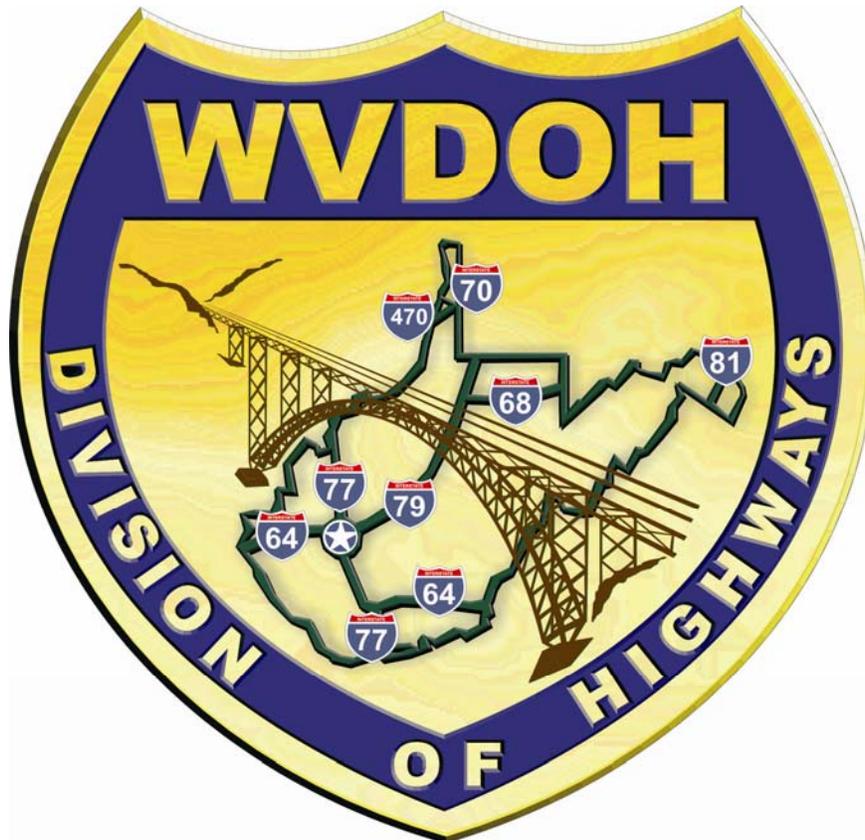


Workshop Public Meeting
MADISON ELEMENTARY SCHOOL



WV Department of Transportation
Division of Highways
State Project X303-17/11-0.00
Federal Project STP-1711(001) D

Madison Railroad Overpass Bridge Replacement
Boone County
August 18, 2011

Madison Railroad Overpass Bridge Replacement
STATE PROJECT X303-17/11-0.00
FEDERAL PROJECT STP-1711(001) D

The existing bridge was built in 1998 by an unknown contractor and currently has a sufficiency rating of 99.0. The need for a new access is based on the need to provide unobstructed egress and ingress to the subdivision and not the condition of the existing bridge. The new crossing will eliminate the need for the existing bridge and at-grade crossing once the new access is constructed the existing bridge will be dismantled and the at-grade crossing closed.

The purpose of the project is to build a new access that will provide an unobstructed egress and ingress into the subdivision, and eliminate the at-grade railroad crossing. The proposed project has looked at 12 different alternatives for the new bridge location. The preferred alternative is #5A. Below is a detailed description of all twelve alternatives.

Alternative #1- consists of placing a new bridge 25 feet downstream (east) of its current location. This alternative proposes a new five-span bridge estimated to be 335 feet in length with approximately 765 feet of new approach roadway. The grade of various streets and driveways will have to be raised or lowered to intersect with the new bridge approaches. Right of way requirements would require both permanent right of way acquisition and temporary construction easements. This would very likely require the acquisition of three residences on the north side of Spruce Fork. The existing bridge would be used to maintain traffic during construction. However during construction Nathan Street would be cut off from Haddad Street; therefore, a secondary access will have to be provided to homes north of Spruce Fork to access WV 17. Estimated cost for this alternative is \$5,725,000.

Alternative #2- consists of placing a new bridge 10 feet downstream (east) of its current location. This alternative proposes a new four-span bridge estimated to be 280 feet in length and approximately 820 feet of new roadway approaches. The grade of various streets and driveways will have to be raised or lowered to intersect with the new bridge approaches. Right of way requirements would require both permanent right of way acquisition and temporary construction easements. This would very likely require the acquisition of one residence on north side of Spruce Fork and one residence in the new subdivision south of spruce Fork. The existing bridge would be used to maintain traffic during construction. With this alternative Nathan Street would permanently be cut off from Haddad Street; therefore, a secondary access will have to be permanently opened to provide homes north of Spruce Fork access to WV 17. Nathan Street intersects with Franklin Avenue, which appears to have had access to WV 17 at one time. That access would be permanently reopened. Estimated cost for this alternative is \$5, 259, 000.

Alternative #3- consists of placing a new bridge on the approximate alignment of the existing bridge and constructing a temporary bridge and roadway approximately 25 downstream of the existing bridge to maintain traffic. The temporary bridge would intersect with Nathan Street. This alternative proposes a new three-span bridge estimated to be 280 feet in length and approximately 820 feet of new roadway approaches. The temporary bridge is estimated to be 160 feet in length with 180 feet of approach roadway tying into the existing at-grade rail road crossing. Right of way requirements would require both permanent right of way acquisition and temporary construction easements. This would not require the acquisition of any residences. With this alternative Nathan Street would permanently be cut off from Haddad Street; therefore, a secondary access will have to be permanently opened to provide homes north of Spruce Fork access to WV 17. Nathan Street intersects with Franklin Avenue, which appears to have had access to WV 17 at one time. Estimated cost for this alternative is \$5,270,000.

Alternative #4- consists of placing a new bridge approximately 25 feet upstream from the existing bridge. This alternative proposes a new three-span bridge estimated to be 280 feet in length and approximately 805 feet of new roadway approaches. Right of way requirements would require both permanent right of way acquisition and temporary construction easements. This alternative would require the acquisition of one residence on the north side of Spruce Fork. The existing bridge would be used to maintain traffic during construction. However during construction Nathan Street would be cut off from Haddad Street; therefore, a secondary access will have to be provided to homes north of Spruce Fork to access WV 17. Estimated cost for this alternative is \$4,689,000.

Alternative #5- consists of placing a new bridge approximately 350 feet upstream from its current location. This alternative proposes a new five-span bridge estimated to be 340 feet in length and approximately 280 feet of new roadway approaches. Right of way requirements would require both permanent right of way acquisition and temporary construction easements. Traffic would be maintained on the existing bridge during construction. This alternative would directly impact at least five property owners but would not require the acquisition of these residences. This alternative would impact two sheds. Estimated cost for this alternative is \$4,463,000.

***Alternative #5A (Preferred)** - consists of placing a new bridge approximately 350 feet upstream from its current location. This alternative proposes a new five-span bridge estimated to be 340 feet in length and approximately 800 feet of new roadway approaches. Right of way requirements would require both permanent right of way acquisition and temporary construction easements. Traffic would be maintained on the existing bridge during construction. This alternative would directly impact at least nine property owners but would not require the acquisition of these residences. This alternative is similar to alternative #5, but differs on the southern approach. Estimated cost for this alternative is \$4,838,000.

Alternative #6- consists of placing a new bridge approximately 1,400 feet upstream from its current location. This alternative proposes a new five-span bridge estimated to be 470 feet in length and approximately 760 feet of new roadway approaches. Right of way requirements would require both permanent right of way acquisition and temporary construction easements. Traffic will be maintained on the existing bridge during construction. This alternative would directly impact at least eight property owners, but would not require the acquisition of these residences. Three driveways will need to be relocated to access the northern approach. Estimated cost for this alternative is \$7,392,000.

Alternative #7- consists of placing a new bridge approximately 3,000 feet upstream from its current location. This new alignment intersects with WV 17 on the west side of the peninsula and accesses the new subdivision from the west as opposed to the north like the current bridge. This alternative proposes a new four-span bridge estimated to be 385 feet in length and approximately 515 feet of new roadway approaches. Right of way requirements would require both permanent right of way acquisition and temporary construction easements. This would likely require the acquisition of two mobile homes located within a mobile home court on the west side of Spruce Fork. This alternative would likely directly impact at least three property owners. Traffic will be maintained on the existing bridge during construction. Estimated cost for this alternative is \$4,654,000.

Alternative #8- consists of placing a new bridge approximately 1 mile upstream from its current location. The new alignment intersects WV 17 on the south side of peninsula as opposed to the north like the existing bridge. This alternative proposes a new three-span bridge estimated to be 280 feet in length and approximately 720 of new roadway approaches. Right of way requirements would require both permanent right of way acquisition and temporary construction easements. This alternative would directly impact a 7.17 acre plot of land within the subdivision that has been divided into approximately forty (40) lots. Two property owners south of Spruce Fork would be impacted but no residences would have to be acquired for this alternative. Traffic would be maintained on the existing bridge during construction. Estimated cost for this alternative is \$4,735,000.

Alternative #9- consists of placing a new bridge approximately 10 feet upstream from the existing bridge while maintaining traffic on the existing bridge during construction. This alternative is similar to alternative 1-4; however, a steeper grade was used on the bridge and approaches along with retaining walls. This allowed the intersection with Nathan Street to be maintained while preventing the acquisition of any residences. This alternative proposes a new four-span bridge estimated to be 267 feet in length and approximately 833 feet of new roadway approaches. Right of way requirements would require both permanent right of way acquisition and temporary construction easements. This alternative would directly impact 6 property owners but does not require the acquisition of any residences. During construction Nathan Street will be cut off from WV 17; therefore, a secondary access will be provided. Nathan Street intersects with Franklin Avenue, which appears to have had access to WV 17 at one time. This access will be temporarily reopened. Estimated cost for this alternative is \$4,293,000.

