

Veterans Bridge Access Improvements

Cooperative Planning Develops
Innovative Solution

2013 WVDOT/MPO/FHWA Planning Conference

September 18, 2013

Weirton, West Virginia

Dave Snelting, PE

Transportation Engineer – BHJ MPO

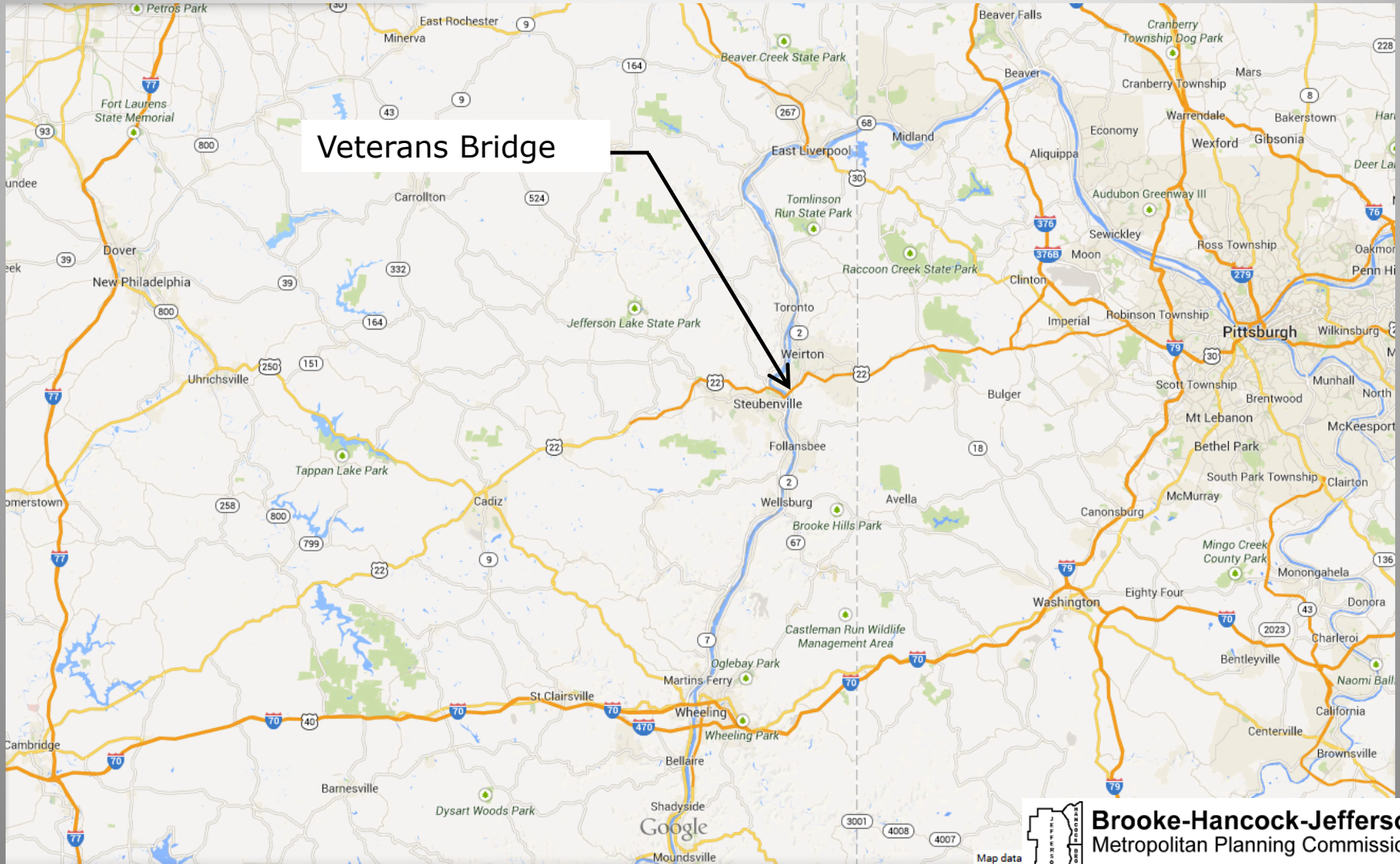
Veterans Bridge Access Improvements

- Access issues to Veterans Bridge
- Number One transportation priority in BHJ Region
- Concerned businesses brought into the solution process
- ODOT, Steubenville & BHJ develop alternatives
- Innovative solution results

Access to Veterans Bridge

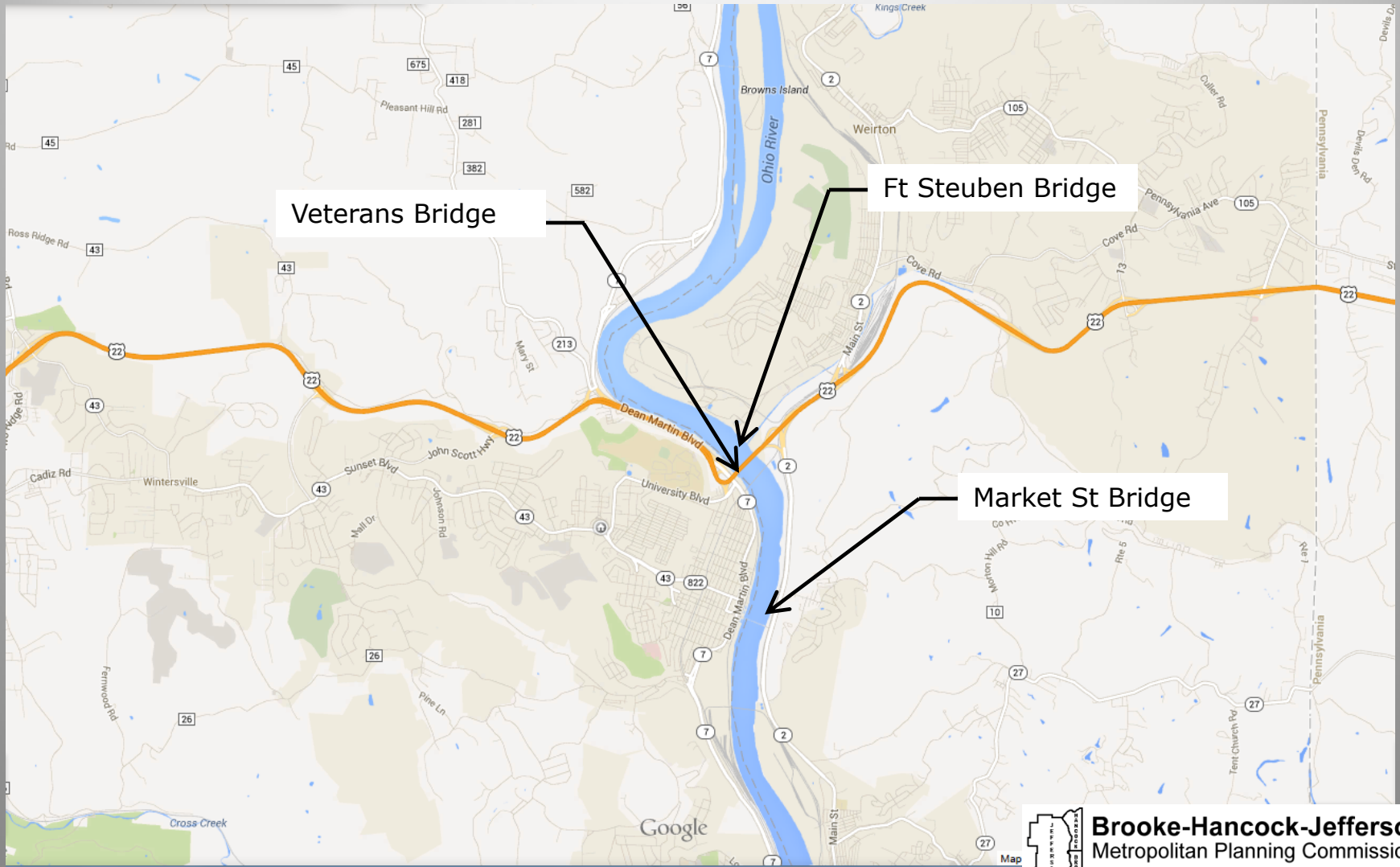


Access to Veterans Bridge

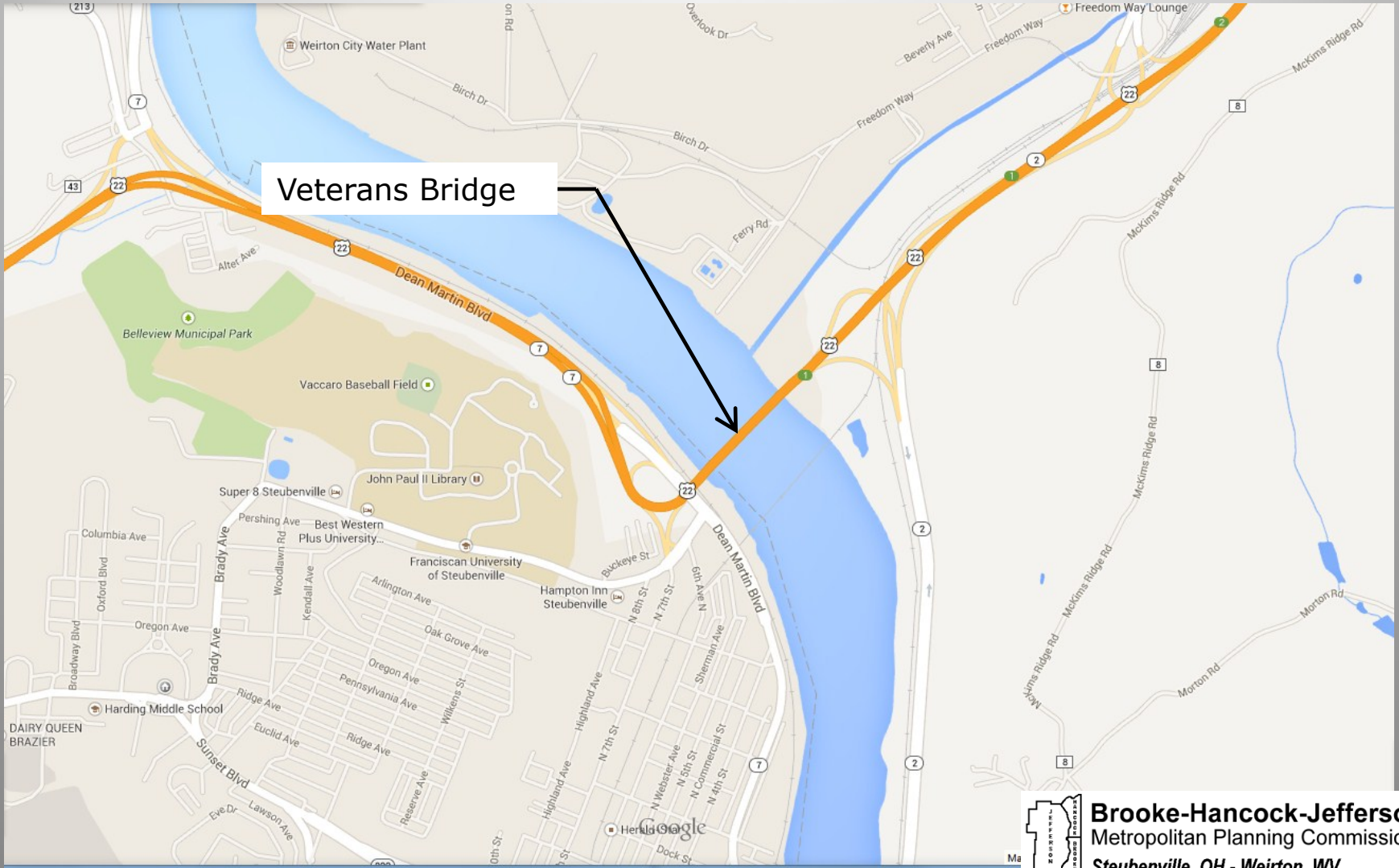


 **Brooke-Hancock-Jefferson**
Metropolitan Planning Commission
Steubenville, OH - Weirton, WV

Access to Veterans Bridge



Access to Veterans Bridge



Brooke-Hancock-Jefferson Regional Bridge System Study

**Phase II
Final Report**

Prepared For:

Brooke-Hancock-Jefferson
Metropolitan Planning Commission

Prepared By:

**Edwards
AND Kelcey**

5533 Fair Lane
Cincinnati, OH 45227
513.272.5533

Subconsultant



Columbus, Ohio

September 2003

This project was funded through the cooperative effort of the
U.S. Federal Highway Administration, the Ohio Department of Transportation, and
the West Virginia Department of Transportation.

Ohio River Bridge Study

Phase II
September 2003

First Priority

Construct roadway and intersection capacity improvements

- Realign and improve Freedom Way/Birch Intersection.
- Improve alignment and widen the intersection of Freedom Way/WV 2 and related West Virginia approaches.
- Improvement of Freedom Way including upgrade and/or widening of the existing three lanes.
- Improve and widen University/SR 7 intersection and related Ohio approaches.
- Provide safety improvements on Veterans Memorial Bridge ramps in Ohio.

