

**State Project S 325-FAI/RM-1
Federal Project BR-2000(025)E
Fourth Street Bridge Project
City of Fairmont, Marion County, WV**

Draft Section 4(f) Evaluation

Pursuant to: 49 U.S.C. 303(c)

*United States Department of Transportation
Federal Highway Administration
and
West Virginia Department of Transportation
Division of Highways*

Approved by: _____

Federal Highway Administration

DATE

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Exhibits

- Exhibit 1: Project Location – Highway Map
- Exhibit 2: Project Location – Topographic Map
- Exhibit 3: Study Area and Section 4(f) Resources
- Exhibit 4: Build Alternatives
- Exhibit 5: Proposed Feasible and Prudent Alternatives

Appendices

- Appendix A: Bridge Replacement Study. Fourth Street Bridge. State Project No. S225-FAI/RM-1, Federal Project No. BR-2000(027)E. Marion County. February 2003, Revised October 2009. West Virginia Department of Transportation, Division of Highways, Planning and Research Division.
- Appendix B: Bridge Rehabilitation Study, WVDOH, 2011.
- Appendix C: Letters from the West Virginia State Historic Preservation Office (SHPO)
- Appendix D: Letters from the City of Fairmont and WVDOH in response to December 2010 questions from the SHPO
- Appendix E: Residential structures in Fleming-Watson Historic District proposed for removal with the Preferred Alternative
- Appendix F: Memorandum of Agreement by and Among the SHPO, the WVDOH, and the FHWA, April 2012
- Appendix G: Letter from the Advisory Council on Historic Preservation (ACHP)
- Appendix H: Letter from the Fairmont Historic Landmarks Commission (HLC)

1.0 INTRODUCTION

Section 4(f) of the U.S. Department of Transportation Act of 1966 as amended (49 USC Section 303(c)) stipulates that the Federal Highway Administration (FHWA) and other U.S. Department of Transportation (USDOT) agencies cannot approve the use of land from a significant publicly owned public park, recreation area, wildlife or waterfowl refuge, or any significant historic site unless the following conditions apply:

- There is no feasible and prudent avoidance alternative to the use of land from the property, and the action includes all possible planning to minimize harm to the property resulting from such use or;
- The use of the Section 4(f) properties, including any measures to minimize harm (such as avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a *de minimis* impact on the property.

This Draft Section 4(f) Evaluation has been prepared in accordance with 23 CFR Part 774. This evaluation describes Section 4(f) resources within the project area (Exhibit 1, Exhibit 2, and Exhibit 3), the use of those resources, avoidance alternatives to use of the resources, identification of the alternative with the least overall harm, and a discussion of all possible planning to minimize harm. This evaluation also presents FHWA's determination that there is no feasible and prudent avoidance alternative to the use of Section 4(f) property, and that Preferred Alternative 6B includes all possible planning to minimize harm to Section 4(f) property.

2.0 PROPOSED ACTION

2.1 DESCRIPTION OF ACTION

The Fourth Street Bridge Replacement Project is located in the City of Fairmont, West Virginia (WV) in Marion County, WV (Exhibit 1 and Exhibit 2). Fairmont is approximately midway between Morgantown and Clarksburg along Interstate 79 (I-79).

The approximately 90-year-old Fourth Street Bridge has provided a relatively small (20-foot wide) crossing of a hollow between residential neighborhoods to the west of downtown. However, more recently the bridge has been used by commuters and emergency vehicles to avoid downtown traffic. The bridge serves as a connection between the new Fairmont Connector to I-79 in the south and large employment/activity centers (Fairmont State University and Fairmont General Hospital) along United States Route 19 (US 19, also known as Locust Avenue) in the north. On July 7, 2014, the bridge was closed because of its deteriorating, unsafe condition, and travelers must seek alternate routes. Figure 1 shows the existing bridge.

The West Virginia Department of Transportation, Division of Highways (WVDOH) is proposing to replace the existing Fourth Street Bridge with a new bridge approximately 375 feet to the east in line with Third Street on the south side. On the north side, the project will re-align and widen Nuzum Place to reconnect to the existing Fourth Street – US 19 intersection. See Exhibit 3 and Figure 2 for the study area and these locations.

As detailed in the following sections, this new alignment will facilitate several of the City of Fairmont's planning goals, including replacement of the deteriorating bridge, removal of traffic from residential streets, allowing for more revitalization of the Fleming-Watson Historic District, and providing a more direct route from I-79 to US 19.



Figure 1. Fourth Street Bridge looking south across Coal Run and Benoni Avenue.

2.2 STUDY AREA

The project is located in the City of Fairmont in Marion County, WV (Exhibit 1 and Exhibit 2) and includes the existing Fourth Street Bridge and its surrounding neighborhoods to the southwest of downtown Fairmont (Exhibit 3). The Fourth Street Bridge crosses Coal Run and Benoni Avenue (Figure 1). The bridge provides direct access between US 19 to the north and Fairmont Avenue (US 250) to the south. Fourth Street is also used by traffic traveling between growing community and employment centers to the north and I-79 to the south in order to avoid the downtown area. Different aspects of the study area are detailed in Section 2.4 (Existing Conditions).

2.3 PROJECT HISTORY

The existing Fourth Street Bridge was constructed circa 1925 and has a four-span continuous cast-in-place concrete rigid frame with a steel reinforced concrete deck. Through the years, the bridge's concrete columns and deck have significantly deteriorated. Despite efforts at patching and restoring the structure, the condition has necessitated increased weight restrictions. As a result of the bridge's deterioration, it was placed on the WVDOH's list of local bridges that required replacement, and was finally closed on July 7, 2014.

Both the Fourth Street Bridge itself and the Fleming-Watson Historic District that lies on either side of the bridge are listed on the National Register of Historic Places (NRHP) and are impacted by the proposed project, as confirmed with the West Virginia State Historic Preservation Office (SHPO).

Originally, WVDOH planned to replace the Fourth Street Bridge at its current location with minimal street reconstruction and minimal right-of-way takes. However, during the development of the City of Fairmont's Comprehensive Plan and urban renewal plan in 2005 and subsequent discussions among WVDOH, City of Fairmont and regional transportation planners, it was

determined that expanding and redefining the scope of the replacement of the Fourth Street Bridge project could:

- Improve the transportation network within the City but especially in the northwest quadrant of the city;
- Provide more efficient and safer access between Locust Avenue, its employment generators and major service providers (i.e., Fairmont State University and Fairmont General Hospital campuses) and the new Fairmont Gateway Connector to I-79 in the southeast section of the City; and
- Improve the chance for the City to revitalize, restore and improve the residential character of Fourth Street and the Fleming-Watson Historic District.

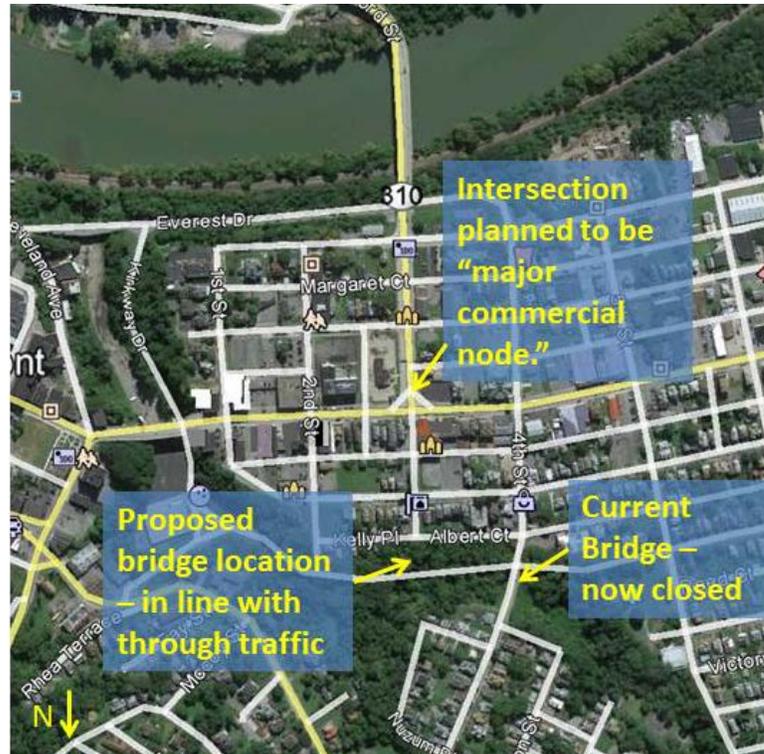


Figure 2. Project Area from north (bottom of figure) to south (top of figure). Proposals for new bridge location and major commercial node are put forth in the City of Fairmont urban renewal plan (Development Concepts Inc., 2005).

WVDOH developed twelve alternatives, as detailed in Section 4.0. Three of the alternatives were developed to replace the Fourth Street Bridge at its current location and nine alternatives were developed with various configurations and connections in an attempt to better meet the project's redefined purpose and need. A Bridge Replacement Study was performed and revised (WVDOH, 2009), and a Bridge Rehabilitation Study was performed (2011) (Appendix A and Appendix B). All of these alternatives were presented to local and regional planners and the public (as detailed in Section 8.0). This process identified Alternative 6B as the Preferred Alternative.

2.4 EXISTING CONDITIONS

2.4.1 Fourth Street Bridge

The existing Fourth Street Bridge was constructed circa 1925 and has a four-span continuous cast-in-place concrete rigid frame with a steel reinforced concrete deck. The structure is 250 feet in length and has a roadway width of 20 feet with five-foot sidewalks. Fourth Street Bridge crosses Coal Run and Benoni Avenue. The bridge is owned by the City of Fairmont and provides direct access between US 250, located approximately 520 feet to the south and US 19, located approximately 940 feet to the north (Exhibit 3).

Through the years, the bridge's concrete columns and deck have significantly deteriorated. Despite efforts at patching and restoring the structure, the condition has necessitated increased weight restrictions. As a result of the bridge's deterioration, it was placed on the WVDOH's list of local bridges that required replacement, and was finally closed on July 7, 2014.

WVDOH bridge engineers have conducted various non-intrusive inspections of the bridge, with the latest conducted on February 27, 2014, and have concluded that:

- The bridge is in poor condition.
- The live load design for the structure is unknown and there are no drawings available that show the reinforcement steel details or other information regarding the design of the structure.
- It is suspected that the load limit of three (3) tons (prior to bridge closure) was being violated on a daily basis.
- The brick wearing surface is in poor condition, with areas of missing and deteriorated bricks. The bricks employed appear to be a thin style brick that cannot be secured in place and may lack strength to support loads without eventually breaking. See Figure 3 for dampness under the bridge and wearing.
- The south railing is in poor condition.
- The asphalt approaches are in poor condition.
- Both abutments are listed as poor condition (as reported in prior inspection report, cited in WVDOH, 2011).
- Bridge columns range from poor condition to fair condition (as reported in prior inspection report, cited in WVDOH, 2011). See Figure 3.
- One of the spans of the superstructure is rated as poor condition. Large sections of its concrete have fallen away leaving exposed and deteriorated reinforcing steel. This span also has longitudinal and vertical cracks, as well as efflorescence and spalling.
- All other spans are rated only as fair condition, with many sightings of cracking, loose shotcrete repairs, exposed and rusted rebar, efflorescence, and spalling.
- The arch girder also has a large break at the north abutment. The steel form filled with concrete built to support the broken girder is deteriorating and failing as well. See example of girder deterioration in Figure 3.

In addition to its deteriorated condition, the bridge has a clear travel width of only 20 feet. Modern design standards require that a bridge on an urban minor arterial road be designed for two 12-foot travel lanes. Therefore, the current Fourth Street Bridge is classified as functionally obsolete.

Studies conducted for compliance with Section 106 of the National Historic Preservation Act of 1966 determined that the Fourth Street Bridge was individually eligible for listing on the NRHP. Additional information on the bridge with respect to its historic status is addressed in Section 3.0.



Figure 3. Photographs from most recent bridge inspection report (WVDOH, 2014). Clockwise from top left: downstream column 2 of Fourth Street Bridge shows typical spalling with exposed, corroded rebar in columns; severely deteriorated upstream girder; moisture penetrating deck; and typical bricks failing in wearing surface.

2.4.2 Transportation System

From a transportation standpoint, the construction of the Fairmont Gateway Connector has established for the first time in Fairmont's history a direct connection from I-79 to the city center (the Fairmont Gateway Connector is visible on the right side of Exhibit 3). In addition to a new Connector in the southeast section of the city, Fairmont's northwest section has undergone extensive development over the past two decades along Locust Avenue. Specifically, Fairmont State University, with its 120-acre campus and enrollment of approximately 7,700 students, and Fairmont General Hospital, with its 14-acre complex and professional staff of over 700, are the centers of this growth.

The current roadway configuration within the city causes motorists destined for the northwest section generally to follow one of two paths from the Fairmont Gateway Connector:

- 1) crossing the Robert H. Mollohan/Jefferson Street Bridge, passing through congested downtown Fairmont, taking a left turn at Jackson Street then crossing Cleveland Avenue (US 250) to reach Locust Avenue (Figure 4), or
- 2) turning left onto Merchant Street, crossing the David Morgan Bridge, taking a left turn then right turn to cross the Fourth Street Bridge, and reaching Locust Avenue after passing through a dense residential area (Figure 5).

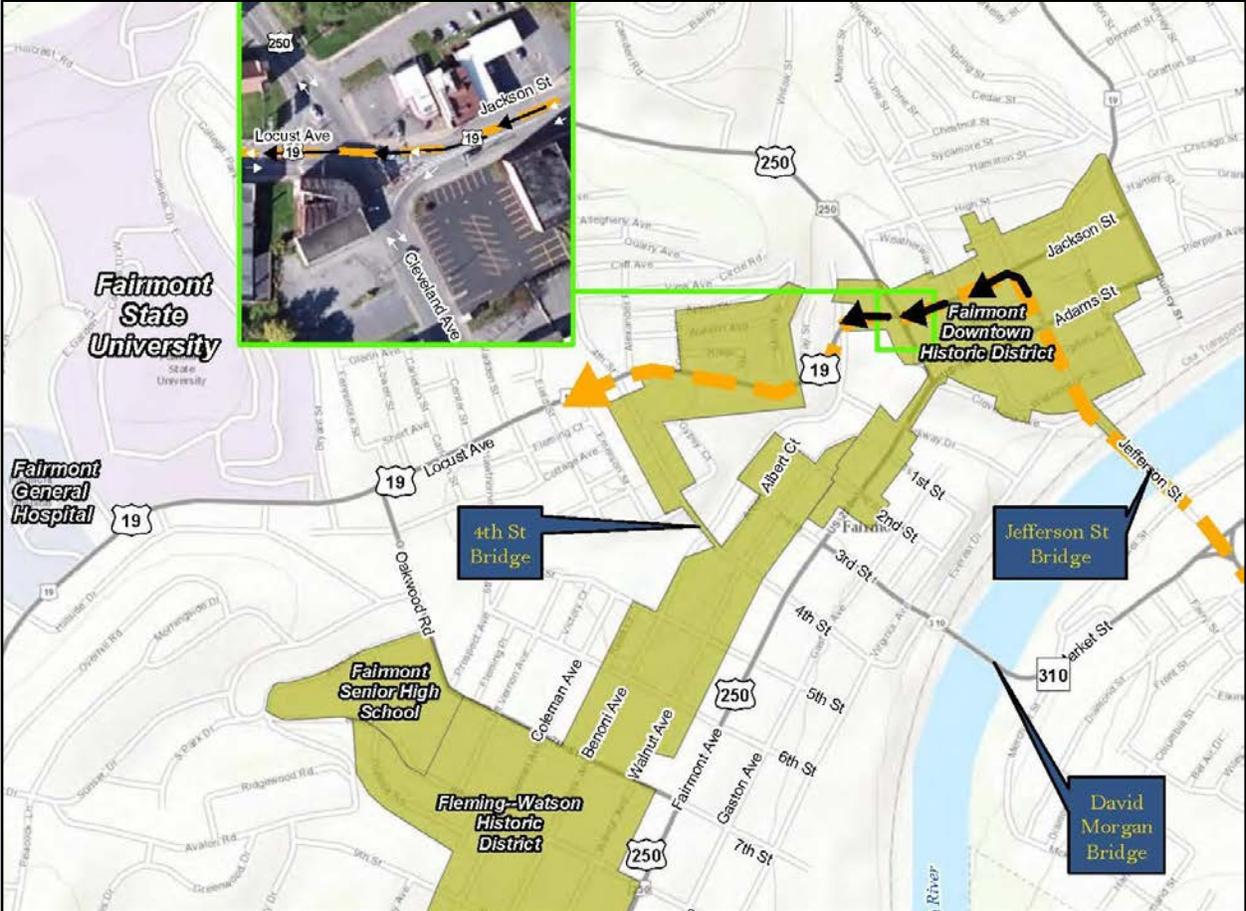


Figure 4. Path from I-79 to University and Hospital using Jefferson Street Bridge to cross the Monogahela River.

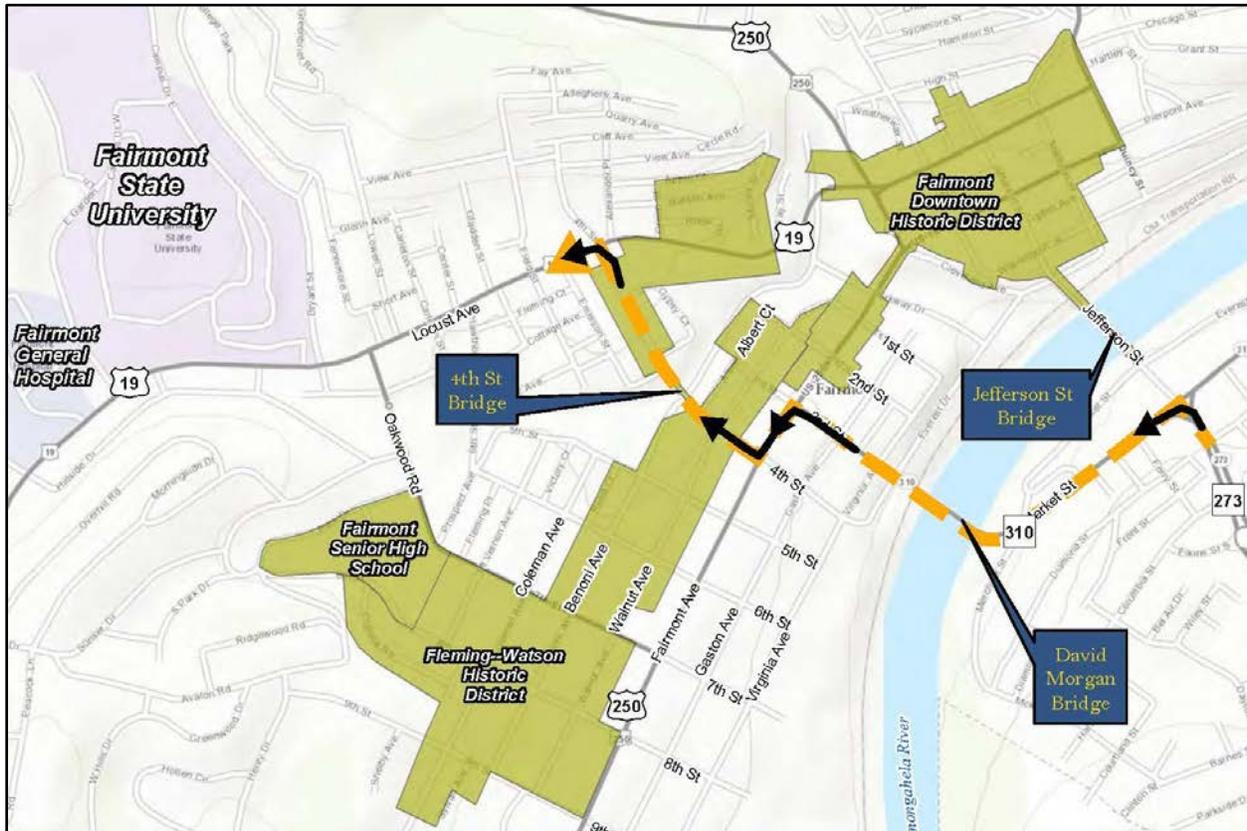


Figure 5. Path from I-79 to University and Hospital using David Morgan Bridge to cross the Monongahela River.

Because of the new Fairmont Gateway Connector and the growth in the northwest section of the City, traffic has significantly increased on the Fourth Street Bridge and through the Fleming-Watson Historic District (option #2 above), as motorists choose to avoid traveling through downtown (option #1 above).

In 2013, the Average Daily Traffic (ADT) on the bridge was 6,000 vehicles per day (vpd) and the estimated 2033 ADT is 7400 vpd (WVDOH, 2014). Just a few years prior, in 2011, the ADT was reported as 2,350 vpd (WVDOH, 2011). Traffic has been increasing, most likely because of expansion of the University and hospital along US 19.

The Fourth Street Bridge serves as an important connection between the southern and northern sides of the city and as an alternative to the more congested downtown traffic when moving between I-79 and the hospital and University along US 19. Currently, travelers from the Fairmont Connector can use the Jefferson Street Bridge, as shown in Figure 4, or the David Morgan Bridge, as shown in Figure 5, to cross the Monongahela River. By using the latter and the Fourth Street Bridge, travelers avoid encountering downtown City congestion. Because of the importance of this connection, the City of Fairmont has included a bridge in the Project Area as an important component of their long range plans, as detailed in Section 2.4.2.

Simply restoring the bridge, however, is not a prudent alternative, as discussed in the alternatives analysis (Sections 4.0 and 5.0). Replacement of Fourth Street Bridge is needed

because of the projected increase in traffic volume and the functional obsolescence and structural deficiency of the existing bridge.

2.4.3 Local Planning

Comprehensive Plan

In 2005, the City of Fairmont produced a comprehensive plan “to serve as a guide for the growth and development of the municipality over the next ten years” (City of Fairmont, 2005a). The planning process included an analysis of existing conditions and the identification of specific strategies to ensure orderly development. The planning process included many opportunities for public input, including:

- a) visioning workshops;
- b) Planning Commission work sessions;
- c) interviews with key players in the community; and
- d) community input meetings. (City of Fairmont, 2005a)



Figure 6. Residences along Fourth Street in project area, north of bridge. (Source: Google Earth)

In general, one of the goals the City is removing through-traffic from residential streets. The City has focused plans on revitalizing residential neighborhoods in the Fleming-Watson Historic District, and reducing through-traffic is a part of the strategy. As stated in its Comprehensive Plan, “The City should reduce through-traffic and truck traffic on residential streets through a comprehensive program of arterial street widenings, street reconfiguration, and traffic management.”

On the north side of the Fourth Street Bridge is a dense residential area (Figure 6), and the bridge replacement project offers opportunity to transfer traffic away from the residential street to a thoroughfare that bypasses the neighborhood to improve noise and congestion near the houses. It should be

noted that most of the houses along this stretch of Fourth Street are contributing elements to the Fleming-Watson Historic District. This reconfiguration would be consistent with the Comprehensive Plan goals.

On the south side of the bridge, for the short stretch of roadway between the Coal Run Hollow and US 250, the project area has mixed uses, less dense residences, and fewer contributing elements to the Fleming-Watson Historic District along both Fourth Street and Third Street. However, opportunity exists on this side of the bridge to provide improved traffic management.

As shown in Figure 5, to cross Coal Run Hollow, traffic coming from the Fairmont Connector and I-79 in the south must turn left off the 3-lane Third Street, then right onto Fourth Street to approach the bridge (also see Figure 2 and Figure 7). Providing access in line with through-traffic with fewer turns would be consistent with the Comprehensive Plan.

Additionally, the Comprehensive Plan called for supporting the efforts of the city's Urban Renewal Authority and to "develop and begin implementation of the first Urban Renewal Plan for the city" (City of Fairmont, 2005a, Ch. 20, p. 25). As detailed below, the proposed project lies within one of the city's "Character Areas" for which urban renewal planning suggests a pattern for future land use as well as specific projects.

Urban Renewal Plan

The City of Fairmont established the Fairmont Renaissance Authority as its Urban Renewal Authority in 2004. In 2005, the Urban Renewal Authority prepared an urban renewal plan in accordance with WV's Urban Renewal Authority Law put forth in State Code Chapter 16 ("Public Health"), Article 18



Figure 7. Intersections for approaching bridge from south. Top – US 250 facing west with turn for Fourth Street Bridge on right. Bottom – Three lanes of Third Street facing south toward proposed location of new bridge. (Source: Google Earth)

("Slum Clearance"). The resulting "City of Fairmont Renaissance Plan" (Development Concepts Inc., 2005) satisfies the criteria for urban renewal plans established in WV Code §16-18-26.

Extensive review and public outreach led to adoption of the Renaissance Plan as the city's official Urban Renewal Plan. After internally finalizing the plan produced by an independent contractor, the Urban Renewal Authority submitted the Renaissance Plan to the City of Fairmont Planning Commission, which held a public hearing on October 19, 2005 and proceeded to recommend the plan for City approval. Then, the City Council held an additional public hearing on November 22, 2005 and proceeded to adopt the plan as being "in the best interest of [the] City" (City of Fairmont, 2005b).

The Renaissance Plan focuses plans on five (5) "Character Areas," one of which is the Third Street and Fairmont Avenue Character Area. This character area includes the project area on the south side of the bridge, the bridge itself, and most of the Nuzum Place block of houses on the north side of the bridge. As downtown redevelops and Fairmont State University continues to grow, this area will gain new housing and commercial services. In the long-term, the Plan anticipates that the Third Street and Fairmont Avenue (US 250) intersection will become a major commercial node. This location is already a prominent location with three lanes of traffic approaching from the Monongahela River crossing and I-79 access from the south. Intersections are shown in Figure 7.

The Renaissance Plan supports improving access to US 19 and its large employment and student centers via a new Third Street bridge. As stated in the plan "[This] will foster growth and intensify development. The Fairmont Renaissance Authority and the City of Fairmont must prepare a long-term strategy for managing automobile oriented commercial growth in the Character Area. Commercial growth should not intrude into well established neighborhoods" (Development Concepts Inc., 2005, p.32). Keeping the bridge traffic away from the dense residential neighborhood along Fourth Street is consistent with this goal.

Replacement of Fourth Street Bridge is needed to move traffic out of the residential areas and provide a more direct route from the David Morgan Bridge in keeping with the City of Fairmont's urban plan.

2.5 PURPOSE AND NEED

The purpose and need for any project can consist of several components. Those components are identified through various sources and studies. In the case of this project, bridge inspection reports and the City of Fairmont's comprehensive and urban renewal plans were the primary sources used to develop the purpose and need statement. The importance of these studies and their findings and goals are detailed in Section 2.4.3.

The project area has two basic transportation needs: restoring a safe crossing of Coal Run in the vicinity of the existing Fourth Street Bridge, and furthering the city's planning goals. Implementing the project in harmony with city plans makes use of the years of studies undertaken by the City of Fairmont in accordance with state regulations and with public involvement. Therefore, the purpose of the proposed project is as follows:

The purpose of the Fourth Street Bridge Replacement Project is to replace the current structurally deficient and functionally obsolete Fourth Street Bridge with a

bridge and roadway project that meets current design standards and advances the goals described in the City of Fairmont's comprehensive and urban renewal plans as they relate to the Third Street and Fairmont Avenue Character Area.

3.0 SECTION 4(F) PROPERTIES

3.1 FOURTH STREET BRIDGE

Prior to the Section 106 analysis prepared for this project, the Fourth Street Bridge had not been previously evaluated for its eligibility for listing on the NRHP as an individual resource. The exact date of construction, designer and builder of the structure are not known. An 1897 lithograph of Fairmont shows a bridge crossing Coal Run at Fourth Street that appears to be a wood or metal trestle-like structure. The 1902 Sanborn map notes a wooden bridge at the site and the 1912 Sanborn map shows a concrete bridge. However, reinforced concrete rigid frame construction did not come into use until the mid-1920s, so it appears that a different concrete structure was built at the site prior to the current bridge. It is estimated that the current structure was built in the late 1920s.

