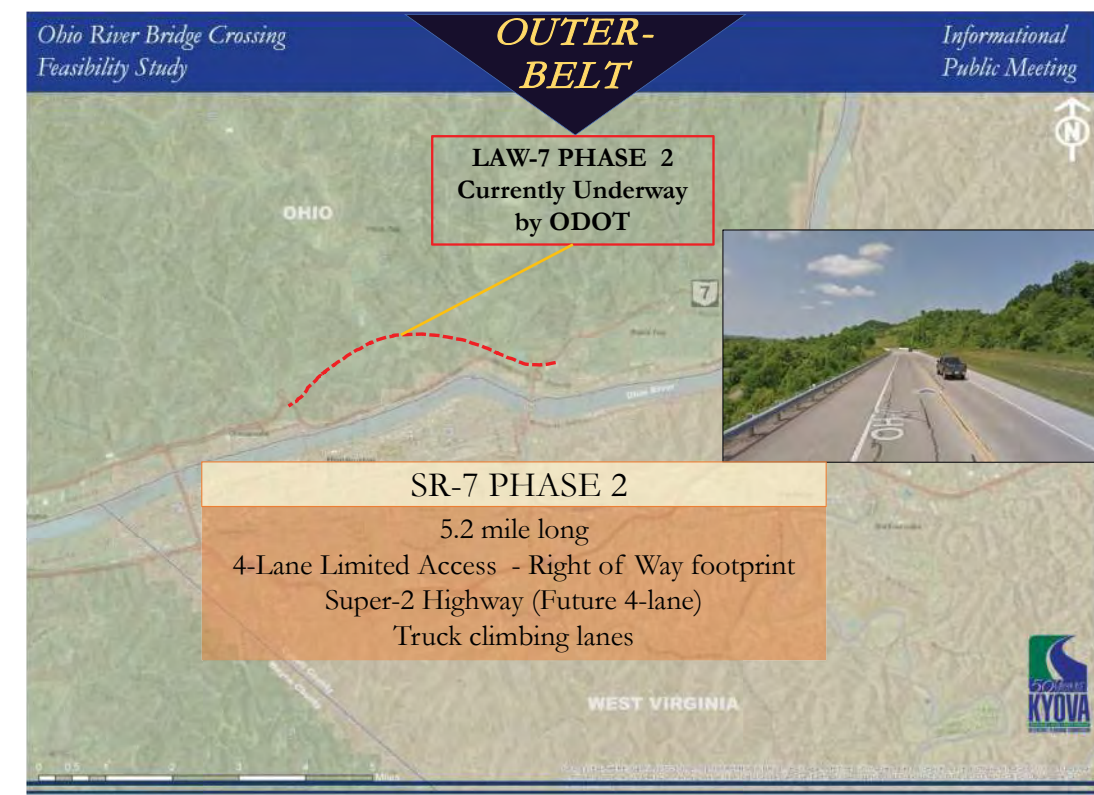
PURPOSE

Informational Public Meeting

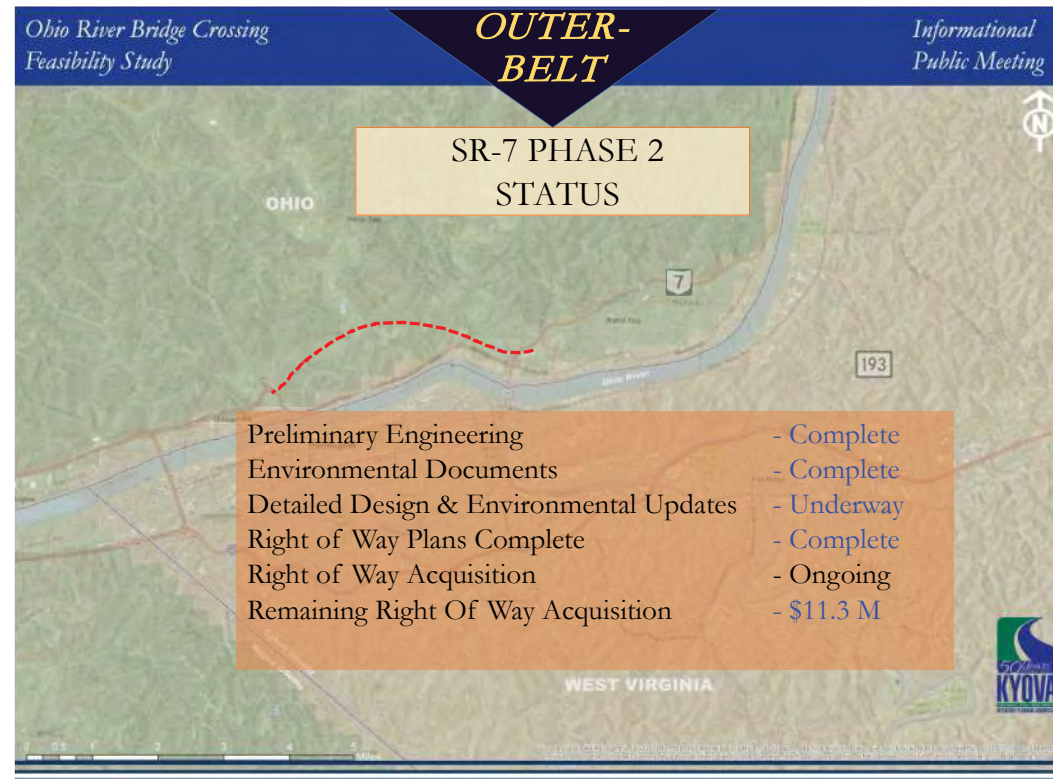
Improve cross-river mobility in Huntington Metro Area
Enhance Regional Transportation Network & Safety
Evaluate need for a new crossing between Ohio SR 7 & WV 193
Support completion of the Huntington Metro Outerbelt
Evaluate economic benefits to justify investment



NOVEMBER 20, 2019 PUBLIC MEETING PRESENTATION



NOVEMBER 20, 2019 PUBLIC MEETING PRESENTATION



Ohio River Bridge Crossing Feasibility Study

WVDOH Roads to Prosperity Investment

WVDOT

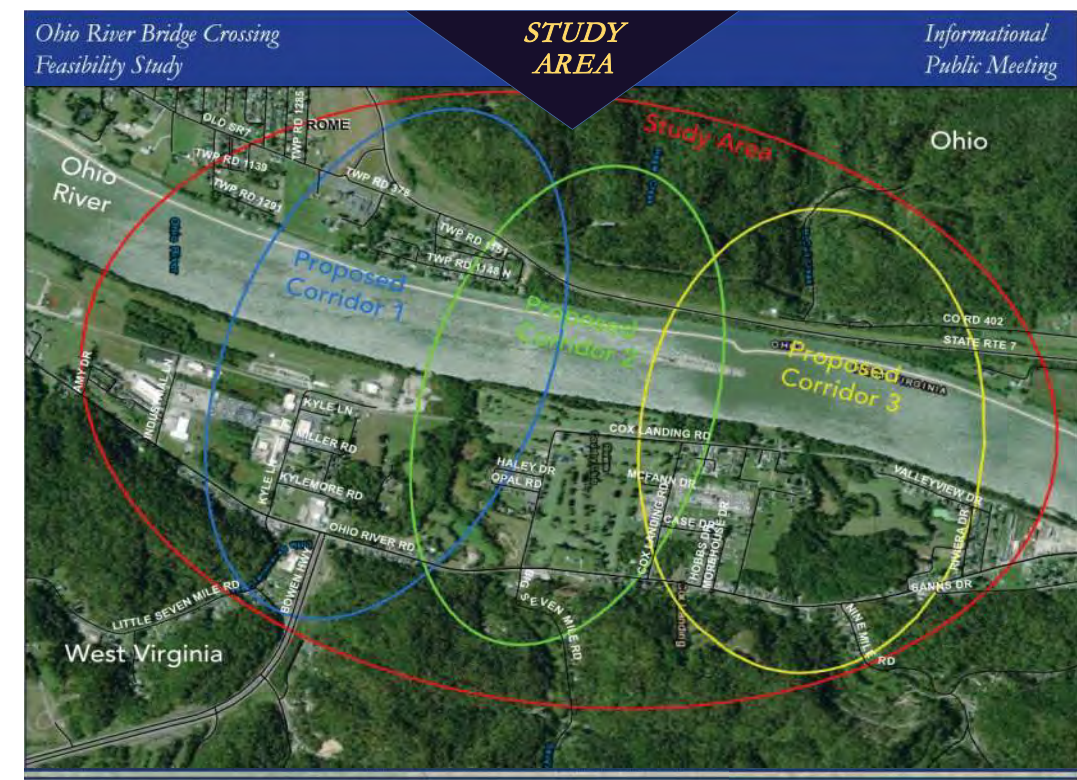
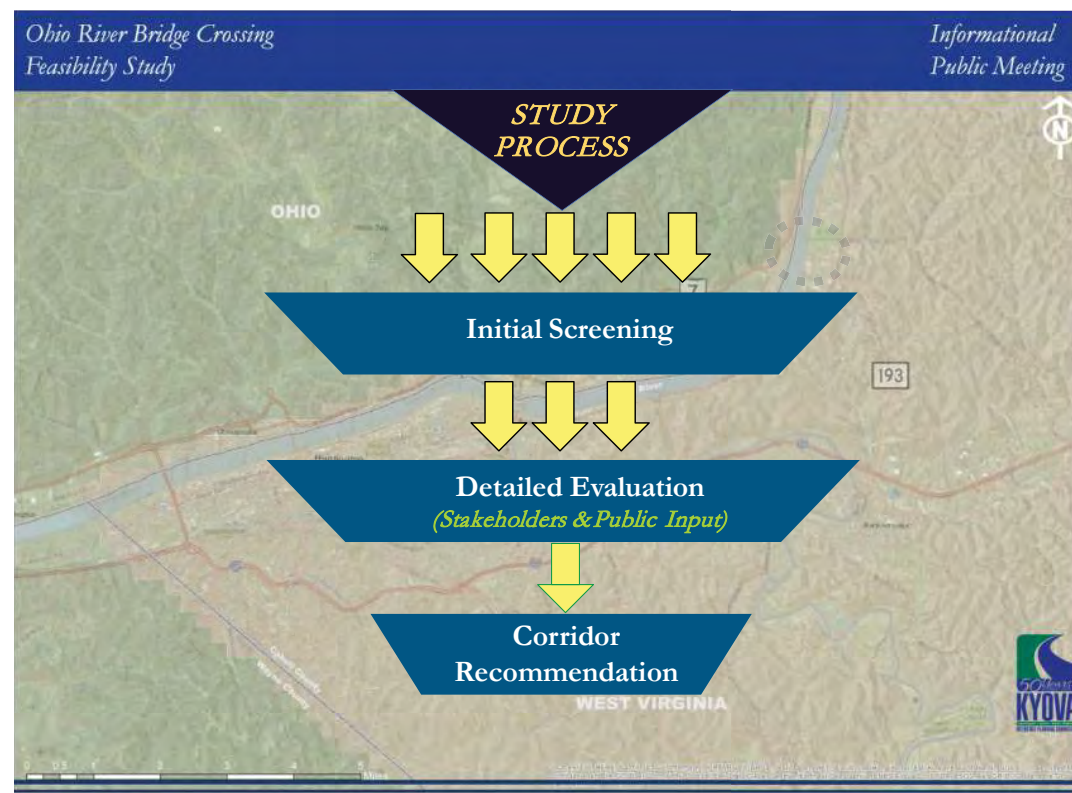
Informational Public Meeting

| 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 29 th 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 |

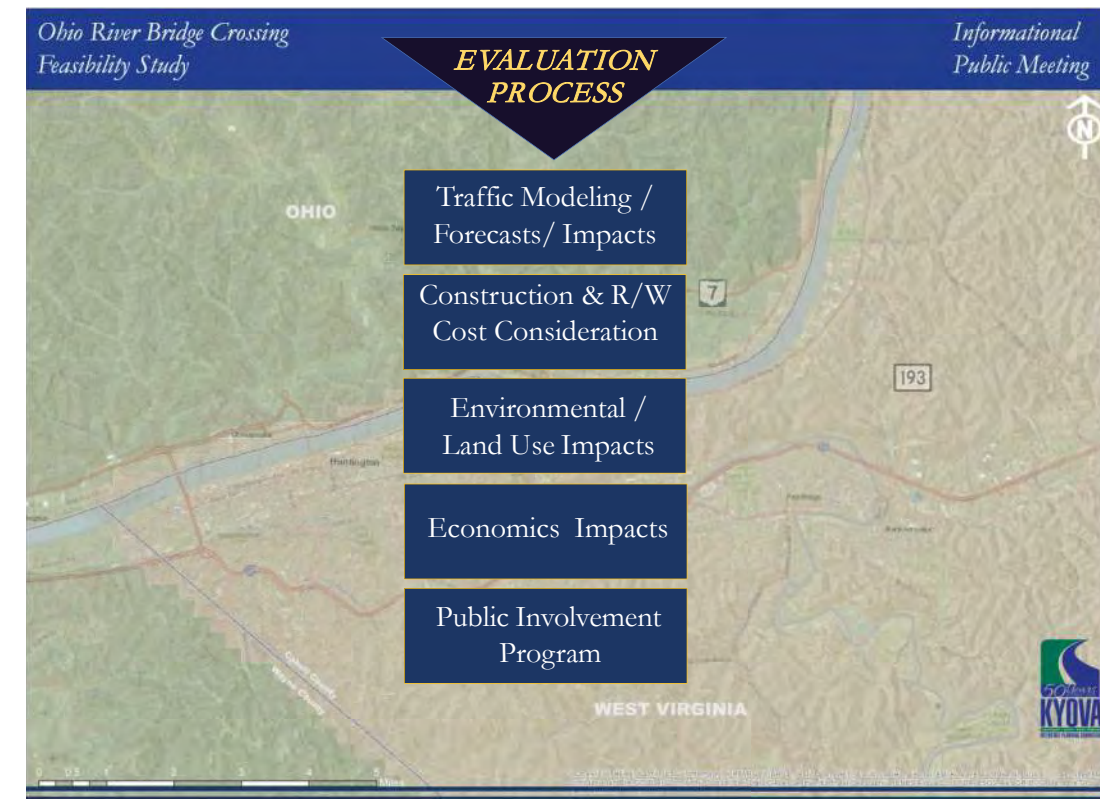
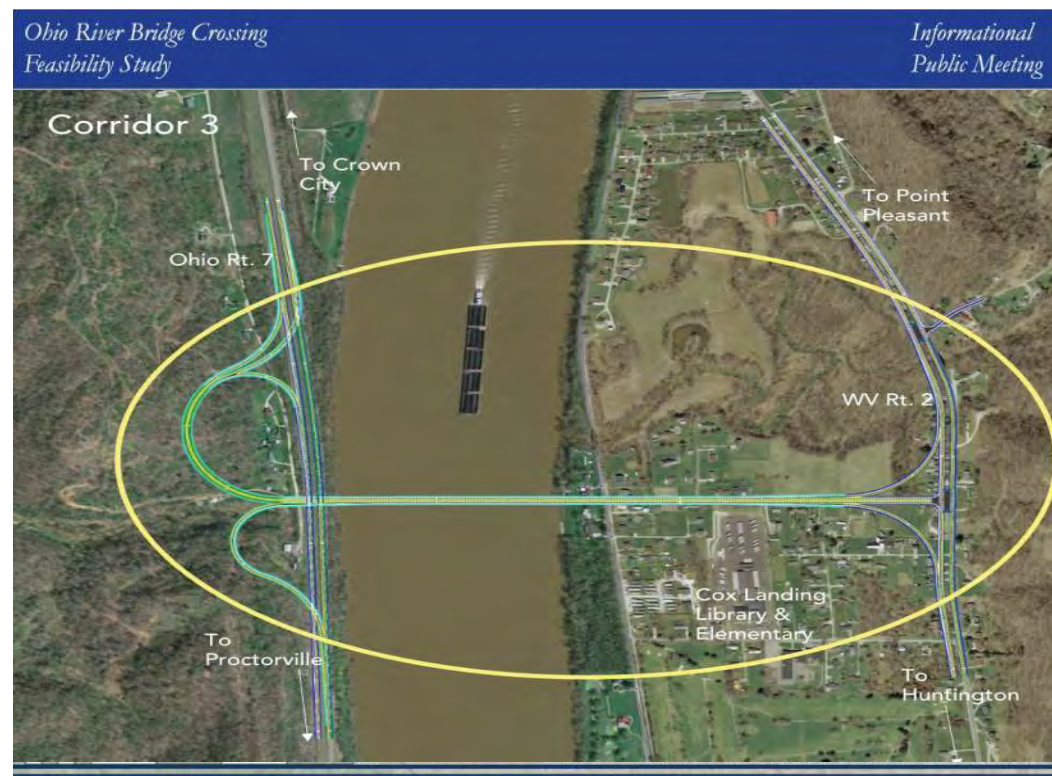
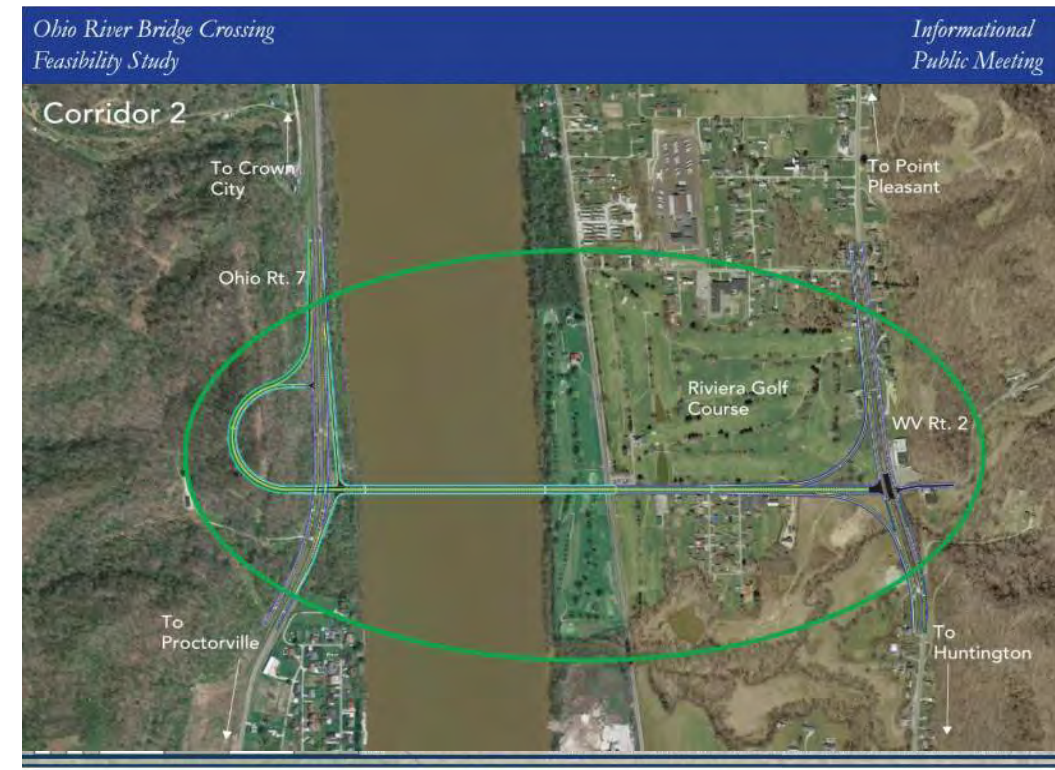
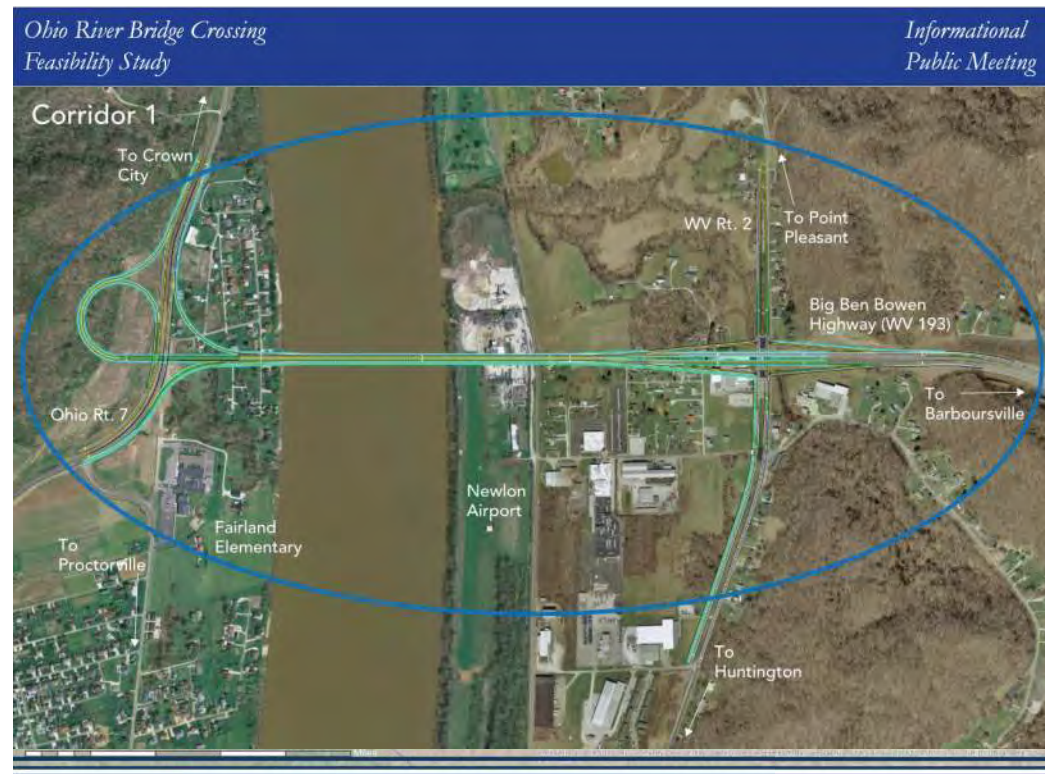
OHIO

WEST VIRGINIA

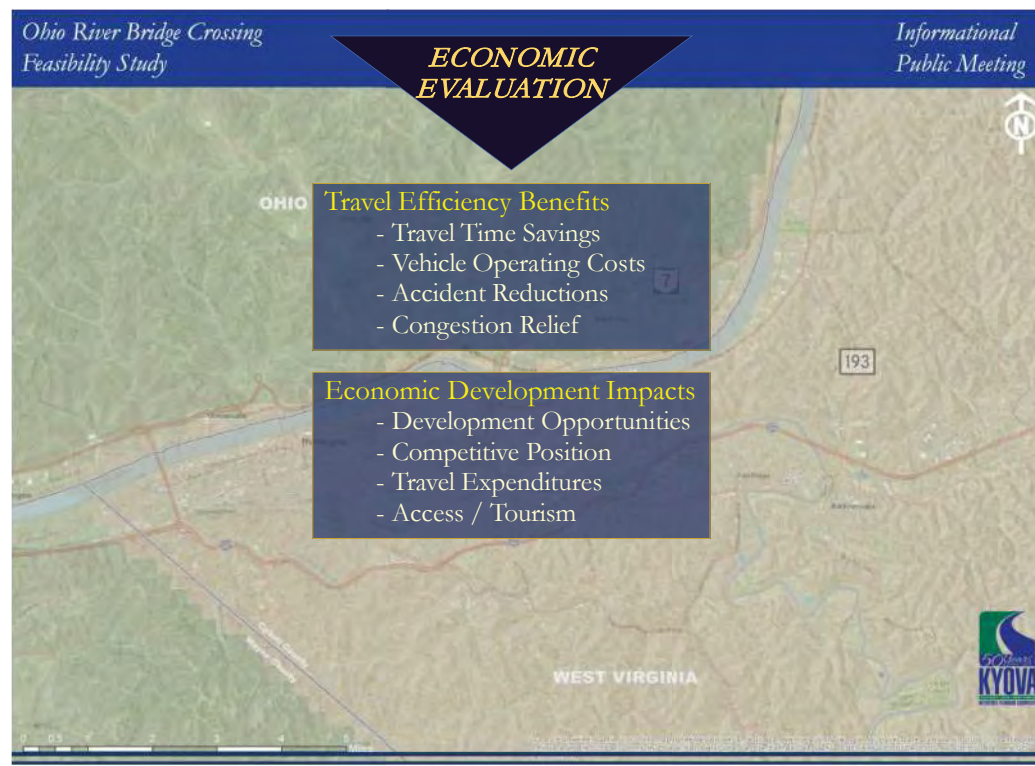
KYOVA



NOVEMBER 20, 2019 PUBLIC MEETING PRESENTATION



NOVEMBER 20, 2019 PUBLIC MEETING PRESENTATION



Ohio River Bridge Crossing Feasibility Study

Informational Public Meeting

EVALUATION MATRIX

| | 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

Ohio River Bridge Crossing Feasibility Study

Informational Public Meeting

PUBLIC OUTREACH

PUBLIC OUTREACH
Phoebe Patton Randolph

Edward Tucker ARCHITECTS, INC.



Ohio River Bridge Crossing Feasibility Study

Informational Public Meeting

WE NEED YOUR INPUT

Do you support the project?

Which corridor option do you prefer?

Do you have any major concerns that we should know about?

Ohio River Bridge Crossing Feasibility Study

Informational Public Meeting

PUBLIC OUTREACH

PROJECT WEBSITE
<https://www.Ohioriverbridgecrossing.com>

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.

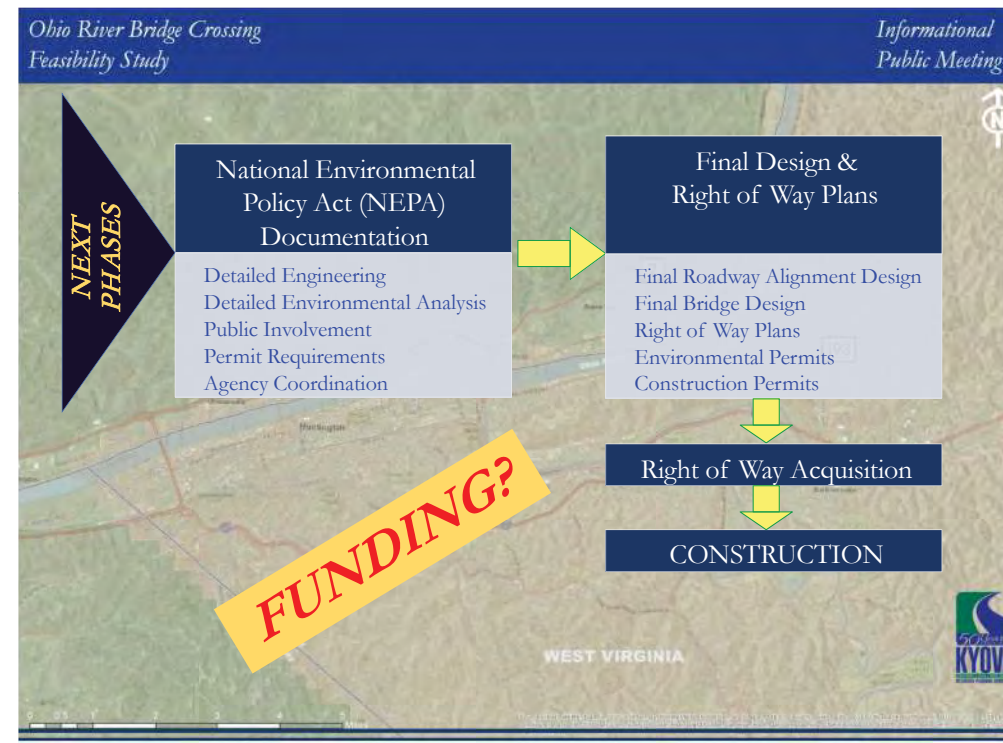
[View Fact Sheet](#)

Sign up for project updates
Complete project survey
Provide feedback



*Informational
Public Meeting*

| Ohio River Bridge Crossing Feasibility Study | | SCHEDULE | | | | Informational Public Meeting | | | |
|---|------|--|--|-----|---|---|--------------|-----|--|
| 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 | | | | | | |
| Draft Report | | | | |  | | | | |
| Refine Viable Corridors | | | | | | | | | |
| Final Engineering & Environmental | | | | | | | | | |
| Stakeholders/Alternatives Public Meeting | | | | |  May 2020 | | | | |
| Final Report | | | | | |  | June 30th | | |



SURVEY RESPONSES

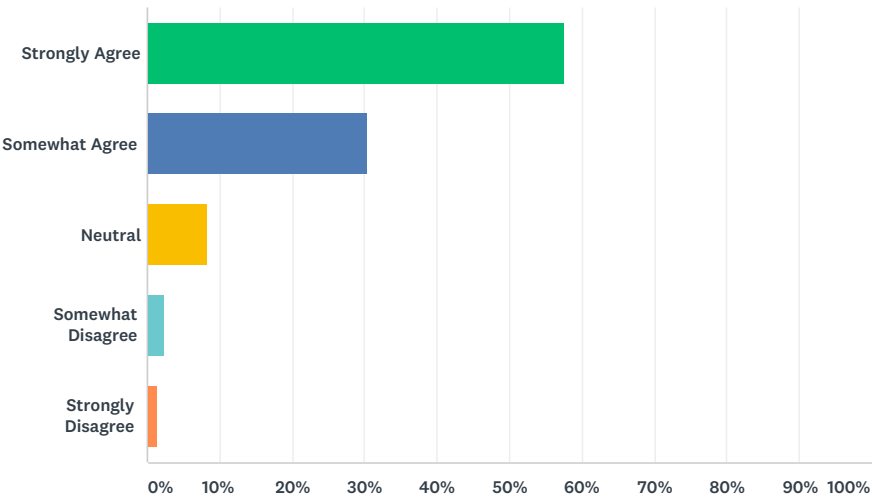
Q1 Please provide the contact information below:

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).

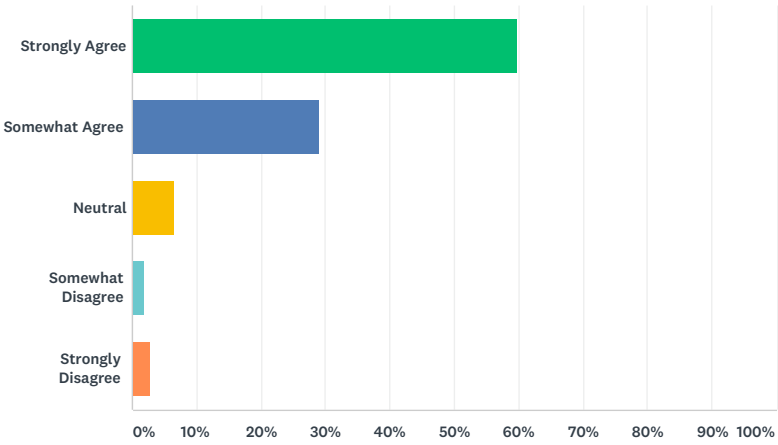
Answered: 217 Skipped: 2



| 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.

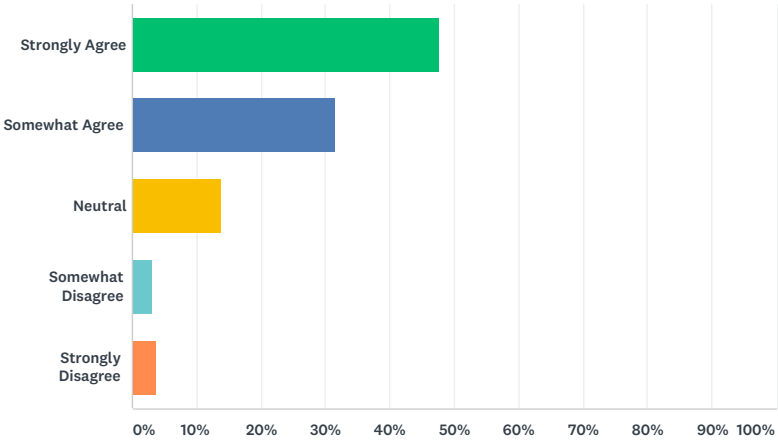
Answered: 217 Skipped: 2



| 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.