Second Priority

Construct a new Ohio River Bridge, south of Wellsburg

- Prepare engineering and environmental studies to establish a specific location for the new Bridge and configuration of roadway connections to WV 2 and SR 7.

Third Priority

Construct a new Ohio River Bridge to connect WV 2 with Steubenville at Washington Street

- Prepare engineering and environmental studies to establish a specific alignment location and impact on WV 2, SR 7, and the existing street system in the Steubenville Central Business District.

The recommended projects are shown in Figure 14.

Ohio River Bridge Study

Phase II
September 2003



Access to Veterans Bridge



Ohio River Bridge Study

- In 2003, three Ohio River Crossings exist in the study area
 - Veterans Memorial Bridge (20,000 vpd)
 - Fort Steuben Bridge (4,000 vpd)
 - Market Street Bridge (6,000 vpd)
- Fort Steuben Bridge is scheduled for demolition
- Market Street Bridge in need of major renovation could close at any time
- Access to Veterans Bridge (remaining bridge) high priority

Ft Steuben Bridge Closed – Jan 2009



Ft Steuben Bridge Demolished – Feb 2012



Ft Steuben Bridge Demolished – Feb 2012



Market St Bridge Renovation

Jan 2010 to Dec 2011



Market St Bridge Renovation – Opens Dec 2011



Market St Bridge Renovation – Dec 2011

5 Ton Load Limit



The bike trip was awesome



The bike trip was awesome



Access to Veterans Bridge SR 7 & University Blvd



09/11/2009

Access to Veterans Bridge



Access to Veterans Bridge



05.01.2006



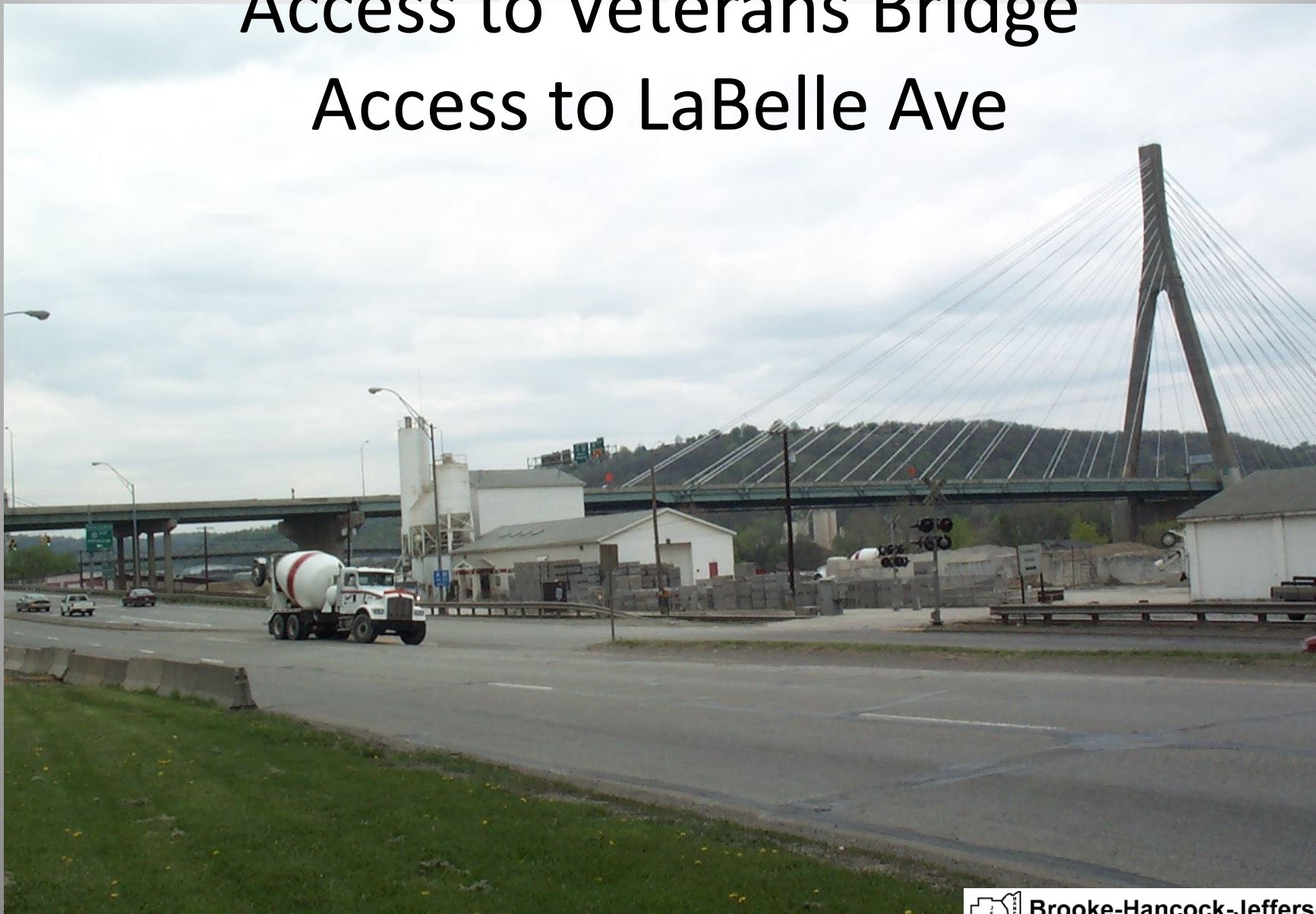
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Steubenville, OH - Weirton, WV

Access to Veterans Bridge



Access to Veterans Bridge

Access to LaBelle Ave



Access to Veterans Bridge Access to LaBelle Ave



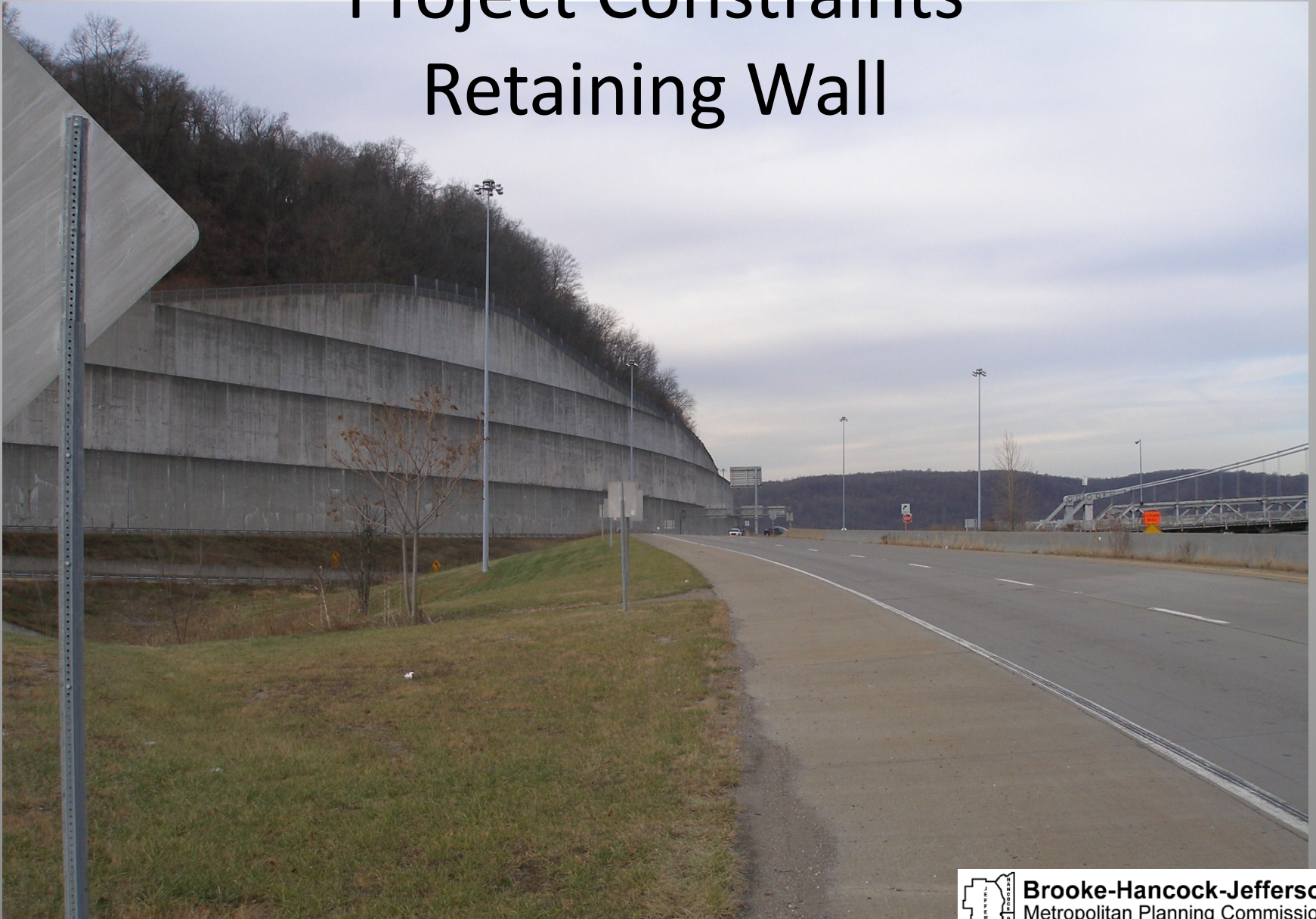
05.01.2006



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Metropolitan Planning Commission
Steubenville, OH - Weirton, WV

Project Constraints

Retaining Wall



Project Constraints Railroad Bridge





Project Constraints Bifurcated Median

05.01.2006

Project Constraints Hillside / Elementary School



05.01.2006



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Metropolitan Planning Commission
Steubenville, OH - Weirton, WV

Project Constraints

Railroad / Ohio River / LaBelle Ave



05.01.2006

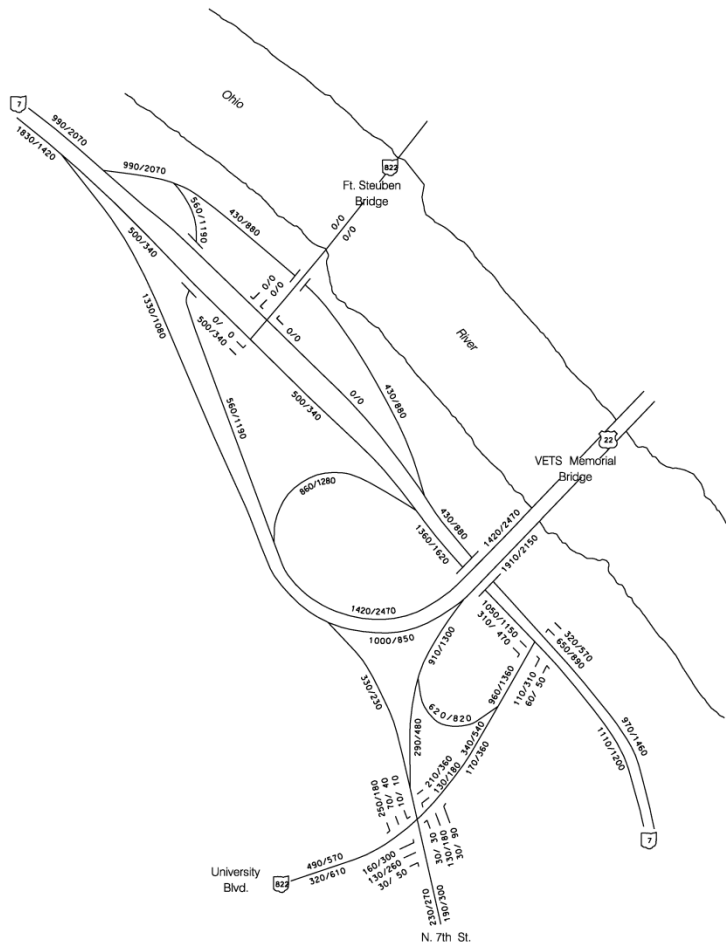


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Steubenville, OH - Weirton, WV