Alternative #10- consists of placing a new bridge on the approximate alignment of the existing bridge and constructing a temporary bridge and roadway approximately 25 feet downstream of the existing bridge to maintain traffic during construction. This alternative proposes a new five-span bridge estimated to be 350 feet in length and approximately 750 feet of new roadway approaches. The temporary bridge is estimated to be 160 feet in length with 180 feet of roadway approach work. The temporary road would intersect with Nathan Street. Right of way requirements would require both permanent right of way acquisition and temporary construction easements. This alternative would directly impact at least eight property owners. During construction Nathan Street will be cut off from WV 17; therefore, a secondary access will be provided. Nathan Street intersects with Franklin Avenue, which appears to have had access to WV 17 at one time. This access will be temporarily reopened. Estimated cost for this alternative is \$5,361,000.

Alternative #11- consists of placing a new bridge approximately 25 feet upstream from the existing bridge while maintaining traffic on the existing bridge. This alternative proposes a new three-span bridge estimated to be 280 feet in length and approximately 820 feet of new roadway approaches. Right of way requirements would require both permanent right of way acquisition and temporary construction easements. This alternative would require the acquisition of one residential property on the north side of Spruce Fork and would directly impact at least eight property owners. During construction Nathan Street will be cut off from WV 17; therefore, a secondary access will be provided. Nathan Street intersects with Franklin Avenue, which appears to have had access to WV 17 at one time. This access will be temporarily reopened. Estimated cost of this alternative is \$4,812,000.

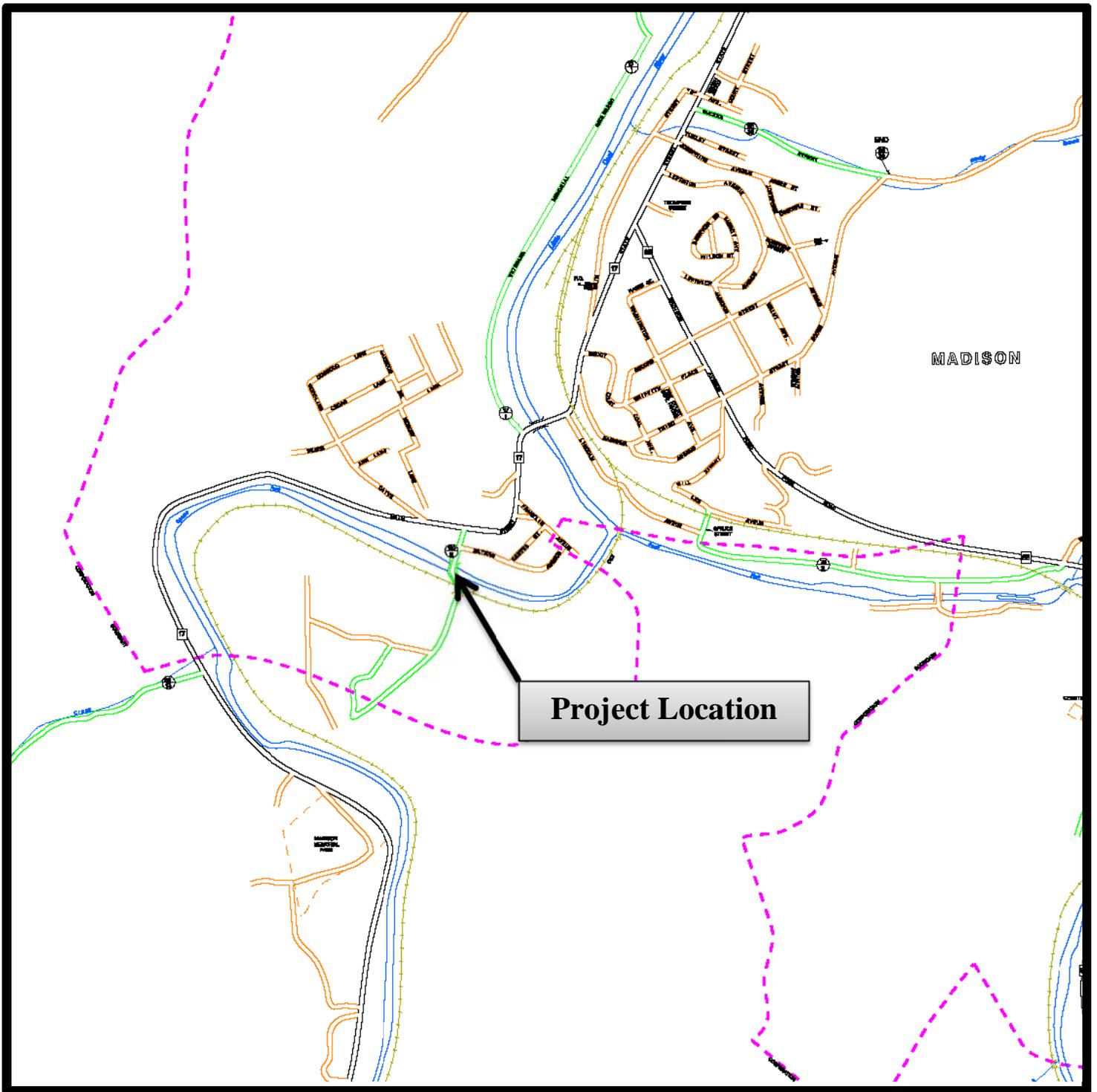
Alternative #12- No Build Alternative, the existing bridge is the only available access to the new subdivision located south of Spruce Fork. The need for a new access is based on the existence of an at-grade railroad crossing near the southern end of the bridge and not the condition of the existing bridge; for these reasons the no build alternative is not a feasible alternative.

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. Your **comments are important**: comment sheets will be provided at the workshops; they can be dropped in a comment box at the workshop, or mailed to:

**Gregory Bailey, P.E., Director, Engineering Division
West Virginia Division of Highways
Capital Complex Building Five, Room 317
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430**

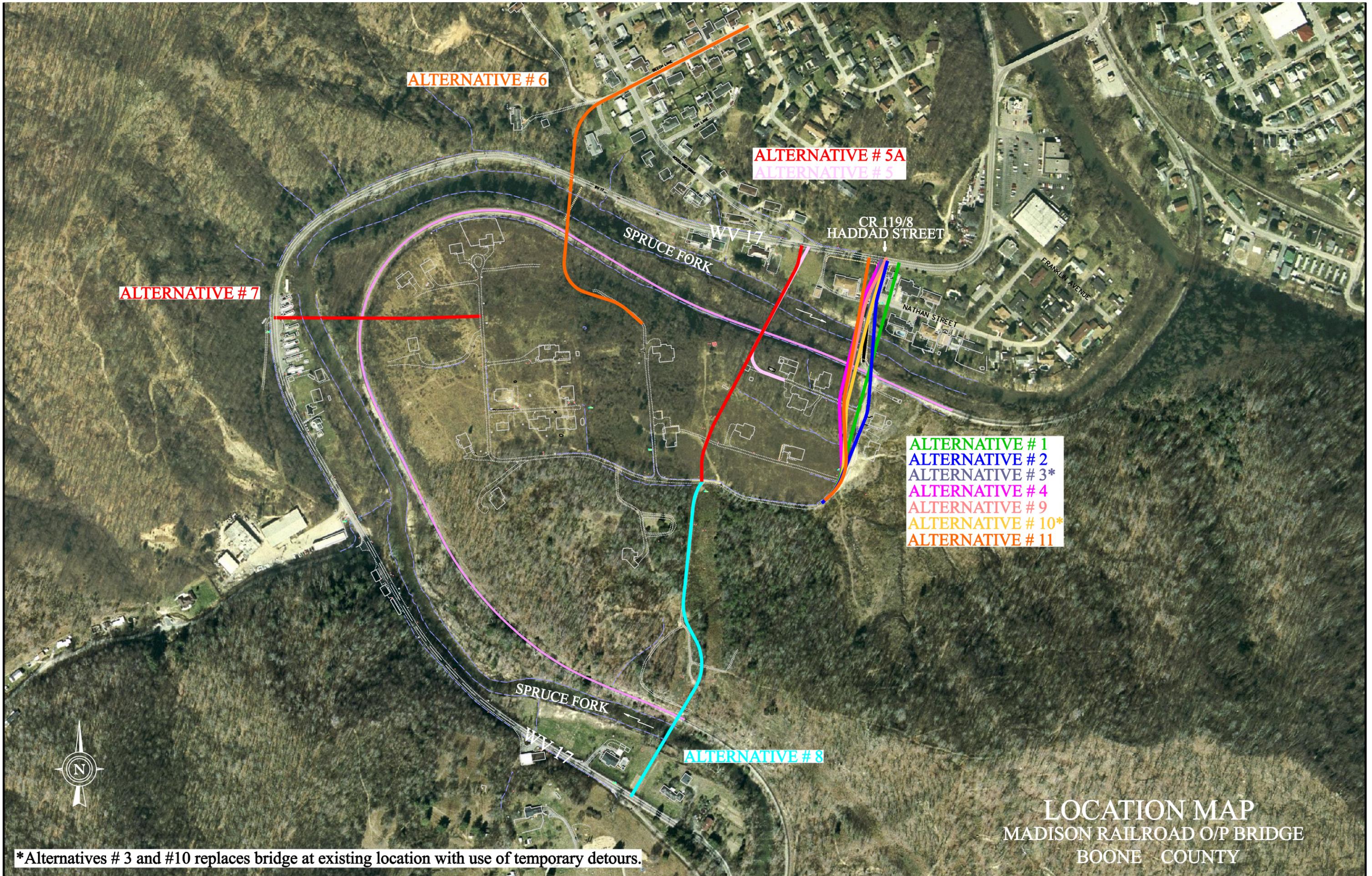
Any additional questions or comments can be sent to Sondra Mullins (Sondra.L.Mullins@wv.gov) or Traci Cummings (Traci.L.Cummings@wv.gov) or visit the WVDOH Website at www.transportation.wv.gov for project information and the opportunity to comment on the project. **Comments are due by September 19, 2011.**

This project will be processed as a Categorical Exclusion to clear the Environmental (NEPA) requirement.



