Informational Workshop Public Meeting
Fourth Street Bridge

WV Department of Transportation
Division of Highways
In cooperation with the Federal Highway
Administration and the
City of Fairmont

State Project S225-FAI/RM-1
Federal Project BR-2000(027)E

Fairmont Senior High School
Marion County
Monday, May 17, 2010
Fourth Street Bridge crosses Coal Run and Benoni Avenue in Fairmont, West Virginia. The current city-owned structure was built circa 1920 and is currently functionally obsolete and structurally deficient and has a posted weight limit of 3 tons. The existing bridge is a contributing resource to the Fleming-Watson National Register Historic District. Fourth Street also provides access between US 19 (approximately 940’ north) and US 250 (approximately 520’ south).

Twelve alternatives were considered in the Bridge Replacement Study of February 2003 (Revised October 2009). Alternatives 1, 2 and 3 involve construction of a new bridge at or near its current location with minimal right-of-way acquisition and minimal street reconstruction. Alternatives 4, 5, 5-A, 6, 6-A, 6-B, 7, 7-A and 8 involve major street reconstruction or widening, extension and/or new construction with increased right-of-way takes, with the ultimate goal of providing a more direct connection between US 19 and US 250. Due to the difficulties inherent in renovation of concrete structures, rehabilitation of the structure is not a feasible alternative for this project. The alternatives are shown on the attached maps and diagrams and are summarized in the attached table.

Several alternatives involve relocation of the bridge to Third Street in order to connect directly to the David Morgan Bridge (WV 310) over the Monongahela River. Currently, in order to travel between US 19 and US 250, traffic must follow a circuitous and congested route through downtown Fairmont. Relocating the bridge to Third Street allows a direct connection from WV 310 to US 19 and US 250.

Alternative 6-B is identified as the preferred alternative based on recommendations in the Fairmont/Marion County Multimodal Transportation Plan of February 2000 and by City of Fairmont officials. Alternative 6B provides a direct connection to the David Morgan Bridge that is needed to prevent future congestion in downtown Fairmont during peak traffic hours. Alternative 6-B also removes traffic from Fourth Street and reestablishes the area north of Coal Run as a contiguous neighborhood and it will not create an additional intersection with US 19 (Locust Avenue). If additional capacity is needed to accommodate future traffic, Alternative 6-B can be widened with minimal cost and impact to the local residential area.

Alternative 5-A was also studied further in order to compare engineering and construction requirements with the preferred Alternative 6-B, which requires a retaining wall. Alternative 5-A is similar to 6-B, but has more substantial impacts on the surrounding neighborhood.

The purpose of this informational workshop public meeting is to afford participants an opportunity to ask questions and state their views and opinions on the Fourth Street Bridge replacement project. Highway personnel will be available to answer any questions. There will be no formal presentation.

Written comments may be sent to Gregory Bailey, P.E., Director, Engineering Division, West Virginia Division of Highways, Capitol Complex Building Five-Room 450, 1900 Kanawha Boulevard East, Charleston, WV 25305-0430 on or before Friday, June 18, 2010. Information is also available online and comments may also be submitted by visiting www.transportation.wv.gov/highways/engineering/comment.
### Fourth Street Bridge
Marion County
S225-FAI/RM-1
BR-2000(027)E

#### Alternative

<table>
<thead>
<tr>
<th>Description</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>5-A</th>
<th>6</th>
<th>6-A</th>
<th>6-B (Preferred)</th>
<th>7</th>
<th>7-A</th>
<th>8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway Length (ft)</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>1,510</td>
<td>1,340</td>
<td>1,340</td>
<td>1,215</td>
<td>1,215</td>
<td>1,440</td>
<td>860</td>
<td>860</td>
<td>400</td>
</tr>
<tr>
<td>Bridge Length (ft)</td>
<td>250</td>
<td>250</td>
<td>250</td>
<td>300</td>
<td>340</td>
<td>340</td>
<td>315</td>
<td>315</td>
<td>315</td>
<td>320</td>
<td>330</td>
<td>435</td>
</tr>
<tr>
<td>Total Length (ft)</td>
<td>350</td>
<td>350</td>
<td>350</td>
<td>1,810</td>
<td>1,510</td>
<td>1,510</td>
<td>1,340</td>
<td>1,340</td>
<td>1,530</td>
<td>1,530</td>
<td>320</td>
<td>535</td>
</tr>
<tr>
<td>Design Speed (mph)</td>
<td>40</td>
<td>40</td>
<td>40</td>
<td>40</td>
<td>40</td>
<td>40</td>
<td>40</td>
<td>40</td>
<td>40</td>
<td>40</td>
<td>40</td>
<td>40</td>
</tr>
<tr>
<td>Traffic Maintenance</td>
<td>0.9 mi detour on existing roads</td>
<td>Temporary bridge 20' west of existing location</td>
<td>Temporary bridge 20' east of existing location</td>
<td>On existing</td>
<td>On existing</td>
<td>On existing</td>
<td>On existing</td>
<td>On existing</td>
<td>On existing</td>
<td>On existing</td>
<td>On existing</td>
<td></td>
</tr>
<tr>
<td>Building Takes</td>
<td>0</td>
<td>0</td>
<td>4 residences (for temporary bridge)</td>
<td>25 residences</td>
<td>21 residences</td>
<td>16 residences</td>
<td>8 residences</td>
<td>3 residences</td>
<td>6 residences; 2 apartments; 1 business; 1 garage</td>
<td>10 residences</td>
<td>8 residences</td>
<td>8 residences</td>
</tr>
<tr>
<td>Right of Way Cost</td>
<td>$0</td>
<td>$1,100,000</td>
<td>$475,000</td>
<td>$3,935,000</td>
<td>$4,725,000</td>
<td>$5,715,000</td>
<td>$2,326,000</td>
<td>$991,000</td>
<td>$2,902,000</td>
<td>$1,682,000</td>
<td>$1,544,000</td>
<td>$1,413,000</td>
</tr>
<tr>
<td>Construction Cost</td>
<td>$2,945,200</td>
<td>$4,199,200</td>
<td>$4,073,200</td>
<td>$6,057,500</td>
<td>$8,878,000</td>
<td>$6,492,800</td>
<td>$8,220,800</td>
<td>$5,720,400</td>
<td>$5,971,000</td>
<td>$6,978,500</td>
<td>$5,183,100</td>
<td>$5,775,800</td>
</tr>
<tr>
<td>Total Cost</td>
<td>$2,945,200</td>
<td>$5,299,200</td>
<td>$4,548,200</td>
<td>$9,992,500</td>
<td>$13,603,000</td>
<td>$12,207,800</td>
<td>$10,546,800</td>
<td>$6,711,400</td>
<td>$8,873,000</td>
<td>$8,660,500</td>
<td>$6,727,100</td>
<td>$7,188,800</td>
</tr>
</tbody>
</table>
Fourth Street Bridge Replacement
Marion County
State Project S225-FAI/RM-1
Federal Project BR-2000(027)E
Fourth Street Bridge Replacement
Marion County
State Project S225-FAI/RM-1
Federal Project BR-2000(027)E
FOURTH STREET-ALTERNATE 1, 2, 3, AND 8
EXISTING ROADWAY TYPICAL SECTION