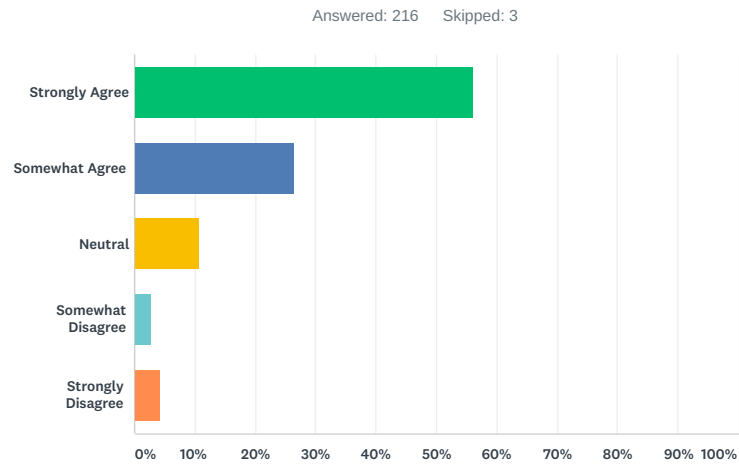
Answered: 218 Skipped: 1



| 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 |

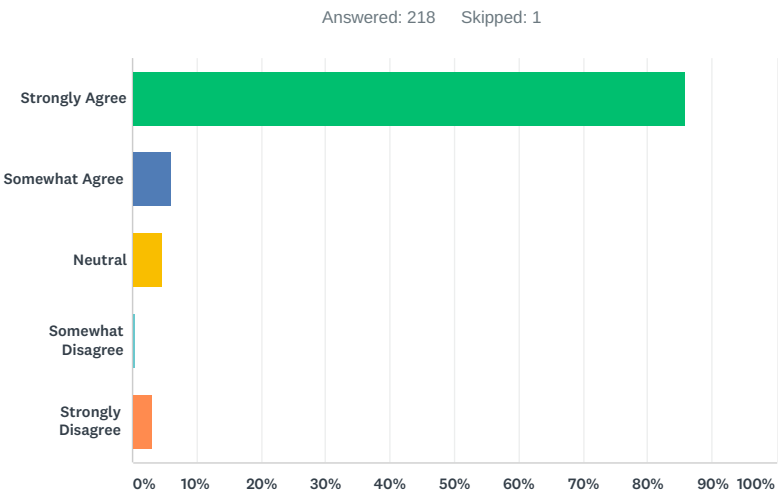
SURVEY RESPONSES

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



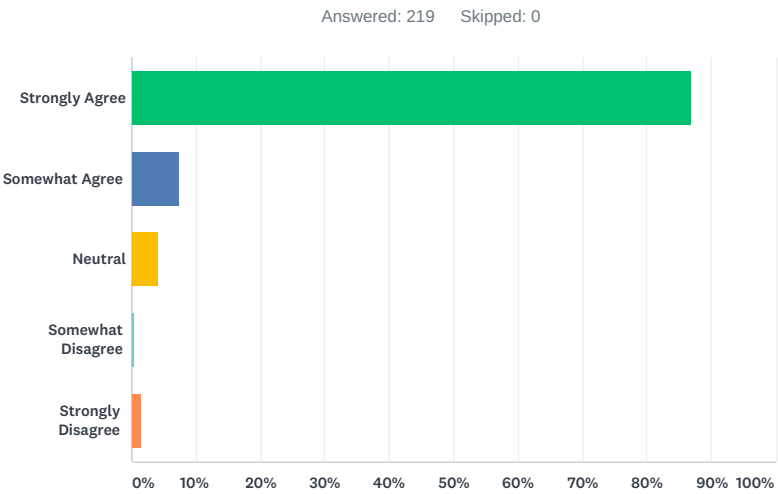
| ANSWER CHOICES | RESPONSES | |
|-------------------|-----------|-----|
| Strongly Agree | 56.02% | 121 |
| Somewhat Agree | 26.39% | 57 |
| Neutral | 10.65% | 23 |
| Somewhat Disagree | 2.78% | 6 |
| Strongly Disagree | 4.17% | 9 |
| TOTAL | | 216 |

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



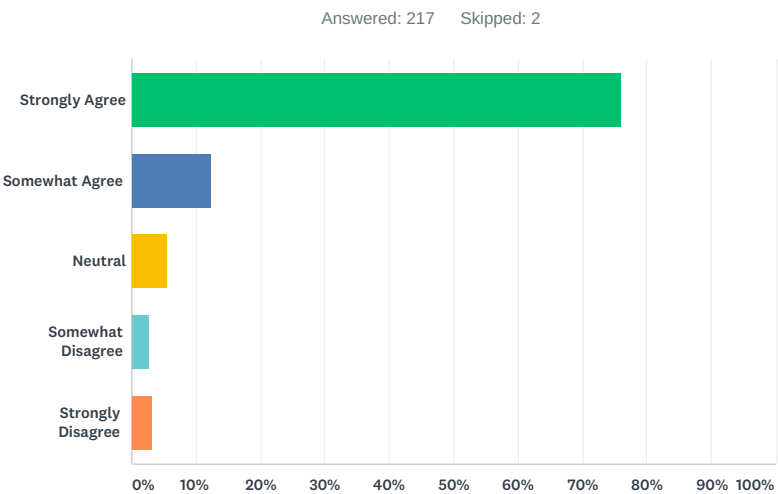
| ANSWER CHOICES | RESPONSES | |
|-------------------|-----------|-----|
| Strongly Agree | 85.78% | 187 |
| Somewhat Agree | 5.96% | 13 |
| Neutral | 4.59% | 10 |
| Somewhat Disagree | 0.46% | 1 |
| Strongly Disagree | 3.21% | 7 |
| TOTAL | | 218 |

Q7 Economic development is important to my community.



| 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 |

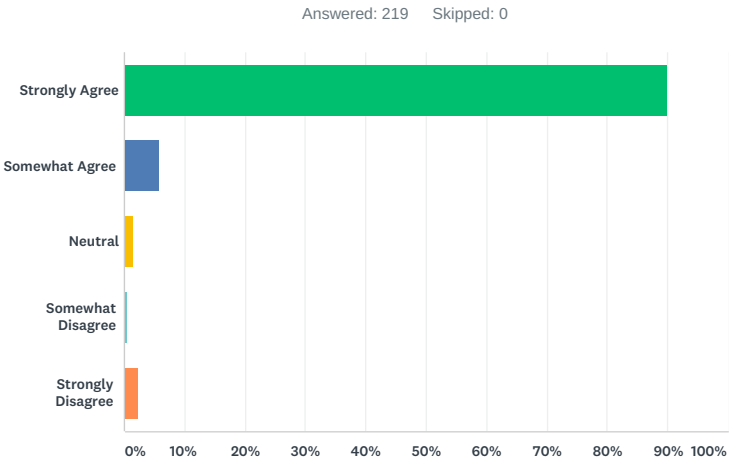
Q8 The existing road network is inadequate to support future economic development.



| 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 |

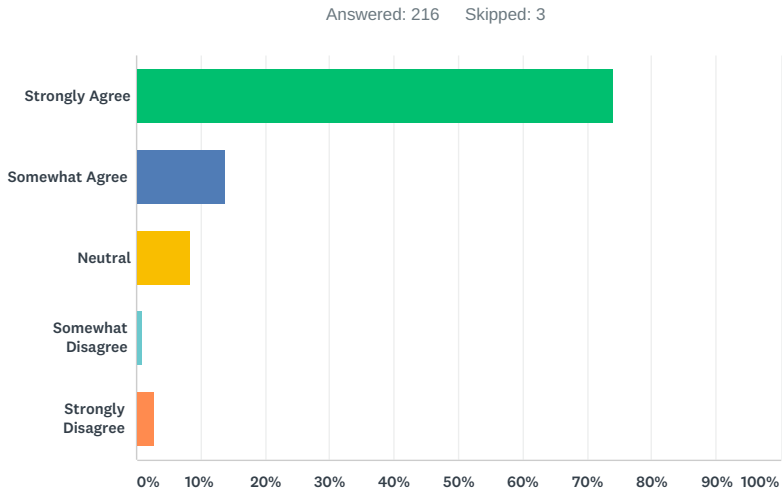
SURVEY RESPONSES

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.



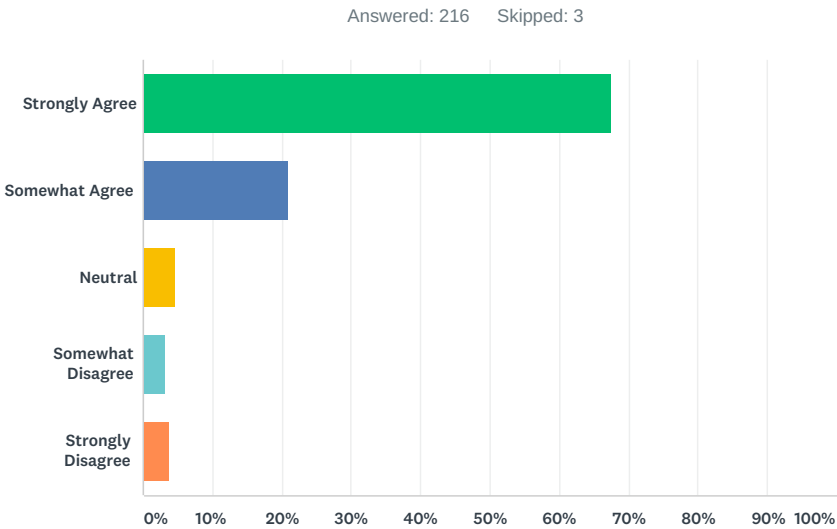
| ANSWER CHOICES | RESPONSES | |
|-------------------|-----------|-----|
| Strongly Agree | 89.95% | 197 |
| Somewhat Agree | 5.94% | 13 |
| Neutral | 1.37% | 3 |
| Somewhat Disagree | 0.46% | 1 |
| Strongly Disagree | 2.28% | 5 |
| TOTAL | | 219 |

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



| 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 |

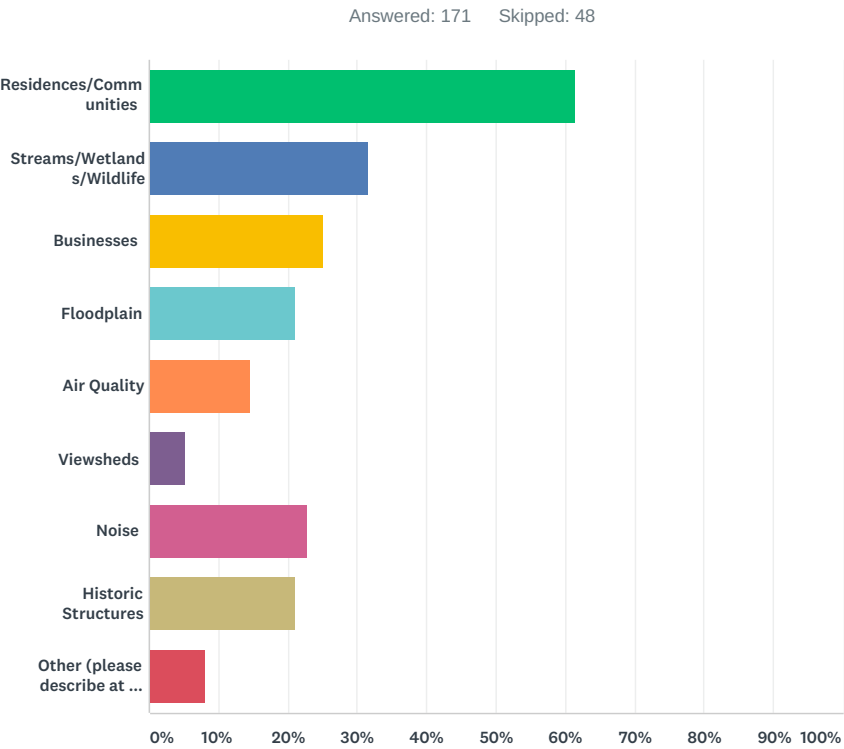
Q11 I agree with the three bridge crossing corridors being evaluated.



| 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 |

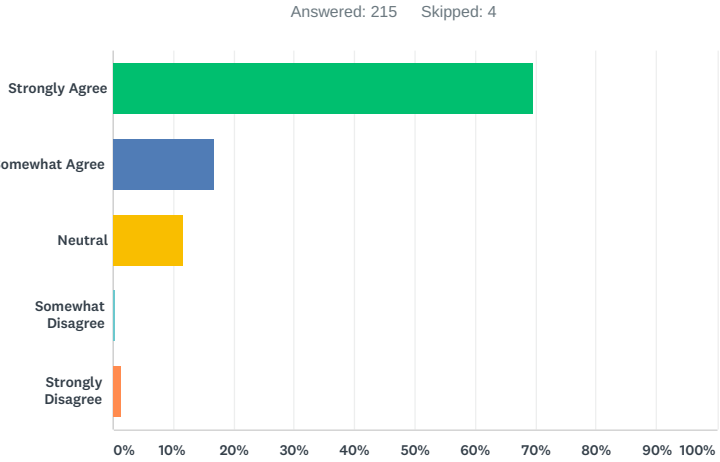
SURVEY RESPONSES

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)



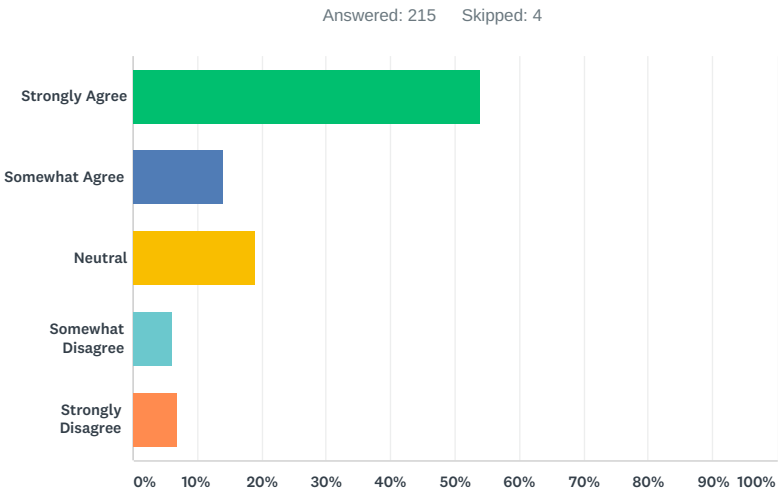
| ANSWER CHOICES | RESPONSES | |
|---------------------------------------|-----------|-----|
| Residences/Communities | 61.40% | 105 |
| Streams/Wetlands/Wildlife | 31.58% | 54 |
| Businesses | 25.15% | 43 |
| Floodplain | 21.05% | 36 |
| Air Quality | 14.62% | 25 |
| Viewsheds | 5.26% | 9 |
| Noise | 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.



| 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 |

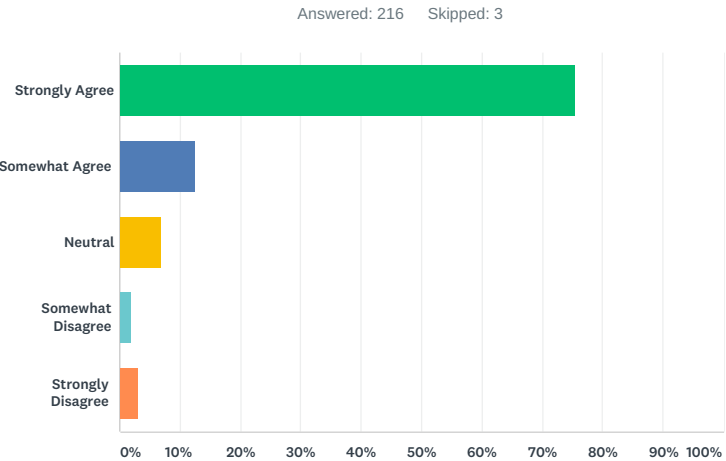
Q14 A bicycle/pedestrian crossing of the Ohio River would be beneficial at this location.



| 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 |

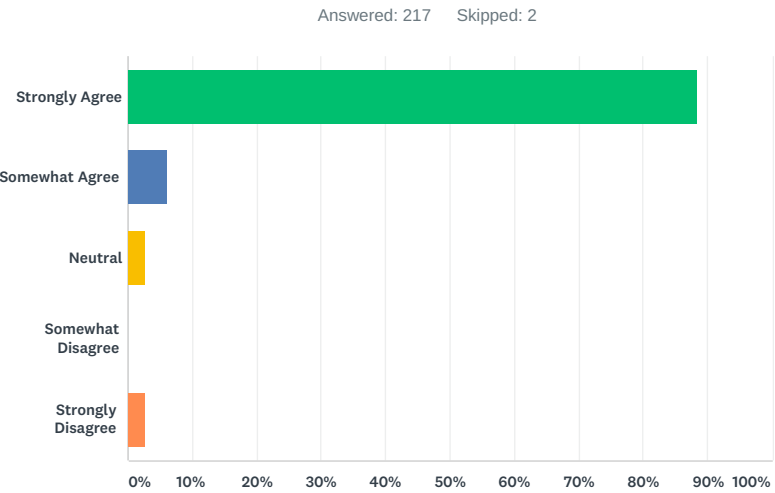
SURVEY RESPONSES

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



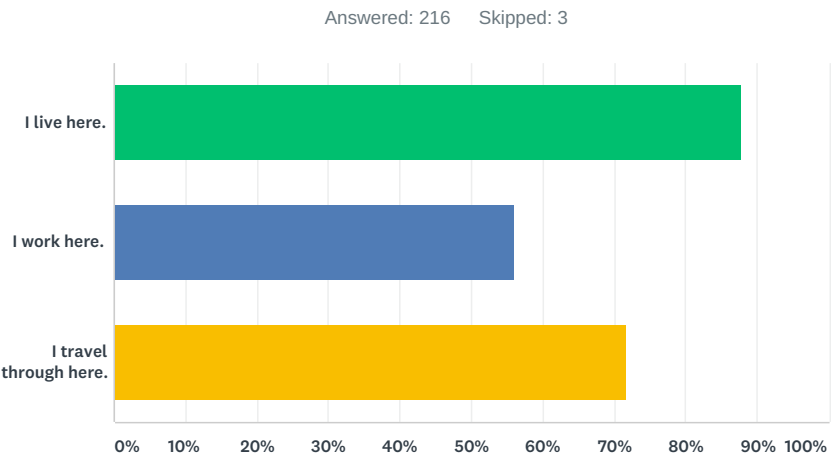
| ANSWER CHOICES | RESPONSES | |
|-------------------|-----------|-----|
| Strongly Agree | 75.46% | 163 |
| Somewhat Agree | 12.50% | 27 |
| Neutral | 6.94% | 15 |
| Somewhat Disagree | 1.85% | 4 |
| Strongly Disagree | 3.24% | 7 |
| TOTAL | | 216 |

Q16 The Ohio River bridge crossing should be further pursued.



| 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)



| ANSWER CHOICES | RESPONSES | |
|------------------------|-----------|-----|
| I live here. | 87.96% | 190 |
| I work here. | 56.02% | 121 |
| I travel through here. | 71.76% | 155 |
| TOTAL | | 216 |

SURVEY COMMENTS

| # | RESPONSES | DATE |
|----|--|---------------------|
| 1 | This Project is long overdue. | 12/9/2019 2:23 PM |
| 2 | Alleviate traffic congestion, safer for pedestrians with crossing, great outerbelt around Hgtn., quick access to shopping. This project should have been completed a long time ago. | 12/2/2019 6:51 PM |
| 3 | accidents - constructions - slow moving traffic game day traffic | 12/2/2019 2:36 PM |
| 4 | I think the area 1 would have the least impact on residences. That one makes sense to just take Big Ben Bowen right on through and over the river. | 11/30/2019 8:40 PM |
| 5 | The most logical and beneficial location for proposed bridge is corridor 1 - a direct road connecting with OH 7 and Big Ben Highway in WV. Also due to repeated flooding and damage to homes in the Overlook subdivision on this proposed Ohio site, Corridor 1 -a bridge there would solve that big problem. | 11/26/2019 11:57 PM |
| 6 | I agree with the need for a new bridge in the designated area. Would improve time and access to getting to shopping and work. The bridge would relieve traffic from the congested 31st bridge. Any of the corridors would be great. The bridge would enhance safety in travel. Corridor 1 seems the best route. But I vote for the new bridge regardless of the corridor you choose. | 11/26/2019 3:03 PM |
| 7 | All of the three will lower my property value and cause too much noise to my area. | 11/26/2019 2:57 PM |
| 8 | I live up river of Proctorville. The bridge would help me going to the Huntington Mall and the stores around it. Also going to Charleston and East on vacation. If Ohio builds the road bypassing Chesapeake, that would benefit me. | 11/26/2019 2:55 PM |
| 9 | I support bridge crossing at Rt 193 to Ohio Rt 7 | 11/25/2019 3:48 PM |
| 10 | It is also needed for safety and home land security! I vote for Option #1 Big Ben | 11/25/2019 3:46 PM |
| 11 | I think this crossing should connect I-64 to Route 7 in OH via the Big Ben Bowen Highway Crossing This would be a great improvement to the area Please do not build over the Rivera Golf Course! | 11/25/2019 3:43 PM |
| 12 | Prefer Corridor 1 next to Fairland East that directly connects to Merrits Creek Connector | 11/25/2019 3:36 PM |
| 13 | How will traffic flow/density be affected in the study area? How likely will imminent domain be enacted? | 11/25/2019 3:28 PM |
| 14 | 31st st to I64 (travel to friends and family in Kanawha Co) 31st to West Huntington (Harveytown) (Volenteer work) 31st to CCCTC (work) 13. Do not overlook. Rt 25 Rt 7 and this bridge could make a good bicycle trail for tourism This new bridge must be a four lanes to carry future traffic | 11/25/2019 3:25 PM |
| 15 | 10. I do not agree with 9 mile + golf course as new bridge site 11. Take my property if you please I do not want to live near or under a bridge ramp! If a bridge is to be built please do so in reasonable amount of time if I have to move I do not want to be 90 years old and not able to move | 11/25/2019 3:19 PM |
| 16 | This is a complete waste of money. There are enough bridges (one is only 5 miles from the proposed site). Funding would be a lot more beneficial to make Rt 2 a 4 lane | 11/25/2019 3:11 PM |
| 17 | Just make sure that school traffic has alternate routes for the parents so they are not backed up. Also compensate people who are elderly if you take property. Build handicap accessible housing on the roads | 11/25/2019 3:06 PM |
| 18 | Traffic congestion/bottlenecks daily anywhere between 31st St and the 29th St. I-64 interchange | 11/25/2019 3:02 PM |
| 19 | If the bridge site in Corridor 3 were moved slightly towards Pt. Pleasant, no homes would be impacted! I live in Corridor 1 - the bridge would be two doors down from my house! My property value is going to plummet. | 11/25/2019 2:54 PM |
| 20 | This bridge is necessary and long overdue. | 11/25/2019 2:47 PM |

| | | |
|----|--|---------------------|
| 21 | I believe that the Miller Rd. - Option 1 is the best option. Even though I live in this designated area it makes the most sense. I would gladly sell my house in order to allow this bridge to be built. I do not want to live under a bridge. | 11/25/2019 2:43 PM |
| 22 | I do not want to give up my home. We've been there 24 years. Our plan was to be there until we die | 11/25/2019 2:38 PM |
| 23 | 1. Mostly Huntington 4 Lane with walk way | 11/25/2019 2:32 PM |
| 24 | 1. Mostly Huntington 4 Lane with walk way | 11/25/2019 2:28 PM |
| 25 | No impacts | 11/25/2019 12:39 AM |
| 26 | Please do it | 11/24/2019 5:45 PM |
| 27 | Start ASAP | 11/24/2019 1:59 PM |
| 28 | I live in Portsmouth and frequently have to travel to both Huntington and Ashland. I grew up in Greenup County, but have spent most of my adult life in Louisville Ky. The econony there in many ways mirrors the tri state area as the economy of the area is spread amongst two states, Kentucky and Indiana. There is a large cross-river traffic at all times, especially at rush area. There are approximately 1.3 million in the MSA, and the entire area is economically dependent on cross river transport and commerce, the economies of Louisville Ky, Jeffersonville In, Clarksville In, and New Albany In totally intertwined. There are only 5 bridges that cross the entire river there. From Portsmouth to Huntington there are already more ways to cross the river - two crossing here in Portsmouth, one in Lloyd, one in Ironton, two in ashland, and three in Huntington. Another bridge doesnt fix the terrible economy of this area. What does? Clearing up corruption, education (including skills training), social change, etc - that is what will fix this area, the only hope the area has. I mean really, people starve here, overdoses are routine - what the hell? There are SOOOOOO many other thing that need funding to help the people and the economy of the area - why are we even studying building a bridge before SERIOUSLY addressing these issues, amongst countless others. If you are going on the guise of "if you build it they will come" WAKE UP!!!! No industry, factory, company, business owner, not one single person is gonna want to be here unless we address more pressing issues. #peoplebeforebridges | 11/24/2019 11:59 AM |
| 29 | I would strongly support this bridge as it would allow me to shop, eat and do more activities in Barboursville. Currently, it takes us about 30 to 35 minutes to get there which limits how often we can go. With this bridge, we would change our daily activities to utilize this area more | 11/23/2019 9:47 PM |
| 30 | None | 11/23/2019 3:27 PM |
| 31 | Population growth in the area demands it. | 11/23/2019 1:00 PM |
| 32 | Please include me in all available information distribution groups: cwlowe83@gmail.com Also, I'm interested in the satellite image of the entire beltway which was available at the presentation. This is an exciting project which will benefit the Barboursville region through more Ohio patronage. | 11/23/2019 2:14 AM |
| 33 | The Proctorville Bridge is decaying and already has a weight limit. It worries me that it is the only somewhat reasonable means for me to cross the river so I can get to work. I really hope this new bridge is completed sooner rather than later. | 11/22/2019 11:42 PM |
| 34 | This is a must for our area!! | 11/22/2019 2:29 PM |
| 35 | Put a bridge in south point you have three crossing to huntington wv we dont need another those three havent helped nor will the 4th one | 11/22/2019 10:38 AM |
| 36 | I work at the Huntington mall, so does my daughter, I really feel that a bridge leading to merrits creek will be beneficial in many ways. It will cut down on travel time. I also think it will help cut down traffic on 60 and 64. Those of us that live in Ohio will have an easier and more efficient way to get to places like the mall, merrits creek, Tanyard station, and even Barboursville. | 11/22/2019 6:27 AM |
| 37 | Connecting to Big Ben would be most beneficial | 11/22/2019 12:24 AM |
| 38 | As the Gallia County Chamber of Commerce President, I highly recommend and avidly support the construction of this project. The ease of traffic flow and benefits to businesses is invaluable. | 11/21/2019 10:22 PM |
| 39 | I personally do not believe this bridge would be beneficial to anyone. I live in Option 1, we have lived there 35 years (built the house) land has been owned by our family for over 100 years. We are retired and this is our family home raised 3 boys here and plan on leaving it and the land to them. My husband was brought up on this property and his mother still lives in a house that would be taken. My son is building a house and it would be taken. | 11/21/2019 7:52 PM |

SURVEY COMMENTS

| | | |
|----|--|--------------------|
| 40 | The 31st street bridge needs fixed and finished. The 6th st to 5th st hill interchange needs done over the tracks as promised in the late 60s. Rt 2 is right hand of 35 at Henderson WV 35 east Charlotte, Wythville etc. Richwood 35 west Htgn Lexington to Knoxville. Fix Rt 2 111 million dollars tax payer money to get +3000 Fairland residence to the mall | 11/21/2019 7:48 PM |
| 41 | Residence is located very near the Ohio end of bridge corridor #1 | 11/21/2019 7:42 PM |
| 42 | 1. Property values 2. Views from residence 3. Noise from traffic 4. Businesses (Sheetz) in front of my house 5. Foot traffic (May lead to homeless communities near and around bridge) | 11/21/2019 7:37 PM |
| 43 | Option closest to Big Ben Highway is my preferred choice | 11/21/2019 7:32 PM |
| 44 | Positive: Business/Residence/Air Quality To get a true impact and cost benefit, the project needs to be viewed as a true outerbelt. As outerbelt, the benefit and usage needs to be looked at as alternative touting, especially during times of congestion and closure of I-64. Need to look at the frequency of those closures or partial closures. | 11/21/2019 5:57 PM |
| 45 | I believe this is a much needed idea. I travel this area frequently and this would make the drive much easier. | 11/21/2019 5:30 PM |
| 46 | I highly discourage the consideration of Corridor 2 as it would negatively impact the existing Public Golf Course, Riveria Country Club. The Tri-state area has lost over half of its public golf courses in the last twenty-five years and there were not that many to start with. Of related interest, Forest Hills Golf Course in Chesapeake was taken by ODOT for the second phase of the Tristate Outerbelt (then called the Chesapeake Bypass). Since that time (at least 15 years), no action has been taken to construct that portion of the Outerbelt. We lost the ONLY public golf course in Lawrence County for no reason. It could still be operating today. Second, there is no unconstrained connecting route from Big Ben Bowen Highway (WV-193) shown to either Corridor 2 or 3. To be equal, the cost of an extension of Big Ben Bowen Highway to the new bridge that is fully unconstrained (no at-grade intersections or stoplights) should be added to both Corridor 2 and Corridor 3. Otherwise, the comparison is apples to oranges as Corridor 1 is the only option that provides unconstrained access to the new bridge. Alternately, the cost of the interchange with WV-2 could be removed from the cost of Corridor 1 to provide an equal option. However, I am not advocating for an at-grade intersection at a major river crossing bridge. Lastly, is this the only method for public comment? Are letters accepted? | 11/21/2019 5:19 PM |
| 47 | Rockwood Avenue (5R1), I-64 | 11/21/2019 5:10 PM |
| 48 | I hope this happens. | 11/21/2019 5:01 PM |
| 49 | Completing the new Ohio River bridge crossing will dramatically improve access to existing industrial sites along RT 2 including the Kyle Lane Industrial Park at intersection of RT 2 and the Big Ben Bowen Hwy as well as nearly 70 acres of industrial property in Lesage, WV developed by the Huntington Area Development Council. This property is one of only two sites in the entire state designated as a shovel-ready site by the WVDO. There may be a concern that the proposed bridge comes too close to industrial properties in the Kyle Lane Industrial site. | 11/21/2019 4:56 PM |
| 50 | To go from Proctorville to I-64 in Huntington, there are 2 choices - either Route 60 or Route 2. Route 60 is congested, particularly between 5 & 6 PM. If you travel this way it adds at least 15 minutes to your travel time. If you go this way during 5-6 PM it could be an hour. If you choose Route 2, you have to go through Guyandotte. The speed limit is 35 mph. When you finally get above Guyandotte the road has a few humps in it where it has moved that are hard on a vehicle if you're going faster than 35-40 mph. Plus, most people continue to go below the speed limit in this section so this adds 20 minutes to your travel time to get to the Big Ben Bowen connector to be able to access I-64. A bridge crossing the Ohio River above Proctorville would get those travel times down to 10 minutes. It also would open that area up for economic development which Lawrence County desperately needs. | 11/21/2019 4:52 PM |
| 51 | This would greatly cut down on drive time to Htgn Mall and friends on Rt 2 | 11/21/2019 4:50 PM |
| 52 | Alcon is close to proposed bridge. Alcon is a large employer for Huntington area. Please keep Alcon informed of progress and impacts | 11/21/2019 4:47 PM |
| 53 | This is so important to our growth of our community, employment, existing through traffic to our area. | 11/21/2019 4:31 PM |
| 54 | My preference would be corridor #1, Ben Bowen Highway | 11/21/2019 4:28 PM |
| 55 | Across to Merrit Crk connector is a long drive worst to Eastend bridge then back to Rt 2 | 11/21/2019 4:25 PM |

| | | |
|----|---|---------------------|
| 56 | I travel to the mall by Rt 2. The road is falling into the river- it isn't safe. If I go up Rt 60, the traffic is terrible it would be great to have a bridge connecting to benbower ztgg business can't locate in Proctorville. home area because of the board limit on the 31st street bridge - I pray that I will long enough to enjoy this bridge. Hope they will get started soon! | 11/21/2019 4:20 PM |
| 57 | 1. If the bridge takes my house, am I going to get enough money to build a new house?! 2. When is bridge to start construction? | 11/21/2019 4:10 PM |
| 58 | It improves to future for business and better life for employment. I am for it | 11/21/2019 3:55 PM |
| 59 | Rt 60 and I-64 traffic can completely grid lock our area. Housing another way between Barboursville and Huntington could be a huge benefit. As a business owner, citizen and school bus driver, another route would be beneficial. The positive impact for business and travel outweigh any negative impact in my opinion | 11/21/2019 3:47 PM |
| 60 | My main concern at this time is the relocation of my deceased family members. Especially at Kyle Cemetery. | 11/21/2019 3:44 PM |
| 61 | There needs to be a corridor connecting the landlocked portions of Ohio to the more developed aves of West Virginia, and bypassing Huntington saving time and energy | 11/21/2019 3:37 PM |
| 62 | Please build this bridge it will help us and our community so much with the traffic congestion. | 11/21/2019 3:32 PM |
| 63 | 1. In the mornings around 8:00 AM from Rt 7 on to the 31st bridge to Huntington. Nightmare when bridge inspections are going on the 31st st bridge | 11/21/2019 3:30 PM |
| 64 | Bridge would improve traffic flow through Huntington | 11/21/2019 3:26 PM |
| 65 | only one seems reasonable #11 - The logical placement of bridge is Merriits Creek - Corridor # 1 - straight to Ohio 7. A lot of preliminary work has been done and this seems most logical and desirable. This would also solve flooding that occurs to residents often on the Ohio side | 11/21/2019 3:20 PM |
| 66 | Corridor #1 is the best solution | 11/21/2019 3:15 PM |
| 67 | Most in favor of #1 option | 11/21/2019 3:06 PM |
| 68 | Option 3 should not be considered Route 60 - Go Mart to 7th Ave exit Option 3 would not be a good choice at all. Cabell County BOE has a 15 million dollar state of the art transportation complex and an elementary school at this location | 11/21/2019 3:01 PM |
| 69 | I am in favor of the bridge proposal. I only hope it happens soon! | 11/21/2019 2:52 PM |
| 70 | N/A | 11/21/2019 2:50 PM |
| 71 | I prefer the option 1 since it is the only option to tie into Interstate 64. Route 2 connections will just create congestion to that small road and create safety issues as you travel to connect to the interstate. | 11/21/2019 2:50 PM |
| 72 | Long term economic development, travel efficiency, safety for quicker access to Hospitals for some | 11/21/2019 2:49 PM |
| 73 | This would make travel to Rivera Golf Course much easier | 11/21/2019 2:46 PM |
| 74 | Please please go ahead with this project. It has been needed for a very long time | 11/21/2019 2:19 PM |
| 75 | There are so many instances (inspections, jumpers, wrecks, construction) that one or both bridges in area are shut down or down to one lane or accessible that people need alternate crossing of the river | 11/21/2019 12:17 PM |
| 76 | The proposed location is too close to the Proctorville Bridge. It would be nice to have it midway between the Silver Bridge and Proctorville Bridge. | 11/21/2019 4:24 AM |
| 77 | This bridge needs to be built. | 11/21/2019 2:58 AM |
| 78 | I commute from Gallipolis down Route 7 5 days a week for work. This would let me bypass all the traffic in Huntington and get home to my family a lot sooner. | 11/21/2019 2:44 AM |
| 79 | Other | 11/21/2019 2:39 AM |
| 80 | This bridge would save so many people so much. And also more places to apply for work, because the commute would be so much shorter. | 11/21/2019 2:24 AM |
| 81 | None | 11/21/2019 2:06 AM |
| 82 | Would love to see the bridge further north on RT. 7 | 11/21/2019 1:56 AM |