Madison Railroad Overpass Bridge

Boone County



ALTERNATIVE # 6

ALTERNATIVE # 5A
ALTERNATIVE # 5

ALTERNATIVE # 7

ALTERNATIVE # 1
ALTERNATIVE # 2
ALTERNATIVE # 3*
ALTERNATIVE # 4
ALTERNATIVE # 9
ALTERNATIVE # 10*
ALTERNATIVE # 11

ALTERNATIVE # 8



LOCATION MAP
MADISON RAILROAD O/P BRIDGE
BOONE COUNTY

***Alternatives # 3 and #10 replaces bridge at existing location with use of temporary detours.**

ALTERNATIVES

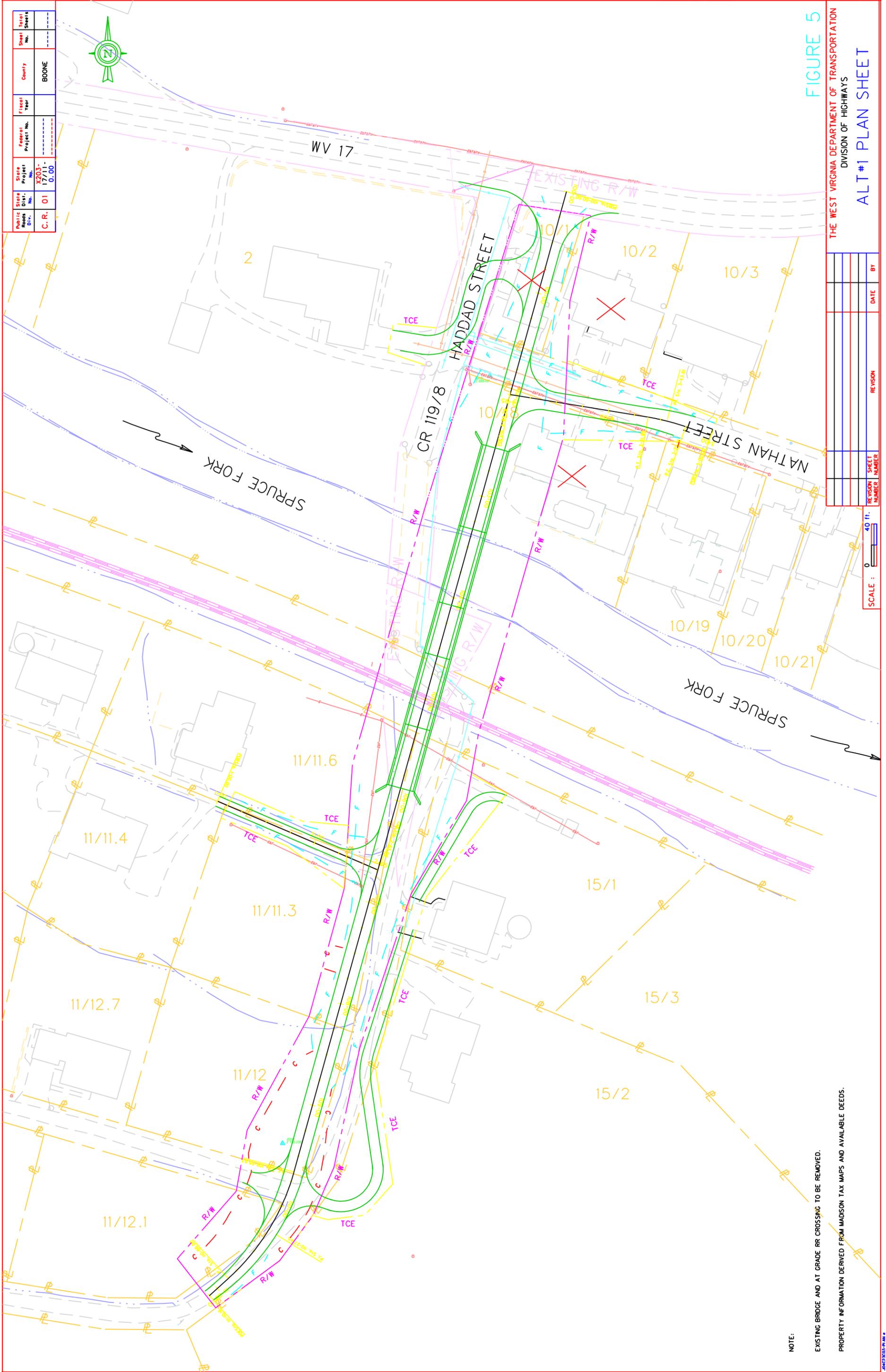
Item	1	2	3	4	5	5A-Preferred	6	7	8	9	10	11
	Near Existing Bridge	Near Existing Bridge	Near Existing Bridge	Near Existing Bridge	350' Upstream of Existing Bridge	350' Upstream of Existing Bridge	1400' Upstream of Existing Bridge	3000' Upstream of Existing Bridge	1 mile+ Upstream of Existing Bridge	Near Existing Bridge	Near Existing Bridge	Near Existing Bridge
Roadway Length (ft)	765	820	820	805	280	792	760	515	720	833	750	820
Bridge Length (ft)	335	280	280	280	340	340	470	385	280	267	350	280
Total Length (ft)	1,100	1,100	1,100	1,085	620	1,132	1,230	900	1,000	1,100	1,100	1,100
Design Speed (MPH)*	15	20	15	15	15	15	20	15	15	15	15	15
Maximum Grade (% rounded)**	9	10	10	10	10	10	7	13	13	12	12	10
Estimated Earthwork (CY)	18,510	20,900	15,700	15,280	12,690	15,089	56,300	13,900	34,400	13,463	12,856	14,600
Required R/W (acres)	3.0	2.1	2.2	2.5	1.4	2.4	3.3	2.3	3.2	1.6	2.1	2.5
Residents Required	3	2	0	1	0	0	0	2	0	0	0	1

2010 Construction Cost	\$3,536,400	\$3,327,997	\$3,702,076	\$2,975,284	\$3,131,653	\$3,327,552	\$5,447,533	\$3,103,358	\$3,224,996	\$2,935,149	\$3,782,672	\$3,051,052
(Construction Year)	(2014)	(2014)	(2014)	(2014)	(2014)	(2014)	(2014)	(2014)	(2014)	(2014)	(2014)	(2014)
Future Value****	\$4,389,985	\$4,114,137	\$4,576,582	\$3,678,107	\$3,871,413	\$4,116,060	\$6,734,350	\$3,836,427	\$3,986,805	\$3,628,490	\$4,676,215	\$3,771,772
Engineering Cost	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000	\$420,000
Right-of-Way Cost	\$750,000	\$544,000	\$108,000	\$470,000	\$96,000	\$136,000	\$132,000	\$292,000	\$128,000	\$64,000	\$84,000	\$470,000
Utility/Railroad Cost	\$165,000	\$180,000	\$165,000	\$120,000	\$75,000	\$165,000	\$105,000	\$105,000	\$200,000	\$180,000	\$180,000	\$150,000
Total	\$5,724,985	\$5,258,137	\$5,269,582	\$4,688,107	\$4,462,413	\$4,837,060	\$7,391,350	\$4,653,427	\$4,734,805	\$4,292,490	\$5,360,215	\$4,811,772

Design Concerns	<ul style="list-style-type: none"> • Maintaining traffic during construction. • Substantial right-of-way impacts and cost. 	<ul style="list-style-type: none"> • Maintaining traffic during construction. • Creating a deadend street. 	<ul style="list-style-type: none"> • Maintaining driveway access for residents. • Creating deadend street. • Temporary detour cost. • Tight work area. 	<ul style="list-style-type: none"> • Maintaining Nathan Street access. 	<ul style="list-style-type: none"> • ***Substantial right-of-way and cost potential. • Curve on southend of bridge. 	<ul style="list-style-type: none"> • ***Substantial right-of-way and cost potential. 	<ul style="list-style-type: none"> • ***Substantial right-of-way and cost potential. • Traffic Impact to subdivision on northside of WV 17. • Grade of existing roads. 	<ul style="list-style-type: none"> • ***Substantial right-of-way and cost potential. • Grade of existing roads. 	<ul style="list-style-type: none"> • ***Substantial right-of-way and cost potential. • Impacts to multi-lot site. 	<ul style="list-style-type: none"> • Maintaining drive way access and Nathan Street access. • Tight work area 	<ul style="list-style-type: none"> • Maintaining drive way access and Nathan Street access. • Tight work area • Temporary detour costs 	<ul style="list-style-type: none"> • Maintaining driveway access and Nathan Street access. • Tight work area.
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* Limiting factor for design speed is vertical curves. ** Maximum grade of new bridge and not sideroads or existing subdivision roads. *** Alternatives may be extended through subdivision beyond what is shown. **** Future value of construction cost using compound interest {FW=PV(1+i)^n} has been calculated from the estimate date of July 2010 to construction year indicated above, using inflation rate of 5%.

Public Roads Dist. No.	C. R. 01	State Project No.	1703	Fiscal Year		County	BOONE	Sheet No.		Total Sheets	
			17.00								



NOTE:
 EXISTING BRIDGE AND AT GRADE RR CROSSING TO BE REMOVED.
 PROPERTY INFORMATION DERIVED FROM MADSON TAX MAPS AND AVAILABLE DEEDS.

