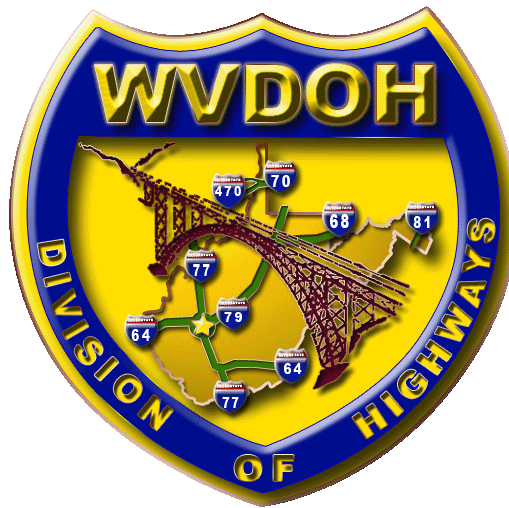


Workshop Public Meeting
Elm Grove Elementary School
85 Mil Acres Drive
Wheeling, West Virginia



WV Department of Transportation
Division of Highways

State Project S226-5-7.65
Federal Project BR-0005(090)D

County Line Bridge Replacement
Marshall County, West Virginia
www.transportation.wv.gov

Purpose of Workshop

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 bridge replacement project.

Workshop Format

This meeting will be held in a workshop format from 4:00 to 7:00 pm. The WVDOH procedure for public meetings is informal to maximize the attendees' ability to ask questions and to give input on the project. **THERE WILL BE NO FORMAL PRESENTATION.**

Project Description

The West Virginia Department of Transportation, Division of Highways (WVDOH) is in the process of considering alternatives for the future replacement of the County Line Bridge, which crosses Wheeling Creek in , Marshall County. The existing bridge is located on Marshall County Route 5 at the Marshall/Ohio County Line.

The County Line Bridge was constructed in 1960, as a four simple span girder bridge. It has a total length of 192 feet 3 inches. Span One is 43'7", Span Two is 49'5", Span Three is 49'6", and Span Four is 44'4". . The clear width of the bridge is 13 feet and 4 inches. Current traffic data (2009) indicates the average daily traffic (ADT) as 1,700 vehicles per day and it is projected to be 2,400 in 2029. The bridge has a silhouette posting weight limit of 16 tons and has a current sufficiency rating of 21.8 out of 100.

County Line Bridge Alternatives

Alternative 1

Alternative 1 will replace County Line Bridge upstream of its current location while using the existing bridge and approaches to maintain traffic during construction. The total length of Alternative 1 is approximately 655 feet, including a 240-foot bridge. The 3 span proposed bridge will be on a 30 degree skew, and improve the geometry slightly, but a compound curve will be needed to tie the bridge approaches with County Route 5. Right of way and utility costs will be moderate. Total 2011 cost for this alternative one is \$3,442,000.00

Alternative 2

Alternative 2 entails replacing the bridge approximately 35 feet downstream from the current location while using the existing bridge to maintain traffic during construction. The new bridge will be parallel to the existing bridge. Total length of construction is approximately 475 feet, including a 190-foot bridge. The new bridge will have three spans and stub abutments founded on piling. The new location requires a residence south of the bridge but sight distance and approaches geometry will not be improved. Right of way and utilities are moderate. Total cost for alternative two is \$3,224,000.00

Alternative 3

Alternative 3 entails replacing the bridge downstream from its current location while using the existing bridge to maintain traffic during construction. The new bridge will have a 45 degree skew. The total length of construction is approximately 600 feet, including a 185 foot bridge. The new bridge will have three spans and stub abutments founded on piling and will require one residence south of the bridge. Total cost for this alternative is \$3,338,000.00.

Alternative 4

Alternative 4 entails replacing the bridge downstream from its current location while using the existing bridge to maintain traffic during construction. The new bridge will be similar to Alternative 3, but the skew will be approximately 60 degrees. The total length of construction is approximately 700 feet, including a 240 foot bridge. The new bridge will have three spans and stub abutments founded on piling and requires one

residence south of the bridge, and the sight distance and approaches will improve slightly. Right of way and utility costs are moderate. Total cost for alternative 4 is \$3,869,000.00.