The Fourth Street Bridge represents an early use of reinforced concrete rigid frame technology. Rigid frames make use of continuous connections between beams and substructure columns and/or foundations. This technology made the most of the ability of concrete to be cast monolithically and allowed reduction in material quantities. As an early example of this technological innovation, it is determined that Fourth Street Bridge is eligible as an individual resource under Criterion C.

In a letter dated December 30, 2010 (Appendix C), the SHPO concurred with the finding that the project poses an adverse effect to this resource.

3.2 FLEMING-WATSON HISTORIC DISTRICT

The Fleming-Watson Historic District was listed on the NRHP in 2001. The Fourth Street Bridge is listed as a contributing resource to the historic district. According to the NRHP nomination form, the district meets Criteria A and C for its association with community planning and development and architecture. The district contains 366 contributing resources and 58 non-contributing resources. Its period of significance is 1850-1951.

The NRHP district boundaries are shown in Exhibit 3, along with other listed historic districts in the area. The boundaries were selected by SHPO staff, city officials and preservation consultants to include parts of the residential Fleming-Watson neighborhood that continued to reflect the growth of the area in the late 19th and early 20th centuries. Areas that lacked historic integrity or exhibited a primarily commercial setting, such as the majority of Fairmont Avenue, were excluded from the district.

Although the NRHP boundaries do not make divisions between neighborhoods, the following paragraphs detail different portions of the Fleming-Watson Historic District to provide a better sense of the project context.

The Fleming-Watson Historic District stretches across a ravine through which Coal Run meanders (Exhibits 1 and 2). Most of the district lies to the south of the ravine.

The portion of the district south of Coal Run is sometimes referred to as the Walnut Street neighborhood because Walnut Street runs through the entire length of this large section of the district. This southern section stretches generally between Ninth Street in the southwest and First Street in the northeast. It was laid out in the 1890s by the Fairmont Real Estate Company and is arranged in a grid pattern. It lies adjacent to Fairmont Avenue (US 250), which, along with Third Street, has become one of the city's leading commercial thoroughfares. The specific portion of the historic district that leads up to the bridge along Fourth Street has a mixture of small businesses and residences that have less of a historic feel than portions of the district just immediately to the east or west. For example, this stretch of Fourth Street includes a gravel-covered empty lot and a comic book/toy store with vending machines on the corner. The portion of Third Street that would be overlapped by Alternatives 5, 5A, 6, 6A, 6B, 7, and 7A (Exhibit 2) is also not a typical residential neighborhood for the Fleming-Watson Historic District because it is dominated by the side of a large church that faces Fairmont Avenue and its parking lot.

The portion of the district north of Coal Run generally stretches along Locust Avenue between Fourth Street to the west and Mccooy Street to the east and includes properties along those two streets as well as along Locust Avenue and a few additional side streets. Many of the residences in this northern portion of the district are similar to those in the southern portion, particularly along Fourth Street where lot sizes are relatively small. However, along Locust



Figure 8. Fourth Street facing south, from intersection with US 19 (north end of project). This scene shows the northern most structure that contributes to the Fleming-Watson Historic District on Fourth Street, with the gas station/convenience store on far left. This apartment building will be demolished with the Preferred Alternative. (Source: Google Earth)

Avenue, several of the properties are much larger in size and include landscaped yards. One property, west of Mccooy Street along Locust, has been converted to an assisted living facility. At the northern end of Fourth Street within the historic district, the residential neighborhood abuts commercial buildings, with a gas station/convenience store located just outside the historic district's boundary at the corner of Fourth Street and Locust Avenue (Figure 8).

In some of their correspondence included in this Section 4(f) evaluation, the City of Fairmont refers to a portion of the northern section as the "Fourth Street neighborhood." This is referencing the area between the Fourth Street Bridge and Locust Avenue, and has been a focus because of the

impacts this project will have on the neighborhood. Lying to the north of Locust Avenue, the Mccooy Street neighborhood is farther away from the project area, and therefore is not referenced in this evaluation.

The Fleming-Watson Historic District has begun to lose its identity and has been recognized by the City of Fairmont as an area that needs to be protected and revitalized. These issues were detailed in a letter (January 27, 2011) from the City to the SHPO, which was passed along to WVDOH for use in agency correspondence (Appendix D). That letter states in part that,

“...there are several 'beautiful homes situated on Fourth Street that are listed as contributing structures to the Fleming-Watson Historic District. Unfortunately, over the years these homes have transitioned from owner occupied single-family dwellings to rental properties, many for Fairmont State students. This trend has led to a decline in the condition of the homes and has brought a negative element to the neighborhood.

“One of the main factors contributing to the current state of the Fourth Street neighborhood is the heavy traffic flow crossing the Bridge. Young families in Fairmont that have shown an interest in historic homes and neighborhoods such as the Fleming-Watson District are turned off by the noise and heavy traffic flow from the Fourth Street Bridge. The City firmly believes that the relocation of the bridge to Third Street will seed a rebirth of the Fourth Street neighborhood.

“Just as the Fourth Street neighborhood has suffered decline in recent years, so has Walnut Avenue, which is situated on the southern side of the Fourth Street Bridge. Walnut Avenue shares many of the same characteristics as Fourth Street. There are many beautiful two and three-story homes that have gone from classic owner occupied to either vacant and dilapidated or have become [deteriorating] rental units.”

For implementing the proposed project, as shown in the following alternatives analysis, the Preferred Alternative is Build Alternative 6B. This alternative would eliminate five contributing elements of the Fleming-Watson Historic District: the bridge itself and four residential structures. These residential structures are shown in Appendix E. These include a 10-unit apartment building (also shown in Figure 8), and three houses that are also occupied by renters.

Care was taken in project development to remove only those structures closest to a boundary of the district, so as to maintain the greatest level of community cohesion and integrity. After the project, there will remain 361 contributing elements in the district.

In a letter dated December 30, 2010 (Appendix C), the SHPO concurred with the finding that the project poses an adverse effect to the Fleming-Watson Historic District. As detailed in Section 8.0, ensuing coordination resulted in commitments to mitigation measures that address the effects.

4.0 AVOIDANCE ANALYSIS

4.1 FEASIBLE AND PRUDENT AVOIDANCE ALTERNATIVES

A feasible and prudent avoidance alternative is an alternative that avoids using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property (23 CFR 774.17). The most recent FHWA guidance relative to Section 4(f) analysis (July 20, 2012) states in part that: “The first step in

determining whether a feasible and prudent avoidance alternative exists is to identify a reasonable range of project alternatives including those that avoid using Section 4(f) property.”

4.1.1 Range of Alternatives

The avoidance alternatives should include the No Build Alternative and may include one or more of the following, depending on project context:

- Location Alternatives
- Alternative Actions
- Alignment Shifts
- Design Changes

The range of alternatives considered by WVDOH for this project have included:

- No Build Alternative, which provides an alternative action to new construction;
- Rehabilitation Alternative, which also provides an alternative action to new construction; and
- 12 Build Alternatives, which provide alternative locations and alignment shifts as well as alternative designs.

The 12 Build Alternatives and how they provided a range of alternatives are summarized in Table 1.

Table 1. Summary of Range of Alternatives

Alternative	Bridge Design – # Lanes	Bridge Location	Alignment Shift	Type of Avoidance Alternative
No Build Alt	N/A	N/A	No Shift	Alternative Action
Rehabilitation	2	Current Location	No Shift	Alternative Action
Build Alt 1	2	Current Location	No Shift	Location Alternative
Build Alt 2	2	Current Location with temporary bridge	No Shift	Location and Action Alternatives
Build Alt 3	2	Current Location with temporary bridge	No Shift	Location and Action Alternatives
Build Alt 4	2	Approx. 100' west	Skewed Bridge and Northern Terminus at 5 th St.	Location and Shift Alternatives

Alternative	Bridge Design – # Lanes	Bridge Location	Alignment Shift	Type of Avoidance Alternative
Build Alt 5	4	Approx. 375' east	Bridge Entry and Southern Terminus at Third St.	Location, Shift, and Design Alternatives
Build Alt 5A	2	Approx. 375' east	Bridge Entry and Southern Terminus at Third St.	Location and Shift Alternatives
Build Alt 6	4	Approx. 375' east	Bridge Entry and Southern Terminus at Third St and Northern Terminus at new intersection.	Location, Shift, and Design Alternatives
Build Alt 6A	2	Approx. 375' east	Bridge Entry and Southern Terminus at Third St and Northern Terminus at new intersection.	Location and Shift Alternatives
Build Alt 6B	2	Approx. 375' east	Bridge Entry and Southern Terminus at Third St.	Location and Shift Alternatives
Build Alt 7	4	Approx. 480' east	Bridge Entry and Southern Terminus at Third St and Northern Terminus at new intersection.	Location, Shift, and Design Alternatives
Build Alt 7A	2	Approx. 480' east	Bridge Entry and Southern Terminus at Third St and Northern Terminus at new intersection.	Location and Shift Alternatives
Build Alt 8	2	Approx. 115' east	Skewed Bridge with Bridge Entry and Southern Terminus at Third St	Location and Shift Alternatives

4.1.2 No Build and Rehabilitation Alternatives

The No Build Alternative has the potential to be an avoidance alternative because no impacts to the Section 4(f) resources are required to take no action. However, as discussed in Section 4.0, in order to be an avoidance alternative, the bridge would have to remain in place and this poses unacceptable conditions and impacts. With the No Build Alternative, there would be

unacceptable safety conditions with falling debris and threat of bridge collapse, as well as unacceptable operational conditions with permanent bridge closure.

Also, with the No Build Alternative, the City would not be able to implement important components of their Comprehensive and urban renewal plans, which the City considers to be severe social and economic impact. The City owns the bridge and they are not willing to maintain it as a pedestrian bridge because of the extraordinary maintenance and operational costs and lack of conformity to their plans.

For consideration of rehabilitation, WVDOH conducted a study in 2011. The study referenced many problems with this alternative. There are no construction or design documents available to describe properties of the materials used in construction or the design live load. Cofferdams would likely be necessary for the repair and retrofit of the pier in Coal Run. Excavation below the ordinary high water mark is likely and some scour protection should be added at this pier as well. The study concludes that “rehabilitating the structure for continued use essentially replaces the structure in place” (WVDOH, 2011). Therefore, this alternative is essentially carried forward as Build Alternative 1 which proposes to replace the bridge in place and is addressed in more detail in the following section.

4.1.3 Alternatives Screening

As stated in the Section 4(f) guidance, the avoidance alternatives evaluated should be reasonable and should attempt to address the purpose and need of the project (p. 13). More specifically, the regulations (23 CFR 774.17) state that a potential avoidance alternative is not feasible if it cannot be built as a matter of sound engineering judgment, and an alternative is not prudent if:

1. It compromises the project to a degree that it is unreasonable to proceed in light of the project's stated purpose and need (i.e., the alternative doesn't address the purpose and need of the project);
2. It results in unacceptable safety or operational problems;
3. After reasonable mitigation, it still causes severe social, economic, or environmental impacts; severe disruption to established communities; severe or disproportionate impacts to minority or low-income populations; or severe impacts to environmental resources protected under other Federal statutes;
4. It results in additional construction, maintenance, or operational costs of extraordinary magnitude;
5. It causes other unique problems or unusual factors; or
6. It involves multiple factors as outlined above that, while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

To determine which of the initial alternatives could potentially be reasonable and prudent alternatives, WVDOH first screened the alternatives in light of the refined purpose and need.

The wide range of build alternatives were developed to serve the principle purpose of replacing the aging bridge. However, as discussions with the City continued, the project purpose was

expanded to the statement presented in Section 2.5. Again, implementing the project in harmony with City plans makes use of the years of studies undertaken by the City of Fairmont in accordance with state regulations and with public involvement. This component of the project purpose presents reason to eliminate many of the initial build alternatives, as shown in the following screening of alternatives.

To assess whether or not an alternative satisfies the project purpose and need, the following criteria were developed:

- a) Does the alternative replace the Fourth Street Bridge?
- b) Does the alternative remove traffic from Fourth Street? This objective addresses two goals of the City's plans:
 - i. to reduce through-traffic and truck traffic on residential streets through a comprehensive program of arterial street widenings, street reconfiguration, and traffic management (City of Fairmont, 2005a).
 - ii. to support potential revitalization and preservation of Fourth Street neighborhoods (Development Concepts Inc., 2005b).
- c) Does the alternative provide a new bridge at Third Street? This criterion is necessary for fulfilling planned through-traffic along roadways that already have or are planned for more commercial activity.
- d) Does the alternative provide a more direct connection between US 19 and US 250 and improved, efficient access to Fairmont General Hospital and Fairmont State University?

Table 2. Purpose and Need Screening of Alternatives

Criterion / Alternative	Replaces Bridge	Removes Traffic from Fourth St	Provides Bridge at Third St	More Direct Connector Between US 250 and US 19	Meets Purpose and Need? (carried forward)
No Build	No	Somewhat (removes bridge traffic)	No	No	No
Alt 1	Yes	No	No	No	No
Alt 2	Yes	No	No	No	No
Alt 3	Yes	No	No	No	No
Alt 4	Yes	Somewhat (northern end)	No	No	No
Alt 5	Yes	Yes	Yes	Yes	Yes
Alt 5A	Yes	Yes*	Yes	Yes	Yes
Alt 6	Yes	Yes	Yes	No***	No
Alt 6A	Yes	Yes	Yes	No***	No
Alt 6B	Yes	Yes*	Yes	Yes	Yes

Criterion / Alternative	Replaces Bridge	Removes Traffic from Fourth St	Provides Bridge at Third St	More Direct Connector Between US 250 and US 19	Meets Purpose and Need? (carried forward)
Alt 7	Yes	Yes	Yes	No***	No
Alt 7A	Yes	Yes	Yes	No***	No
Alt 8	Yes	No**	Yes	Yes	No

* The far northern end of Fourth Street in the Project Area will still carry traffic from the new bridge with these alternatives. This criterion is meant to remove traffic from in front of residences, particularly those contributing to the historic district character. Only four such residences will still face the through traffic with Alternatives 5, 5A, and 6B, so these were considered as meeting this criterion.

** Although Alternative 8 removes traffic from the southern end of Fourth Street through the Project Area, it does not remove traffic from the majority of the residential neighborhoods (the northern end), so it was considered as not meeting this criterion.

*** Although Alternative 6A improves the flow of traffic near US 250, it would add another intersection to US 19 which would reduce efficiency, as discussed further in Section 4.1.3.

As shown in Table 2, Alternatives 5, 5A and 6B meet all of the Level 1 screening criteria, which address components of the purpose and need. While most of the other alternatives clearly do not meet the purpose and need, with “No” entries for more than one component in **Table 2**, the screening of five alternatives, 6, 6A, 7, 7A, and 8 deserve more discussion because they only had one “No” result.

Alternatives 6, 6A, 7 and 7A do not adequately meet the criterion for providing an improved connector between US 250 and US 19. All of these alternatives add an intersection to US 19. This poses two problems of efficiency. First, these alternatives reduce the flow of traffic along US 19 by adding a new intersection. Tying in the new bridge to an existing intersection does not add additional delay to US. WVDOH engineers performed a Measures of Effectiveness analysis to compare existing conditions with those of Alternative 6B, which uses the existing intersection, and Alternative 6A, which creates a new intersection on US 19 and results are shown in Table 3, showing poorer Performance Index, Emissions, stops, travel time, and other indices with the new intersection.

Table 3. Network Measures of Effectiveness

Measure	Existing Condition	Alt 6A with existing signal @ US 19 (Locust Street) Remaining	Alt 6A with STOP control @ US 19 (Locust Street) Remaining	Alt 6B with Removal of traffic signal @ US 250 with 4 th Street
Number of Intersections	10	8	8	8
Total delay (hr.)	17	21	15	11
Stops/Vehicle	0.34	0.52	0.37	0.35

Measure	Existing Condition	Alt 6A with existing signal @ US 19 (Locust Street) Remaining	Alt 6A with STOP control @ US 19 (Locust Street) Remaining	Alt 6B with Removal of traffic signal @ US 250 with 4 th Street
Stops #	2128	2756	1951	1691
Avg Speed-mph	16	14	16	19
Total Travel Time	35	40	33	29
Distance Traveled	562	541	541	549
Fuel Consumed (gal)	47	53	44	40
Fuel Economy (mpg)	11.9	10.2	12.2	13.8
CO emissions (kg)	3.29	3.72	3.09	2.77
NO _x Emissions (kg)	0.64	0.72	0.60	0.54
VOC emissions (kg)	0.78	0.86	0.72	0.64
Performance Index	22.5	29.1	20.6	15.2

Source: WVDOH Traffic Engineers analysis conducted in July 2014.

Second, although Alternatives 6, 6A, 7, and 7A improve the flow of traffic at the south end by reducing the need for two turns, they both add the possibility of an additional stop at the north end. Traffic turning left onto US 19 may additionally encounter a stop at the Fourth Street traffic light. This “stop and go” flow and, in the case of Alternatives 7 and 7A, increased length of travel, removes incentive for using this bridge over the downtown route.

Therefore, these alternatives were not considered as adequately providing a more direct connector and were not carried forward as prudent alternatives.

Alternative 8 does not adequately meet the criterion for removing traffic from Fourth Street. This alternative only removes traffic from the short section of Fourth Street on the south side of the bridge; however, traffic would continue to travel through the dense residential and historic northern end of Fourth Street in the project area. Therefore, this alternative was not considered as adequately addressing the purpose and need of the project.

Alternatives eliminated with this screening are feasible but not prudent alternatives because they do not address the project’s purpose and need. Three alternatives remained for further consideration as feasible and prudent alternatives after this purpose and need screening: Alternative 5, Alternative 5A, and Alternative 6B.

All three of these alternatives impact the Fourth Street Bridge and the Fleming-Watson Historic District. Therefore, there are no feasible and prudent avoidance alternatives. The three remaining alternatives are carried forward for a “least overall harm analysis.”

5.0 LEAST OVERALL HARM ANALYSIS

5.1 INTRODUCTION

Pursuant to 23 CFR 774.3(c), and as stated in the Guidance, if the avoidance analysis “concludes that there is no feasible and prudent avoidance alternative, then FHWA may approve, from among the remaining alternatives that use Section 4(f) property, only the alternative that causes the least overall harm in light of the statute’s preservation purpose.” As demonstrated in Section 4.0, there is no feasible and prudent avoidance alternative; therefore, each of the remaining feasible and prudent alternatives was evaluated to determine which will cause the least overall harm to Section 4(f) property.

To determine which of the alternatives causes the least overall harm, a comparison must be made among seven factors set forth in 23 CFR 774.3(c)(1) concerning the alternatives under consideration:

- i. The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property);
- ii. The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
- iii. The relative significance of each Section 4(f) property; and
- iv. The views of the officials with jurisdiction over each Section 4(f) property.
- v. The degree to which each alternative meets the purpose and need for the project;
- vi. After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
- vii. Substantial differences in costs among the alternatives.

The last three factors enable FHWA to take into account any substantial problem with any of the alternatives remaining under consideration on issues beyond Section 4(f).

As stated in the Guidance, “By balancing the seven factors, four of which concern the degree of harm to Section 4(f) properties, FHWA will be able to consider all relevant concerns to determine which alternative will cause the least overall harm in light of the statute’s preservation purpose. The least overall harm balancing test . . . allows FHWA to fulfill its statutory mandate to make project decisions in the best overall public interest required by 23 U.S.C. § 109(h).

Through this balancing of factors, FHWA may determine that a serious problem identified in

factors (v) through (vii) outweighs relatively minor net harm to a Section 4(f) property. The least overall harm determination also provides FHWA with a way to compare and select between alternatives that will use different types of Section 4(f) properties when competing assessments of significance and harm are provided by the officials with jurisdiction over the impacted properties.”

FHWA is required to consider the views (if any) expressed by the official(s) with jurisdiction over each Section 4(f) property.

5.2 ANALYSIS

To facilitate the following discussion, Table 4 presents key impacts associated with each of the remaining feasible and prudent alternatives.

Table 4. Impacts Comparison of Feasible and Prudent Alternatives

	Impact to Historic Bridge	Contributing Elements of Historic District Impacted (#)	Area of Historic District Impacted (acres)	Overall Relocations (#)	Estimated cost (million \$)
Alternative 5	Demolished	7	1.75 ac	22	\$13.6
Alternative 5A	Demolished	7	1.25 ac	17	\$12.6
Alternative 6B	Demolished	5	1.0 ac	12	\$10.1

5.2.1 The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property)

Fourth Street Bridge - As noted in the discussions above, the historic Fourth Street Bridge will be demolished. The City of Fairmont, which owns the bridge, has no intentions of retaining it as a pedestrian/bicycle connection for reasons presented in its letter to the SHPO (Appendix D). The WVDOH and the SHPO have signed a Memorandum of Agreement (MOA) (Appendix E) which details the mitigation that will be undertaken before the bridge is removed.

Fleming-Watson Historic District - The district meets Criteria A and C for its association with community planning and development and architecture. The district contains 366 contributing resources and 58 non-contributing resources. As shown in Table 4, the remaining alternatives considered will require demolition of 5 to 7 structures identified as contributing elements to the district. Other than those measures detailed in the MOA there are no additional mitigation measures to benefit the property.

5.2.2 The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection

Fourth Street Bridge - After demolition and mitigation, there is no other anticipated harm to this resource from any of the alternatives.

Fleming-Watson Historic District - As shown in Table 4, the remaining alternatives differ in their severity of impact to the Fleming-Watson Historic District. Alternative 6B has the least amount of impact to the district with respect to both the number of contributing elements impacted and the acreage of impact.

5.2.3 The relative significance of each Section 4(f) property

Fourth Street Bridge – All remaining alternatives will have the same impact on this Section 4(f) resource.

Fleming-Watson Historic District – Relative to historic districts, FHWA Section 4(f) regulations are only applicable to those components of a historic district that are considered to be contributing elements of the district. However, within a historic district there may be elements that have a higher “status” than other contributing elements. For example, components that are individually eligible or components that have been designated as National Historic Landmarks. The Fourth Street Bridge is the only contributing element that is also individually eligible and there are no National Historic Landmarks in the project area. Each of the alternatives will require demolition of the historic Fourth Street Bridge. No other contributing resource has any additional significance.

Additionally, each of the alternatives will require demolition of the same four contributing elements at the northern project terminus (Appendix E). However, Alternatives 5 and 5A also will demolish two additional contributing structures near the project’s northern terminus.

5.2.4 The views of the officials with jurisdiction over each Section 4(f) property

The SHPO has agreed that the project will have an adverse effect on both the Fourth Street Bridge and the Fleming-Watson Historic District (Appendix C). The SHPO requested justification for not selecting an alternative with less impact to the NRHP-listed resources, and WVDOH as well as the City of Fairmont provided lengthy replies (Appendix D). The SHPO has entered into an MOA that accepts implementation of Alternative 6B in conjunction with numerous mitigation measures. As stated in their letter dated January 27, 2011, the City of Fairmont believes that “Alternative 6B provides the greatest protection to the Fleming-Watson Historic District while offering the greatest opportunity for the enhancement of the district” (Appendix D).

5.2.5 The degree to which each alternative meets the purpose and need for the project

The degree to which each alternative meets the purpose and need for the project was part of the screening of alternatives to find feasible and prudent avoidance alternatives. Table 2 presents the findings.

Alternatives 5, 5A, and 6B all meet the project's purpose and need. However, Alternative 6B best meets the project's purpose and need because it better meets objectives put forth in the City's plans to preserve residential neighborhoods and revitalize the Fleming-Watson Historic District. As seen in Exhibit 5, Alternatives 5 and 5A allow traffic through a slightly longer length of the Fourth Street residential neighborhood. Also, as shown in Table 4, these alternatives will impact more contributing elements to the Historic District and more residences overall. Therefore, Alternative 6B best meets the project's purpose and need.

5.2.6 After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f)

As shown in Table 4, Alternatives 5 and 5A require the removal of five to ten more residences than Alternative 6B. Alternative 6B has been designed to reduce community cohesion impacts by passing along the eastern edge of the neighborhood north of the bridge (Exhibit 2).

5.2.7 Substantial differences in costs among the alternatives

Alternative 6B is estimated to cost less than Alternative 5, which requires a slightly longer bridge length and many more right-of-way acquisitions. Alternative 6B is also estimated to cost less than Alternative 5A, which requires a slightly longer bridge length and more right-of-way acquisitions. As shown in Table 4, Alternative 5 is estimated to cost \$13.6 million, Alternative 5A is estimated to cost approximately \$12.6 million, and Alternative 6B is estimated to cost approximately \$10.1 million.

5.3 LEAST OVERALL HARM ANALYSIS CONCLUSION

Based on the analysis detailed above, Alternative 6B is the alternative that poses the least overall harm. Specifically, as compared to Alternatives 5 and 5A which were also feasible and prudent, Alternative 6B:

- Best meets all components of the project's purpose and need;
- Has less impact to the Fleming-Watson Historic District;
- Displace fewer residences and have less community cohesion impact; and
- Costs less.

6.0 CONSTRUCTIVE USE

According to FHWA regulations, a constructive use occurs when the proximity impacts of a project on an adjacent or near-by Section 4(f) property, after incorporation of impact mitigation, are so severe that the activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. As described in FHWA's Section 4(f) Policy Paper (FHWA, 2012), such impairment generally occurs when the value of the resource, in terms of its Section 4(f) purpose and significance, will be meaningfully reduced or lost.

The value of the Fleming-Watson Historic District in terms of its Section 4(f) purpose lies in its eligibility for listing on the NRHP. Therefore, for the Preferred Alternative to cause a constructive

use, the impacts from the project must be so severe that the status of the Fleming-Watson Historic District would be downgraded to ineligible for listing on the NRHP.

To determine the impact or effect of the Preferred Alternative on the NRHP-eligible Fleming-Watson Historic District, a Criteria of Effect analysis was completed in accordance with 36CFR 800.9(a) (WVDOH, 2010). That analysis revealed that, "Although the project will remove 5 contributing resources, this impact is not large enough to cause the property to become ineligible for the National Register." Through subsequent correspondence with the SHPO, WVDOH and FHWA committed to measures that will mitigate for adverse effects to the District, allowing the District to remain eligible for the NRHP (Appendix E). Therefore, the proposed project will not result in a Section 4(f) Constructive Use.

7.0 ALL POSSIBLE PLANNING TO MINIMIZE HARM

"All possible planning," as defined in 23 CFR 774.17, includes all reasonable measures identified in the Section 4(f) Evaluation to minimize harm and mitigate for adverse impacts and effects. Preferred Alternative 6B minimizes harm to Section 4(f) resources by incorporating measures into the project that minimize the impact on and the use of the resources. Planning to minimize harm has specifically involved a review of a wide range of alternatives that included design, location, and shifted alignments; a least harm analysis; and development of mitigation measures in coordination with the SHPO and other entities (Section 8.0).

The assessment of avoidance alternatives (Section 4.0) determined that there are no alignment shifts that will avoid or minimize the Section 4(f) use of contributing properties. In general, alignment shifts will result in additional impacts to other contributing properties.

8.0 COORDINATION

8.1 AGENCY COORDINATION

In accordance with 36 CFR 800.6(a)(1), FHWA has notified the Advisory Council on Historic Preservation (ACHP) of the adverse effect determination and provided the specified documentation. The ACHP has chosen not to participate in the consultation pursuant to 36 CFR 800.6(a)(1)(iii) (Appendix G).

WVDOH has consulted with the SHPO pursuant to West Virginia Code Chapter 29, Article 1 and its implementing regulations (82 CSR 2), as well as 36 CFR 800.5 (implementing Section 106 of the National Historic Preservation Act [16 USC 470f]). WVDOH has also involved other organizations with particular interest in historic preservation in Fairmont, WV. This coordination has culminated in the signing of a Memorandum of Agreement (MOA), as detailed below.