FIGURE 5

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

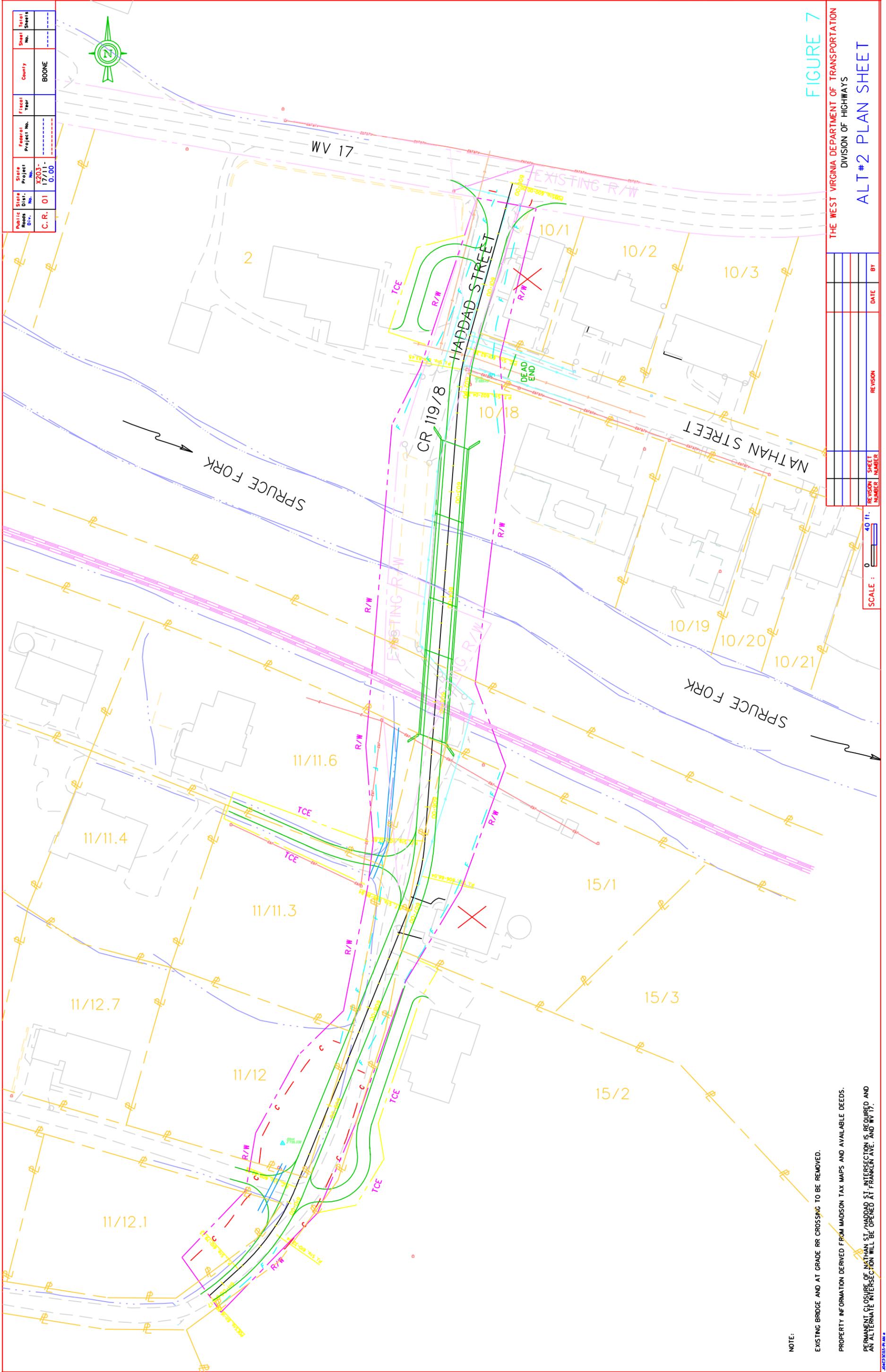
ALT #1 PLAN SHEET

REVISION NUMBER	DATE	BY

SCALE : 0 40 ft.



Public Roads Dist. No.	C. R. 01	State Project No.	1703-17.00	Fiscal Year		County	BOONE	Sheet No.		Total Sheets	
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NOTE:

- EXISTING BRIDGE AND AT GRADE RR CROSSING TO BE REMOVED.
- PROPERTY INFORMATION DERIVED FROM MADSON TAX MAPS AND AVAILABLE DEEDS.
- PERMANENT CLOSURE OF NATHAN ST./HADDAD ST. INTERSECTION IS REQUIRED AND AN ALTERNATE INTERSECTION WILL BE OPENED AT FRANKLIN AVE. AND WV 17.

FIGURE 7

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

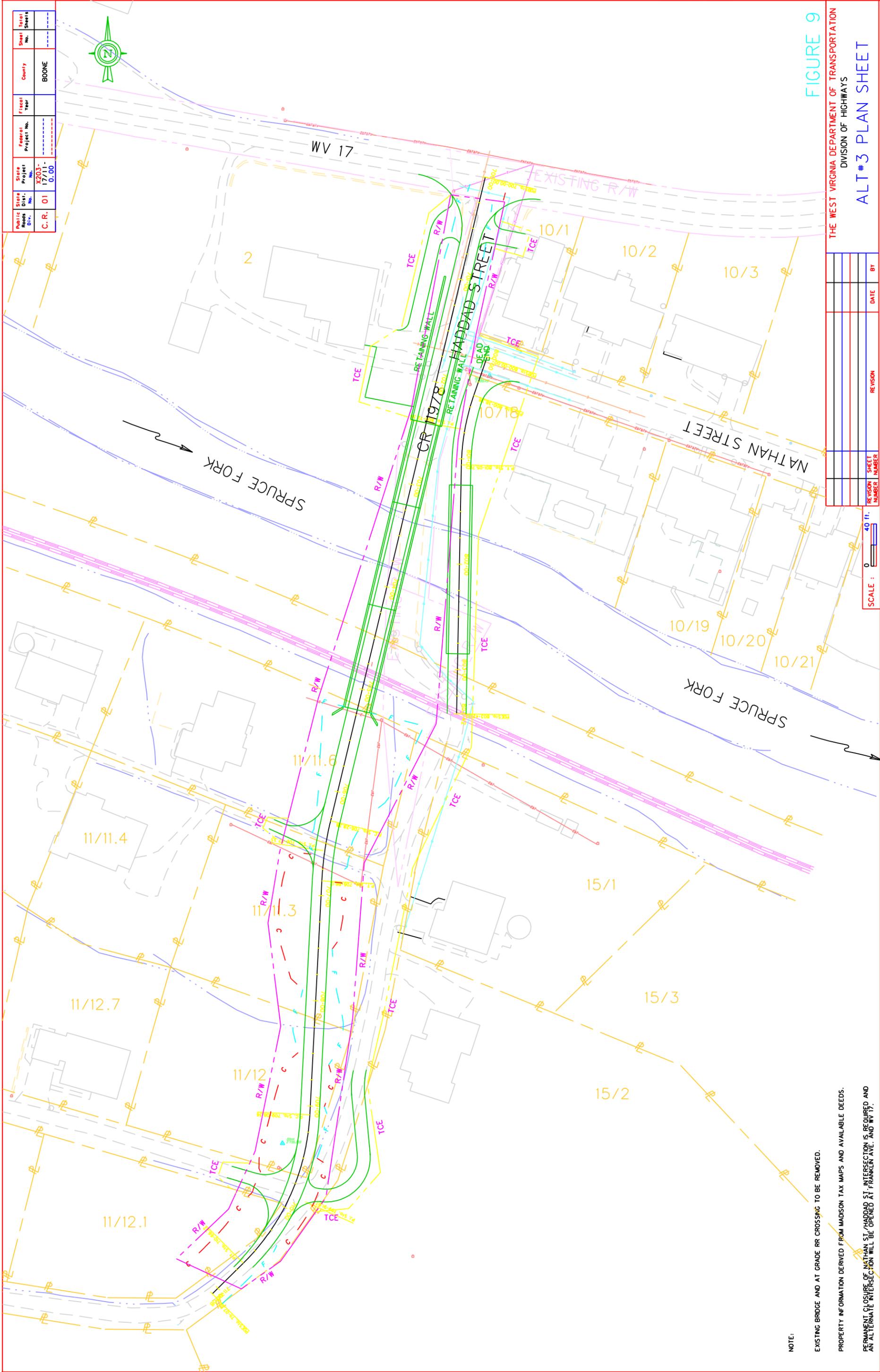
ALT #2 PLAN SHEET

REVISION NUMBER	REVISION	DATE	BY

SCALE : 0 40 ft.



Public Roads Dist. No.	C. R. 01	State Project No.	1703-17.00	Fiscal Year		County	BOONE	Sheet No.		Total Sheets	
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NOTE:

EXISTING BRIDGE AND AT GRADE RR CROSSING TO BE REMOVED.

PROPERTY INFORMATION DERIVED FROM MADSON TAX MAPS AND AVAILABLE DEEDS.

PERMANENT CLOSURE OF NATHAN ST./HADDAD ST. INTERSECTION IS REQUIRED AND AN ALTERNATE INTERSECTION WILL BE OPENED AT FRANKLIN AVE. AND WV 17.

FIGURE 9

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

ALT #3 PLAN SHEET

REVISION NUMBER	REVISION	DATE	BY

SCALE : 0 40 ft.