Alternative 5

Alternative 5 entails replacing the bridge approximately 35 feet upstream from the current location while using the existing bridge to maintain traffic during construction. The new bridge will be parallel to the existing bridge with a total length of construction approximately 700 feet, including a 190-foot bridge. The new bridge will have three spans and stub abutments founded on piling and requires no residences. A planter along Wheeling Creek will be affected. Right of way and utility cost are moderate with a approximate cost of \$2,714,000.00.

Alternative 6 (Preferred)

Alternative 6 will replace the bridge approximately 315 feet upstream from the current location while using the existing bridge to maintain traffic during construction. The total length of construction will be approximately 600 feet, including a 200 foot bridge. The new bridge will have two spans and stub abutments founded on piling and no residences will be taken. The northern approach geometry will be improved slightly. Right of way and utility costs are moderate. Total approximate costs are \$2,668,000.00.

Alternative 7

Alternative 7 consists of replacing the bridge at the southern abutment at the same location and shifting the northern abutment to the east. A temporary roadway and ridge will be constructed approximately 250 feet upstream of the existing bridge. The new bridge will have an approximate 30 degree skew. The total length of construction is approximately 470 feet, including a 215-foot bridge. The new bridge will have three spans and stub abutments founded on piling. The temporary detour length is approximately 275 feet including a 125 foot temporary bridge. Right of way will be moderate. The total cost for this alternative 7 is approximately \$3,403,000.00.

No-Build

Due to the deteriorating condition of the existing structure, the No-Build Alternative would eventually result in the permanent closing of the structure to traffic. There is no short, practical detour around this bridge. The shortest detour would extend on several County and West Virginia Routes covering approximately 20 miles. For this reason, a no build is not recommended.

