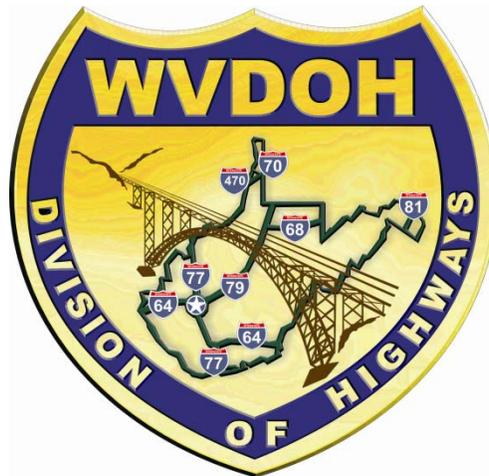


Informational Workshop Public Meeting

Fourth Street Bridge



**WV Department of Transportation
Division of Highways
In cooperation with the Federal Highway
Administration and the
City of Fairmont**

**State Project S225-FAI/RM-1
Federal Project BR-2000(027)E**

**Fairmont Senior High School
Marion County
Monday, May 17, 2010**

Fourth Street Bridge crosses Coal Run and Benoni Avenue in Fairmont, West Virginia. The current city-owned structure was built circa 1920 and is currently functionally obsolete and structurally deficient and has a posted weight limit of 3 tons. The existing bridge is a contributing resource to the Fleming-Watson National Register Historic District. Fourth Street also provides access between US 19 (approximately 940' north) and US 250 (approximately 520' south).

Twelve alternatives were considered in the Bridge Replacement Study of February 2003 (Revised October 2009). Alternatives 1, 2 and 3 involve construction of a new bridge at or near its current location with minimal right-of-way acquisition and minimal street reconstruction. Alternatives 4, 5, 5-A, 6, 6-A, 6-B, 7, 7-A and 8 involve major street reconstruction or widening, extension and/or new construction with increased right-of-way takes, with the ultimate goal of providing a more direct connection between US 19 and US 250. Due to the difficulties inherent in renovation of concrete structures, rehabilitation of the structure is not a feasible alternative for this project. The alternatives are shown on the attached maps and diagrams and are summarized in the attached table.

Several alternatives involve relocation of the bridge to Third Street in order to connect directly to the David Morgan Bridge (WV 310) over the Monongahela River. Currently, in order to travel between US 19 and US 250, traffic must follow a circuitous and congested route through downtown Fairmont. Relocating the bridge to Third Street allows a direct connection from WV 310 to US 19 and US 250.

Alternative 6-B is identified as the preferred alternative based on recommendations in the *Fairmont/Marion County Multimodal Transportation Plan* of February 2000 and by City of Fairmont officials. Alternative 6B provides a direct connection to the David Morgan Bridge that is needed to prevent future congestion in downtown Fairmont during peak traffic hours. Alternative 6-B also removes traffic from Fourth Street and reestablishes the area north of Coal Run as a contiguous neighborhood and it will not create an additional intersection with US 19 (Locust Avenue). If additional capacity is needed to accommodate future traffic, Alternative 6-B can be widened with minimal cost and impact to the local residential area.

Alternative 5-A was also studied further in order to compare engineering and construction requirements with the preferred Alternative 6-B, which requires a retaining wall. Alternative 5-A is similar to 6-B, but has more substantial impacts on the surrounding neighborhood.

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 Fourth Street Bridge replacement project. Highway personnel will be available to answer any questions. There will be no formal presentation.

Written comments may be sent to Gregory Bailey, P.E., Director, Engineering Division, West Virginia Division of Highways, Capitol Complex Building Five-Room 450, 1900 Kanawha Boulevard East, Charleston, WV 25305-0430 on or before Friday, June 18, 2010. Information is also available online and comments may also be submitted by visiting www.transportation.wv.gov/highways/engineering/comment.

