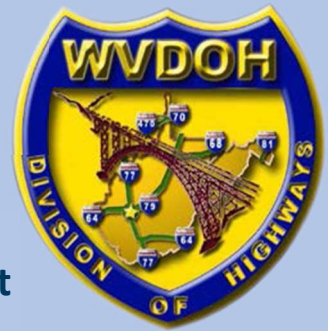


Welcome

Thursday,
November 16, 2023
4:00 PM to 7:00 PM



INFORMATIONAL WORKSHOP - PUBLIC MEETING
Senator J.F. Deem Memorial Bridge Rehabilitation Project
Formerly the Juliana Street Bridge
Parkersburg, West Virginia
WV Department of Transportation Division of Highways
State Project No. S354-68-17.007 00
Federal Project No. NHPP-0068 (190)



PROJECT DESCRIPTION

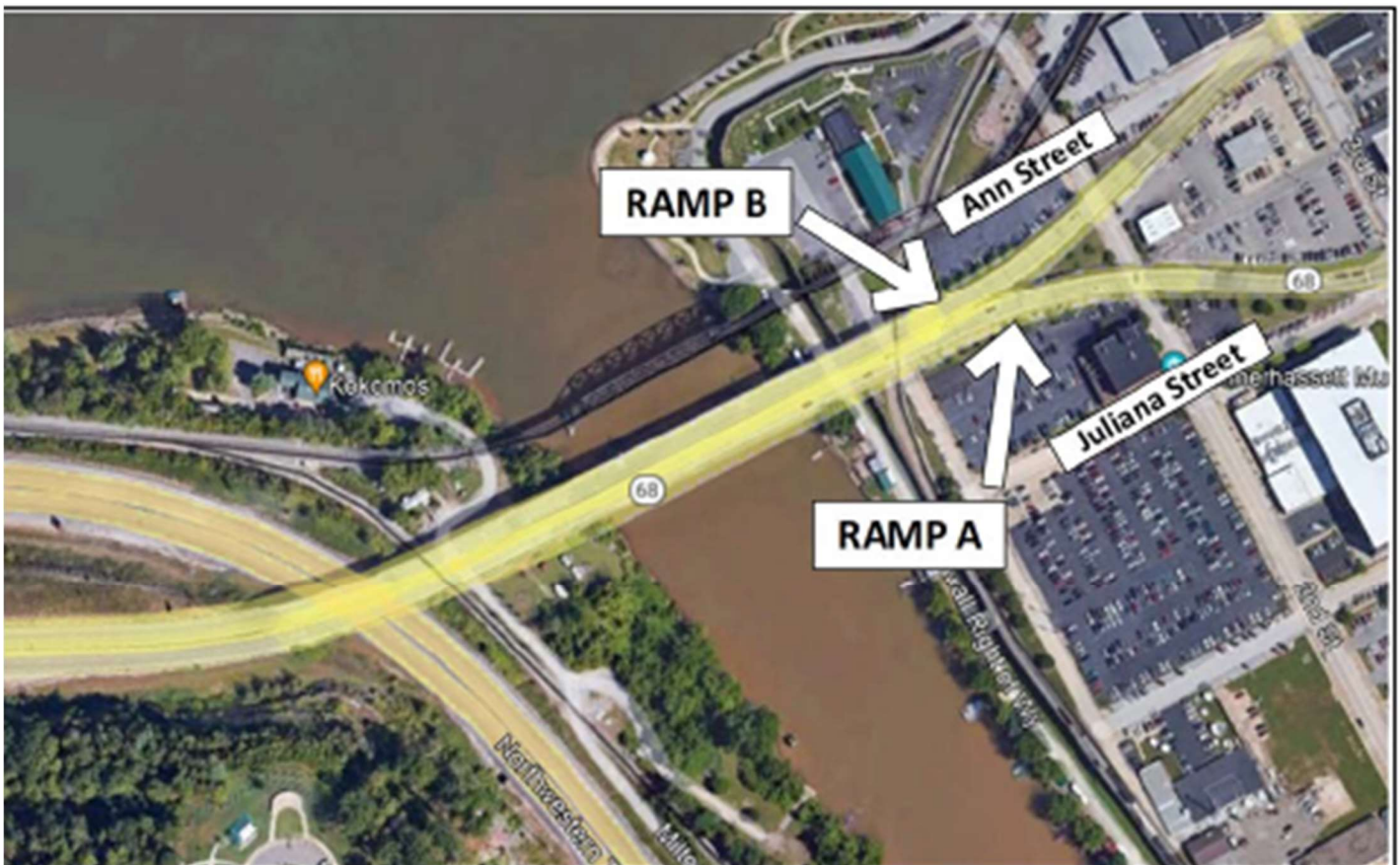
The West Virginia Department of Transportation (WVDOT) Division of Highways (WVDOH), in conjunction with the Federal Highway Administration (FHWA), is proposing the rehabilitation of the three (3) separate structures (20 spans) which carry West Virginia Route (WV) 68 over the Little Kanawha River, United State Route (US) 50, 1st Street, 2nd Street, and a branch of the CSX Railroad in the City of Parkersburg, Wood County, West Virginia.

These bridge structures were built in 1971 and rehabilitated in 2003. Since that time, the bridges have experienced substantial deterioration. A Bridge Inspection Report was completed along with the WVDOH District 3 Inspection Report, stating the superstructure and substructure units are in poor condition and need future analysis for replacement or rehabilitation. A Bridge Design Study Report determined a bridge replacement is the preferred option: reducing maintenance costs; providing a reduction to the total deck area maintained by federal criteria; and increasing the capacity inventory and operating rating. The new bridge helps maintain vehicular traffic flow on WV 68

PURPOSE AND NEED

The purpose of this bridge replacement is to eliminate or improve the conditions that have created the need for its replacement. The WVDOH has determined that the bridge needs replacement for the following reasons:

- Ramps A and B are substantially deteriorating.
- The superstructure and units are in poor condition.
- Pier rehabilitation is required for the main structure.



