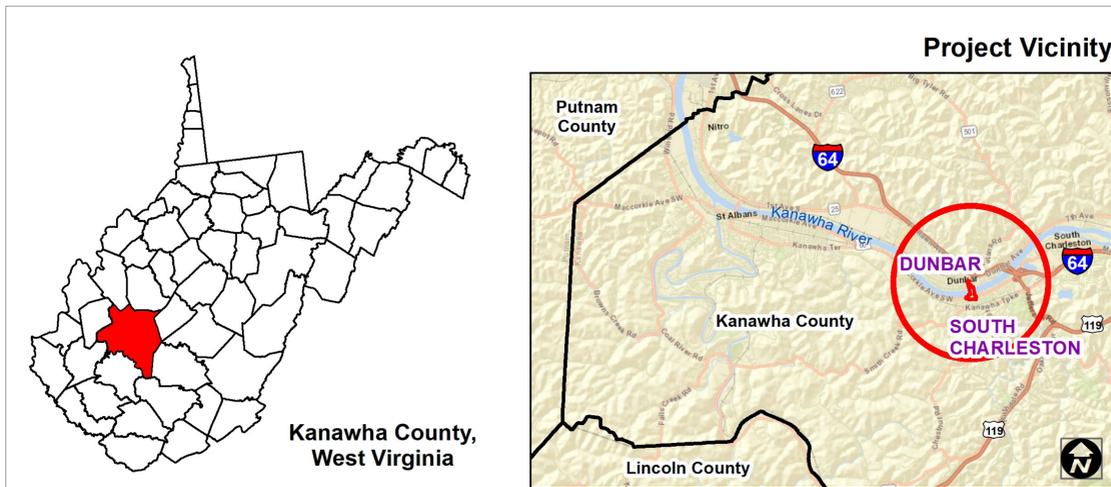


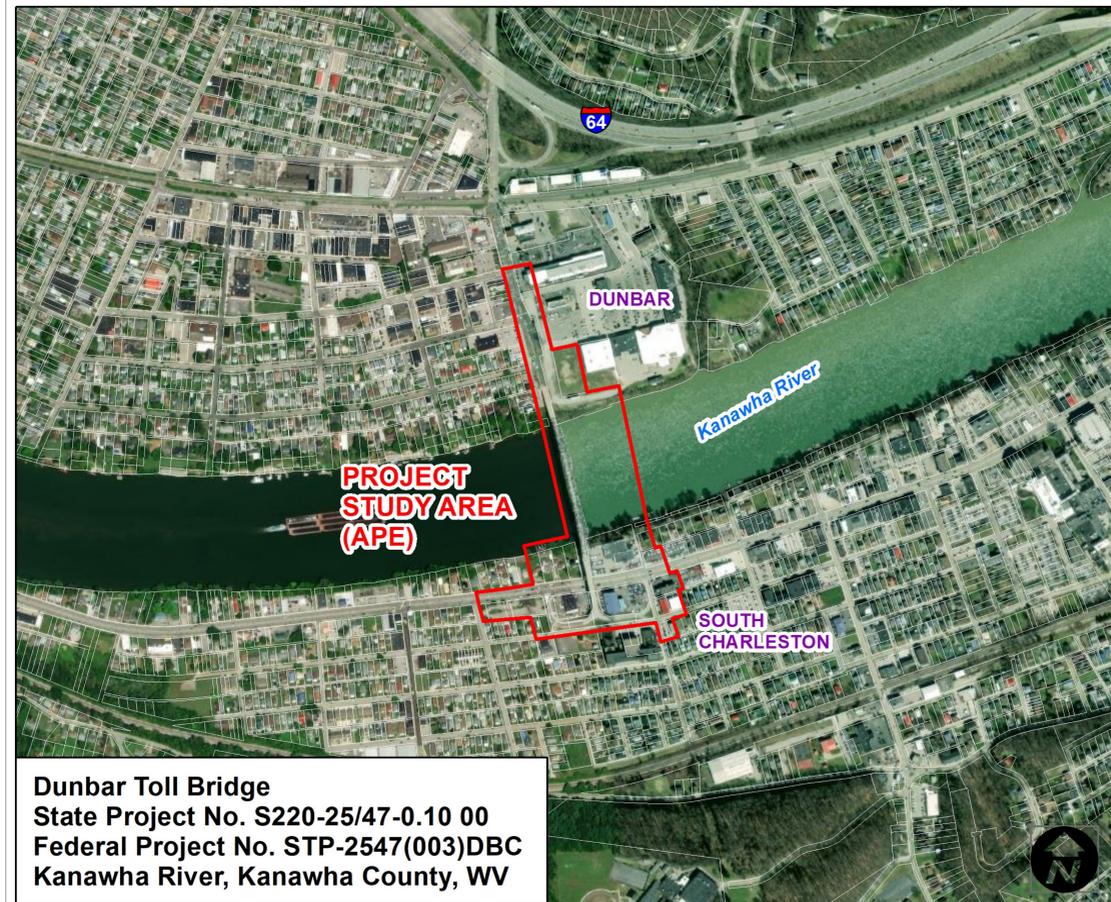
# PROJECT OVERVIEW



*The purpose of the project is to preserve the operation of the existing river crossing as a critical component of the local transportation system by replacing the Dunbar Toll Bridge with a structure that meets current design standards.*



Project Location



**Dunbar Toll Bridge**  
 State Project No. S220-25/47-0.10 00  
 Federal Project No. STP-2547(003)DBC  
 Kanawha River, Kanawha County, WV

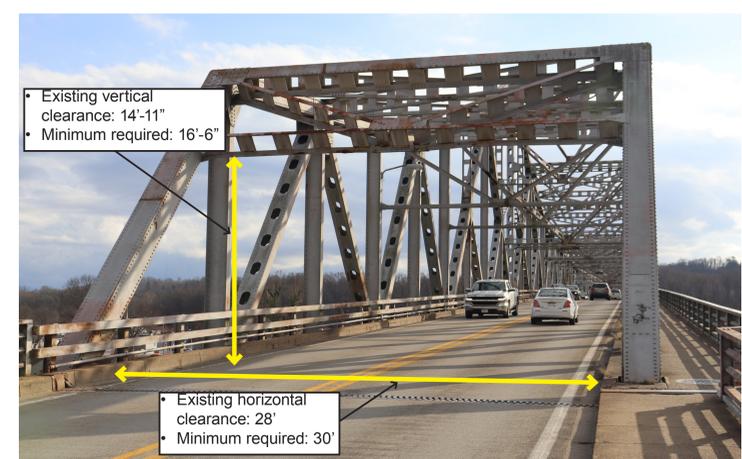
- The bridge was built in 1953 and was previously known as the D.L. Salisbury Bridge until 1955.
- The Dunbar Toll Bridge carries Kanawha County Route (CR) 25/47 (10th Street) over the Kanawha River between Dunbar and South Charleston, WV.
- The existing bridge is structurally deficient with a National Bridge Inventory rating of 4 out of 10.
  - The existing rating of 4 is considered “poor”
  - Existing weight limit posted
- The existing bridge is functionally obsolete.
  - Substandard vertical clearance of 14’-11”. Minimum per WVDOH DD-601 is 16’-6”.