Agency representatives were invited to attend an informational public meeting held for the project on May 17, 2010. Also during this early stage of the project (2010 through early 2011), WVDOH directly contacted **the Fairmont Historic Landmarks Commission (HLC), the City of Fairmont, the Preservation Alliance of West Virginia, the Mainstreet Fairmont organization, and the Fairmont Community Development Partnership** for further comment

on the project. No comments were received from Mainstreet Fairmont or the Fairmont Community Development Partnership, and further coordination with the other organizations is addressed in the following sections.

8.1.1 SHPO

- **May 17, 2010:** a representative from the SHPO attended WVDOH's informational public meeting.
- **December 30, 2010:** the SHPO sent a letter to WVDOH to comment on the proposed project and associated impacts to Section 4(f) resources (Appendix C).
- **May 11, 2011:** WVDOH, after receiving input from the City of Fairmont, sent a letter to the SHPO with response to comments/requests (Appendix D). The extensive response included:
 - a detailed review of the coordination that had occurred to date, including contact with the Preservation Alliance of West Virginia as specifically requested by the SHPO;
 - the 2003 Bridge Replacement Study;
 - March 2011 traffic study findings;
 - an update to the number of displacements along Nuzum Place and additional Historic Property Inventory forms for SHPO review and comment on those impacts;
 - more detailed explanation of the alternatives analysis and a copy of the City of Fairmont's letter with its responses to the SHPO's comments on the alternative selection; and
 - a draft Memorandum of Agreement (MOA).
- **August 10, 2011:** the SHPO sent a letter to WVDOH providing comments on the draft MOA (Appendix C), including a request for the addition of an educational stipulation and that "any additional mitigation be done in corroboration with the Fairmont [HLC]." WVDOH had already begun coordination with the Fairmont HLC, but continued to involve them specifically in development of the MOA (as detailed in the following section). WVDOH added stipulations to the MOA for funding of preservation activities and projects and for the creation of an educational brochure.
- **April 17, 2012:** WVDOH sent a letter to SHPO providing an update on the recent coordination activities and a revised MOA.
- **May 9, 2012:** SHPO sent a letter to WVDOH along with a signed copy of the MOA (Appendix C).

8.1.2 Fairmont HLC

- **November 29, 2010:** WVDOH sent a letter to the Fairmont HLC as follow-up to the May 17, 2010 public meeting and to invite the organization to participate as a consulting party in the Section 106 process for the project. In early 2011, Fairmont HLC called WVDOH to pose questions about the project. A WVDOH representative answered some of the questions, but requested others be sent in writing. No follow-up written comments were received in 2011.

- **February 24, 2012:** WVDOH met with the Fairmont HLC and representatives from the City of Fairmont to discuss mitigation for unavoidable project impacts and the drafting of the MOA.
- **March 12, 2012:** WVDOH received a letter from the Fairmont HLC as follow-up to the previous month's meeting. The letter provided comments on the draft MOA and on SHPO's comments on the draft MOA (Appendix H). Comments from the HLC were considered in WVDOH's revisions to the MOA. For example, a stipulation for WVDOH to provide funding for interpretive materials such as signs identifying the Fleming-Watson Historic District was added.
- **November 12, 2013:** the Fairmont HLC signed the MOA (Appendix E).

8.1.3 Preservation Alliance of West Virginia

- **February of 2011:** the Preservation Alliance of West Virginia contacted the Environmental Section of WVDOH to request more information about the project and invite WVDOH to attend their next annual meeting. WVDOH emailed the Criteria of Effects report to the WVPA contact, and had a representative attend their annual meeting on February 23, where she answered questions about the project. The committee indicated that they would prepare written comments, but none were received by WVDOH.

8.1.4 The City of Fairmont

- **January 27, 2011:** the City of Fairmont sent a letter to SHPO responding to the agency's comments. On March 23, 2011, the City sent a copy of the responses to WVDOH for them to use in agency coordination (Appendix D).
- **February 24, 2012:** WVDOH met with the Fairmont HLC and representatives from the City of Fairmont to discuss mitigation for unavoidable project impacts and the drafting of the MOA.
- **November 12, 2013:** the City of Fairmont signed the MOA (Appendix E).

8.2 PUBLIC COORDINATION

An Informational Public Meeting Workshop was held at Fairmont Senior High School on May 17, 2010. WVDOH staff and consultants were on hand to discuss the project with attendees. Twenty-nine (29) individuals signed-in at the meeting. The public meeting handout was also posted on the WVDOH website. WVDOH invited comments to be submitted during a 32-day period followed the meeting. One mailed comment letter and five electronic submissions were received during the public comment period.

One commenter was the author of "HistoricBridges.org" and requested information to include on that website. The MOA includes provisions for thorough documentation that will be included on a future website and could be referenced by this commenter (see Appendix E).

Two commenters expressed opposing views about congestion relief, with one requesting the bridge have three lanes to handle congestion and another stating that there is no congestion problem at the bridge. The latter of these commenters expressed support for replacing the bridge at its current location. Because of anticipated growth, avoidance of impacts to the Fleming-Watson Historic District, and city plans, the bridge will not be replaced in situ. Preferred Alternative 6B does address the need for congestion relief. Its alignment will allow improved flow of traffic and will not add a new intersection to US 19. It will not, however, add a third lane at this time, because the connecting streets do not have three through lanes. However, with the selected alignment, street widening could take place in the future as needed with minimal further disruption to the Fleming-Watson Historic District. This was not the case for alternatives that kept the alignment entirely along Fourth Street.

Three commenters expressed concern for their properties and asked to be kept informed.

Finally, one commenter simply stated support for Alternative 6B. Alternative 6B has been selected as the Preferred Alternative.

A representative from the Fairmont HLC attended the Public Meeting, but did not provide written comments. However, correspondence with the Fairmont HLC in 2012 was important in formulating the MOA, as discussed in Section 8.1.

In addition to the groups highlighted in Section 8.1, WVDOH met with several other individuals and groups from the public to discuss the project, as summarized below:

- November 12, 2009 meeting with the City of Fairmont;
- February 24, 2012 meeting with the Fairmont HLC;
- January 16, 2012 meeting with the Fairmont Community Development Partnership;
- January 18, 2012 meeting with representatives of the City of Fairmont;
- January 16, 2013 meeting with the Southside Neighborhood Group; and
- February 13, 2013 meeting with Delegates Tim Manchin and Linda Longstreth along with City Manager Jay Rogers.

At these meetings, WVDOH presented the range of alternatives, discussed local transportation priorities, and provided updates on project status. As detailed in Sections 2.0 and 4.0, learning of the City's goals, as approved through a process including public coordination, was an important part of the development of the project's purpose and need and alternatives analysis.

9.0 CONCLUSION

Based on the above considerations, FHWA has determined that there is no feasible and prudent Alternative to the use of the historic Fourth Street Bridge or contributing resources from the Watson-Fleming Historic District and that Preferred Alternative 6B includes all possible planning to minimize harm resulting from the use of these properties.

10.0 REFERENCES

City of Fairmont. 2005a. Comprehensive Plan, City of Fairmont West Virginia.

City of Fairmont. 2005b. Ordinance No. 1328: An ordinance of the Council for the City of Fairmont providing for the approval of that certain urban renewal plan, known as the "City of Fairmont Renaissance Plan", dated October 13, 2005, prepared for the Urban Renewal Authority of the City of Fairmont, a public body corporate and politic. Signed November 22, 2005.

Development Concepts Inc. 2005b. City of Fairmont Renaissance Plan. Submitted to Fairmont Renaissance Authority. October 2005.

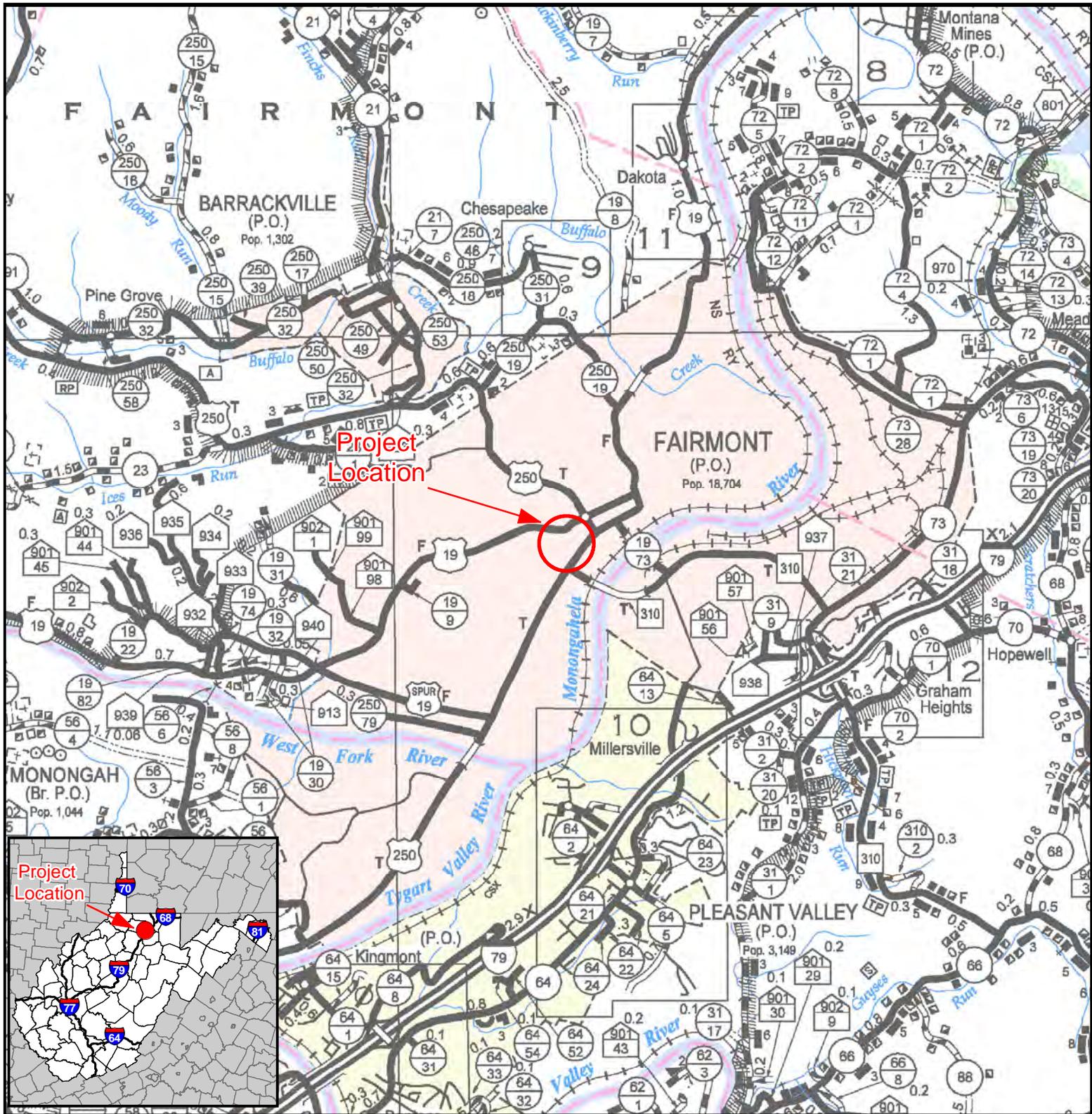
West Virginia Department of Transportation, Division of Highways (WVDOT). 2014. Bridge Inspection Report. For Fourth Street Bridge, 0.1 MI West of US Rt 250 Marion County, inspection conducted February 27, 2014.

_____. 2011. Bridge Replacement Study: Existing Bridge Rehabilitation. For Fourth Street over Benoni Avenue and Coal Run, Marion County.

_____. 2010. Assessment of Effect: Fourth Street Bridge and Fleming-Watson Historic District. Prepared for the Fourth Street Bridge Replacement Project in November 2010.

_____. 2009. Bridge Replacement Study: Fourth Street Bridge. Dated February 2003 and Revised October 2009.

Exhibits



**Exhibit 1
Highway Map**



Baker



*Map depicts portions of the Fairmont West, WV
USGS 7.5 Topographic Quadrangle

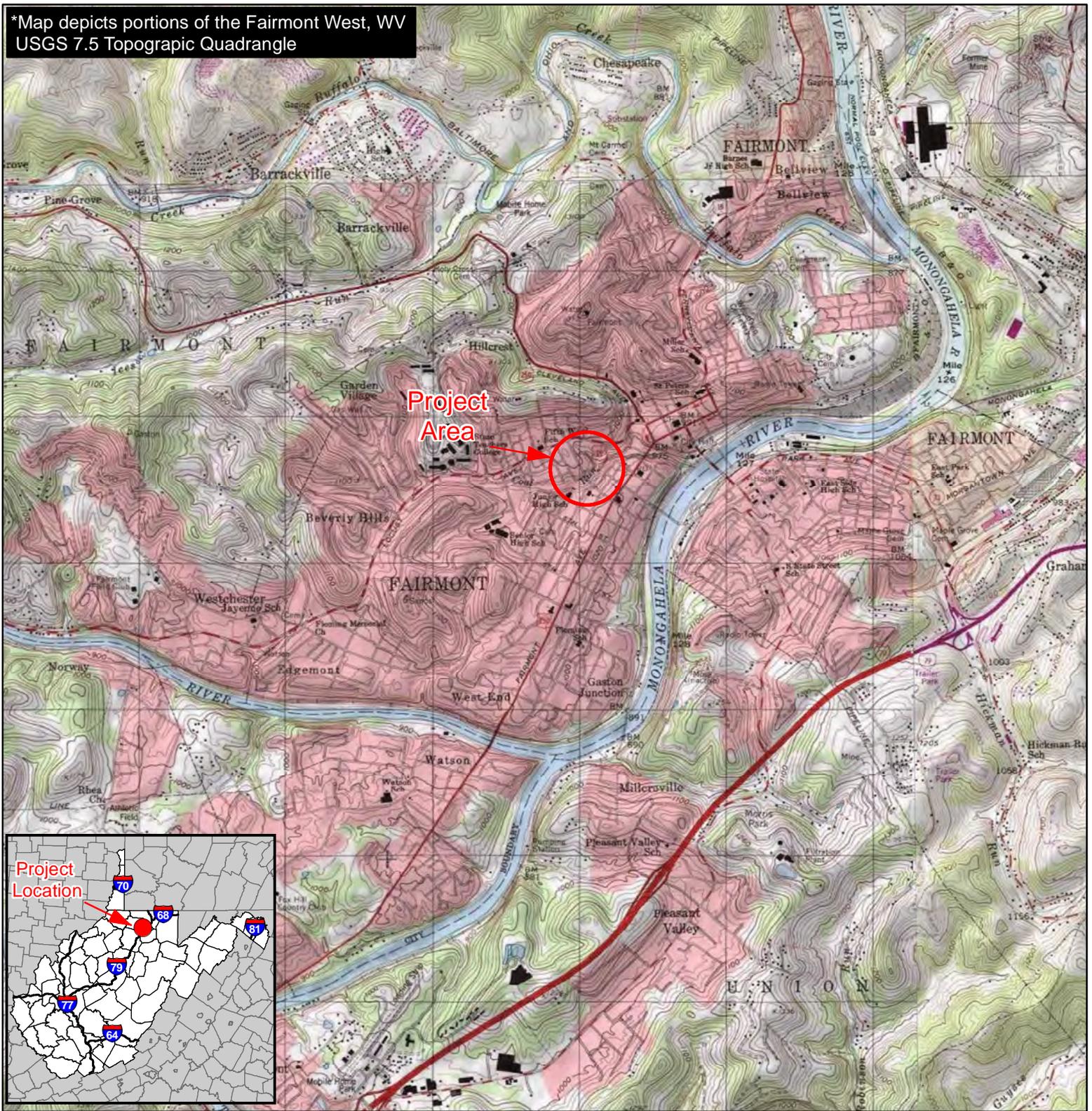


Exhibit 2 Topographic Map

0.5 0 0.5
Miles



3,000 0 3,000
Feet



Baker



July 15, 2014

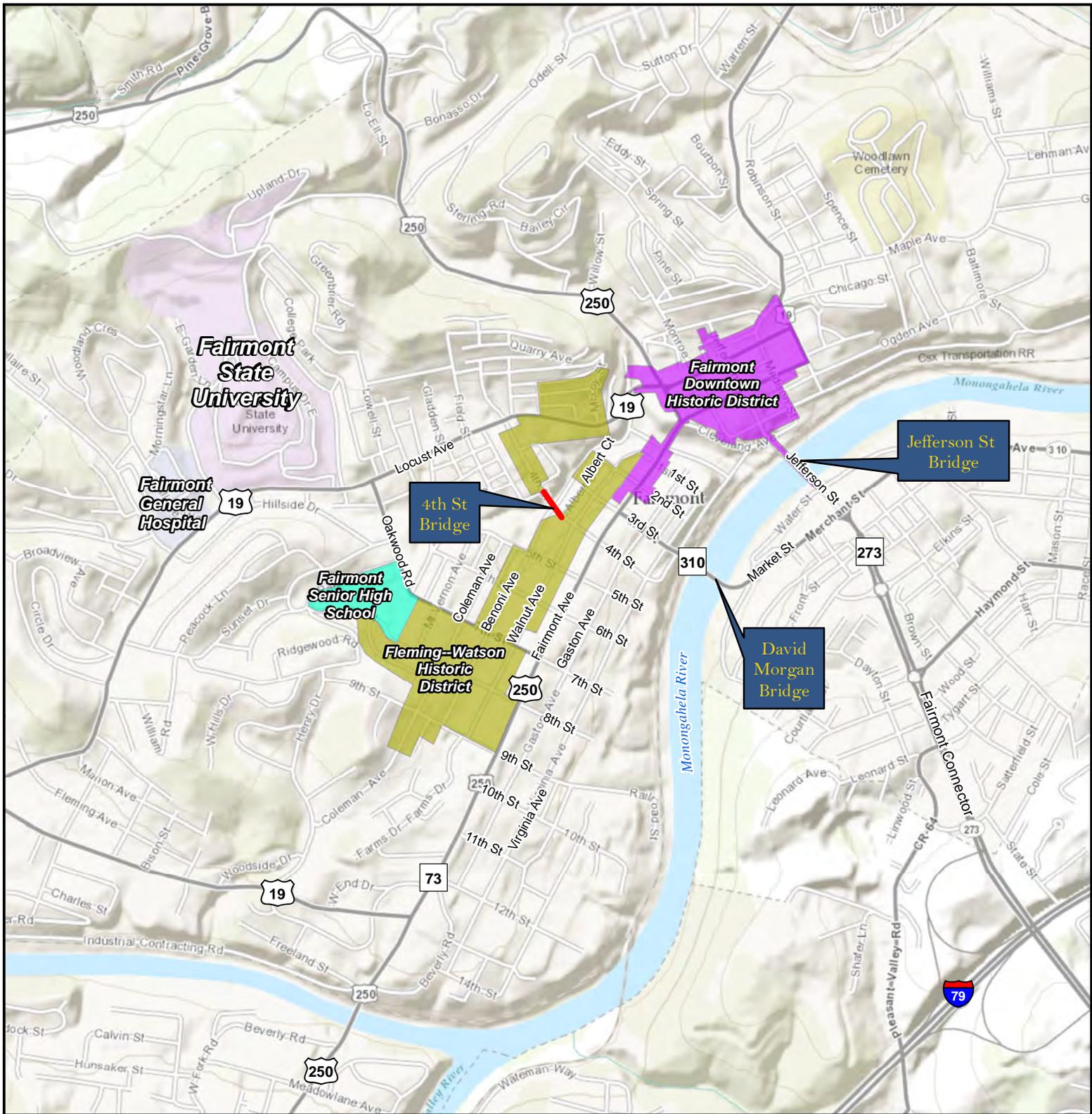


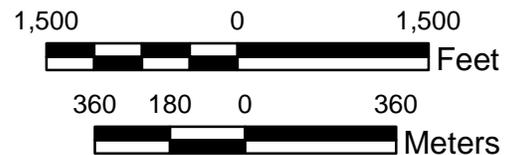
Exhibit 3 Study Area and Section 4(f) Resources

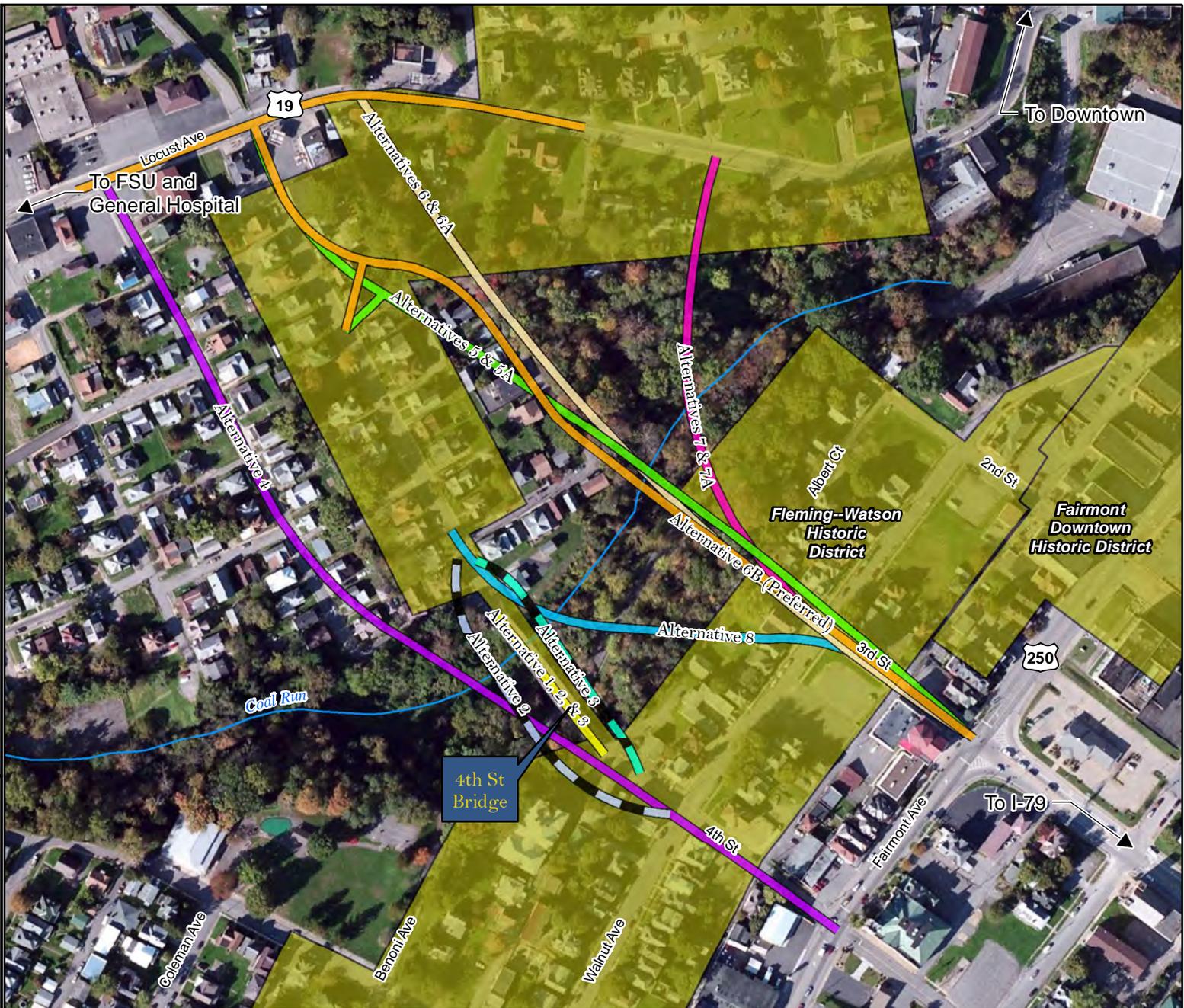
Legend

— 4th Street Bridge

Listed Historic Districts

- Fleming-Watson Historic District
- Fairmont Downtown Historic District
- Fairmont Senior High School





Legend

- Listed Historic Districts**
- Alternative 5 and 5A****
- Alternative 6 and 6A****
- Alternative 1**
- Alternative 6b (Preferred)**
- Alternative 2***
- Alternative 7 and 7A****
- Alternative 3***
- Alternative 8**
- Alternative 4**

* Alternatives 1, 2, and 3 construct the new bridge at the current 4th Street bridge location. Alternatives 2 and 3 additionally have a temporary bridge to be used as a detour during construction.

** Alternatives 5, 6, and 7 have four lanes. Alternatives 5A, 6A, and 7A have two lanes.

**Exhibit 4
Build Alternatives**



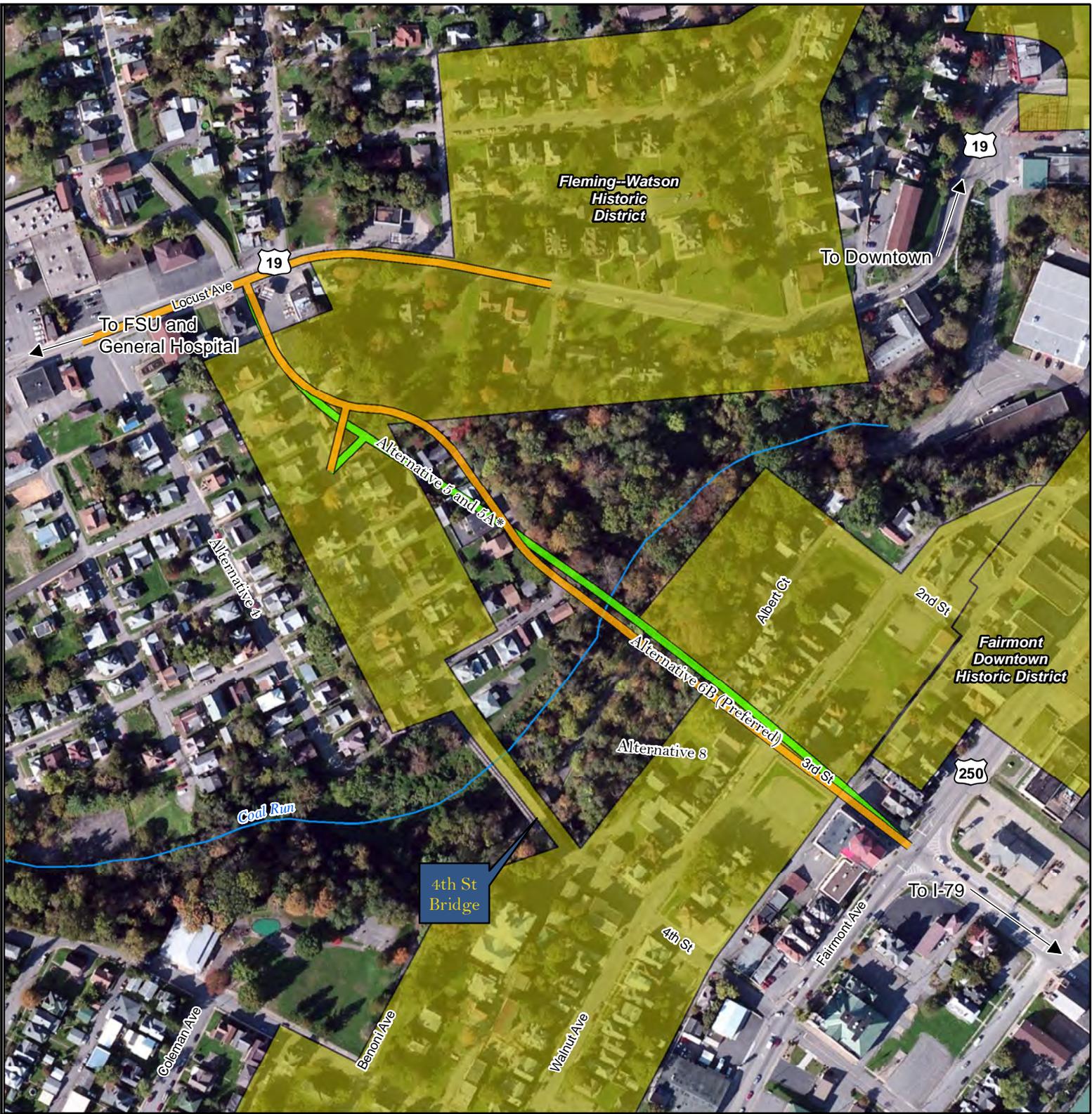


Exhibit 5 Proposed Feasible and Prudent Alternatives

Legend

- Listed Historic Districts
 - Alternatives**
 - Alternative 5 and 5A*
 - Alternative 6b (Preferred)
- * Alternative 5 has four lanes.
Alternative 5A has two lanes.