SURVEY COMMENTS

| | | |
|-----|---|---------------------|
| 83 | Needed for business not just convenience! Could really make a big impact in Ohio and vv communities | 11/21/2019 1:09 AM |
| 84 | This would be a wonderful asset for our communities | 11/21/2019 12:59 AM |
| 85 | I strongly advocate moving forward with the bridge crossing and tying into the Big Ben Bowen Highway. | 11/21/2019 12:46 AM |
| 86 | Corridor 1 is the logical location since it provides direct access to I-64 via WV 193. The other proposed locations do not. | 11/20/2019 11:38 PM |
| 87 | When one bridge is closed for inspection or work it makes traveling to another bridge to cross out of the way depending on where I am driving from. Weather also causes traffic backup in the winter at times. | 11/20/2019 7:54 PM |
| 88 | Bicycle/pedestrian access is critical. I absolutely will use the new crossing to not only access bike riding at yhe Crown City Wilderness Area but also roads in that general vicinity. Route 2 in WV is a death trap for any sort of bicycle riding. | 11/20/2019 5:09 PM |
| 89 | #2 and #3 look the most feasible | 11/20/2019 2:16 PM |
| 90 | The reasons for "impacts" in question #12 are positive impacts. I strongly feel a bridge in this area will be positive for the residential area as well as businesses. | 11/20/2019 1:27 PM |
| 91 | I feel this new bridge would be very beneficial to the area as a whole. I live in the Crown City/Gallia County Ohio and travel often to the Huntington area for shopping, family jobs, and recreation. Would love yo see this project move forward, Thank you for the opportunity to have a voice in this, | 11/19/2019 2:21 PM |
| 92 | We ABSOLUTELY need another bridge crossing into WV from some point in the Proctorville/Rome Township/Athalia/Crown City area. This would help many people by shortening their daily travel commute, it would help with easing congestion on the 31st bridge and also provide an alternate route to allow us quicker access to the mall, Barboursville & Rt.2 areas & points beyond the mall, Barboursville and Rt.2 areas as well. I am 50 years old, I sure hope this bridge becomes a reality in my lifetime. | 11/19/2019 1:45 PM |
| 93 | An ohio river bridge crossing could cut my work commute in half, which would result in a significant cost savings in transportation costs. It would also allow for easier access to shopping and other events in the area. | 11/19/2019 1:43 PM |
| 94 | After reviewing the corridors, corridor 1 looks to be the best bet. This county would strongly benefit from this bridge, as well as WV. | 11/19/2019 1:49 AM |
| 95 | We need a bridge from OH7 to Barboursville. | 11/18/2019 10:46 PM |
| 96 | n/a | 11/18/2019 9:23 PM |
| 97 | We NEED this bridge | 11/18/2019 9:11 PM |
| 98 | Let's get this Bridge constructed! I'd be at the meeting if I did not have church. I'm a big advocate for this bridge to be completed because it would benefit me and the community. | 11/18/2019 9:05 PM |
| 99 | It would be silly to not connect this bridge to the Big Ben Bowen Highway on the WV side. Common sense should dictate this. | 11/18/2019 8:13 PM |
| 100 | I know that State Route 7 in Proctorville has been turned over to the county and we would like to have it turned over back to the state to maintain bc new lines and upkeep need to be completed and the county states they don't have the money | 11/18/2019 6:21 PM |
| 101 | I live in proctorville on the country it would be faster and easier to get Huntington | 11/18/2019 5:25 PM |
| 102 | Would make things so much faster and better for the upper ohio area as well. I'm from Gallipolis and would tremendously use the Huntington area more if the bridge is built. | 11/18/2019 4:34 PM |
| 103 | This will only allow for drug trafficking to increase in a rural community. People move to the area to get away from the bikes and backpacks in Huntington. Not to have more homeless and vagrants in their community. Corridor 1 also negatively affects the airport which could provide a vital supply route in the event of a disaster. | 11/18/2019 3:23 PM |
| 104 | I have been hearing about this for 20+ years and think it is time we finally fulfill this vision. I do believe this will be beneficial to the area and help the economy for all three states of the Tri-State. | 11/18/2019 2:43 PM |

| | | |
|-----|--|--------------------|
| 105 | This would expedite the travel times for many of our citizens and would open a huge corridor for economic growth in both the Barboursville area but also Proctorville. At the moment, Proctorville is secluded away from major highways and this would provide a great incentive to industries looking to relocate to somewhere that is quickly accessible. | 11/18/2019 2:11 PM |
| 106 | A new bridge would prevent extra travelling and mileage on vehicles wanting to travel to the Barboursville area. Currently we have to go through Proctorville and Huntington to get to Barboursville area. A new bridge would shorten the drive and traffic congesting these areas. Business and residence in the surrounding areas will be able to grow due to the shorter commute. | 11/18/2019 2:08 PM |
| 107 | This will be a great way to benefit the people of this area | 11/18/2019 2:05 PM |
| 108 | I think Option 1 is the best. Although my mother owns a house in the area to be affected by the construction. I am very interested in the timeline for buying property so I can have time to make arrangements for her. | 11/18/2019 1:38 PM |
| 109 | This has been talked about for years and will take a long time to complete, so let's get it done ASAP! Thanks for the opportunity to provide my feedback online. | 11/18/2019 1:22 PM |
| 110 | praying this is approved!! | 11/18/2019 7:32 AM |
| 111 | The 1st location for the bridge is way to close to Fairland Elementary school the second one in my opinion a good option as for option number 3 it close to another elementary school we need to think of the children's who has to the ride bus and for there safety cause what if a kid get out of the school grounds and gets into traffic | 11/18/2019 5:09 AM |
| 112 | I live in Proctorville but work in Barboursville. Our business is always hiring and short staffed, This bridge would open access for Ohio residents to work in WV. I would also hope that ease of access to Proctorville would bring some of the growing business in Barboursville across the River. | 11/18/2019 4:35 AM |
| 113 | The impact would be beneficial to all. Now not for economic reason but for safety as well. As the current Proctorville bridge is in need of repairs this would give an alternative route for safety vehicles as well as common motorists to access the surrounding areas. | 11/18/2019 4:22 AM |
| 114 | Question 1: if you are traveling from Rt. 60 at around 5:00 on a weekday you will have to add about 10 minutes onto your time getting home or going to work. | 11/18/2019 3:52 AM |
| 115 | Personally I'd like to see the bridge be closer to Fairland East as opposed to further up the river near Crown City. Obviously the bridge will have some positive impacts for our community and economy, but as the Fire chief of Rome Township I'm concerned we're ill-prepared for the additional call volume based on our current funding. | 11/18/2019 3:46 AM |
| 116 | I see nothing but benefit | 11/18/2019 3:19 AM |
| 117 | Don't want to lose golf course. | 11/18/2019 2:58 AM |
| 118 | I think the Proctorville/ Rome community would benefit greatly from this bridge as well as existing and potential businesses along the RT. 2) Merritt's Creek area. | 11/18/2019 2:31 AM |
| 119 | I like it connecting to big bend | 11/18/2019 2:28 AM |
| 120 | Bridge traffic in the east end of Huntington is often congested during times related to work flow. | 11/18/2019 2:24 AM |
| 121 | This is something we need and have needed in the area for a long time. To get to the Proctorville/ 31st street bridge alone takes me 15 minutes . To be able to cross at the school would cut down travel time so much and be such a benefit to so many of us who live further out of town but still work and shop in the Barboursville/ Huntington area. | 11/18/2019 2:08 AM |
| 122 | Connection between OH 7 and 193 would be ideal. | 11/18/2019 2:02 AM |
| 123 | I suggest corridor 1 or 2 but more 1 | 11/18/2019 1:55 AM |
| 124 | New bridge great idea. | 11/18/2019 1:09 AM |
| 125 | The corridors that affect displacement or quality of life for residents in the area should not be pursued. The corridor that are close to the elementary school should also not be pursued as not only will the traffic affect morning drop offs of students but commutes for local residents to work. | 11/13/2019 7:50 PM |
| 126 | I am very curious to know what the design implementation would be and how it would affect my residence. Option 1 completely covers my house leading me to think I will have to move. | 11/6/2019 1:13 AM |

SURVEY COMMENTS

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

SURVEY CONTACT LIST

Ohio River Bridge Crossing
Location Study

| Name | Address | Email Address |
|----------------------|---|------------------------------|
| Michael Pickens II | 355 Township Road 1167 Proctorville, OH 45669 | mp619914@ohio.edu |
| Michael McMaster | 407 Co RD 411 | mm260908@gmail.com |
| Christopher Swann | | |
| Dale | 841 Montgomery rd | daletee2@yahoo.com |
| Peyton E. Carter | 81 Township Road 1526; Proctorville, OH 45669 | |
| Stacie Dennison | 132 Township Road 1119 | stacied@zoominternet.net |
| Paula Luby | 378 Township Rd 1110 | palivingston32@gmail.com |
| Ed Warnick | Proctorville, Ohio | ewarnick@zoominternet.net |
| Don Collins | | donrcollins@gmail.com |
| Jeffrey Martin | 38720 huntington road | jleemartin89@gmail.com |
| Charles R Landon | 21 Heather St Crown City, Ohio 45623 | |
| Kris Oney | kyle lane | kristopher.oney@alcon365.com |
| Ryan Hanna | 7255 Deer Pen Rd Lesage, WV 25537 | chopper7926@gmail.com |
| Shane Linville | 103 Dexter Road, Salt Rock, WV | shane.linville@alcon.com |
| Jeff Walizer | 6460 Merrits Creek Rd. Huntington, WV 25702 | jeffwlzr@comcast.net |
| Genie Walizer | 6460 Merrits Creek Rd. Huntington, WV 25702 | geniewlzl@yahoo.com |
| James Ward | 52 township road 1147 proctorville OH | DragonDad37@gmail.com |
| Wilbur E. Williams | 227 Put. Dr 12638 Proctorville Ohio 45669 | |
| Gary L. Webb | 13456 S.R. 7 Proctorville Ohio 45669 | |
| Donna Kurucz | 311 Private Drive, 12638 Proctorville Ohio 45669 | |
| Tonya Tomes | RR 1 Box 159 Lesage WV 25537 | tonyatomes@gmail.com |
| Eric carter | 81 Township Road 1526; Proctorville, OH 45669 | escarter70@yahoo.com |
| Aletha Louise Webb | 13456 or 13440 St. Rt. 7 Proctorville, Ohio 45669 | alethawebb@gmail.com |
| Terry Garten | 40 Twp Rd 1151 Proctorville, OH 45669 | terrygarten@zoominternet.com |
| Robert L. Galloway | 273 Township RD. 1161 Proctorville OH 45669 | |
| Bill Clark | 18 Jacqueline HTS Huntington WV 25702 | bill@wyclarkeinc.com |
| Paul Davis | 1120 Virginia Ave Huntington WV 25704 | pdavis@tta.wv.com |
| Jennifer Woodall | 940 4th Ave Huntington | jwoodall@tta.wv.com |
| Glynda Reich | 76 Twp Rd 1244 Proctorville OH 45669 | gindy01@gmail.com |
| Angie Wireman | 8334 Co. Rd 107 | |
| Raine Wireman | 8334 Co Rd 107 Proctorville OH 45669 | rwireman2@moreheadstate.edu |
| CW Reich | 76 Township Road 1244 Proctorville OH 45669 | c_w_reich@hotmail.com |
| Nellie Scarberry | 6018 Mier Road Huntington WV | |
| Ron Tweel | 126 Twp Rd 1384 Proctorville OH 45669 | curtainconcepts2@aol.com |
| Scott Morrison | 6086 Kyle Lane Huntington WV 25702 | |
| Kelly Stull | 21 Private Dr 8197 Proctorville | kstull@aol.com |
| Denise Bodreau | 13 Pvt Dr 8197 Proctorville OH 45669 | denise.bodreau21@outlook.com |
| Melissa Lucas | 300 Twp RD 1354 Crown City OH 45623 | |
| Mary Jo Johnson | 6086 Kyle Lane Htgri, WV 25702 | stickholio@gmail.com |
| John King | 52 Twp Rd 1150 Proctorville OH 45669 | john.king7822@me.com |
| Chris S. Lucas | 300 Township Rd 1354 Crown City OH 45623 | aquaterratradingco@gmail.com |
| Robert Jack Hendrick | 6022 Miller Road, Huntington WV 25702 | glennajhendrick@yahoo.com |
| Lois J. Carter | 13 Pvt Dr 220, Proctorville, OH 45680 | N/A |
| Susan Moore | 1000 Tinker Lane Proctorville, OH 45669 | olivelucytoo@aol.com |
| John L. Carter, Jr | 13 Pvt Dr 220, Proctorville | jcarter606@zoominternet.net |
| John L. Carter, Jr | 13 Rt Dr 220 Proctorville, OH | jcarter606@zoominternet.net |

Public Survey Contacts

Ohio River Bridge Crossing
Location Study

| | | |
|---------------------------|---|------------------------------------|
| Payten halley | 39mercerville rd | halleyfamilyof5@gmail.com |
| Janel Aldridge | Rt 1 Box 424A | AILLE@FRONTIER.COM |
| Michael Antis | 1647 Highland Ave. Portsmouth Oh 45662 | antis.pf.13@gmail.com |
| Amanda Mack | 171 private dr 123, Crown City OH 45623 | amcconnell81@hotmail.com |
| Neil Bouchillon | 281 township Road Proctorville, Ohio 45669 | nbouchillon@bcc-wv.com |
| Floyd Clary Jr | Crown city Ohio | frkclary370@gmail.com |
| CHRISTOPHER W LOWE | 48 TOWNSHIP ROAD 1351 | Cwlowe83@gmail.com |
| Crystal Criswell | 16701 State Route 7, Crown City, OH | crystal.schulte.criswell@gmail.com |
| Jeff | Adkins | jadkinsrt90@gmail.com |
| Shane Lloyd | | slloyd5689@yahoo.com |
| Larry Anderson | 631 S 6th St, Ironton | Larry@glmin.com |
| Barry holschuh | 307 2nd str west south pooint ohio | baholschuh@outlook.com |
| Kristi Singer | 162 Twp rd 1059, Proctorville, Ohio 45669 | ksinger@myhjc.com |
| Andrea | Fuller | andrea.marie7197@gmail.com |
| Anna Simmons | 274 township road 1354 crown city oh | macannmac048@yahoo.com |
| Trish Johnson | 1603 Jomar dr | tjohnson@wdrc.net |
| Jen Swain | 23156 St Rt 7, Crown City, OH 45623 | jenni.a.swain@gmail.com |
| Vicky Gwinn | 172 Township Road 1212 | vrgwinn1@gmail.com |
| Olivia | Proctorville, oh | oprice11@gmail.com |
| Marlena Wallace | 284 Shoal Creek Rd Crown City, Ohio 45623 | marilynrenee71@yahoo |
| Charla Whobrey | 148 Lila Dr., Gallipolis, Oh. 45631 | whobee94@gmail.com |
| Robin Spurlock | 6131 Kyle Lane, Htgn, WV, 25702 | rspurlock5@aol.com |
| Jeff Spurlock | 6131 Kyle Lane Htgn WV 25702 | rspurlock4@aol.com |
| Herman Davis | 37 TWP 1149 Proctorville, OH 49669 | hed99@netacs.net |
| David A Snliel | 6411 Dovehal Lane Lesage WV 25537 | None |
| Larry Gay | 6028 Kylemore RD, Huntington, WV 25702 | wvdeputy65@yahoo.com |
| Vallery Dyer | 4673 Co Rd 17 South Point, OH 45680 | dyerfarmlife@aol.com |
| Kelli Sobonya | | ksobonya@cabellcounty.org |
| Tommy Trent | 242 TwN Rd 176 Crown City OH 45623 | |
| Jason Patrick | 9014 Co Rd 1 | JPatrick45680@gmail.com |
| Ralph Kline | Lawrence Co. Transportation Committee (305 N. 5 | RKline@ilcao.org |
| Rodger D. Camp | 1098 Mead St Proctorville, OH 45669 (Athalia) | brolaw@earthlink.net |
| Steve Zula | PO 22 Crown City OH 45627 | |
| Terri Wentz | 32 Township Road 1148, Proctorville, OH 45669 | saffire63@zoominternet.net |
| Bill Dingus | 3090 Co. Rd 13, South Point, OH 45680 | dingus@ohio.edu |
| Joseph M. McCallister, PE | 70 Township Road 1364, Chesapeake, OH 45619 | joe94pe@yahoo.com |
| Patrick Leighty | 3001 South 6th St, Ironton, OH 46538 | pleighty@lawrencecountyengineer.c |
| Edie Bostic | 801 Yellowtown Road, Patriot, OH 45658 | gl.ebostic3@gmail.com |
| Teri Booth | | teribooth@mail.house.gov |
| Sherri Whitt | 3819 State Rt 588 Gallipolis Ohio 45631 | tylrshrr@yahoo.com |
| Adam Phillips | 914 5th Ave Huntington WV 25701 | aphillips@hadco.org |
| Lisa Pine | 277 Township Road 1385 Proctorville, Ohio 45669 | jpine@zoominternet.net |
| Janet Holley | 228 Twp Rd 1280 Proctorville OH | |
| Chad Stutler | 6065 Kyle Lane Huntington WV | Chad.Stutler@Alcon.com |
| Jack Nelson | 45 Twp Rd 1255 Proctorville, OH 45669 | |
| Jeremy T. Miller | 569 Township Road 293, Chesapeake, OH 45619 | jncmiller@gmail.com |
| Edward Evans | 9250 CR 107 Proctorville OH 45669 | eddieevans76@gmail.com |

Public Survey Contacts

SURVEY CONTACT LIST

Ohio River Bridge Crossing
Location Study

Cheryl Nelson 45 TWP Rd 1255 Proctorville OH 45669
 Jeff Hutchison PO Box 822 Proctorville OH 45669
 Danny Mills 5977 Cox's Landing Rd Lesage WV 25537
 Scott Hant 21 Candy Lane Chesapeake OH 45169
 Dan Burd 41 Riverside Dr, Chesapeake, OH
 Robert J Hendrick 6022 Miller Rd 25702
 Joey Heek
 Linda L. Adkins 3316 River Ave Huntington WV 25705
 Mary Thompson "freddy" 141 Twp Rd 1148 so. Proctorville OH 45669
 Anonymous
 Gale Thompson 141 Twp Rd 1148 So. Proctorville OH 45669
 William swiger 3858 county road 12 proctorville Ohio 45669
 Kenny Boss 68 Twp Rd 1291 304-633-4100
 Stanley Coates 9 Townshoip Rd 1534 Proctorville OH 45669
 Janet Carter 81 Twp Rd 1148 Proctorville, OH 45669
 Allen Payne 220 Township Rd 1354 Crown City OH 45623
 Paul Thomas 106 Township Rd 1534 Proctorville, OH 45669
 Chuck Wentz 32 Twp Rd 1148 Proctorville, OH 45669
 Tim Stewart 2850 5th Ave, Huntington WV 25702
 Danny Holschuh 25 Twp Rd 1533 Proctorville OH 45669
 Lorelei Holschuh 25 Tup Rd. 1533 Proctorville, OH 45669
 MaryInn Thomas 106 Township Rd. 1534 Proctorville OH 45669
 Cody Stephens 246 township road 1533 Proctorville Ohio 45669
 Cindy Anderson 631 S 6th St
 Mike Dyer 4678 CR 17 South Point OH 45680
 Dustin Holschuh 39 Put Dr 185 Proctorville
 Kari Brown 6003 State Route 141 Gallipolis
 Lora Delaney 14087 Hannan Trace Road Crown City Ohio
 John Hager 401 mercerville rd crown city ohio 45623
 Sheri Love 25 Pvt Dr 9008 Co Rd 108 Pville Oh
 Seth 236 Carper In
 Michelle Mapier 16369 St Rt 7 Crown City OH 45623
 Rebecca Stuart 309 Township Road 1161 Proctorville Ohio 45669
 Christie Combs 6907 Hannan Trace Rd Crown City, Oh 45623
 Nancy Hall 27 Township Rd 1387, Proctorville, OH 45669
 Tom young Gallipolis, Ohio
 Jodie Plybon 505 Gallia Street Crown City, OH
 Brandon Pritchard 389 kentuck fork Branchland wv 25506
 Kari Mayes 4129 Teens Run Road, Crown City, oh 45623
 Carolyn Rossiter 240 Gallia St, Crown City Oh 45623
 Vera Johnson 1073 Bladen Road, Gallipolis, Oh 45631
 Jane Cox 8567 State Route 218 Crown City Ohio 45623
 Jordon 493 Legrande Boulevard Gallipolis, oh 45631
 Katy Clary 2319 Teens Run Rd Crown City OH 45623
 April Nieto
 Denitta Short 15262 State Rt 7 S
 Cristina McCreedy 241 Blessing Rd Patriot Oh 45658

Public Survey Contacts

jcnelson5789@zoominternet.net
 hutch@thehutagency.com
 DRMills5997@gmail.com
 Westvievpagency@yahoo.com
 danburd@gmail.com
 heek_racing@yahoo.com
 hugsonsfred@live.com
 hugsonsfied@
 swigerw316@yahoo.com
 kboggs@amdsgruop.net
 stangcoates@aol.com
 jncarter67@yahoo.com
 apayne1@netacs.net
 pthomas506@aol.com
 chuck.wentz@fairland.k12.oh.us
 tstewart@k12.wv.us
 dannyholschuh@gmail.com
 lholschuh@yahoo.com
 mimmthomas@aol.com
 cs026816@ohio.edu
 cindy_anderson@roadrunner.com
 Dyer1@live.com
 chikinhok@gmail.com
 brown.kari@att.net
 gl_idelaney@gallialocal.org
 jhager0902@gmail.com
 sherilo7@hotmail.com
 seth@fop122.com
 mswigernapier@gmail.com
 bsbecklynn@gmail.com
 ccombs1@wgu.edu
 nlhall3@yahoo.com
 tyoun1064@icloud.com
 rplybon@gmail.com
 countrylife606@icloud.com
 kari_mayes@yahoo.com
 missystowers08@yahoo.com
 norvgjohnson@aol.com
 laccos@yahoo.com
 jsuainwilliams@yahoo.com
 katyc@wisemanagency.com
 aprilnieto@att.net
 denittashirt@gmail.com
 cristinamccreedy@yahoo.com

Ohio River Bridge Crossing
Location Study

Natalie Perry 79 Twp Rd 1289
 Jennifer Trickett 784 County Road 70 Proctorville
 Candice Halley 370 Mercerville Road
 Rochelle Halley 4080 State Route 218 Gallipolis, OH 45631
 Vickie C. willford 558 MERCERVILLE RD
 rachel harvey 218 first Ave Gallipolis OH 45631
 Jennifer Ball 73 Private Dr 123 Crown City
 Greg Stevenson 1018 Co.Rd 402 Proctorville Oh 45669
 Karrie Swain Davison 2720 Hamilton Road Crown City, OH 45623
 Anthony Thomas 505 2nd Ave. Chesapeake, OH
 Carolyn McComas 849 Sowards Ridge Rd Crown City, OH 45623
 Melissa Wray 131 Township Road 1053
 Anthony Riggio 29 Township Road 1122
 Linda Clary 18 Heather Street
 Michelle Theiss 475 Gallia Street, Crown City, OH 45623
 Julie Thompson 410 Township Rd 1539 Proctorville OH 45669
 Jeff Gorby 187 Township Road 1107
 James Woda 6032 Baker Rd Huntington WV 25705
 Brian Powell 21 Pleasant Hill Rd, Morgantown WV 26508
 Kendra D Clark 810 County Road 73
 Andy Cremeans 3308 Maywood Drive Ona, WV 25545
 ryan fischer 2105 harvey rd
 Teresa Clark Rt 1 Box 321A Lesage, WV 25537
 Justin Brumfield 14503 STATE ROUTE 7
 Sherry Daines 1063 Stewart Road Crown City OH 45623
 Katrina Fuller Kinard 2804 County Rd 12 Proctorville, Ohio 45669
 Kayla Watson 14373 Hannan Trace Road Crown City Ohio 45623
 David Mullins Proctorville OH
 Kelly Steele 42 Private Drive 220
 Drew Clark 14999 State Route 7 Proctorville OH 45669
 Michael 492 township road 1239
 Vincent Graffeo
 Ashley 131 Homewood Dr Bidwell OH 45514
 Christina Morabito 38 Olde Farm Road
 Stephanie Beelen 94 township road 1313 crown city OH 45623
 Alex Beelen 94 Township Rd 1313, Crown City, OH
 Mark Phillips 270 Private Drive 691
 Debbie Wise 115 Township Rd 1525 Proctorville OH
 Stephanie 552 township road 235 proctorville ohio 45669
 Tara barron Huntington wv
 Kylie Johnson Gallipolis, Ohio
 Robbie Ball 118 Township Road, Proctorville, OH
 Nicole Boster 61 Private Drive 15455 Crown City, OH 45623
 John Pittman
 Ethan 1550 st rt 775 proctorville OH 45669
 Christopher Kyle 6061 Ohio River Road
 Betty Jo Chapman 206 Delores Ave

Public Survey Contacts

perryn@ohio.edu
 coreysmom00@gmail.com
 candicehalley@gmail.com
 rochelledhalley@gmail.com
 vickie_willford@att.net
 rachelmerry5@gmail.com
 jballslp@hotmail.com
 gs4stevenson@yahoo.com
 karrieswain@yahoo.com
 mtsopastor@gmail.com
 carolynmccomas24@gmail.com
 socmelissa@yahoo.com
 tonyflyer@zoominternet.net
 lindaclary57@yahoo.com
 jmttheiss@live.com
 juliethompson25@outlook.com
 jeff.gorby@fairland.k12.oh.us
 james.woda@gmail.com
 bpowell@bitmapped.net
 kendrac_0924@yahoo.com
 acremeans13@gmail.com
 s10ryan@comcast.net
 teresadclark@yahoo.com
 entertainment304@gmail.com
 sherryd911@gmail.com
 Kbfield1414@gmail.com
 watson1021@att.net
 mullins2214@gmail.com
 kellyandellensteele@yahoo.com
 drew.mac.clark@gmail.com
 mechanic_mike02@msn.com
 vgraffeo@hotmail.com
 ashley.roach@live.com
 morabito3@marshall.edu
 snbeelen@gmail.com
 albeelen@gmail.com
 markspPhillips1@gmail.com
 wisemom@zoominternet.net
 mikeswife1127@gmail.com
 hensley21@rocketmail.com
 kyliejohnson25@yahoo.com
 robboh22@yahoo.com
 pettryn721991@yahoo.com
 Mitzigp@hotmail.com
 ethandblack@yahoo.com
 ckyle42@gmail.com
 chapman.bettyjo@gmail.com

SURVEY CONTACT LIST

Ohio River Bridge Crossing
Location Study

Natalie Perry 79 Twp Rd 1289
 Jennifer Trickett 784 County Road 70 Proctorville
 Candice Halley 370 Mercerville Road
 Rochelle Halley 4080 State Route 218 Gallipolis, OH 45631
 Vickie C. willford 558 MERCERVILLE RD
 rachel harvey 218 first Ave Gallipolis OH 45631
 Jennifer Ball 73 Private Dr 123 Crown City
 Greg Stevenson 1018 Co.Rd 402 Proctorville Oh 45669
 Karrie Swain Davison 2720 Hamilton Road Crown City, OH 45623
 Anthony Thomas 505 2nd Ave. Chesapeake, OH
 Carolyn McComas 849 Sowards Ridge Rd Crown City, OH 45623
 Melissa Wray 131 Township Road 1053
 Anthony Riggio 29 Township Road 1122
 Linda Clary 18 Heather Street
 Michelle Theiss 475 Gallia Street, Crown City, OH 45623
 Julie Thompson 410 Township Rd 1539 Proctorville OH 45669
 Jeff Gorby 187 Township Road 1107
 James Woda 6032 Baker Rd Huntington WV 25705
 Brian Powell 21 Pleasant Hill Rd, Morgantown WV 26508
 Kendra D Clark 810 County Road 73
 Andy Cremeans 3308 Maywood Drive Ona, WV 25545
 ryan fischer 2105 harvey rd
 Teresa Clark Rt 1 Box 321A Lesage, WV 25537
 Justin Brumfield 14503 STATE ROUTE 7
 Sherry Daines 1063 Stewart Road Crown City OH 45623
 Katrina Fuller Kinard 2804 County Rd 12 Proctorville, Ohio 45669
 Kayla Watson 14373 Hannan Trace Road Crown City Ohio 45623
 David Mullins Proctorville OH
 Kelly Steele 42 Private Drive 220
 Drew Clark 14999 State Route 7 Proctorville OH 45669
 Michael 492 township road 1239
 Vincent Graffeo
 Ashley 131 Homewood Dr Bidwell OH 45514
 Christina Morabito 38 Olde Farm Road
 Stephanie Beelen 94 township road 1313 crown city OH 45623
 Alex Beelen 94 Township Rd 1313, Crown City, OH
 Mark Phillips 270 Private Drive 691
 Debbie Wise 115 Township Rd 1525 Proctorville OH
 Stephanie 552 township road 235 proctorville ohio 45669
 Tara barron Huntington wv
 Kylie Johnson Gallipolis, Ohio
 Robbie Ball 118 Township Road, Proctorville, OH
 Nicole Boster 61 Private Drive 15455 Crown City, OH 45623
 John Pittman
 Ethan 1550 st rt 775 proctorville OH 45669
 Christopher Kyle 6061 Ohio River Road
 Betty Jo Chapman 206 Delores Ave

Public Survey Contacts

perryn@ohio.edu
 coreysmom00@gmail.com
 candicehalley@gmail.com
 rochelledhalley@gmail.com
 vickie_willford@att.net
 rachelmerry5@gmail.com
 jballslp@hotmail.com
 gs4stevenson@yahoo.com
 karrieswain@yahoo.com
 mtsopastor@gmail.com
 carolynmccomas24@gmail.com
 socmelissa@yahoo.com
 tonyflyer@zoominternet.net
 lindaclary57@yahoo.com
 jmtheiss@live.com
 juliethompson25@outlook.com
 jeff.gorby@fairland.k12.oh.us
 james.woda@gmail.com
 bpowell@bitmapped.net
 kendrac_0924@yahoo.com
 acremeans13@gmail.com
 s10ryan@comcast.net
 teresadclark@yahoo.com
 entertainment304@gmail.com
 sherryd911@gmail.com
 Kbfield1414@gmail.com
 watson1021@att.net
 mullins2214@gmail.com
 kellyandellensteele@yahoo.com
 drew.mac.clark@gmail.com
 mechanic_mike02@msn.com
 vgraffeo@hotmail.com
 ashley.roach@live.com
 morabito3@marshall.edu
 snbeelen@gmail.com
 albeelen@gmail.com
 markspills1@gmail.com
 wisemom@zoominternet.net
 mikeswife1127@gmail.com
 hensley21@rocketmail.com
 kyliejohnson25@yahoo.com
 robboh22@yahoo.com
 pettryn721991@yahoo.com
 Mitzigp@hotmail.com
 ethandblack@yahoo.com
 ckyle42@gmail.com
 chapman.bettyjo@gmail.com

Ohio River Bridge Crossing
Location Study

Samantha Martin 25608 State Route 7 south
 Summer miller 36 private road 137 proctorville oh 45669
 Morgan Harris 1745 County Road 411, Proctorville, Ohio 45669
 Dena Laton 261 Township Road 1303
 Ryan M Black 338 Township Road 1239 Proctorville, Ohio 45669
 Ryan s 314 state street proctorville oh 45669
 sarah burton 18 two rd 1160 proctorville ohio 45669
 Emma Nolan 784 county road 411
 Hannah Mayo 54 Township Road 1163 Proctorville Ohio 45669
 Toni Stewart 85 Township Road 176 Crown City, OH 45623
 Felesha Dickess 130 township road 1248 Proctorville Ohio 45669
 Lindsey Salisbury 200 Township Road 1311 Crown City, Ohio 45623
 Nick Kuhn 115 Township Road 1268
 Susan Lester 476 Private Road 5863, Proctorville, OH 45669
 Jennifer Graham 1862 county Road 411 proctorville oh 45669
 Travis Cooper 96 Private Drive 4148
 lauren herman 96 private drive 4148, proctorville oh
 Heidi Marshall 35 Township Road 1259 Proctorville, Oh 45669
 Teresa Lovejoy 201 Elizabeth street Proctorville Ohio 45669
 Greg Bowman 12789 State Route 217, Scottown, OH 45678
 Steve gandee Scottown ohio
 Seth Jarrell 118 Wilbur Road Crown City Ohio 45623
 Ann Clark 14999 State Route 7 Proctorville OH 45669
 Lyndsey Bozick 79 County Road 9 Crown City OH 45623
 Joyce Jackson 67 Township Rd 389
 Ashley lewis 333 wisteria dr crown city Oh
 Mark Hinkle 505 Township Road 275, Proctorville, OH
 Whitney roberts 46 twp rd 1234
 Eric Durst 73 Township Road 1375
 Leah Payne 220 Township Road 1354
 Rob Burdette 4 Sierra Circle Huntington WV 25705
 Jessica Judge 39 Private Drive 220 Proctorville, OH 45569
 Steven Michael Rutherford 46 Township Road 1141
 Stacy Swain 51 Private Drive 26 Proctorville Ohio 45669
 Alisa Raines 322 Township Road 1175 Proctorville, OH 45669
 stacy king 52 township road 1150 proctorville ohio 45669
 Beverly Pennington 257 township road 1239
 Ellen Steele 42 Private Drive 220 Proctorville Oh 45669
 Tyler Haslam 373 Private Road 574, Proctorville, OH 45669

Public Survey Contacts

gl_smartin@gallialocal.org
 summer030177@aol.com
 morgan_elliott2@aol.com
 dcallicoat@marshall.edu
 RBlack110@GMail.com
 demotedstaff@gmail.com
 rickey.burton@yahoo.com
 081814william@gmail.com
 hannah.mayo@starlightbhs.com
 EmileesMommy11@yahoo.com
 fmdickess5@gmail.com
 lynze_2010@yahoo.com
 nkuhn@romefire.org
 1126slg@gmail.com
 jenfrallen@hotmail.com
 bitbyabird@gmail.com
 laurherm@gmail.com
 hjerealtor@msn.com
 terezamlovejoy@yahoo.com
 bowmansv@gmail.com
 gandee6@aol.com
 sethjarrellsv14@gmail.com
 anncapperclark@gmail.com
 lyndsey.bozick@gmail.com
 kaysgran@hotmail.com
 agandee3@aol.com
 dragons941@yahoo.com
 whitneyelaine1086@gmail.com
 airick21@aol.com
 csedwards@msn.com
 raburdette@aol.com
 jessica.judge@gmail.com
 Ruthy1326@aol.com
 sswain0002@gmail.com
 akmr65@yahoo.com
 stacyleanne98@me.com
 scorn49322@aol.com
 Ellensteele74@yahoo.com
 tyler@haslamlawfirm.com

NEWS ARTICLES

11/21/2019

Residents offer feedback on proposed Ohio River bridge near Merritts Creek | News | herald-dispatch.com

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

Residents offer feedback on proposed Ohio River bridge near Merritts Creek

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



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.

https://www.herald-dispatch.com/news/residents-offer-feedback-on-proposed-ohio-river-bridge-near-merritts/article_22b29e05-54dc-5273-951f-29eadc... 1/3

11/21/2019

Residents offer feedback on proposed Ohio River bridge near Merritts Creek | News | herald-dispatch.com

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.

https://www.herald-dispatch.com/news/residents-offer-feedback-on-proposed-ohio-river-bridge-near-merritts/article_22b29e05-54dc-5273-951f-29eadc... 2/3

11/21/2019

Residents offer feedback on proposed Ohio River bridge near Merritts Creek | News | herald-dispatch.com

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

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



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

Nov 20, 2019 Updated 2 min ago



Back

Welcome to the discussion.

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

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.

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.



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

Get the latest updates from wsaz.com delivered to your browser

SUBSCRIBE TO PUSH NOTIFICATIONS



LIVE: House committee debates impeachment charges against Trump

READ MORE >>

EYEWITNESS NEWS WCHS-TV 8

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

Search Site

"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.

MORE TO EXPLORE

Woman wanted in Ohio for abuse of corpse arrested in Huntington

Hunter dies after deer he shot attacks him

Police officer suspended after dancing naked at nightclub

SPONSORED CONTENT

Orange, Virginia Drivers Fuming Over New Rule

Couple Finds Strange Animal In Their Backyard, Then Something Incredible Happens

World's First Surviving Octuplets Are All Grown Up. Look At Them 9 Years Later

Directed by

Sponsored Links by Taboola

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



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.Boudreau1@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.Boudreau1@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 trcum@hdmcdiallc.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

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



**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, WVDOT |
| 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

**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, Saleem
Subject: Ohio River Bridge Crossing - WVDOH Comments
Date: Monday, May 11, 2020 9:18:33 AM
Attachments: Ohio River Bridge Crossing Summary Report 4-27-20 (DEC comments 2020-05-07).pdf

Good morning,

Sorry for responding a little late, but we were waiting on everyone to wrap up their comments. Below are some itemized comments from WVDOH staff. Additionally, the WVDOT Development Office provided some comments in the attachment as well.

- I noticed that they made a case in Figure 1A for the future level of service without the bridge. I didn't see a similar one with the bridge in place. Maybe I missed it, but would be curious how much it improves the network.
- I also saw a note on travel time from Proctorville to Barboursville was 24 minutes. How many trips a day make that move? How would the bridge effect that number and time?
- Are the values shown in constant 2019 dollars? Given the time needed for NEPA development and Design, what is the anticipated timetable and future cost of the project phases.
- Given that our TAMP document indicates the State will have to redirect significant resources away from expansion to address aging existing bridges, it may be difficult to justify this expenditure for limited benefit despite its appeal. Since a primary driver is economic development, it may be better suited for a TIF District to fund the project. During the surveys of support were individual asked if they were willing to pay more in taxes to pay for the bridge or will to tolerate the closure of existing bridges to accommodate it.
- I am not convinced that there is a true need for a new bridge at this location. Other options were not explored such as a new "sister/twin" bridge at east Huntington. I do not believe this is solving a traffic congestion issue but creating one with the potential for future development. I am not opposed to this development but I feel this is not a strong enough case to move forward with a new Ohio River crossing based on this information.
- I am confused with the statements that Corridor one has the least environmental impacts – per the table provided, there is very little difference in wetland impacts in corridor 1 vs corridor 2 (only 0.4 acres impacted?); almost 3 times more impact to streams in corridor 1 vs corridor 2; more historic impacts in corridor 1 vs corridor 2, noise same, T&E species – little difference in corridor 1 vs corridor 2.
- Confused as to how there are more significantly more residential and business relocations in corridor 1 (98 residences/7 businesses) vs corridor 2 (27/2) but the cost in nearly half of corridor 2. Would like a better explanation as to how this is possible.
- Overall cost difference between corridor 1 and corridor 2 is negligible at this stage of development. I do not agree with the "corridor 1 has lowest overall cost" at this state.
- I will agree that corridor 1 seems to have the best logistical location to tie in with WV 193 and will have little impact on WV 2 – little to no widening or improvements here. It would most likely serve traffic and safety the best with a full control diamond I/C and seems to agree with the public and various stakeholders.
- Was a B/C calculation done? Curious to what it would be here.
- It would seem the small airport in corridor 1 would be a significant hurdle with FAA issues and

the golf course in corridor 2 would be quite an issue as well. The number of businesses impacted in corridor 1 might cost several jobs to be lost in the area as well.