Fourth Street Bridge

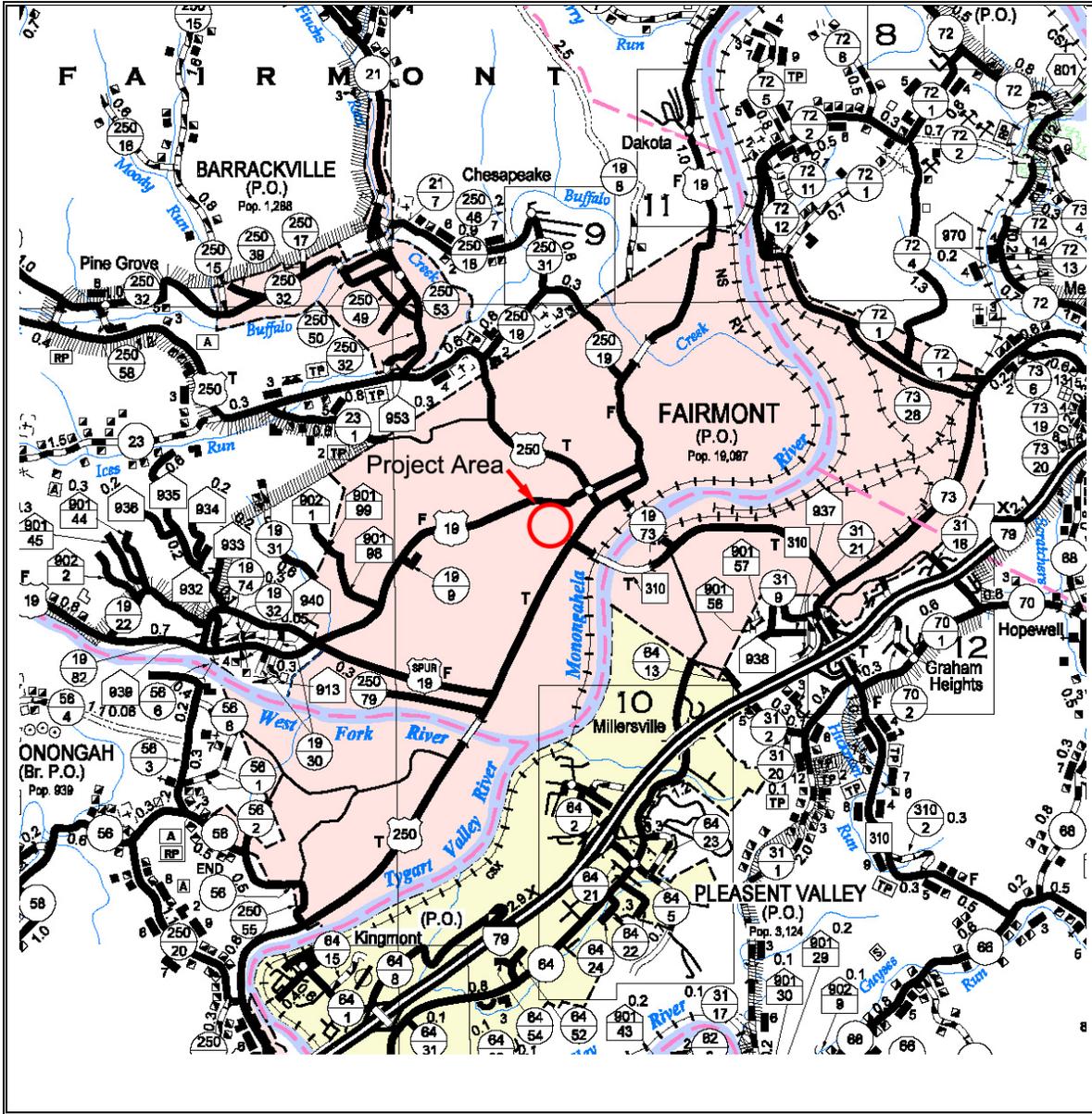
Marion County

S225-FAI/RM-1

BR-2000(027)E

	Alternative											
	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>5-A</u>	<u>6</u>	<u>6-A</u>	6-B (Preferred)	<u>7</u>	<u>7-A</u>	<u>8</u>
Description	Two-lane replacement at current location.	Two-lane replacement at current location with temporary bridge 20' west.	Two-lane replacement at current location with temporary bridge 20' east.	Two-lane replacement approximately 100' west of existing location connecting Fourth St. and Emerson St.	Four-lane replacement approximately 380' east connecting Third Street and Locust Ave/4th St. intersection	Two-lane replacement approximately 370' east connecting Third Street and Locust Ave/4th St. intersection	Four-lane replacement approximately 375' east extending Third Street to Locust Ave. (US 19)	Two-lane replacement approximately 375' east extending Third Street to Locust Ave. (US 19)	Two-lane replacement approximately 375' east with curve to connect to Fourth St./Locust Ave. (US 19) intersection.	Four-lane replacement approximately 480' east connecting Third Street to Locust Ave. at Rhea Terrace	Two-lane replacement approximately 480' east connecting Third Street to Locust Ave. at Rhea Terrace	Two-lane replacement approximately 115' east connecting Third Street to Fourth Street
Roadway Length (ft)	100	100	100	1,510	1,340	1,340	1,215	1,215	1,440	860	860	400
Bridge Length (ft)	250	250	250	300	340	340	315	315	315	320	330	435
Total Length (ft)	350	350	350	1,810	1,680	1,680	1,530	1,530	1,755	1,180	1,190	835
Design Speed (mph)	40	40	40	40	40	40	40	40	40	40	40	40
Traffic Maintenance	0.9 mi detour on existing roads	Temporary bridge 20' west of existing	Temporary bridge 20' east of existing	On existing	On existing	On existing	On existing	On existing	On existing	On existing	On existing	On existing
Building Takes	0	0	4 residences (for temporary bridge)	25 residences	21 residences	16 residences	8 residences	3 residences	6 residences; 2 apartments; 1 business; 1 garage	10 residences	8 residences	8 residences
Right of Way Cost	\$0	\$1,100,000	\$475,000	\$3,935,000	\$4,725,000	\$5,715,000	\$2,326,000	\$991,000	\$2,902,000	\$1,682,000	\$1,544,000	\$1,413,000
Construction Cost	\$2,945,200	\$4,199,200	\$4,073,200	\$6,057,500	\$8,878,000	\$6,492,800	\$8,220,800	\$5,720,400	\$5,971,000	\$6,978,500	\$5,183,100	\$5,775,800
Total Cost	\$2,945,200	\$5,299,200	\$4,548,200	\$9,992,500	\$13,603,000	\$12,207,800	\$10,546,800	\$6,711,400	\$8,873,000	\$8,660,500	\$6,727,100	\$7,188,800
Potential effects to historic structures or district	Removal of historic bridge.	Removal of historic bridge.	Removal of historic bridge.	Removal of historic bridge. Possible removal of 1-2 historic resources.	Removal of historic bridge. Removal of 7-8 historic resources. Possible viewshed effects due to four-lane.	Removal of historic bridge. Removal of 7-8 historic resources.	Removal of historic bridge. Removal of 4-5 historic resources. Possible viewshed effects due to four-lane.	Removal of historic bridge. Removal of 1-2 historic resources.	Removal of historic bridge. Removal of 3-4 historic resources.	Removal of historic bridge. Removal of 5-6 historic resources. Possible viewshed effects due to four-lane.	Removal of historic bridge. Removal of 3-4 historic resources.	Removal of historic bridge. Removal of 1-2 historic resources.

