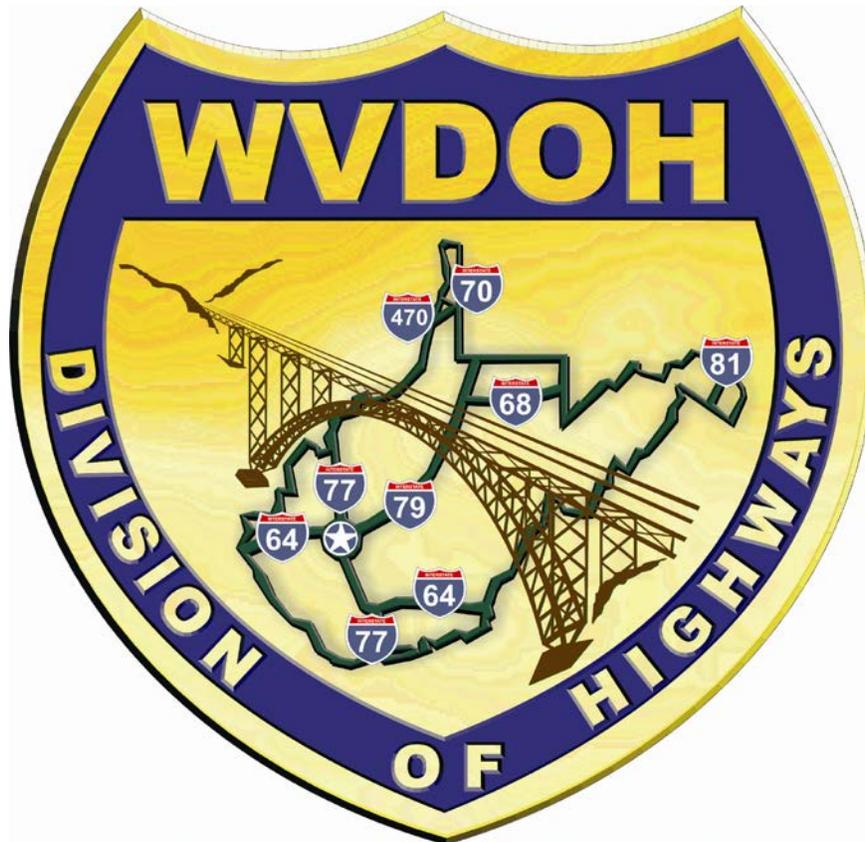


Workshop Public Meeting
MADISON ELEMENTARY SCHOOL



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

Madison Railroad Overpass Bridge Replacement
Boone County
Monday, January 28, 2013

Madison Railroad Overpass Bridge Replacement

STATE PROJECT X303-17/11-0.00

FEDERAL PROJECT STP-1711(001) D

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

The purpose of this meeting is to update the public on the proposed bridge replacement of the Madison Railroad Overpass Bridge since the last workshop public meeting on August 18, 2011. The project will provide a new unobstructed egress and ingress into the subdivision, and eliminate the at-grade railroad crossing. The proposed project has evaluated 12 different alternatives for the new bridge location, 10 alternatives have been eliminated from further consideration. Due to the comments from the initial public meeting additional Alternative #11A was examined. Only two alternatives remain viable: Alternative #5A and Alternative #11A. A preferred alternative has not been selected at this time. Below is a detailed description of all twelve alternatives.

Alternative #1- consists of placing a new bridge 25 feet downstream (east) of its current location. Alternative #1 proposes a new five-span bridge estimated to be 335 feet in length with approximately 765 feet of new approach roadway. The grade of various streets and driveways will have to be raised or lowered to intersect with the new bridge approaches. Right of way requirements require both permanent right of way acquisition and temporary construction easements. This will very likely require the acquisition of three residences on the north side of Spruce Fork. The existing bridge will be used to maintain traffic during construction. However during construction Nathan Street is cut off from Haddad Street; therefore, a secondary access will have to be provided to residences north of Spruce Fork to access WV 17. Estimated cost for Alternative #1 is \$6,779,000.