  - Substandard horizontal clearance of 28’. Minimum per WVDOH DD-601 is 30’.
  - Substandard crash rating on vehicle railing
  - Substandard height on pedestrian railing
- The project team is currently evaluating alternatives for the project. These include:
  - No build, or “do nothing” but continue routine maintenance.
  - Rehabilitation in the existing location.
  - Replacement in the same location.
  - Replacement in a parallel location slightly east.

The existing Dunbar Toll Bridge, 2022 - Photo from northeast quadrant in Dunbar.

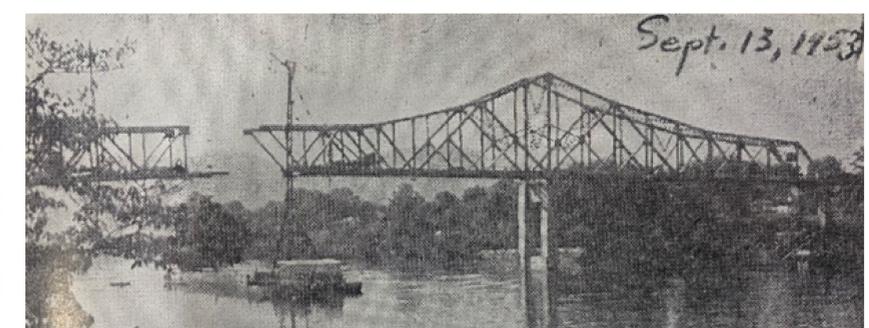


The existing bridge is a steel, riveted through truss bridge. It was previously determined eligible for listing in the National Register of Historic Places. Resources determined eligible or listed on the NRHP may also be protected by Section 4(f) of the U.S. Department of Transportation Act of 1966. Coordination with the State Historic Preservation Office (SHPO) has been, and will be, an important part of project planning in regard to potential adverse effects of alternatives being evaluated.