HIGHWAY MAP

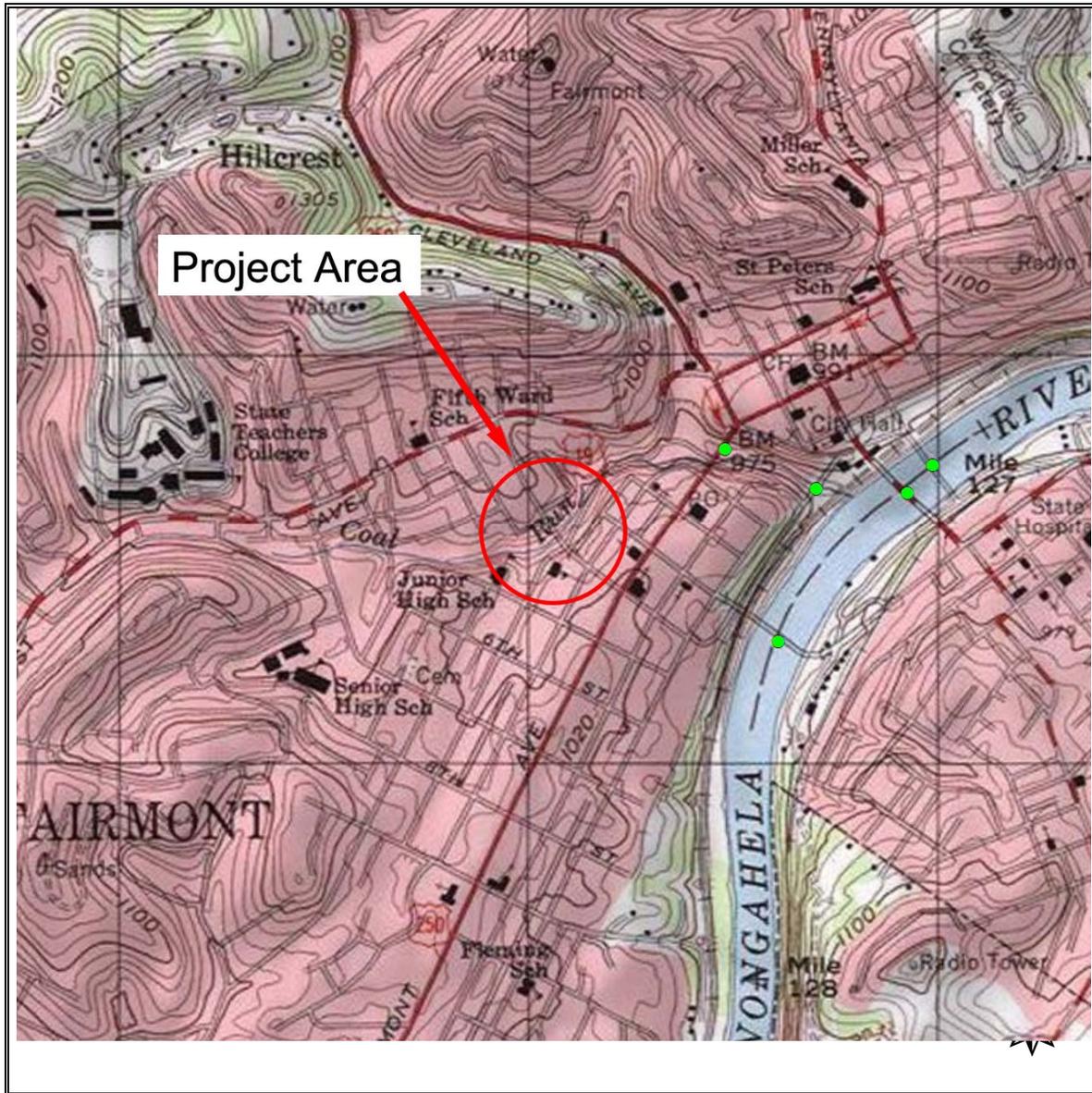


Fourth Street Bridge Replacement Marion County

State Project S225-FAI/RM-1
Federal Project BR-2000(027)E

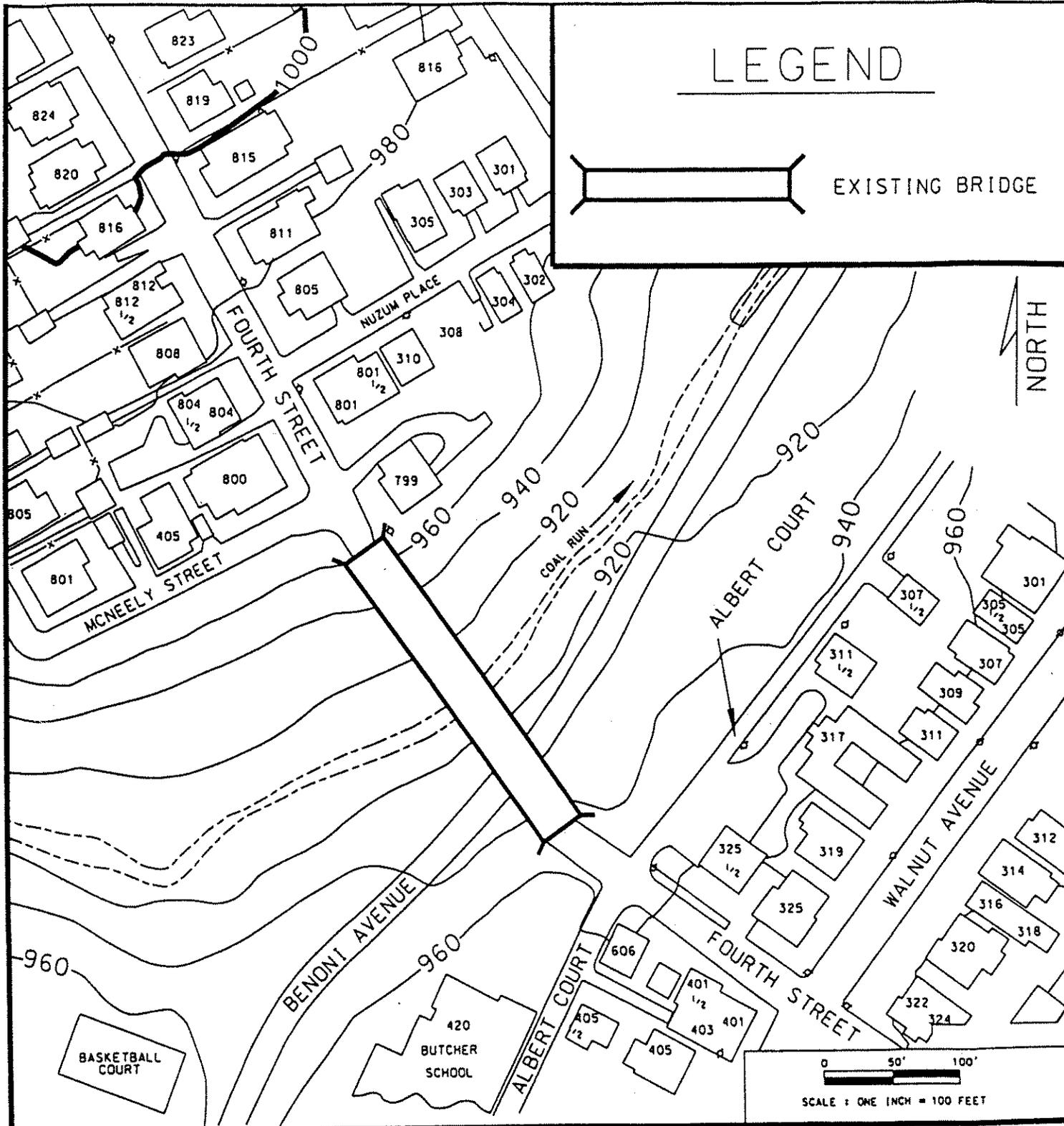
TOPOGRAPHIC MAP

Fairmont West USGS 7½' Topographic Quadrangle



Fourth Street Bridge Replacement Marion County

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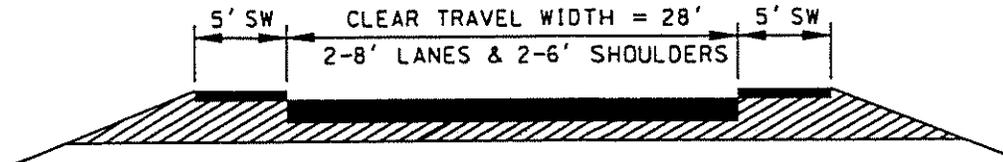
MAP #1

EXISTING
CONDITIONS

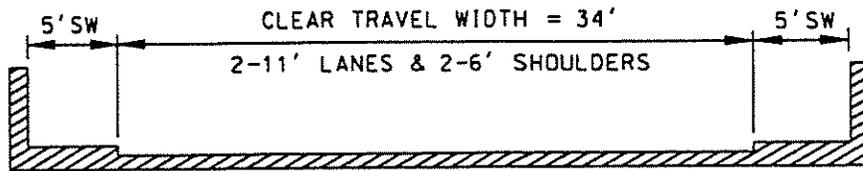
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

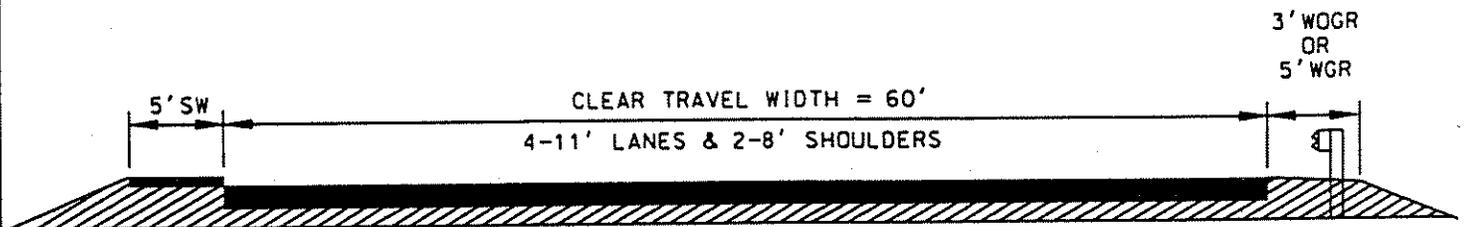
STATE PROJECT NO. S225-FAI/RM-1
FEDERAL PROJECT NO. BR-2000(027)E
MARION COUNTY



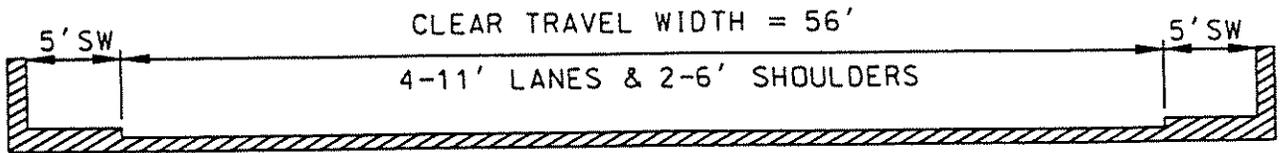
FOURTH STREET-ALTERNATE 1, 2, 3, AND 8
EXISTING ROADWAY TYPICAL SECTION



FOURTH STREET-ALTERNATE 1, 2, 3, 4, 5-A, 6-A, 7-A, AND 8
PROPOSED BRIDGE TYPICAL SECTION



THIRD STREET-ALTERNATE 4 AND 5
PROPOSED ROADWAY TYPICAL SECTION



THIRD STREET-ALTERNATE 5, 6, AND 7
PROPOSED BRIDGE TYPICAL SECTION

SUFFICIENCY RATING 6.5

BARS NO. 34A042

	MAXIMUM	PROPOSED
CURVATURE	20°	16°
GRADES	10%	10%
DESIGN SPEEDS	25 M.P.H.	30 M.P.H.

FOURTH STREET
2002 ADT = 4,800 VPD
AND
2025 ADT = 7,200 VPD

CURVATURE	NONE	19°
GRADES	10%	10%
DESIGN SPEEDS	35 M.P.H.	35 M.P.H.