Alternative #2- consists of placing a new bridge 10 feet downstream (east) of its current location. Alternative # 2 proposes a new four-span bridge estimated to be 280 feet in length and approximately 820 feet of new roadway approaches. The grade of various streets and driveways will have to be raised or lowered to intersect with the new bridge approaches. Right of way requirements require both permanent right of way acquisition and temporary construction easements. This will very likely require the acquisition of one residence on north side of Spruce Fork and one residence in the new subdivision south of Spruce Fork. The existing bridge will be used to maintain traffic during construction. With Alternative #2 Nathan Street is permanently cut off from Haddad Street; therefore, a secondary access will have to be permanently opened to provide homes north of Spruce Fork access to WV 17. Nathan Street intersects with Franklin Avenue, which appears to have had access to WV 17 at one time. That access will be permanently reopened. Estimated cost for Alternative #2 is \$6,107,000.

Alternative #3- consists of placing a new bridge on the approximate alignment of the existing bridge and constructing a temporary bridge and roadway approximately 25 downstream of the existing bridge to maintain traffic. The temporary bridge will intersect with Nathan Street. Alternative #3 proposes a new three-span bridge estimated to be 280 feet in length and approximately 820 feet of new roadway approaches. The temporary bridge is estimated to be 160 feet in length with 180 feet of approach roadway tying into the existing at-grade rail road crossing. Right of way requirements require both permanent right of way acquisition and temporary construction easements. This will not require the acquisition of any residences. With Alternative #3 Nathan Street will permanently be cut off from Haddad Street; therefore, a secondary access will have to be permanently opened to provide homes north of Spruce Fork access to WV 17. Nathan Street intersects with Franklin Avenue, which appears to have had access to WV 17 at one time. Estimated cost for Alternative #3 is \$6,056,000.

Alternative #4- consists of placing a new bridge approximately 25 feet upstream from the existing bridge. Alternative #4 proposes a new three-span bridge estimated to be 280 feet in length and approximately 805 feet of new roadway approaches. Right of way requirements require both permanent right of way acquisition and temporary construction easements. Alternative #4 will require the acquisition of one residence on the north side of Spruce Fork. The existing bridge will be used to maintain traffic during construction. However during construction Nathan Street will be cut off from Haddad Street; therefore, a secondary access will have to be provided to homes north of Spruce Fork to access WV 17. Estimated cost for Alternative #4 is \$5,610,000.

Alternative #5- consists of placing a new bridge approximately 350 feet upstream from its current location. Alternative #5 proposes a new five-span bridge estimated to be 340 feet in length and approximately 280 feet of new roadway approaches. Right of way requirements require both permanent right of way acquisition and temporary construction easements. Traffic will be maintained on the existing bridge during construction. This alternative will directly impact at least five property owners but will not require the acquisition of these residences. Alternative #5 will impact two sheds. Estimated cost for Alternative #5 is \$5,334,000.

Alternative #5A - consists of placing a new bridge approximately 350 feet upstream from its current location. Alternative #5A proposes a new five-span bridge estimated to be 340 feet in length and approximately 800 feet of new roadway approaches. Right of way requirements require both permanent right of way acquisition and temporary construction easements. Traffic will be maintained on the existing bridge during construction. Alternative #5A directly impacts at least nine property owners but will not require the acquisition of these residences. Alternative #5A is similar to Alternative #5, but differs on the southern approach. Estimated total construction cost for Alternative #5A is \$5,923,000.

Alternative #6- consists of placing a new bridge approximately 1,400 feet upstream from its current location. Alternative #6 proposes a new five-span bridge estimated to be 470 feet in length and approximately 760 feet of new roadway approaches. Right of way requirements require both permanent right of way acquisition and temporary construction

easements. Traffic will be maintained on the existing bridge during construction. Alternative #6 directly impact at least eight property owners, but will not require the acquisition of these residences. Three driveways will need to be relocated to access the northern approach. Estimated cost for Alternative #6 is \$8,203,000.

Alternative #7- consists of placing a new bridge approximately 3,000 feet upstream from its current location. This new alignment intersects with WV 17 on the west side of the peninsula and accesses the new subdivision from the west as opposed to the north like the current bridge. Alternative #7 proposes a new four-span bridge estimated to be 385 feet in length and approximately 515 feet of new roadway approaches. Right of way requirements require both permanent right of way acquisition and temporary construction easements. This will require the acquisition of two mobile homes located within a mobile home court on the west side of Spruce Fork. Alternative #7 will directly impact at least three property owners. Traffic will be maintained on the existing bridge during construction. Estimated cost for Alternative #7 is \$5,511,000.