- All of this being said, I would feel if we are to move forward with the NEPA stage, we should include corridor 1 & 2, an east Huntington twin bridge review and a no build.

If you all have any questions or need anything from us please feel free to reach out.

Thanks,

Chris Kinsey, P.E.
Regional Planning Unit Leader
Planning Division, WVDOH
Building 5, Room-A 740
1900 Kanawha Blvd., East
Charleston, WV 25305
Phone: (304) 414-6926

FHWA REVIEW COMMENTS ON FEASIBILITY STUDY EXECUTIVE SUMMARY

FHWA Review Comment Form

Document Name: KYOVA Huntington New Ohio River Bridge Feasibility Study

Date FHWA Received: 29 APR 2020

Date Comment Sent to ODOT: N/A – Comments provided to KYOVA through WV DO

FHWA POC: Chandra Inglis-Smith (WV), Scott Stone (OH)

| Page | Para | Comments | Disposition of Comments |
|------|------|--|-------------------------|
| | | It appears the MPO is looking to this document as a PEL study. We do not feel that the level of documentation at this point reaches a full PEL. There were many things discussed during the most recent stakeholder meeting, that are in the PowerPoint that are not included in the documentation provided as the draft report. | |
| | | The Purpose and Need seems very generic. Other than some general statements about regional traffic issues, it wasn't clear what the specific transportation issues were being addressed by this project. While it may not be necessary at this time to have very specific traffic analysis, it will be necessary during the NEPA process. | |
| | | Given the scope of this analysis, the environmental constraints were analyzed at a very high level. In addition, there are some concerns regarding potential engineering constraints that are also potential issues. IT is understandable at this level of analysis that neither would be fully addressed. Importantly, the report identifies three (3) potential corridors. Two of the three (2 of 3) met the purpose and need. We not not believe it is possible to eliminate either of those corridors from the full NEPA analysis since it is unclear if either of the corridors impact 4(f) properties. In this specific example, if Corridor 1 had 4(f) impacts and Corridor 2 did not, then Corridor 2 must be selected since both meet the purpose and need. We recommended that both Corridor 1 and 2 move forward for further study. | |
| | | There are currently three river crossings in the Huntington area. Compared to other towns along the river between Cincinnati and Pennsylvania, the area looks to have more than other communities of similar size. KYOVA states in its current 2040 Integrated Metropolitan Transportation Plan, "As roadway infrastructure ages, replacement and repair of facilities, including the major bridges within the study area, will need to be included in the long-range plan." This points out the need to repair and replace existing structures across the Ohio River, which will require additional future resources that state DOTs will need to factor in. | |
| | | Thought should be given to improving the level of service at the East Huntington Bridge using traffic management strategies. On a larger note, the existing West Virginia approaches to Robert Byrd and East Huntington bridges provide insufficient traffic flow to US 60, WV-2 and I-64. Improving traffic flow onto and around the existing structures and enhance safety treatments should provide a better benefit-to-cost ratio than a new river crossing and address crash rates. | |
| | | Being unfamiliar with the area, my eye was drawn to the cleared area near the Ohio approaches to Option 1. I have since learned that the area has unstable geological conditions that were not adequately addressed in the study. This has the possibility of having a significant impact on the cost of the project. (Mr. Stone, OH DIV) | |
| | | A general thought. The initial design and build cost are always addressed, what I would like to remind everyone | |

Rev. 6-19-2017

Sheet 1 of 3

FHWA Review Comment Form

| 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 least 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 be weighted in the construction estimate and it was characterized as a "construction risk" by the presenters. Not convinced that that is the right approach. It may unfairly prejudice the reader to think that option 1 is cheaper than option 2 and that may not be the case. It is entirely possible that by ignoring the Geotech issues discovered during the Ohio SR 7 project, the estimates might be off to the tune of \$30-40 million, and this is concerning. | |
| | | FHWA recommends the project consultant team reach out to ODOT to review and evaluate ODOT project, LAW | |

Rev. 6-19-2017

Sheet 2 of 3

FHWA REVIEW COMMENTS ON FEASIBILITY STUDY EXECUTIVE SUMMARY

FHWA Review Comment Form

| Page | Para | Comments | Disposition of Comments |
|------|------|---|-------------------------|
| | | PID 12069 (NEPA-PE), and LAW 19642 (Construction). These files could be very relevant to this study on the Ohio side. | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

STAKEHOLDER MEETING PRESENTATION, APRIL 29, 2020

Ohio River Bridge Crossing
Feasibility Study

AGENDA

| |
|-----------------------------|
| Study Update |
| Review Public Input |
| Corridor Evaluation Process |
| Evaluation Matrix (Draft) |
| Summary & Recommendation |
| Next Steps |

Stakeholder Meeting
April 29, 2020

Ohio River Bridge Crossing
Feasibility Study

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 | |

Stakeholder Meeting
April 29, 2020

Ohio River Bridge Crossing
Feasibility Study

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



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 3 min ago

☐ Yes
☐ No

Vote View Results

November 20, 2019
Informational Public
Meeting

Stakeholder Meeting
April 29, 2020

STAKEHOLDER MEETING PRESENTATION, APRIL 29, 2020

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 | 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) | | | | | |
| <input type="checkbox"/> Residences/Communities | <input type="checkbox"/> Businesses | <input type="checkbox"/> Air Quality | <input type="checkbox"/> Noise | <input type="checkbox"/> Historic Structures | |
| <input type="checkbox"/> Streams/Wetlands/Wildlife | <input type="checkbox"/> Floodplain | <input type="checkbox"/> Viewsheds | <input type="checkbox"/> 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) | | | | | |
| <input type="checkbox"/> I live here | <input type="checkbox"/> I work here | <input type="checkbox"/> I travel through here | | | |

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

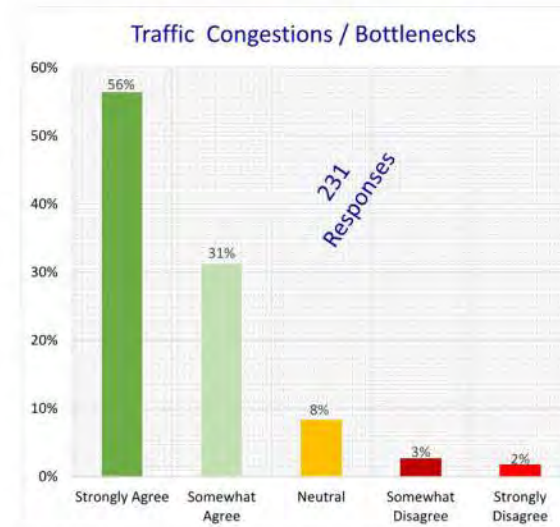
Stakeholder Meeting
April 29, 2020

November 20, 2019
Informational Public
Meeting

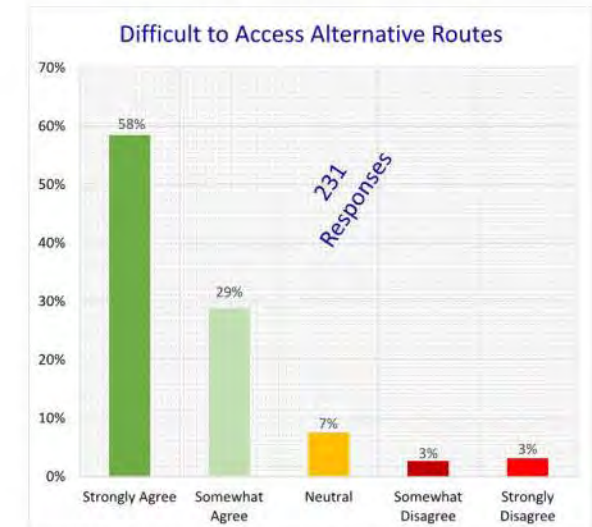
Over 230
Responses

Ohio River Bridge Crossing
Feasibility Study

Public
Input

Stakeholder Meeting
April 29, 2020

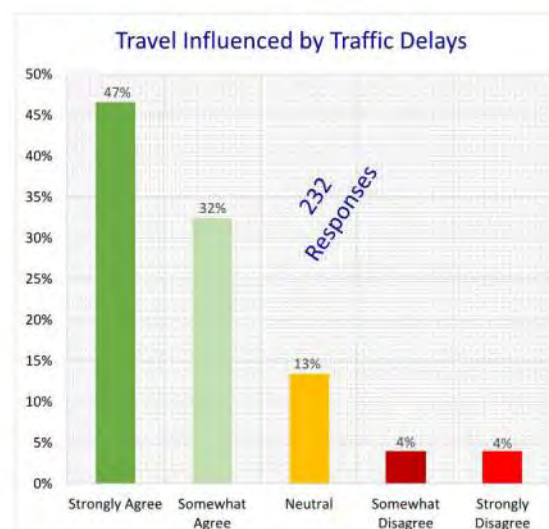
(Q2) I frequently experience traffic congestion/bottlenecks in the Huntington/Tri-State Area.



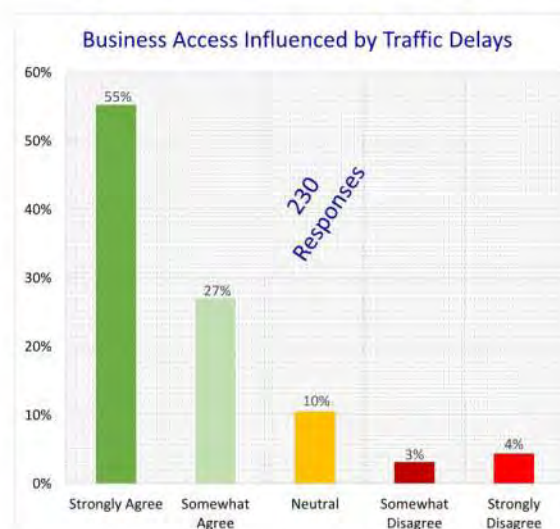
(Q3) It is difficult for me to find or access alternative routes to avoid congestion/bottlenecks.

Ohio River Bridge Crossing
Feasibility Study

Public
Input

Stakeholder Meeting
April 29, 2020

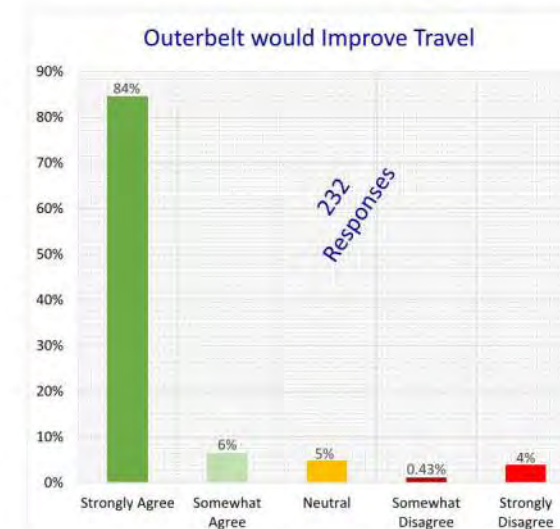
(Q4) My travel plans are often influenced by expected travel delays.



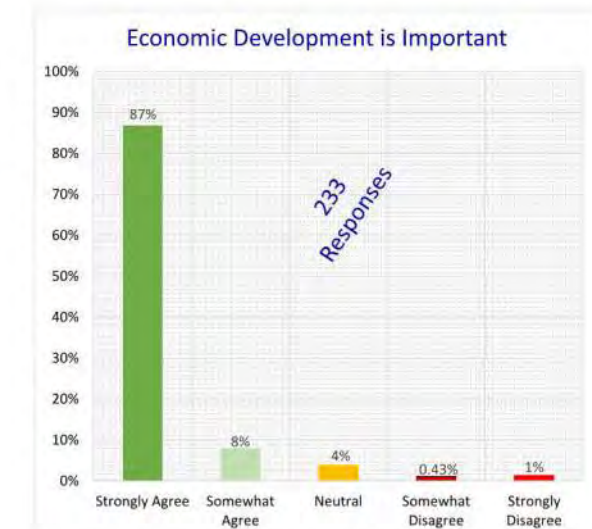
(Q5) My decision to patronize area businesses is often influenced by expected travel delays.

Ohio River Bridge Crossing
Feasibility Study

Public
Input

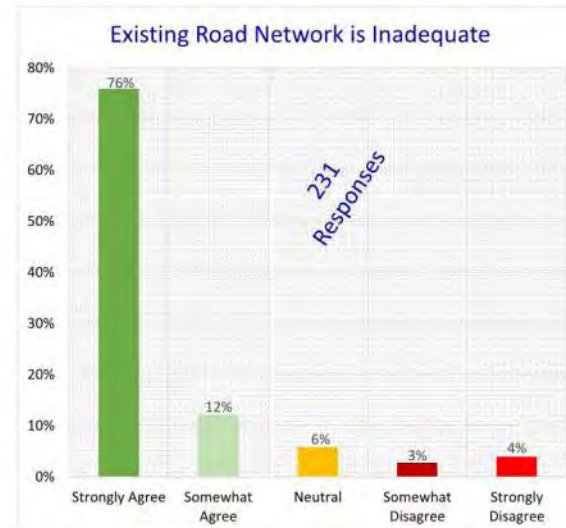
Stakeholder Meeting
April 29, 2020

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

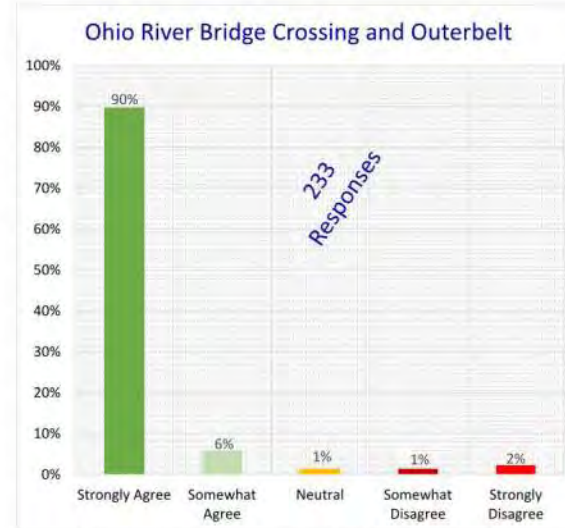


(Q7) Economic development is important to my community.

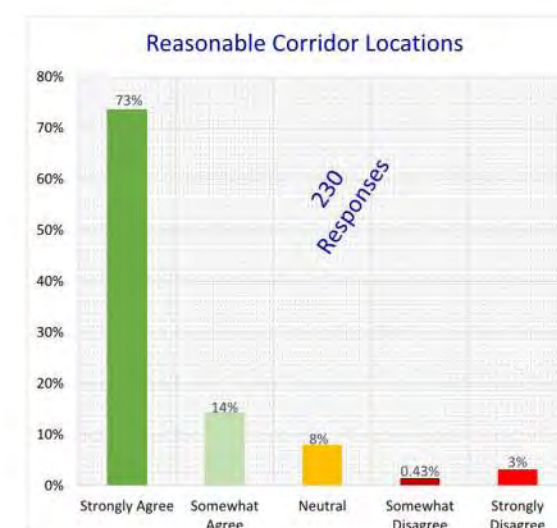
STAKEHOLDER MEETING PRESENTATION, APRIL 29, 2020

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

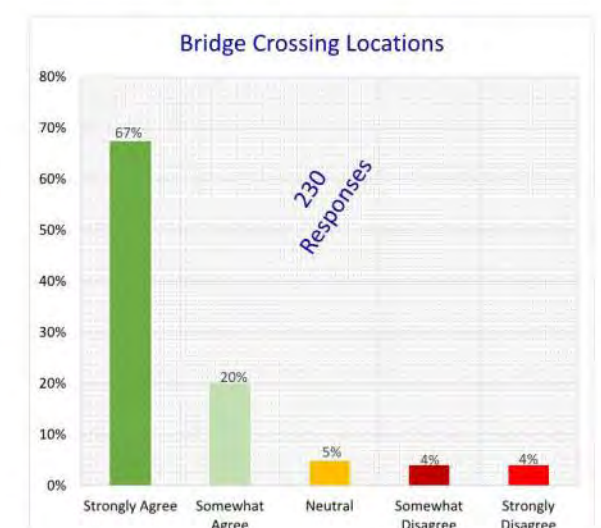
(Q8) The existing road network is inadequate to support future economic development.



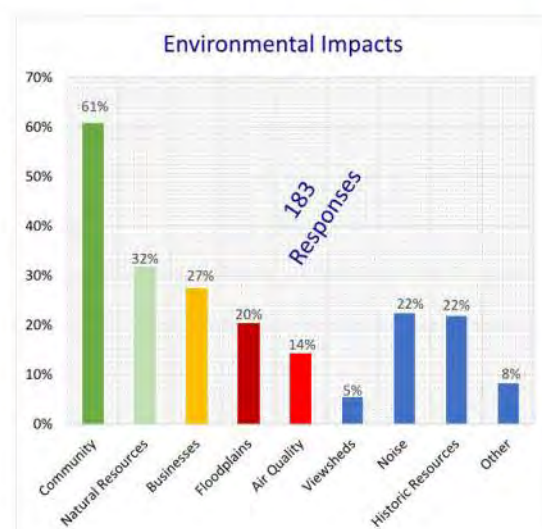
(Q9) A new Ohio River bridge crossing and completion of the Outerbelt will improve travel efficiency and will support economic development in the Huntington/Tri-State Area.

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

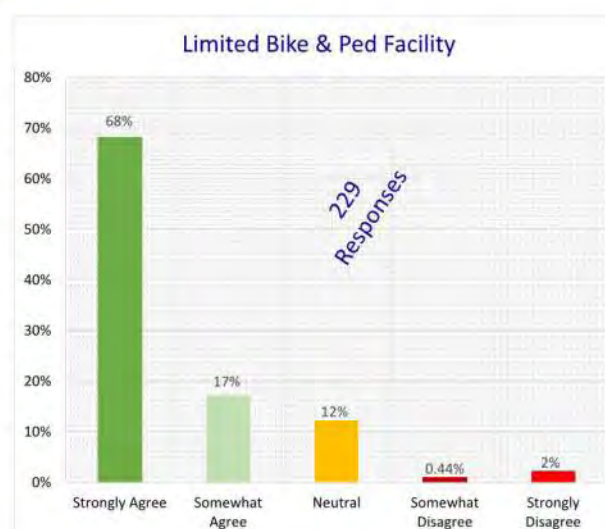
(Q10) The overall study area includes all reasonable locations for a new bridge crossing.



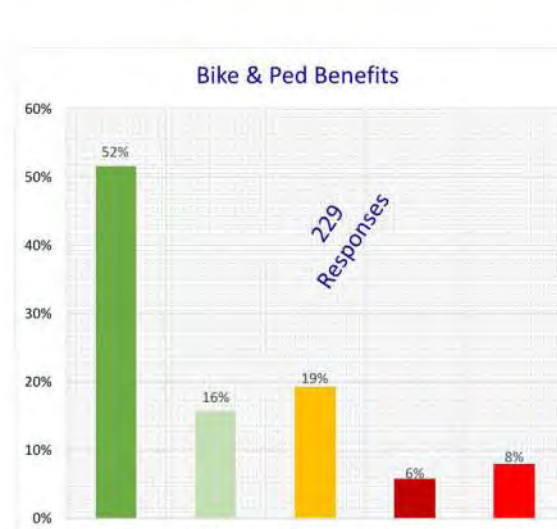
(Q11) I agree with the three bridge crossing corridors being evaluated.

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

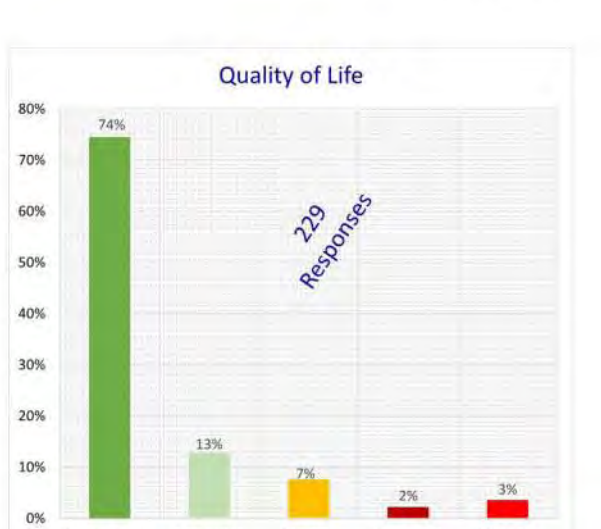
(Q12) A new Ohio River Bridge crossing may result in environmental impacts. If impacted, which of the following are concerning to you?



(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.



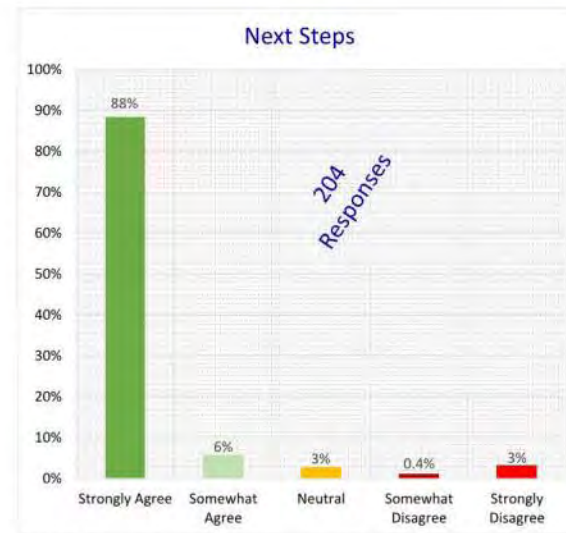
(Q15) This new Ohio River bridge crossing and completing the Outerbelt will improve my quality of life.

STAKEHOLDER MEETING PRESENTATION, APRIL 29, 2020

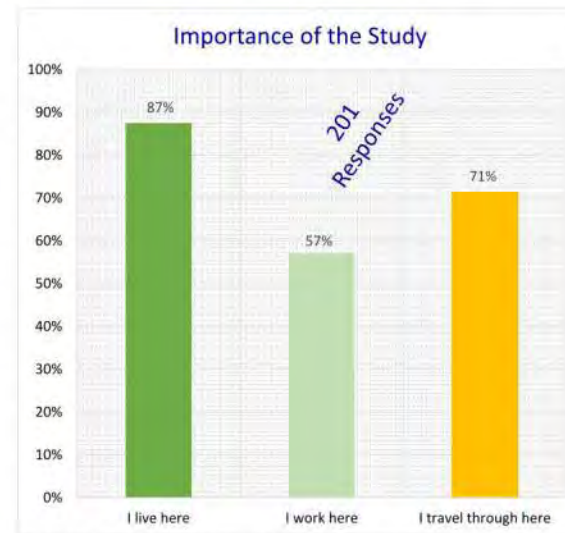
Ohio River Bridge Crossing
Feasibility Study

*Public
Input*

Stakeholder Meeting
April 29, 2020



Q16 The Ohio River bridge crossing should be further pursued.

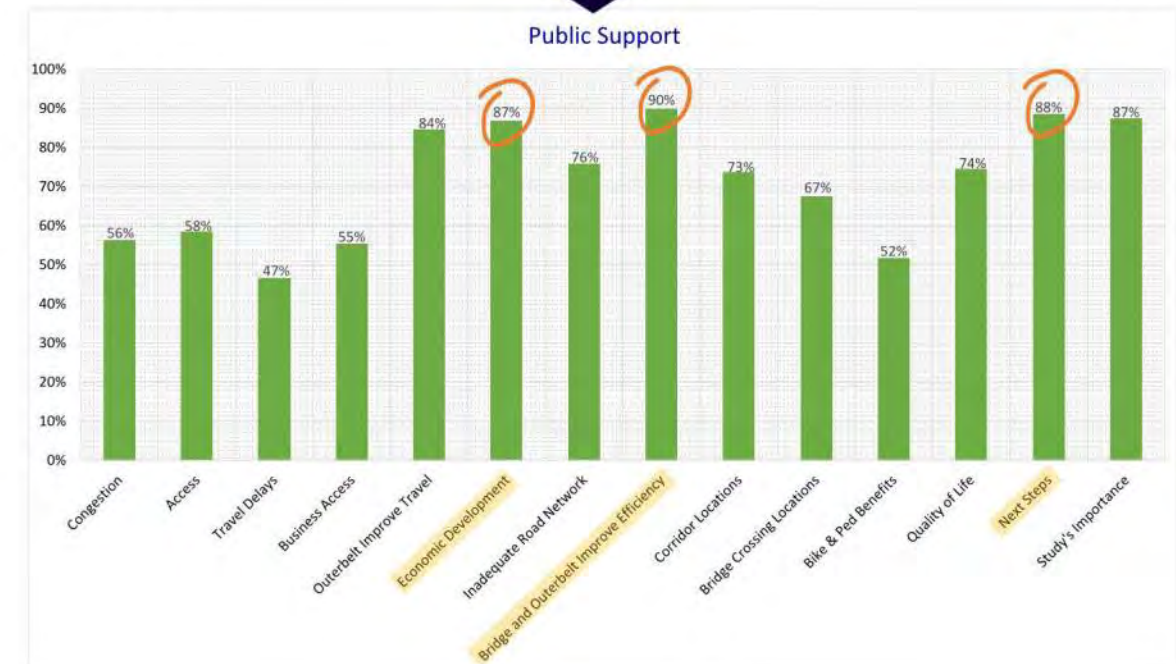


Q17 Why is this study important to you?

Ohio River Bridge Crossing
Feasibility Study

*Public
Input*

Stakeholder Meeting
April 29, 2020



Ohio River Bridge Crossing
Feasibility Study

*Corridor
Evaluation*

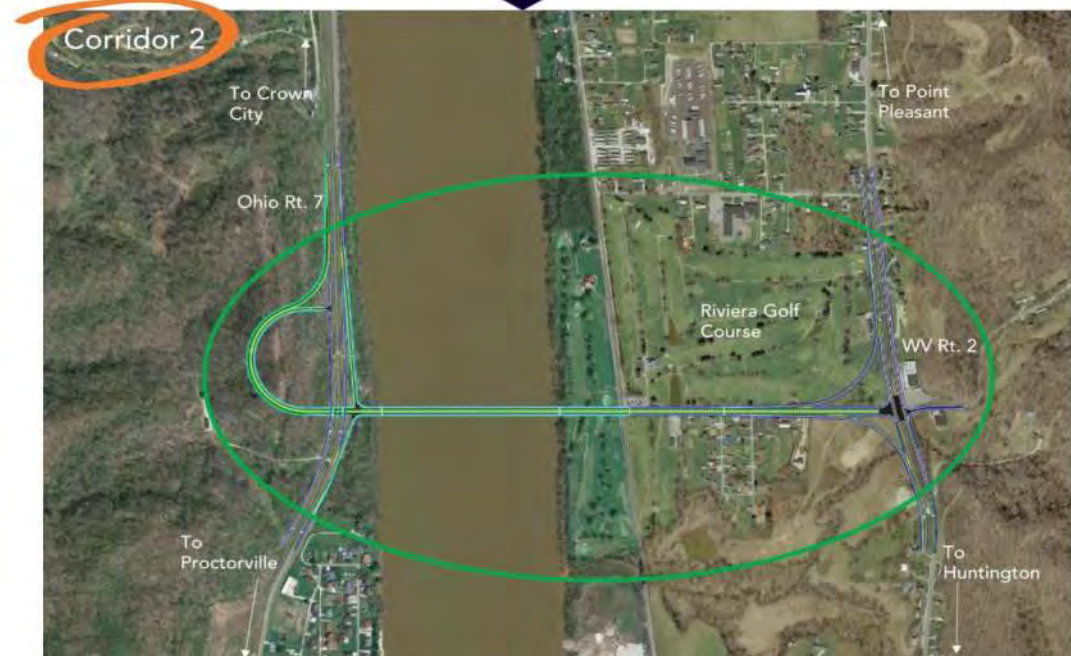
Stakeholder Meeting
April 29, 2020



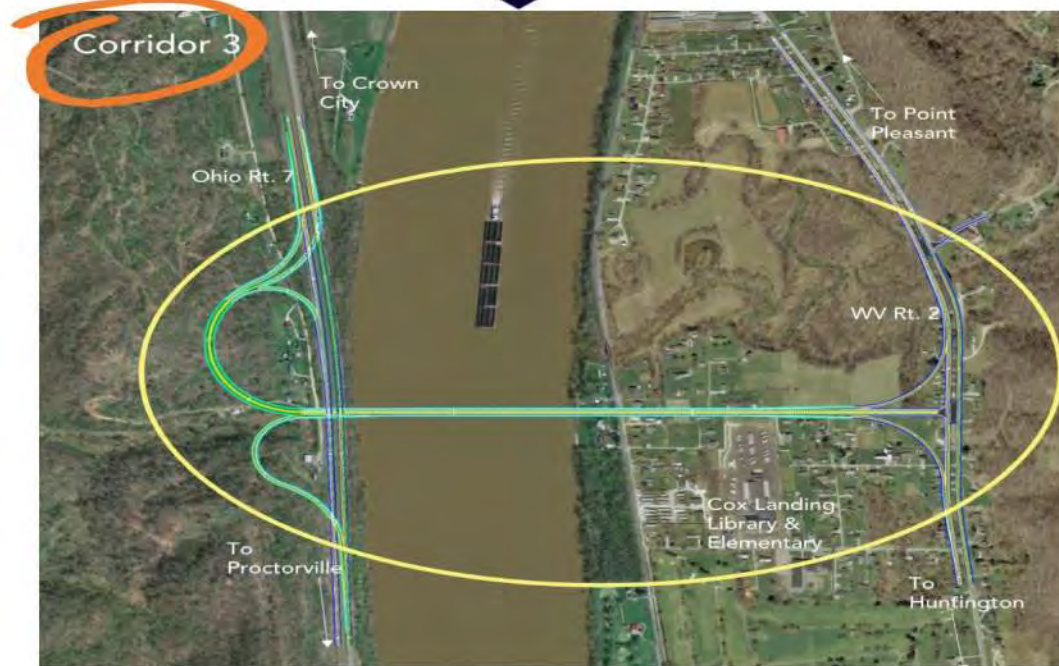
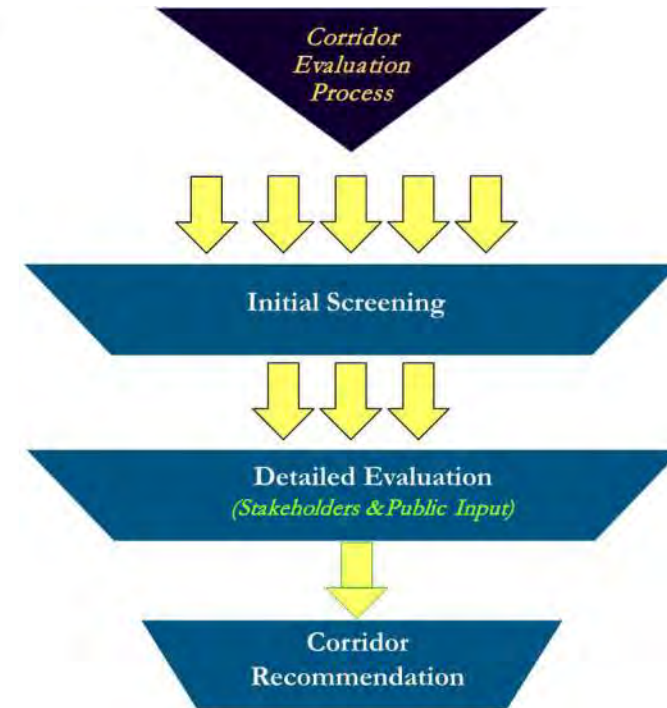
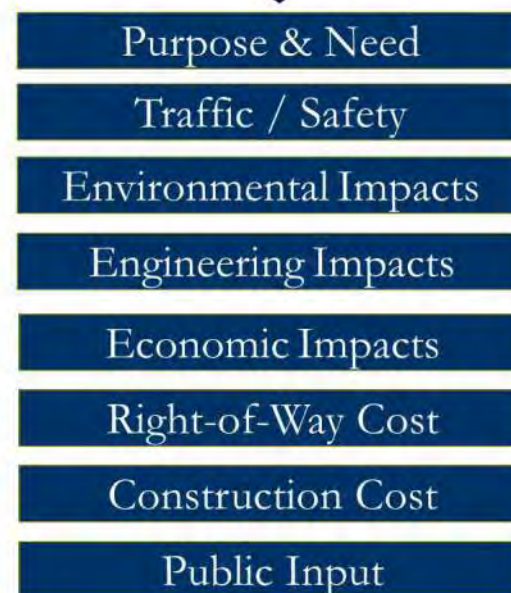
Ohio River Bridge Crossing
Feasibility Study

*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, 2020Ohio River Bridge Crossing
Feasibility Study*Corridor
Evaluation
Process*Stakeholder Meeting
April 29, 2020Ohio River Bridge Crossing
Feasibility Study*EVALUATION
PROCESS*Stakeholder Meeting
April 29, 2020Ohio 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