**Persons with a concern for, or knowledge about, historic structures and buildings, as well as archaeological sites, are encouraged to provide comments to the local units of government or the project contact.** This meeting complies with the requirements of the National Environmental Policy Act and Section 106 of the National Historic Preservation Act.



The existing structure is considered structurally deficient as well as functionally obsolete. Rectifying these deficiencies is needed to maintain the operation of CR 25/47 across the Kanawha River long-term.

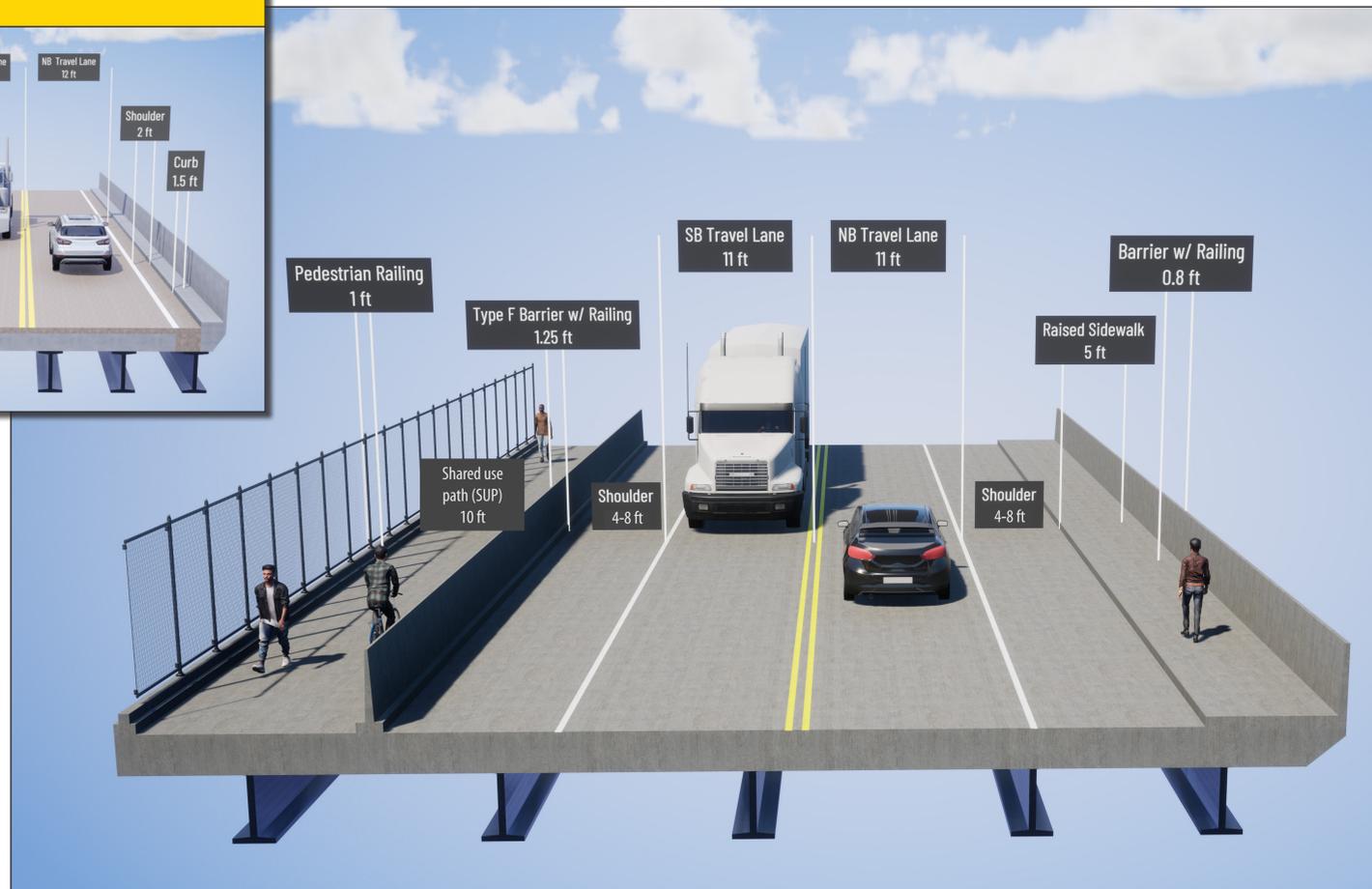
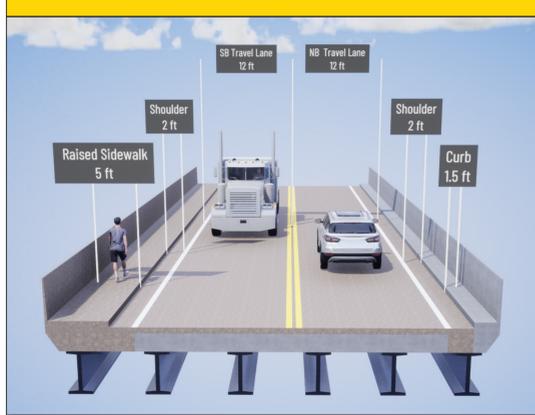