Appendix A

BRIDGE REPLACEMENT STUDY.

FOURTH STREET BRIDGE

STATE PROJECT NO. S225 - FAI/RM-1

FEDERAL PROJECT NO. BR-2000(027)E

MARION COUNTY



FEBRUARY 2003

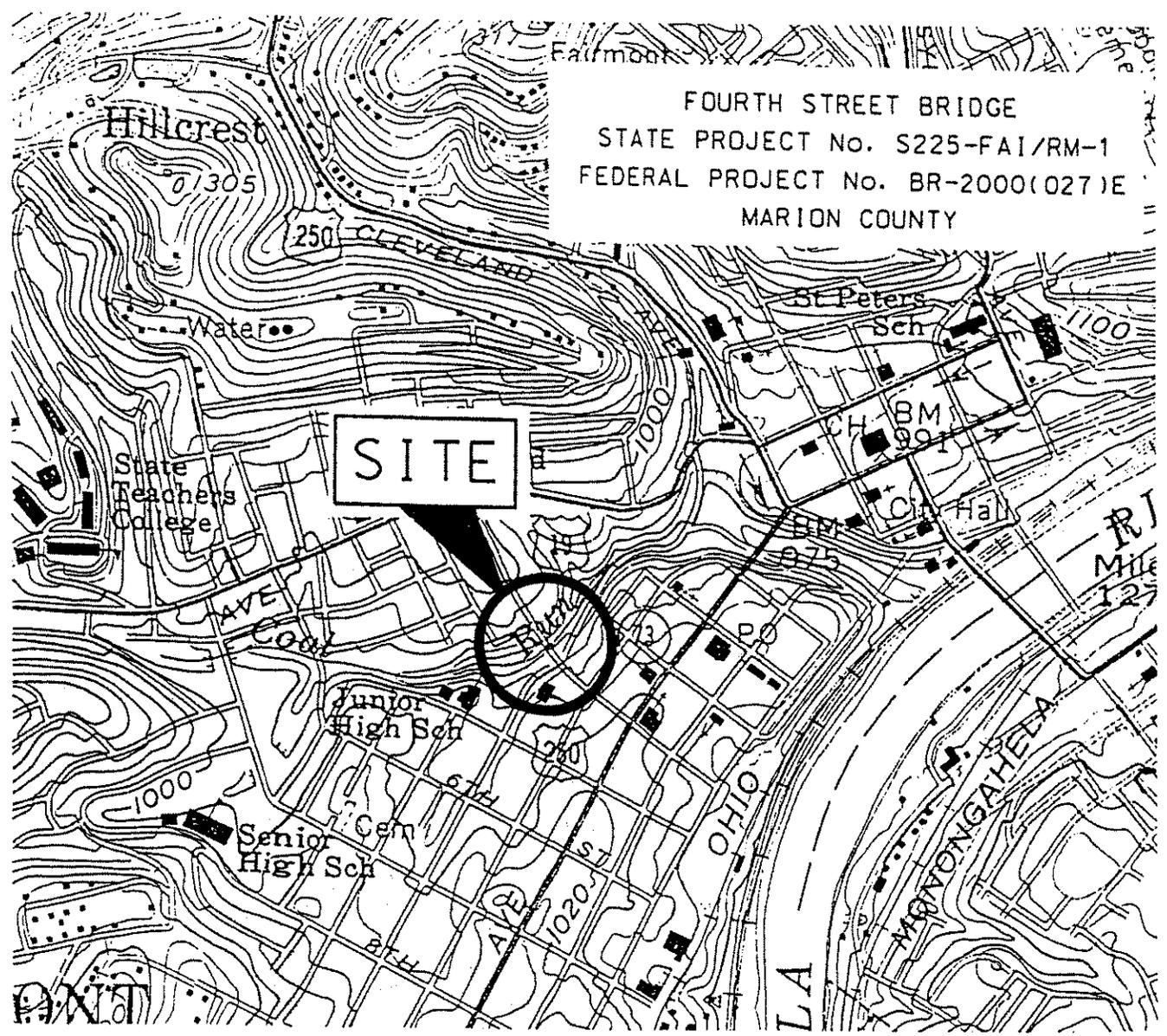
REVISED OCTOBER 2009

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

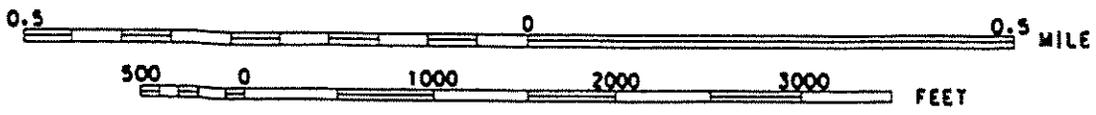
DIVISION OF HIGHWAYS

PLANNING AND RESEARCH DIVISION

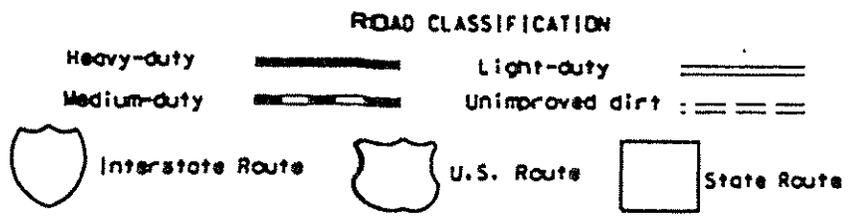
FOURTH STREET BRIDGE
 STATE PROJECT No. S225-FAI/RM-1
 FEDERAL PROJECT No. BR-2000(027)E
 MARION COUNTY



SITE PLAN



CONTOUR INTERVAL 20 FEET
 NATIONAL GEODETIC VERTICAL DATUM OF 1929



**BRIDGE REPLACEMENT STUDY
FOURTH STREET
STATE PROJECT S225-FAI/RM-1
FEDERAL PROJECT NO. BR-2000 (027) E
MARION COUNTY**

PURPOSE, SCOPE, AND LOCATION

This study was prepared to determine the most suitable and economical location for the replacement of the bridge over Coal Run and Benoni Avenue in Fairmont. The bridge is located on Fourth Street and provides direct access between US 19 (Locust Avenue) located approximately 940' to the north and US 250 (Fairmont Avenue) located approximately 520' to the south. The bridge has a clear traveled width of 20' resulting in the bridge being classified as functionally obsolete. The concrete columns and deck have significantly deteriorated resulting in a posted weight restriction of three tons. Since the bridge is both functionally obsolete and structurally deficient, rehabilitation of the bridge was considered but found not to be feasible.

Three replacement and eight relocation alternatives were considered. The three replacement alternatives, Alternatives #1, #2 and #3 involve new bridge construction with minimal street reconstruction and minimal right-of-way takes. With these alternatives, no improvement of the city street system is anticipated. The nine relocation alternatives, 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. The relocations vary from 100' to the west for Alternative #4 to between 115' and 480' to the east for Alternative #4 through #8 respectively. The relocation alternatives involve various lengths of Third Street to be reconstructed and or widened and extended north from US 250 (Fairmont Avenue), crossing Benoni Avenue, and Coal Run to US 19 (Locust Avenue)

respectively. The reason that a relocation to Third Street was considered was the upgrading and extension of Third Street is one of the recommendations proposed by "The Fairmont/Marion County Multi-Modal Transportation Plan" Study. The study identifies that this alternative would function as a by-pass route for traffic not having downtown (business area) Fairmont as a destination and would significantly reduce traffic congestion in downtown Fairmont during peak (rush hour) traffic.

Existing Typicals and conditions (see Map #1)

The existing bridge was originally constructed about 1930. The bridge is a four span continuous, cast-in-place, concrete rigid frame with a steel reinforced concrete deck. The bridge's length is 250' and the clear traveled way width is 20' with 5' sidewalks. The bridge is located on a tangent section of roadway with approximately a 1% grade and is perpendicular to Coal Run and Benoni Avenue. There are curves on both ends of the bridge. There is a 6 degree horizontal curve on the north approach and a 20 degree horizontal curve on the south approach. Recently obtained mapping shows the approach grades to be approximately 10%. The 2001 average daily traffic (ADT) was 4,800 vehicles per day (VPD). Currently, Fourth Street north and south of the bridge is 28' wide curb to curb with sidewalks and parking on both sides. Third Street north of US 250 is 30' wide with parking on both sides and has sidewalks.

The bridge is classified and used as a 2-lane bridge with a three-ton posting (no truck or school bus traffic). The posted speed limit is 25 miles per hour (mph) and sight distance is satisfactory. The clear traveled width makes the bridge functionally deficient and the three-ton posting and overall deteriorated condition signifies structural deficiency that will need to be addressed in the near future.

The bridge is owned by the city of Fairmont and is located in a residential neighborhood. Fourth Street is functionally classified as an Urban Minor Arterial Street in the Federal Functional Classification system and is not on the State Highway system. It is assumed that if this bridge is relocated, the functional classification would move to the location of the new bridge.

Design Guidelines

The estimated 2025 ADT on Fourth Street is 7,200 VPD. Desirably, a bridge with a design hourly

volume (DHV) greater than 400 vehicles per hour (VPH) in the design year on an Urban Minor Arterial in rolling to mountainous terrain would be designed for two 12' travel lanes, two 10' shoulders, a maximum grade of 8% and a design speed of 40 mph. As mentioned before, three replacement alternatives and eight relocation alternatives were considered. For comparison and consistency purposes, the three replacement alternatives, Alternatives #1, #2 and #3, shall have two 11' travel lanes, and two 6' shoulders for a clear traveled way width of 34' with 5' sidewalks. The 6' shoulders can address bicycle lane considerations.

The eight relocation alternatives shifted the south approach of the bridge to Third Street which leads directly to the David Morgan Bridge (WV310) over the Monongahela River. These relocation alternatives are the preferred alignment that is highly recommended in the Fairmont/Marion County Transportation Study. The current access between US 19 (Locust Avenue) and US 250 (Fairmont Avenue) is very lengthy, circuitous and congested. The David Morgan Memorial Bridge is located 480' south of US 250 (Fairmont Avenue) and has four lanes and a clear traveled width of 46'-6". The estimated 2002 ADT on Third Street is 6,700 VPD. For comparison and consistency purpose, three relocation alternatives, Alternative #5, #6, and #7 have four 11' travel lanes, two 6' shoulders for a clear traveled way width of 56' with 5' sidewalks, The 6' shoulders can address bicycle lane requirements.

The estimated 2025 ADT on Third Street is 10,000 VPD. This estimate does not take into account that Fairmont Hospital, located along US 19 north of downtown Fairmont, is studying the feasibility of relocating to or near the east side of I-79 near the proposed Gateway Connector. Fairmont Hospital is one of a few high traffic generators in this area. If Fairmont Hospital would relocate, the estimated 2025 ADT of 10,000 VPD would be significantly reduced. Therefore, for comparison and consistency purpose, taking this into consideration, the typical cross section for Alternatives #4, #5-A, #6-A, #6-B, #7-A and #8, which involve reconstructing and extending Third Street, shall have two 11' lanes, two 6' shoulders for a clear traveled way width of 34' with 5' sidewalks. The 6' shoulders can address bicycle lane considerations. Upon receiving mapping, an operations analysis of the Third Street with Locust

Avenue intersection can be performed to determine the most efficient connection (type). Clearance over Benoni Avenue and the opening for Coal Run under the proposed bridges will not be an issue.

No Build Alternative

Due to the deteriorating condition of the existing structure, the No Build Alternative would eventually result in the closing of the bridge to traffic permanently. The shortest detour route would be to the west of Fourth Street and would be 0.9 mile in length. This detour would consist of several narrow streets that could not accommodate significant additional traffic. The majority of the bridge's 4,800 ADT comes from the Rural Minor Arterial US 19, which uses Fourth Street as a by-pass route to avoid the Fairmont downtown area. Fairmont downtown area traffic, especially during peak hours, is very congested. This additional traffic would only exacerbate the already congested traffic in this area and most likely would result in gridlock during peak traffic hours. For these reasons, a No Build Alternative is not advisable.

Alternative #1 Design Features and Location (see Figure #1)

Alternative #1 would replace the existing bridge at its current location. The new bridge would be approximately 250' in length and the alignment would be slightly improved. Utility adjustments would be required. Maintenance of traffic would be provided by a temporary 0.9 mile detour.

The estimated costs are:

ENGINEERING/DESIGN	\$ 468,000
R/W TAKES	\$ 0
UTILITIES	\$ 144,000
100' NEW ROADWAY	\$ 71,200
250' NEW BRIDGE	\$2,070,000
DETOUR	\$ 12,000
DISMANTLING BRIDGE	<u>\$ 180,000</u>
TOTAL	= \$2,945,200

Alternative #2 Design Features and Locations (see Figure #2)

Alternative #2 would replace the existing bridge at its present location. The new bridge would be approximately 250' in length and the alignment would be slightly improved. This alignment improvement would involve taking minor (2' to 4' frontal property) right-of-way from four residences. Utilities adjustments will be required. The total length of Alternative #2 would be 350' which consists of approximately 250' of bridge and 100' of new roadway and approaches. Maintenance of traffic would be provided by a temporary bridge located 20' to the west. The temporary bridge would have a clear traveled way width of 20' and a 5' sidewalk on the west-side. The total length of the temporary bridge, roadway and approaches would be 610' which would include 270' of bridge and 340' of roadway and approaches. The temporary bridge, roadway and approaches would require four residential right-of-way takes.

The estimated costs are:

ENGINEERING/DESIGN	\$ 828,000
R/W TAKES	\$ 999,600
UTILITIES	\$ 192,000
100' NEW ROADWAY	\$ 71,200
270' TEMPORARY BRIDGE	\$ 810,000
340' TEMPORARY ROADWAY	\$ 48,000
DISMANTLING BRIDGE	\$ 180,000
250' NEW BRIDGE	<u>\$2,070,000</u>
TOTAL =	\$5,198,800

Alternative #3 Design Features and Locations (see Figure #3)

Alternative #3 would replace the existing bridge at its present location. The new bridge would be approximately 250' in length and the alignment would be slightly improved. This alignment improvement would involve taking a minor amount (2' to 4' frontal property) of right-of-way from three property owners. Utility adjustments would be required. The total length of Alternative #3 would be

350' which consists of approximately 250' of bridge and 100' of new roadway and approaches.

Maintenance of traffic would be provided by a temporary bridge located 20' to the east. The temporary bridge would have a clear traveled width of 20' and a 5' sidewalk on the eastside. The total length of the temporary bridge, roadway and approaches would be 480' which would include 270' of bridge and 210' of roadway and approaches. The temporary bridge, roadway and approaches would require four residential right-of-way takes.

The estimated costs are:

ENGINEERING/DESIGN	\$ 720,000
R/W TAKES	\$ 445,200
UTILITIES	\$ 192,000
100' NEW ROADWAY	\$ 71,200
270' TEMPORARY BRIDGE	\$ 810,000
210' TEMPORARY ROADWAY	\$ 30,000
DISMANTLING BRIDGE	\$ 180,000
250' NEW BRIDGE	<u>\$2,070,000</u>
TOTAL =	\$4,518,400

Alternative #4 Design Features and Locations (see Figure #4)

Alternative #4 would relocate the bridge approximately 100' to the west. Fourth Street would be widened and extended for approximately 550' crossing Benoni Avenue and Coal Run and connecting to Emerson Street. Emerson Street would be widened and reconstructed for 960'. The bridge would be located on tangent in a sag vertical curve with approach grades of 8%. Utilities and right-of-way takes would be significant because the alternative would involve taking 25 residences. The existing Fourth Street Bridge would provide for maintenance of traffic.

The estimated costs are:

ENGINEERING/DESIGN	\$ 1,538,400
R/W TAKES	\$ 3,744,000
UTILITIES	\$ 780,000
1510' NEW ROADWAY	\$ 1,075,100
300' NEW BRIDGE	\$ 2,484,000
DISMANTLING BRIDGE	<u>\$ 180,000</u>
TOTAL =	\$ 9,801,500

Alternative #5 Design Features and Locations (see Figure #5)

Alternative #5 would relocate the bridge approximately 380' to the east. Third Street would be widened and extended for approximately 1,680' crossing Benoni Avenue and Coal Run and connecting to US 19, which would include 1340' of roadway and 340' of new bridge. The bridge would be located on tangent in a sag vertical curve with approach grades of 10%. Utilities and right-of-way takes would be significant because the alternative would involve taking 21 residences. The existing Fourth Street Bridge would provide for maintenance of traffic.

The estimated costs are:

ENGINEERING/DESIGN	\$ 2,142,000
R/W TAKES	\$ 4,533,600
UTILITIES	\$ 960,000
1340' NEW ROADWAY	\$ 1,432,000
340' NEW BRIDGE	\$ 4,164,000
DISMANTLING BRIDGE	<u>\$ 180,000</u>
TOTAL =	\$13,411,600

Alternative #5-A Design Features and Locations (see Figure #5-A)

Alternative #5-A would relocate the bridge approximately 370' to the east. Third Street would be widened and extended for approximately 1,680' crossing Benoni Avenue and Coal Run and connecting to US 19, which would include 1340' of roadway and 340' of new bridge. The bridge would be located

on tangent in a sag vertical curve with approach grades of 10%. Utilities and right-of-way takes would be significant because the alternative would involve taking 16 residences. The existing Fourth Street Bridge would provide for maintenance of traffic.

The estimated costs are:

ENGINEERING/DESIGN	\$ 1,966,800
R/W TAKES	\$ 5,440,800
UTILITIES	\$ 960,000
1340' NEW ROADWAY	\$ 954,100
340' NEW BRIDGE	\$ 2,814,000
DISMANTLING BRIDGE	\$ 180,000
TOTAL =	\$12,315,700

Alternative #6 Design Features and Locations (see Figure#6)

Alternative #6 would relocate the bridge approximately 375' to the east. Third Street would be widened and extended for approximately 1,530' crossing Benoni Avenue and Coal Run and connecting to US 19, which would include 1,215' of roadway and 315' of new bridge. The bridge would be located on tangent in a sag vertical curve with approach grades of 10%. Utilities and right-of-way takes would be significant because the alternative would involve taking 8 residences. The existing Fourth Street Bridge would provide for maintenance of traffic.

The estimated costs are:

ENGINEERING/DESIGN	\$ 1,705,200
R/W TAKES	\$ 2,216,400
UTILITIES	\$ 780,000
1215' NEW ROADWAY	\$ 1,297,600
445' RETAINING WALL	\$ 402,000
315' NEW BRIDGE	\$ 3,856,000
DISMANTLING BRIDGE	\$ 180,000
TOTAL =	\$10,437,200

Alternative #6-A Design Features and Locations (see Figure #6-A)

Alternative #6-A would relocate the bridge approximately 360' to the east. Third Street would be reconstructed for approximately 460' crossing Benoni Avenue and Coal Run which would include 315' of new bridge. Third Street would be extended 755' which would connect to US 19. The bridge would be located on tangent in a sag vertical curve with approach grades of 10%. Utilities and right-of-way takes would involve taking 3 residences. The existing Fourth Street Bridge would provide for maintenance of traffic.

The estimated costs are:

ENGINEERING/DESIGN	\$ 1,063,200
R/W TAKES	\$ 939,600
UTILITIES	\$ 600,000
1215' NEW ROADWAY	\$ 865,200
445' RETAINING WALL	\$ 402,000
315' NEW BRIDGE	\$ 2,610,000
DISMANTLING BRIDGE	\$ 180,000
TOTAL =	\$ 6,660,000

Alternative #6-B Design Features and Locations (see Figure #6-B)

Alternative #6-B would relocate the bridge approximately 360' to the east. Third Street would be reconstructed for approximately 150' crossing Benoni Avenue and Coal Run which would include 315' of new bridge. Third street would be extended 860' which would connect to US 19. Alternative #6-B differs from #6-A in that when it approaches US 19 it curves to the left and then right to align it with existing Fourth Street. This alignment was recommended by the City of Fairmont Officials. A turning lane will be added to US 19. There construction will be approximately 430'. The bridge would be located on tangent and curve in a sag vertical curve with approach grades of -7% and + 4%. Utilities and right-of-way takes would involve taking 6 residences, 2 apartments, 1 commercial building and 1 garage. The existing Fourth Street Bridge would provide for maintenance of traffic.

The estimated costs are:

ENGINEERING/DESIGN	\$ 1,400,000
R/W TAKES	\$ 2,830,000
UTILITIES	\$ 700,000
1440' NEW ROADWAY	\$ 1,461,400
445' RETAINING WALL	\$ 812,800
729' NEW BRIDGE	\$ 2,610,000
DISMANTLING BRIDGE	<u>\$ 180,000</u>
TOTAL =	\$ 9,994,200

Alternative #7 Design Features and Locations (see Figure #7)

Alternative #7 would relocate the bridge approximately 480' to the east. Third Street would be widened and extended for approximately 1,180' crossing Benoni Avenue and Coal Run and connecting to US 19, which would include 860' of roadway and 320' of new bridge. The bridge would be located in a 10° horizontal curve in a sag vertical curve with approach grades of 10%. Utilities and right-of-way takes would be significant because the alternative would involve taking 10 residences. The existing Fourth Street Bridge would provide for maintenance of traffic.

The estimated costs are:

ENGINEERING/DESIGN	\$ 1,363,200
R/W TAKES	\$ 1,602,000
UTILITIES	\$ 600,000
860' NEW ROADWAY	\$ 918,500
320' NEW BRIDGE	\$ 3,916,800
DISMANTLING BRIDGE	<u>\$ 180,000</u>
TOTAL =	\$ 8,580,500

Alternative #7-A Design Features and Locations (see Figure #7-A)

Alternative #7-A would relocate the bridge approximately 480' to the east. Third Street would be widened and extended for approximately 1,190' crossing Benoni Avenue and Coal Run and connecting

to US 19, which would include 860' of roadway and 330' of new bridge. The bridge would be located in a 10° horizontal curve in a sag vertical curve with approach grades of 10%. Utilities and right-of-way takes would be significant because the alternative would involve taking 8 residences. The existing Fourth Street Bridge would provide for maintenance of traffic.

The estimated costs are:

ENGINEERING/DESIGN	\$ 1,058,400
R/W TAKES	\$ 1,472,400
UTILITIES	\$ 600,000
860' NEW ROADWAY	\$ 612,300
330' NEW BRIDGE	\$ 2,732,400
DISMANTLING BRIDGE	<u>\$ 180,000</u>
TOTAL =	\$ 6,655,500

Alternative #8 Design Features and Locations (see Figure #8)

Alternative #8 would relocate the bridge approximately 115' to the east. Third Street would be reconstructed and extended for approximately 835' crossing Benoni Avenue and Coal Run and connecting to Fourth Street which would include 400' of roadway and 435' of new bridge. The north end of the bridge would be curved lying in a sag vertical curve with approach grades of 10%. Utilities and right-of-way takes would be significant because the alternative would involve taking 8 residences. The existing Fourth Street Bridge would provide for maintenance of traffic.

The estimated costs are:

ENGINEERING/DESIGN	\$ 1,132,800
R/W TAKES	\$ 1,341,600
UTILITIES	\$ 576,000
400' NEW ROADWAY	\$ 285,000
435' NEW BRIDGE	\$ 3,602,000
DISMANTLING BRIDGE	<u>\$ 180,000</u>
TOTAL =	\$ 7,117,400

Conclusions

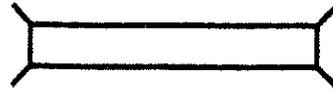
	Capital Cost	Replaces Bridge at Existing Location	Right-of-Way Impacts
Alternative #1	\$2,945,200	Yes	None
Alternative #2	\$5,198,800	Yes	Minor
Alternative #3	\$4,518,400	Yes	Minor
Alternative #4	\$9,801,500	No	Major
Alternative #5	\$13,411,600	No	Major
Alternative #5-A	\$12,315,700	No	Major
Alternative #6	\$10,437,200	No	Major
Alternative #6-A	\$6,660,000	No	Minor
Alternative #6-B	\$9,994,200	No	Minor
Alternative #7	\$8,580,500	No	Major
Alternative #7-A	\$6,655,500	No	Major
Alternative #8	\$7,117,400	No	Minor
* No Build	\$180,000	No Does Not Replace	None

*The No Build alternative capital cost covers the cost of dismantling the existing (old) bridge.

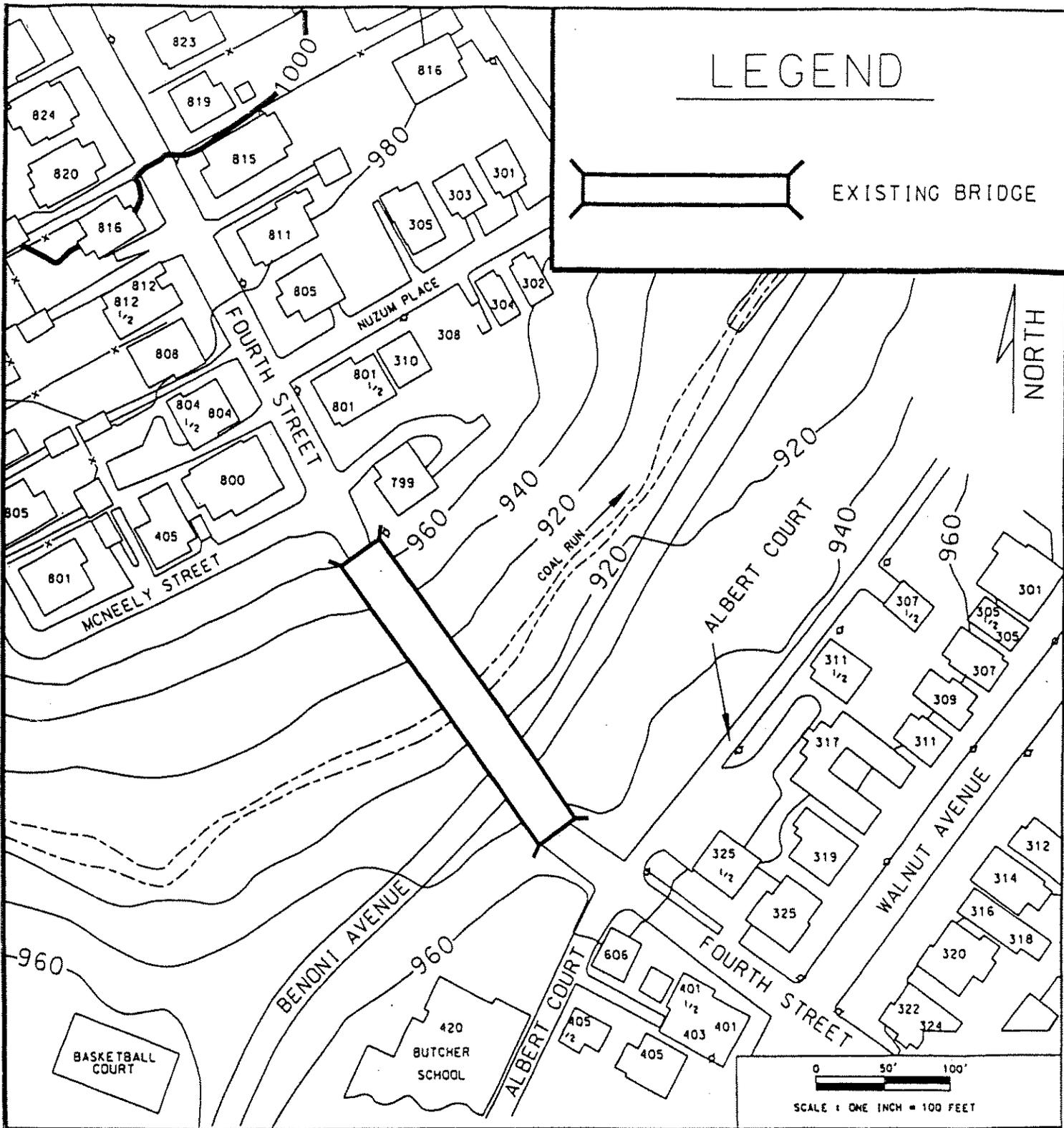
Recommendations

Based on the assumption there are no significant objections by local residents and there are no major environmental concerns, it is recommended that Alternative #6-B be constructed. Alternative #6-B is the most desirable of the alternatives that considered relocation of the bridge as recommended in the "The Fairmont/Marion County Multimodal Transportation Plan," dated February 2000. Also Alternative #6-B is recommended by the City of Fairmont Officials. Even though this alternative is only two lanes, it is felt that the direct connect to the David Morgan Bridge is needed to prevent future congestions in the downtown Fairmont area during peak traffic hours. This alternative also removes traffic from Fourth Street and reestablishes the area north of Coal Run as a contiguous neighborhood and it will not create another intersection with US 19. Also, if future traffic would require additional capacity, this alternative can be widened with minimal impact to the local residential area and capital cost.