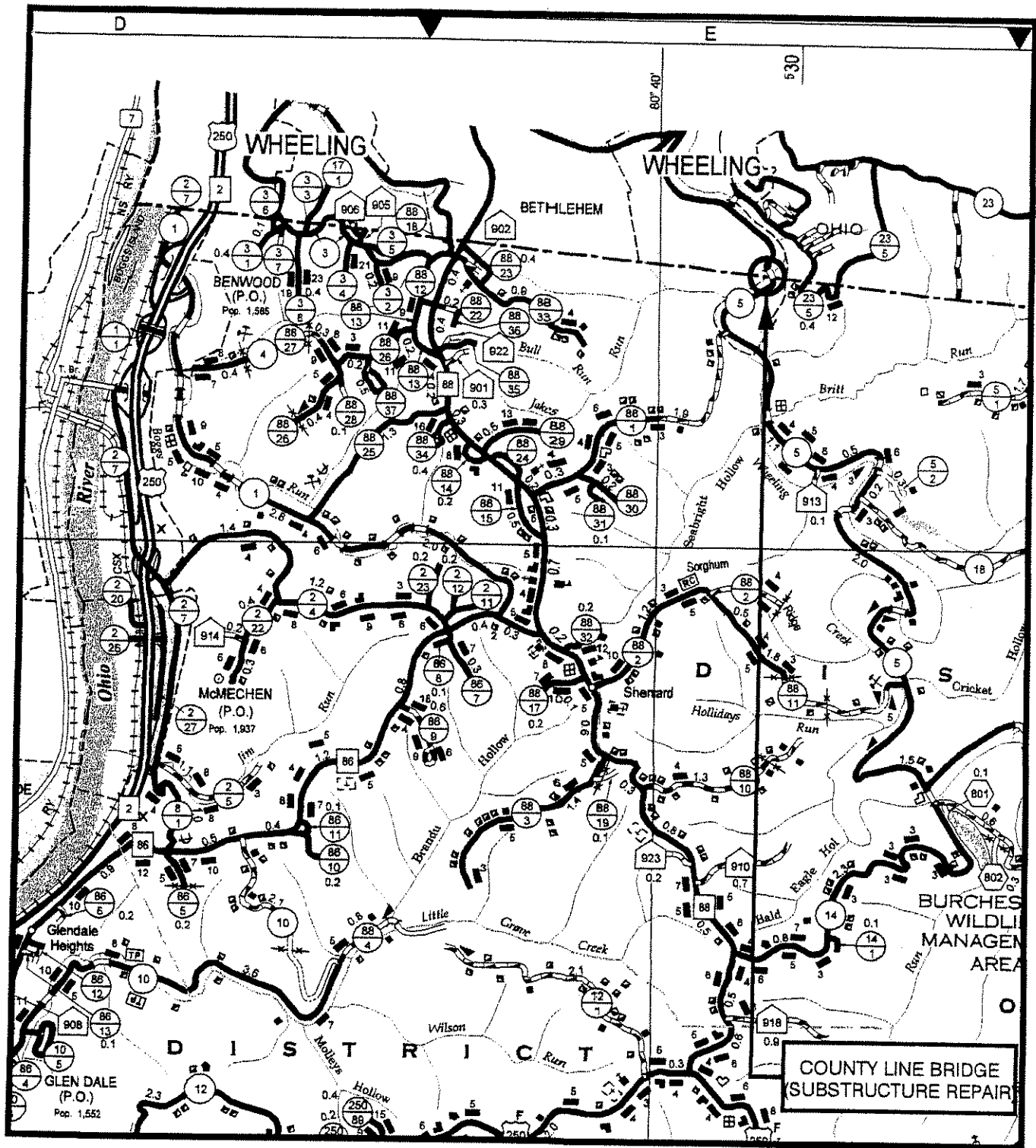
Environmental Studies

County Line Bridge was on the 12-18-2008 Do Not Survey List. It was recommended not eligible either based on lack of known association with a significant trend or they did not display a significant construction or engineering design or feature. Design and environmental studies have been initiated so that environmental compliance and documentation as required by the National Environmental Policy Act (NEPA) of 1969 and the National Historic Preservation Act of 1966. These acts are our national guideline for the protection of the environment and historic properties and it requires that potential environmental and historic consequences be identified and various alternatives evaluated to avoid and reduce impacts before certain actions are taken.

Comments

Those wishing to file written comments may fill out a comment sheet (page 11) and turn in at the registration table, submit them online at www.transportation.wv.gov, or send them on or before October 18, 2010 to:

Mr. Gregory L. Bailey, P.E.,
Director, Engineering Division
West Virginia Division of Highways
1900 Kanawha Boulevard East
Building 5, Room A-317
Charleston, West Virginia 25305-0430



VICINITY MAP

(SCALE: 1"=1 MILE)

BRIDGE NUMBER: 26-5-7.65
 FEDERAL PROJECT NUMBER: N/A

PROJECT NAME: COUNTY LINE BRIDGE
 COUNTY: MARSHALL



WEST VIRGINIA
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

DATE:
 6/17/08

SHEET
 2 OF 3

DATE:

Mr. Gregory L. Bailey, P.E.
Director, Engineering Division
West Virginia Division of Highways
1900 Kanawha Boulevard East
Building 5, Room A-317
Charleston, West Virginia 25305-0430

DATE: September 16, 2010
SUBJECT: INFORMATIONAL WORKSHOP PUBLIC MEETING
PROJECT: County Line Bridge Replacement
State Project S226-5-7.65
Marshall County

COMMENTS DUE BY October 18, 2010

Please consider the following comments:

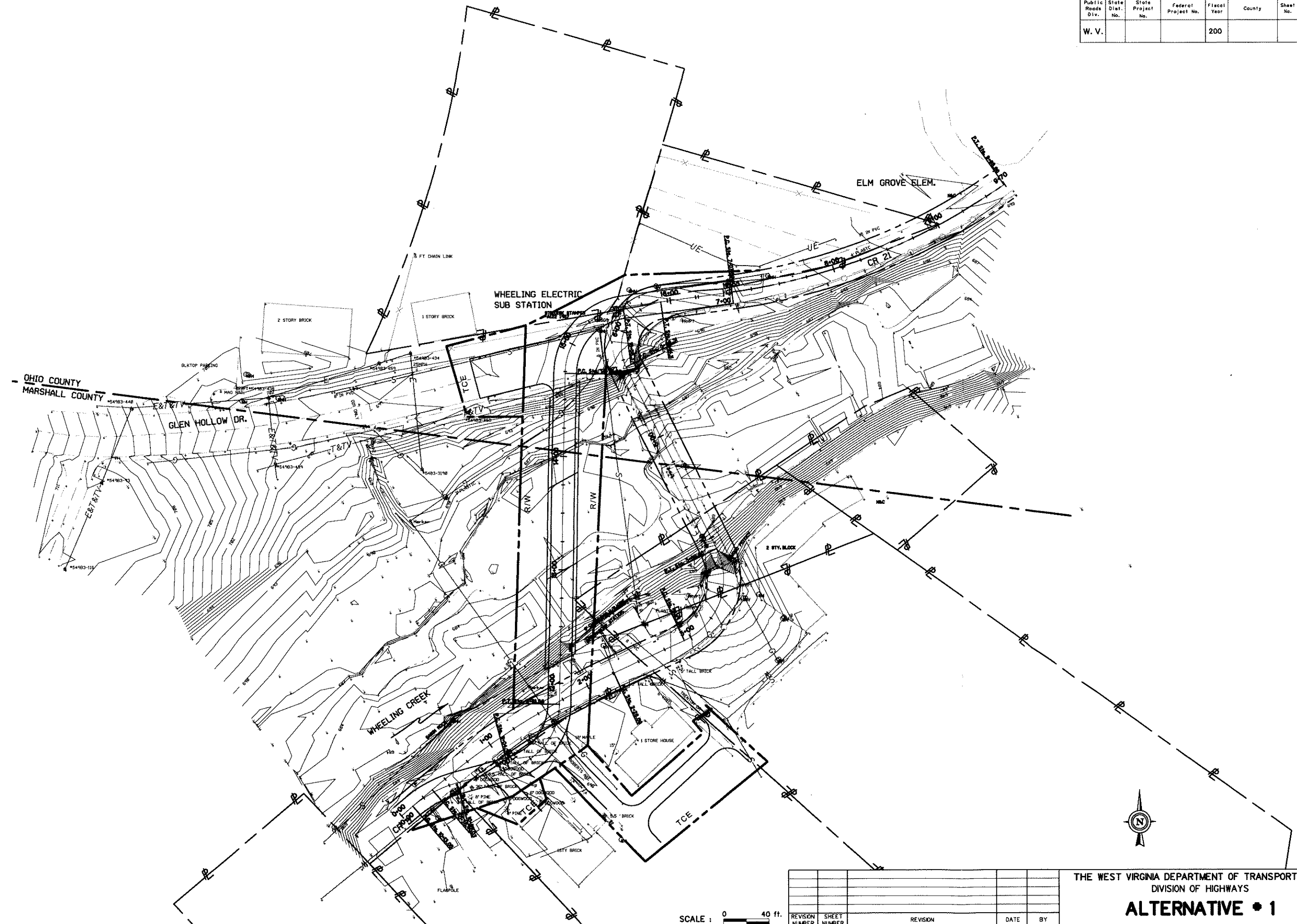
(Please print the following information)

NAME:

ADDRESS:

ORGANIZATION (IF ANY):

Public Roads Div.	State Dist. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W. V.				200			



SCALE : 0 40 ft.

REVISION NUMBER	SHEET NUMBER	REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
ALTERNATIVE • 1

Public Roads Div.	State Dist. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W. V.				200			



OHIO COUNTY
MARSHALL COUNTY

GLEN HOLLOW DR.

WHEELING ELECTRIC
SUB STATION

ELM GROVE ELEM.

WHEELING CREEK

CR 5

CR 21



SCALE : 0 ft.

REVISION NUMBER	SHEET NUMBER	REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
ALTERNATIVE • 2

Public Roads Div.	State Dist. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W. V.				200			



OHIO COUNTY
MARSHALL COUNTY

GLEN HOLLOW DR.

WHEELING ELECTRIC
SUB STATION

ELM GROVE ELEM.