Project Constraints



Veterans Bridge



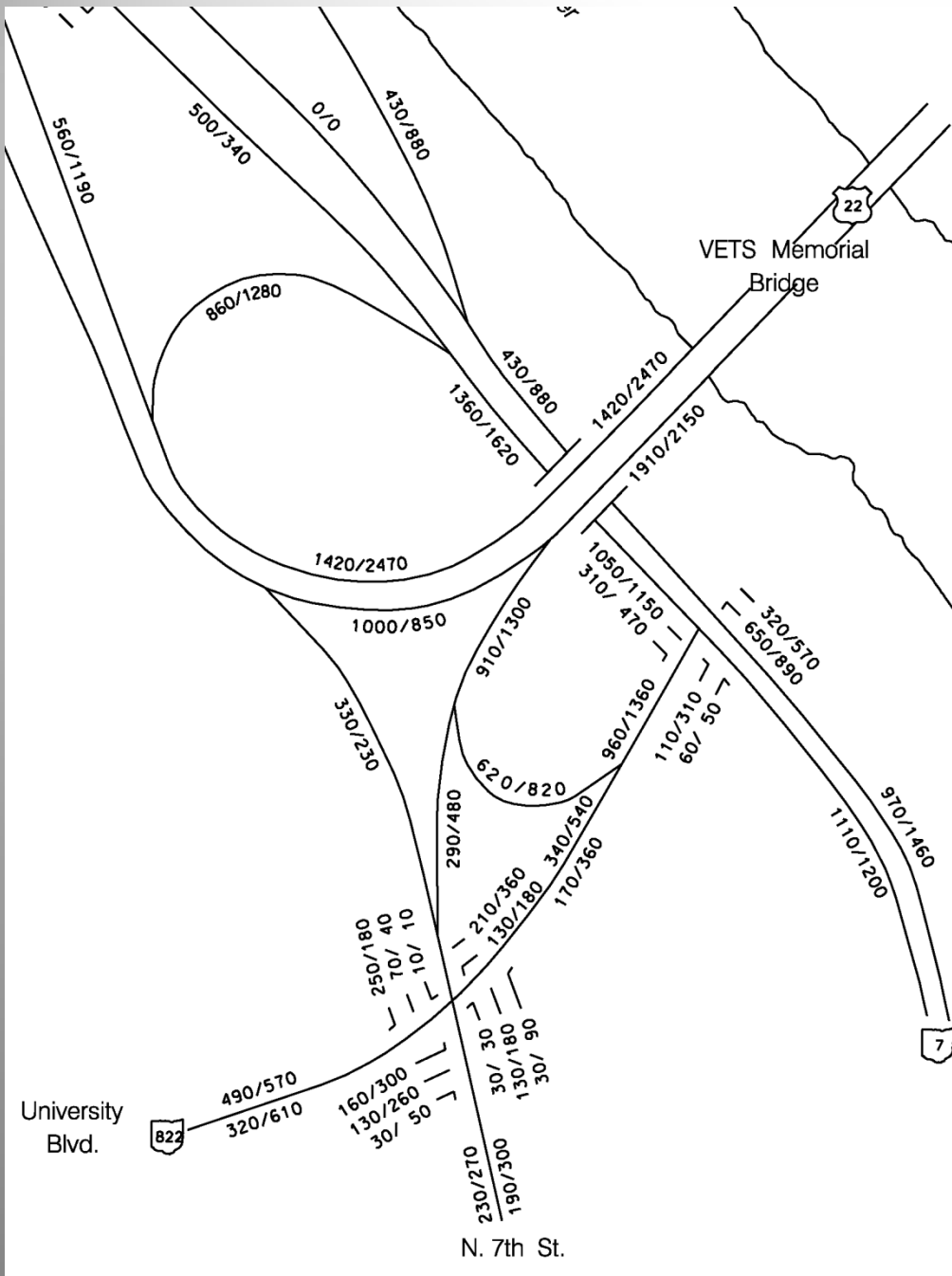
JEF-822-0.27	PID-79175
2030 AM/PM DHV - ALT. 3	
OHIO DEPARTMENT OF TRANSPORTATION	
OFFICE OF TECHNICAL SERVICES	
OCTOBER 31, 2007	NOT TO SCALE

Veterans Bridge Access

ODOT Certified Traffic
 2030 AM/PM Peak Hours

Veterans Bridge Access

ODOT Certified Traffic
2030 AM/PM Peak
Hours



Veterans Bridge Access

Simtraffic 7[©] Presentation – Existing Conditions

Consultant Study

Veterans Memorial Bridge Access Study

Draft Report

February 1, 2005



This study was funded by
Ohio Department of Transportation

Prepared for:
The Ohio Department of Transportation

Prepared by:

**Edwards
AND Kelcey**



Brooke-Hancock-Jefferson
Metropolitan Planning Commission
Steubenville, OH - Weirton, WV

VII. CONCLUSIONS AND RECOMMENDATIONS

A total of nine (9) basic alternates were evaluated as part of this Study. Six were eliminated from consideration by the technical committee. Three of the alternates were chosen for more detail analysis. They were:

- Alternate 2 – No Build with Fort Steuben Bridge Closed;
- Alternate 3 – Extend Northbound S. R. 7 Left-Turn Lane modified to Alternate 3A; and
- Alternate 9 – Depressed Southbound Lanes on S. R. 7 modified to Alternate 9A.

Additional modifications were necessary for Alternates 3 and 9. Analysis of each of these alternates (3A and 9A) is contained in Section VI.

Alternate 2 does not meet the objectives of the Phase II BHJ Regional Bridge System Study Report. In addition, the intersection of University Boulevard and S. R. 7 fails with a Level of Service “F” in the year 2010 and 2030.

Alternate 3A provides acceptable traffic capacity and operations for 2010. However, unacceptable Level of Service results were found in 2030 and unstable conditions would most likely occur as a result of the weave on University Boulevard between S. R. 7 and Ramp D.

Alternate 9A provides acceptable traffic capacity and operations for 2010 and 2030. The improvements are significant and will provide long-range benefits.

Preliminary construction cost estimates, not including right-of-way, environmental impacts, utility relocation, engineering design, and cost of inflation are:

- Alternate 3A - \$ 2,720,000.00; and
- Alternate 9A - \$ 3,880,000.00.

Note that the cost estimate contains a 30 percent contingency factor since it is not based on accurate field mapping and preliminary design information. Thus, the above cost should be considered as approximate and for comparison only.

RECOMMENDATION

It is recommended that Alternate 9A be selected as the preferred alternate to continue with preliminary engineering and design

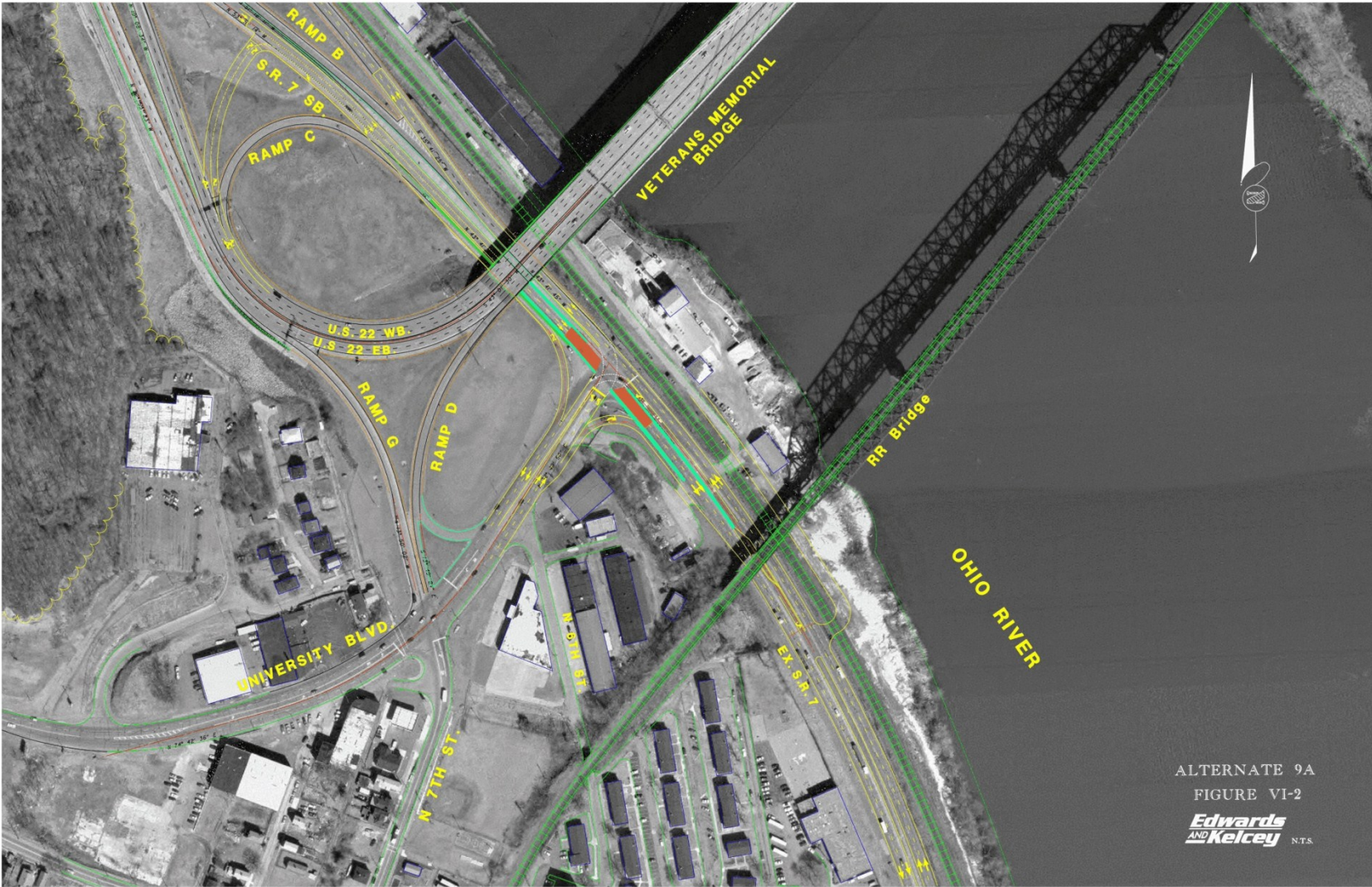
Consultant Veterans Bridge Access Study Recommendations

Feb 2005

Bridge Access Study

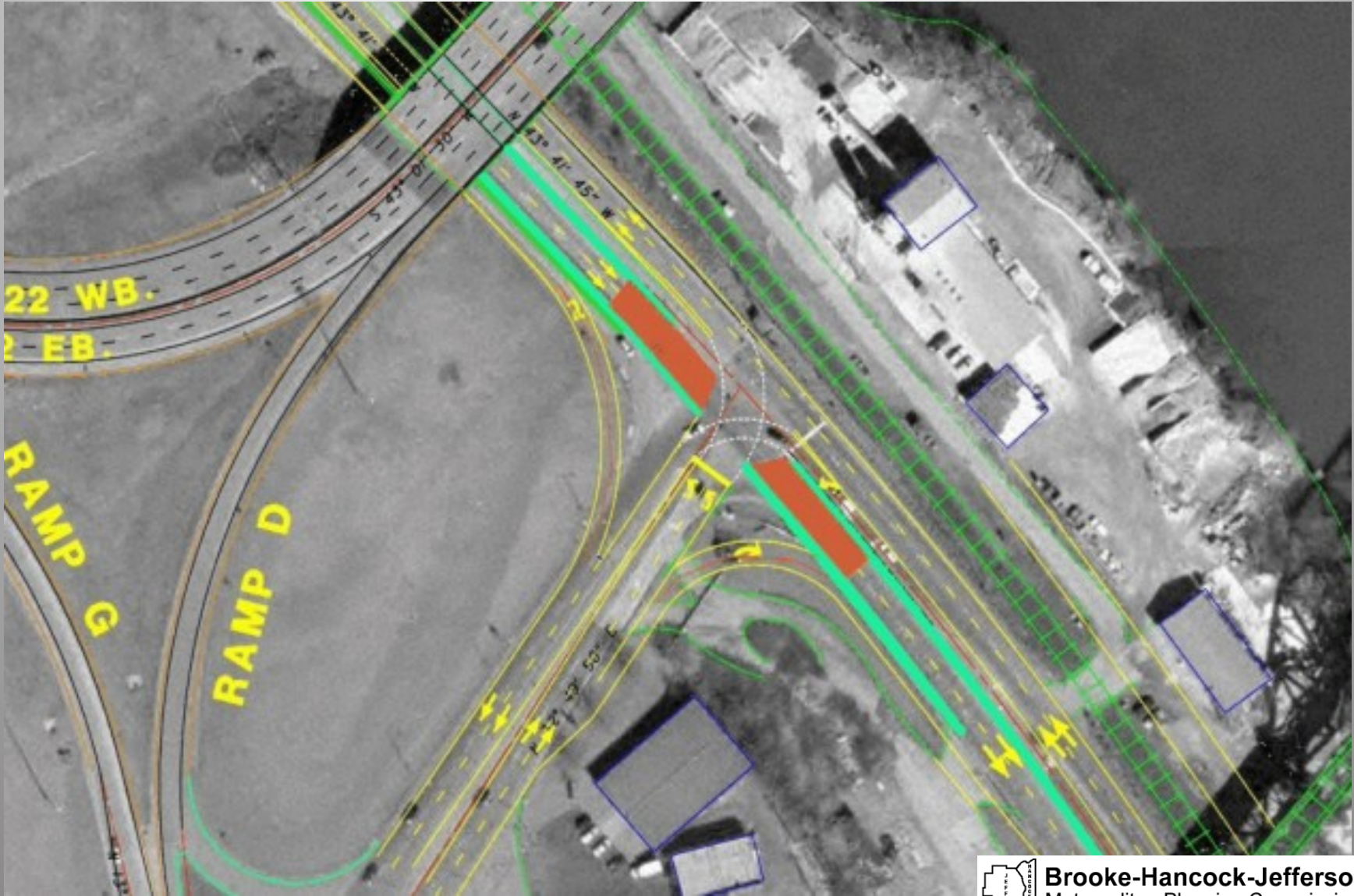
- Alternative 9A is recommended to be preferred alternative
- “Buildability” of Alternative 9A is questioned