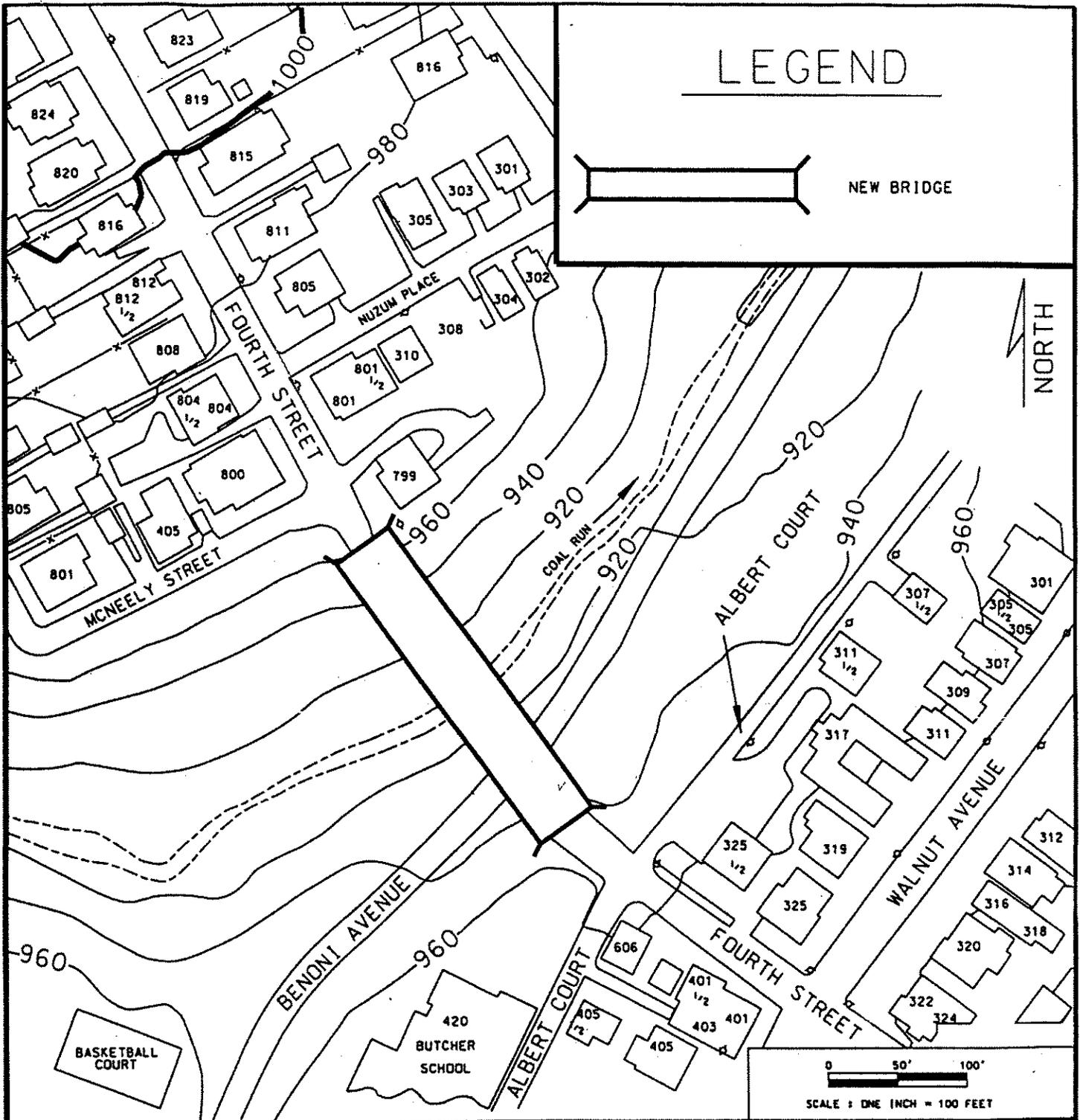
THIRD STREET EXTENSION
2002 ADT = 6,700 VPD
AND
2025 ADT = 10,000 VPD

Map #2

BRIDGE REPLACEMENT STUDY

STATE PROJECT NO. S225-FA1/RM-1
FEDERAL PROJECT NO. BR-2000(027)E
MARION COUNTY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