LEGEND



EXISTING BRIDGE



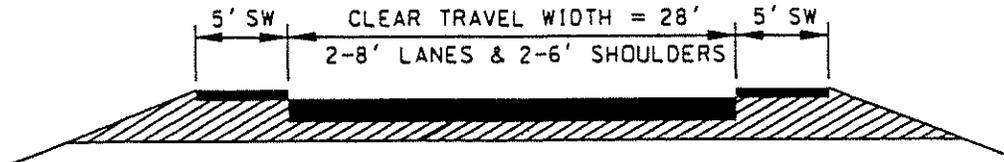
MAP #1

EXISTING
CONDITIONS

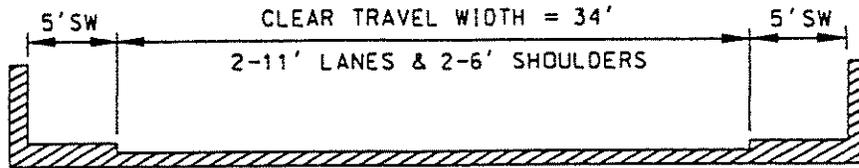
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

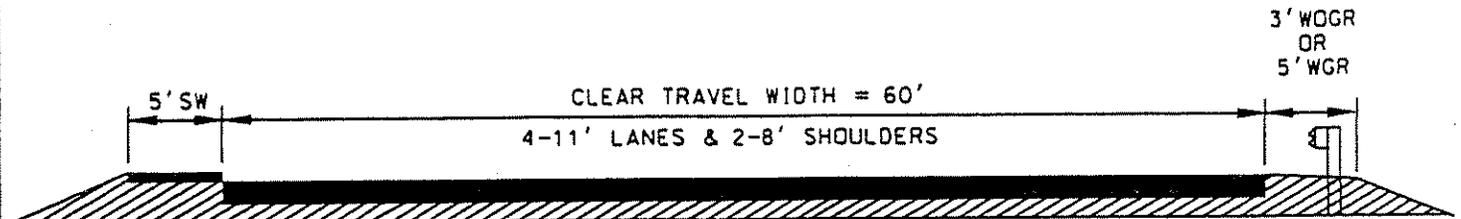
STATE PROJECT NO. S225-FA1/RM-1
FEDERAL PROJECT NO. BR-2000(027)E
MARION COUNTY



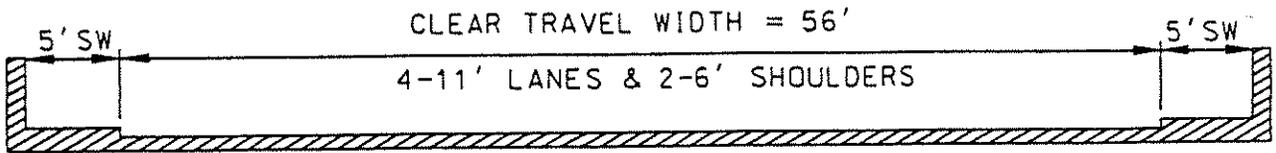
FOURTH STREET-ALTERNATE 1, 2, 3, AND 8
EXISTING ROADWAY TYPICAL SECTION



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.

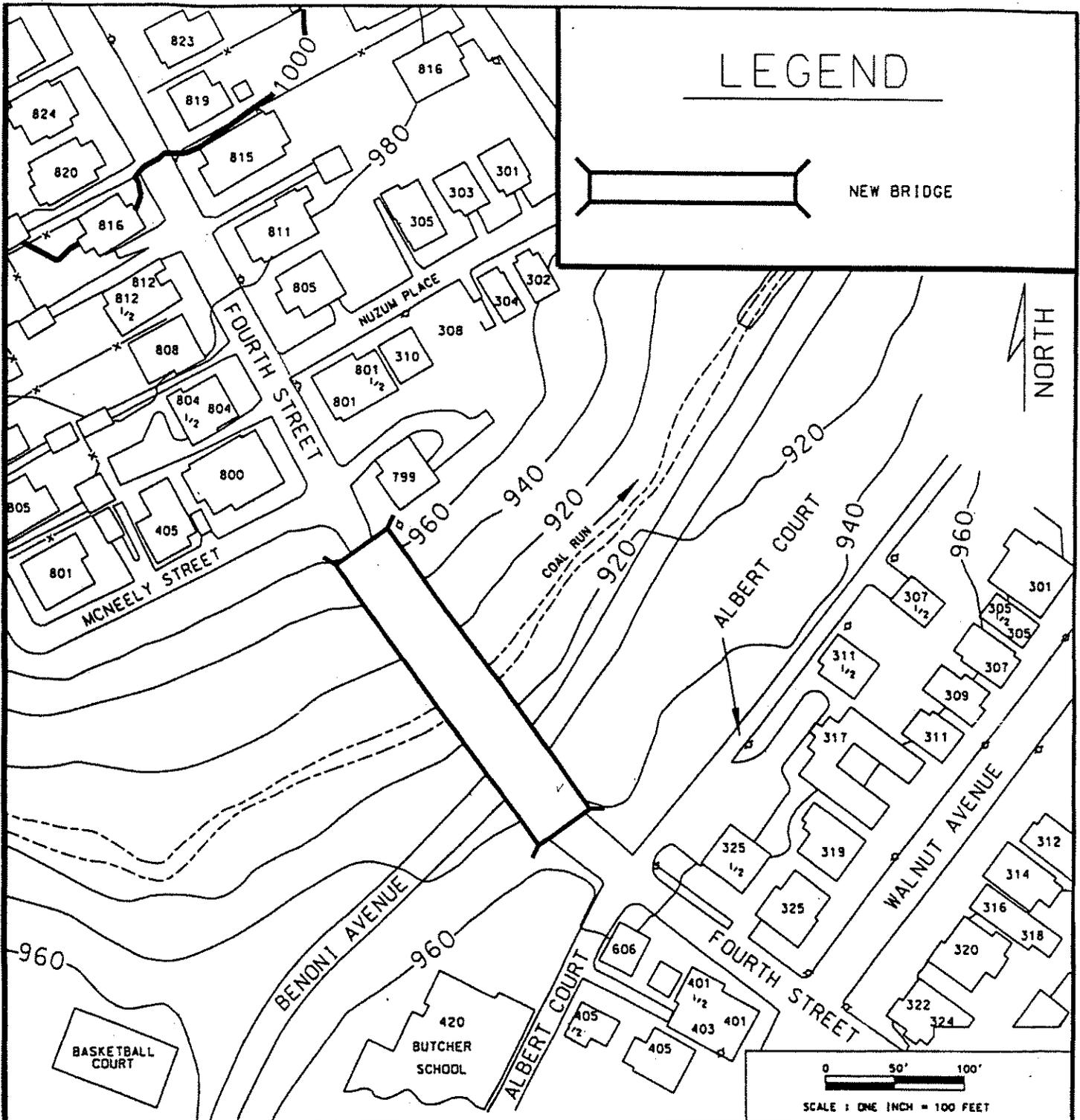
THIRD STREET EXTENSION
2002 ADT = 6,700 VPD
AND
2025 ADT = 10,000 VPD

Map #2

BRIDGE REPLACEMENT STUDY

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

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS



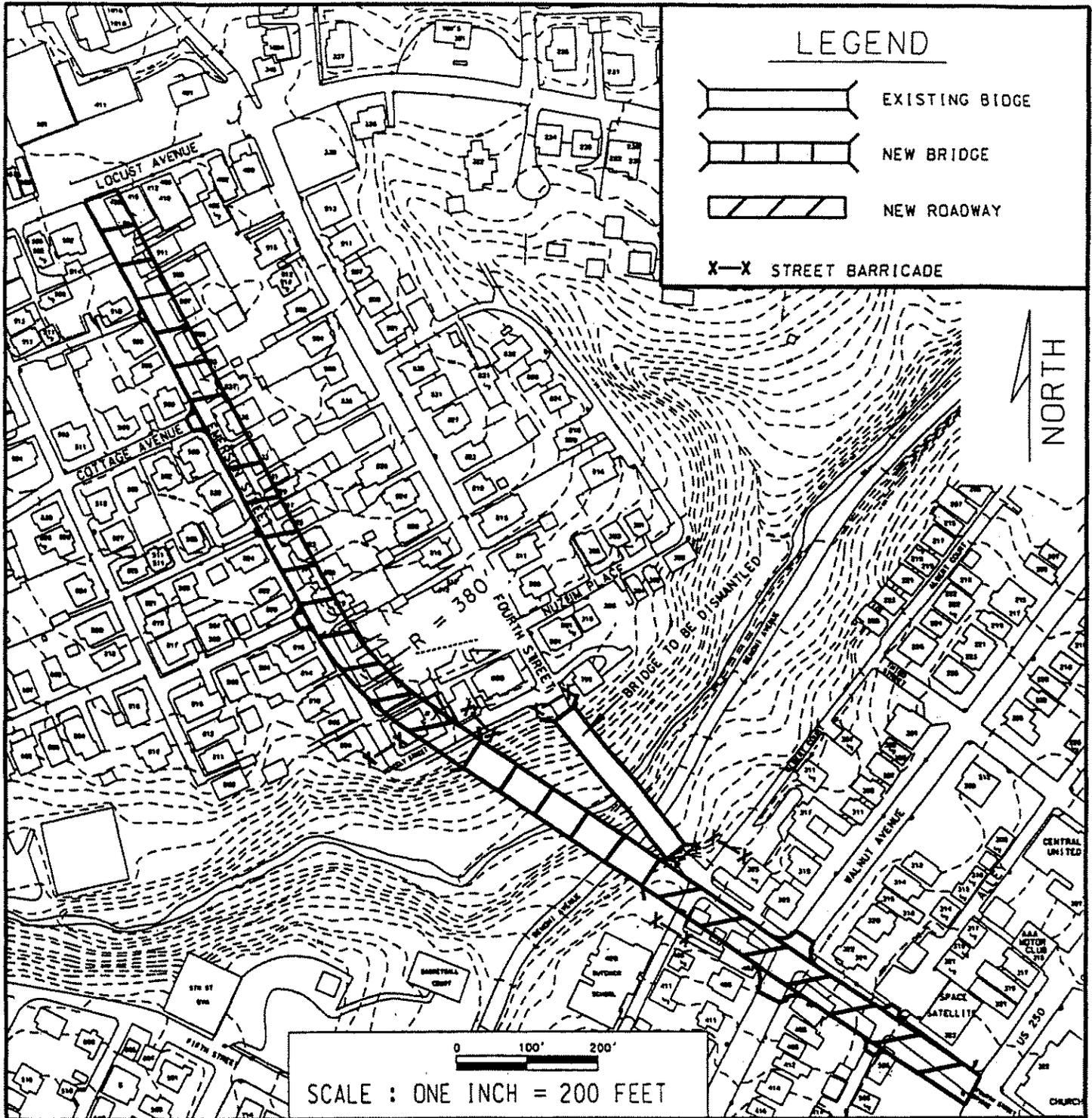
**ALTERNATIVE #1
ESTIMATED COSTS**

ENGINEERING/DESIGN	\$ 468,000
R/W TAKES	\$ 0
UTILITIES	\$ 144,000
100' NEW ROADWAY	\$ 71,200
250' NEW BRIDGE	\$2,070,000
DETOUR	\$ 12,000
DISTMANTLING BRIDGE	\$ 180,000
TOTAL =	\$2,945,200

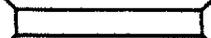
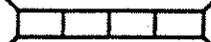
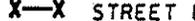
**FIGURE 1
BRIDGE REPLACEMENT STUDY**

FOURTH STREET BRIDGE

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



LEGEND

-  EXISTING BRIDGE
-  NEW BRIDGE
-  NEW ROADWAY
-  STREET BARRICADE

NORTH

0 100' 200'

SCALE : ONE INCH = 200 FEET

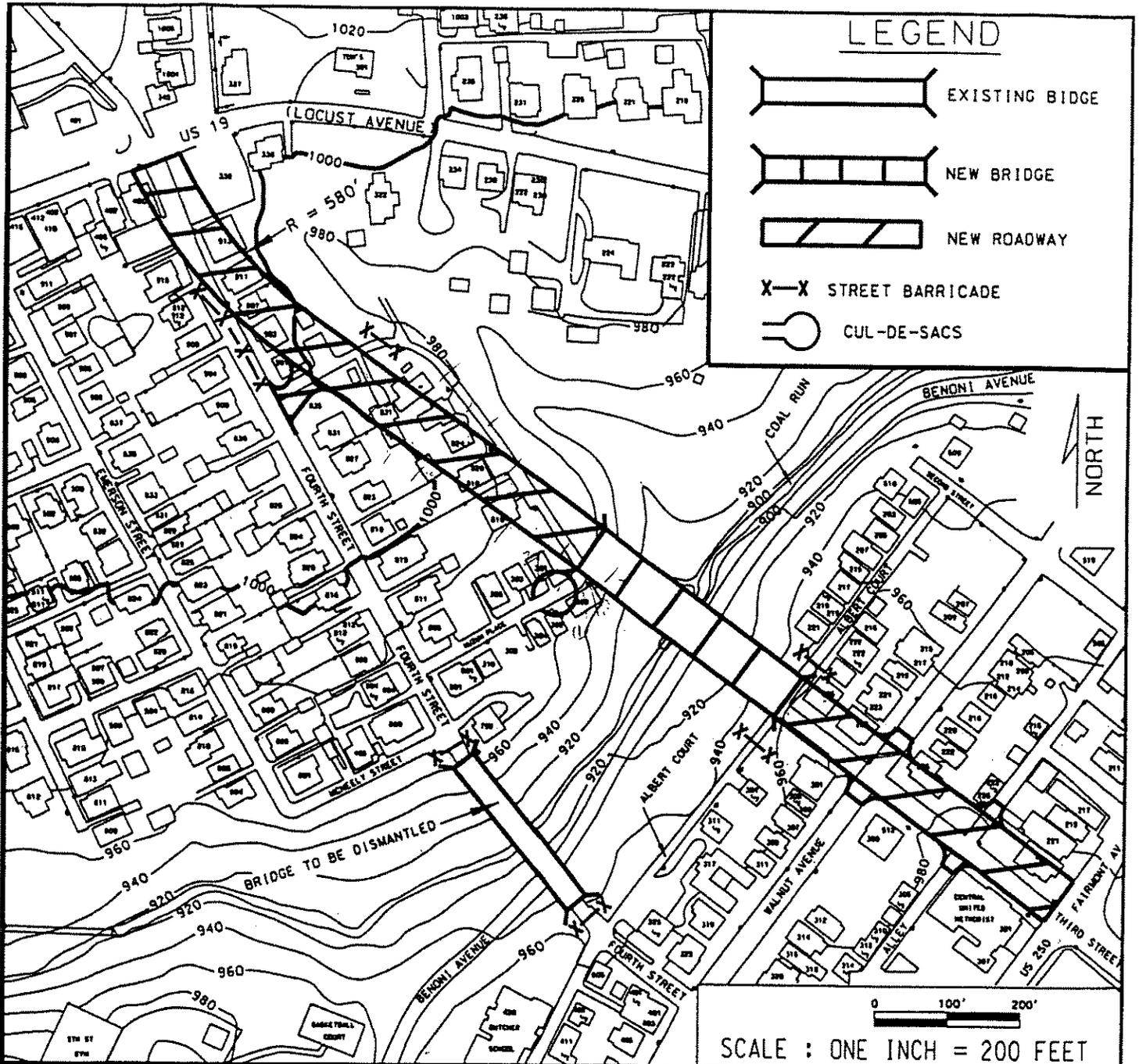
ALTERNATIVE #4
ESTIMATED COSTS

ENGINEERING/DESIGN	\$ 1,538,400
R/W TAKES	\$ 3,744,000
UTILITIES	\$ 780,000
1510' NEW ROADWAY	\$ 1,075,100
300' NEW BRIDGE	\$ 2,484,000
DISTMANTLING BRIDGE	\$ 180,000
TOTAL =	\$9,801,500

FIGURE 4
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

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



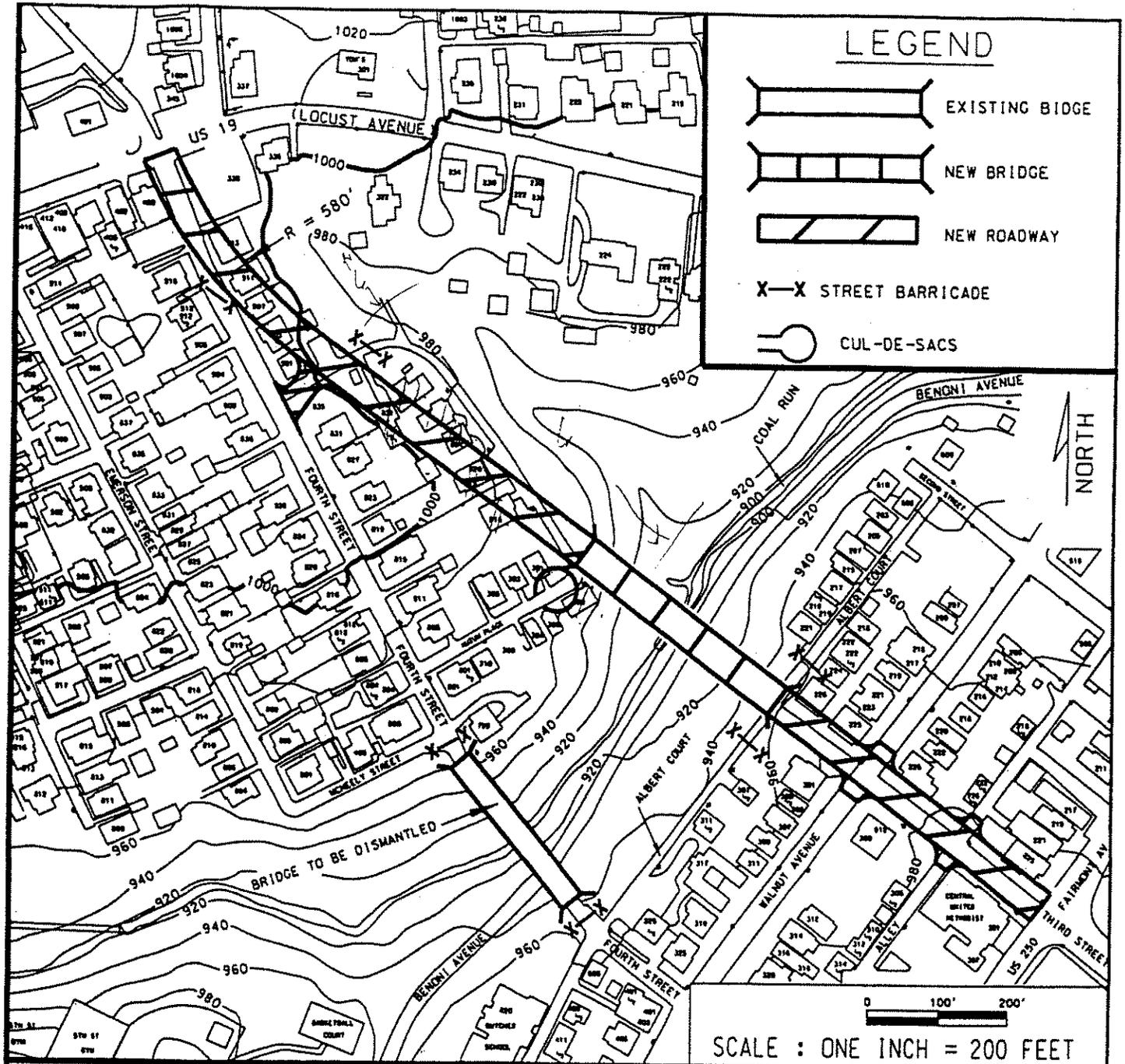
**ALTERNATIVE #5
ESTIMATED COSTS**

ENGINEERING/DESIGN	\$ 2,142,000
R/W TAKES	\$ 4,533,600
UTILITIES	\$ 960,000
1340' NEW ROADWAY	\$ 1,432,000
340' NEW BRIDGE	\$ 4,164,000
DISTANTLING BRIDGE	\$ 180,000
TOTAL =	\$13,411,600

**FIGURE 5
BRIDGE REPLACEMENT STUDY**

FOURTH STREET BRIDGE

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



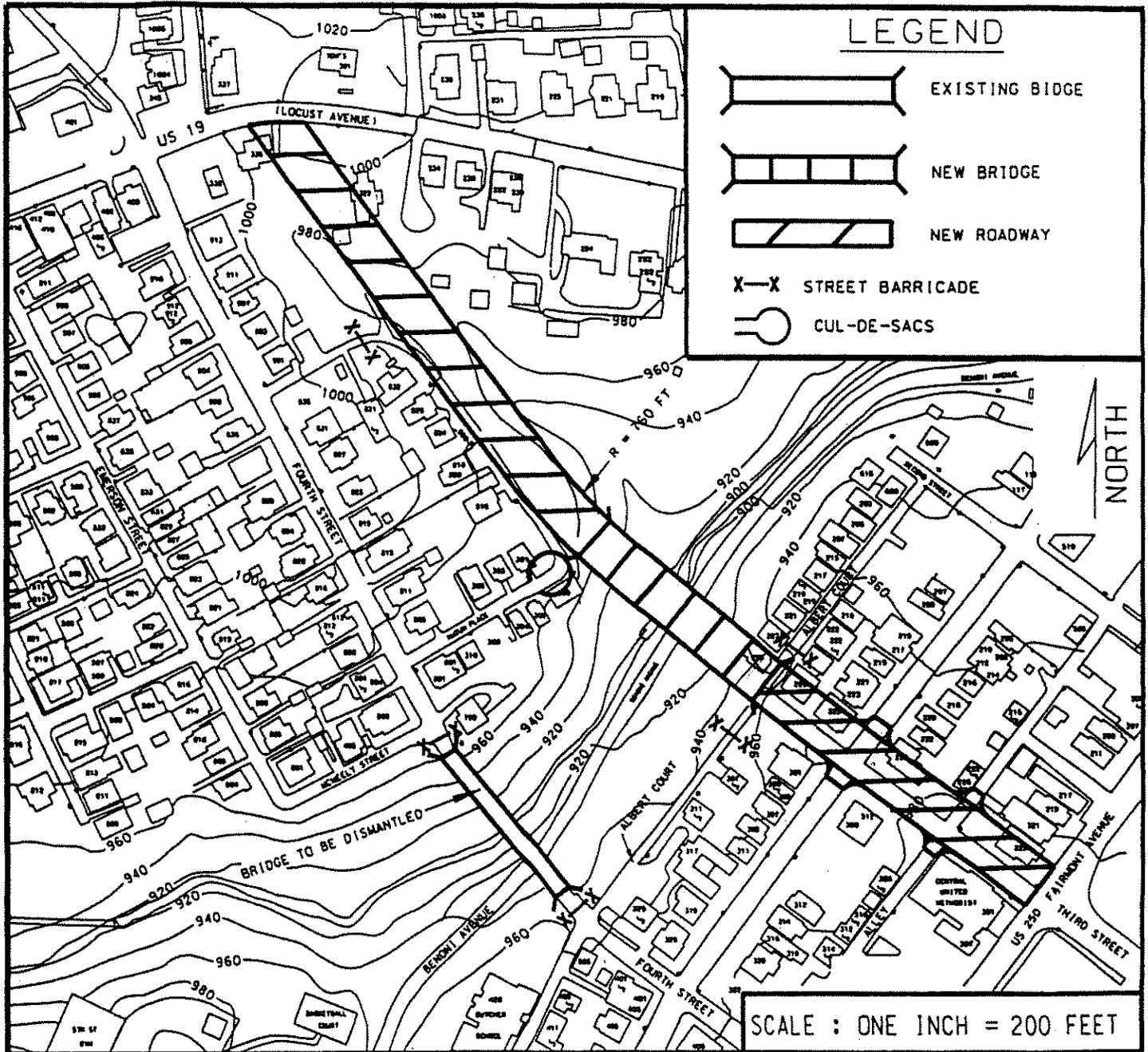
ALTERNATIVE #5-A
ESTIMATED COSTS

ENGINEERING/DESIGN	\$ 1,966,800
R/W TAKES	\$ 5,440,800
UTILITIES	\$ 960,000
1340' NEW ROADWAY	\$ 954,100
340' NEW BRIDGE	\$ 2,814,000
DISTMANTLING BRIDGE	\$ 180,000
TOTAL =	\$12,315,700