Public Roads Dist. No.	C. R. 01	State Project No.	1703-17	Fiscal Year		County	BOONE	Sheet No.		Total Sheets	
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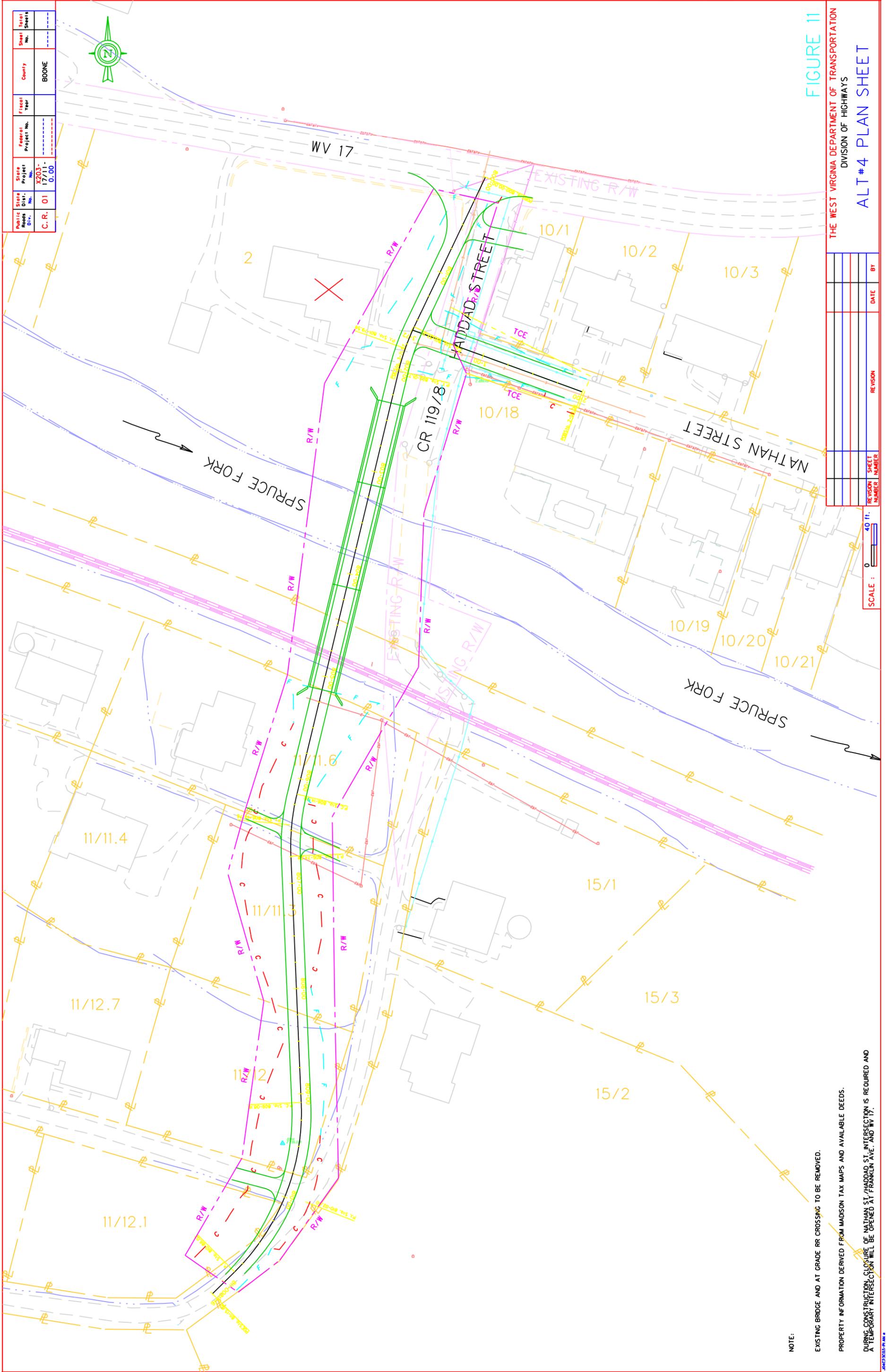


FIGURE 11

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

ALT #4 PLAN SHEET

REVISION NUMBER	REVISION	DATE	BY

SCALE : 0 40 ft.

NOTE:
EXISTING BRIDGE AND AT GRADE RR CROSSING TO BE REMOVED.

PROPERTY INFORMATION DERIVED FROM MADISON TAX MAPS AND AVAILABLE DEEDS.
DURING CONSTRUCTION, CLOSURE OF NATHAN ST./HADDAD ST. INTERSECTION IS REQUIRED AND A TEMPORARY INTERSECTION WILL BE OPENED AT FRANKLIN AVE. AND WV 17.



Public Roads Dist. No.	C. R. 01	State Project No.	1703	Fiscal Year		County	BOONE	Sheet No.		Total Sheets	
			17.00								
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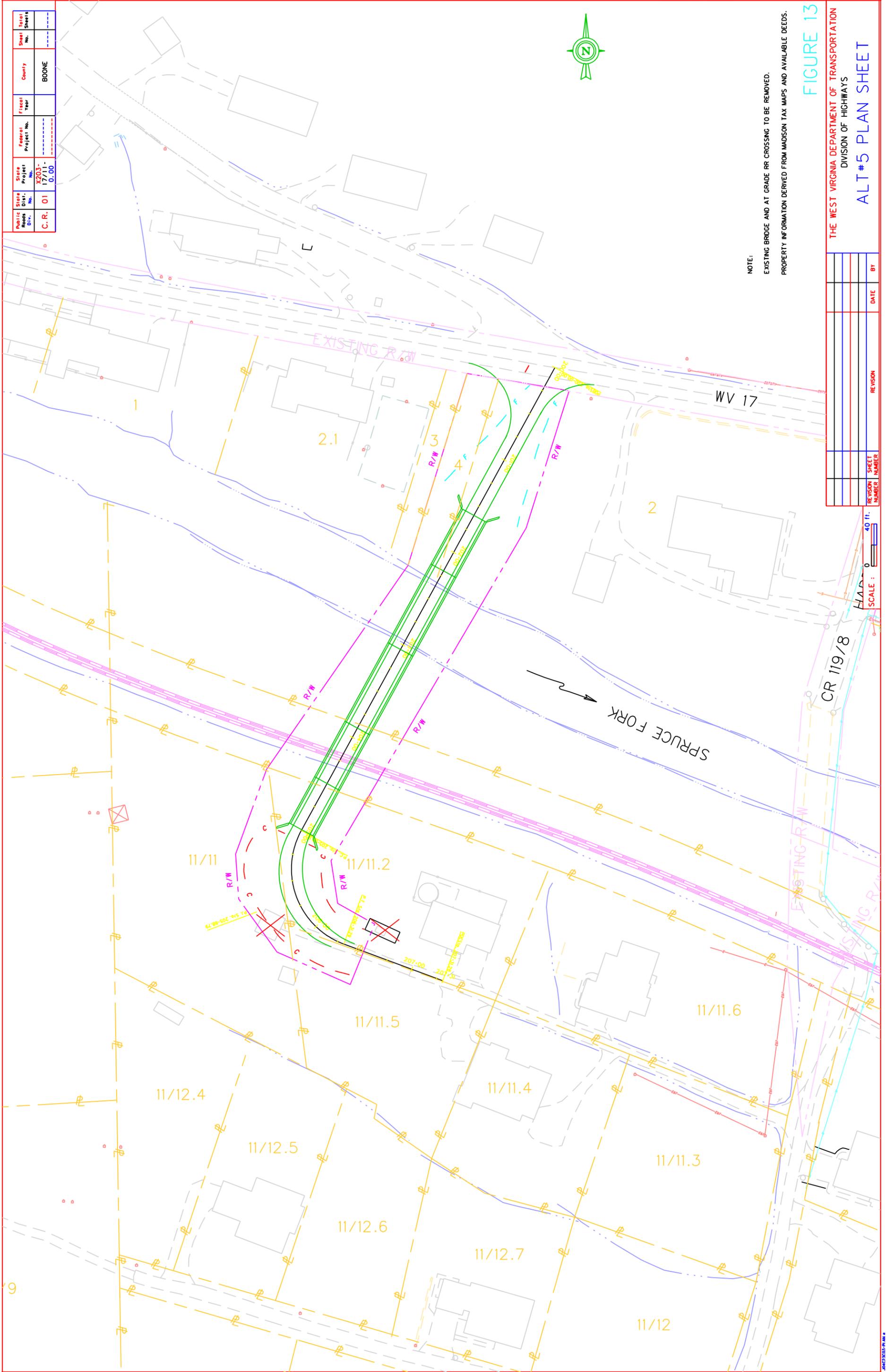
NOTE:
 EXISTING BRIDGE AND AT GRADE RR CROSSING TO BE REMOVED.
 PROPERTY INFORMATION DERIVED FROM MADISON TAX MAPS AND AVAILABLE DEEDS.

FIGURE 13

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 ALT #5 PLAN SHEET

REVISION NUMBER	SHEET NUMBER	DATE	BY

SCALE : 0 40 ft.



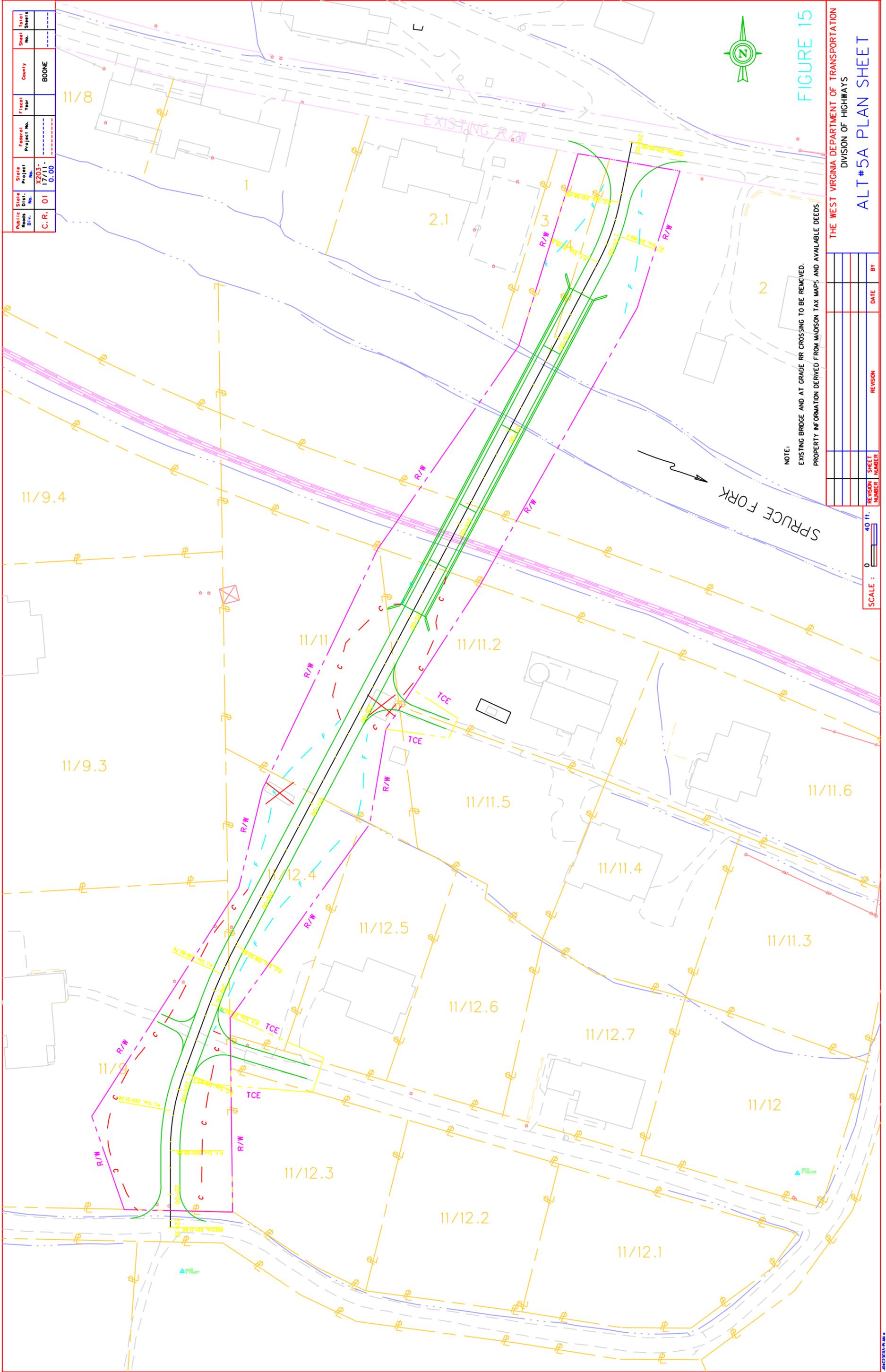
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Public Road Dist. No.	C. R. 01	State Project No.	1703	Fiscal Year		County	BOONE	Sheet No.		Total Sheets	
			17.00								