WHEELING CREEK

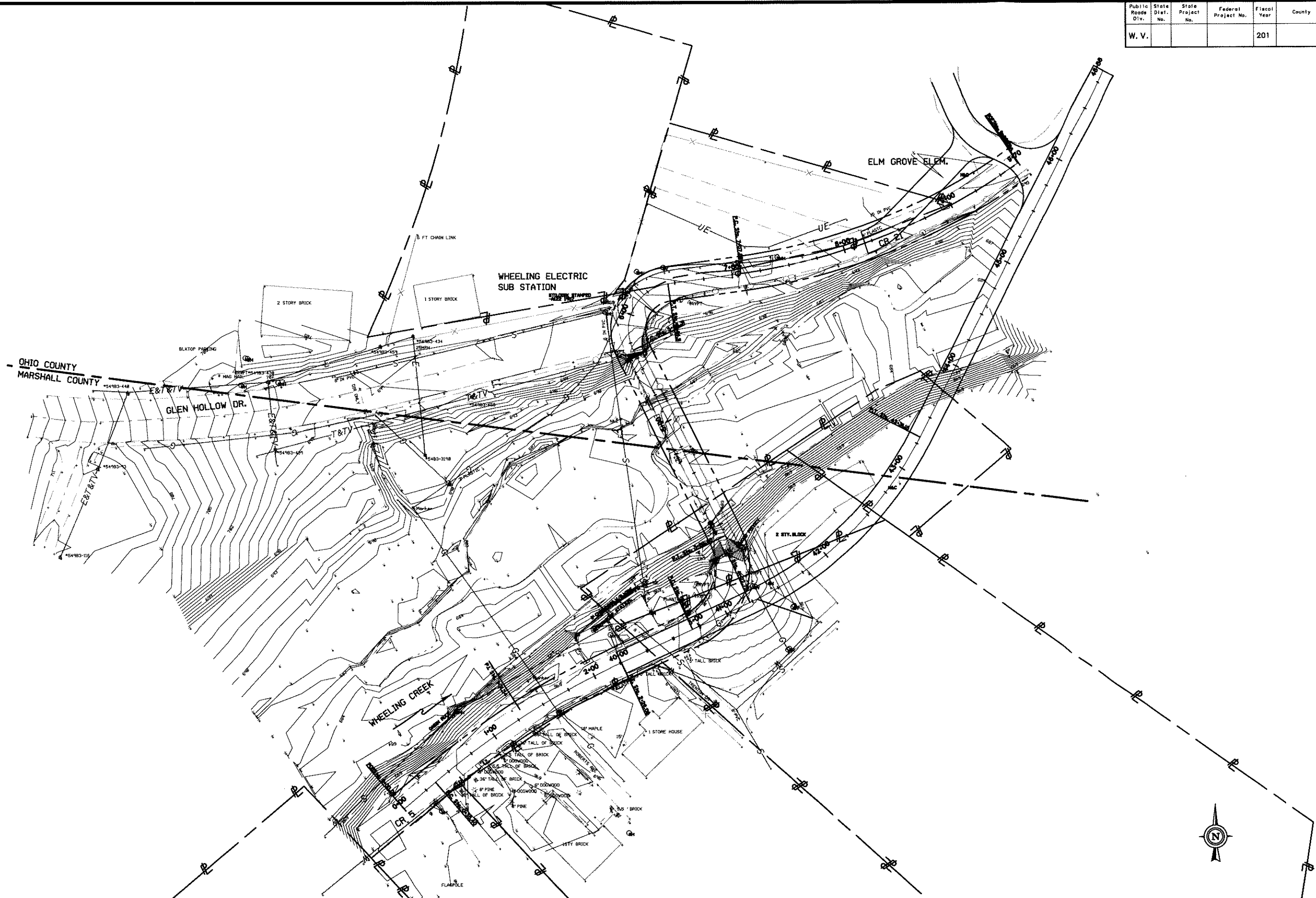


SCALE : 0 ft.