ALTERNATIVES

Five preliminary alternatives were examined for this project and Alternative 3 is considered as the Preferred Alternative.

- **Alternative 1: Rehabilitate Bridge** – Alternative 1 proposes to rehabilitate the reinforced concrete substructures and prestressed concrete and reinforced concrete superstructure, and deck joints elements for re-use to maintain the current configuration of the two 11' lanes and 6' and 3' shoulders. Visible existing and proposed concrete will be coated for protection. The total estimated cost of construction is \$14,208,948.
- **Alternative 2A: Rehabilitate Bridge with New Superstructure using Staged Construction** – Alternate 2A involves similar details utilized to rehabilitate the substructure units as described in Alternate 1 involving the staged construction and temporary shoring. Alternate 2A is constructed similar to the existing typical to provide a clear roadway. A sidewalk will be added to comply with ADA guidelines and requirements which will require modification of Spans 7 and 8 of the main span structure. In addition, Piers 6, 7, and 8 will be rehabilitated as part of the work performed for this Alternate. A portion of the existing structure will be utilized for temporary traffic control before being replaced. An estimated total construction cost is \$19,303,565.
- **Alternative 2B: Rehabilitate Bridge with New Superstructure using Two-Way Traffic** – Alternative 2B involves similar details utilized to rehabilitate the substructure as described in Alternate 1 involving two-way traffic with no temporary shoring likely needed for construction as traffic is maintained on the other ramp structure. A new superstructure will be constructed similar to the existing typical. Upon the completion of the first ramp bridge replacement construction, the travel lanes will be shifted to the newly constructed ramp while the second ramp bridges replacement is performed. A sidewalk will be added to comply with ADA guidelines and requirements which will require modification of Spans 7 and 8 of the main span structure. In addition, Piers 6, 7, and 8 will be rehabilitated. An estimated construction cost is \$17,673,355.
- **Alternate 3: Replace Bridge using Two-Way Traffic (Preferred)** – Alternate 3 consists of new superstructure and substructure units involving two-way traffic during construction. As part of Alternate 3, the existing Piers 13 and 14 on both ramps will be removed with the addition of a new semi-integral abutment placed close to the exiting Pier 13 location and the earth filled retaining walls extended to tie into the existing walls thus reducing the overall bridge length to approximately 280'. The structures will be replaced along the same alignment as the existing structures. In addition, the new Pier 11 unit will be designed to provide an integral cap thus providing more vertical clearance into the adjacent parking lots located under the ramp structure locations. A varying wet girder will be provided in Span 12 over 2nd Street to increase the vertical clearance from the existing 9'-0" height. A sidewalk will be added to complete with ADA guidelines and requirements which will require modification of Spans 7 and 8 of the main span structure. In addition, Piers 6, 7, and 8 will be rehabilitated. An estimated total construction cost is \$18,456,480.
- **No Build Option:** Due to the deteriorated condition of the bridge, the No Build Alternate results in eventual failure due to traffic congestion of the existing intersections and roadways will continue to deteriorate until complete replacement is unavoidable and thus the No Build Alternate is not a viable option. Therefore, no further investigation was performed.

Traffic – The scope of this bridge project includes the replacement of Ramp A and Ramp B structures, and it is assumed that each ramp structure will be closed using two-way traffic on the other ramp. Detouring traffic to the Fifth Street Bridge (WV14) was dismissed from cursory review as being an unacceptable detour.

A crossover will be constructed on the main and US 50 spans to route traffic back to the WV 68 ramps from/to US 50. On the downtown side, traffic will be detoured using 3rd Street and employing temporary measures including turn prohibition, pavement markings, and temporary signal modifications.

The lane closure for Ramp A (WV 69 northbound) occurs on the main span and has no impacts on the US 50 eastbound. This limits capacity to a single lane at the 3rd Street signals that may potentially impact the operational levels of service.

Ramp Removal – Two Way Traffic with Crossover

- Completely remove Ramp A and Ramp B one at a time for full superstructure replacement.
- Implement two-way traffic on Ramp A then Ramp B with temporary modifications to the traffic signals on 3rd Street.
- Construct a crossover on the Main Span and US 50 removing a portion of the center barrier.

A pedestrian walkway is planned to be extended northwards in the form of a barrier separate sidewalk with railing that will exit near 3rd Street. It will be graded and handicap accessible. The walkway remains open with no impacts to the pedestrian volume during both ramp reconstructions.



ESTIMATED PROJECT SCHEDULE

Public Information Workshop – Thursday 11/16/2023 Environmental Clearance – Spring 2024

Public Meeting Comments Due – Thursday 12/21/2023 Expected Construction Start – 2025

INFORMATIONAL MEETING

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 project. Your comments are important, therefore please fill out the comment sheets provided at the workshop. Comments can be dropped in a comment box at the workshop or mailed to:

Travis Long

Director, Technical Support Division
WV Division of Highways
1334 Smith Street
Charleston, WV 25301

In addition, project information and comment sheets can be found online at our WVDOH Website at: <https://transportation.wv.gov/highways/engineering/comment/Pages/J.F.Deem-Memorial-Bridge-Rehabilitation.aspx>. Comments are due by 12/21/2023.