FIGURE 5-A
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

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



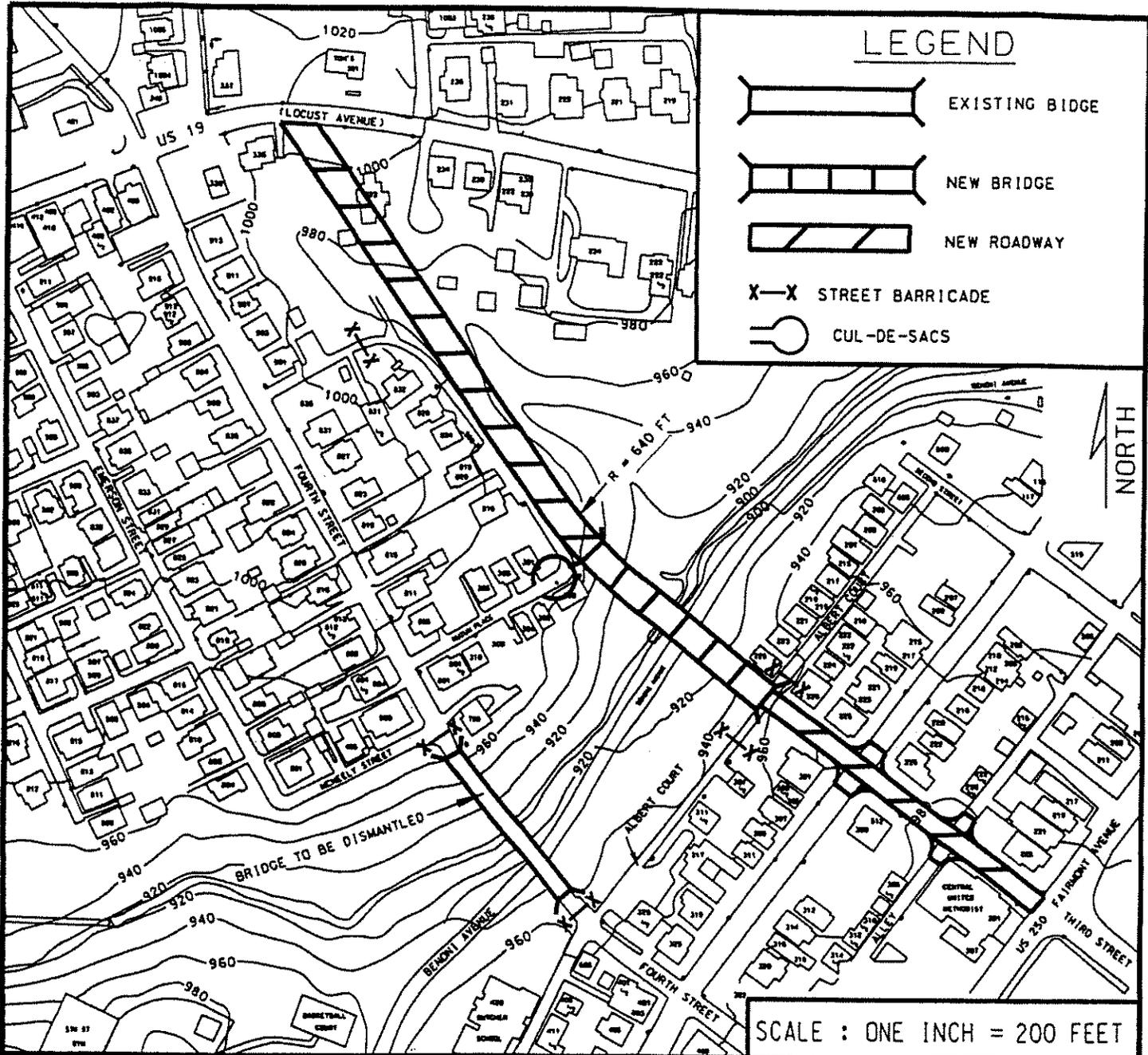
ALTERNATIVE #6
ESTIMATED COSTS

ENGINEERING/DESIGN	\$ 1,705,200
R/W TAKES	\$ 2,216,400
UTILITIES	\$ 780,000
1215' NEW ROADWAY	\$ 1,297,600
445' RETAINING WALL	\$ 402,000
315' NEW BRIDGE	\$ 3,856,000
DISTANTLING BRIDGE	\$ 180,000
TOTAL =	\$10,437,200

FIGURE 6
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

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



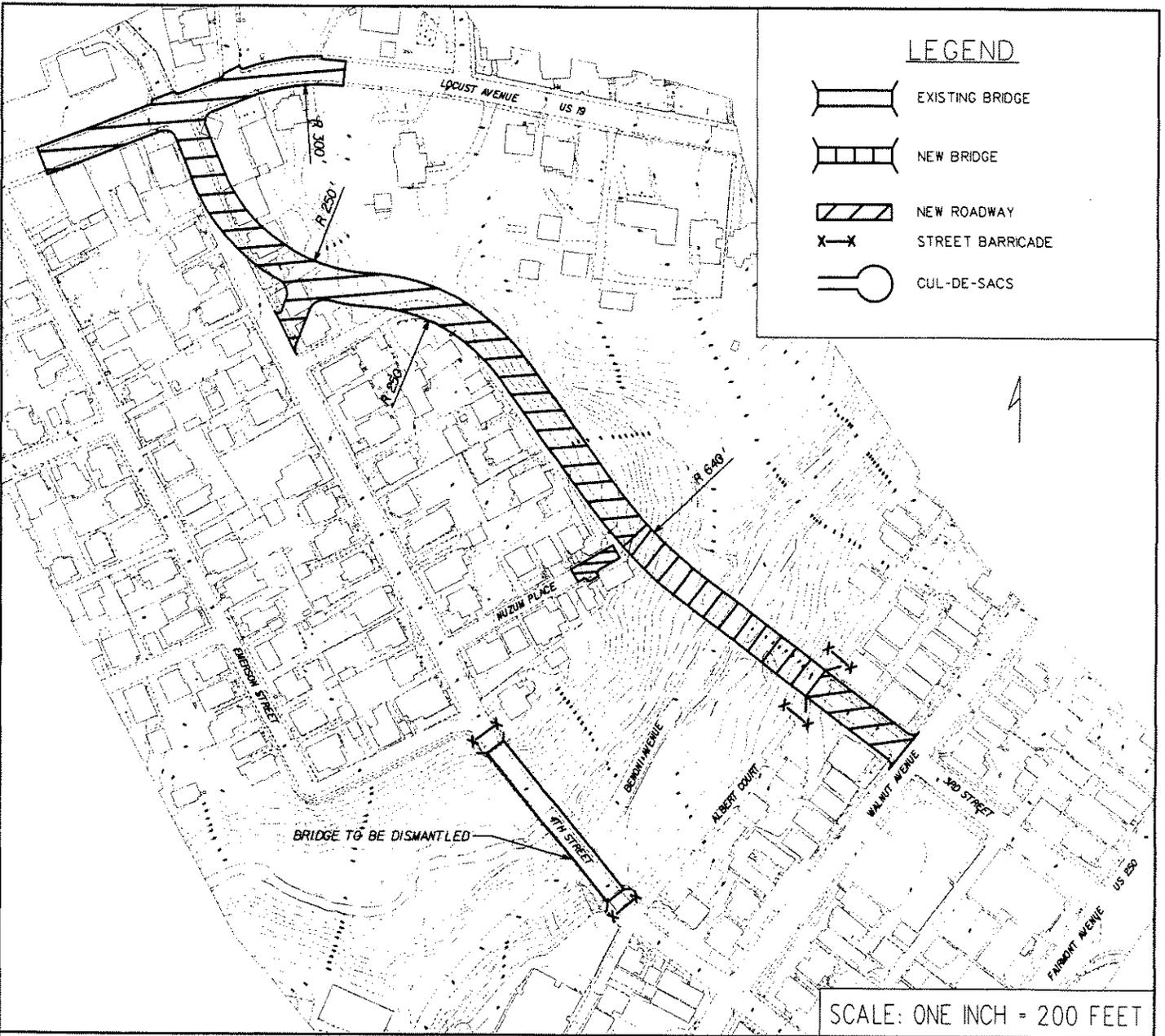
ALTERNATIVE #6-A
ESTIMATED COSTS

ENGINEERING/DESIGN	\$ 1,063,200
R/W TAKES	\$ 939,600
UTILITIES	\$ 600,000
1215' NEW ROADWAY	\$ 865,200
445' RETAINING WALL	\$ 402,000
315' NEW BRIDGE	\$ 2,610,000
DISTMANTLING BRIDGE	\$ 180,000
TOTAL =	\$ 6,660,000

FIGURE 6-A
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

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



ALTERNATIVE #6-B
ESTIMATED COSTS

ENGINEERING/DESIGN	\$ 1,400,000
R/W TAKES	\$ 2,830,000
UTILITIES	\$ 700,000
1440' NEW ROADWAY	\$ 1,461,400
729' RETAINING WALL	\$ 812,800
315' NEW BRIDGE	\$ 2,610,000
DISMANTLING BRIDGE	\$ 180,000
TOTAL =	\$ 9,994,200

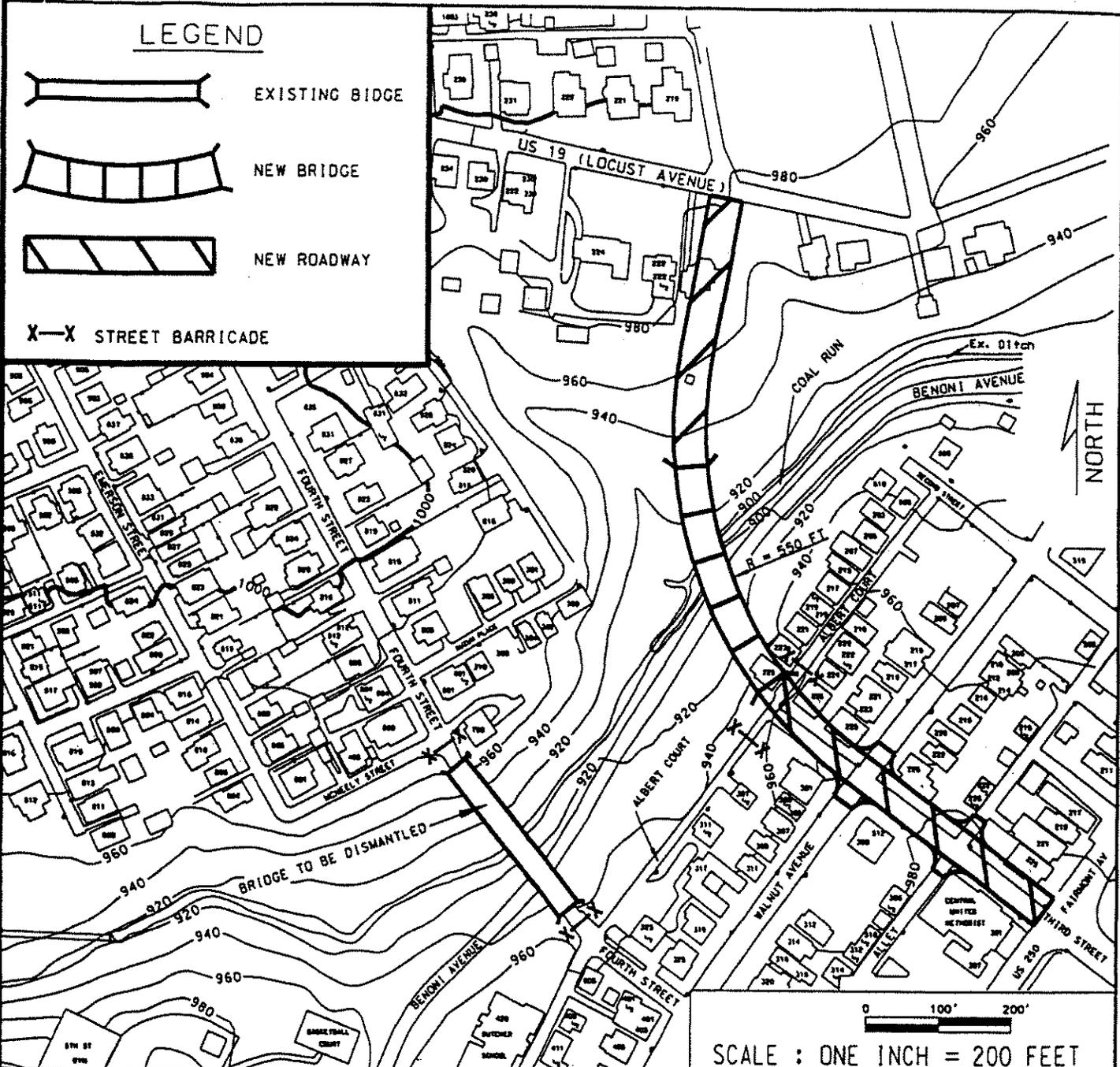
FIGURE 6-B
BRIDGE REPLACEMENT STUDY

FORTH STREET BRIDGE

STATE PROJECT NO. S225-FAI/RM-1

FEDERAL PROJECT NUMBER NO. BR-2000(027)E

MARION



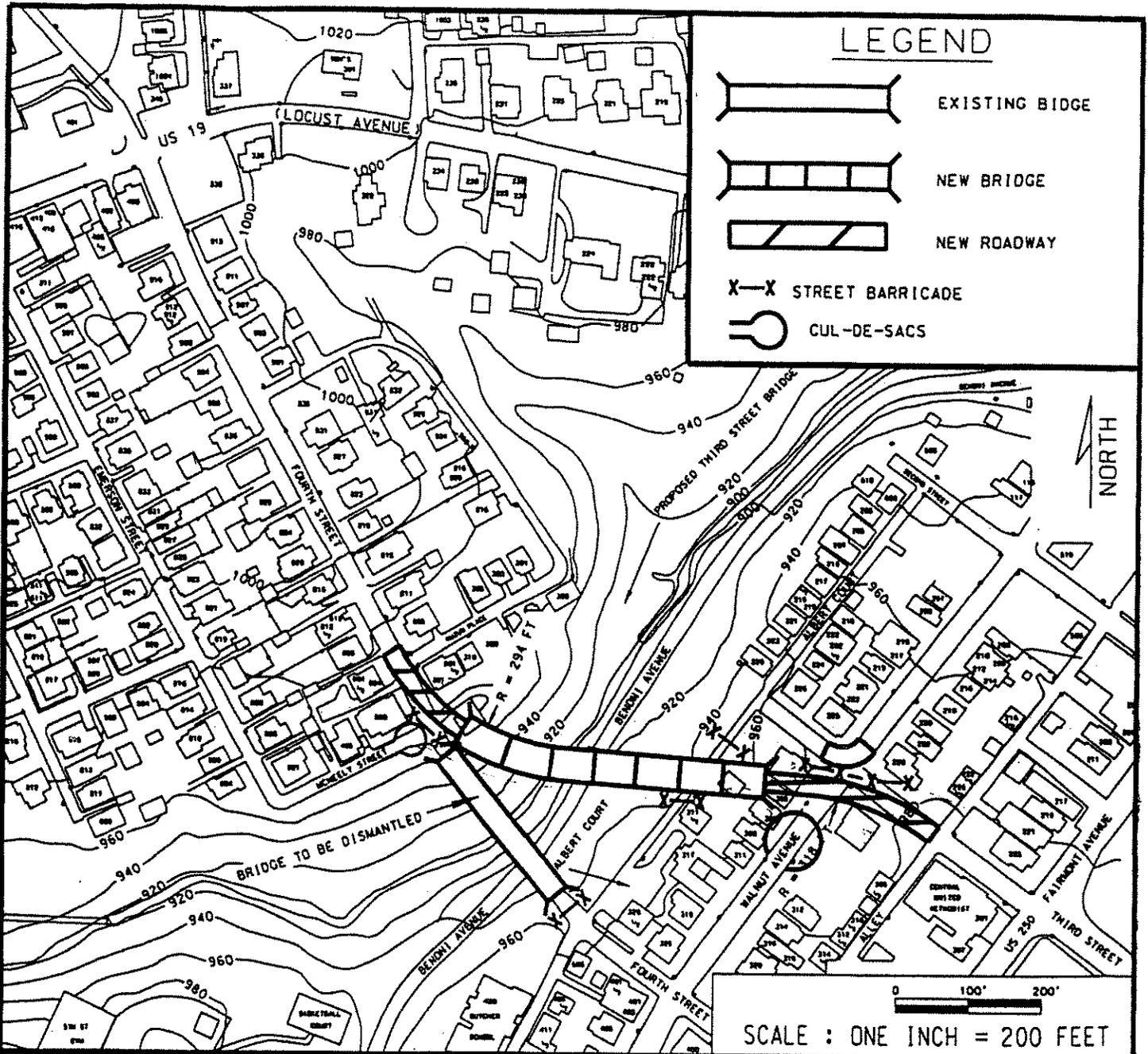
ALTERNATIVE #7-A
ESTIMATED COSTS

ENGINEERING/DESIGN	\$ 1,058,400
R/W TAKES	\$ 1,472,400
UTILITIES	\$ 600,000
860' NEW ROADWAY	\$ 612,300
330' NEW BRIDGE	\$ 2,732,400
DISTMANTLING BRIDGE	\$ 180,000
TOTAL =	\$ 6,655,500

FIGURE 7-A
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

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



ALTERNATIVE #8
ESTIMATED COSTS

ENGINEERING/DESIGN	\$ 1,132,800
R/W TAKES	\$ 1,341,600
UTILITIES	\$ 576,000
400' NEW ROADWAY	\$ 285,000
435' NEW BRIDGE	\$ 3,602,000
DISTANTLING BRIDGE	\$ 180,000
TOTAL =	\$ 7,117,400

FIGURE 8
BRIDGE REPLACEMENT STUDY

FOURTH STREET BRIDGE

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

Appendix B

West Virginia Department of Transportation
Division of Highways

Bridge Replacement Study

Fourth Street over Benoni Avenue and Coal Run

Fourth Street Bridge

State Project No.: S325-FAI/RM-1.00

Federal Project No.: BR-2000(025)E

Marion County

Existing Bridge Rehabilitation

The existing bridge was originally constructed about 1930. The bridge is a four span continuous, cast-in-place, concrete rigid frame with a steel reinforced concrete deck. The structure's length is 250 ft and the clear traveled way is 20 ft with 5 ft sidewalks. The bridge is located on a tangent section of roadway with approximately a 1% grade and is perpendicular to Coal Run and Benoni Avenue. The 2011 average daily traffic was 2350 vehicles per day. Currently, Fourth Street north and south of the bridge is 28 ft wide curb to curb with sidewalks and parking on both sides. The bridge is classified and used as a two lane bridge with a three ton posting (no truck or school bus traffic). The posted speed limit is 25 miles per hour and sight distance is satisfactory. The clear traveled width makes the bridge functionally deficient and the three ton posting and overall deteriorated condition signifies structural deficiency.

This alternate consists of repairing and retrofitting the existing bridge to meet current functional and design requirements. The rehabilitated bridge will maintain the current speed limit, horizontal alignment, and vertical alignment. A temporary detour will be required to maintain traffic during rehabilitation and widening of the structure. The temporary detour is anticipated to be approximately 0.9 miles. A temporary bridge is not anticipated.

There are no construction or design documents available to describe properties of the materials used in construction or the design live load. The bridge is posted for a three ton weight limit. With no construction information available to verify the number and size of reinforcing this rating cannot be verified.

A review of the inspection report shows the structure to be in poor condition. Both abutments are listed as poor condition, columns range from poor condition to fair condition. Most spans of the superstructure are rated as fair condition with two spans being rated as poor. Delamination and spalling is typical throughout the structure with heavy spalling and exposed and deteriorating rebar in many locations, most significantly on the upstream arch girder. This girder also has a large break at the north abutment. The steel form filled with concrete built to support the broken girder is deteriorating and failing as well.

Bringing the existing bridge up to current design standards will require widening the existing clear deck width from approximately 20 ft to 34 ft, repair or replacement of deteriorated bridge components, and extensive retrofitting of existing elements to increase structural capacity. The existing out to out bridge width will increase from 30 ft to 46 ft.

A review of the 2010 bridge inspection report and a site visit to assess the current condition of the structure results in the following recommended improvements required for continued use of the existing bridge.

Superstructure Improvements

The existing deck will need to be removed and replaced due to the widespread deterioration and to widen the deck. The existing concrete floorbeam system is not designed to carry current vehicle loads and is not designed to support traffic loads on the overhangs. The existing structure only carries pedestrian traffic on the sidewalk overhang. The floorbeam system will also have to be removed and replaced, possibly requiring post-tensioning.

The main supporting superstructure members, the arched girders and straight girders, will also need either replacement and/or repair. The condition of the arched girders is poor. There are many locations of spalling with exposed reinforcing that is deteriorating and is no longer bonded to the concrete. Additionally, the upstream arched girder at the north abutment is broken and being supported on a steel form assumed to be filled with concrete. All arched girders should be removed and replaced. The replacement members will have a greater cross sectional area to handle the increased design loads. The straight girders may only require repair and the additional cross sectional area added. Core samples will need to be taken from the existing girders to verify concrete strength and condition. Repair of these existing girders may not be practical; therefore, it may be more cost effective to remove the entire superstructure and replace them with all new arched and straight girders.

Substructure Improvements

Like the superstructure, the substructure is unlikely to meet current design loads and will need to be repaired and retrofitted to increase its load carrying capacity. Retrofitting or possibly replacing existing substructure units can be expensive, particularly foundation improvements.

Both abutments are constructed of cut stone which has been covered with shotcrete as part of a previous rehab project. Portions of the wingwalls are still only the original cut stone and are degrading. The foundation type for these abutments is unknown. Due to their condition and the need to widen to accommodate the widened deck, both abutments should be replaced. An architectural finish resembling cut stone can be added to the abutments to retain the appearance of the original structure. Core borings will be necessary at each abutment to determine the suitable foundation type for the replacement abutments. Temporary shoring will be necessary during the removal and replacement of the abutments and wingwalls.

There are three sets of bents consisting of four columns with longitudinal straps. While most of the straps are in fair condition the columns range from fair to poor. There is significant spalling on many of the columns. Rebar is exposed and degrading and has lost its bond with the concrete at many locations. Core samples will need to be taken to determine the condition and strength of the concrete in the columns. Several columns will need to be replaced. Some columns can be repaired and retrofitted. The column cross sectional area will need to be increased to add capacity for the additional design loads. Fiber wrapping may also be necessary on the columns. The columns in bent one nearest Benoni Avenue will most likely need replaced to insure they can handle the vehicular collision force specified by AASHTO. Temporary supports will be

required for straps on any column being replaced. Support bents will also need to be constructed to support the straight girders until the columns can be replaced. Since the original columns will then essentially be encased cores of the new, load carrying members, it may be more economic to completely replace the columns.

Foundations for the columns appear to be spread footings founded on rock. Core borings will be necessary to determine the bearing capacity for the foundations. Most likely the size of the foundations will need to be increased to carry the structure loads without exceeding the bearing capacity of the rock. The depth and possibly type of foundations may also need to change depending on the results of the geotechnical analysis of the core borings. Cofferdams will likely be necessary for the repair and retrofit of the center bent since it spans Coal Run and is very close to the edge of the stream. Any excavation would likely reach below Ordinary High Water. Scour does not seem to be an issue at this site however some scour protection should be added at the center bent once the repairs or changes have been made.

Cracks, spalls, and delamination are abundant throughout the substructure and will require repair on any components remaining. Components to remain will require painting to match new concrete and replaced components. To insure consistency in the appearance of the structure it would be advisable to paint the entire structure.

Summary

It should be noted that the lack of construction and design documents complicates evaluation of the existing structure's condition. In addition to coring the concrete components other methods of non-destructive testing would need to be performed to gather information regarding reinforcement properties and placement and to aid in determining which components could be salvaged. Additionally, once the structures strength is known, the additional design loads and deck widening may require more than the current configuration of two lines of girders and columns. Should this be the case there may not be any of the original structure to salvage. An all new structure may need to be designed and constructed utilizing either a greater spacing between girder lines or additional girder lines.

It is evident that several repairs and attempts at rehabilitation have been performed on this structure throughout the years. Many of those repairs have now failed or degraded along with many original members of the structure. Due to the abundance of observed deficiencies and the need to upgrade the structure to meet current design and geometric requirements, little of the existing structure will remain in place after the rehabilitation. Any remaining components will require significant repair and retrofitting. Therefore, rehabilitating the structure for continued use essentially replaces the structure in place.

The attached cost estimate does not reflect the total cost to rehabilitate this structure. Items such as temporary supports, core borings and geotechnical testing, core sampling, and nondestructive testing are difficult to estimate in quantity and cost with the limited information available.

Fourth Street Bridge
 State Project No.: S325-FAI/RM-1.00
 Federal Project No.: BR-2000(025)E
 Marion County

ITEM NO.	DESCRIPTION	UNIT	UNIT COST	QUANTITY	TOTAL COST
SUPERS STRUCTURE ITEMS					
601002-001	CLASS B CONCRETE	CY	\$560.00	265	\$148,400.00
601002-001	CLASS B CONCRETE (Straight Girders)	CY	\$645.00	85	\$54,825.00
601009-001	CLASS H CONCRETE	CY	\$660.00	402	\$265,320.00
601019-001	CONCRETE PROTECTIVE COATING	SF	\$2.00	25,765	\$51,530.00
601031-001	EPOXY INJECTION CRACK REPAIR	LF	\$125.00	150	\$18,750.00
602002-001	EPOXY COATED REINFORCING STEEL BAR	LB	\$1.30	135,600	\$176,280.00
615029-001	NON-GUIDED BEARING, ELASTOMERIC	EA	\$1,000.00	4	\$4,000.00
617003-001	ALUMINUM RAILING	LF	\$135.00	502	\$67,770.00
	EXPANSION JOINT	LF	\$500.00	92	\$46,000.00
	SUBTOTAL				\$832,875.00
SUBSTRUCTURE ITEMS					
212001-000	STRUCTURE EXCAVATION	CY	\$70.00	1,450	\$101,500.00
	TEMPORARY SHORING (Abutment Excavation)	SF	\$50.00	6,760	\$338,000.00
212004-000	COFFERDAM	EA	\$10,000.00	2	\$20,000.00
212005-000	SELECT MATERIAL FOR BACKFILLING	CY	\$80.00	200	\$16,000.00
218006-000	FOUNDATION PROTECTION	CY	\$65.00	24	\$1,560.00
601002-001	CLASS B CONCRETE (Abutments)	CY	\$560.00	185	\$103,600.00
601002-001	CLASS B CONCRETE (Bents)	CY	\$645.00	170	\$109,650.00
601002-003	CLASS B CONCRETE, ARCHITECTURAL	CY	\$1,000.00	355	\$355,000.00
601019-001	CONCRETE PROTECTIVE COATING	SF	\$2.00	9,670	\$19,340.00
601030-000	PATCHING CONCRETE STRUCTURES	SF	\$100.00	75	\$7,500.00
601031-001	EPOXY INJECTION CRACK REPAIR	LF	\$125.00	300	\$37,500.00
602001-001	REINFORCING STEEL BAR (Abutments)	LB	\$1.00	41,800	\$41,800.00
602001-001	REINFORCING STEEL BAR (Bents)	LB	\$1.00	31,400	\$31,400.00
616005-006	HP12X53 STEEL BEARING PILE, PRE-DRILLED AND DRIVEN	LF	\$100.00	1,200	\$120,000.00
	SUBTOTAL				\$1,302,850.00

251 Span Length (ft)
 46 Bridge Width (ft)
 11546 Deck Area (sf)

SUBTOTAL \$2,135,725.00
CONTINGENCY (19%) \$405,787.75
TOTAL COST \$2,541,512.75
COST PER SQ. FT. of DECK \$220.12

Estimated Costs:

Engineering/Design	\$ 468,000
R/W Takes	\$ 0
Utilities	\$ 144,000
100' New Roadway	\$ 71,200
250' New Bridge	\$ 2,542,000
Detour	\$ 12,000
Dismantling Bridge	\$ 200,000
TOTAL =	\$ 3,437,200

Appendix C



The Culture Center
1900 Kanawha Blvd., E.
Charleston, WV 25305-0300

Randall Reid-Smith, Commissioner

Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562

EEO/AA Employer

December 30, 2010

Mr. Gregory L. Bailey, PE
Director
West Virginia Division of Highways
Building Five, Room 110
Capitol Complex
Charleston, WV 25305

RECEIVED
JAN 05 2011
ENGINEERING DIVISION
WV DOH

RE: Fourth Street Bridge Replacement Project
FR#: 11-189-MA

Dear Mr. Bailey:

We have reviewed the above referenced project to determine its effects to cultural resources. As required by Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

According to the Criteria of Effect Report, plans call for the replacement of the Fourth Street Bridge with a new bridge to be located at Third Street. After crossing Coal Run, the new alignment will curve to meet Locust Avenue at its intersection with Fourth Street. The new road alignment will require the demolition of eight buildings, four of which are listed as contributing resources to the Fleming-Watson Historic District. Additionally, the Fourth Street Bridge is listed on the National Register of Historic Places as a contributing building to the Fleming - Watson Historic District.