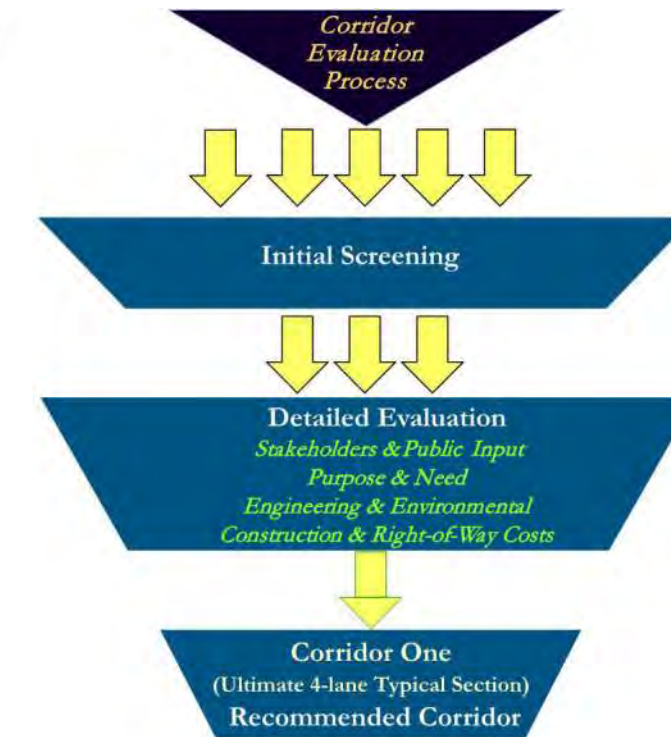
**EVALUATION
MATRIX**

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 |

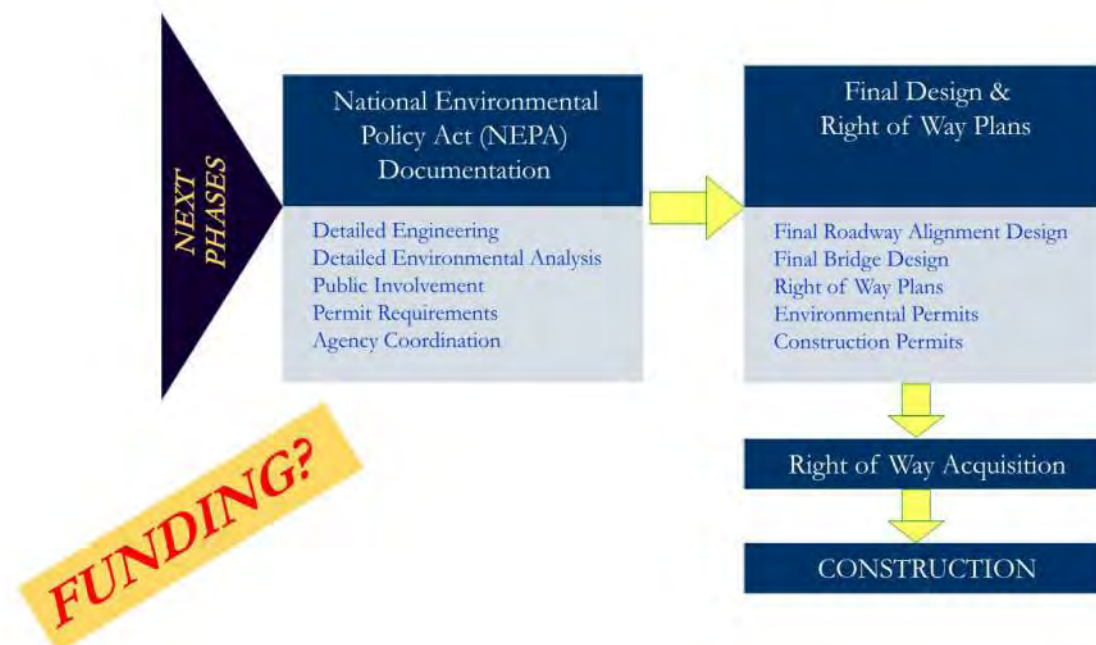
Ohio River Bridge Crossing
Feasibility Study

Stakeholder Meeting
April 29, 2020



Ohio River Bridge Crossing
Feasibility Study

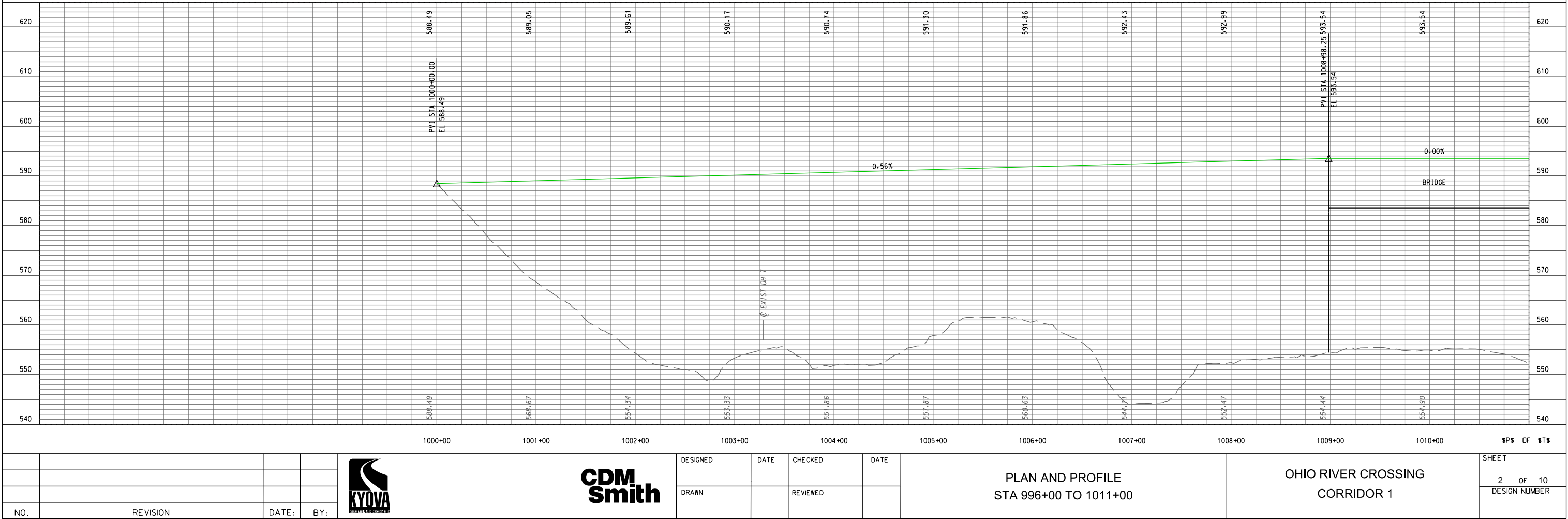
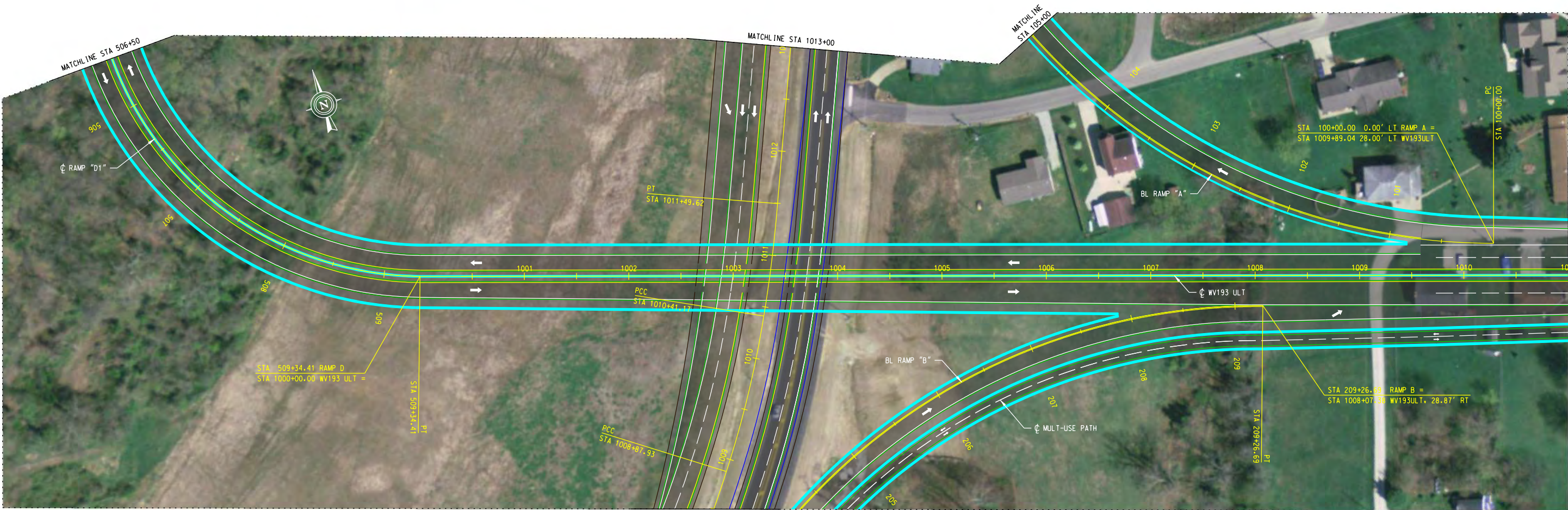
Stakeholder Meeting
April 29, 2020

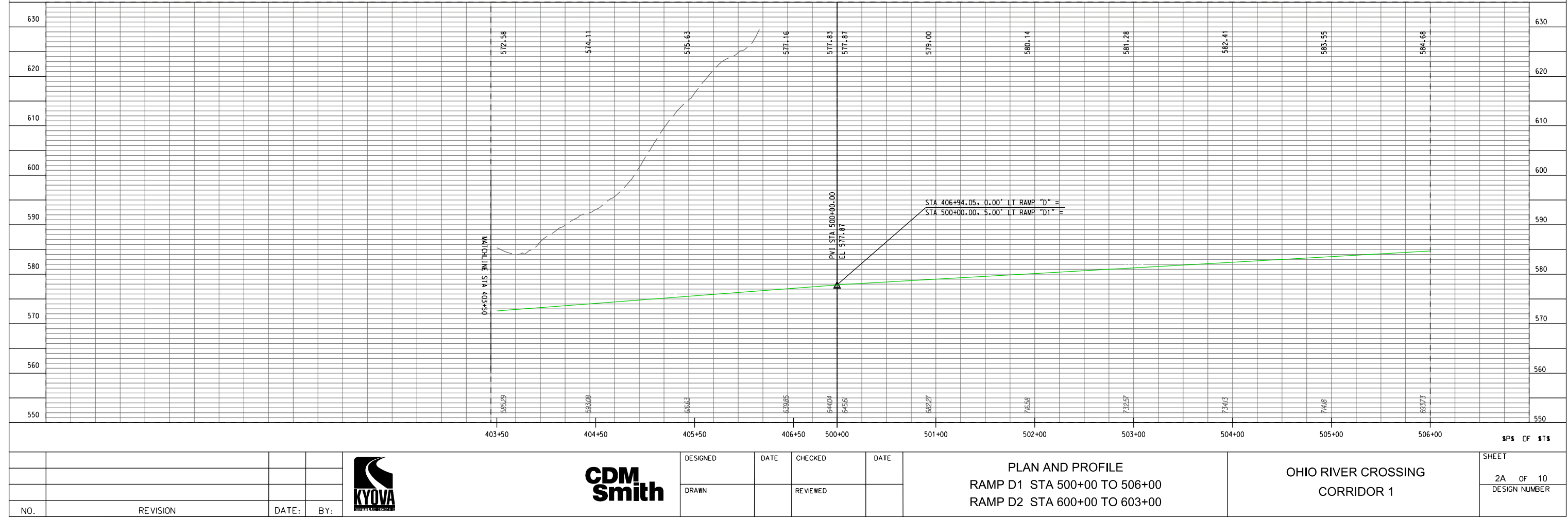


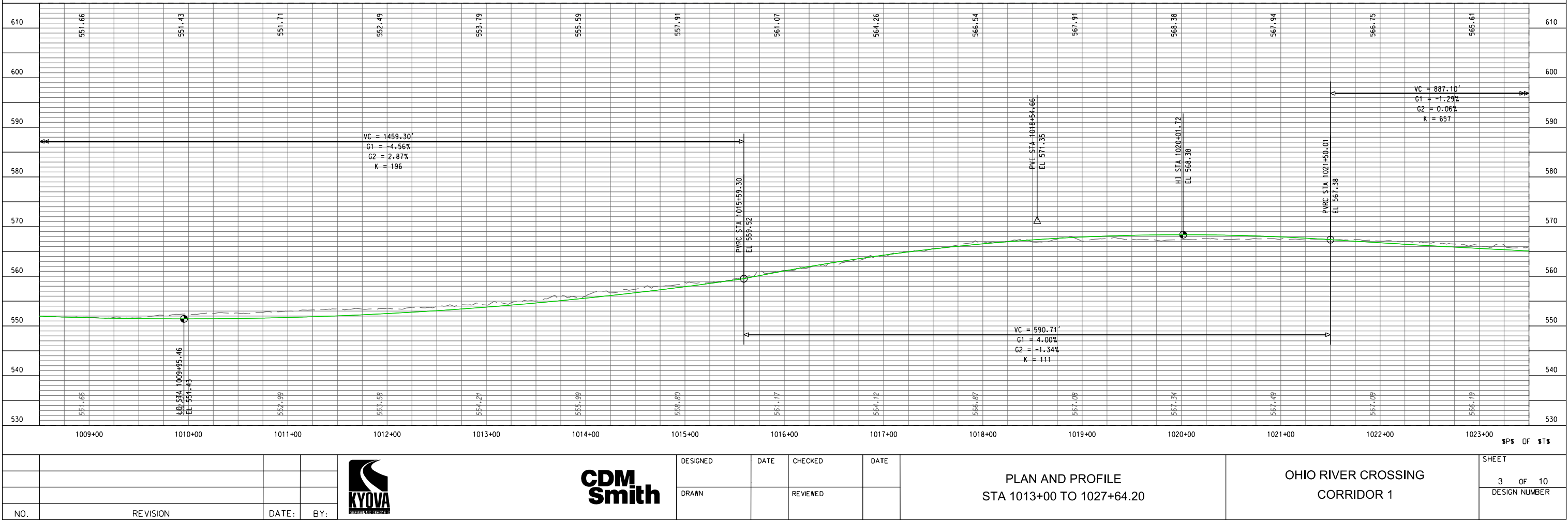
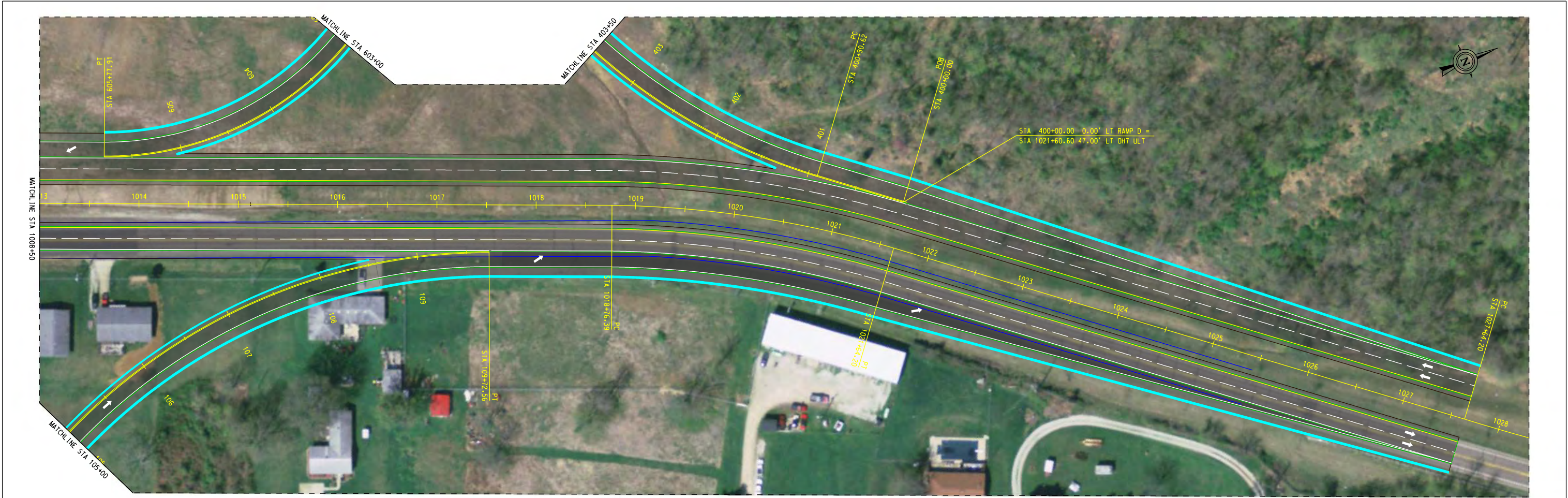


Appendix III | Engineering Drawings

CONCEPTUAL ALIGNMENT CORRIDOR 1

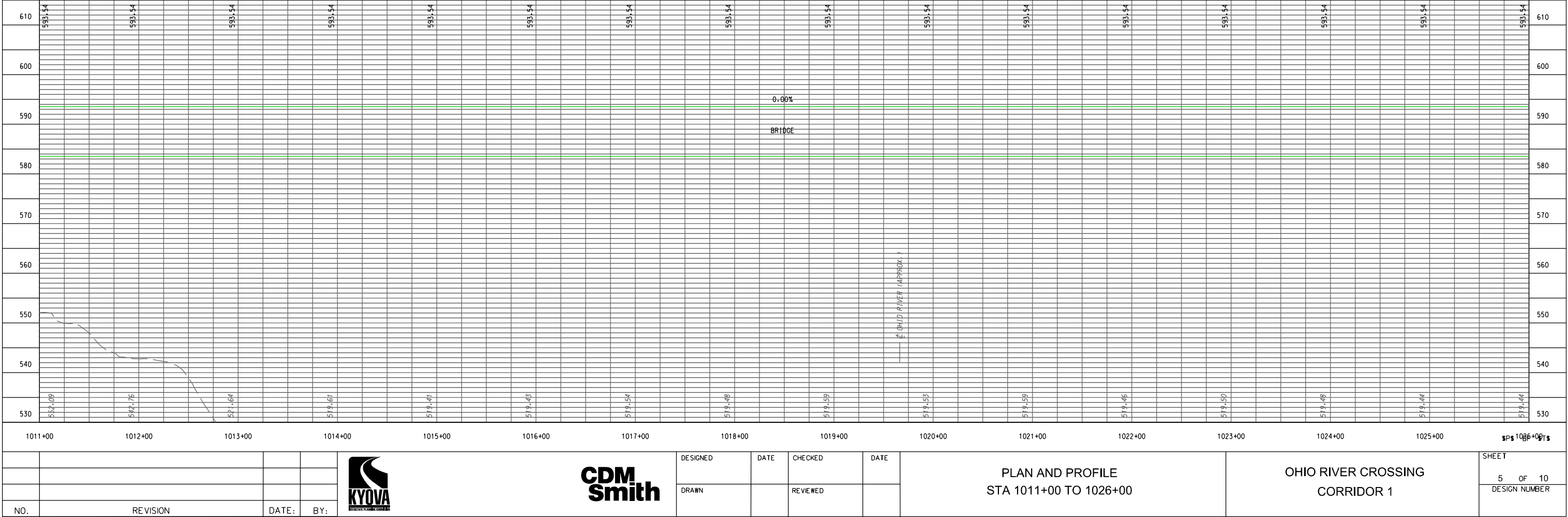
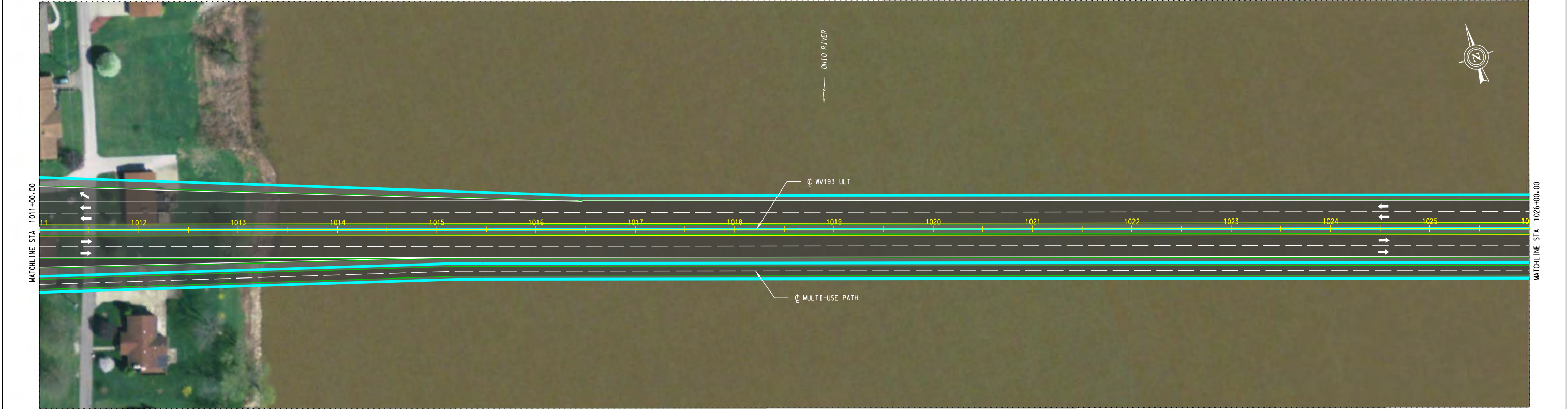






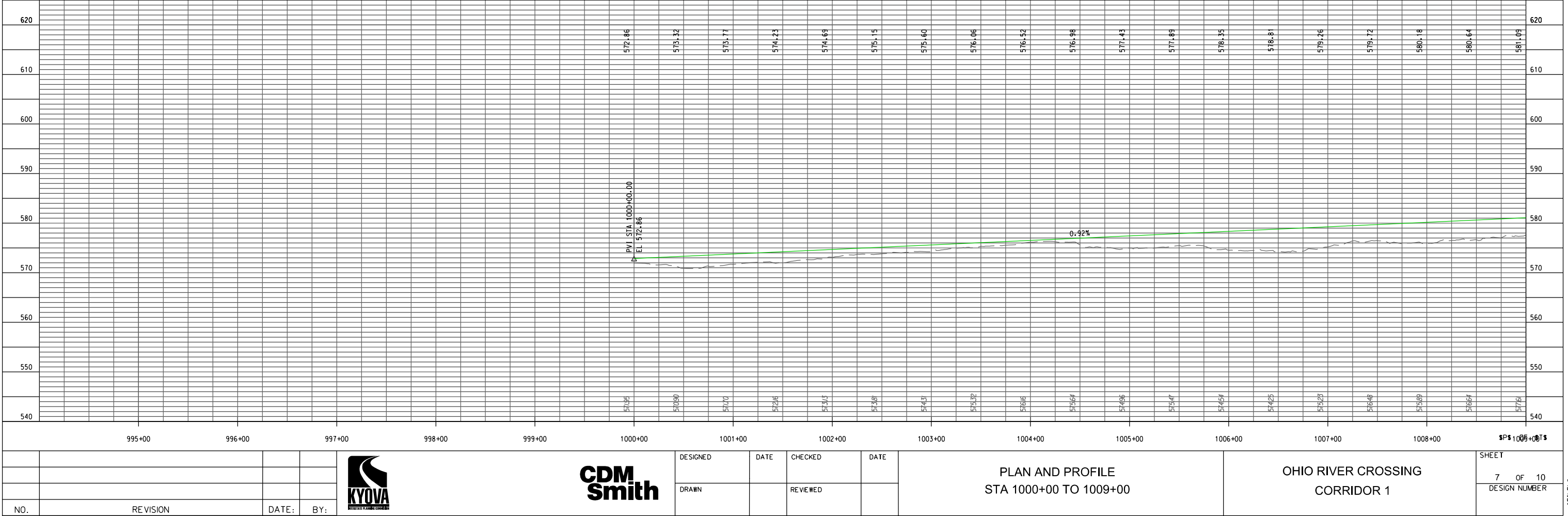


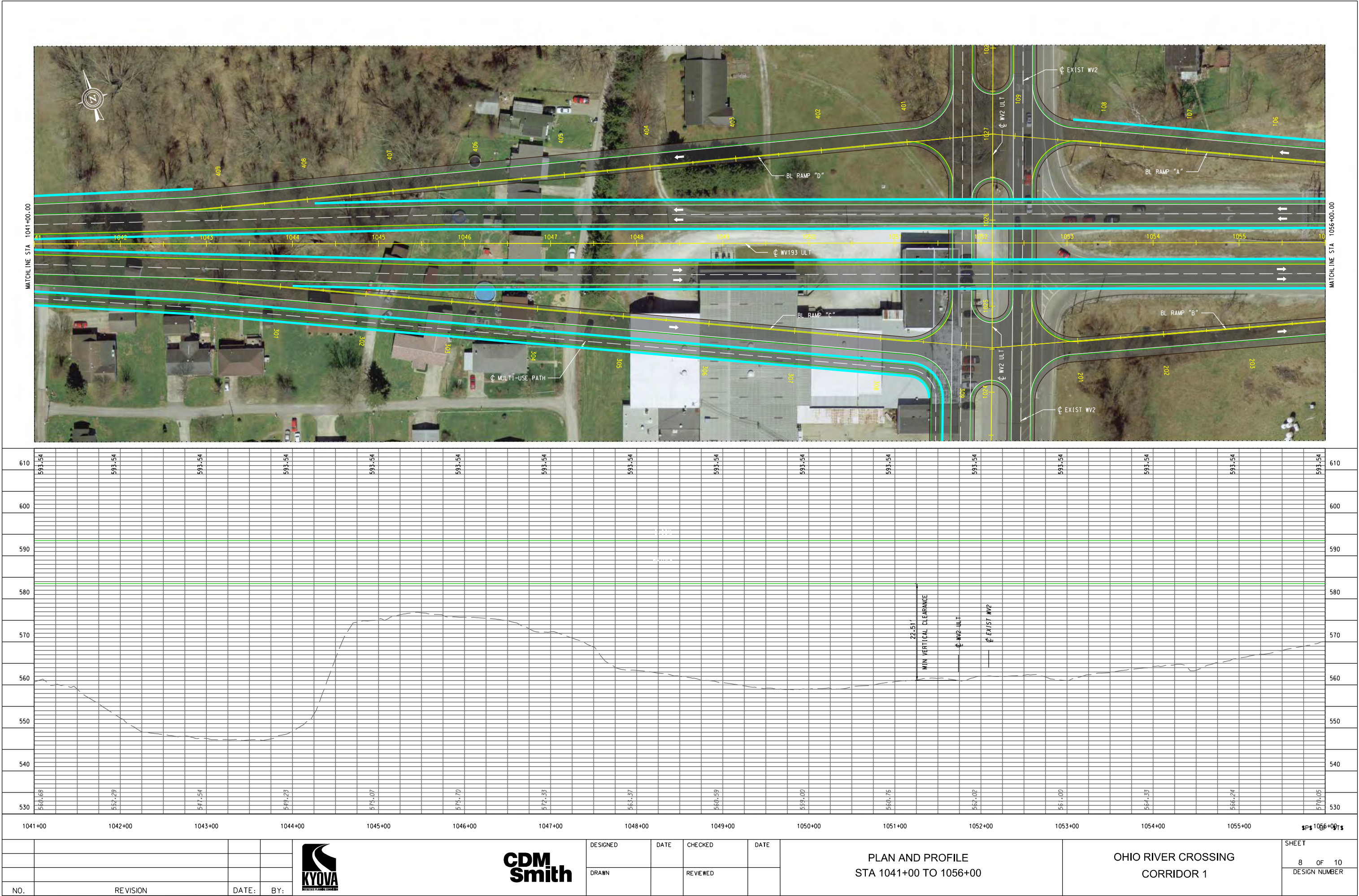
\$DATE\$



\$FILE\$



| | | | | | | | | | | | | |
|-----|----------|-------|-----|---|---|----------|------|----------|------|--|-----------------------------------|-----------------------------------|
| NO. | REVISION | DATE: | BY: |  |  | DESIGNED | DATE | CHECKED | DATE | PLAN AND PROFILE STA 1011+00 TO 1026+00 | OHIO RIVER CROSSING CORRIDOR 1 | SHEET 5 OF 10 DESIGN NUMBER |
| | | | | | | DRAWN | | REVIEWED | | | | |

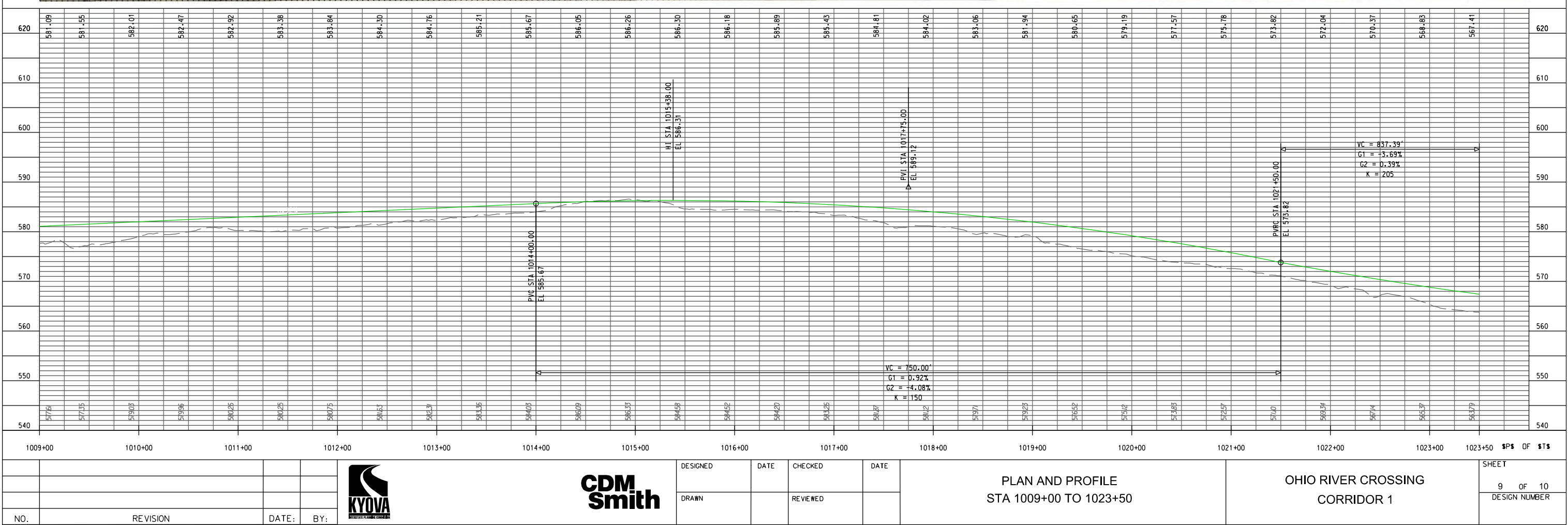
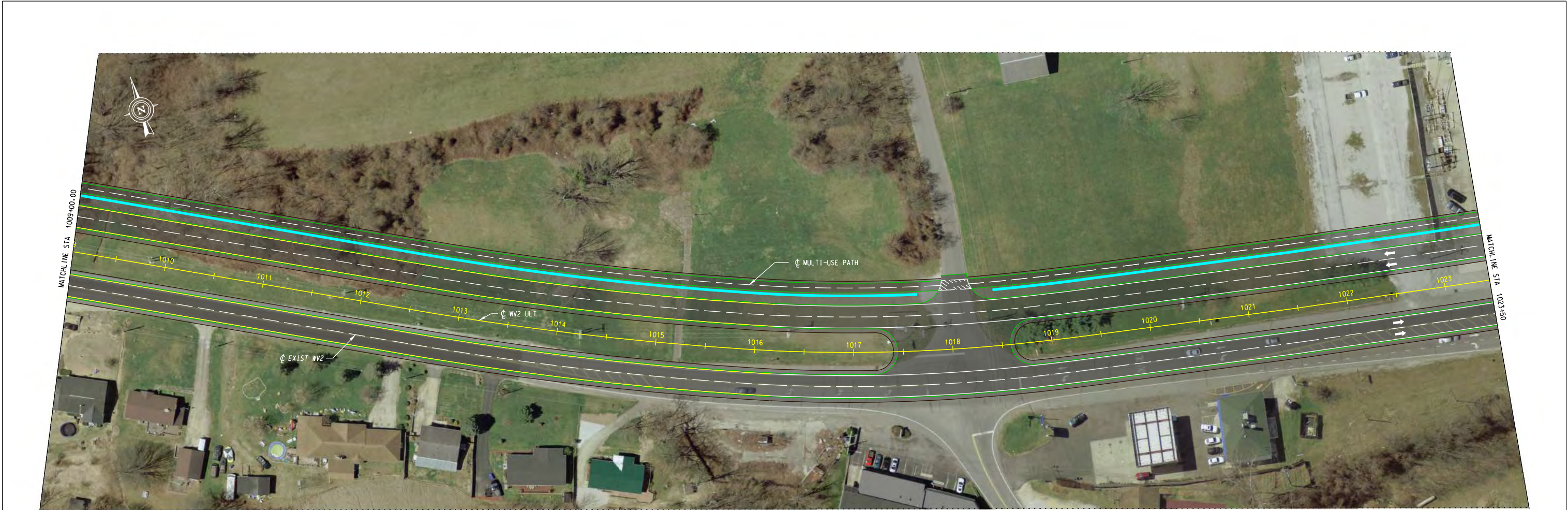


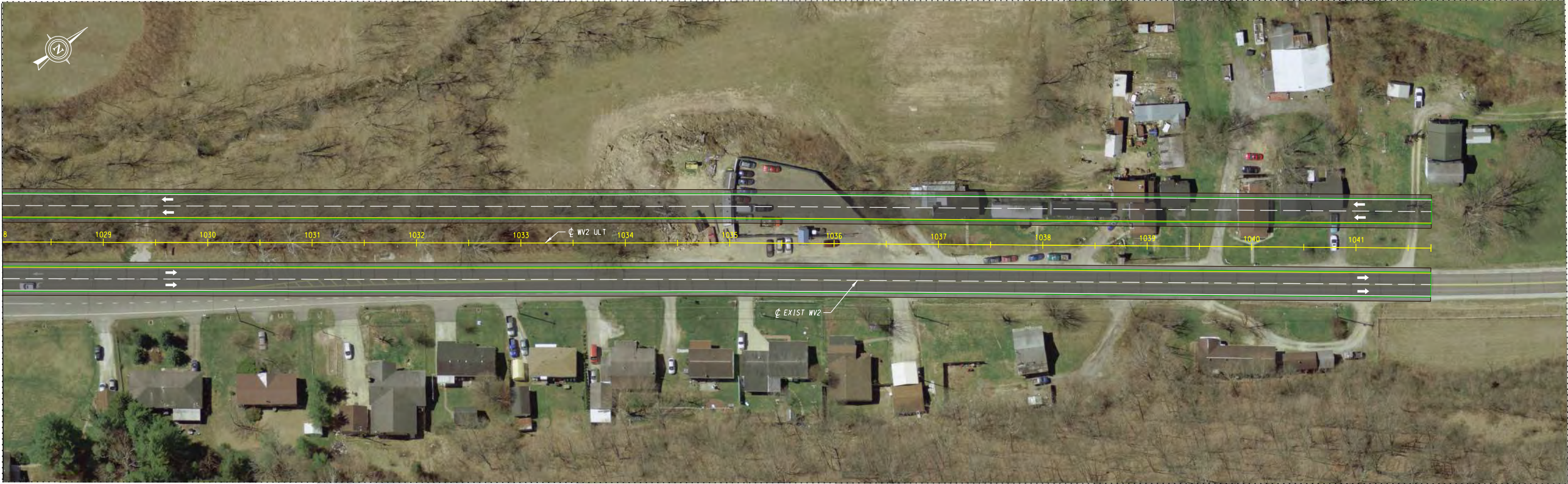
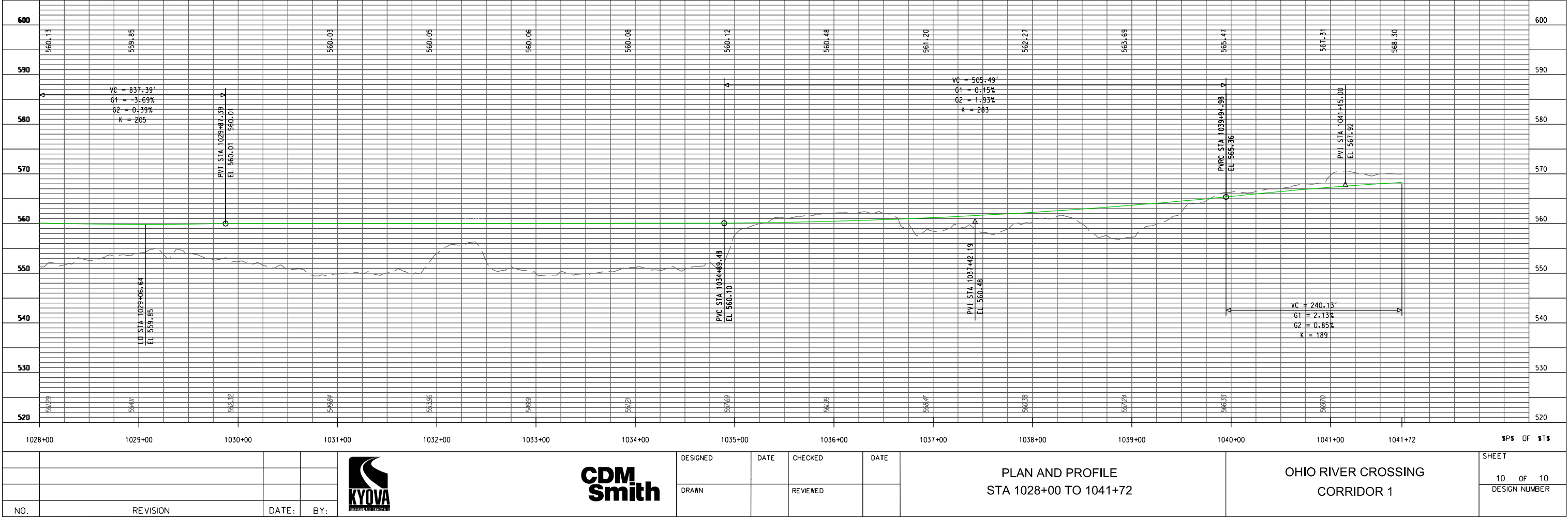


| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|--|--|--|----------|--|--|--|-----------|--|--|--|---|--|--|--|---|--|--|--|----------|------|----------|------|--|--|--|--|-----------------------------------|--|--|--|--------------------------|--|--|--|
| NO. | | | | REVISION | | | | DATE: BY: | | | |  | | | |  | | | | DESIGNED | DATE | CHECKED | DATE | PLAN AND PROFILE STA 1041+00 TO 1056+00 | | | | OHIO RIVER CROSSING CORRIDOR 1 | | | | SHEET | | | |
| | | | | | | | | | | | | | | | | | | | | DRAWN | | REVIEWED | | | | | | | | | | 8 OF 10 DESIGN NUMBER | | | |