FIGURE 15

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
ALT #5A PLAN SHEET

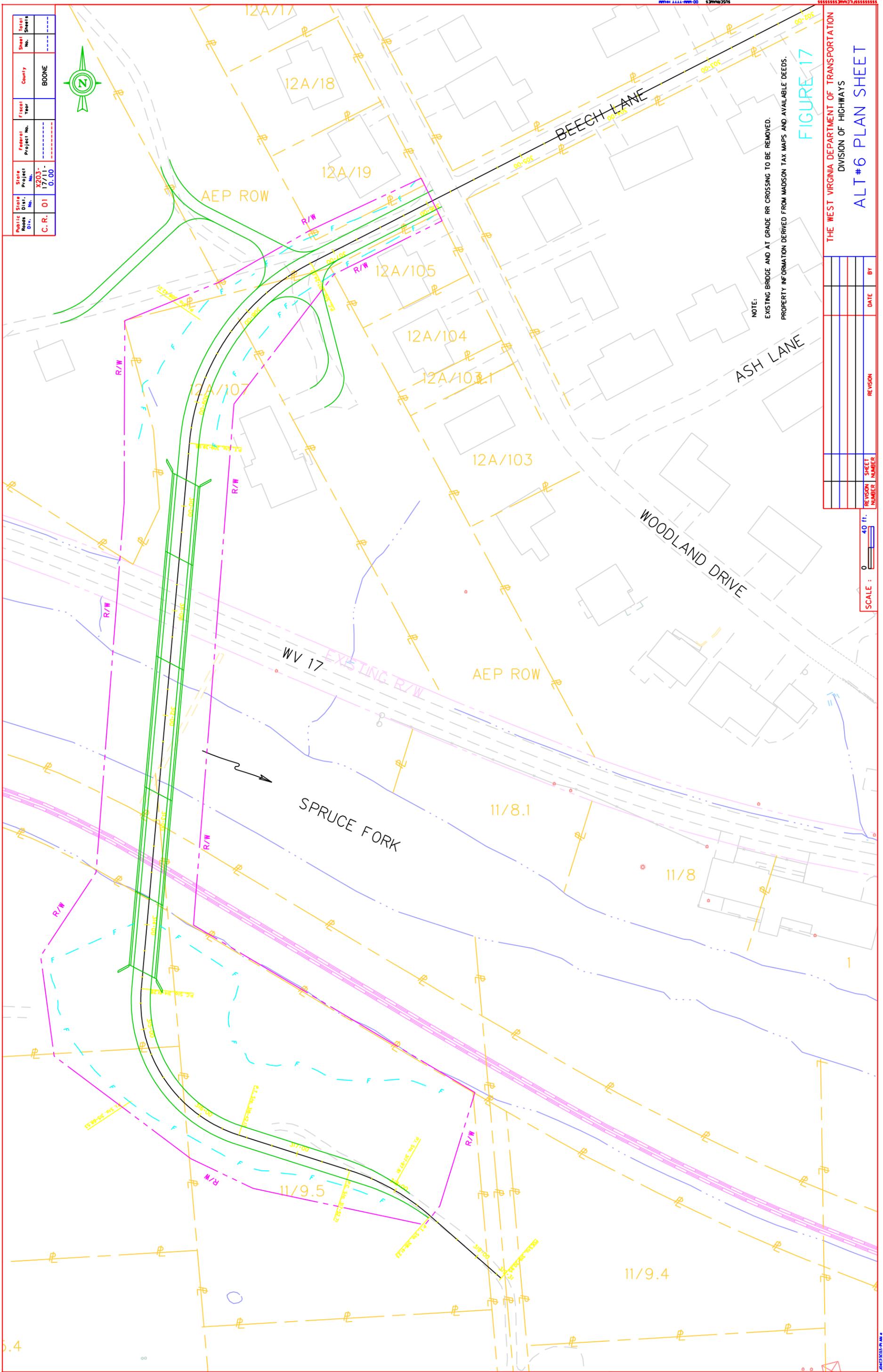


NOTE:
EXISTING BRIDGE AND AT GRADE RR CROSSING TO BE REMOVED.
PROPERTY INFORMATION DERIVED FROM MIDSON TAX MAPS AND AVAILABLE DEEDS.

REVISION NUMBER	REVISION	DATE	BY

SCALE : 0 40 ft.

Public Roads Dist. No.	State Project No.	Fiscal Year	County	Sheet No.	Total Sheets
C. R. 01	1703-17.00		BOONE		



NOTE:
EXISTING BRIDGE AND AT GRADE RR CROSSING TO BE REMOVED.
PROPERTY INFORMATION DERIVED FROM MADSON TAX MAPS AND AVAILABLE DEEDS.

FIGURE 17

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

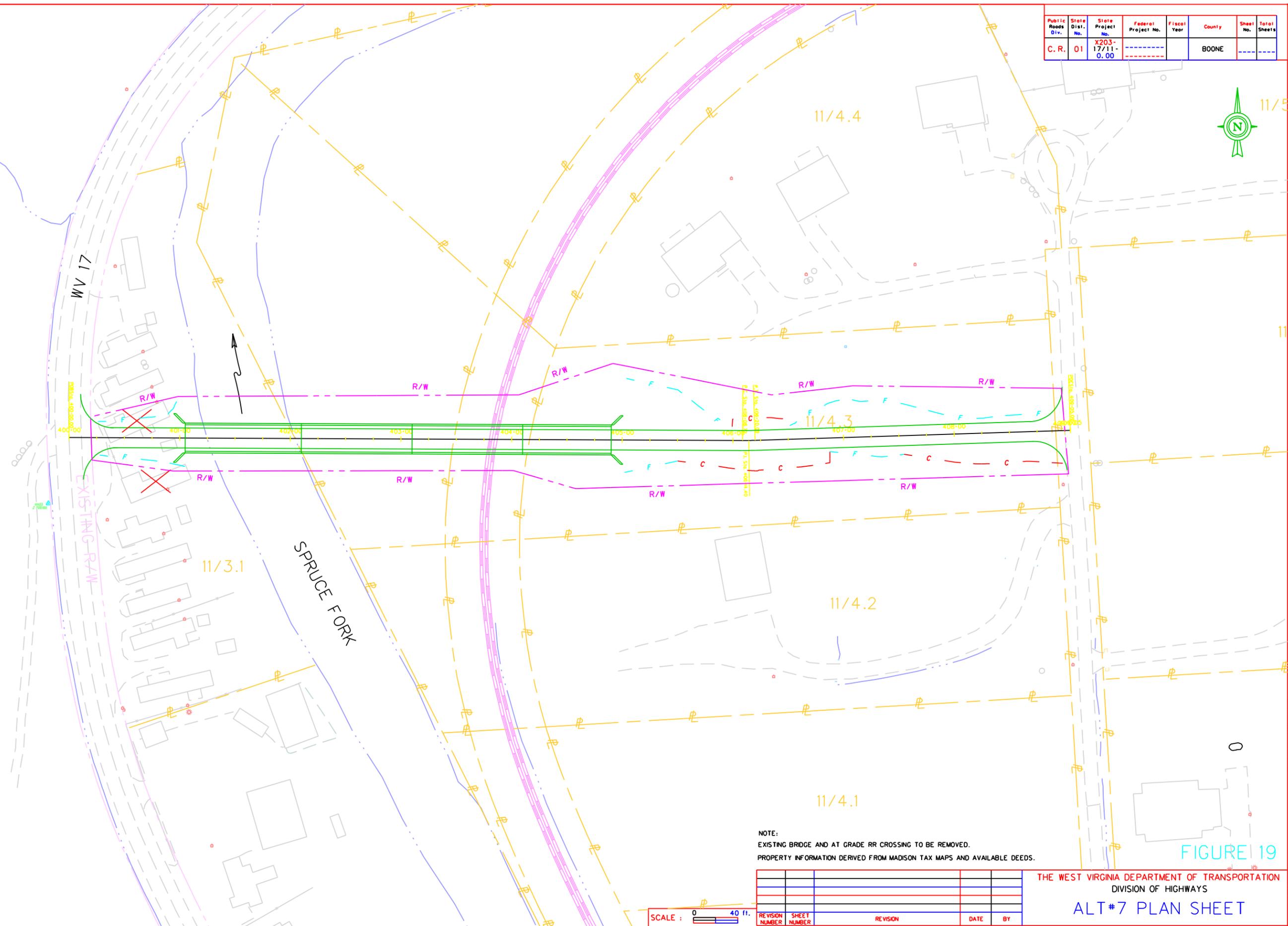
ALT #6 PLAN SHEET

REVISION NUMBER	REVISION	DATE	BY

SCALE : 0 40 ft.