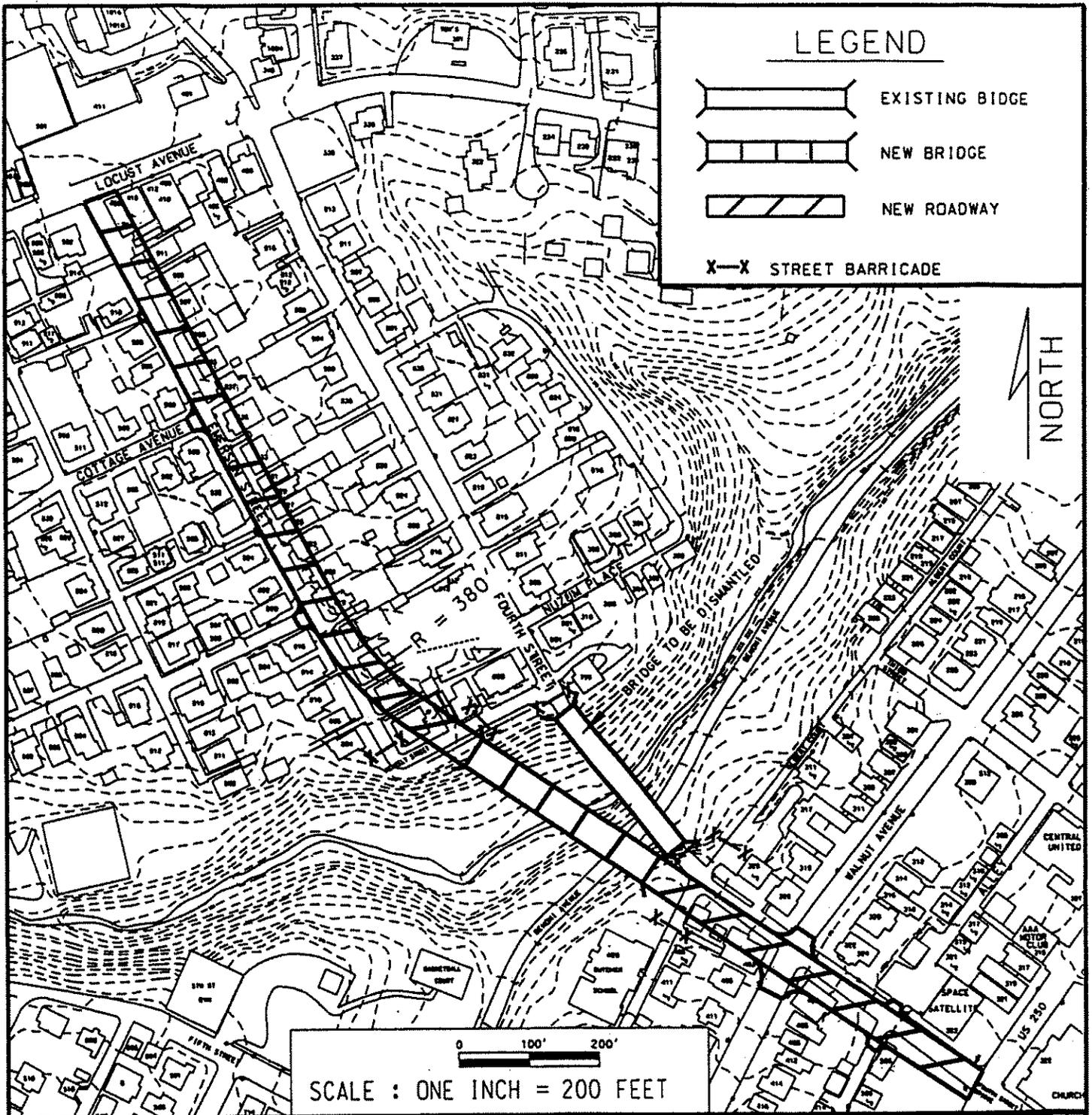


ALTERNATIVE #1

FIGURE 1
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

STATE PROJECT NO. S225-FAI/RM-1
 FEDERAL PROJECT NO. BR-2000(027)E
 MARION COUNTY

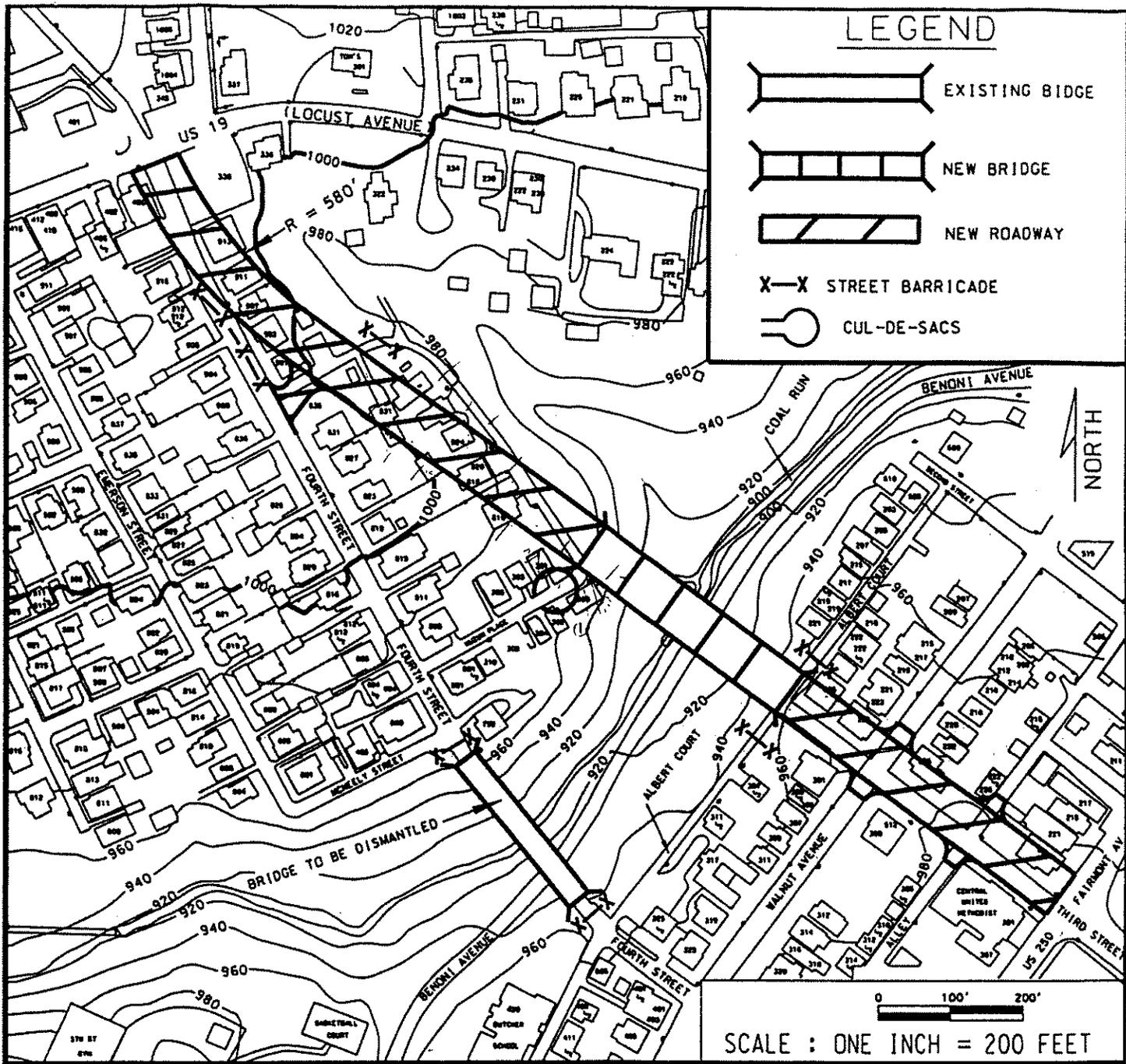


ALTERNATIVE #4

FIGURE 4
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

STATE PROJECT NO. S225-FA1/RM-1
FEDERAL PROJECT NO., BR-2000(027)E