\$DATE\$

\$FILEL\$

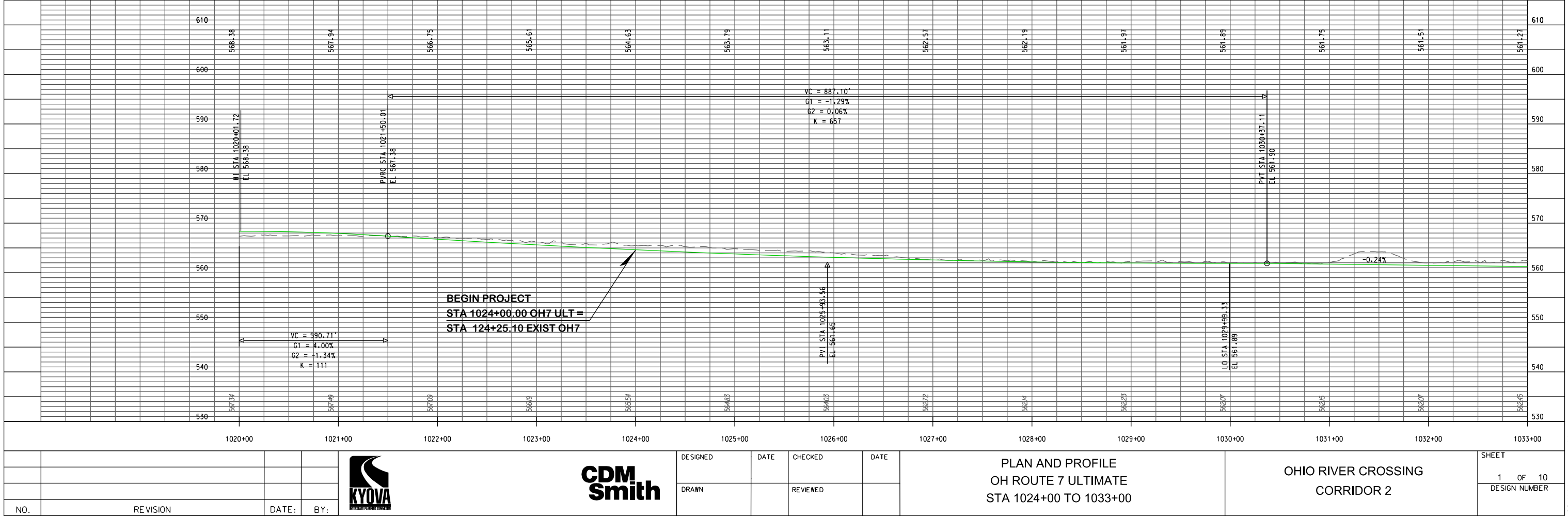
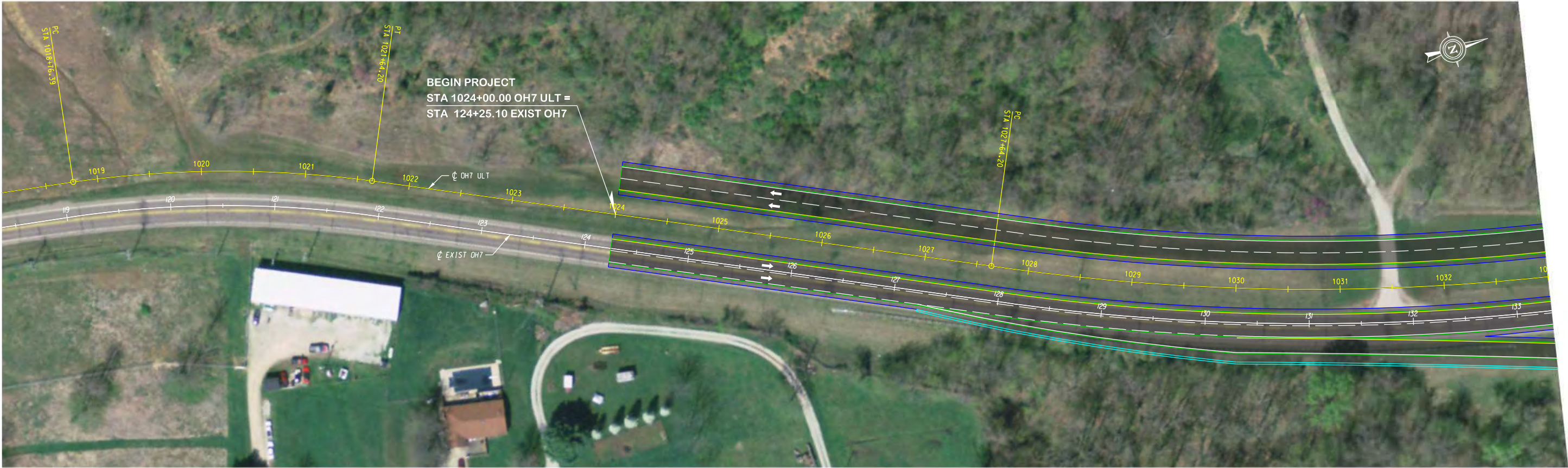




\$DATE\$

\$FILE\$

CONCEPTUAL ALIGNMENT CORRIDOR 2



| NO. | REVISION | DATE: | BY: |
|-----|----------|-------|-----|
| | | | |
| | | | |

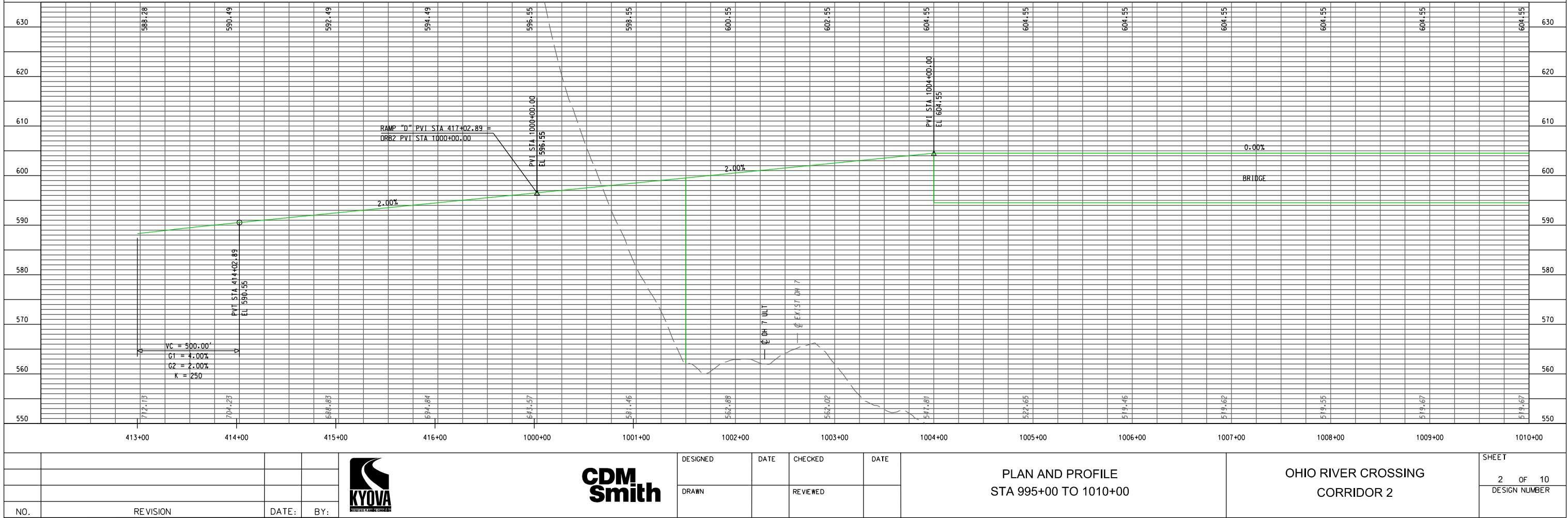
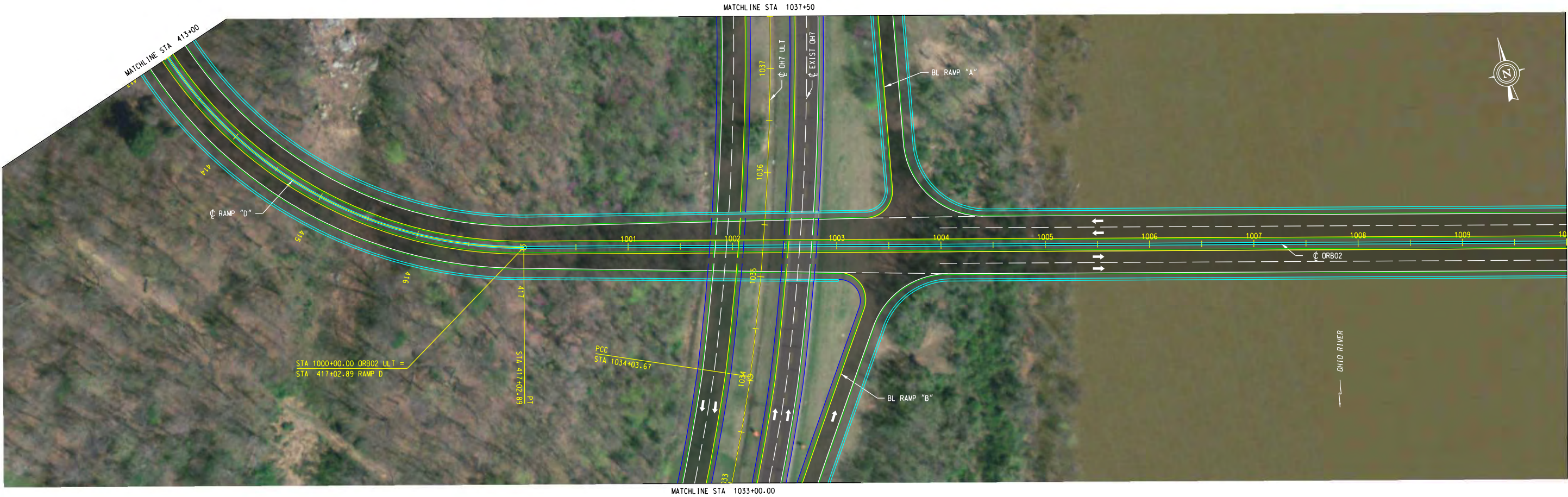


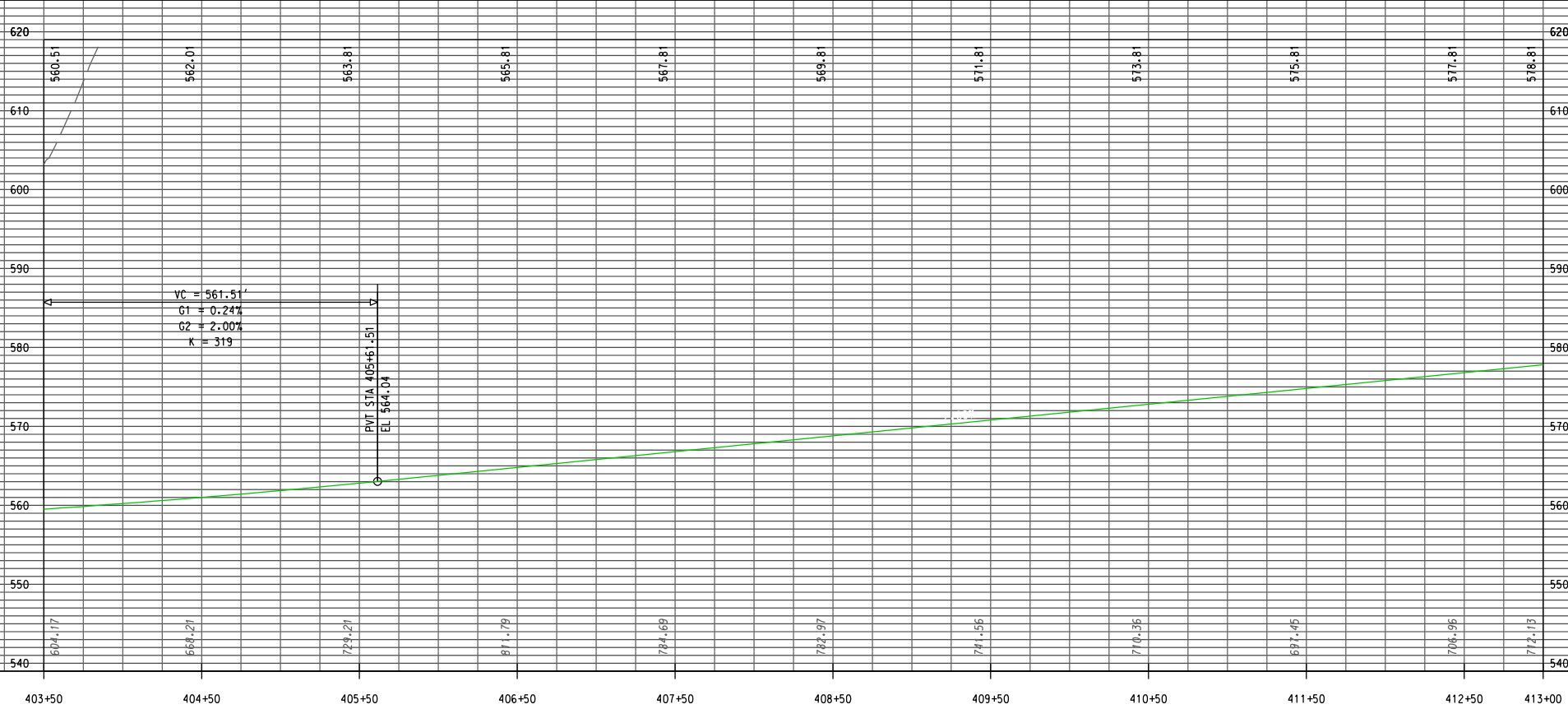
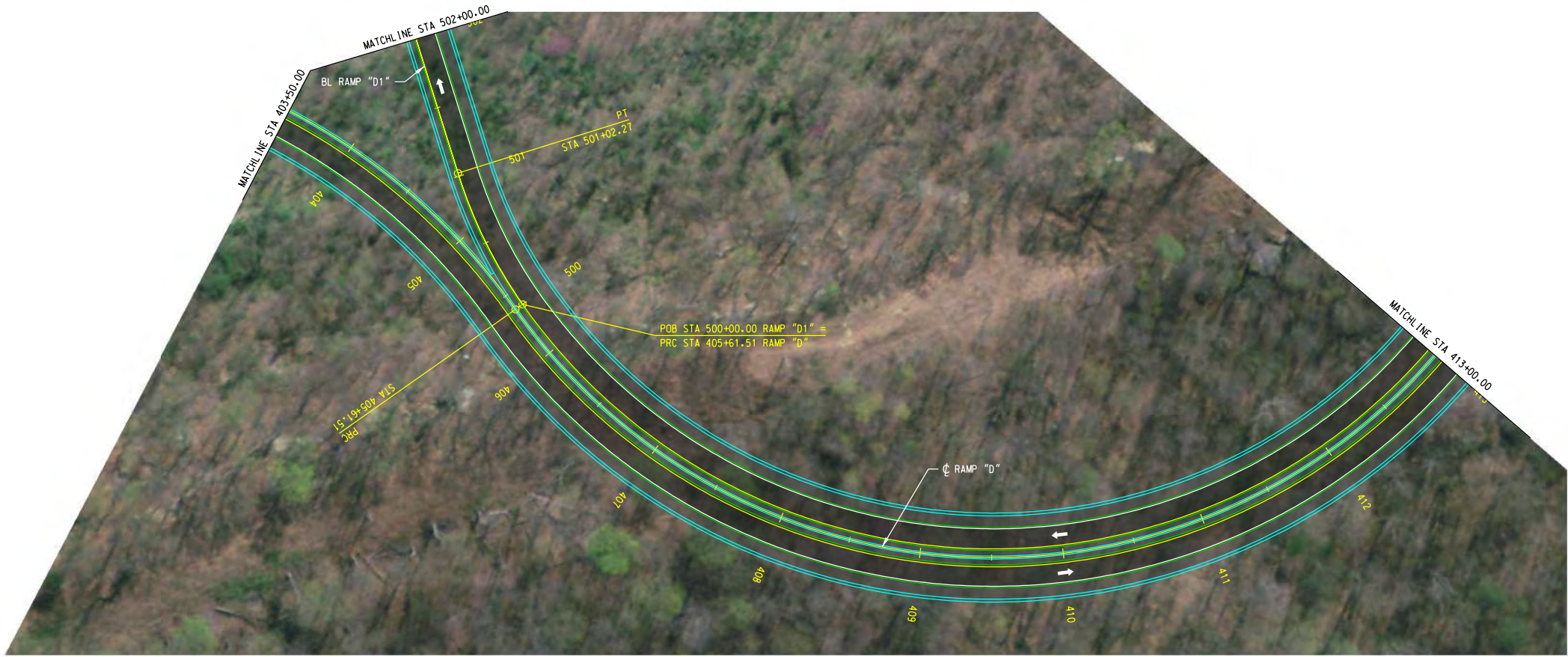
| | | | |
|----------|------|----------|------|
| DESIGNED | DATE | CHECKED | DATE |
| DRAWN | | REVIEWED | |

PLAN AND PROFILE
OH ROUTE 7 ULTIMATE
STA 1024+00 TO 1033+00

OHIO RIVER CROSSING
CORRIDOR 2

| |
|---------------|
| SHEET |
| 1 OF 10 |
| DESIGN NUMBER |





| | | | |
|----------|------|----------|------|
| DESIGNED | DATE | CHECKED | DATE |
| DRAWN | | REVIEWED | |

PLAN AND PROFILE
RAMP D STA 403+50 TO 413+00

OHIO RIVER CROSSING
CORRIDOR 2

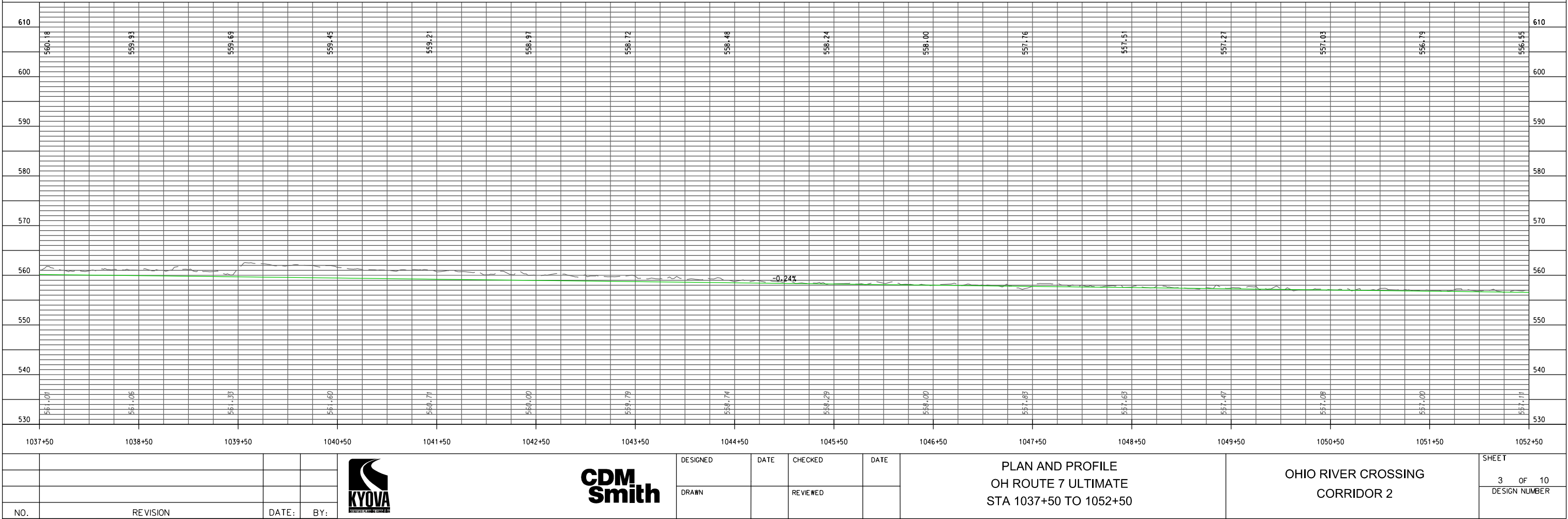
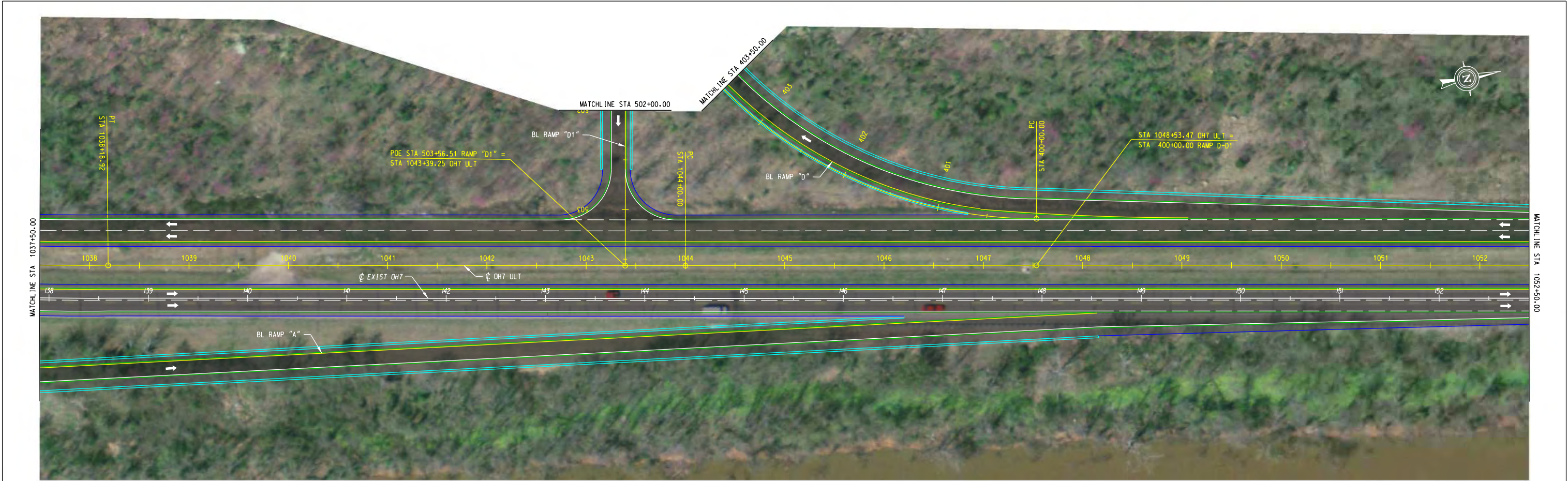
| |
|---------------------------|
| SHEET |
| 2A OF 10 DESIGN NUMBER |

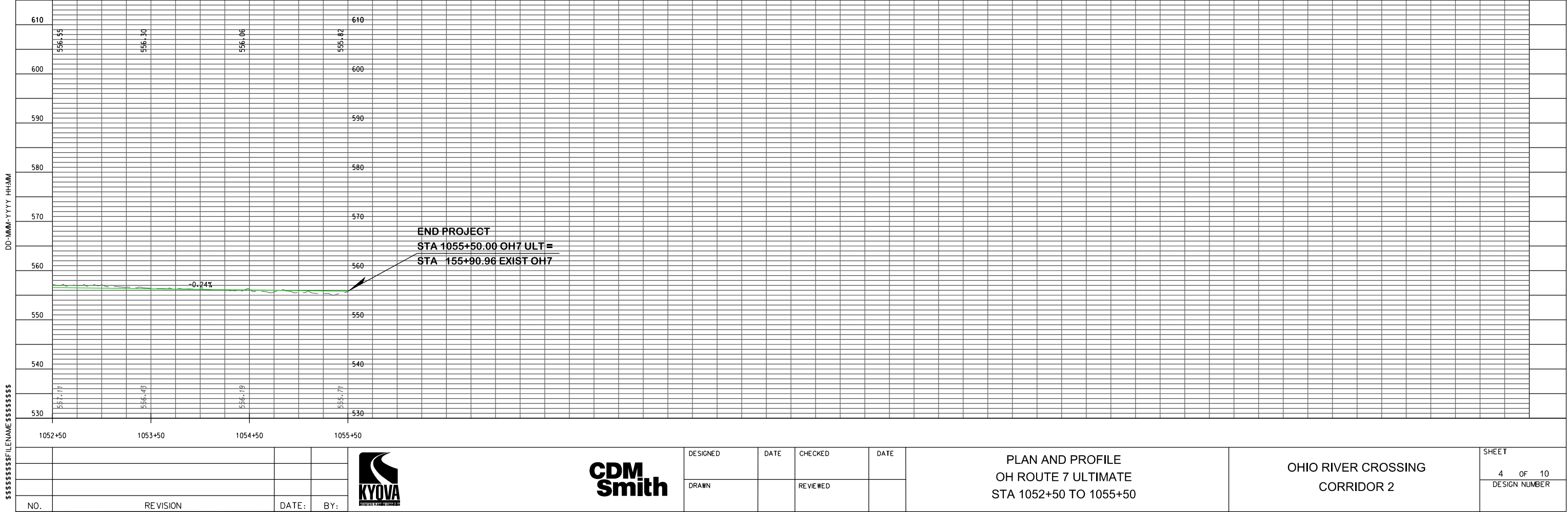
DD-MM-YYYY HH:MM

\$\$\$\$\$FILENAME\$\$\$\$\$

\$\$\$\$\$FILENAME\$\$\$\$\$

DD-MM-YYYY HH:MM





\$\$\$\$\$FILENAME\$\$\$\$\$

DD-MM-YYYY HH:MM

\$\$\$\$\$FILENAME\$\$\$\$\$

DD-MM-YYYY HH:MM

| NO. | REVISION | DATE: | BY: |
|-----|----------|-------|-----|
| | | | |
| | | | |

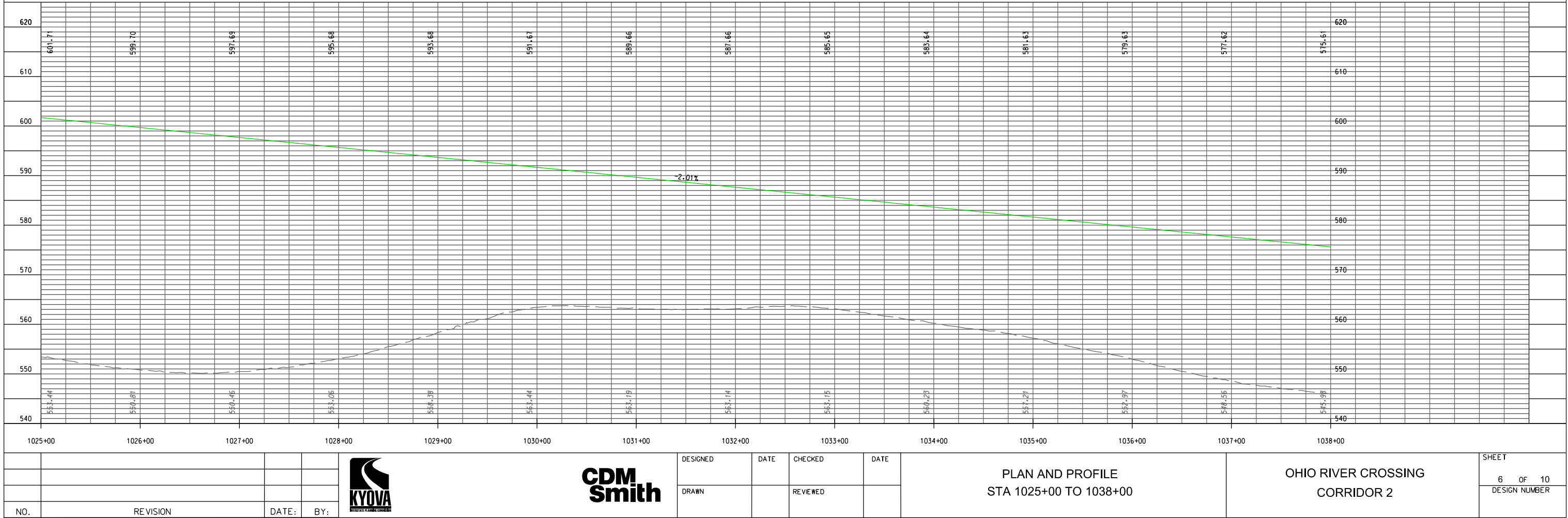


| | | | |
|----------|------|----------|------|
| DESIGNED | DATE | CHECKED | DATE |
| DRAWN | | REVIEWED | |

PLAN AND PROFILE
OH ROUTE 7 ULTIMATE
STA 1052+50 TO 1055+50

OHIO RIVER CROSSING
CORRIDOR 2

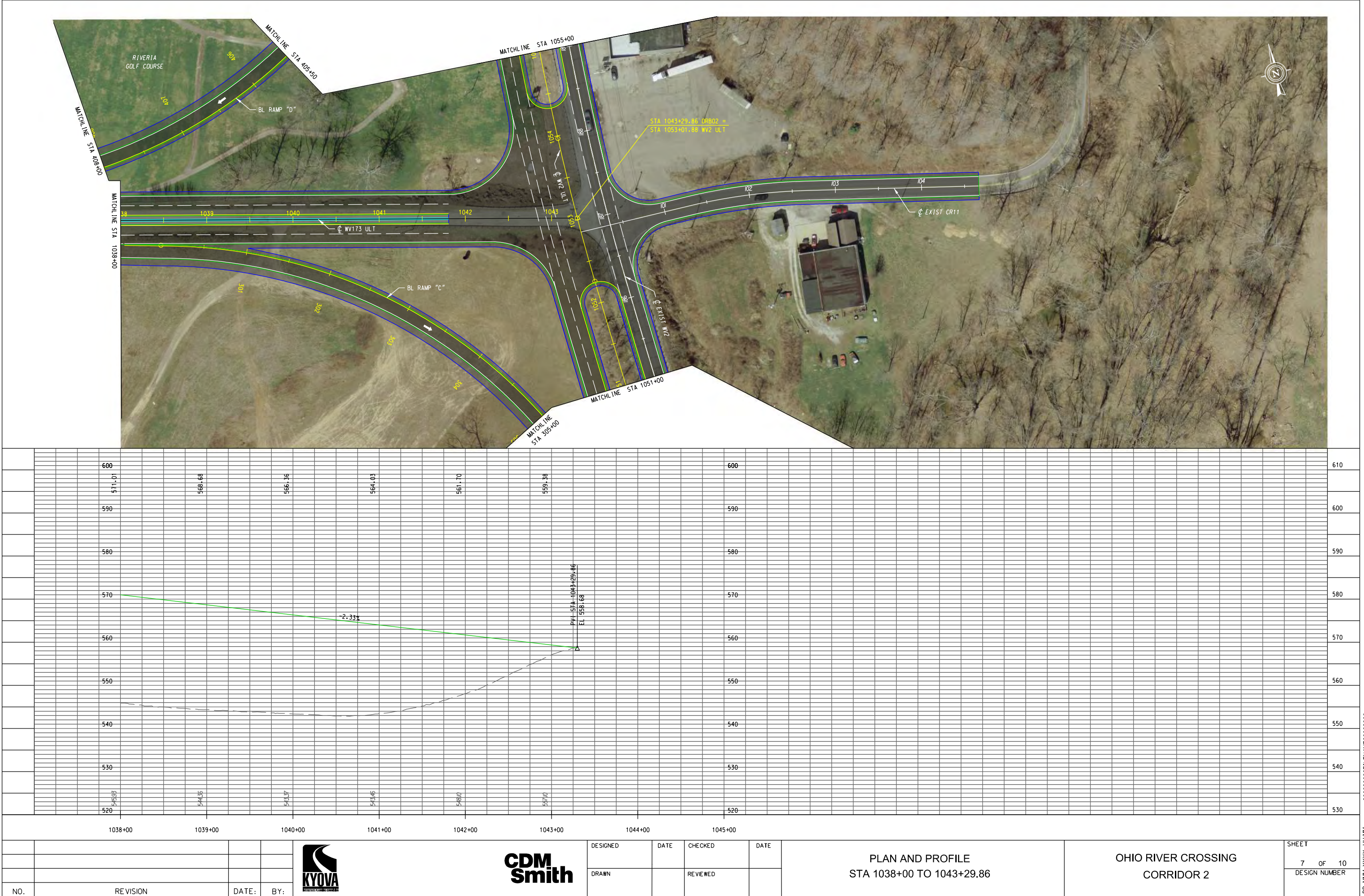
| |
|---------------|
| SHEET |
| 4 OF 10 |
| DESIGN NUMBER |



| | | | | | | | | | | | | | | | | |
|-----|--|--|--|----------|--|--|--|-----------|--|--|--|---|--|--|--|--|
| NO. | | | | REVISION | | | | DATE: BY: | | | | <div><div><div></div><div></div></div><div><div></div><div></div></div></div> | | | | <div>DESIGNED</div> <div>DATE</div> <div>CHECKED</div> <div>DATE</div> |
|-----|--|--|--|----------|--|--|--|-----------|--|--|--|---|--|--|--|--|