CLEAR TRAVEL WIDTH = 28'
2-8' LANES & 2-6' SHOULDERS

FOURTH STREET-ALTERNATE 1, 2, 3, 4, 5-A, 6-A, 7-A, and 8
PROPOSED BRIDGE TYPICAL SECTION

CLEAR TRAVEL WIDTH = 34'
2-11' LANES & 2-6' SHOULDERS

THIRD STREET-ALTERNATE 4 and 5
PROPOSED ROADWAY TYPICAL SECTION

CLEAR TRAVEL WIDTH = 60'
4-11' LANES & 2-9' SHOULDERS

THIRD STREET-ALTERNATE 5, 6, AND 7
PROPOSED BRIDGE TYPICAL SECTION

CLEAR TRAVEL WIDTH = 56'
4-11' LANES & 2-6' SHOULDERS

**SUFFICIENCY RATING**

<table>
<thead>
<tr>
<th>BARS NO.</th>
<th>34A042</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAXIMUM</td>
<td>PROPOSED</td>
</tr>
<tr>
<td>CURVATURE</td>
<td></td>
</tr>
<tr>
<td>GRADIENT</td>
<td></td>
</tr>
<tr>
<td>DESIGN SPEEDS</td>
<td></td>
</tr>
</tbody>
</table>

**FORTH STREET**

2002 ADT = 4,800 VPD
2025 ADT = 7,200 VPD

**THIRD STREET EXTENSION**

2002 ADT = 6,700 VPD
2025 ADT = 10,000 VPD

**STATE PROJECT NO.** S225-FA1/RM-1
**FEDERAL PROJECT NO.** BR-200010271E

MARION COUNTY

**THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION**
**DIVISION OF HIGHWAYS**

Map #2
LEGEND

NEW BRIDGE
TEMPORARY BRIDGE
TEMPORARY ROADWAY

ALTERNATIVE #2

FIGURE 2
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

STATE PROJECT NO. S225-FAI/RM-1
FEDERAL PROJECT NO. BR-2000(027)E
MARION COUNTY.
ALTERNATIVE #3

FIGURE 3
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

STATE PROJECT NO. S225-FA1/RM-1
FEDERAL PROJECT NO. BR-2000(027)E
MARION COUNTY
ALTERNATIVE #4

BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

STATE PROJECT NO. S225-FAI/RM-1
FEDERAL PROJECT NO. BR-200010271E MARION
ALTERNATIVE #5

FIGURE 5
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

STATE PROJECT NO. S225-FAI/RM-1
FEDERAL PROJECT NO. BR-2000(027)E
MARION
LEGEND

EXISTING BRIDGE

NEW BRIDGE

NEW ROADWAY

X-X STREET BARRICADE

CUL-DE-SACS

SCALE: ONE INCH = 200 FEET

ALTERNATIVE #5-A

FIGURE 5-A
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

STATE PROJECT NO. S225-FA1/RM-1

FEDERAL PROJECT NO. BR-2000(027)E

MARION
LEGEND

EXISTING BRIDGE

NEW BRIDGE

NEW ROADWAY

X-X STREET BARRICADE

CUL-DE-SACS

SCALE: ONE INCH = 200 FEET

ALTERNATIVE #6

FIGURE 6

BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

STATE PROJECT NO. S225-FA1/RM-1
FEDERAL PROJECT NO. BR-2000(027)E
MARION
ALTERNATIVE #6-A

FIGURE 6-A
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

STATE PROJECT NO. 5225-FA1/RE-1
FEDERAL PROJECT NO. BR-20001027E

MARION
ALTERNATIVE 6-B

FIGURE 6-B
BRIDGE REPLACEMENT STUDY

FORTH STREET BRIDGE

STATE PROJECT NO. S225-FAI/RM-1
FEDERAL PROJECT NUMBER NO. BR-2000(027)E
MARION
LEGEND

EXISTING BRIDGE

NEW BRIDGE

NEW ROADWAY

X-X STREET BARRICADE

ALTERNATIVE #7

FIGURE 7

BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

STATE PROJECT NO. S225-FA1/RM-1
FEDERAL PROJECT NO. BR-2000(027)E
MARION