Bridge Access Study – Alt 9A

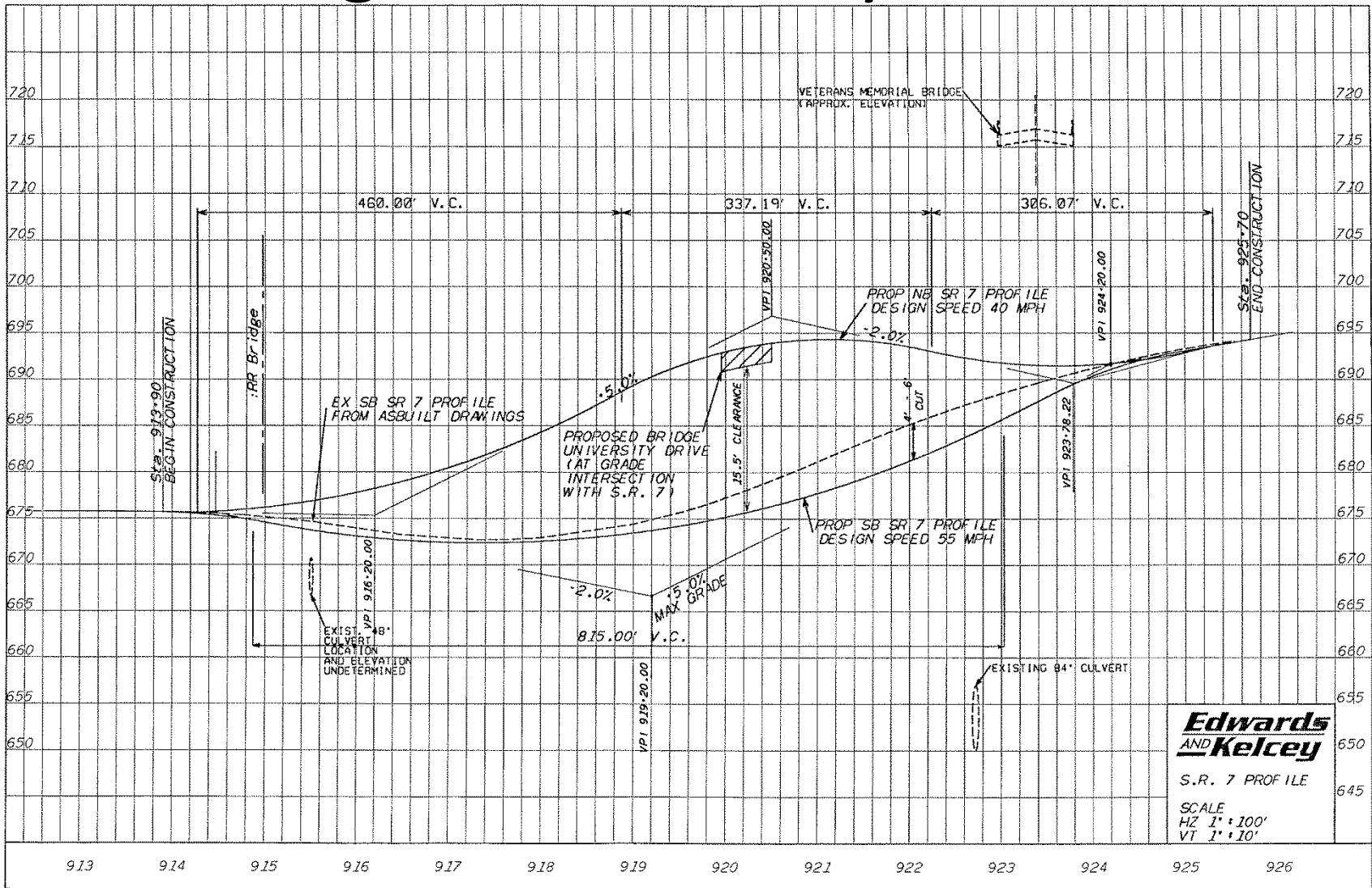


ALTERNATE 9A
FIGURE VI-2
**Edwards
AND Kelcey** N.T.S.

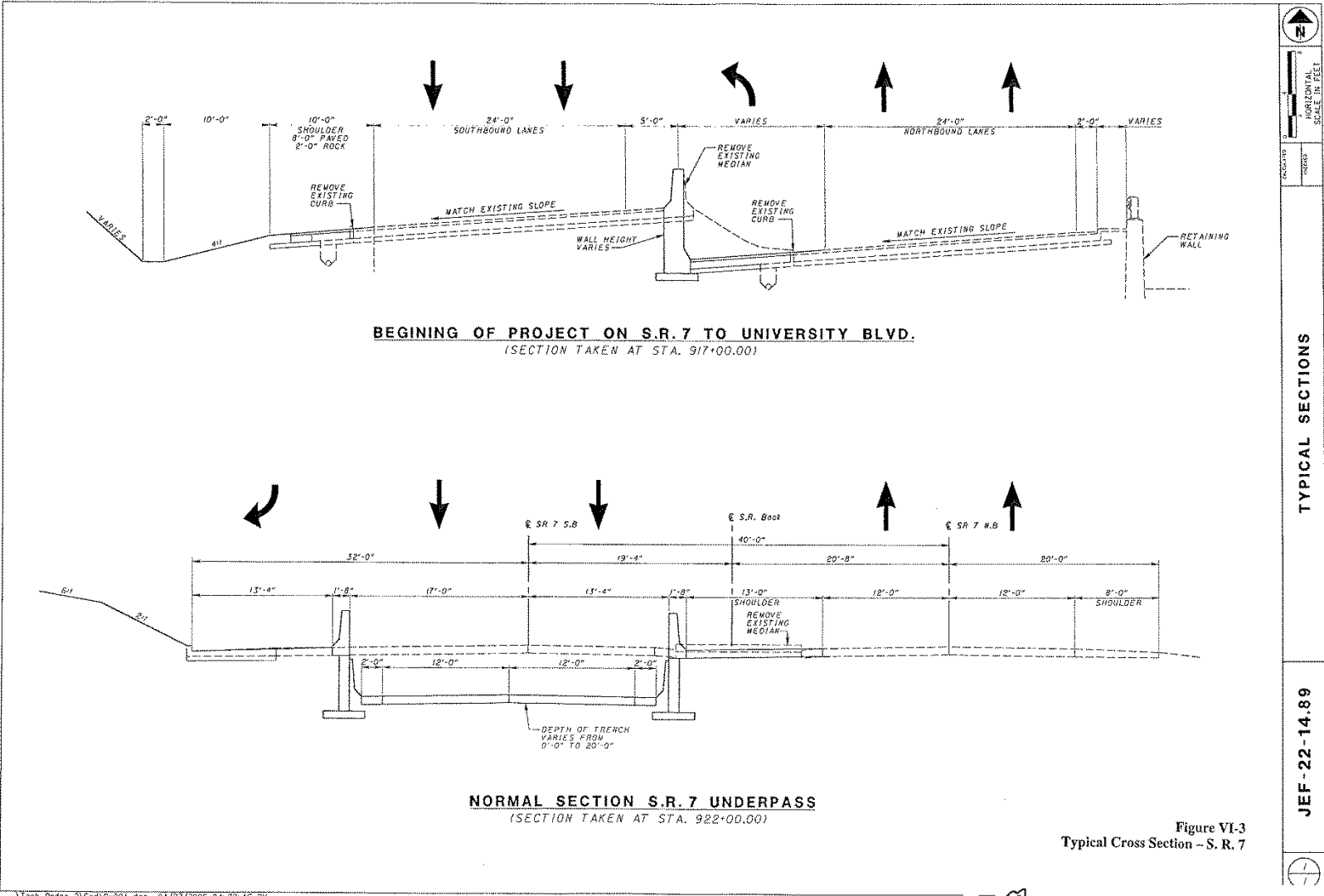
Bridge Access Study – Alt 9A



Bridge Access Study – Alt 9A



Bridge Access Study – Alt 9A



HORIZONTAL SCALE IN FEET
 1" = 20'-0"
 TYPICAL SECTIONS
 JEF - 22 - 14.89

Figure VI-3
Typical Cross Section - S. R. 7

Consultant Study Follow Up

- After review by ODOT and Locals, none of the recommendations were found to be satisfactory
- Fall 2005-Bridge Access Sub-Committee of BHJ's TAC formed
 - ODOT D11, Steubenville, Weirton, BHJ
 - Businesses from Half Moon Industrial Park Area
 - Businesses from LaBelle Avenue Area
- Sub-Committee meets regularly to identify issues / solutions
- Fall 2006-Bridge subcommittee designates Technical Group for further design alternatives at SR 7 & University Blvd

Consultant Study Follow Up

- Technical Group Project Goals
 - Level of Service D or better at all study area intersections
 - Full movement access to LaBelle Avenue
 - US22 to remain limited access freeway
 - SR7 to remain limited access expressway
 - Signals are okay on University Blvd and also on SR7

Consultant Study Follow Up

Fall 2006 to August 2008

- Technical Group develops purpose and need statement
- Technical Group develops numerous alternatives
- BHJ develops exhibits
- BHJ develops Simtraffic[©] models to verify feasibility & capacity
- In the end, 32 alternatives were developed

Consultant Study Follow Up

- Technical group develops matrix to filter feasible alternatives
 - Matrix is based on
 - Constructability
 - Capacity
 - Safety
 - Environmental issues
 - River front access
 - Cost

Veterans Bridge Access Study

Jefferson County, Ohio / Brooke County, WV

Summary of Effort

August 2008

Revised March 2009



Brooke-Hancock-Jefferson Metropolitan Planning Commission Technical Advisory Committee

in cooperation with the Ohio Department of Transportation District Eleven

Summary of Effort Published

August 2008

Summary of Effort

- Summary of all work completed by Technical Group
 - Background
 - Final alternatives
 - Purpose and need statement
 - Decision matrix
 - Tables showing disposition of all alternatives
 - ODOT Certified traffic
 - Sketches of each alternative
 - Description of feasible alternatives with pro & cons
 - Highway Capacity calculations for existing conditions & feasible alternatives

Summary of Effort

- Synchro/Simtrafiic[©] models were developed for later alternatives
- Synchro[©] models used for later alternative sketches

Summary of Effort

Purpose

To improve access to the Veterans Memorial Bridge at Steubenville through the realignment and widening of adjacent connecting thoroughfares of State Route 7 and University Boulevard.

Summary of Effort

Need

The intersection of State Route 7 and University Boulevard currently operates at level of service C/D and was identified on the Ohio Department of Transportation's top 200 traffic crash site locations in 2005. The intersection traffic signal currently operates with a split phase sequence on State Route 7 to address the identified crashes but is operationally undesirable. The West Virginia Division of Highways has indicated they will keep the Market Street bridge open until such time that the bridge deterioration requires its closure. The current deteriorated condition of the Market Street Bridge which is approximately one mile south of the study area is such that closure could occur at any time. Approximately 6300 vehicles per day cross the Market Street Bridge. Closure of this bridge will have a severe traffic impact on the only remaining Ohio River Bridge crossing, the Veterans Memorial Bridge, especially the roadways serving the bridge, State Route 7 and University Boulevard.