11/11/2014

Public Roads Div.	State Dis. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
C. R.	01	X203-17/11-0.00			BOONE		



NOTE:
 EXISTING BRIDGE AND AT GRADE RR CROSSING TO BE REMOVED.
 PROPERTY INFORMATION DERIVED FROM MADISON TAX MAPS AND AVAILABLE DEEDS.

SCALE : 0 40 ft.

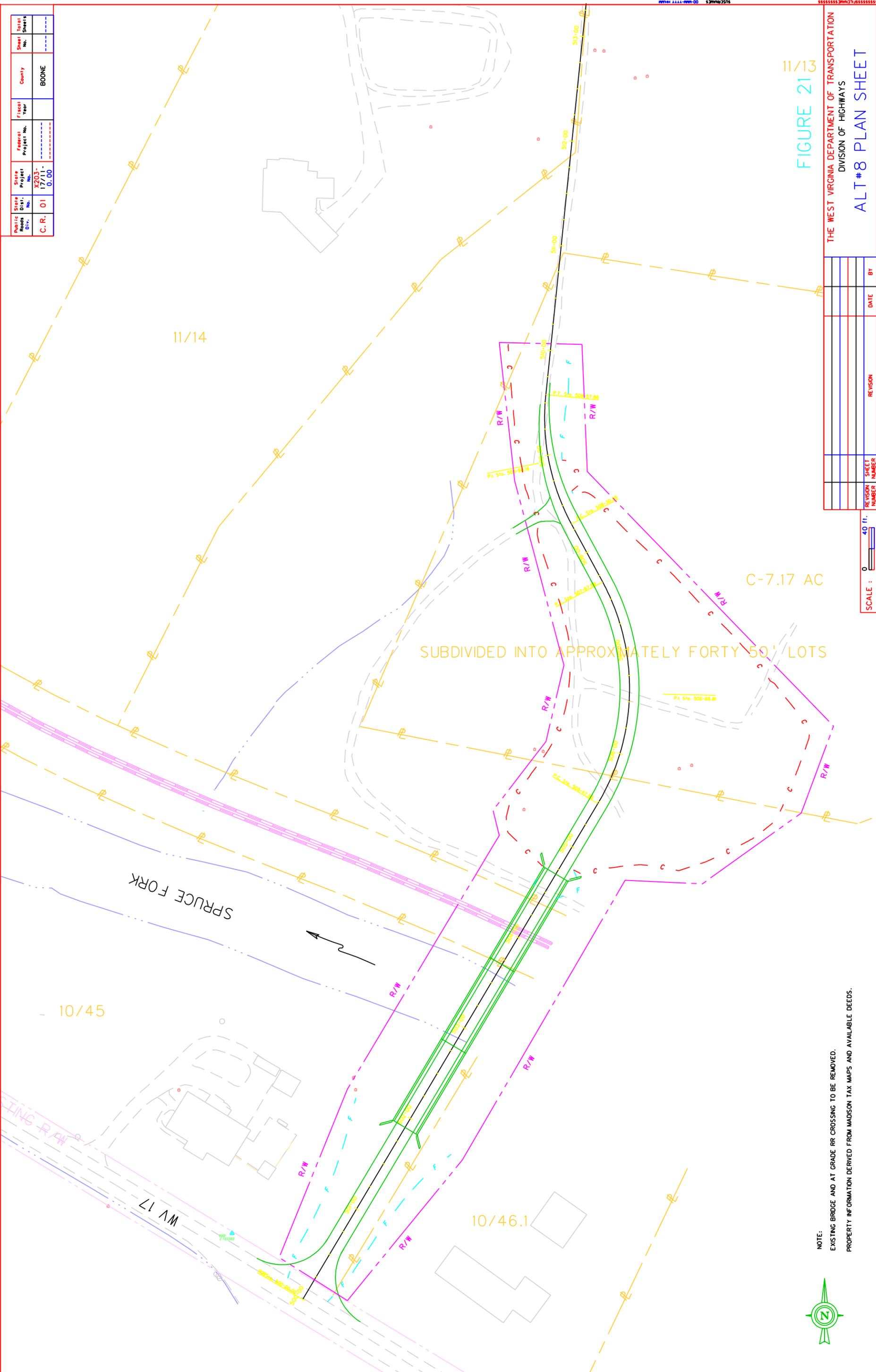
REVISION NUMBER	SHEET NUMBER	REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
ALT#7 PLAN SHEET

FIGURE 19

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SUSAN M. HARRIS



Public Roads Dist. No.	State Project No.	Fiscal Year	County	Total Sheets
C. R. 01	1703-17.00		BOONE	

11/13
FIGURE 21

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
ALT #8 PLAN SHEET

REVISION NUMBER	REVISION	DATE	BY

SCALE : 0 40 ft.

SUBDIVIDED INTO APPROXIMATELY FORTY 50' LOTS

C-7.17 AC

NOTE:
EXISTING BRIDGE AND AT GRADE RR CROSSING TO BE REMOVED.
PROPERTY INFORMATION DERIVED FROM MADISON TAX MAPS AND AVAILABLE DEEDS.



Public Road Dist. No.	C. R. 01	State Project No.	1703-17	Fiscal Year		County	BOONE	Sheet No.		Total Sheets	
			0.00								

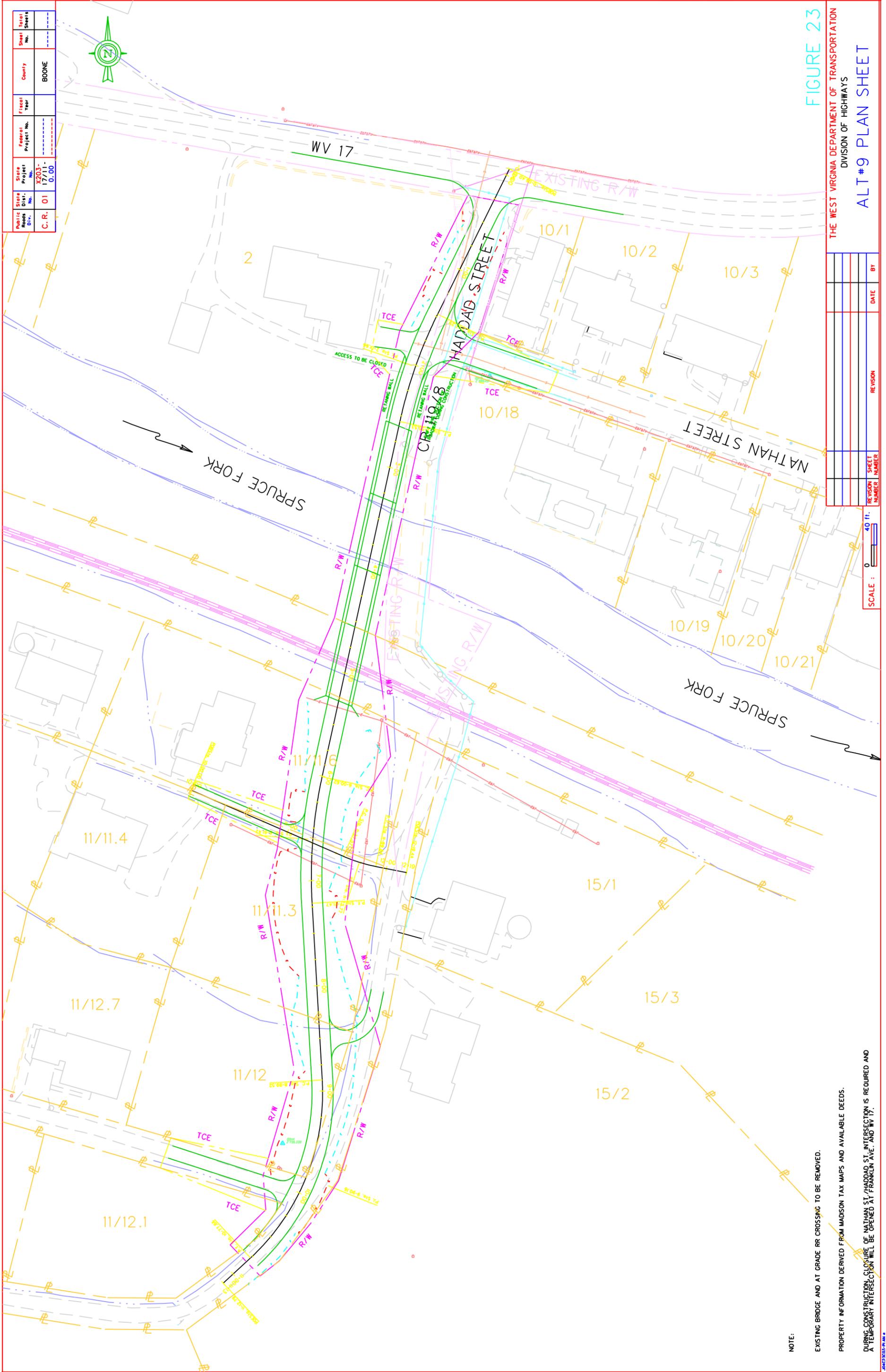


FIGURE 23

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

ALT #9 PLAN SHEET

REVISION NUMBER	DATE	BY

SCALE : 0 40 ft.