MARION

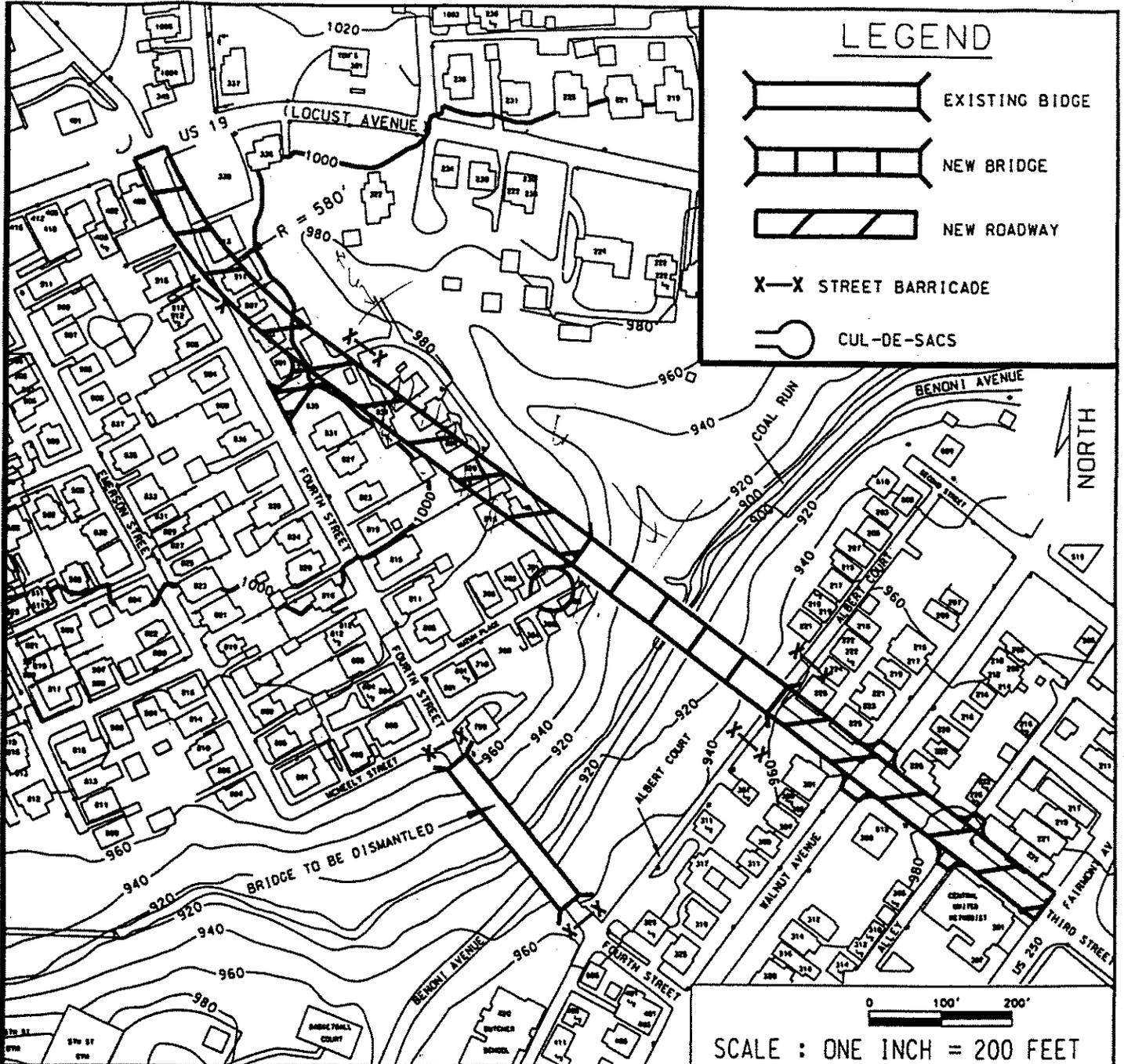


ALTERNATIVE #5

FIGURE 5
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

STATE PROJECT NO. S225-FAI/RM-1
FEDERAL PROJECT NO., BR-2000(027)E
MARION

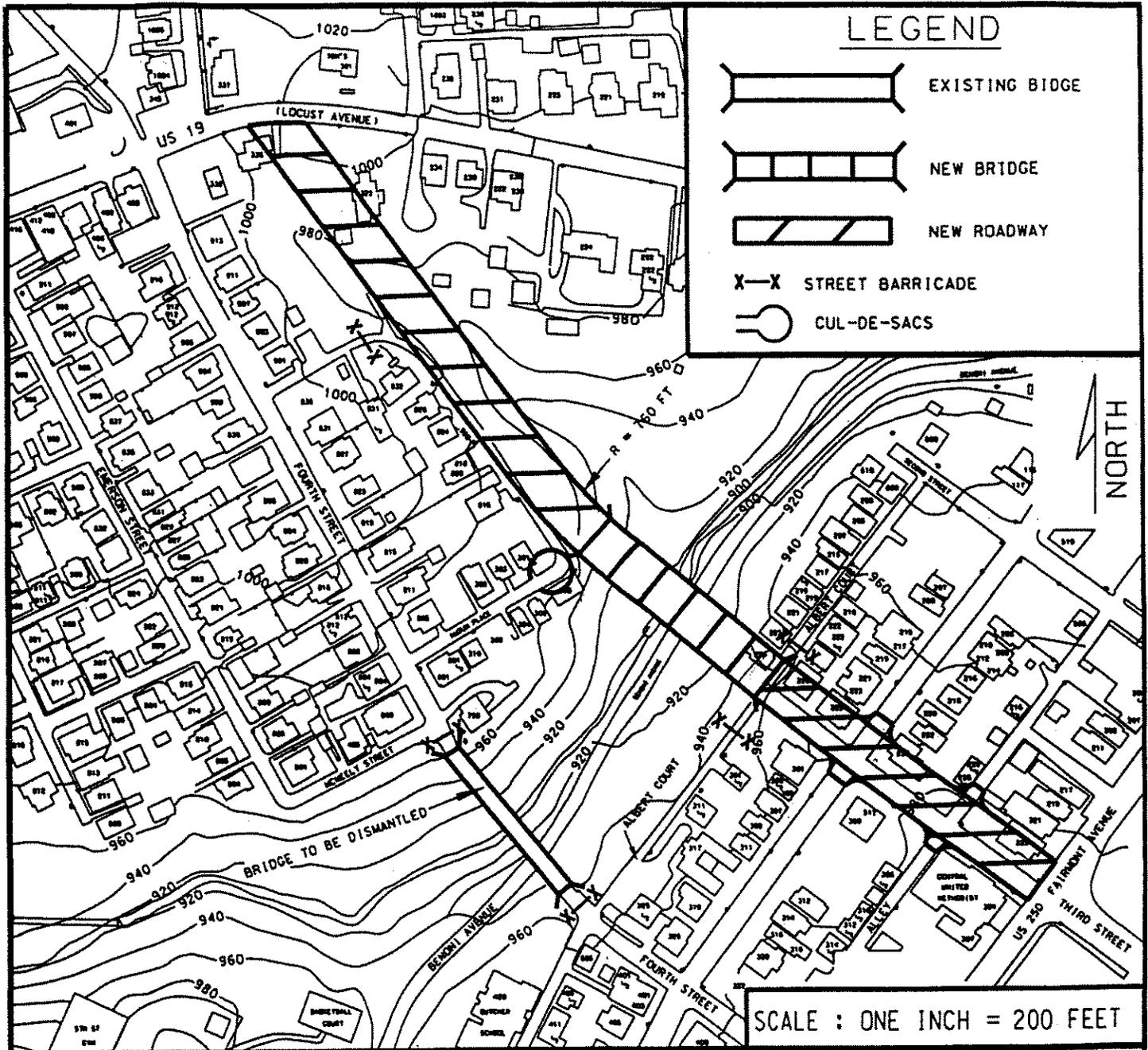


ALTERNATIVE #5-A

FIGURE 5-A
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

STATE PROJECT NO. S225-FAI/RM-1