Based on your report an assessment was completed to determine any direct and indirect effects that the proposed project may have on historic resources. Your findings concluded that the demolition of the bridge and the four buildings, those located at 901, 903, 911, and 913 4th Street, which are listed as contributing resources to the historic district will be a direct adverse effect on resources. Additionally, the report concluded that the demolition of the 4th Street Bridge would also have a direct and indirect adverse effect because it would sever the link between two sections of the historic district. We concur with each of these findings.

Additional information indicates that it is your opinion that the demolition of the buildings on 4th Street will have no effect visually on the historic district. We do not concur with this finding. It is our opinion that each of these buildings, as contributing resources, add to the architectural

December 30, 2010
Mr. Bailey
Fr# 11-189-MA
Page 2

diversity of the district and their demolition would severely diminish the integrity of the historic neighborhood. Please advise, if the decision is made to move forward with alternative 6B, if there may be a way to alter the road alignment so that these buildings could be saved.

Additionally, the report indicates that four additional buildings, located at Nuzum Place, will also be demolished to make way for the new road alignment. No additional information was submitted regarding these buildings and we are unable to determine if these are eligible for listing in the National Register individually or as part of a district. Please submit photographs and descriptions of these buildings in order for us to provide further comment regarding any affect the proposed project may have on these resources.

As stated above we concur that the demolition of the bridge and the buildings located on 4th Street will constitute an adverse effect; however, we are not prepared, at this time, to move forward to the mitigation stage without receiving additional information regarding the consideration of the rehabilitation of the existing bridge and why alternative 6B was chosen over alternatives 1, 2, 3, or 4. It appears that these four alternatives would have a lesser impact on historic resources.

The report states that the existing bridge must be replaced due to “ a projected increase in traffic volume” and because of its “functional obsolescence and structural deficiency”. Please substantiate how a projected traffic increase was determined for this area. Please provide any statistical data to our office that was used in making this projection. Additionally, please submit information as to why this bridge cannot be repaired, elaborating on the statement “due to the difficulties inherent in renovation of concrete structures, rehabilitation of this bridge is not a feasible alternative.” Additionally, please submit an analysis of what it would cost to rehabilitate the bridge.

Alternatives 1,2,3 and 4 would require the demolition of the existing bridge; however, it appears each of these would maintain the link between the two sections of the historic district and prevent the demolition of any historic buildings. Please submit specific information regarding each of these alternatives and why they were not chosen.

Public Comment

The report indicates that a public meeting was held in order to receive public comment regarding the proposed project and the Fairmont Historic Landmarks Commission was also contacted in order to see if they would like to be considered a consulting party to this project. In addition to the Historic Landmarks Commission, we request that you submit project information to the following party to provide them the opportunity to comment. Please forward any comments

December 30, 2010

Mr. Bailey

FR#: 11-189-MA

Page 3

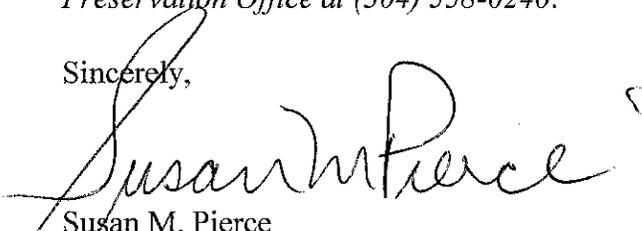
received, from any organizations or persons, to our office for review.

Ms. Martha Ballman
Preservation Alliance of West Virginia , Inc
P.O. Box 3371
Charleston, WV 25333

It is our opinion that every effort should be made to *avoid* or *minimize* the impact of this proposed project on historic resources. Demolition of bridge and the listed properties on 4th Street would be detrimental to the integrity of the district as a whole and a terrible loss to the City of Fairmont.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please contact Aubrey Von Lindern, Historian, or in the Historic Preservation Office at (304) 558-0240.*

Sincerely,

A handwritten signature in cursive script that reads "Susan M. Pierce". The signature is written in black ink and is positioned above the printed name and title.

Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/ACV



The Culture Center
1900 Kanawha Blvd., E.
Charleston, WV 25305-0300

Randall Reid-Smith, Commissioner

Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562

EEO/AA Employer

August 10, 2011

Mr. Gregory Bailey
Director
Engineering Division
West Virginia Division of Highways
Capitol Building
Building 5, Room 110
Charleston, WV 25305

Re: Fourth Street Bridge Replacement
State Project S324-FAI/RM-2
FR#: 11-189- MA-2

Dear Mr. Bailey:

We have reviewed the above referenced project to determine its effects to cultural resources. As required by Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

Thank you for submitting the additional information requested. After review of the renderings and additional design plans we have a better understanding of how the proposed new alignment and bridge will impact the historic district. It is our opinion the new bridge and road will have an adverse effect on the setting of the district and the stipulations in the Draft Memorandum of Agreement do not adequately mitigate this adverse effect. In addition to the stipulations already listed, we request the addition of one that directly relates to the loss of the homes in the district and the effect the project will have on the existing district, beyond documenting the buildings and integrating contextual design elements from Fairmont Gateway Connector Project.

The additional stipulation should be educational in nature, for example, the addition of a sign near the entrance of the historic district that discusses the history and architecture of the neighborhood or the development of a website for the City of Fairmont that will feature the district and its resources. Additionally, we request that any additional mitigation be done in corroboration with the Fairmont Historic Landmark Commission. We will provide further comment upon receipt of a new draft of the MOA.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the review process, please contact Aubrey Von Lindern, Historian, in the Historic Preservation Office at 304-558-0240.*

Sincerely,


Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/ACV



May 9, 2012

The Culture Center
1900 Kanawha Blvd., E.
Charleston, WV 25305-0300

Randall Reid-Smith, Commissioner

Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562
EEO/AA Employer

Mr. Gregory Bailey
Director
WVDOH
1900 Kanawha Blvd East
Building Five, Room 110
Charleston, WV 25306

RE: Fourth Street Bridge Replacement
State project bridge – S325-FAI/RM-2
FR#: 11-189-MA-5

Dear Mr. Bailey:

We have reviewed the above referenced project to determine potential effects to cultural resource. As required by Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

Enclosed please find the signed Memorandum of Agreement. Once you complete the documentation required for mitigation, please forward it to our office for review

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please contact Aubrey Von Lindern, Historian, in the Historic Preservation Office at (304) 558-0240.*

Sincerely,

Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/ACV

RECEIVED

MAY 14 2012

ENGINEERING DIVISION
WV DOH

Appendix D



COPY

CITY OF FAIRMONT

CITY/COUNTY COMPLEX
P.O. Box 1428
200 Jackson Street
Fairmont, West Virginia 26555-1428
(304) 366-6211
(304) 366-0228 FAX
www.cityoffairmontwv.com

January 27, 2011

Susan M. Pierce
Deputy State Historic Preservation Officer
WV Division of Culture and History
The Cultural Center
1900 Kanawha Blvd., East
Charleston, WV 25305-0300

Dear Ms. Pierce:

The City of Fairmont has been asked to provide comments to issues recently raised by your agency after review of the Criteria of Effect Report that was submitted for the proposed replacement of the Fourth Street Bridge here in Fairmont by the WVDOH.

Specifically, the City has been asked by the WVDOH to provide comment to the following questions:

1. Why can't another alternative be selected that does not demolish any houses (including the houses on Nuzum Place)? Alternatives 1, 2, 3 and 4 specifically.
2. How was it determined that traffic will increase on Fourth Street?
3. What is the substantiation for the claim that the inadequacies of the Fourth Street Bridge are causing traffic congestion in downtown Fairmont?
4. Why can't the existing bridge be rehabilitated? What would it cost to rehabilitate the bridge?

As part of addressing the specific questions, I would like to present to you the City of Fairmont's perspective on the proposed project.

The City of Fairmont has been working with the WVDOH to replace the Fourth Street Bridge for well over ten (10) years. As you may know, the Fourth Street Bridge is over ninety (90) years old, with a restricted weight limit and has become structurally deficient and functionally obsolete.

It was first noted during the development of the 1999 Multi-Model Transportation Plan that substantial improvements in our transportation system needed to be made to provide access to Locust Avenue and the Fairmont State College, (now University) and Fairmont General Hospital campuses by replacing the Fourth Street Bridge with a bridge at Third Street. It was also noted by the Steering Committee at the time that the lack of direct access to this area of the City was a clear hindrance to the community's growth and redevelopment. The Committee felt so strongly about the bridge replacement project, that it was listed as the third highest priority for

Transportation Improvements in Marion County. Shortly after completion of the Plan, officials at the City of Fairmont began working with representatives at the WVDOH to look at the replacement project as more than an infrastructure project. The project, if approached properly can address broad transportation issues in the City as well as be a key element in our neighborhood and economic development revitalization strategies.

From a transportation standpoint, the construction of the I-79 Gateway Connector has established for the first time in Fairmont's history a direct connection to the interstate. Unfortunately, the current roadway system within Fairmont would cause motorists to travel either through downtown Fairmont across the Robert H. Mollohan/Jefferson Street Bridge and then make a series of left turns through three intersections to make their way towards Locust Avenue, or make a left turn onto Merchant Street, cross the David Morgan Bridge, make a left onto Fairmont Avenue and then a right onto Fourth Street and across the current Fourth Street Bridge to reach Locust Avenue.

The I-79 Gateway Connector was conceived as part of a series of roadway improvements designed to improve access into and through the City of Fairmont. The first phase of the "Connector System" was the Gateway Connector, which opened to traffic in late 2010 and now brings motorists from I-79 directly into Downtown Fairmont. The second phase would be roadway improvements that would move traffic from the end of the Gateway Connector to Locust Avenue and the employment centers of Fairmont State and Fairmont General Hospital. The final phase would be roadway improvements that would move motorists from the end of the Gateway Connector to the Bellview area of the community via existing Pennsylvania Avenue. As mentioned previously above, the 1999 Multi-Modal Transportation Plan recommended the replacement of the Fourth Street Bridge with a bridge at Third Street to accomplish phase two, but also discussed a larger project then known as the "Coal Run Hollow Expressway." While some preliminary engineering work was done for the project, funding has not been appropriated to move forward with the project. While the project would accomplish the task of moving traffic from the end of the Gateway Connector to Locust Avenue and the employment centers of Fairmont State and Fairmont General Hospital, the proposed project was viewed locally as having the potential to negatively impact cultural resources such as Coal Run Hollow and the Fleming-Watson Historic District, several commercial structures and take significant financial resources to complete. Given these factors, when looking at the second phase of the "Connector System," the City of Fairmont felt that the goal of moving traffic from the end of the Gateway Connector to Locust Avenue could ultimately be accomplished in a safer and more efficient manner while reducing the negative impacts associated with new road construction on surrounding properties and resources by replacing the Fourth Street Bridge with a new bridge at Third Street.

Again, the City views the proposed project as more than just a transportation project. From a Neighborhood Revitalization standpoint, with the direct access from I-79 provided by the construction of the Gateway Connector, traffic demand has significantly increased on Third Street and the David Morgan Bridge, placing more traffic onto the Fourth Street Bridge and through the Fleming-Watson Historic District. Designing an alternative that re-routes traffic to Third Street will mitigate the traffic issues and help preserve the historic district. As you may be aware, there are several beautiful homes situated on Fourth Street that are listed as contributing

structures to the Fleming-Watson Historic District. Unfortunately, over the years these homes have transitioned from owner occupied single-family dwellings to rental units, many for Fairmont State students. This trend has led to a decline in the condition of the structures and has brought a negative element to the neighborhood. One of the main factors contributing to the current state of the Fourth Street neighborhood is the heavy traffic flow crossing the Bridge. Young families in Fairmont that have shown interest in historic homes and neighborhoods such as the Fleming-Watson District are turned off by the noise and heavy traffic flow from the Fourth Street Bridge. The City firmly believes that the relocation of the bridge to Third Street will seed a rebirth of the Fourth Street neighborhood.

Just as the Fourth Street neighborhood has suffered decline in recent years, so has Walnut Avenue, which is situated on the western side of the Fourth Street Bridge. Walnut Avenue shares many of the same characteristics as Fourth Street. There are many beautiful two and three-story homes that have gone from classic owner occupied to either vacant and dilapidated or have become rental units. Drug activity, vandalism and mild violence were becoming common place. The City of Fairmont through its Police Department and in partnership with Fairmont State University and the US Attorney General's Office have spent considerable resources in the past year to rid the neighborhood of the criminal activity and elements. Consistently, these entities point to the Fourth Street Bridge and the connection it provides between these two neighborhoods as being a hindrance to revitalizing the area. In addition to not having the available funding within the City's annual budget, it is what has become a negative connection of these two neighborhoods that causes the City of Fairmont to reject the idea of restoring the existing bridge for pedestrian use. Again, the City firmly believes these two historic neighborhoods can be great again, but the connection point (the Fourth Street Bridge) must be eliminated to allow for this renaissance.

From an economic development standpoint, the current operational level of service at the Fairmont Avenue and Third Street intersection is not at an acceptable level. The substandard operation of the intersection is primarily due to the left turn movement of west bound traffic in the morning heading to the employment centers located along Locust Avenue. A direct route to Locust Avenue from the Gateway Connector across the David Morgan Bridge via Third Street will mitigate this issue and support growth of Fairmont State University and Fairmont General Hospital as well as the properties along Third Street and Fairmont Avenue.

Others factors have been considered by the City of Fairmont in endorsing Alternative 6B as the preferred alignment for the new bridge. In working with personnel from the WVDOH, the City of Fairmont found that Alternatives 1, 2, and 3 would not address any of the neighborhood and economic development concerns of the City and in some instances could further the problems which currently exist. Alternative 4 also does not address these concerns and requires significant property acquisition and the demolition of approximately 25 homes compared to the eight (8) required for Alternative 6B. The City finds the increased cost and displacement of City residents unacceptable when another alternative is available. While Alternatives 5 and 5A would provide direct routes to Locust Avenue from Third Street and address the primary goal of moving traffic from Third Street to Locust Avenue, neither meets the ultimate goal of the City of Fairmont concerning the project, which is to provide a safer and more efficient route to Locust Avenue while reducing the negative impacts associated with new road construction on surrounding

properties and resources. Alternatives 5 and 5A would have an increased negative impact on the Fleming-Watson District by requiring the removal of considerable homes that are contributing structures.

The remaining alternatives developed by the WVDOH require the creation of new intersections on Locust Avenue, which will greatly reduce the functionality of the roadway and in several cases impact additional assets and resources of the community thus off-setting the efficiencies achieved for the community in the areas of transportation, neighborhood revitalization and economic development.

The City of Fairmont has a long record of protecting and valuing the historic resources of the community. While developing the proposed project the City carefully examined the various alignments and alternatives and established a goal that gave consideration to the Fleming-Watson Historic District. The City recognizes that the loss of one contributing structure in many instances can be one too many. At the same time, we also know that a single loss can prevent the future loss of additional structures and can spur the revitalization of an entire district.

The City of Fairmont truly believes that Alternative 6B provides the best alignment for the proposed project. By removing the obsolete and deteriorated Fourth Street Bridge and constructing a new bridge at Third Street the transportation, neighborhood revitalization and economic development goals of the community can be achieved. Alternative 6B provides the greatest protection to the Fleming-Watson Historic District while offering the greatest opportunity for the enhancement of the district.

Should you have any questions or need additional information regarding this matter, please do not hesitate to contact me at (304) 366-6211 ext. 308. Additionally, I would welcome you and members of your staff to visit the project site to fully discuss the proposed alignment with myself and members of my staff your earliest opportunity.

Very Truly Yours,


Jay Rogers
City Manager

JR/sc



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

May 11, 2011

Ms. Susan Pierce
Deputy State Historic Preservation Officer
Division of Culture and History
1900 Kanawha Boulevard, East
Charleston, West Virginia 25305

FILE

Fourth Street Bridge Replacement Project
State Project No. S324-FAI/RM-2
Federal Project No. BR-2000(027)E
Marion County

Dear Ms. Pierce:

In response to your letter of December 30, 2010, the West Virginia Division of Highways has prepared the following comments.

The WVDOH acknowledges the direct and visual adverse effects caused by the proposed project to the Fleming-Watson Historic District. The WVDOH does not believe that the project will cause the entire district to lose its National Register eligibility, but is prepared to work with the West Virginia State Historic Preservation Office to resolve these adverse effects.

According to the attached plans created by Fox Engineering, the following nine structures on Nuzum Place will be taken by construction of Alternative 6-B: 300, 301, 302, 304, 816, 818, 824, 830 and 832 Nuzum Place. The statement in the Criteria of Effects report that four additional structures on Nuzum Place would be demolished was in error. Since these structures were not included in the historic district boundary delineated in the 2001 Fleming-Watson Historic District National Register nomination, it was assumed by the WVDOH that the structures were determined at that time to be ineligible for the National Register. It appears based upon the WVSHPO GIS survey data site that these structures have not been inventoried. Thus, the WVDOH has completed ten additional Historic Property Inventory forms (attached) for the nine structures that will be demolished, as well as 303 Nuzum Place, which is adjacent to the project area but will not be demolished. The WVDOH has concluded that none of the properties inventoried on Nuzum Place are eligible for the National Register of Historic Places, either individually or as part of a district. As a group, these structures lack integrity and significance and do not complement the existing historic district. According to Sanborn Fire Insurance maps, Nuzum Place itself was built between 1906 and 1912. This street is a short circle that ends and begins at Fourth Street. It does not represent any significant aspect of Fairmont history or development, other than the general growth that any city would have experienced in the early 20th century. Additional photographs of the area are also attached.

The WVDOH contacted the Fairmont Historic Landmarks Commission, the City of Fairmont, the West Virginia Preservation Alliance, Mainstreet Fairmont and the Fairmont Community Development Partnership for further comment on this project. WVDOH staff spoke by telephone with Ms. Joanne Lough of the HLC early in 2011 about the project. Ms. Lough posed a number of questions regarding the traffic in the area and the preferred Alternative 6B. WVDOH staff answered some of Ms. Lough's questions on the phone and requested written comments from the HLC, but never received any written communication. Mainstreet Fairmont also indicated by phone that a letter was forthcoming, but it was never received.

Ms. Martha Ballman of the West Virginia Preservation Alliance contacted Courtney Fint of the WVDOH by phone in February 2011 to request more information on the project. Ms. Fint provided the Criteria of Effect report via email. Ms. Ballman invited the WVDOH to meet with the Preservation Advocacy Committee during the organization's annual meeting on February 23, 2011. Ms. Fint from the Environmental Section attended the meeting and answered questions about the project. The committee indicated that they would prepare written comments, but none have been received.

The WVDOH conducted a more detailed study for the rehabilitation of the existing Fourth Street Bridge (attached). The current bridge is in extremely poor condition and has been closed several times in recent years for emergency repairs. Almost every component of the bridge, including the deck, floor structure, concrete girders and abutments, is in need of extensive repair or replacement. Because there are no original plans available, the true structural capacity of the bridge cannot be determined, and destructive testing would be necessary to determine the amount and condition of reinforcement steel in various structural elements. In order to serve modern transportation purposes, the bridge would have to be widened from 30' to 46'. The estimated cost to repair and upgrade the existing Fourth Street Bridge to an acceptable functional level is \$3,437,200. Though this estimate is lower than that of the preferred alternative, it does not include the extensive material testing that would be required prior to a final rehabilitation design. Neither does it include the widening of the roadway approaches which is included in the estimate for preferred alternative 6B. It is possible that the rehabilitation cost could escalate with new information. In addition, the proposed repairs to the bridge are so extensive that the bridge would likely have little historic integrity upon project completion, thus still resulting in an adverse effect to the individual resource and the Fleming-Watson Historic District. Rehabilitation of the existing Fourth Street Bridge is not preferred by the City of Fairmont, would not meet WVDOH bridge design standards, is a risky undertaking based on the lack of detailed information about the structure, and will not necessarily preserve the bridge with any historic integrity. Unfortunately, this historic bridge is simply not a good candidate for rehabilitation or preservation.

Additional traffic studies were conducted in order to demonstrate the anticipated improvements in traffic flow due to this project. A Level of Service (LOS) study based on current traffic counts concluded that the LOS would remain the same for all proposed alternatives. The locations of traffic lights are the limiting factor for traffic flow in this area, and traffic light locations will remain the same. However, preferred Alternative 6-B allows for significant alignment and safety improvements, specifically creating a smooth connection from Locust Avenue (US 19) to Fairmont Avenue (US 250) with no turns. This is of great benefit for the traveling public, particularly those heading to Fairmont General Hospital and Fairmont State University. Due to the street alignments at Fourth Street and Locust Avenue and the presence of an irregular intersection at Alexander Place as well as intersections close in proximity at Green Street and Emerson Street, it is a poor design option to add another intersection in this area by extending Third Street in a straight alignment (Alternative 6A).

The WVDOH understands that because Alternative 6B results in the demolition of four historic residences, the WVSHPO would prefer a different alternative that results in lesser or no adverse effect. Alternatives 1, 2, 3 and 4 do indeed result in the least impact to historic resources, but this is not the only or primary concern of the WVDOH in project planning. The purpose and need of this project is to replace the existing Fourth Street Bridge while improving the alignment of traffic flow between US 250 and US 219. As described in the Bridge Replacement Study, Alternatives 1, 2, 3, and 4 do not satisfy these goals. Alternative 6B was developed by the WVDOH and its consultants as an effort to lessen the number of structures demolished by revising Alternative 5A, which would have resulted in the demolition of seven historic residences. Alternative 6B will remain the preferred alternative for this project and is supported by the City of Fairmont as described in its detailed January 27, 2011 letter to the WVSHPO (attached). As discussed above, no other organizations provided written comments, even though they were afforded ample opportunity and encouragement by the WVDOH to do so. The WVDOH intends to continue moving forward with preferred alternative 6B and would like to move into discussion of mitigation and the Memorandum of Agreement. A draft MOA is attached and includes documentation of all the historic structures that will be demolished as a result of this project and the inclusion of design elements from the Fairmont Gateway Connector project such as railings, granite intersection pavers and streetlights. These elements are proposed in order to contribute to a "neighborhood" feel and to provide continuity with other transportation corridors in the city.

Archaeological studies for this project have not yet been completed. An archaeology report will be submitted to your office separately as soon as possible. The WVDOH realizes that the MOA cannot be finalized until archaeological impacts are reviewed, but would like to continue discussion of the project and mitigation with your office. Upon completion of archaeological studies, the WVDOH will transmit the necessary information to the Federal Highway Administration for notification of the Advisory Council on Historic Preservation regarding the adverse effect. Any correspondence received will be provided to your office.

Should you have any questions, please contact Courtney Fint of our Environmental Section at 558-7421.

Very truly yours,

Greg Bailey, P.E.
Director
Engineering Division

By: *Ben L. Hark*

Ben L. Hark
Environmental Section Head

JES:Hs

Appendix E



7. 901 Fourth Street, ca. 1930. NR Nomination Resource #365.



8. 903 Fourth Street, ca 1900. NR Nomination Resource #366.



9. 911 Fourth Street, ca 1870. NR Nomination Resource #369.



10. 913 Fourth Street, ca 1950. NR Nomination Resource #371.

Appendix F

**MEMORANDUM OF AGREEMENT
BY AND AMONG
THE WEST VIRGINIA STATE HISTORIC PRESERVATION OFFICER
THE WEST VIRGINIA DIVISION OF HIGHWAYS
AND THE FEDERAL HIGHWAY ADMINISTRATION**

**REGARDING IMPLEMENTATION OF THE FOURTH STREET
BRIDGE REPLACEMENT PROJECT
STATE PROJECT #S325-FAI/RM-1.00
FEDERAL PROJECT #BR-2000 (025)E
MARION COUNTY, WEST VIRGINIA
April 2012**

WHEREAS, the Federal Highway Administration (FHWA), in cooperation with the West Virginia Division of Highways (WVDOT) proposes to replace The Fourth Street Bridge, which spans Coal Run Hollow in Fairmont, Marion County, hereinafter referred to as the "Project." The Project involves improvements including the construction of a new bridge structure to be located at Third Street approximately 350' northeast of the existing bridge location, realignment and construction of new roadway, and the removal of the existing structure; and

WHEREAS, the FHWA has determined that the Project will have an adverse effect upon The Fourth Street Bridge and the Fleming-Watson Historic District, properties listed on the National Register of Historic Places (NRHP); and

WHEREAS, the FHWA has consulted with the West Virginia State Historic Preservation Officer (WVSHPO) pursuant to West Virginia Code Chapter 29, Article 1 and its implementing regulations (82 CSR 2), as well as 36 CFR Part 800.5 (implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f)); and

WHEREAS, the FHWA has consulted with local groups including the Fairmont Historic Landmarks Commission (HLC) and the Preservation Alliance of West Virginia regarding the effects of the undertaking on historic properties; and

WHEREAS, the FHWA has determined that the Project will not affect any archaeological properties; and

WHEREAS, in accordance with 36 CFR 800.6(a)(1), the Federal Highway Administration (FHWA) has notified the Advisory Council on Historic Preservation (ACHP) of the adverse effect determination and provided the specified documentation, and the ACHP has chosen not to participate in the consultation pursuant to 36 CFR 800.6(a)(1)(iii);

NOW, THEREFORE, the FHWA, the WVSHPO, the WVDOT agree that the Project will be implemented in accordance with the following stipulations in order to take into account the effects of the Project on historic properties.

STIPULATIONS

The FHWA shall ensure that the following stipulations are carried out:

Fourth Street Bridge

- I. The Fourth Street Bridge will be documented in its present historic setting. The documentation package will include 5"x7" black and white digital prints prepared in accordance with the Interim National Register of Historic Places and National Historic Landmarks Survey Photo Policy Expansion of January 2009.
- II. A brief history of the structure will be included in the State Level Documentation package, along with fully completed West Virginia Historic Property Inventory forms. WVDOH staff will provide the Marion County Public Library, Marion County Historical Society, and the Fairmont Historic Landmarks Commission a copy of the Fourth Street Bridge State-Level Historic Documentation package for reference and educational purposes.
- III. The WVDOH will provide a sum of \$10,000 to the City of Fairmont to be used for preservation activities and projects. The Fairmont Historic Landmarks Commission along with the City has requested signs and an educational brochure on Fairmont's two historic districts. Funding will be provided once all preservation projects and activities have been identified. Any work completed on historic buildings must comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties and must be submitted for review by the WVSHPO prior to commencement of work. Any interpretive material, such as signs or brochures, will be submitted to WVDOH for review by the WVSHPO and the WVDOH. The City of Fairmont will provide status reports summarizing progress and financial information in writing or via email to the WVDOH every six (6) months.
- IV. A brochure of the Fourth Street Bridge will be developed by the WVDOH and distributed to the Marion County Public Library, Marion County Historical Society, and the Fairmont Historic Landmarks Commission. A digital copy will be provided to the library and historic groups for future distribution. The WVSHPO will be given the opportunity to review the brochure as developed for this stipulation.
- V. The bridge will be documented on a future website listing historic bridges once the WV Historic Bridge Survey is complete.

Fleming-Watson Historic District

- VI. All contributing resources to the Fleming-Watson Historic District that are demolished as a result of this project will be documented in their present setting. The documentation package will include 5"x7" black and white digital prints prepared in accordance with the Interim National Register of Historic Places and National Historic Landmarks Survey Photo Policy Expansion of January 2009.

VIII. In order to blend with the surrounding historic neighborhood, design of the new bridge and roadway will be sympathetic to the historic district, to be determined in consultation with the City of Fairmont and the WVSHPO.

IX. Duration

This MOA will expire if its stipulations are not carried out within five (5) years from the date of its execution. At such time, and prior to work continuing on the Project, the FHWA shall either (a) execute a MOA pursuant to 36 CFR 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR 800.7. Prior to such time, FHWA may consult with other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation XI below. The FHWA shall notify the signatories as to the course of action it will pursue.