Summary of Effort

VETERANS BRIDGE ACCESS STUDY

Comprehensive List of Alternatives

Date: October 14, 2008

Overall Number	Active?	Study Alt	Source	Description of Alternative
1	No	1	EK	No-build with Fort Steuben Bridge Open
2	No	2a	EK	No-build with Fort Steuben Bridge Closed / Market St Bridge Open
3	Yes	2b	Comm	No-build with Fort Steuben Bridge Closed / Market St Bridge Closed
4	No	2c	Comm	No-build with Fort Steuben Bridge Open / Market St Bridge Closed
5	No	3	EK	Extend SR7 NB Left Turn Lane and move LaBelle Access south of RR Bridge
6	No	3a	EK	Dual Extended SR7 NB Left Turn Lanes and move LaBelle Access south of RR Bridge
7	Yes	3b	Comm	Alt 3a with Ramp D widened to two lanes / traffic from 7th & University yields on Ramp D / EB US22 reduced to one lane
8	Yes	3c	Comm	Alt 3b with relocated Ramps G & D, WB University traffic entering Ramp D controlled with traffic signal / EB University left turn phase at 7th is protected only
9	No	4	EK	Continuous Flow Intersection
10	No	5	EK	New Flyover Ramp
11	No	6	EK	Roundabout and move LaBelle Access south of RR Bridge
12	No	7	EK	New Ramp to Veterans Memorial Bridge / relocate SB SR7 and Ramp C
13	No	8	EK	New Signalized Intersection Configuration for Mainline US22
14	No	9	EK	Depressed Southbound Lanes on SR7 at University Blvd and move LaBelle Access south of RR Bridge
15	No	9a	EK	Depressed Southbound Lanes on SR7 at University Blvd, Signalized Ramp C at SR7 and move LaBelle Access south of RR Bridge
16	No	10a	BHJ	NB SR7 Left Turn relocated north to new left exit ramp tied into Ramp C with traffic signal / Extend SB SR7 left turn lane to LaBelle Access
17	No	10b	BHJ	NB SR7 Left Turn relocated north to new right exit ramp tied to Ramp C with traffic signal / NB SR7 relocated / Extend SB SR7 left turn lane to LaBelle Access
18	No	10c	BHJ	NB SR7 Left Turn relocated north to new right exit ramp tied to signalized intersection with Ramp C / NB SR7 relocated / Extend SB SR7 left turn lane to LaBelle Access
19	No	11	ODOT	Re-align NB/SB SR7 with new Signalized Intersection on mainline US22
20	No	12	ODOT	NB SR7 Left Turn relocated north opposite of realigned Ramp C, signalized intersection with SB SR7 and then routed to new ramp to EB US22
21	No	13	ODOT	NB SR7 Left Turn relocated north opposite of realigned Ramp C, signalized intersection with SB SR7 and then routed to right turn onto University Blvd
22	No	14a	BHJ	University Blvd realigned south and across from new LaBelle Access / NB SR7 left turn lane extended
23	No	14b	BHJ	University Blvd realigned south and across from new LaBelle Access / NB SR7 left turn lane widened to two lanes and extended
24	No	14c	BHJ	University Blvd realigned south and across from new LaBelle Access / NB SR7 left turn uses continuous flow treatment
25	No	14d	BHJ	University Blvd realigned south and across from new LaBelle Access / NB SR7 left turn uses continuous flow treatment / dual SB SR7 right turn
26	No	14e	Comm	Alt 14d with dual NB left turn, dual NB lanes on frontage road, dual lane ramp D / traffic from 7th & University yields on Ramp D / EB US22 reduced to one lane
27	No	14f	Comm	Alt 14e with LaBelle Ave access moved south of railroad bridge
28	No	14g	BHJ	Alt 14f with single NB left turn lane / separate lanes on Ramp D to eliminate yield for traffic from 7th & University
29	No	14h	BHJ	Alt 14f with roundabout at 7th & University
30	Yes	14i	BHJ	Alt 14f with relocated Ramps G & D, WB University traffic entering Ramp D controlled with traffic signal / EB University left turn phase at 7th is protected only
31	Yes	15	ODOT	NB SR7 relocated to align with EB US22 Ramp / SB SR7 redirected to US 22 Ramp G / SB SR7 left turn lane to LaBelle Access extended

Source Key

EK = Edwards and Kelcey Report
 BHJ = BHJ Metro Planning Commission
 Comm = Veterans Bridge Access Sub-Committee
 ODOT = Ohio Dept of Transportation



Brooke-Hancock-Jefferson
 Metropolitan Planning Commission
 Steubenville, OH - Weirton, WV

Summary of Effort

VETERANS BRIDGE ACCESS STUDY
TECHNICAL DECISIONS OCTOBER 14, 2008
Transportation Planning Solutions Comparison Matrix
 Evaluations Based on Design Year 2030

This matrix is for comparison purposes only. It is intended that the scale will evolve with each step within the Project Development Process to include quantification of impacts and improvements. The attached document further clarifies each category and specific evaluation criteria, and should be read in conjunction with this matrix.

Good	Lowest likely impacts, meets most criteria in the respective category.
Average	Mid-range of impacts, meets some criteria in respective category.
Poor	High likely impacts, does not meet criteria in the respective category.

Alternative	Description	Constructibility		Intersection Univ. Blvd. & New Intersection	A & B = G	C & D = Y	E & F = R	Capacity (PM)			Safety			Environmental Impacts		River Front Access		Project Costs
		Constructible Geometrics	US 22 Freeway Preserved		Intersection SR 7 & Univ. Blvd.	Diverge Univ. Blvd. & Ramp D	Merge Ramp D & 7th St. Comm.	Merge Ramp D & 7th St. US 22 EB	Intersection Univ. Blvd. & 7th St.	Merge Ramp C & SR 7 SB	Intersection Univ. Blvd. & SR 7 **	Univ. Blvd. & 7th St. Intersection ##	New Intersection	Impacts (Fatal Flaw)	Right of Way Issues	Travel Time Existing vs. Circuitries	Capacity SR 7 & LaBelle Avenue	Design ROW Construction
2b	No Build-Ft. Steuben Bridge & Market Street Bridge Closed	N/A	N/A		F R	G	?	G	Y	?	R	G		N/A	N/A	G	R	N/A
3b	SR7 NB dual left turn lanes. Move LaBelle south of R/R. Ramp D widened to 2 lanes, US22 EB 1 lane.	Y	Y		D Y	G	R	G	B G	?	Y	Y		Y	Y	G	F? R	Y
3c	Alternative 3b with relocated Ramps G&D. Univ. Blvd. WB traffic entering Ramp D with traffic signal.	Y	Y		D Y	G	NA	G	B G	?	Y	G		Y	Y	G	F? R	Y
14i	SR7 NB continuous flow left turns. Move LaBelle south to intersection. Create new inters. with 7th St. & Ramp D & Univ. Blvd.	Y	Y	G	G	G	NA	G	G	G	G	G	G	Y	Y	G	G	R
15	Relocate intersection SR 7 & University Boulevard	Y	Y		C Y	NA	NA	G	G	G	G	G		Y	Y	G	Y	R

Summary of Effort – Active Alternatives

- **Alternative 2b** – No Build
- **Alternative 3c** – Dual lane NB SR7 left turn lane, dual lane ramp to EB US 22, reduce EB US22 to one lane, relocate access to LaBelle Ave
- **Alternative 14i(j)** – Alternate 3c with continuous flow intersection at SR7 & University Blvd, relocate access to LaBelle Ave
- **Alternative 15** – Relocate NB SR7 to align with ramp to EB US22, SB SR7 re-routed to EB US22 off ramp to University Blvd

Map - Veterans Bridge Access Study
Alternative 2b - 2030 - PM - FSM Closed



6/17/2008
BHJ Metro Planning Commission

Alternate 2b

Alternative 2b No Build

Map - Veterans Bridge Access Study
Alternative 3c - 2030 - PM - FSM Closed



10/6/2008
BHJ Metro Planning Commission

Alternate 3c

Alternative 3c

Map - Veterans Bridge Access Study
Alternative 14i - 2030 - PM - FSM Closed

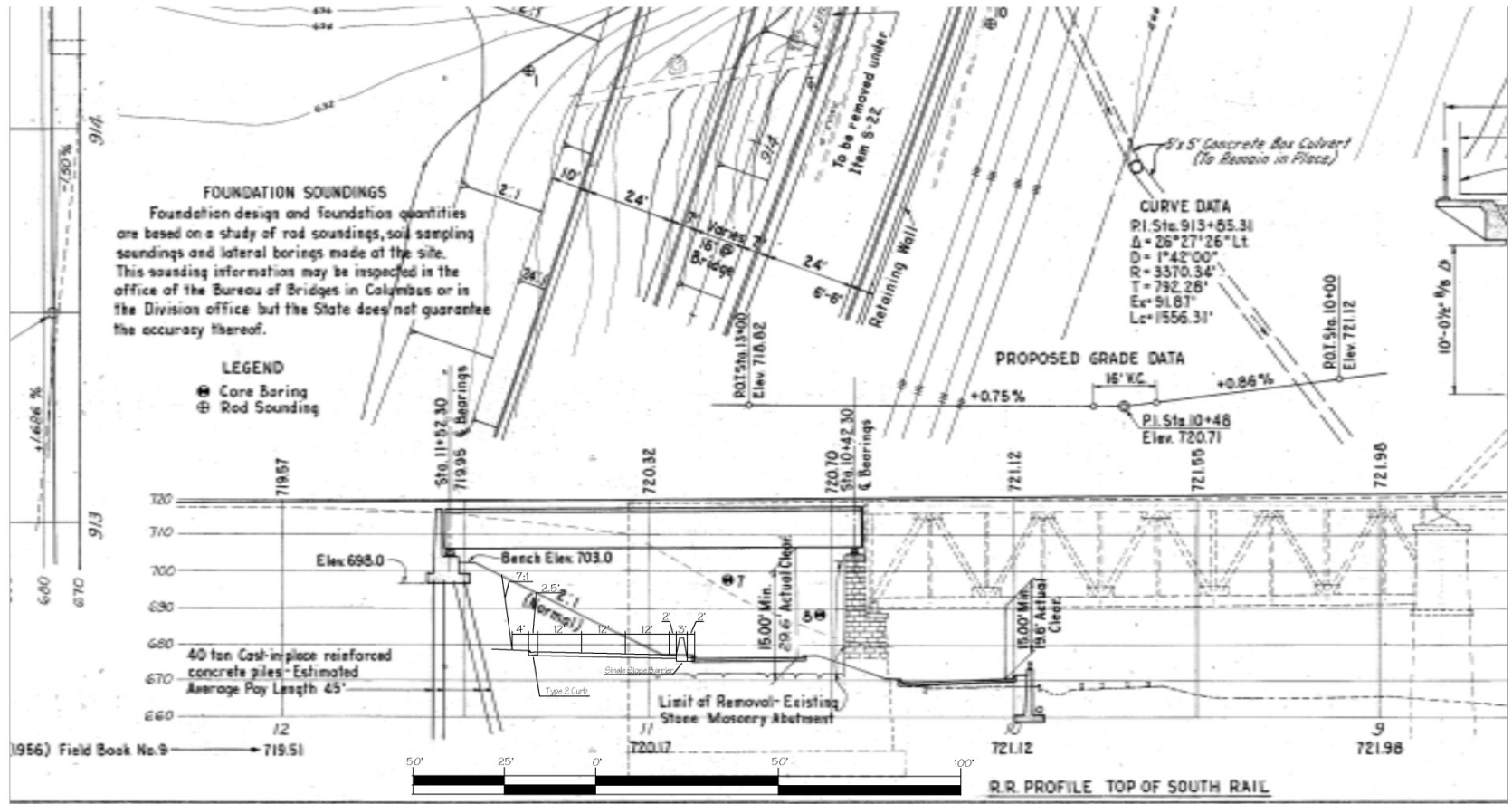


9/23/2008
BHJ Metro Planning Commission

Alternate 14i

Alternative 14i(j) Continuous Flow Intersection CFI

Alternative 14i(j) – Check RR Bridge



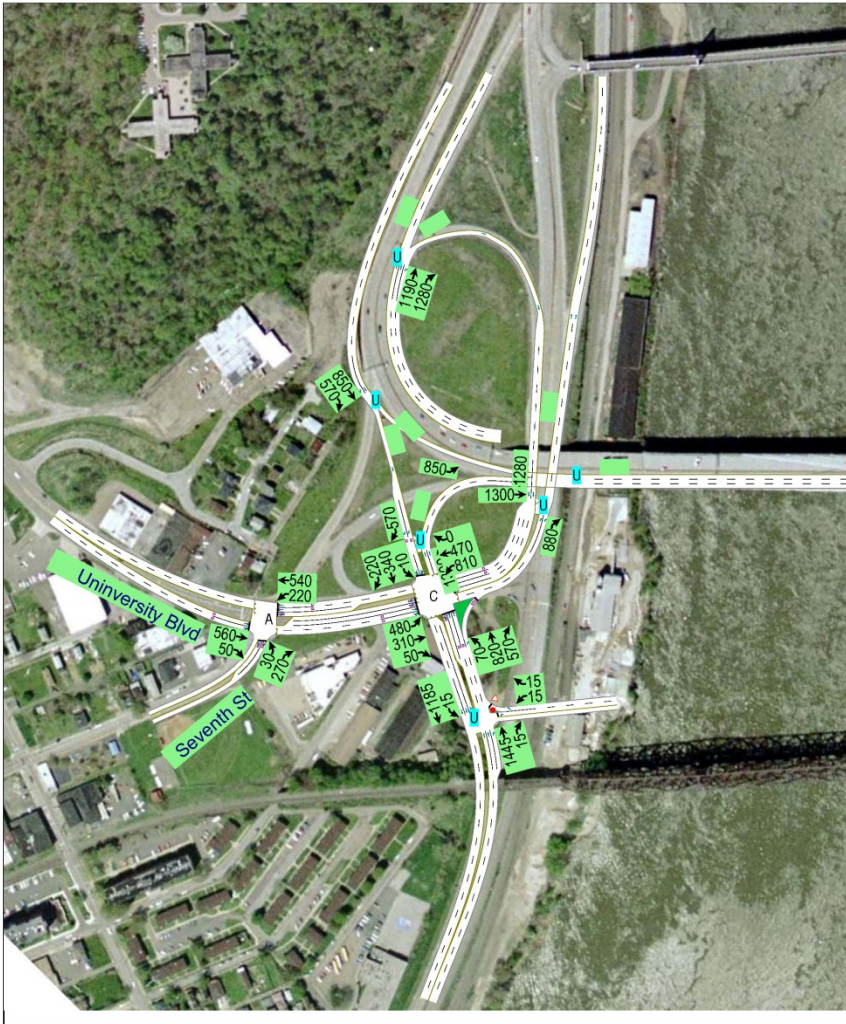
Page 50

Alternate 14i Continuous Flow Intersection
 Clearance at Railroad Bridge

August 2008

Brooke-Hancock-Jefferson
 Metropolitan Planning Commission
 Steubenville, OH - Weirton, WV

Map - Veterans Bridge Access Study
Alternative 15 - 2030 - PM - FSM Closed



6/17/2008
BHJ Metro Planning Commission

Alternate 15

Alternative 15 Relocated SR7

Alternative Costs

Veterans Bridge Access Study

February 5, 2009

Summary of Estimated Costs (\$ millions)