FEDERAL PROJECT NO., BR-2000(027)E
MARION

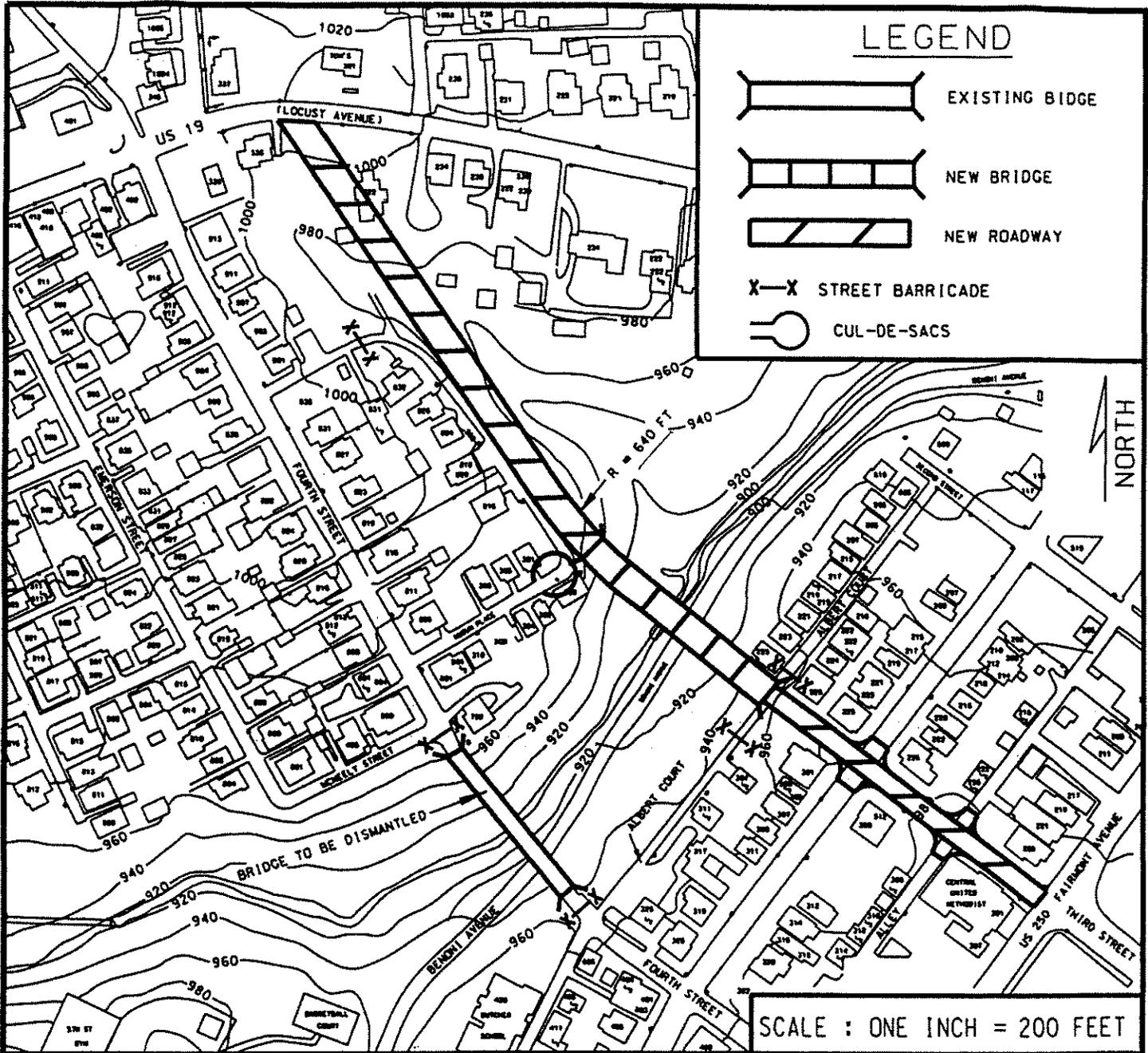


ALTERNATIVE #6

FIGURE 6
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

STATE PROJECT NO. S225-FAI/RM-1
 FEDERAL PROJECT NO., BR-2000(027)E
 MARION



LEGEND

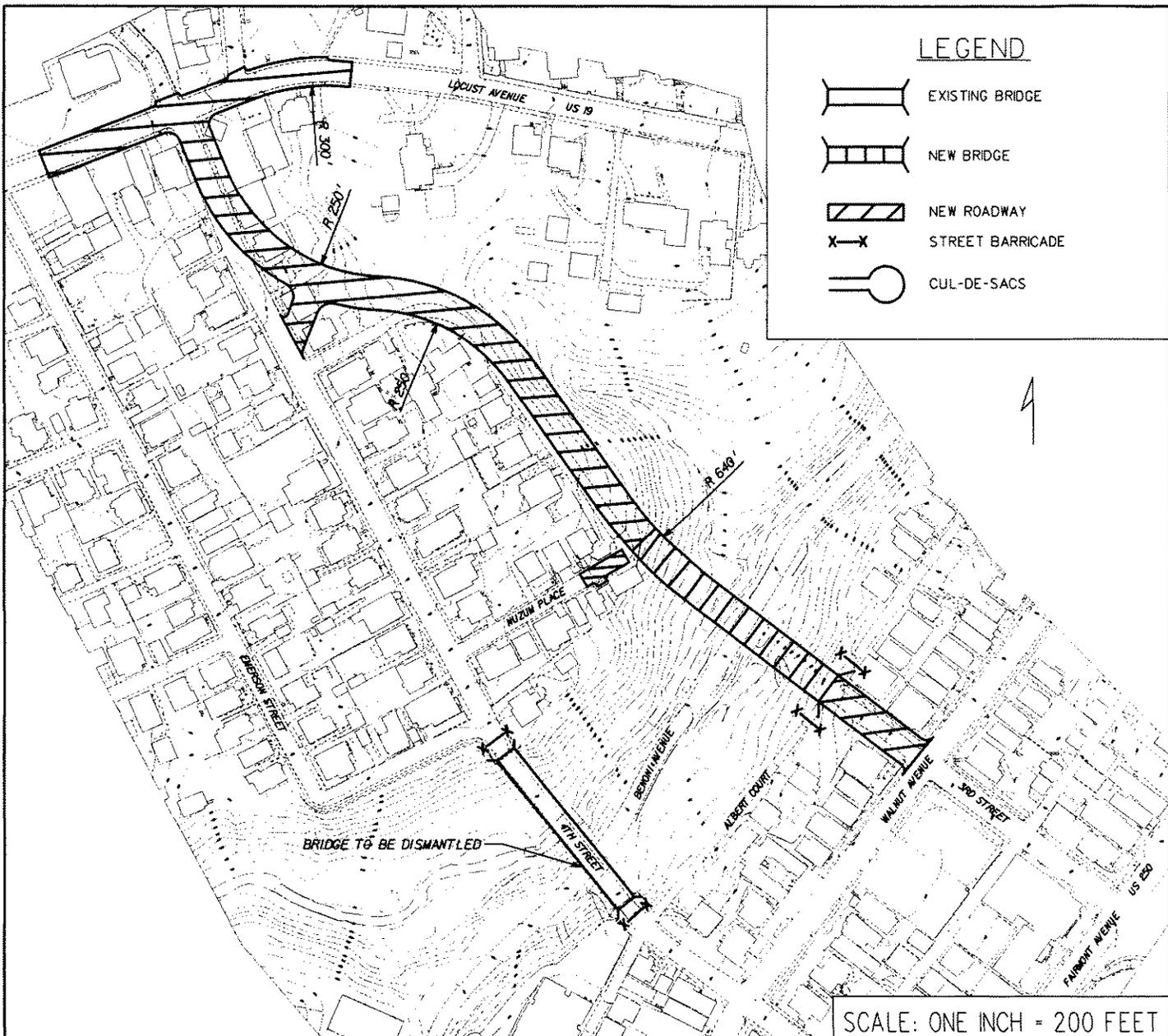
-  EXISTING BRIDGE
-  NEW BRIDGE
-  NEW ROADWAY
-  X—X STREET BARRICADE
-  CUL-DE-SACS