DRAWN

REVIEWED



| NO. | REVISION | DATE: | BY: |
|-----|----------|-------|-----|
| | | | |
| | | | |

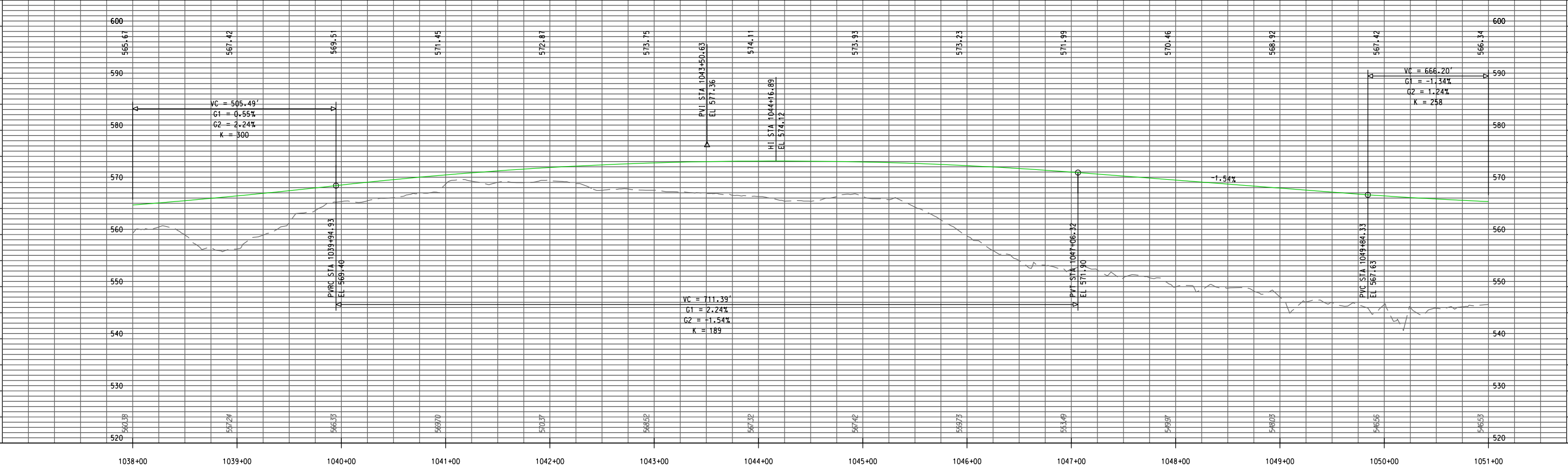
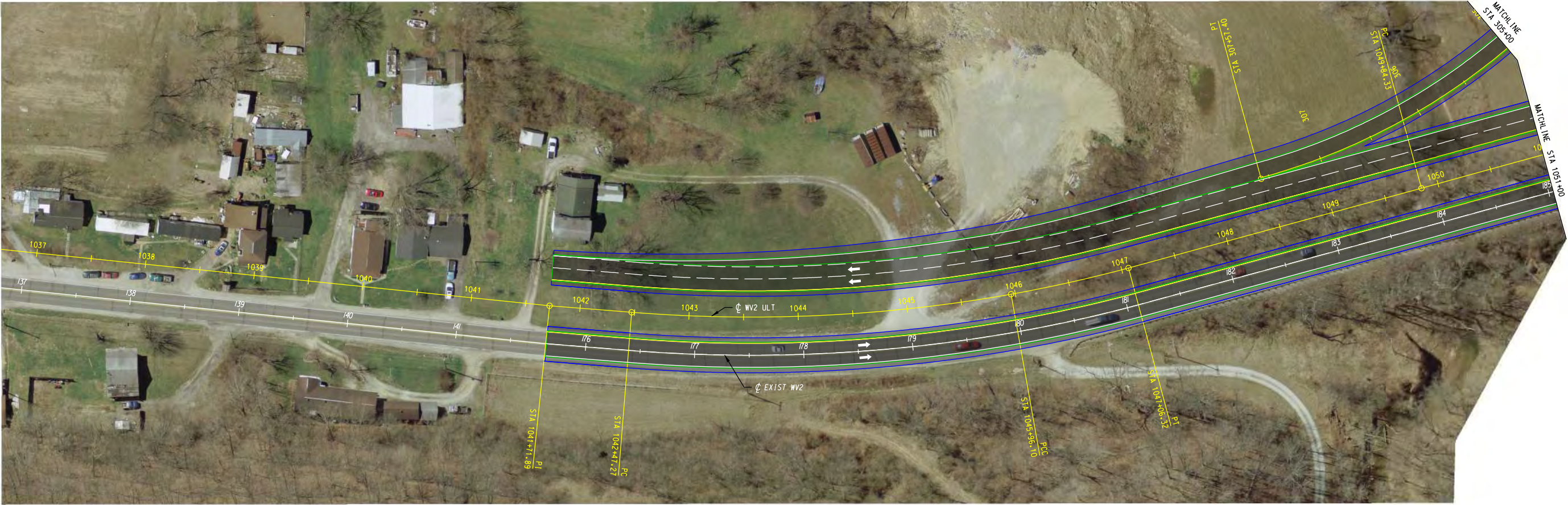


| | | | |
|----------|------|----------|------|
| DESIGNED | DATE | CHECKED | DATE |
| DRAWN | | REVIEWED | |

PLAN AND PROFILE
STA 1038+00 TO 1043+29.86

OHIO RIVER CROSSING
CORRIDOR 2

| |
|---------------|
| SHEET |
| 7 OF 10 |
| DESIGN NUMBER |



DD-MM-YYYY HH:MM

\$\$\$\$\$FILENAME\$\$\$\$\$

| NO. | REVISION | DATE: | BY: |
|-----|----------|-------|-----|
| | | | |



| | | | |
|----------|------|----------|------|
| DESIGNED | DATE | CHECKED | DATE |
| DRAWN | | REVIEWED | |

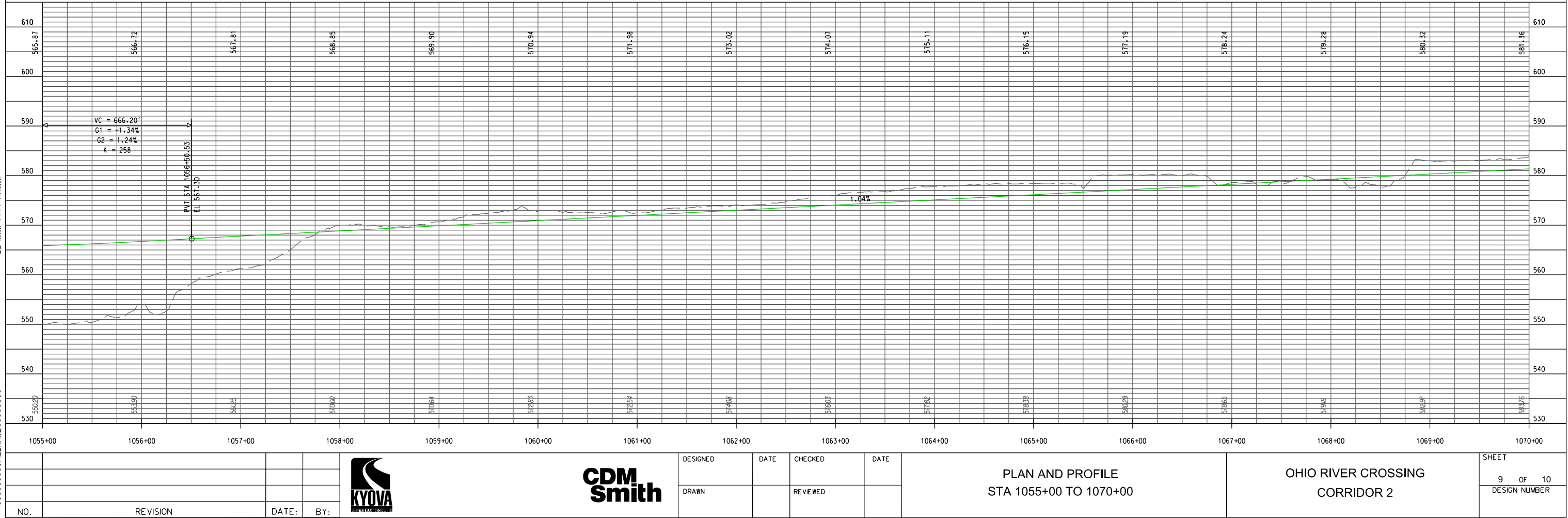
PLAN AND PROFILE
WV2 ULTIMATE
STA 1038+00 TO 1051+00

OHIO RIVER CROSSING
CORRIDOR 2

| |
|---------------|
| SHEET |
| 8 OF 10 |
| DESIGN NUMBER |

\$\$\$\$\$FILENAME\$\$\$\$\$

DD-MM-YYYY HH:MM

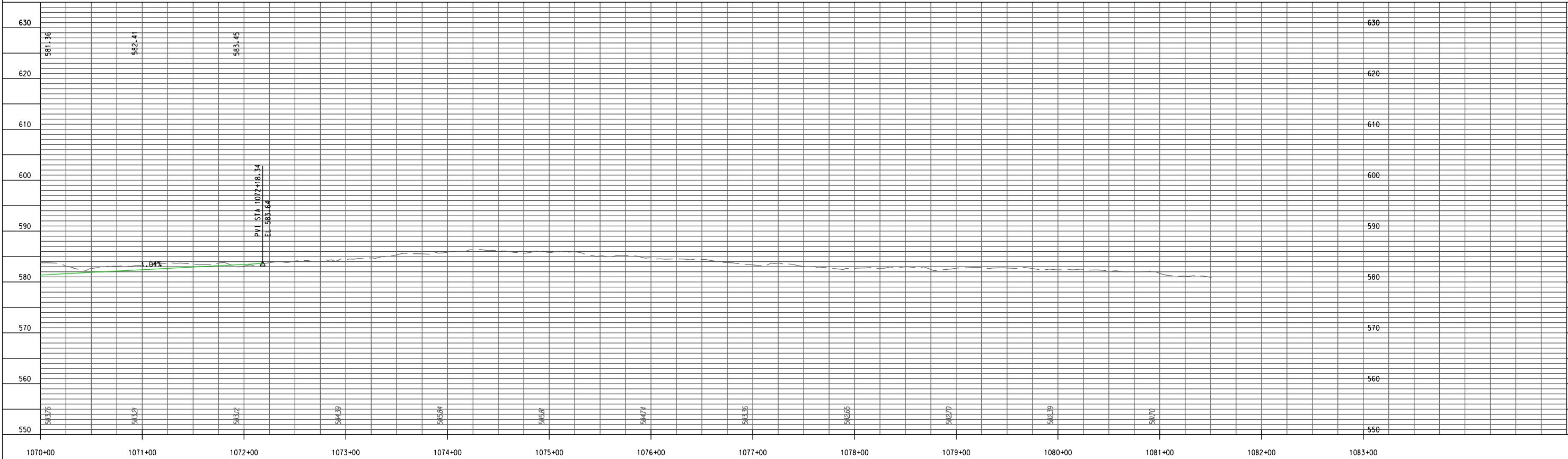


| | | | |
|----------|------|----------|------|
| DESIGNED | DATE | CHECKED | DATE |
| DRAWN | | REVIEWED | |

PLAN AND PROFILE
STA 1055+00 TO 1070+00

OHIO RIVER CROSSING
CORRIDOR 2

| |
|---------------|
| SHEET |
| 9 OF 10 |
| DESIGN NUMBER |



| NO. | REVISION | DATE: | BY: |
|-----|----------|-------|-----|
| | | | |
| | | | |



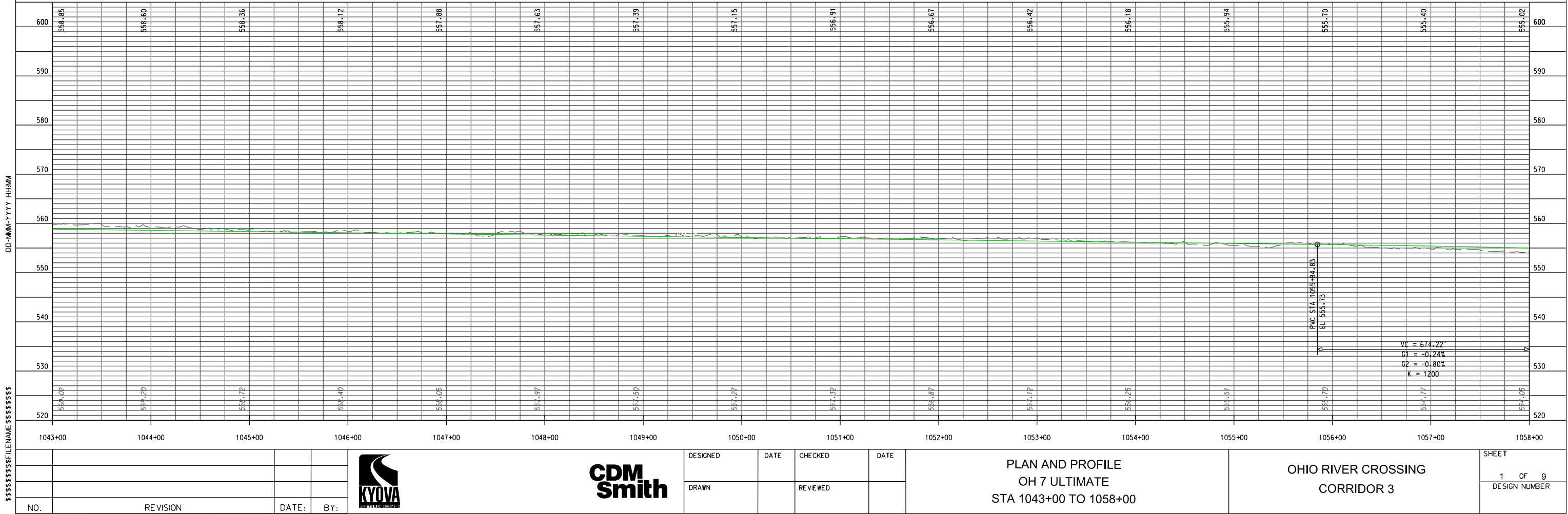
| | | | |
|----------|------|----------|------|
| DESIGNED | DATE | CHECKED | DATE |
| DRAWN | | REVIEWED | |

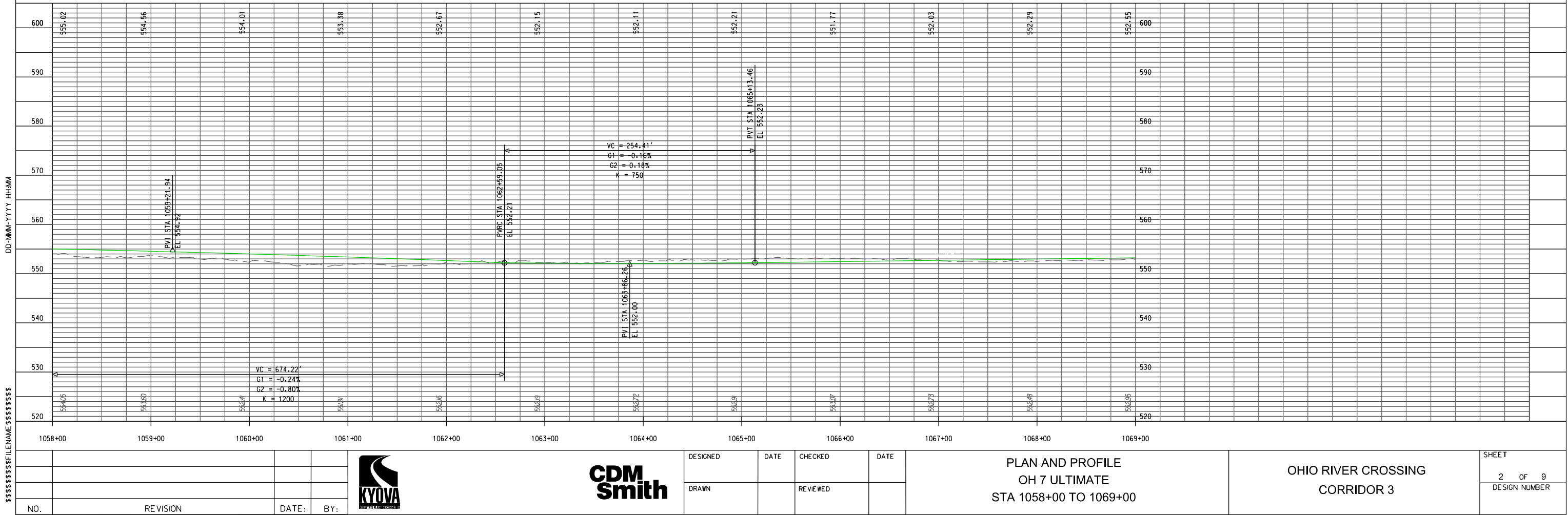
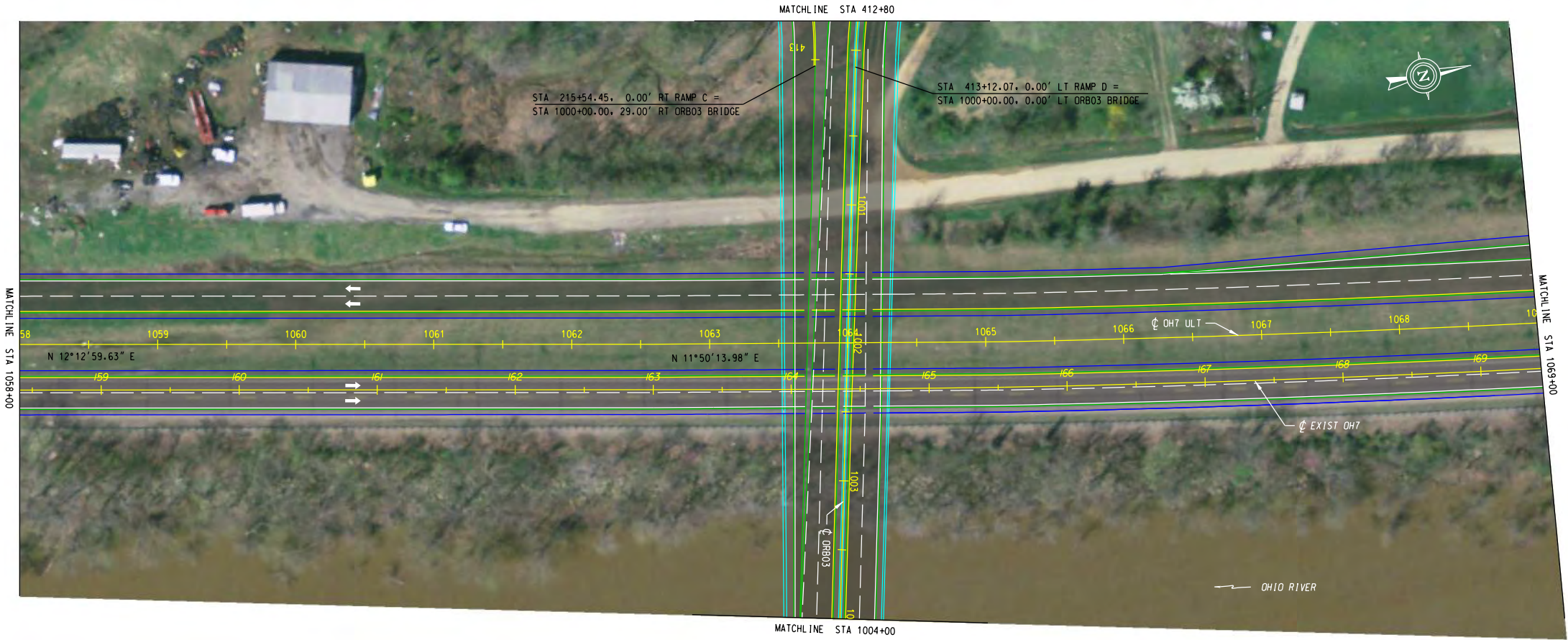
PLAN AND PROFILE
STA 1070+00 TO 1072+18.34

OHIO RIVER CROSSING
CORRIDOR 2

| |
|---------------|
| SHEET |
| 10 OF 10 |
| DESIGN NUMBER |

CONCEPTUAL ALIGNMENT CORRIDOR 3

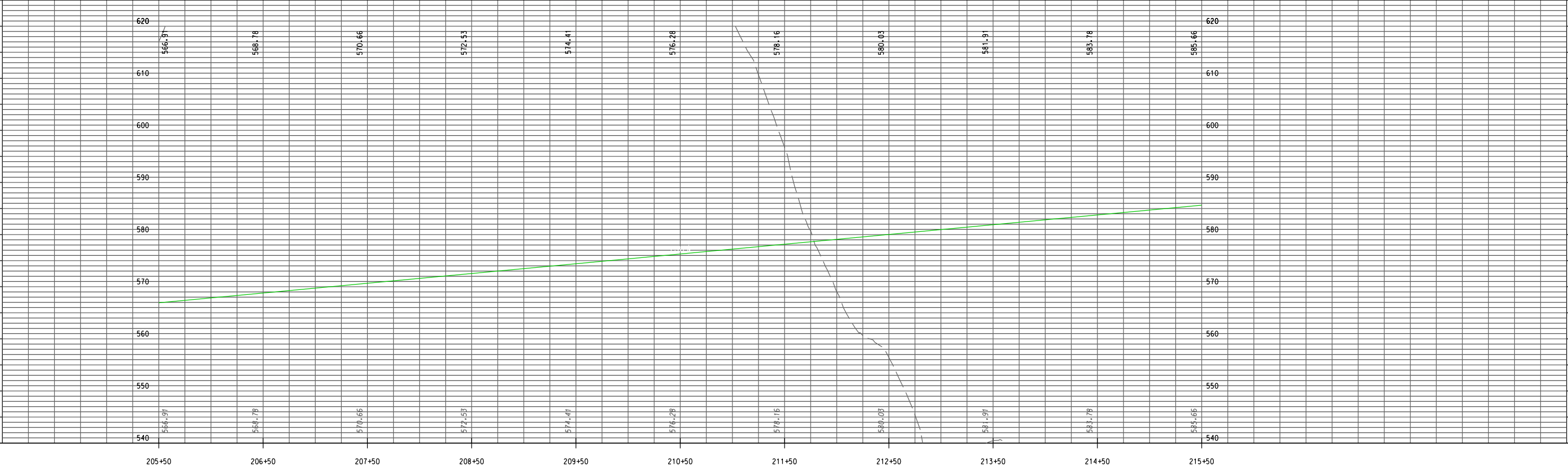






MATCHLINE RAMP C STA 205+50

MATCHLINE RAMP C STA 215+50
MATCHLINE RAMP D STA 413+00



| NO. | REVISION | DATE: | BY: |
|-----|----------|-------|-----|
| | | | |
| | | | |



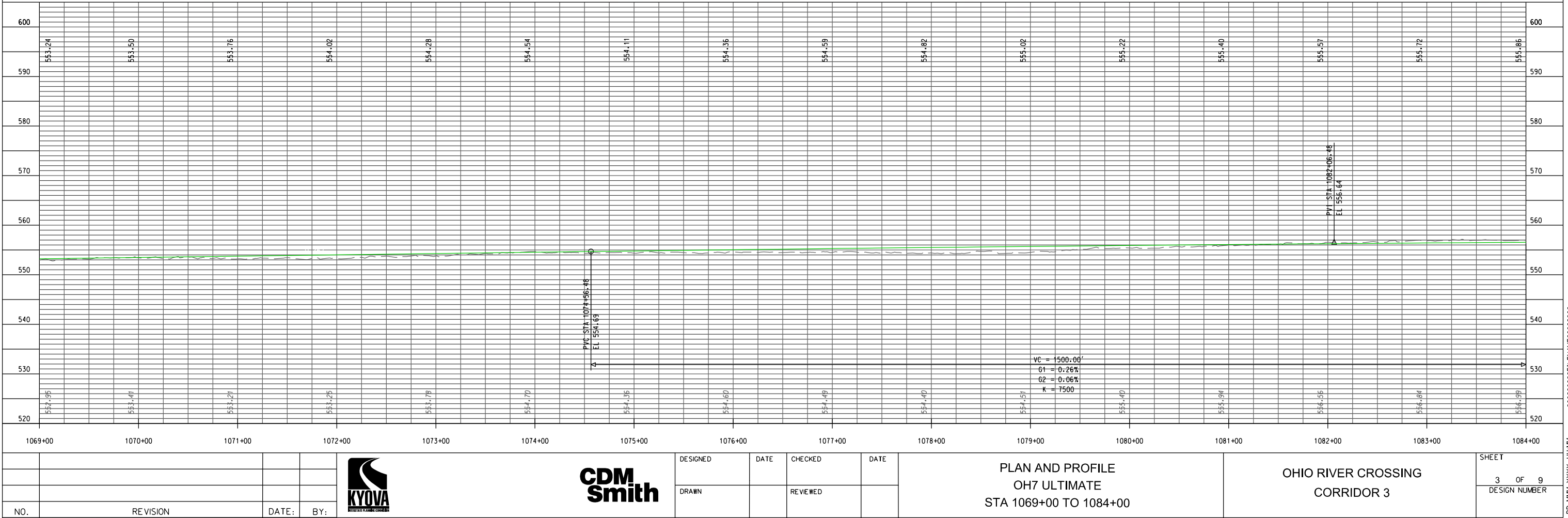
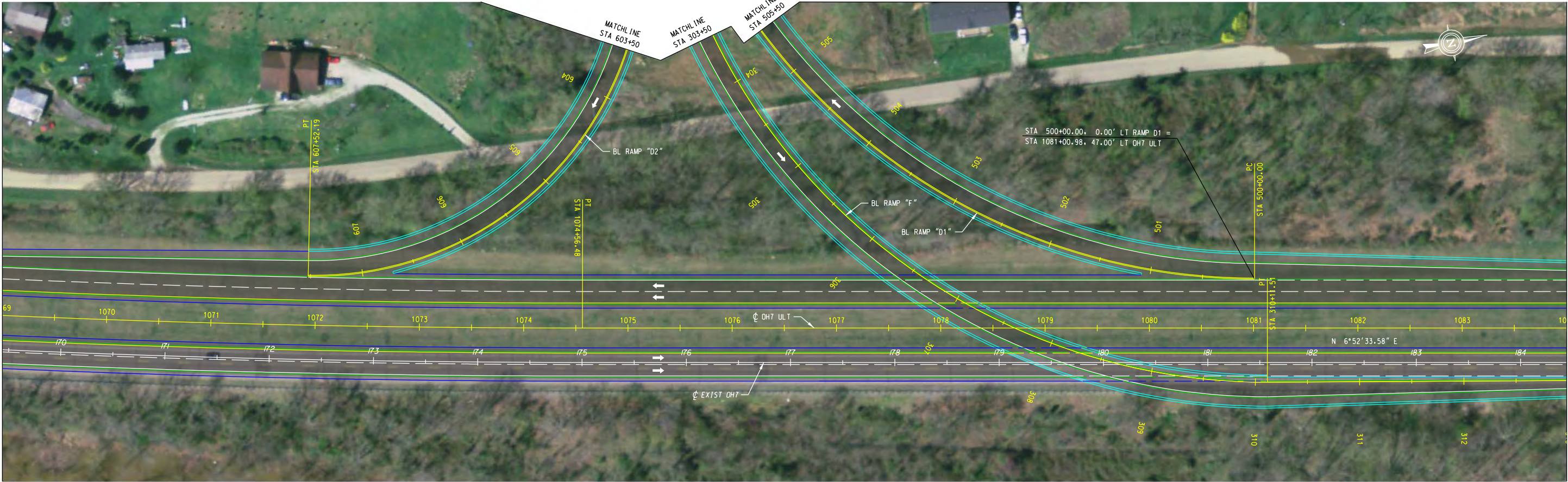
| | | | |
|----------|------|----------|------|
| DESIGNED | DATE | CHECKED | DATE |
| DRAWN | | REVIEWED | |