Alternate	PE (2009)			R/W (2011)			Const (2013)			Project Total	
	Environ	Design	Total PE	R/W	R/W Acq	Total R/W	Const	MOT	CE		Total Const
2b											
3b	\$0.33	\$1.16	\$1.49	\$1.43	\$0.14	\$1.58	\$12.41	\$1.22	\$1.36	\$14.99	\$18.06
3c	\$0.33	\$1.24	\$1.57	\$1.71	\$0.17	\$1.88	\$13.33	\$1.34	\$1.47	\$16.13	\$19.59
14i	\$0.33	\$1.81	\$2.14	\$3.64	\$0.36	\$4.00	\$18.86	\$2.43	\$2.13	\$23.43	\$29.57
15	\$0.33	\$2.00	\$2.33	\$4.73	\$0.47	\$5.20	\$19.98	\$3.65	\$2.36	\$26.00	\$33.53

CMAQ Fuel/Emissions Savings

Veterans Memorial Bridge Access Study

Summary of Travel Delay and Emission Benefits

February 3, 2009

Revised: October 12, 2011

Data shown for SimTraffic© Analysis using ODOT Certified Traffic for Design Year 2030

MOE Parameter	Alternatives				Alternative 2b vs. 14i			Alternative 2b vs. 15			Alternative 2b vs. 3b		
	2b	14i	15	3b	PM Peak Hr Change	Daily Change	Yearly Change	PM Peak Hr Change	Daily Change	Yearly Change	PM Peak Hr Change	Daily Change	Yearly Change
Travel time (hr) ¹	498.9	266.8	283.6	265.6									
Speed (mph) ¹	14.1	27.6	26.0	28.0	13.5			11.9			13.9		
Total Travel (mi) ¹	7024	7365	7369	7297.6	341			345			273.6		
Total Delay (hr) ¹	301.7	67.1	72.1	81.3	-234.6	-2346	-731952	-229.6	-2296	-716352	-220.4	-2204	-687648
Total Stops ¹	12777	5027	5604	5545	-7750			-7173			-7232		
Fuel Calc													
k1	0.055871	0.042898	0.044148	0.042597									
k2	0.7329	0.7329	0.7329	0.7329									
k3	0.001221	0.004678	0.004151	0.004815									
Calc'ed Fuel (gal)	629	389	401	397									

Notes 1. Generated from SimTraffic© Report - "Total Network Performance" (average of 5 runs each)

Fuel Consumption Calculation (Ref: Synchro 7© User Manual, pgs 13-77+)

$$F = (\text{Total Travel} * k_1) + (\text{Total Delay} * k_2) + (\text{Total Stops} * k_3)$$

where

F = Fuel Consumption (gal)

$$k_1 = 0.075283 - (0.0015892 * \text{Speed}) + (0.000015066 * \text{Speed}^2)$$

$$k_2 = 0.7329$$

$$k_3 = 0.0000061411 * \text{Speed}^2$$

Speed = Average Network Speed (mph)

Total Travel = Travel Distance (miles)

Total Delay = Total Network Delay (hours)

Total Stops = Total Stops (vehicles per hour)

(Above formulas used by TRANSYT 7-F)

Emissions Calculations (Ref: Synchro 7© User Manual, pg 13-78)

$$\text{CO} = F * 69.9 \text{ g/gal}$$

$$\text{NO}_x = F * 13.6 \text{ g/gal}$$

$$\text{HC} = F * 16.2 \text{ g/gal}$$

where

CO = Carbon Monoxide Emissions (grams)

NO_x = Nitrous Oxide Emissions (grams)

HC = Hydrocarbon Emissions (grams)

F = Fuel Consumption (gal)

(Simplified rates are based on an unpublished letter to FHWA from Oak Ridge National Labs)



CMAQ Fuel/Emissions Savings

Veterans Memorial Bridge Access Study

Summary of Travel Delay and Emission Benefits

February 3, 2009

Revised: October 12, 2011

Data shown for SimTraffic© Analysis using ODOT Certified Traffic for Design Year 2030

MOE Parameter	Alternatives			
	2b	14i	15	3b
Emissions				
HC (g)	10190	6302	6496	6431
CO (g)	43967	27191	28030	27750
NO _x (g)	8554	5290	5454	5399
Total Delay (hrs)	301.7	67.1	72.1	81.3

MOE Parameter	Alternative 2b vs. 14i			Alternative 2b vs. 15			Alternative 2b vs. 3b		
	PM Peak Hr Change	Daily Change	Yearly Change	PM Peak Hr Change	Daily Change	Yearly Change	PM Peak Hr Change	Daily Change	Yearly Change
Emissions	(g)	(kg)	(kg)	(g)	(kg)	(kg)	(g)	(kg)	(kg)
HC (g)	-3888	-38.88	-12131	-3694	-36.94	-11525	-3759	-37.59	-11728
CO (g)	-16776	-167.76	-52341	-15937	-159.37	-49723	-16217	-162.17	-50597
NO _x (g)	-3264	-32.64	-10184	-3100	-31	-9672	-3155	-31.55	-9844
Total Delay (hrs)	(hrs)	(hrs)	(hrs)	(hrs)	(hrs)	(hrs)	(hrs)	(hrs)	(hrs)
	-234.6	-2346	-731952	-229.6	-2296	-716352	-220.4	-2204	-687648



U.S. Department
of Transportation
**Federal Highway
Administration**

Ohio Division

February 18, 2009

200 North High Street
Room 328
Columbus, Ohio 43215
614-280-6896
614-280-6876 Fax
Ohio.FHWA@fhwa.dot.gov

In Reply Refer To:
HPD-OH

Director Jolene M. Molitoris
Ohio Department of Transportation
1980 West Broad Street
Columbus, OH 43223

Subject: PID 81314 JEF-SR 7-17.61-Veterans Bridge Access
CMAQ Eligibility

Dear Director Molitoris:

A review of the Ohio Department of Transportation's request for Congestion Mitigation and Air Quality Improvement Program (CMAQ) eligibility determination for the Brooke-Hancock-Jefferson (Steubenville) MPO has been completed. The request, dated February 13, 2009, identified the following project:

PID 81314 – JEF-SR 7-17.61, CMAQ funds: \$1,490,000.00

Based upon our review, we find that the subject project is eligible for CMAQ funding, in accordance with the "Final Guidance on the CMAQ Improvement Program under the SAFETEA-LU" issued jointly by FHWA and FTA on October 20, 2008.

This finding of eligibility should not be construed as an authorization or commitment of CMAQ funding. Funds must be available and ODOT must request authorization of CMAQ funds from the FHWA Division office.

If you have any questions or comments, please contact Ms. Leigh Oesterling, Air Quality Specialist, at (614) 280-6837, or leigh.oesterling@fhwa.dot.gov.

Sincerely,

For: Dennis A. Decker
Division Administrator

**MOVING THE
AMERICAN
ECONOMY**



CMAQ Funding Approval Feb 2009

Environmental and Design Phases



Brooke-Hancock-Jefferson
Metropolitan Planning Commission
Steubenville, OH - Weirton, WV

Vets Bridge Access – Consultant Selection April 2009

Programmatic Selection Notification Summary

Posting Date 4/13/2009
Response Due Date 5/4/2009

District	Region	Number of Agreements	County	Route	Section	Project Type	PID	DBE	Goal EDGE
1		1	HAN	224	11.81	Design	84557	10%	
1		1	VAR	D01	Ground Pentrg Radar	Task Order	25319		
2		1	LUC	475	03.15	Design	80695		
2		1	LUC	475	05.22 L&R/05.47 L&R	Design	80694		
4		1	SUM	271	02.33	Design	18710		15%
4		1	VAR	D04	Geotech Drilling	Task Order	84244		
6		1	FRA	023D	02.82	Design and Environmental	85277		
7		1	MOT	070	02.95 L&R	Design	85115		
7		1	MOT	070	03.44	Design	79535		
7		1	MOT	070	11.04	Design	76667	10%	
7		1	SHE	075	03.72 L&R	Design	83583		
8		1	HAM	074	3.54/3.95/4.31/4.95	Design	82961		25%
8		1	VAR	D08	Genl Eng Servs	Task Order	75835		
8		1	WARGRE	042	17.94/00.00	Design	81627		
10		1	VAR	D10	Underwater Br Insp	Bridge Inspection	79947		
12		1	LAK	002	12.62	Design	82759		70%
12		1	LAK	090	03.77	Design	83489		
12		3	VAR	D12	Cons Insp No. 2010-1	Construction Inspection	86143		20%
12		1	VAR	D12	Subs Inv Pvmt Brs	Task Order	85734		
99		12	VAR	STW	Cons Insp No 2010-1	Construction Inspection		20%	
99		1	VAR	STW	Futures PI Consensus	Task Order	86057	25%	
99		1	VAR	STW	MOV Intermodal Study	Other	86406		
99		1	VAR	STW	Passngr Rail	Task Order	85433	10%	
99		1	VAR	STW	Planning Services	Task Order	86273		
99		1	VAR	STW	Radio Tower Servs	Task Order	86219		
99		1	VAR	STW	Signal Timing Servs	Task Order	86290		
99		1	VAR	STW	State Rail Plan	Task Order	86474		
99		2	VAR	STW	Traffic Cnts 2010-1	Task Order	86473		
99		1	VAR	STW	Traffic ConstructRev	Task Order	86162		
99		1	VAR	STW	Transp Futures Plan	Task Order	86057	15%	
99		2	VAR	STW	Underwater BI 2010-1	Task Order	85842		



Brooke-Hancock-Jefferson
Metropolitan Planning Commission
Steubenville, OH - Weirton, WV

Vets Bridge Access – Consultant Selection



Brooke-Hancock-Jefferson
Metropolitan Planning Commission
Steubenville, OH - Weirton, WV



TRAC Project Application

General Information					
Current Status (Tier 1, Tier 2 or New)	Proposed Status (Tier 1 or Tier 2)	ODOT PID	ODOT District	Primary County (3 char abrv)	Facility Name (i.e. route, rail, terminal, or port name)
New	Tier 1	81314	11	JEF	State Route 7
Project Sponsoring Agency					
ODOT, District 11					
Project Manager (Contact Person)				Phone Number	
Rodney Wilson				330-308-3968	
Email Address					
Rodney.Wilson@dot.state.oh.us					

Project Description
Local Jurisdictions (i.e. list all cities, counties and townships)
Jefferson County / City of Steubenville / Island Creek Twp
Description of Work
Improve access to US22 (Veteran's Memorial Ohio River Bridge) by rebuilding the intersection of SR7 & University Boulevard (SR822) as well as University Boulevard (SR822) with the US22 Interchange
Purpose and Need
Purpose - To improve access to US22 (Veteran's Memorial Bridge over the Ohio River) at Steubenville through the realignment and widening of adjacent connecting thoroughfares of SR7 and University Blvd (SR822).
Need - The intersection of State Route 7 and University Boulevard currently operates at a level of service C/D and was identified on the Ohio Department of Transportation's top 200 traffic crash site locations in 2005. The intersection traffic signal currently operates with a split phase sequence on State Route 7 to address the identified crashes but is operationally undesirable. The Ohio Department of Transportation closed the Fort Steuben Bridge over the Ohio River just north of the project site in early 2009 and is scheduled for complete demolition in 2010. Approximately 4000 vehicles per day crossed that bridge which now must use either the Veteran's Memorial Bridge or the Market Street Bridge approximately one mile south of the project site. While the West Virginia Division of Highways has indicated they will keep the Market Street bridge open until such time that the bridge deterioration requires its closure, the current deteriorated condition of the Market Street Bridge is such that a closure could occur at any time. Approximately 6300 vehicles per day cross the Market Street Bridge. Closure of this bridge will have a severe traffic impact on the only remaining Ohio River Bridge crossing, the Veterans Memorial Bridge, especially the roadways serving the bridge, State Route 7 and University Boulevard.

TRAC Application July 2009

Transportation Review Advisory Council



Brooke-Hancock-Jefferson
Metropolitan Planning Commission
Steubenville, OH - Weirton, WV

TRAC Application July 2009

Transportation Review Advisory Council

Project Development		
Project Phase	Completed By (Agency Name)	Actual / Projected Completion Date (MM/DD/YYYY)
Planning Study	BHJ-MPO	03/19/2009
Interchange Modification Study	N/A	
Environmental (NEPA) Doc.	ODOT, D11	12/31/2010
Detailed Design	ODOT, D11	06/30/2012
Right of Way / Utilities	ODOT, D11	12/31/2013

Sources of Other (Non-TRAC) Funding (If applicable)		
Project Phase (PS, NEPA, DD, RW, CO)	Source (Agency name)	Amount (In Millions)
NEPA	BHJ-MPO Suballocated CMAQ	\$1.16
DD	BHJ-MPO Suballocated CMAQ	\$0.33
Additional Explanation of Other Funding		

(Insert additional rows above "Additional Explanation of Other Funding" as needed – one row for each combination of project phase and source)

Note: Totals of Other funding entered above **MUST MATCH** totals in project funding table below by project phase.