Alternative #8- consists of placing a new bridge approximately 1 mile upstream from its current location. The new alignment intersects WV 17 on the south side of peninsula as opposed to the north like the existing bridge. Alternative #8 proposes a new three-span bridge estimated to be 280 feet in length and approximately 720 of new roadway approaches. Right of way requirements require both permanent right of way acquisition and temporary construction easements. Alternative #8 will directly impact a 7.17 acre plot of land within the subdivision that has been divided into approximately forty (40) lots. Two property owners south of Spruce Fork will be impacted but no residences will have to be acquired for this alternative. Traffic will be maintained on the existing bridge during construction. Estimated cost for Alternative #8 is \$5,752,000.

Alternative #9- consists of placing a new bridge approximately 10 feet upstream from the existing bridge while maintaining traffic on the existing bridge during construction. Alternative #9 is similar to Alternative 1-4; however, a steeper grade was used on the bridge and approaches along with retaining walls. This allowed the intersection with Nathan Street to be maintained while preventing the acquisition of any residences. This alternative proposes a new four-span bridge estimated to be 267 feet in length and approximately 833 feet of new roadway approaches. Right of way requirements require both permanent right of way acquisition and temporary construction easements. This alternative will directly impact 6 property owners but does not require the acquisition of any residences. During construction Nathan Street will be cut off from WV 17; therefore, a secondary access will be provided. Nathan Street intersects with Franklin Avenue, which appears to have had access to WV 17 at one time. This access will be temporarily reopened. Estimated cost for Alternative #9 is \$5,085,000.

Alternative #10- consists of placing a new bridge on the approximate alignment of the existing bridge and constructing a temporary bridge and roadway approximately 25 feet downstream of the existing bridge to maintain traffic during construction. Alternative #10 proposes a new five-span bridge estimated to be 350 feet in length and approximately 750 feet of new roadway approaches. The temporary bridge is estimated to be 160 feet in length with 180 feet of roadway approach work. The temporary road will intersect with Nathan Street. Right of way requirements require both permanent right of way

acquisition and temporary construction easements. Alternative #10 will directly impact at least eight property owners. During construction Nathan Street will be cut off from WV 17; therefore, a secondary access will be provided. Nathan Street intersects with Franklin Avenue, which appears to have had access to WV 17 at one time. This access will be temporarily reopened. Estimated cost for Alternative #10 is \$6,254,000.

Alternative #11- consists of placing a new bridge approximately 25 feet upstream from the existing bridge while maintaining traffic on the existing bridge. Alternative #11 proposes a new three-span bridge estimated to be 280 feet in length and approximately 820 feet of new roadway approaches. Right of way requirements require both permanent right of way acquisition and temporary construction easements. Alternative #11 will require the acquisition of one residential property on the north side of Spruce Fork and will directly impact at least eight property owners. During construction Nathan Street will be cut off from WV 17; therefore, a secondary access will be provided. Nathan Street intersects with Franklin Avenue, which appears to have had access to WV 17 at one time. This access will be temporarily reopened. Estimated cost of Alternative #11 is \$5,718,000.

Alternative #11A - consists of placing the new bridge approximately 80 feet upstream from the existing bridge. Traffic will be maintained on the existing bridge during construction. Alternative #11A is a variation of Alternative #11; since the impacts in Alternative #11 include the house west of Haddad Street, Alternative #11A moves the intersection of WV 17 further west. This allows the new bridge to be accessed by a new road and avoids impacting Haddad Street. Alternative #11A proposes a new three-span bridge estimated to be 300 feet in length and approximately 820 feet of new roadway approaches. Estimated total construction cost for Alternative #11A is \$5,762,000.

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

The purpose of this informational workshop public meeting is to afford participants an opportunity to ask questions and state their views and opinions on the bridge replacement project. Your **comments are important**: comment sheets will be provided at the workshops; they can be dropped in a comment box at the workshop, or mailed to:

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

Any additional questions or comments can be sent to Sondra Mullins

(Sondra.L.Mullins@wv.gov) or Traci Cummings (Traci.L.Cummings@wv.gov) or visit the WVDOH Website at <http://go.wv.gov/dotcomment> (Engineering Projects) for project information and the opportunity to comment on the project. **Comments are due by Thursday, February 28, 2013.**

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