PLAN AND PROFILE
RAMP C STA 205+50 TO 215+50
RAMP D STA 408+00 TO 413+00

OHIO RIVER CROSSING
CORRIDOR 3

| |
|---------------|
| SHEET |
| 2A OF 9 |
| DESIGN NUMBER |



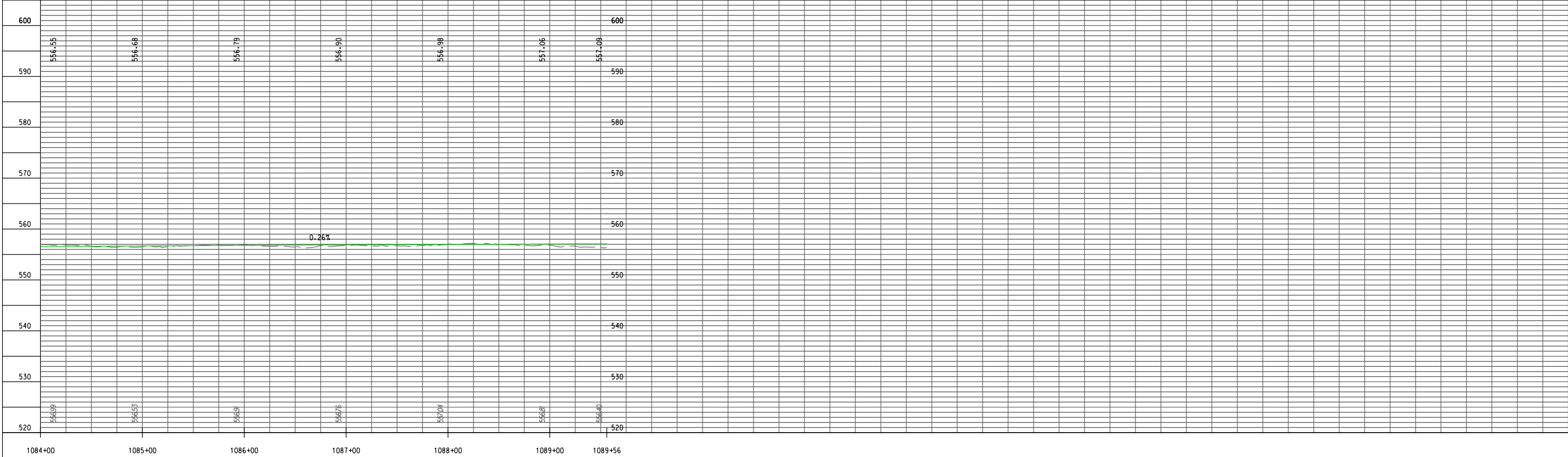


| | | | |
|----------|------|----------|------|
| DESIGNED | DATE | CHECKED | DATE |
| DRAWN | | REVIEWED | |


PLAN AND PROFILE
OH7 ULTIMATE
STA 1069+00 TO 1084+00

OHIO RIVER CROSSING
CORRIDOR 3

| |
|---------------|
| SHEET |
| 3 OF 9 |
| DESIGN NUMBER |



| NO. | REVISION | DATE: | BY: |
|-----|----------|-------|-----|
| | | | |
| | | | |

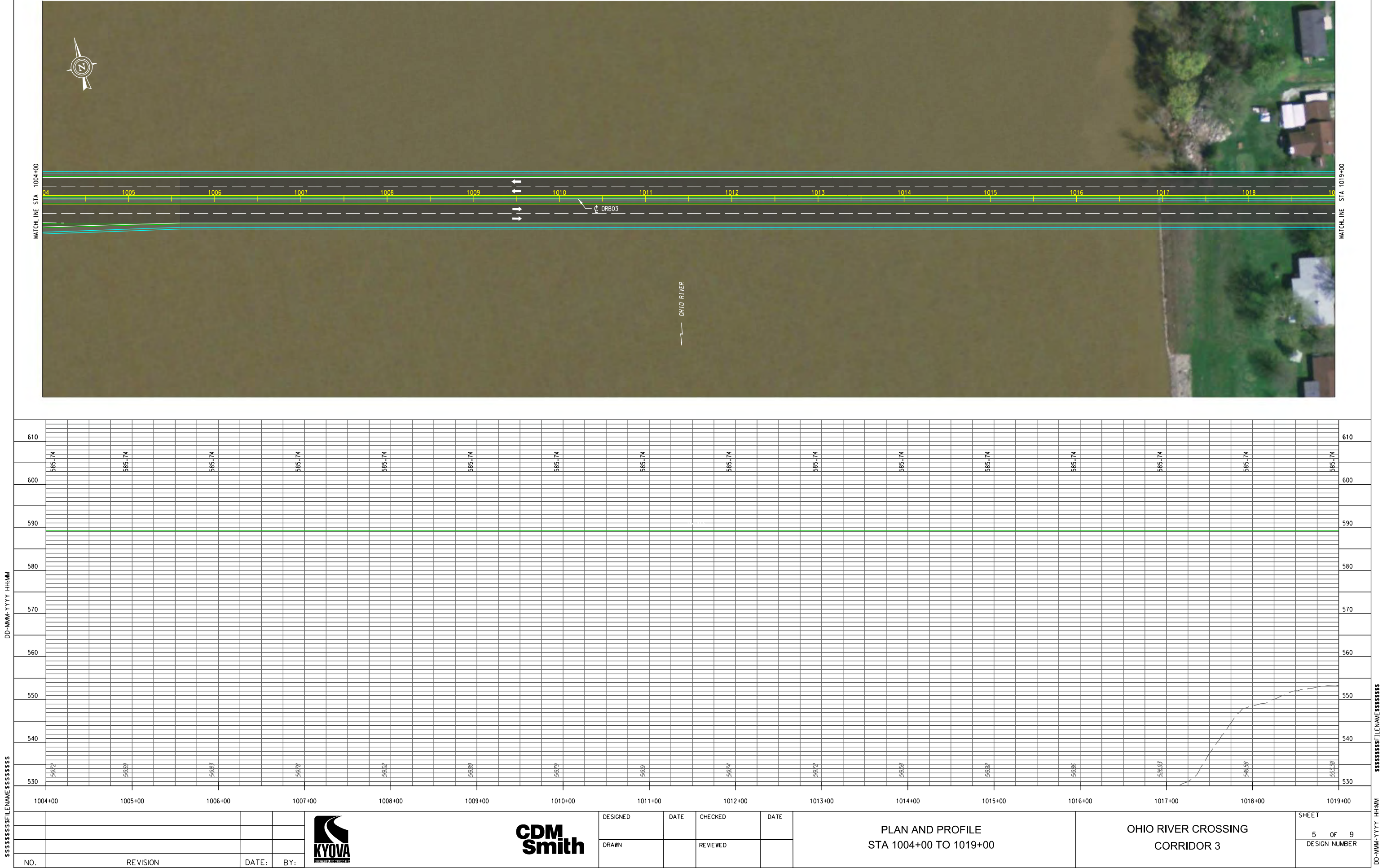


| | | | |
|----------|------|----------|------|
| DESIGNED | DATE | CHECKED | DATE |
| DRAWN | | REVIEWED | |

PLAN AND PROFILE
OH7 ULTIMATE
STA 1084+00 TO 1089+56

OHIO RIVER CROSSING
CORRIDOR 3

| |
|---------------|
| SHEET |
| 4 OF 9 |
| DESIGN NUMBER |



DD-MM-YYYY HH:MM

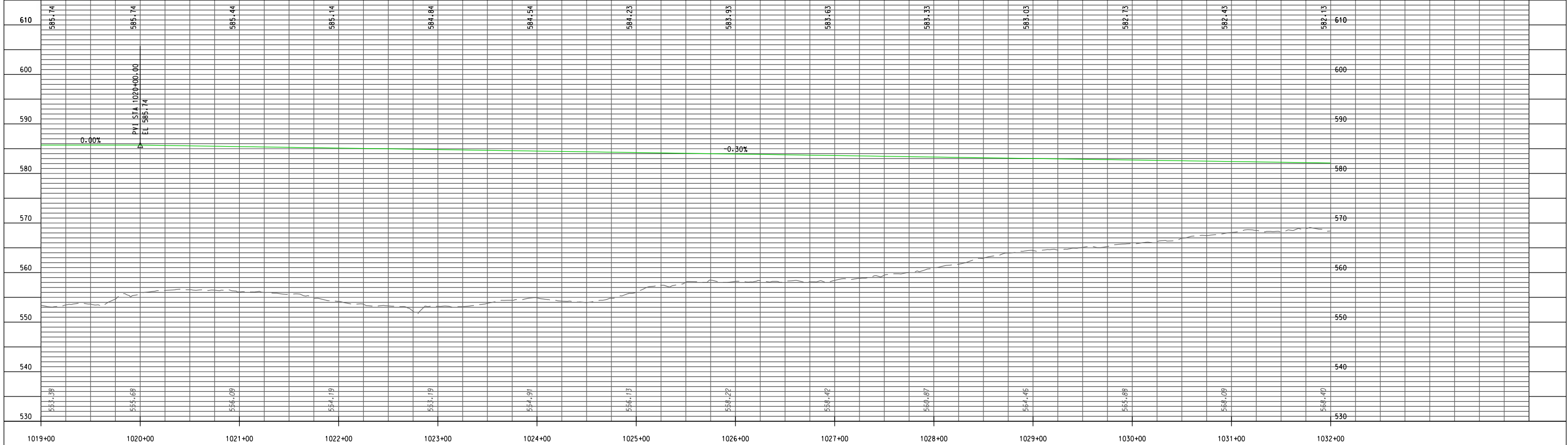
\$\$\$\$\$FILENAME\$\$\$\$\$

\$\$\$\$\$FILENAME\$\$\$\$\$

DD-MM-YYYY HH:MM

\$\$\$\$\$FILENAME\$\$\$\$\$

DD-MM-YYYY HH:MM



| NO. | REVISION | DATE: | BY: |
|-----|----------|-------|-----|
| | | | |
| | | | |



| | | | |
|----------|------|----------|------|
| DESIGNED | DATE | CHECKED | DATE |
| DRAWN | | REVIEWED | |

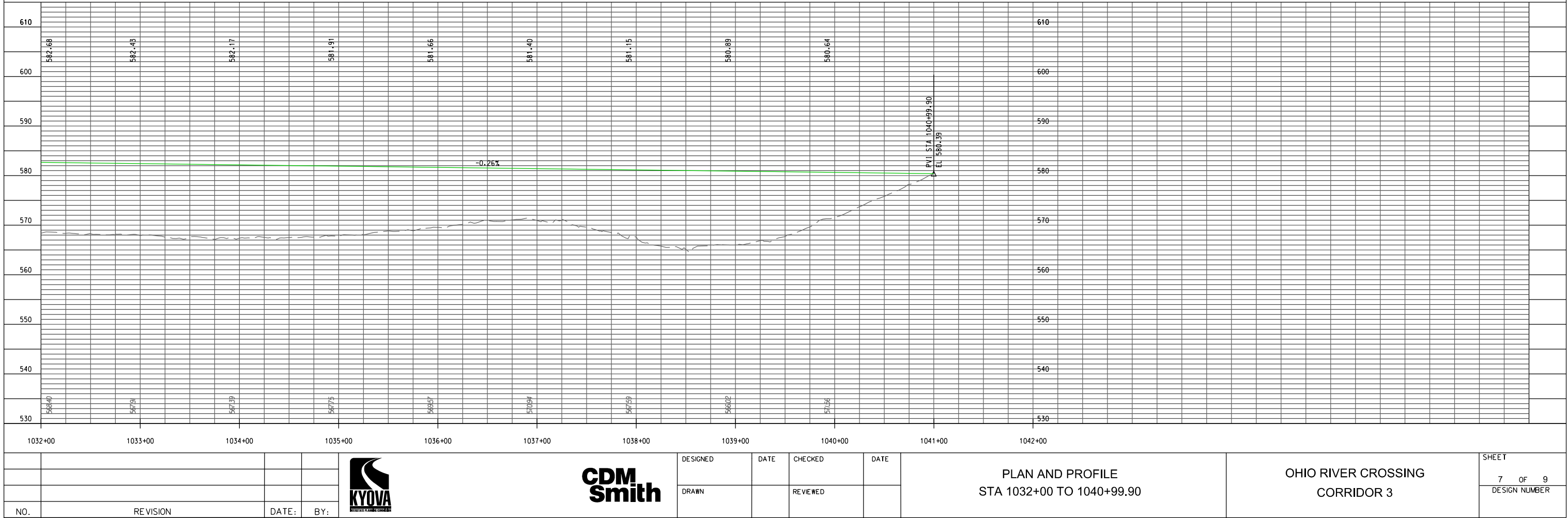
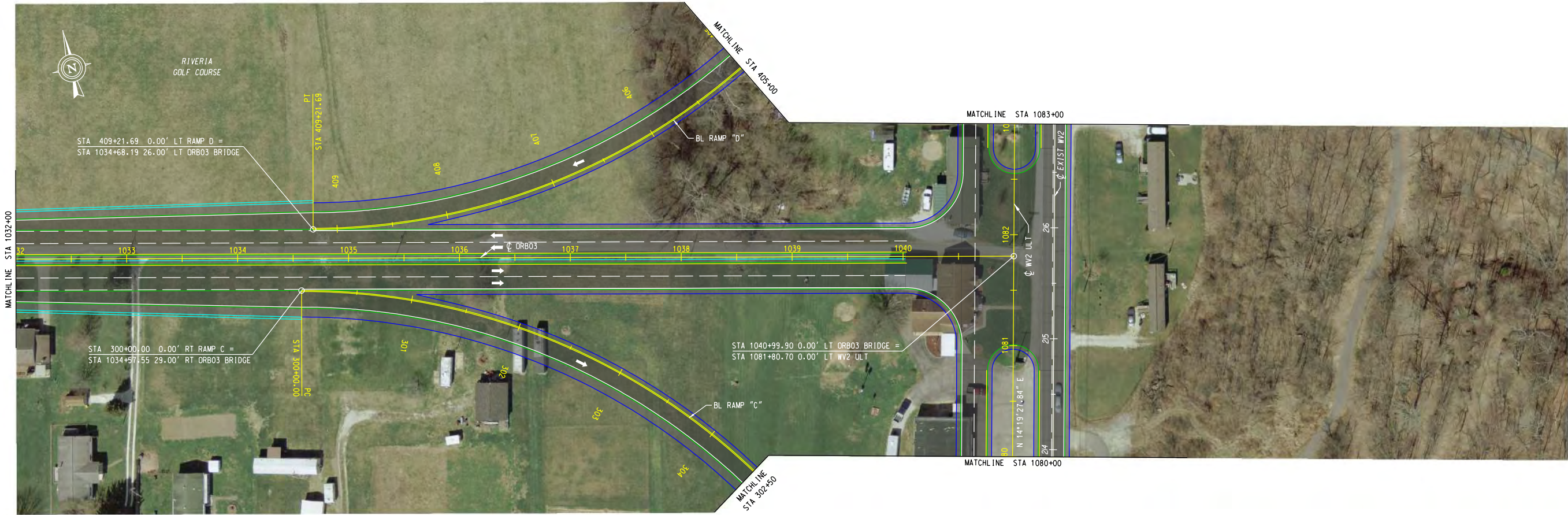
PLAN AND PROFILE
STA 1019+00 TO 1032+00

OHIO RIVER CROSSING
CORRIDOR 3

| |
|---------------|
| SHEET |
| 6 OF 9 |
| DESIGN NUMBER |

DD-MM-YYYY HH:MM

\$\$\$\$\$FILENAME\$\$\$\$\$

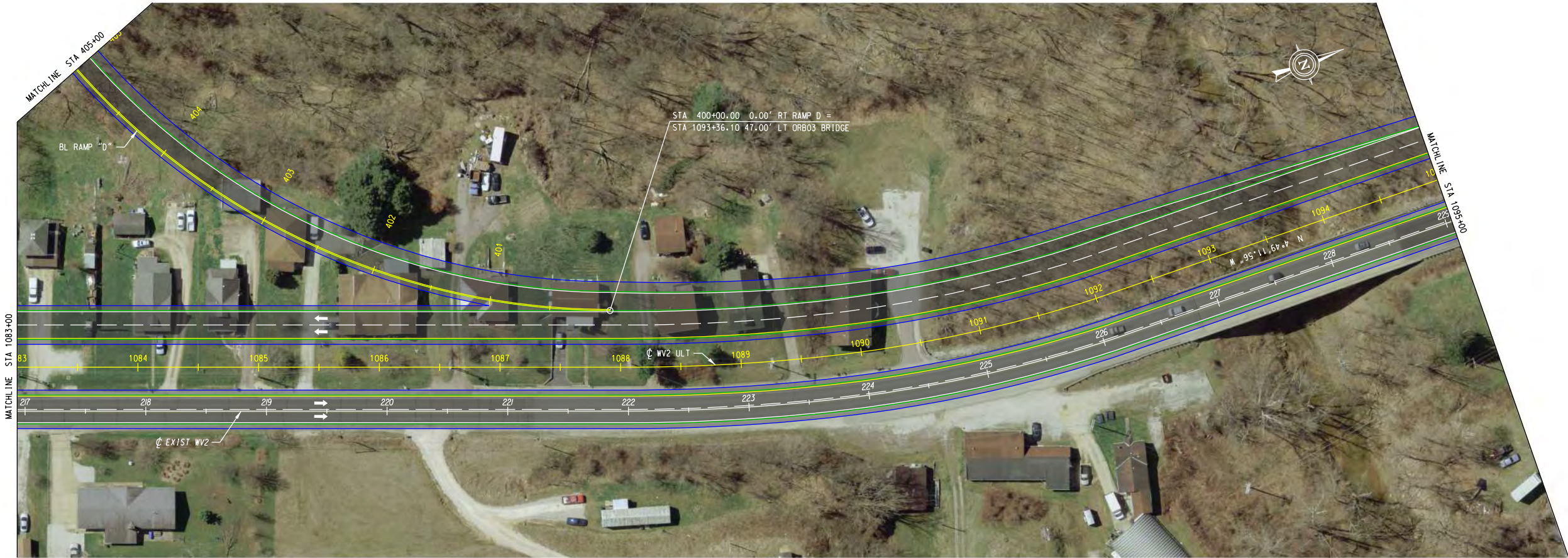


| | | | |
|----------|------|----------|------|
| DESIGNED | DATE | CHECKED | DATE |
| DRAWN | | REVIEWED | |

PLAN AND PROFILE
STA 1032+00 TO 1040+99.90

OHIO RIVER CROSSING
CORRIDOR 3

| |
|---------------|
| SHEET |
| 7 OF 9 |
| DESIGN NUMBER |



| NO. | REVISION | DATE: | BY: |
|-----|----------|-------|-----|
| | | | |
| | | | |

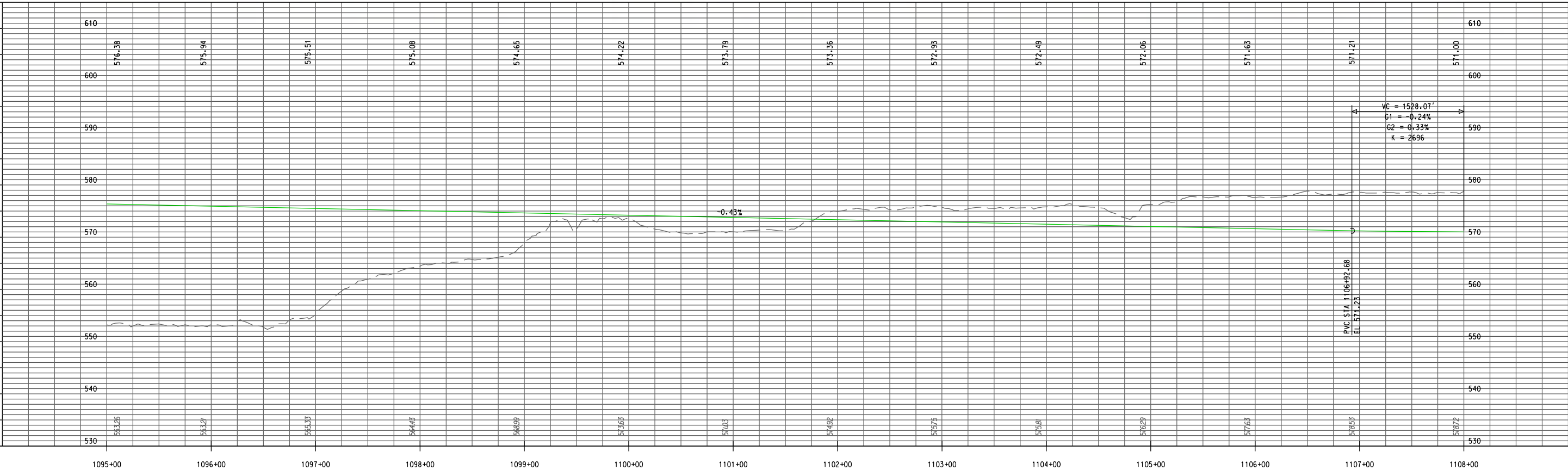


| | | | |
|----------|------|----------|------|
| DESIGNED | DATE | CHECKED | DATE |
| DRAWN | | REVIEWED | |

PLAN AND PROFILE
STA 1083+00 TO 1095+00

OHIO RIVER CROSSING
CORRIDOR 3

| |
|---------------|
| SHEET |
| 8 OF 9 |
| DESIGN NUMBER |



DD-MM-YYYY HH:MM

\$\$\$\$\$FILENAME\$\$\$\$\$

| NO. | REVISION | DATE: | BY: |
|-----|----------|-------|-----|
| | | | |



| | | | |
|----------|------|----------|------|
| DESIGNED | DATE | CHECKED | DATE |
| DRAWN | | REVIEWED | |

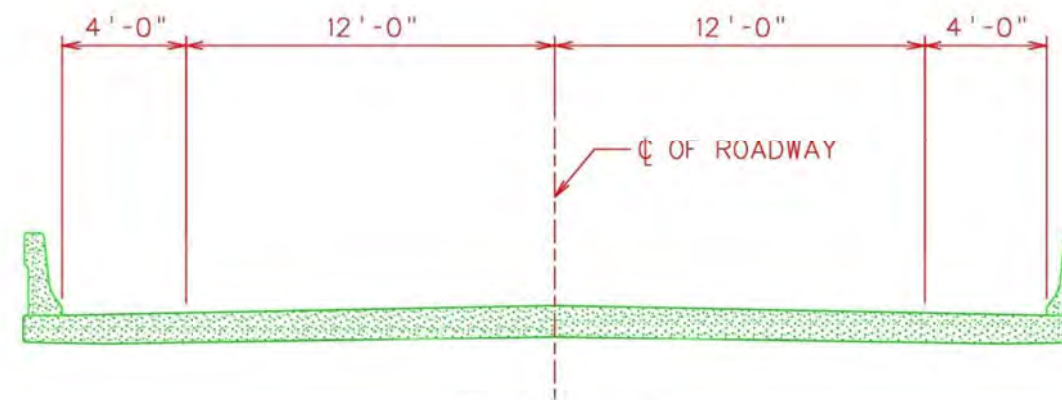
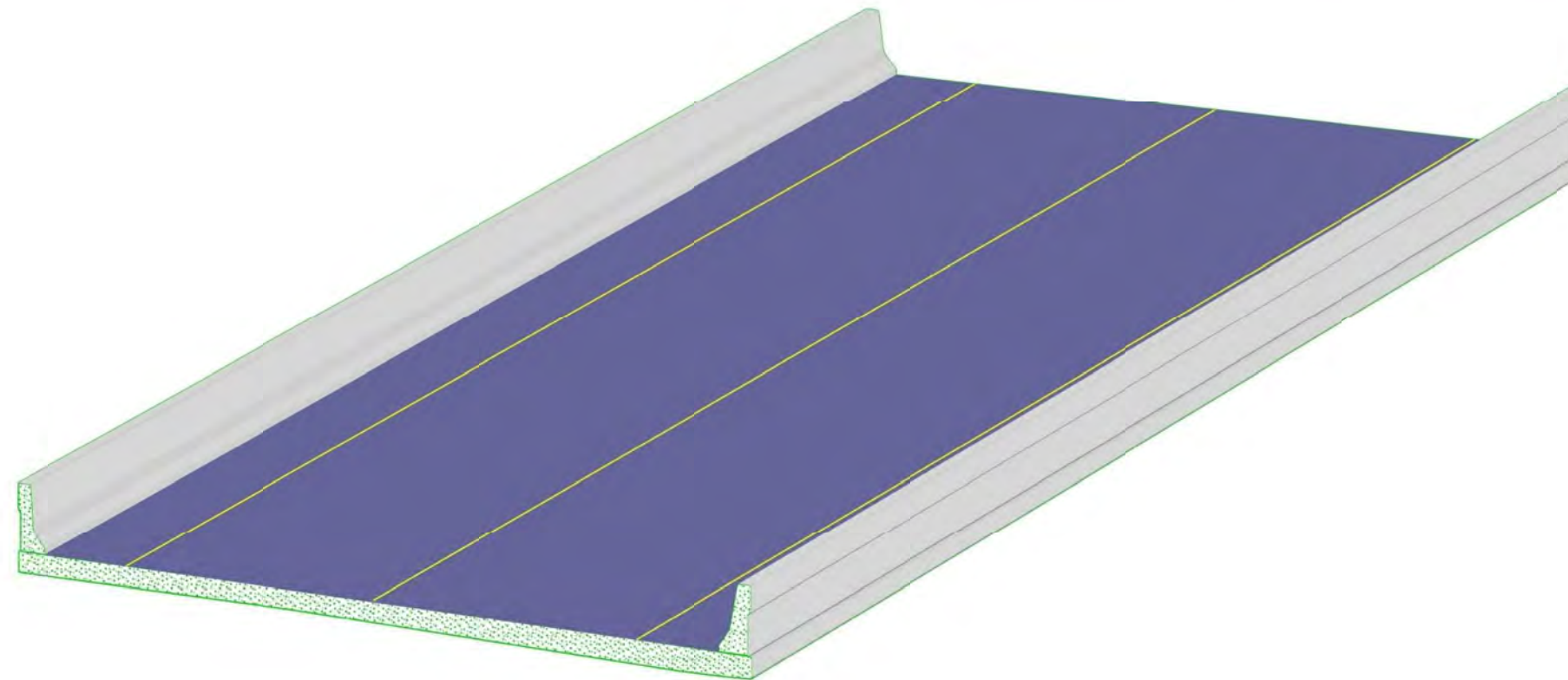
PLAN AND PROFILE
STA 1095+00 TO 1105+46.64

OHIO RIVER CROSSING
CORRIDOR 3

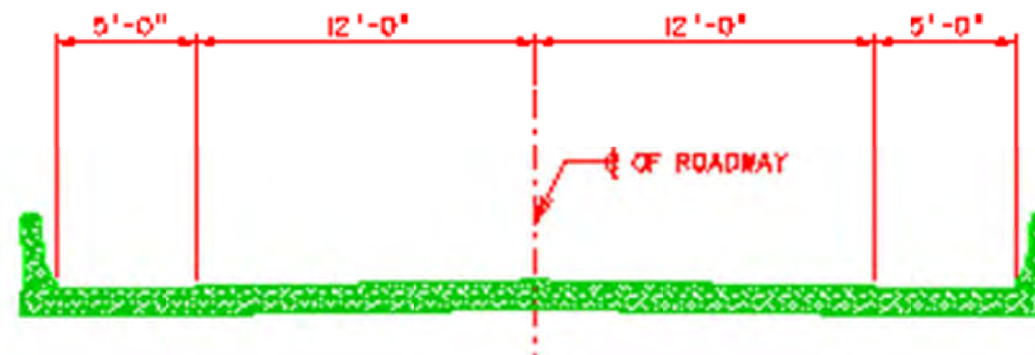
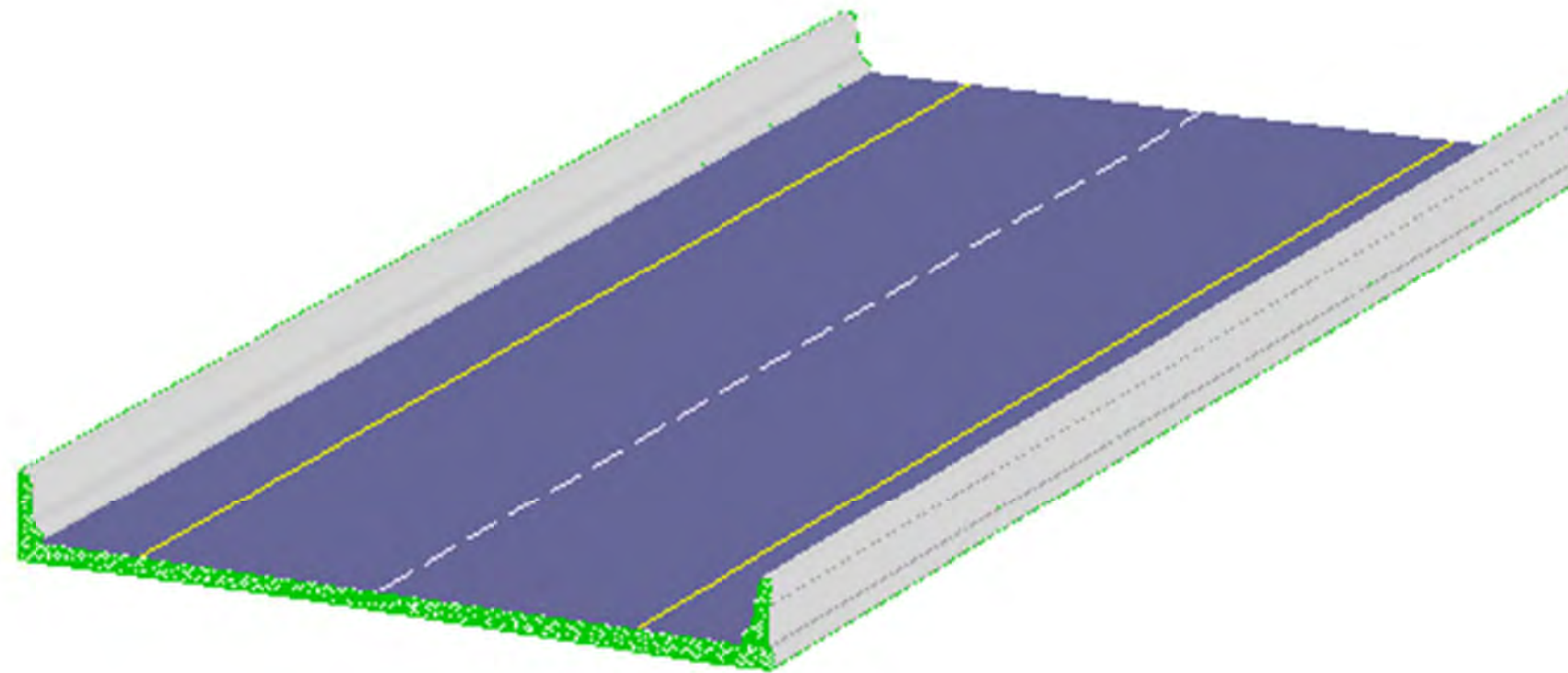
| |
|---------------|
| SHEET |
| 9 OF 9 |
| DESIGN NUMBER |

\$\$\$\$\$FILENAME\$\$\$\$\$

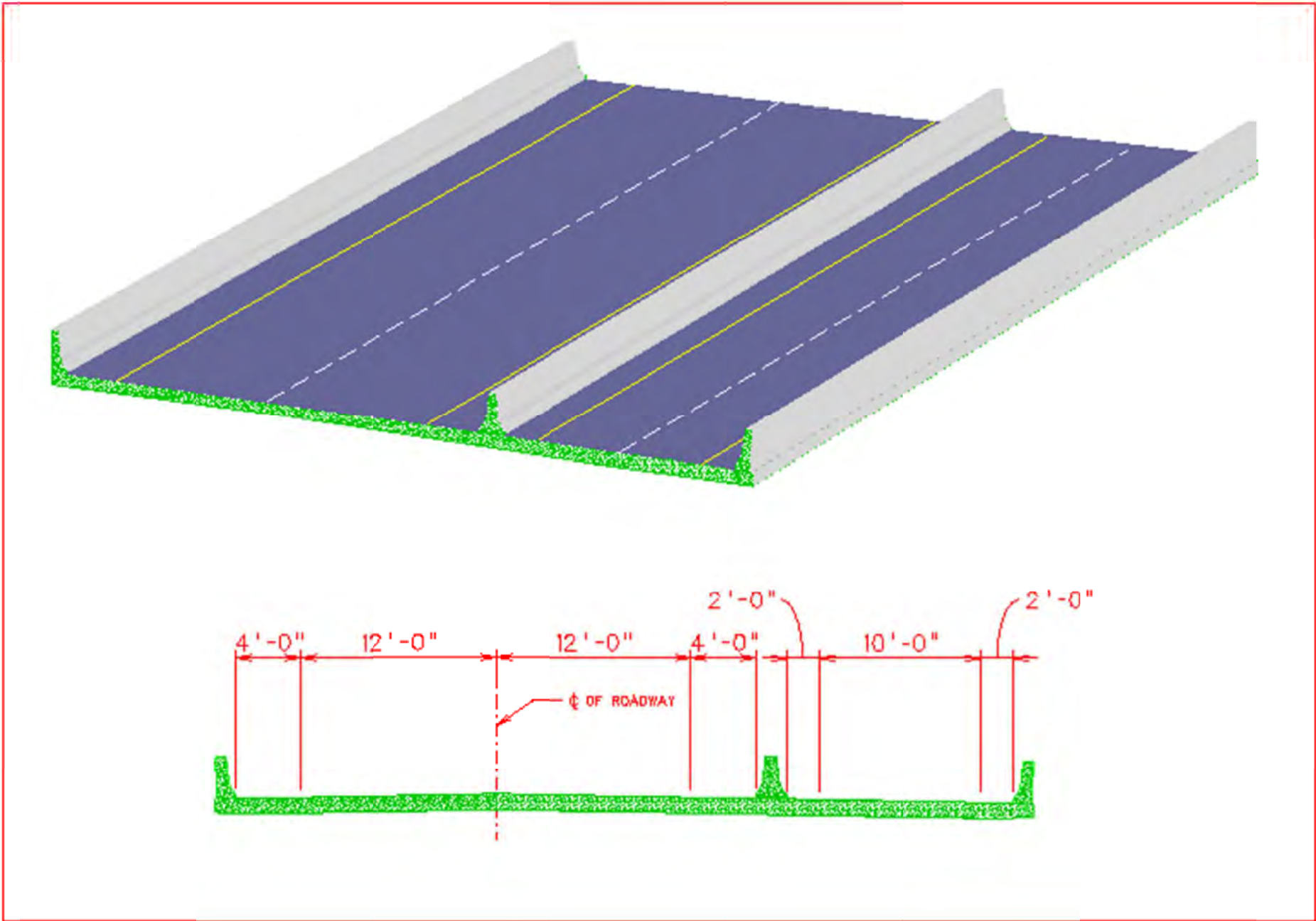
DD-MM-YYYY HH:MM



**Two-Lane Typical
Section**



**Two-Lane Typical
with Bike Lanes
(One-Way)**



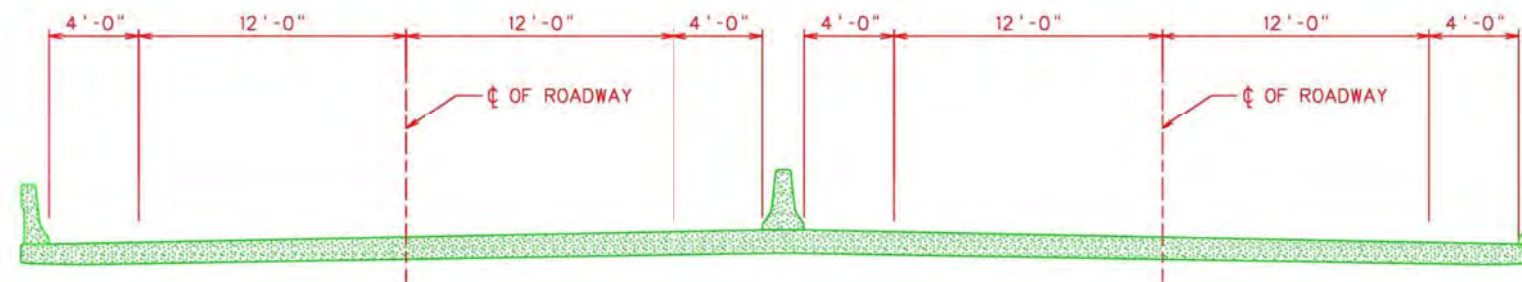
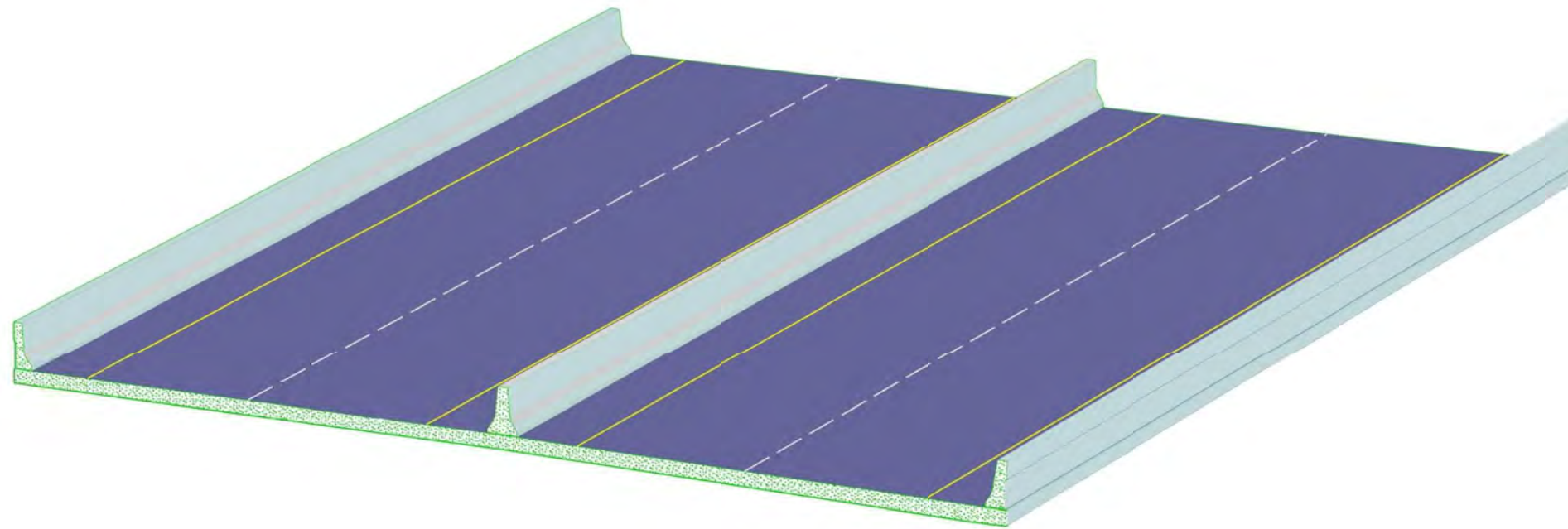
**Two-Lane Typical
(with Multi-use Path)**



Ohio River Bridge Crossing Study



TYPICAL SECTIONS



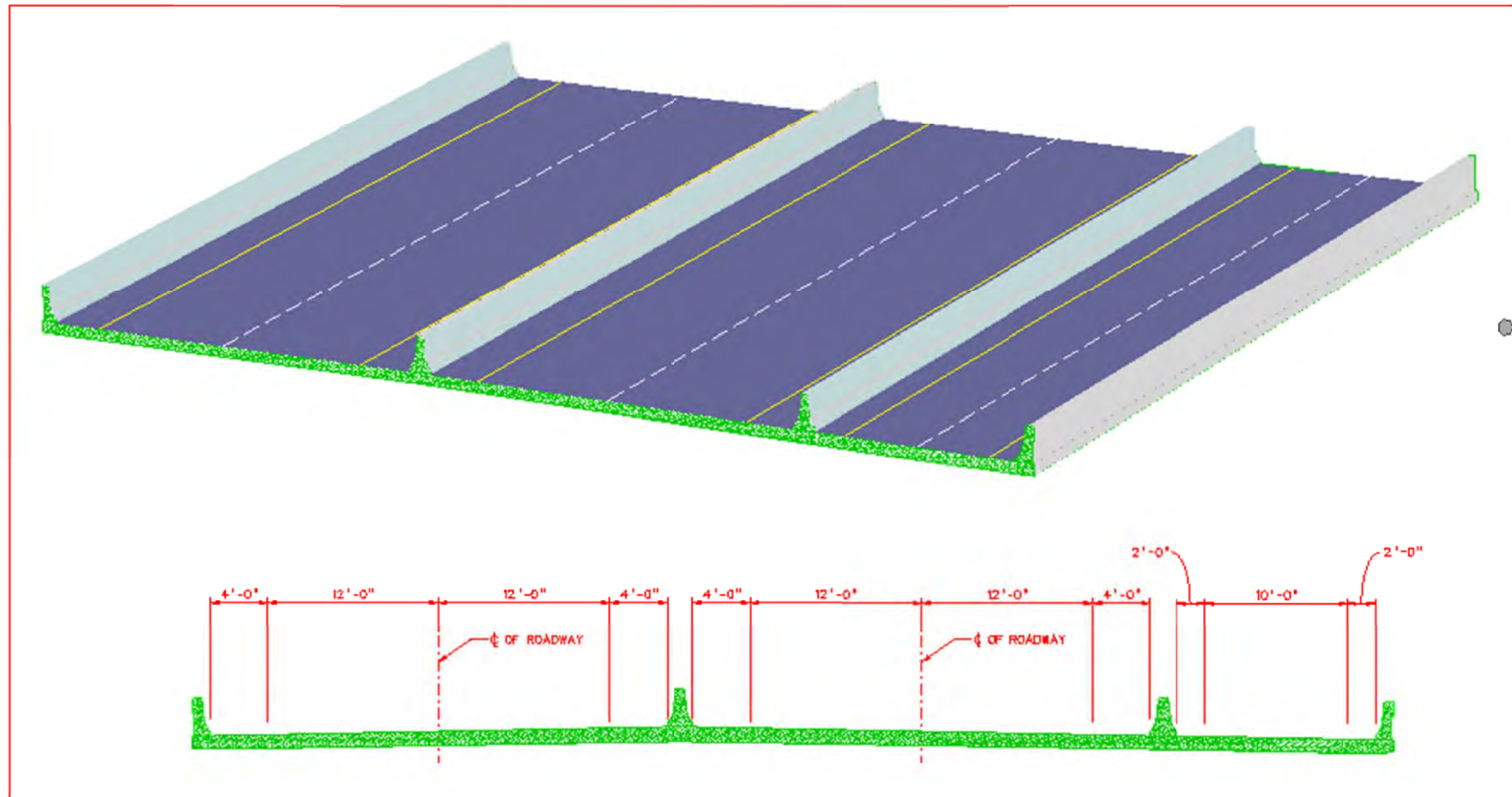
**Four-Lane Typical
Section**



Ohio River Bridge Crossing Study



TYPICAL SECTIONS



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



Kentucky • Ohio • West Virginia
Interstate Planning Commission

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