X. Post-Review Discoveries

If any unanticipated discoveries of historic properties or archaeological sites, including human burial sites and/or skeletal remains, are encountered during the implementation of this Project, work shall be suspended in the area of the discovery until the WVDOH has developed and implemented an appropriate treatment plan in consultation with the WVSHPO pursuant to 36 CFR 800.13(b).

XI. Monitoring and Reporting

Each year following the execution of this MOA until it expires or is terminated, the FHWA shall provide all parties to this MOA a summary report detailing work carried out pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in the FHWA's efforts to carry out the terms of this MOA.

XII. Dispute Resolution

Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the FHWA shall consult with such party to resolve the objection. If the FHWA determines that such objection cannot be resolved, the FHWA will:

- A. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. The FHWA will then proceed according to its final decision.

- B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, the FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.
- C. The FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

XIII. Amendments

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

XIV. Termination

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation XII, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the Project, the FHWA must either (a) execute a MOA pursuant to 36 CFR 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR 800.7. The FHWA shall notify the signatories as to the course of action it will pursue.

EXECUTION of this Memorandum of Agreement by the FHWA, the WWSHPO, the WVDOH and the ACHP, and implementation of its terms evidence that the FHWA has afforded the ACHP an opportunity to comment on the Fourth Street Bridge Replacement project and its effects on historic properties, and that the FHWA has taken into account the effects of the Project on the historic property.

Federal Highway Administration

Date

Susan Pearce

5/9/12

West Virginia Deputy State Historic Preservation Officer

Date

APPROVED:

Advisory Council on Historic Preservation

Date

CONCUR:

Paul D. Matlock

5/24/12

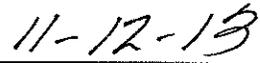
West Virginia Division of Highways

Date

CONSULTING PARTIES:

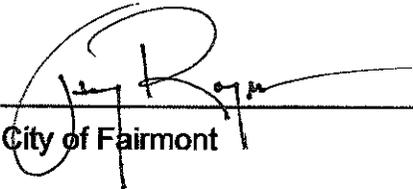


Fairmont Historic
Landmarks Commission



Date

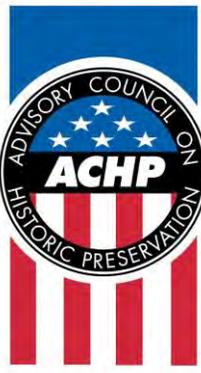
CONSULTING PARTIES:



City of Fairmont

11-12-13
Date

Appendix G



Preserving America's Heritage

April 3, 2013

Jason E. Workman
Director, Program Development
FHWA – West Virginia Division
700 Washington Street, East
Charleston, WV 25301

Ref: *Proposed Fourth Street Bridge Replacement Project*
Federal Project BR-2000(025)E; State Project S325-FAI/RM-1.00
Marion County, West Virginia

Dear Mr. Workman:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the West Virginia State Historic Preservation Office (SHPO), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Ms. Najah Duvall-Gabriel at 202-606-8585 or at ngabriel@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

Appendix H

Greg Bailey, P.F., Director,
Engineering Division
West Virginia Department of Transportation
Division of Highways
Capitol Building, Building Five, Room 110
Charleston, WV 25305

RECEIVED

MAR 12 2012

ENGINEERING DIVISION
WV DOH

Re: Fourth Street Bridge Replacement Project

Dear Mr. Bailey:

Following is a list of requests from the City of Fairmont Historic Landmarks Commission for the mitigation of adverse effects upon Fairmont's Fleming-Watson Historic District resulting from the Fourth Street Bridge Replacement Project.

RESPONSE TO THE DRAFT MEMORANDUM OF AGREEMENT:

As pointed out at the February 24, 2012 meeting, that "...properties eligible for the NRHP..." is in error. The properties are not just eligible. They are listed on the NRHP.

Also at the meeting I mentioned that "...FHWA has determined that the Project will not affect any **archaeological** properties..." and that they may be incorrect in their "determination".

Coal Run was and still is an animal trail. It was made by the buffalo long before the white men saw this country. There were bear, wolves, and "pain'ers" (panthers) then. Indians used it, particularly the Catawba—part of a warpath for them from upstate New York to the Carolinas. The early settlers, mid to late 1700's, worked it into their road systems. It led to Morgan's crossing at the Monongahela River. It is dotted with openings to coal mines.

It is the last natural section of the Beverly-Fairmont Turnpike built in 1852. In April 29, 1863 during the Battle of Fairmont, General William "Grumble" Jones' raiders rode that Turnpike to get to Fairmont's state-of-the-art B&O railroad bridge to blow it in the river. They succeeded. It was and still is (different one) at now 14th Street.

One of the Confederates was shot near that Turnpike, taken into a house along the Turnpike, and later died. So there were houses down there prior to the Civil War. The last one was torn down in the late 1960's—home of a wonderful school teacher, Miss Mary Black. It's likely that you will find the foundations of her house and other artifacts. Bones, guns, rifle balls, arrow heads, pottery, openings to coal mines, etc. It's all there. It seems to me that you should plan accordingly.

Something else of which to be aware: The excavating that is going to be taking place is just 2 ½ short blocks away from the remains of an authenticated mound that was situated on Fairmont

Page 2.

Avenue near Second Street. It was 35 feet long, 20 feet wide, and eight feet high. It was a burial ground typical of the Hopewell Culture. It had existed since between one and 500 years A.D. until we destroyed it in order to build a new Federal Building (post office and Court) in the 1940's. Moundsville still has theirs. FSU's yearbook is titled in its honor—The Mound—since it was once part of the FSU campus.

So those people—"the mound builders"—were moving around and through the area.

Also I asked to have stated in the MOA that the WVDOH will provide the Documentation Package to the Marion County Historical Society for inclusion in its archives.

In addition, I asked if the City of Fairmont Historic Landmarks Commission were to be included in developing the mitigation plan since it is not listed with the WVDOH, the FHWA, and the WVSHPO as a "developer". I was assured that the Fairmont HLC is a part of developing the mitigation plan.

Under IV. Of the Stipulations list, I questioned the wording "In order to blend with the surrounding historic neighborhood, the design of the new bridge and roadway will include contextual design elements from the Gateway Connector project..." I didn't see how this could be done. I learned that plans are "in the works" to adjust the design of the David Morgan Memorial Bridge to give the bridges continuity. It might be good to mention that in the MOA and also change the wording "...blend with the neighborhood" because there is nothing in the neighborhood with which to blend.

There was a "typo" under **Execution**. The word *Hartland* was used and I think it was intended to be *Fourth Street*

RESPONSE TO REVIEW BY THE STATE HISTORIC PRESERVATION OFFICE.

With some adjustments, we agree to the recommendations made by the State Historic Preservation Office that **signage** should be provided "near the entrance" of the district, "discussing the history and architecture of the neighborhood or a **website** should be developed for the City of Fairmont that will feature the district and its resources".

We believe that the **signage** is needed, **plus** the website, and **plus** brochures.

Signage and its cost will be discussed later.

An **additional website** featuring the District and its resources cannot be developed by the City of Fairmont. So it is requested that the City include this information on its current website. (Read more under **Documentary**)

The **brochures** should contain the map of the District, indicating contributing and non-contributing structures, a brief explanation of the National Register—what it does and does not do, and historical, architectural, and archeological highpoints of the District. The content for signage, website, and brochures would be similar. For consistency, the same treatment is needed for Fairmont's other two historic districts: Downtown Fairmont Historic District and Woodlawn Cemetery Historic District—they, too, should have brochures. So we are requesting that this be done as well.

Est. Cost for signage: no doubt SHPO has provided this, but I will provide this cost below.

Est. Cost for website: to be incurred by City

Est. Cost for brochures: \$ 832.00 for 500 x 3 Districts or \$918.00 for 1,000 x 3 Districts.

Description: 4 fold on slick legal size paper in color. We request 1,000 for each District.

Source of Estimates: Fairmont Printing Company

CITY OF FAIRMONT HISTORIC LANDMARKS COMMISSION REQUESTS:

1. **Brochures** for all three of Fairmont's Historic districts (See Above.)
2. **Signage** (as listed above) near the "entry" of the Fleming-Watson Historic Residential District, with improved map, telling of its historical, architectural, and archeological highpoints with extensive text and pictures/drawings.
3. **Additional Signage:**
 - a. **Signage** for bridge giving the history of the Fourth Street Bridge and the history of the development of the new bridge at the bridge with pictures and text.*
 - b. **Signage** for the bridge giving the history of Fuzzy Knight for whom it is hoped the bridge will be named with pictures and text. Hopefully both of the bridge signages could be unveiled at the Dedication of the Bridge.*

Note: They could be styled alike and placed side by side. This is sometimes done.

Estimated Signage Cost: Costs vary according to design, text, pictures, post, installation, materials used, etc.. Here are some examples. Civil War Trails signs cost \$2,600.00 which includes production of sign, the post, delivery, and installation. JD Signs in Fairmont cost \$2,700.00 which includes comparable production with no post, no delivery, and no installation. WV State Historic Roadside Marker, which we don't want, only 100 words, no pictures, but post, delivery, and installation is \$2195.00—if sides different the price goes up. Of course, the price of various metals fluctuate almost daily. **Total Est. for three (3) signs/markers: \$7,500.00**

4. **Banners.** Custom made banners are available to mark the District. The design could include the crests of these two Scots families (see attached)—the Watsons and the Flemings. 36"X18" banners from United States Flag Store online cost \$80.00 each—12 banners \$960.00. (See attached.) The costs vary according to the fabric used. These are heavy duty vinyl printed on both sides. Looking at the district map, it seems that a dozen could be used placing one each at various entry points to the District. Brackets are also needed to attach banners to poles. Their cost is \$179.85 (one-way ball & finial iron straight arm —see attached)—12 brackets \$2,158.20. **Total Banner and Bracket Cost: \$3,118.20**

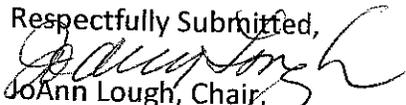
5. **Documentary Film.** A film to record the demolition of the Fourth Street Bridge and the erection of the new bridge at Third Street, giving the history of the area as well. I am in the process of contacting Robert Tinnell, local* prize winning professional film maker, to see if he and his wife Shannon would be interested in such a project, if they are available, and what their fee would be. I should know today—Monday, March 5, 2012. The film would be the property of the DOH. * He is from Marion County, she from Harrison. They live in Morgantown. **Note: It's time to send this report and I have yet to hear from Robert Tinnell.**

Est. Cost of Documentary: ?

6. **Signage on I-79 South.** I understand that what Fairmont has to offer in the way of heritage tourism is not posted on this highway, such as: Prickett's Fort, Marion County Historical Society Museum, Telephone Museum, Woodlawn Cemetery Historic District (113 Civil War Veterans; WV Governors; F. H. Pierpont, Governor of the Restored State of Virginia; etc.), Father's Day Church, International Thespian Society, Fairmont State University, etc. plus outdoor attractions. We said that we would remind the DOH to "look into this" and that the Commission would check with the WV Division of Tourism concerning the Civil War Trails "trailblazers". It is Tourism's responsibility to see that they are installed on I-79 .

This report is also being sent by regular mail which will include the attachments.

Respectfully Submitted,


JoAnn Lough, Chair,

City of Fairmont Historic Landmarks Commission

200 Locust Avenue,

Fairmont, WV 26554 303-363-9341

Cc: Ben L. Hark, Environmental Section Head; Sondra L. Mullins, Environmental; William s. Thornton, Environmental; Jay Rogers, Fairmont City Manager; Susan M. Pierce, Deputy State Historic Preservation Officer

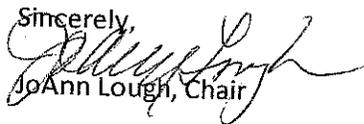
March 7, 2012

Note:

I could not continue the attachments. There are three others showing Fleming plaid, Watson crest, and Watson plaid. I had one master which I am sending to Mr. Bailey.

I replaced color cart. In printer and it doesn't work now. I don't have any more time to give to this today.

I'm certain you get the idea.

Sincerely,

JoAnn Lough, Chair

City of Fairmont Historic Landmarks Commission

200 Locust Avenue

Fairmont, WV 26554

304-363-9341

(Now the spacing is "out of whack"! Sorry. JL)

FLEEVING-WATSON HISTORIC DISTRICT
Borough, Marion County, West Virginia

Prepared by
TAYLOR & TAYLOR ASSOCIATES, INC.
Historic Preservation & Community Development Specialists
9 Walnut Street
Brookville, PA 15825
814-849-4900
April, 2001

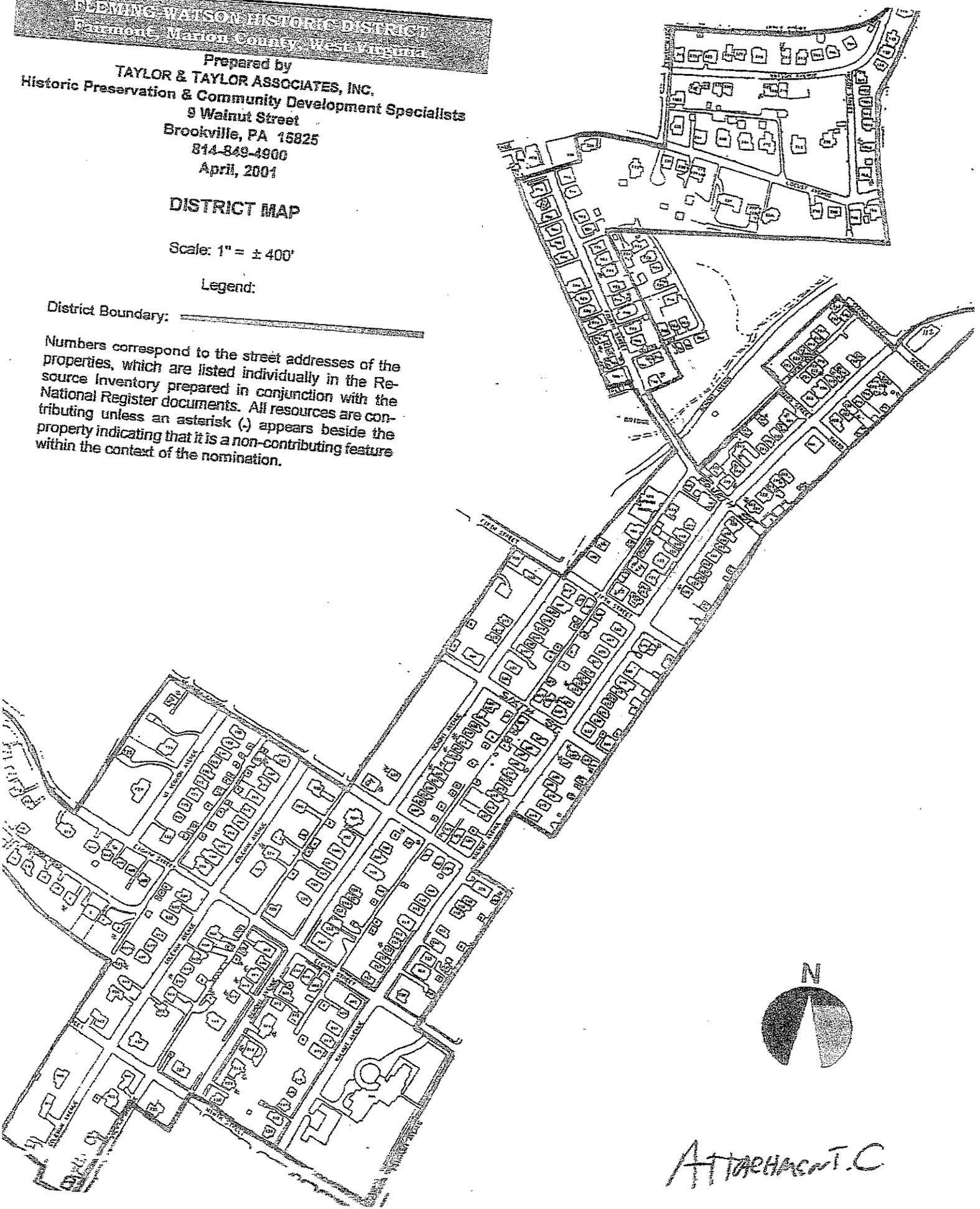
DISTRICT MAP

Scale: 1" = ± 400'

Legend:

District Boundary: 

Numbers correspond to the street addresses of the properties, which are listed individually in the Resource Inventory prepared in conjunction with the National Register documents. All resources are contributing unless an asterisk (*) appears beside the property indicating that it is a non-contributing feature within the context of the nomination.



ATTACHMENT C

Banners



A division of Online Stores Inc.



STICK FLAGS

Available at

www.united-states-flag.com

Sign In Register

Order Status | Shopping Cart

search our store

Call Us Toll Free 1-877-734-2458

American Flags | Valley Forge Flags | Flagpoles | Small Flags | State Flags | International | Military Flags | Sports Flags | Custom Flags | Flag Cases | Other Flags

Home | Custom Flags - Custom Made Flags | Custom Avenue Banners | Custom Avenue Banner - Vinyl - 36in x 18in



Custom Avenue Banner - Vinyl - 36in x 18in

Item# FLGFCST1000020597
MPN # Custom Avenue Banner - 36 x 18

List Price: \$67.70
Our Price: \$79.99

Quantity: 1

ADD TO CART

Availability: Usually Ships 1-2 Weeks

DESCRIPTION

Dress up your city, town or business with some of these awesome Custom Avenue Banners. They are great for advertising for your business or upcoming event or just giving the streets a little color. They are double-sided printed on an 18oz. heavyweight vinyl for durability.

This Vertical Banner measures: 36in x 18"

Custom Avenue Banner - Vinyl - 36in x 18in | Custom Avenue Banner - Vinyl - 45in x 18in | Custom Avenue Banner - Vinyl - 60in x 20in | Custom Avenue Banner - Vinyl - 72in x 20in | Custom Avenue Banner - Vinyl - 72in x 30in | Custom Avenue Banner - Vinyl - 96in x 30in

Dress up your city, town or business with some of these awesome Custom Avenue Banners. They are great for advertising for your business or upcoming event or just giving the streets a little color. They are double-sided printed on an 18oz. heavyweight vinyl for durability.

This Vertical Banner measures: 36in x 18"

Customer Service

- Customer Service FAQ
- Shipping Info
- About Us
- Resource Directory
- Privacy Policy



News & Information

- Flagpole Installation
- Flag Info and News
- Flag Etiquette
- American Flag Pictures
- Links to Useful Sites
- Flag Blog
- Online Stores Blog

Follow Us On...



Our Stores

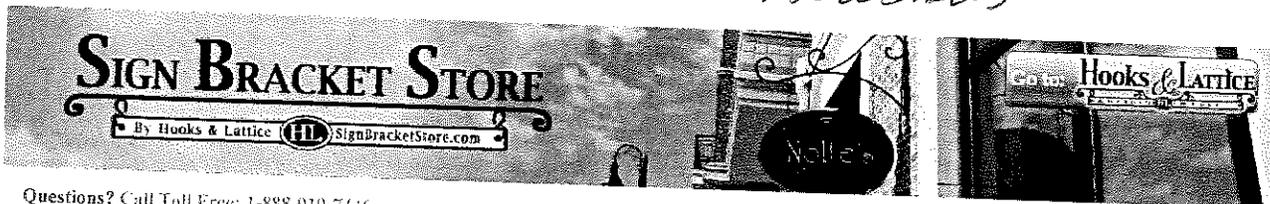
- Online Stores
- British Food
- English Tea Store
- Safety Glasses & Hard Hats
- Work Boots & Overalls
- Imprinted Promotional Items



Need Assistance?
Call Us, Toll Free
1-877-734-2458
Mon - Fri 8am-7pm EST



Banner Brackets



Questions? Call Toll Free: 1-888-919-7446

Catalog Request | Email | About Us | Testimonials | Press | View Cart

Banner Brackets Sign & Business Lighting Post and Panel Monument Signs Sign Hardware & Sign Mounts Display Style Signs Sign Blanks

Product Search

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Ball Finial Iron Straight Arm Banner Brackets

Sign up and be entered for a FREE monthly giveaway!

Architectural Sign Brackets

- Architectural Sign Brackets- All
- Wall Mount Sign Brackets
- Single Post Sign Brackets
- Ceiling Mount Sign Brackets
- Street Sign Frames & Brackets
- Sign Hanging Hardware

Sign Hardware & Sign Mounts

- Sign Hardware- All
- Direct Sign Mounts
- Cleat Hangers & French Cleats
- Sign Standoffs
- Wall Mount Sign Hardware
- Post Mount Sign Hardware
- Ceiling Mount Sign Hardware
- Interior Displays & Brackets
- Street Sign Mounting Brackets
- Strap Banding Sign Hardware
- Sign Hanging Hardware

Banner Brackets

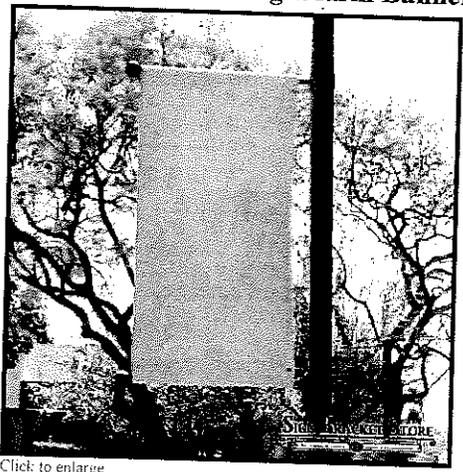
- Banner Brackets- All
- Wall Mounted Banner Brackets
- Post Mount Banner Brackets
- Banner Bracket Hardware
- Ceiling Mount Banner Brackets

Sign & Business Lighting

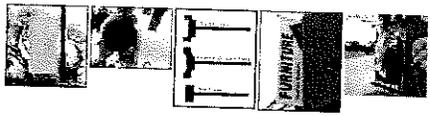
- Lighting - All
- Gooseneck Lighting
- Flood/Spot Lights
- Sign Lighting- Other
- Barn Lights & Barn Style Sconces

Post and Panel

- Post and Panel- All
- Architectural Post & Panel
- Contemporary Post and Panel
- Aluminum Posts



Click to enlarge



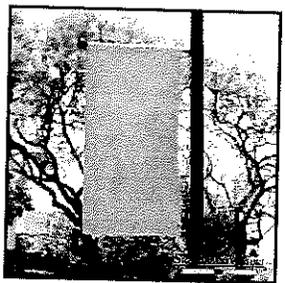
The Hooks and Lattice "Ball Finial Banner Brackets" provide a distinctive way to display your banners. Either mounted on a wall or around a light pole the ball finials on the ends of the banners provide an added architectural appeal to your banner displays.

The ball finials are removable so that the banners can be easily hung on the brackets. Simply unscrew the powder coated iron finials, install the banner and then screw the ball finial back onto the banner arm.

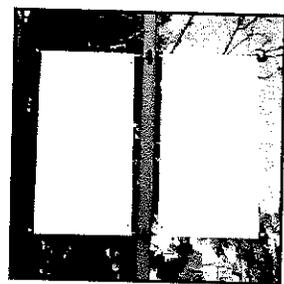
The typical ball finial is 3" in diameter and it can be coated in a variety of colors for a unique look. One popular option is to have the ball finials coated with a true brass coating.

Please call us for more information 888-919-7446

Click on Items Below for Details



One-Way Ball Finial Banner Bracket Pair
Price: \$179.85

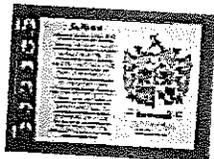


Two-Way Ball Finial Banner
Price: \$279.85

Banner ~~Product~~ Design Content

Fleming coat of arms, family crest and Fleming family history

Irish



Get the discounted Fleming High Quality Print and get FREE DELIVERY (limited time offer)

Do it!



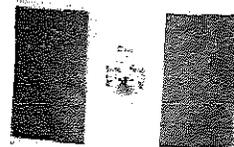
Get the Fleming hand-engraved Claddagh or Signet Ring with the Fleming Family Crest & get free a FREE GIFT.

Do it!



Get the Fleming custom made Plaque or Shield with the Fleming Family Crest and get a FREE GIFT

Do it!

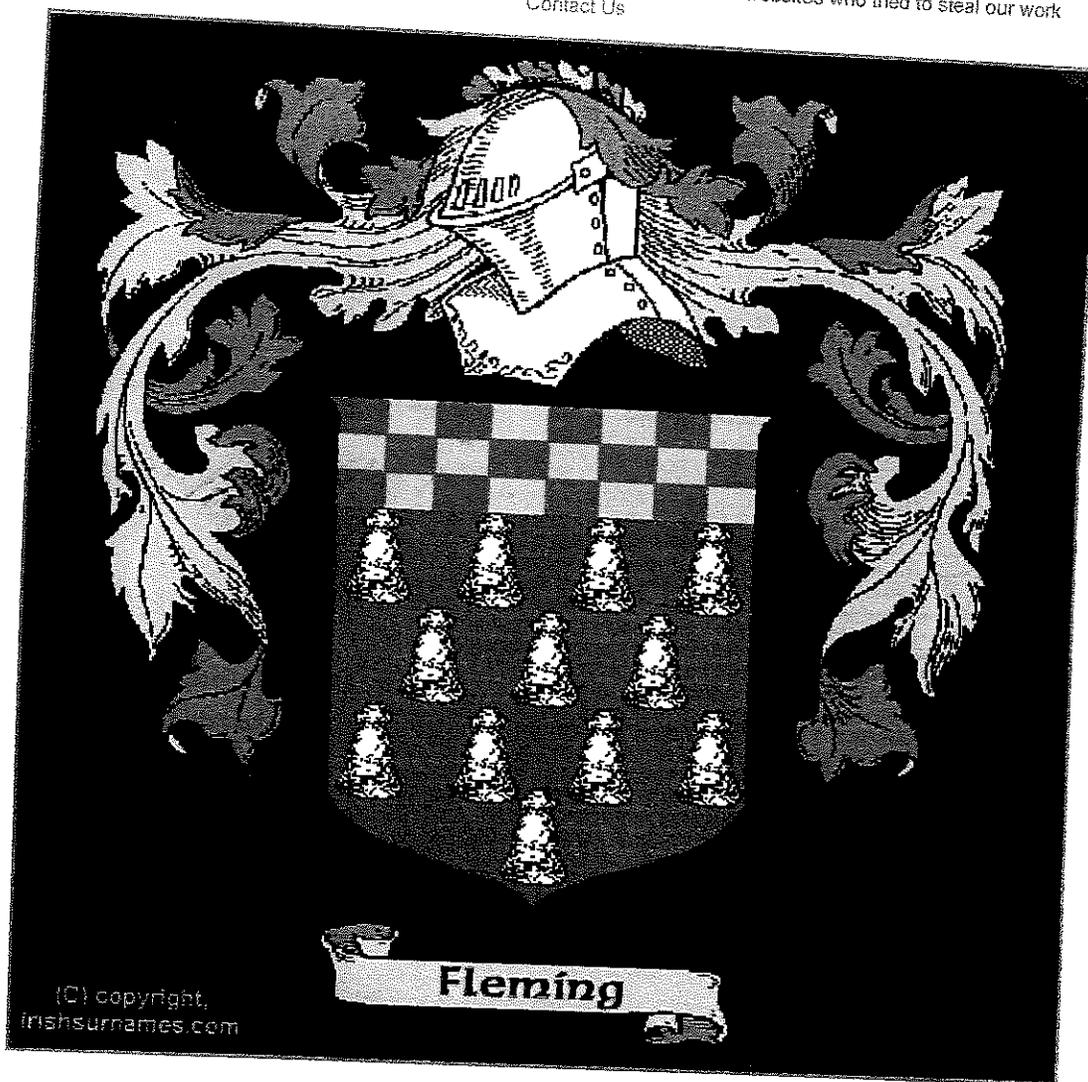


Get Fleming Coat of Arms Flag Different styles available and free worldwide delivery.

Do it!

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Send a Fleming Postcard!