The D.L. Salisbury Bridge, originally named for the longtime mayor, under construction in 1953. The name was changed to the Dunbar Toll Bridge in 1955.

# ALTERNATIVE 3



Existing Typical Section



Potential typical section for Replacement and New Structure alternatives.

To meet the project needs, WVDOH considered several alternatives:

1. No Build or “do nothing” but continue routine maintenance.
2. Structure Rehabilitation.
3. Structure Replacement.
4. New Structure on parallel alignment to east.
5. New Structure on skewed alignment to east.

Alternative 3 includes the following features:

- Steel plate girder bridge with an overall length of 1,337 feet
- Five spans reduced from an existing nine spans
- Clear roadway width of 38 feet, including two 11-foot vehicle lanes, 4 to 8-foot shoulders on each side, a 5-foot sidewalk, and a 10-foot shared use path protected by a permanent barrier
- Rehabilitation, strengthening, and reuse of existing bridge piers
- Roadway approach work will occur both north and south of the existing structure.
- Permanent right-of-way takes will affect ten (10) parcels totaling 0.629 acres
- Temporary construction easements (T.C.E.) will affect five (5) parcels totaling 1.087 acres.
- Total estimated cost of \$101.9 Million including right-of-way and utility costs.

During bridge construction, the bridge will be closed to all traffic. Closure is currently estimated to be 18 months. The detour routes at right are expected to be utilized:

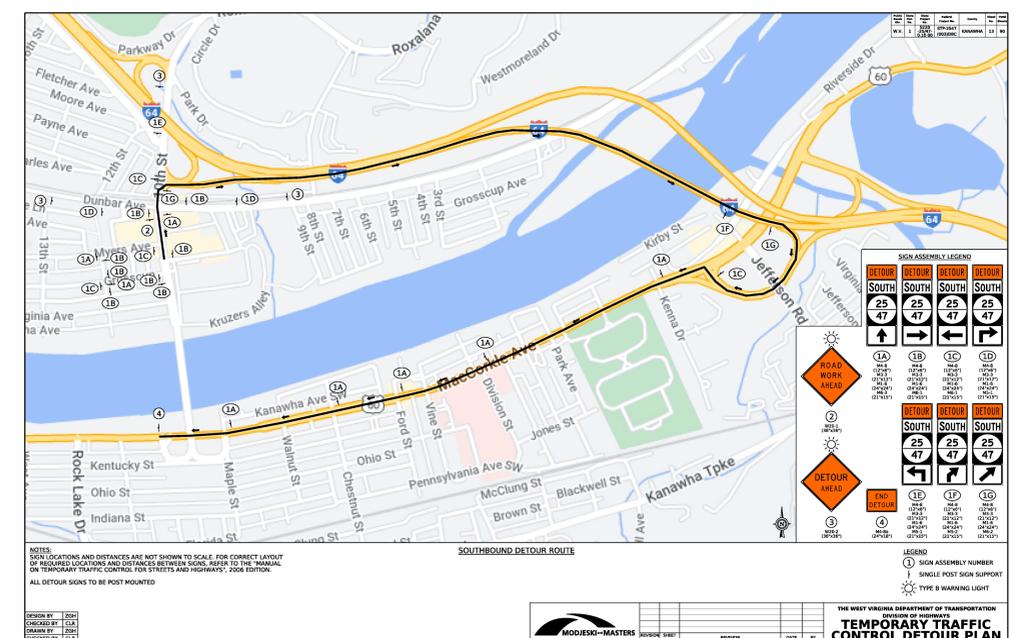
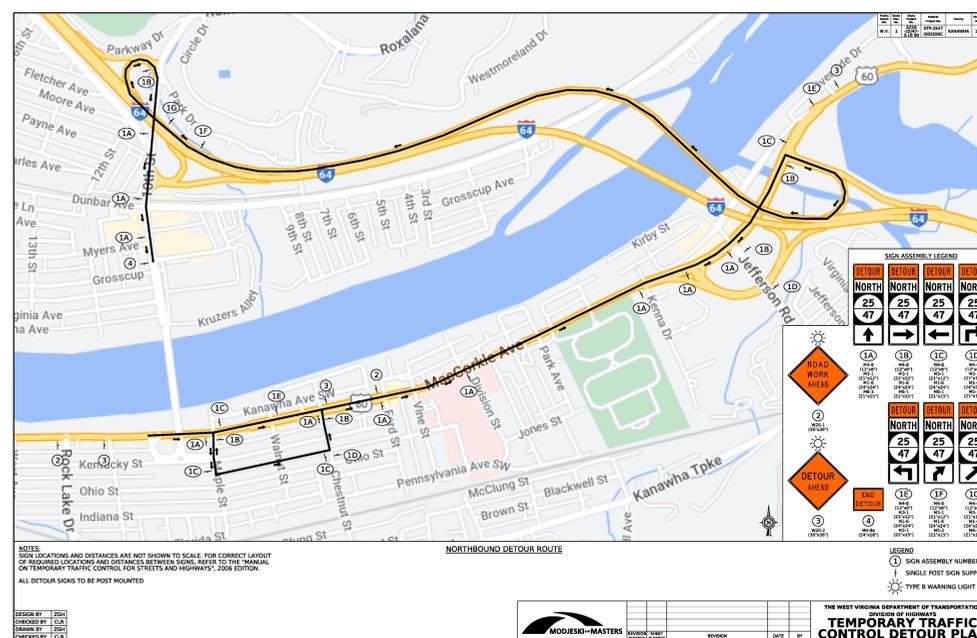
1. Southbound: Take 10th Street northbound, turn right onto I-64 eastbound, exit the freeway at Exit 54 (US 60), turn left on westbound US 60 to the bridge intersections.
2. Northbound: Take US 60 eastbound, turn right onto I-64 westbound, exit the freeway at Exit 53 (10th Street), turn left on 10th Street toward Dunbar Toll Bridge.

With the removal of the bridge, the following movement will be restricted:

- All movements towards 10th Street southbound at Grosscup Avenue

With the removal of the bridge, the following roadways will be closed:

- Slip ramp from Kentucky Street
- The ramp to Dunbar Toll Access Road northbound from Maple Street just south of the commercial driveway.



# TIMELINE & PUBLIC COMMENTS



*\*All dates represent estimates and are subject to change.*

## **\*2024**

Fall 2024:

Public Involvement  
Meeting and  
Comment Period

## **\*2025**

late 2024 - 2025:

Environmental Studies  
and Documentation.  
Clearance anticipated in  
late 2025

## **\*2026**

2026:

Right-of-Way  
Activities Begin

## **\*2028**

2028:

Construction  
Activities  
Anticipated

***PLEASE SHARE YOUR COMMENTS WITH US! COMMENTS ARE REQUESTED BY:  
Friday, November 1, 2024***

Copies of meeting materials are attached to this handout and are available online at the following WVDOH website: <http://go.wv.gov/dotcomment> (linked through the QR code at right).

**Email or mail comments to:**

Travis Long, Director  
Technical Support Division  
West Virginia Division of Highways  
Capitol Complex, Building 5, Room 820  
Charleston, WV 25305  
[Travis.E.Long@wv.gov](mailto:Travis.E.Long@wv.gov)



*Scan the QR code above  
with your phone's camera to  
provide comments online.*