REVISION NUMBER	SHEET NUMBER	REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
ALTERNATIVE • 3

Public Roads Dist. No.	State Dist. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W. V.				201			

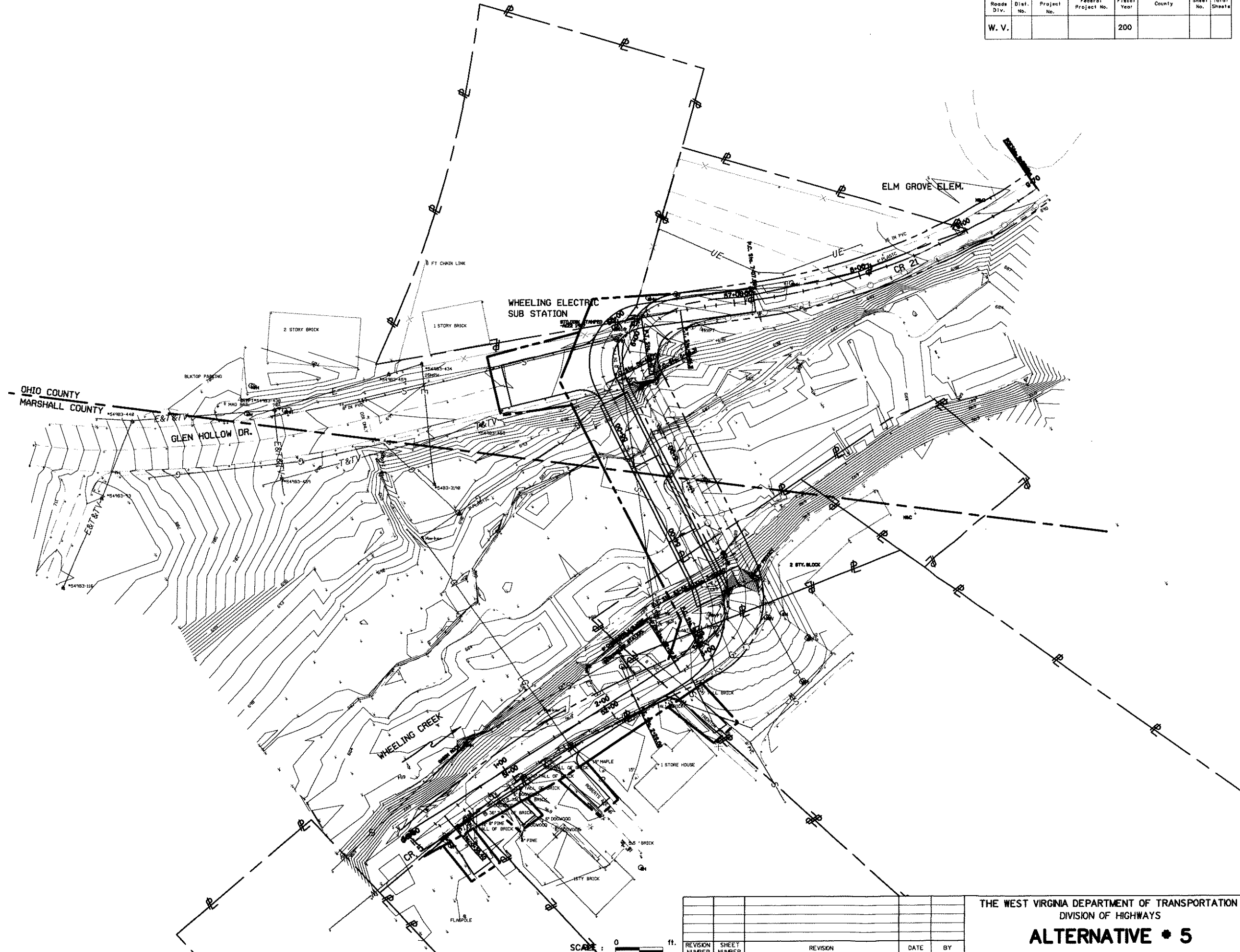


SCALE : 0 40 ft.