Project Sponsor Investment Factors	
Creation of TIF or Other Innovative Financing Tool (Yes or No)	Percentage of Sponsoring Agency Investment (%)
No	

Project Funding					
Project Phase	Fiscal Year (YYYY)	Other Funding (In Millions)	Previous TRAC (In Millions)	New TRAC (In Millions)	Total (In Millions)
Planning Study (PS)	2009				
Environmental Doc. (NEPA)	2010	\$0.33			\$0.33
Detailed Design (DD)	2010	\$1.16			\$1.16
Right of Way /Utilities (RW)	2012				\$1.58
Construction (CO)	2013				\$14.99
Total		\$1.49			\$18.06

Vets Bridge Access – Stakeholder Meeting

December 2010

- Stakeholders meeting scheduled
- Bring all stakeholders and interested parties up to date

Vets Bridge Access – Stakeholders

Government Representatives

Peter M. Clingan
US Army Corps of Engineer's

Mr. Roger K. Wiebusch
U.S. Coast Guard

Craig Webb, District Engineer
Norfolk Southern Corporation

The Honorable Domenick Mucci, Jr.
Steubenville Mayor

Ms Cathy Davison
Steubenville City Manager

Mr. Mike Dolak, P.E.
Steubenville City Engineer

The Honorable Mark Harris
Weirton Mayor

Lt. Chris Johnson
OSHP Wintersville Post

Mr. James Branagan, P.E., P.S.
Jefferson County Engineer

Fred Abdalla
Sheriff Jefferson County

BHJ Metro Planning Representatives

Dr. John Brown
BHJ Metro Planning

Mike Paprocki
BHJ Metro Planning

Dave Snelting, P.E.
BHJ Metro Planning

Business Representatives

Howard Bowers
L & J Bowers River Terminal

Frank Rose
Dickey DW & Son, Inc.

Ed Looman, Director
Progress Alliance

FHWA Representatives

Mr. Ron Garczewski, P.E., P.S.
Transportation Engineer
Federal Highway Administration

ODOT Representatives

Mr. Kevin Davis
Office of Environmental Services
Ohio Department of Transportation

Mrs. Becky Giaugue
Public Information Officer
Ohio Department of Transportation

Mr. Tom Stratton
District 11 Environmental Coordinator
Ohio Department of Transportation

Ms. Roxanne Kane, P.E.
District 11 MPO Liason
Ohio Department of Transportation

Mr. Shane Locke, P.E.
District 11 Acting Consultant Liaison
Ohio Department of Transportation

Mr. Greg Gurney, P.E.
District 11 Planning and Programs
Administrator
Ohio Department of Transportation
Mr. Tom Corey
Jefferson County Manager
Ohio Department of Transportation

Mr. Rod Wilson, P.E.
District 11 Traffic Engineer
Ohio Department of Transportation

WV DOT Representatives

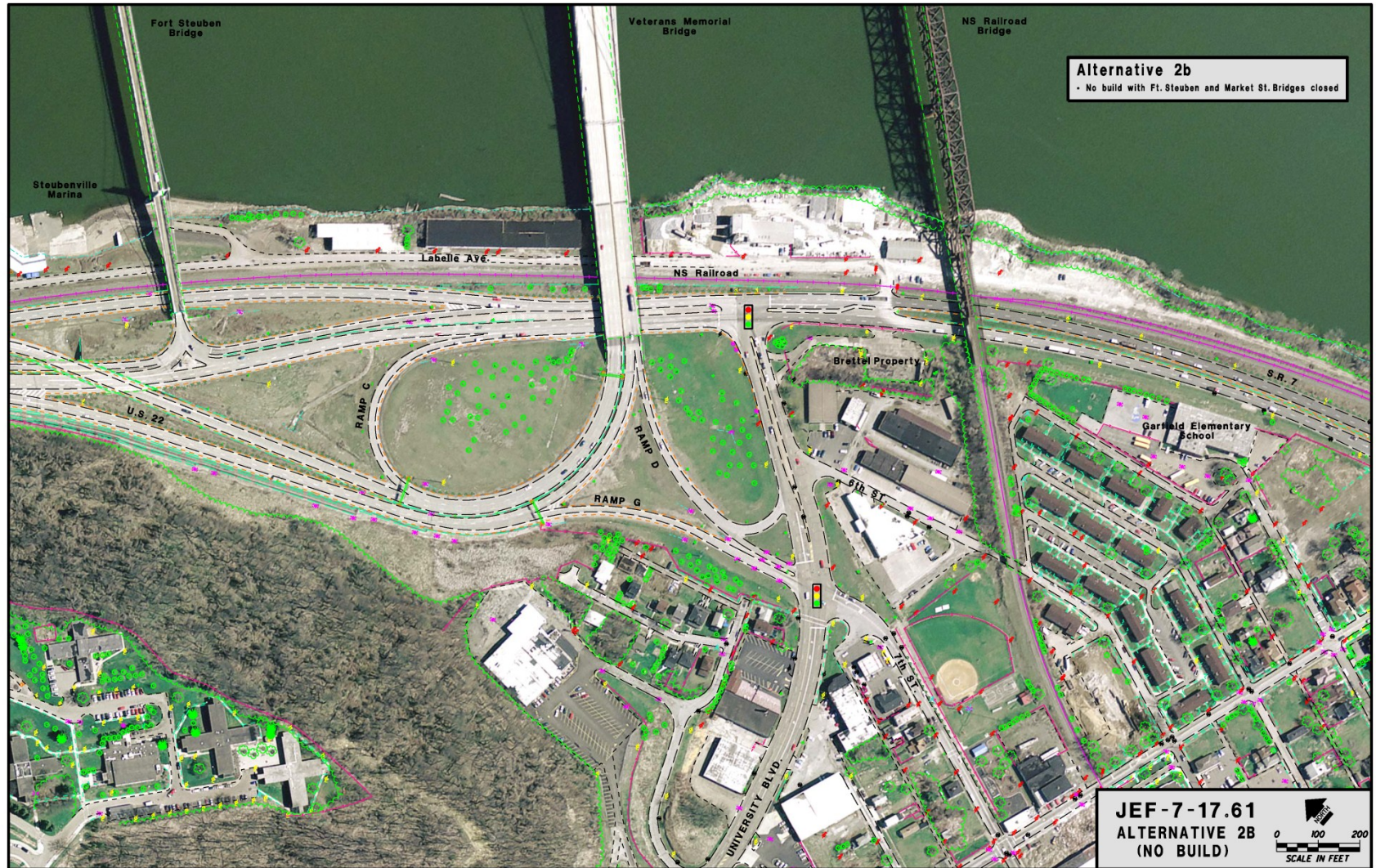
Mr. Robert W. Whipp, P.E.
WVa DOT, District Six Engineer

Vets Bridge Access – Public Open House Meeting

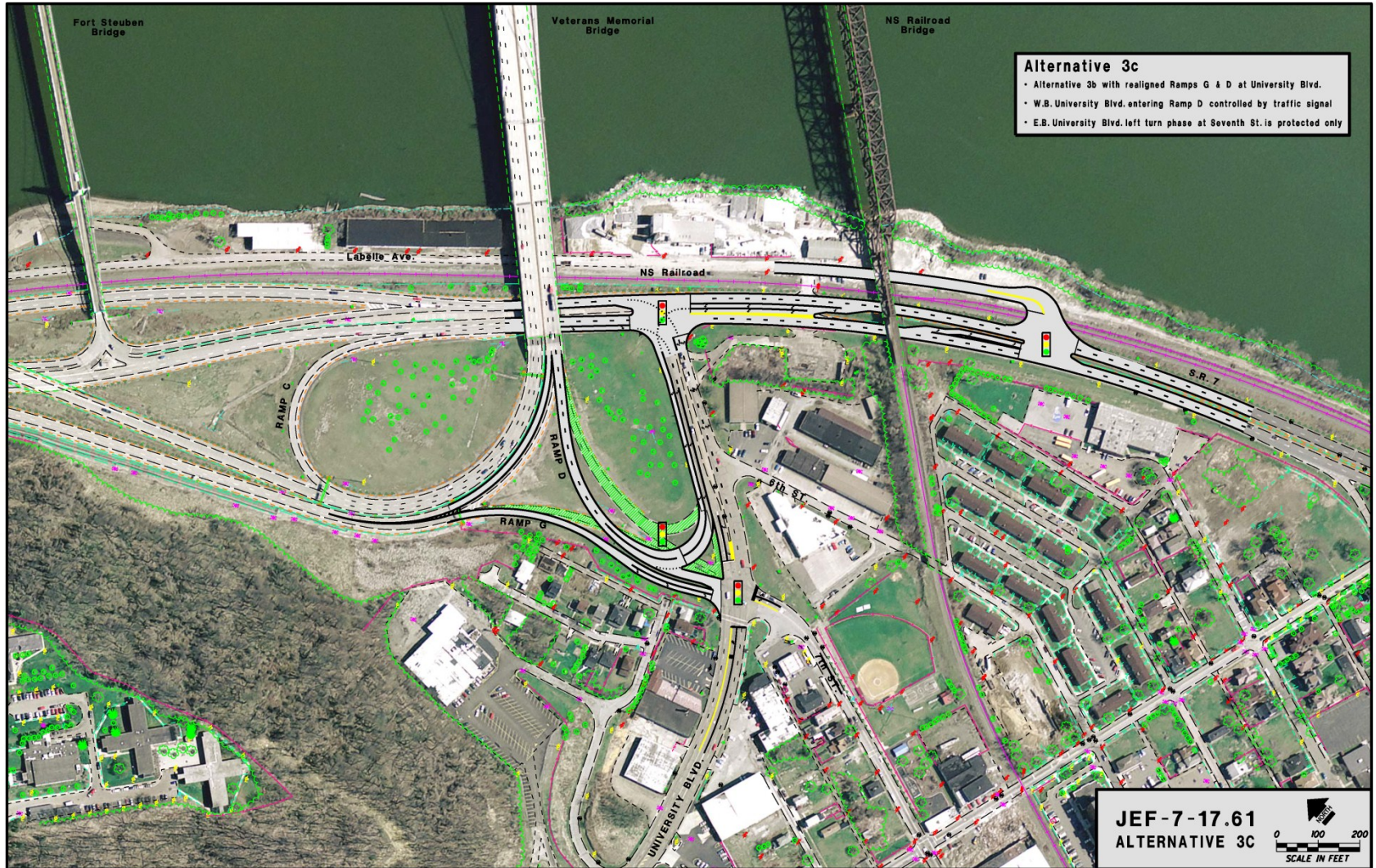
May 2012

- Public Open House Meeting Scheduled
- Bring project to general public and all stakeholders
- ODOT District 11 secures \$7.5 million in funding

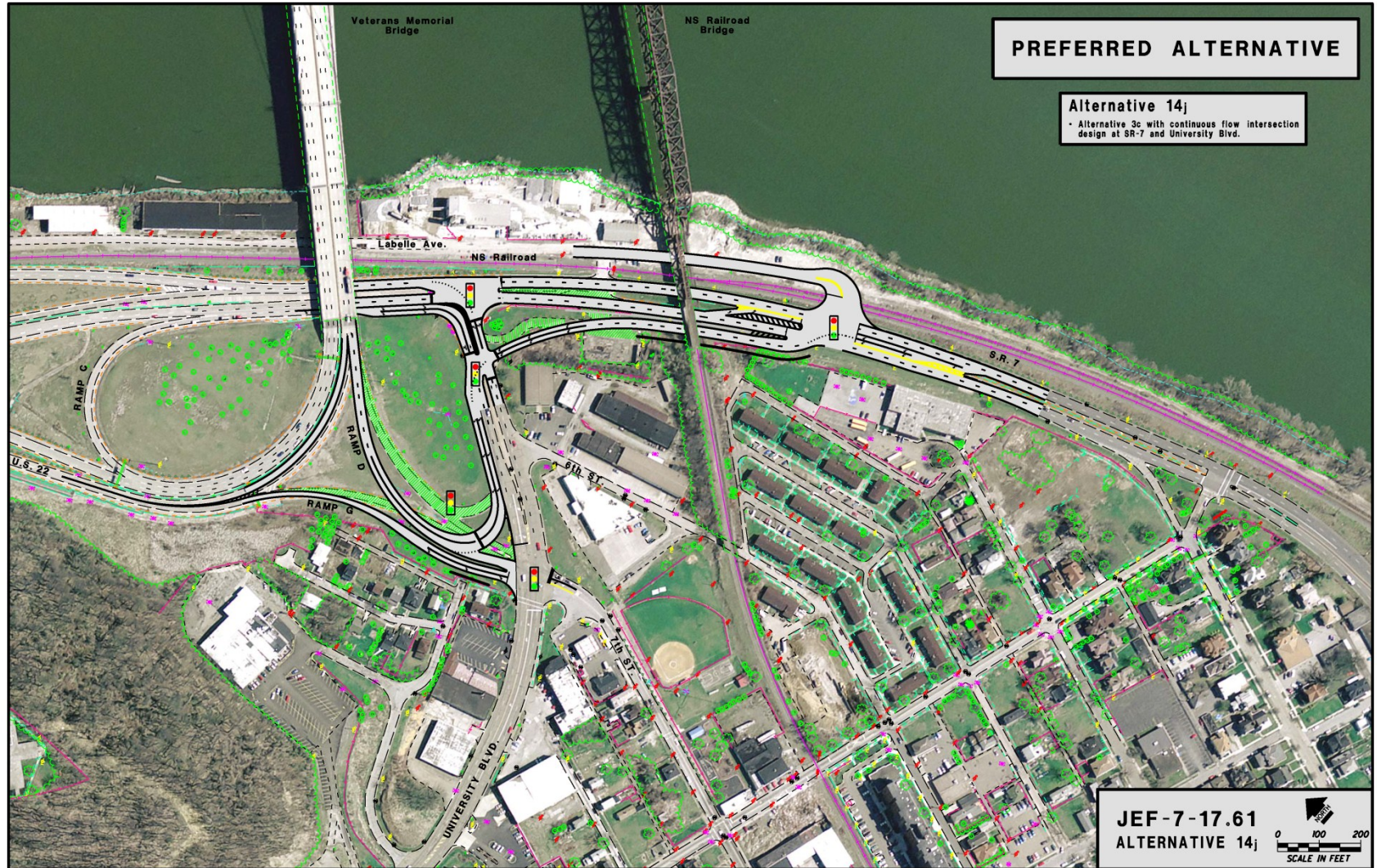
Public Open House Meeting – Alt 2b



Public Open House Meeting – Alt 3c



Public Open House Meeting – Alt 14j



Veterans Memorial Bridge Access Improvement Project
JEF-7-17.61 (PID 81314)
Public Open House Meeting, May 2, 2012