ALTERNATIVE #6-A

FIGURE 6-A
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

STATE PROJECT NO. S225-FA1/RM-1
FEDERAL PROJECT NO., BR-2000(027)E
MARION



ALTERNATIVE #6-B

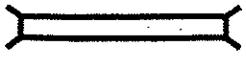
FIGURE 6-B
BRIDGE REPLACEMENT STUDY

FORTH STREET BRIDGE

STATE PROJECT NO. S225-FAI/RM-1
 FEDERAL PROJECT NUMBER NO. BR-2000(027)E

MARION

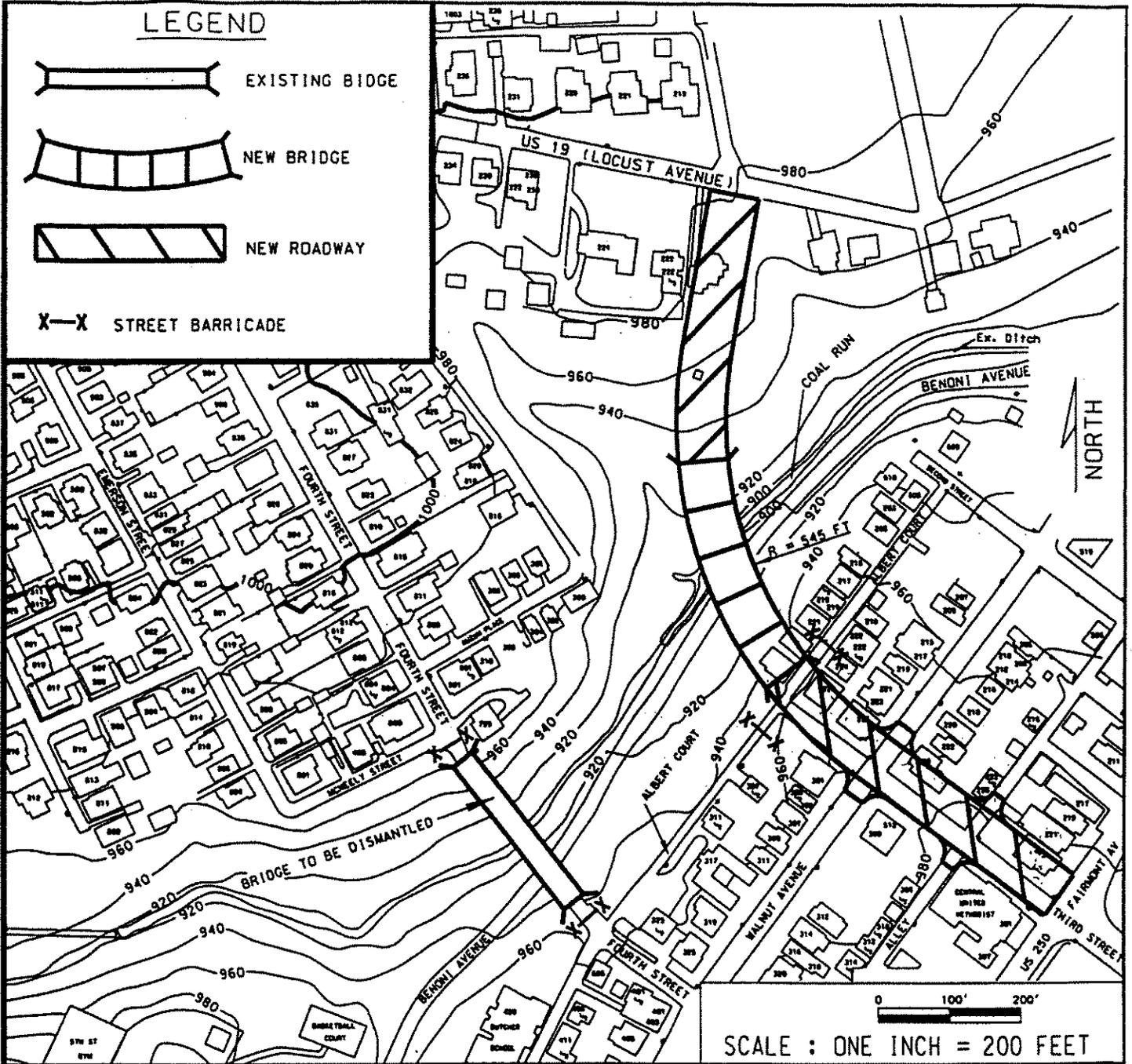
LEGEND

 EXISTING BRIDGE

 NEW BRIDGE

 NEW ROADWAY

 STREET BARRICADE

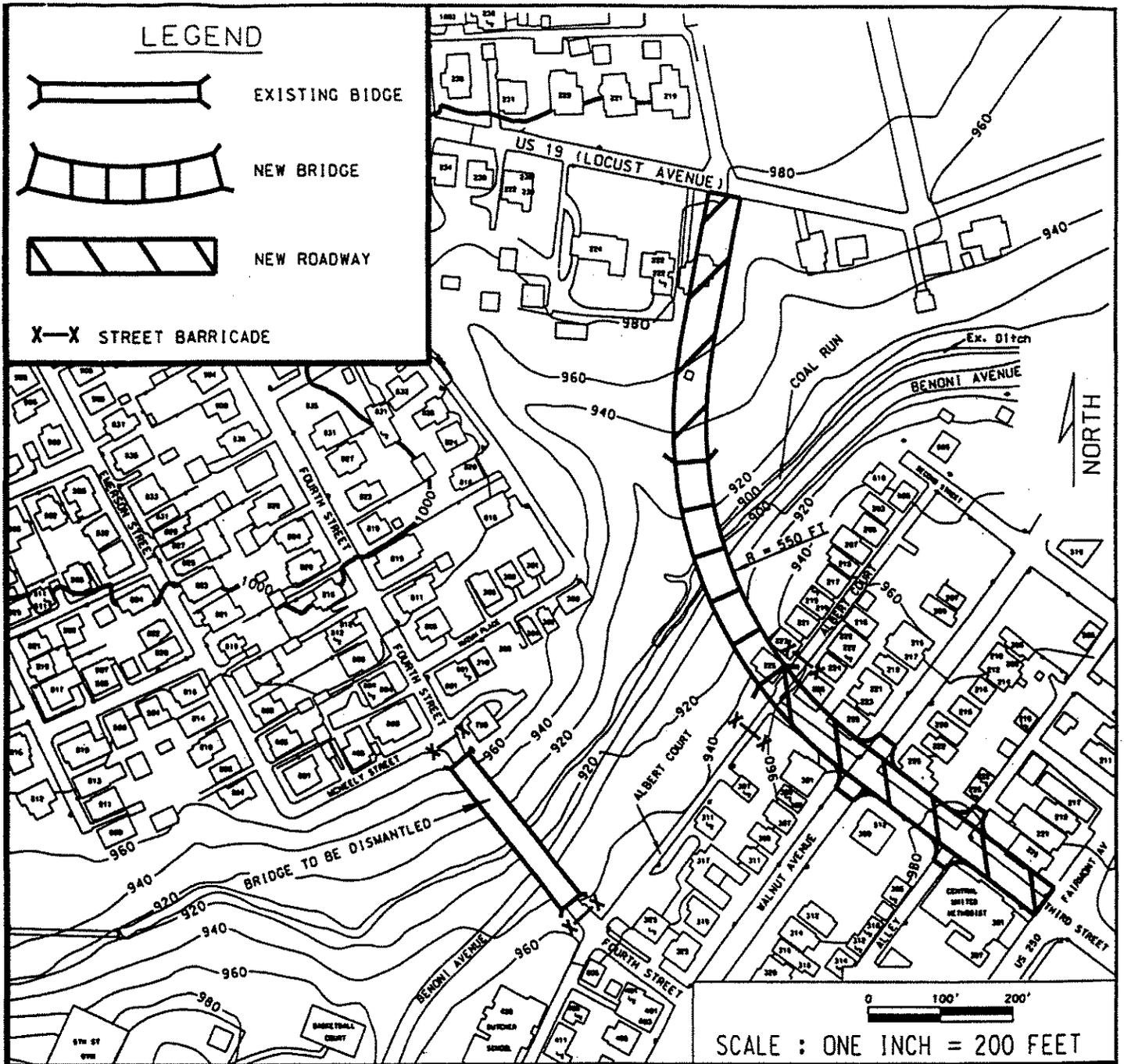


ALTERNATIVE #7

FIGURE 7
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

STATE PROJECT NO. S225-FAI/RM-1
FEDERAL PROJECT NO., BR-2000(027)E
MARION

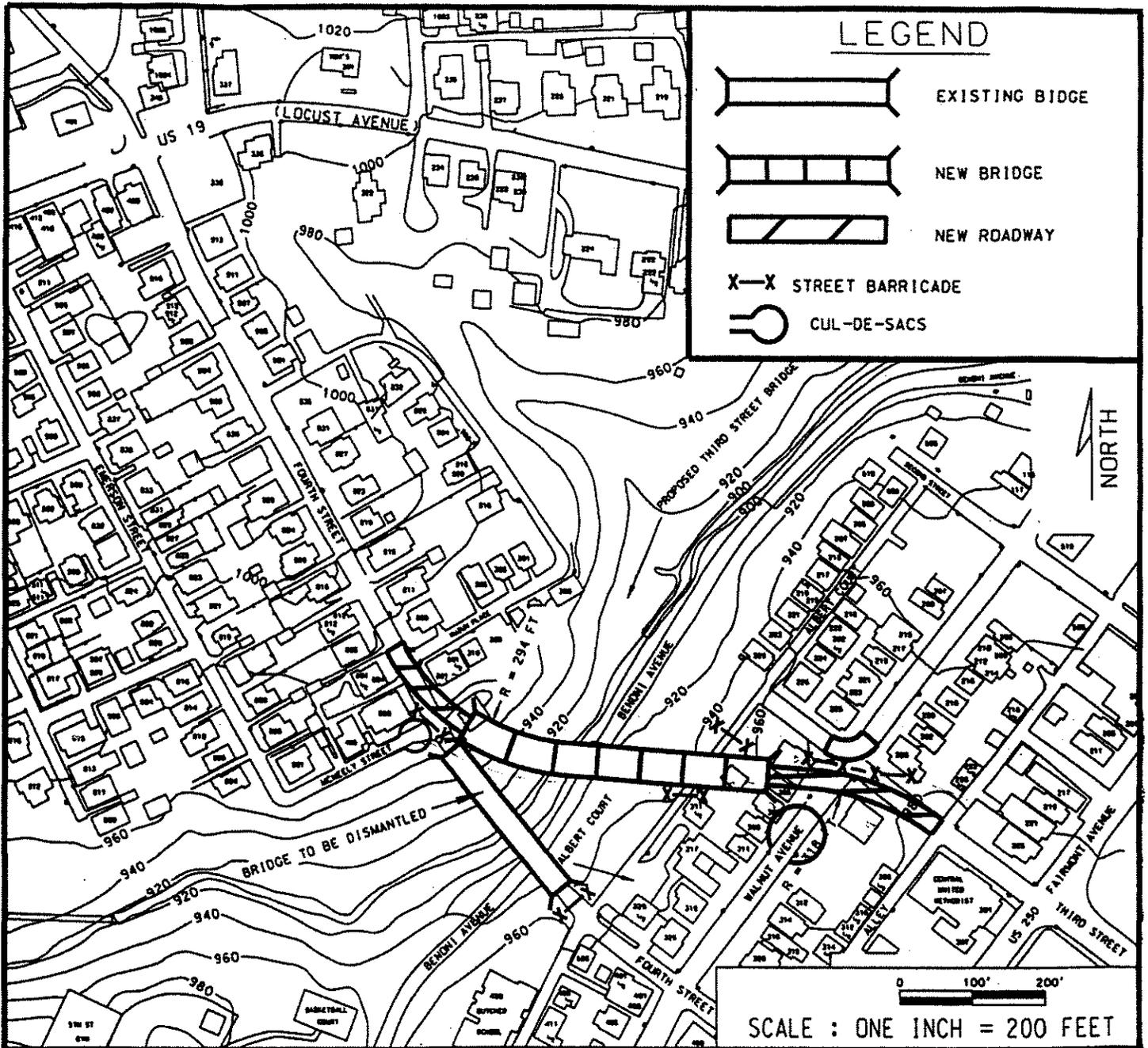


ALTERNATIVE #7-A

FIGURE 7-A
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

STATE PROJECT NO. S225-FAI/RM-1
FEDERAL PROJECT NO., BR-2000(027)E
MARION



ALTERNATIVE #8

FIGURE 8
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

STATE PROJECT NO. S225-FA1/RM-1
 FEDERAL PROJECT NO., BR-2000(027)E
 MARION