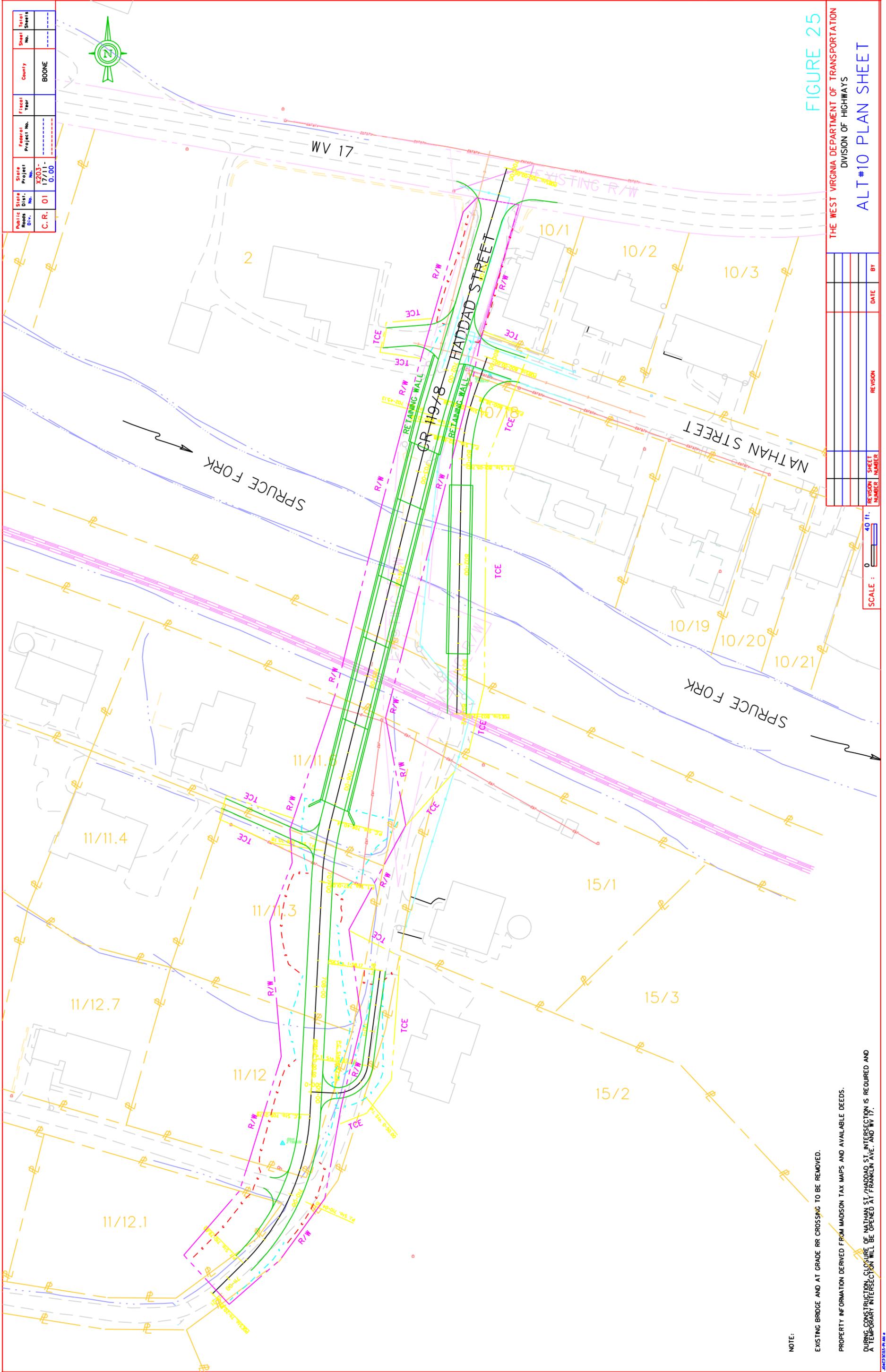
NOTE:
EXISTING BRIDGE AND AT GRADE RR CROSSING TO BE REMOVED.

PROPERTY INFORMATION DERIVED FROM MADSON TAX MAPS AND AVAILABLE DEEDS.

DURING CONSTRUCTION, CLOSURE OF NATHAN ST./HADDAD ST. INTERSECTION IS REQUIRED AND A TEMPORARY INTERSECTION WILL BE OPENED AT FRANKLIN AVE. AND WV 17.

14/02/2014 10:44

Public Roads Dist. No.	C. R. 01	State Project No.	1703	Fiscal Year		County	BOONE	Sheet No.		Total Sheets	
			17.00								



NOTE:

EXISTING BRIDGE AND AT GRADE RR CROSSING TO BE REMOVED.

PROPERTY INFORMATION DERIVED FROM MADSON TAX MAPS AND AVAILABLE DEEDS.

DURING CONSTRUCTION, CLOSURE OF NATHAN ST./HADDAD ST. INTERSECTION IS REQUIRED AND A TEMPORARY INTERSECTION WILL BE OPENED AT FRANKLIN AVE. AND WV 17.

FIGURE 25

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

ALT #10 PLAN SHEET

REVISION NUMBER	REVISION	DATE	BY

SCALE : 0 40 ft.

Public Roads Dist. No.	C. R. 01	State Project No.	1703	Fiscal Year		County	BOONE	Sheet No.		Total Sheets	
			17.00								



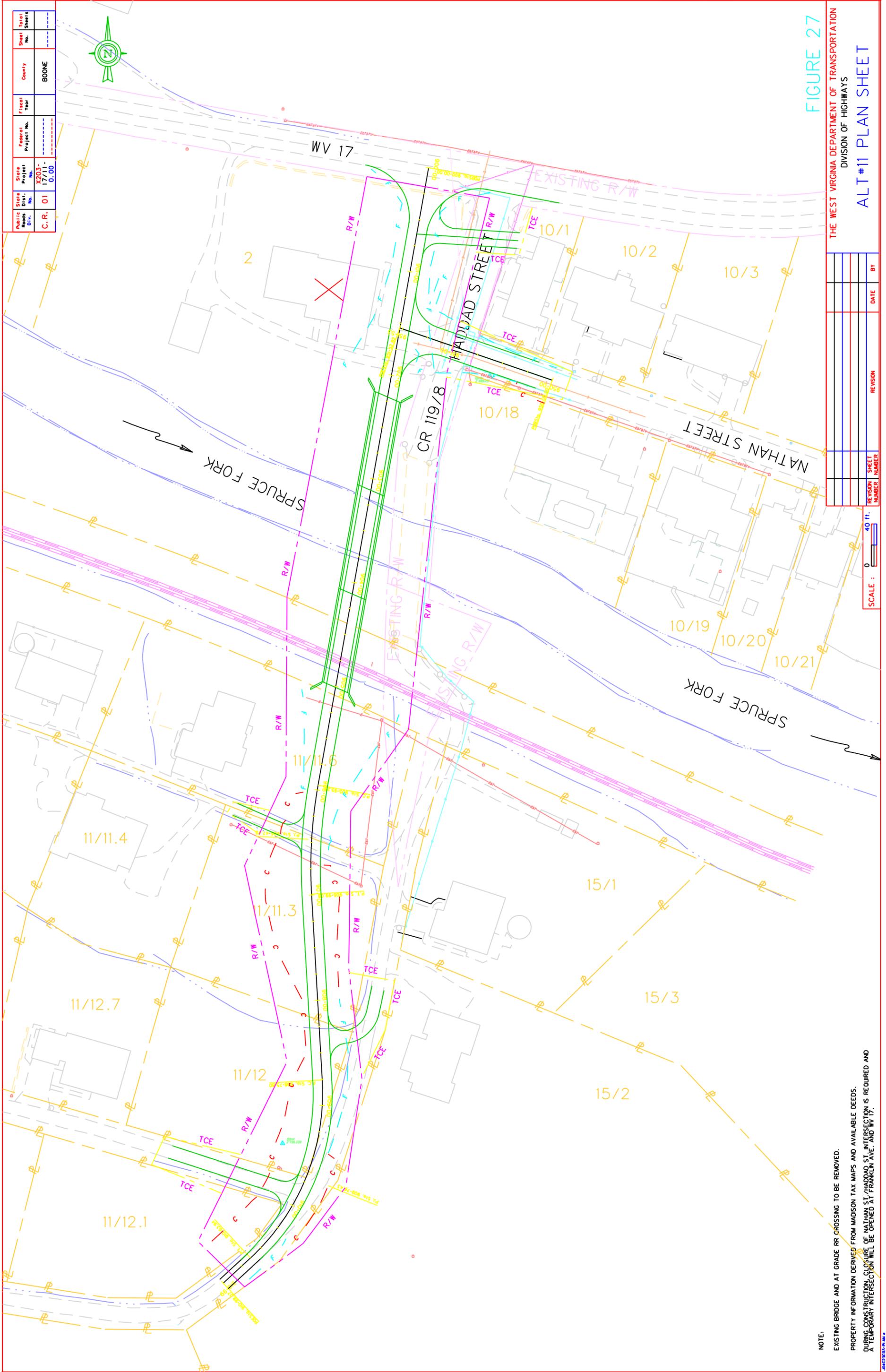
FIGURE 27

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

ALT #11 PLAN SHEET

REVISION NUMBER	REVISION	DATE	BY

SCALE : 0 40 ft.



NOTE:
EXISTING BRIDGE AND AT GRADE RR CROSSING TO BE REMOVED.
PROPERTY INFORMATION DERIVED FROM MADISON TAX MAPS AND AVAILABLE DEEDS.
DURING CONSTRUCTION, CLOSURE OF NATHAN ST./HADDAD ST. INTERSECTION IS REQUIRED AND A TEMPORARY INTERSECTION WILL BE OPENED AT FRANKLIN AVE. AND WV 17.



DATE:

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

LOCATION: MADISON ELEMENTARY SCHOOL
SUBJECT: INFORMATIONAL WORKSHOP PUBLIC MEETING
PROJECT: Madison Railroad Overpass Bridge Replacement
Boone County

COMMENTS DUE BY **September 19, 2011**

Please consider the following comments:

(Please print the following information)

NAME:

ADDRESS:

ORGANIZATION (IF ANY):