Project Fact Sheet

Background:

- Ohio Department of Transportation (ODOT), in conjunction with the City of Steubenville and the Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJ), is undertaking this project to improve access to the Veterans Memorial Bridge.
- Current project builds on previous recommendations from the BHJ 2020 Regional Transportation Plan, *The Upper Ohio Valley Bridge System Study, Phases I & II (2000, 2003)* and *The Veterans Memorial Bridge Access Study (2005, 2008, 2009)*.
- Removal of the Fort Steuben Bridge and limited service life of the Market Street Bridge have placed increased demands on the Veterans Memorial Bridge. Although the Veterans Memorial Bridge has ample capacity, there is immediate need for safe and efficient access to the bridge.
- Network demand, operational issues and safety issues demonstrate the need for improvement of adjacent connecting thoroughfares.

Purpose: To improve access to the Veterans Memorial Bridge through the redistribution of vehicular and truck traffic by improving adjacent connecting thoroughfares. The need for the project is based on the following elements:

- Network Demand
 - Veterans Memorial Bridge is expected to be the only river crossing in the area in 2030
- Capacity
 - Level of Service of certain traffic movements and/or intersections are projected to fail in the absence of improvements
- Safety
 - SR-7/University Blvd. intersection was identified by ODOT's Highway Safety Program in 2005 as one of the top 200 collision locations in the state.

Project Limits: SR-7/US-22/SR-213 (north), SR-7/Franklin Street (south), Veterans Memorial Bridge (east), and Buckeye Street/University Boulevard (west). Also included within the project limits is Labelle Avenue along the east side of the railroad tracks adjacent to SR-7.

Preferred Alternative: Alternative 14j (Est. Construction Cost - \$9.1 Million)

Schedule: Construction is scheduled for the summer of 2015

Public Open House Meeting

Fact Sheet Handout



Brooke-Hancock-Jefferson
Metropolitan Planning Commission
Steubenville, OH - Weirton, WV

JEF-7-17.61
Veterans Memorial Bridge Access

Table 1

ALTERNATIVE COMPARISON MATRIX					
ALTERNATIVE		2B: No Build with Ft. Steuben Bridge and Market St. Bridge closed	3B: Widen SR-7 to provide NB dual left turn lanes, widen Ramp D to provide dual lane on-ramp, reduce EB US-22 to one lane between Ramp G and Ramp D, and relocate access to Labelle Ave. south of the R/R bridge.	3C: Alternate 3B along with realigned Ramp G and Ramp D at University Blvd., westbound University Blvd. entering Ramp D controlled by traffic signal, eastbound University Blvd. left turn phase at Seventh St. is protected only.	14J: Alternate 3C with Continuous Flow Intersection design at SR-7 and University Blvd.
FACTOR (See Table 2 for Description)					
Meets Purpose and Need		NO	YES	YES	YES
CAPACITY	Intersection: SR-7 & University Blvd.	LOS F	LOS D	LOS D	LOS A
	Intersection: University Blvd. & Frontage Rd.	N/A	N/A	N/A	LOS B
	Intersection: SR-7 & Labelle Ave.	LOS E	LOS C	LOS C	LOS C
	Intersection: University Blvd. & 7th St.	LOS C	LOS B	LOS C	LOS C
	Intersection: University Blvd. & 6th St.	NC	NC	NC	NC
	Diverge: WB University Blvd. to Ramp D	LOS A	LOS A	LOS A	LOS A
	Merge: Ramp D & 7th St. Connector	LOS C	LOS F	LOS B	LOS B
R/W	Right-of-Way Impacts (Commercial)	N/A	LOW	LOW	LOW
	Right-of-Way Impacts (Residential)	N/A	NONE	LOW	LOW
OTHER FACTORS	Route Continuity: US-22	NC	LOW	LOW	LOW
	Route Continuity: SR-7	NC	NONE	NONE	NONE
	Labelle Ave. and Railroad Crossing Relocation Impacts	N/A	MEDIUM	MEDIUM	MEDIUM
	Maintenance of Traffic Impacts	N/A	LOW	MEDIUM	MEDIUM
COST	Construction Cost	N/A	MEDIUM (\$4.6 M)	MEDIUM (\$5.4 M)	HIGH (\$9.1 M)
	Right-of-Way Cost	N/A	LOW	LOW	MEDIUM
ENVIRONMENTAL	Threatened and Endangered Species	N/A	LOW	LOW	LOW
	Ecological Concerns	N/A	NONE	NONE	NONE
	Hazardous Materials	N/A	LOW	LOW	LOW
	Cultural Resources	N/A	LOW	LOW	LOW
	Residential/Business Impacts	N/A	LOW	LOW	LOW
	Environmental Justice	N/A	LOW	LOW	LOW

Public Open House Meeting

Decision Matrix

MATRIX KEY	
NONE	No likely impact; or meets criteria in category
LOW	Low likely impact; or meets most criteria in category
MEDIUM	Mid-range likely impact; or meets some criteria in category
HIGH	High likely impact; or does not meet criteria in category
N/A or NC	Not Applicable (N/A) or No Change (NC)
"CAPACITY" NOMENCLATURE	
LOS A/B	Level of Service (LOS) A or B
LOS C	Level of Service (LOS) C
LOS D	Level of Service (LOS) D
LOS E/F	Level of Service (LOS) E or F
N/A	Not Applicable

Veterans Bridge Access

Simtraffic 7[©] Presentation – Alternative 14j

Vets Bridge Access – Public Open House Meeting

May 2012 Public Meeting Follow Up

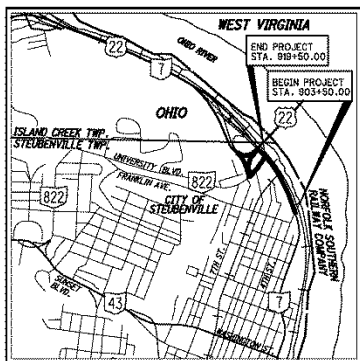
- Alternative 14j selected for design
- Project is scheduled for construction in FY 2016

Stage 1 Plans – June 2013

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

JEF-7-17.29

CITY OF STEUBENVILLE
JEFFERSON COUNTY



LOCATION MAP

LATITUDE: 40°22'30" LONGITUDE: 80°36'45"

SCALE IN MILES

PORTION TO BE IMPROVED	_____
INTERSTATE HIGHWAY	_____
STATE & FEDERAL ROUTES	_____
COUNTY & TOWNSHIP ROADS	_____
OTHER ROADS	_____

DESIGN DESIGNATION

	SR-7 (SOUTH OF UNIVERSITY)	SR-7 (NORTH OF UNIVERSITY)	US-22 (VETS. MARR. BRIDGE)	UNIVERSITY BLVD.	7TH ST.
CURRENT ADT (2010)	18,600	35,300	39,350	13,500	3800
DESIGN YEAR ADT (2030)	19,700	37,250	39,000	13,500	3800
DESIGN HOURLY VOLUME (2030)	1970	3353	3510	1350	380
DIRECTIONAL DISTRIBUTION	60%	60%	53%	77%	57%
TRUCKS (24 HOUR B&C)	16%	10%	10%	7%	4%
DESIGN SPEED	40	60	60	40	30
LEGAL SPEED	35	55	55	35	25
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN FREEWAY & EXPRESSWAY	URBAN FREEWAY & EXPRESSWAY	URBAN FREEWAY & EXPRESSWAY	URBAN MINOR ARTERIAL	URBAN PRINCIPAL ARTERIAL

NHS PROJECT _____ NONE REQUIRED

DESIGN EXCEPTIONS: _____

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
1-800-362-2764
(TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: 1-800-825-0988

PLAN PREPARED BY:



INDEX OF SHEETS:

TITLE SHEET	1
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PLAN SHEETS - UNIVERSITY BLVD.	16-17
PLAN SHEETS - RAMP D, DI, G, & U.S. 22 (E.B.)	18-20
PROFILES - S.R. 7	21-22
PROFILES - LABELLE AVE.	23
PROFILES - CONNECTOR RD.	24
PROFILES - UNIVERSITY BLVD.	25
PROFILES - RAMP D	26
PROFILES - RAMP DI	27
PROFILES - RAMP G	28
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WATER WORK	139-140
TRAFFIC CONTROL	
TRAFFIC SIGNALS	
RIGHT-OF-WAY	
SOIL PLAN & PROFILE	

PROJECT DESCRIPTION

IMPROVEMENT OF THE INTERSECTION OF SR-7 AND UNIVERSITY BLVD. AS A CONTINUOUS FLOW INTERSECTION TO IMPROVE ACCESS TO VETERANS MEMORIAL BRIDGE. ROADWAY IMPROVEMENTS CONSIST OF RECONSTRUCTION AND WIDENING OF 0.30 MILES OF SR-7, CONSTRUCTION OF 0.15 MILES OF NEW CONNECTOR ROAD BETWEEN SR-7 AND UNIVERSITY BLVD., WIDENING AND RESURFACING OF UNIVERSITY BLVD., REALIGNMENT AND RECONSTRUCTION OF US-22 RAMP, AND RELOCATION AND EXTENSION OF LABELLE AVE. PROJECT ALSO INCLUDES RELOCATION OF AN AT-GRADE CROSSING OF NORFOLK SOUTHERN RAILROAD, INSTALLATION AND INTERCONNECTION OF FOUR (4) TRAFFIC SIGNALS, RETAINING WALLS, SIGNING, STORM SEWER, STREET LIGHTING, AND WATER LINES.

PROJECT EARTH DISTURBED AREA:	ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	ACRES

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 551.02 OF THE OHIO REVISED CODE.

2013 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEET , AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

STANDARD CONSTRUCTION DRAWINGS

ENGINEERS SEAL:	ENGINEERS SEAL:	SUPPLEMENTAL SPECIFICATIONS

SIGNED: _____ DATE: _____

APPROVED _____
DATE _____ DISTRICT DEPUTY DIRECTOR

APPROVED _____
DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E090323

CONSTRUCTION PROJECT NO. 81314

RAILROAD INVOLVEMENT NORFOLK SOUTHERN RAILWAY

JEF-7-17.29

1/140

Brooke-Hancock-Jefferson
Metropolitan Planning Commission
Steubenville, OH - Weirton, WV

Stage 1 Plans – June 2013

Estimate JEF-7-17.29

Estimated Cost: \$8,205,080.45

Contingency: 17.00%

Estimated Total: \$9,599,944.13

Improvement of SR-7/University Blvd. as a continuous flow intersection to improve access to Veterans Memorial Bridge

Base Date: 01/01/16

Spec Year: 13

Unit System: E

Work Type: PORTLAND CEMENT CONCRETE PAVEMENT

Highway Type: WARRANTY PORTLAND CEMENT CONCRETE

Urban/Rural Type: URBAN CLASS

Season: SUMMER

County: JEFFERSON

Midpoint of Latitude: 402230

Midpoint of Longitude: 803645

District: 11

Federal/State Project Number: E090323

Estimate Type: Stage 1

Prepared by A. Mustafa on 06/17/13

Checked by K. Grathwol on 06/28/13



Brooke-Hancock-Jefferson
Metropolitan Planning Commission
Steubenville, OH - Weirton, WV

Vets Bridge Access Improvements

Conclusions

- Involving affected businesses early gains project support
- Process was lengthy but necessary due to constraints
- Involving affected maintaining agencies throughout the process created natural buy-in
- ODOT District 11 in advocate role wins Central Office approval and \$7.5 million in funding
- Construction Scheduled for FY 2016

Veterans Bridge Access Improvements

Cooperative Planning Develops Innovative Solution

Questions?

Dave Snelting, PE

Transportation Engineer

BHJ Metropolitan Planning Commission

124 N 4th St, 2nd Floor

Steubenville, OH 43052

740-282-3685 x 205

dsnelting@bhjmpc.org