REVISION NUMBER	SHEET NUMBER	REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
ALTERNATIVE • 4

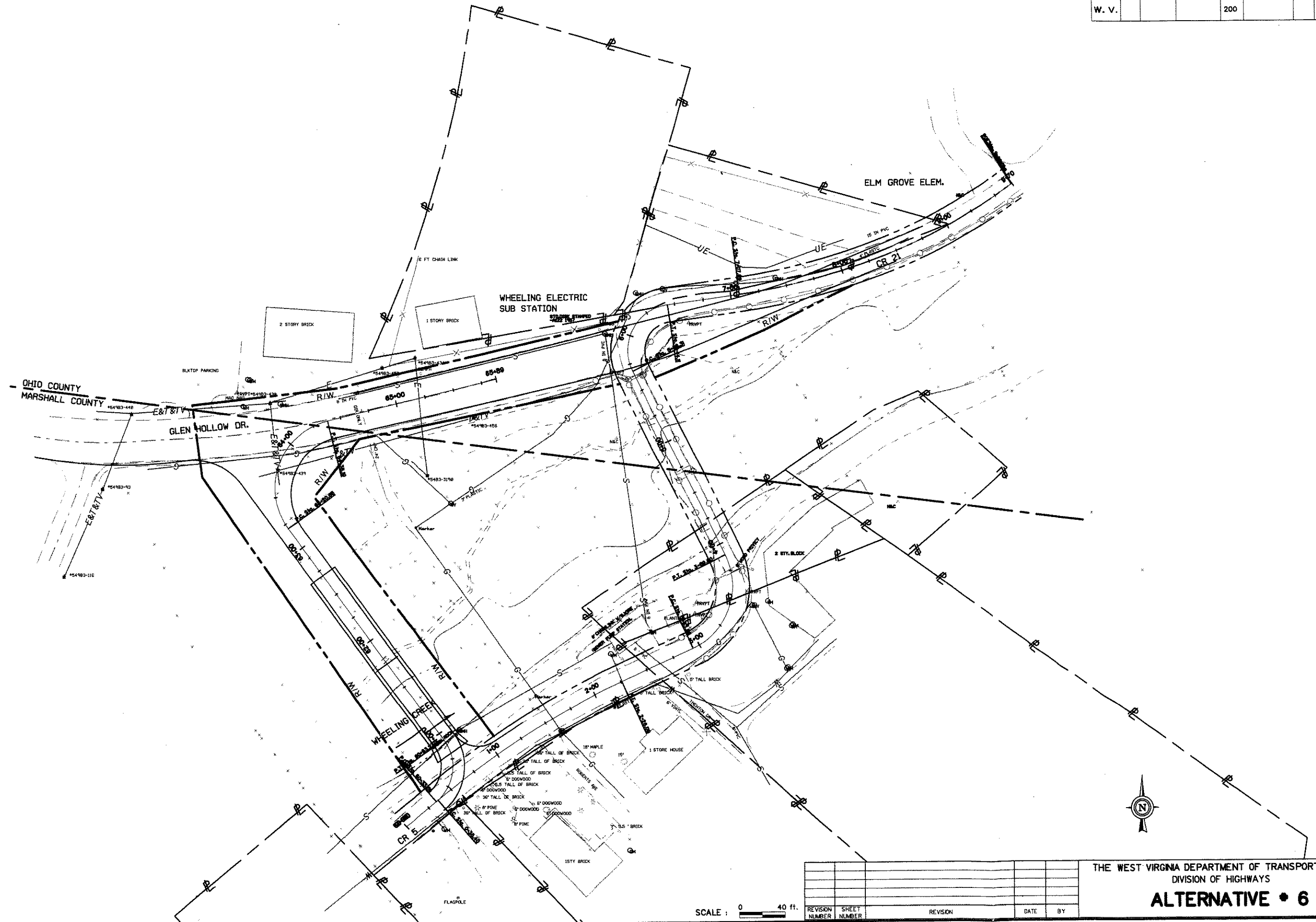
Public Roads Div.	State Dist. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W. V.				200			



REVISION NUMBER	SHEET NUMBER	REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
ALTERNATIVE • 5

Public Roads Div.	State Dist. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W. V.				200			



SCALE : 0 40 ft.

REVISION NUMBER	SHEET NUMBER	REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
ALTERNATIVE • 6

Public Roads Div.	State Dist. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W. V.				200			

OHIO COUNTY
MARSHALL COUNTY

GLEN HOLLOW DR.

WHEELING ELECTRIC SUB STATION

ELM GROVE ELEM.

CR 21

WHEELING CREEK

TEMPORARY DETOUR

CR 15



SCALE : 0 40 ft.

REVISION NUMBER	SHEET NUMBER	REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
ALTERNATIVE • 7