

WV 2 / OH SR 7 Bridge

Planning and Environmental Linkage (PEL) Study Report

WV 2 / OH SR 7 Bridge Project PEL Study Report

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Appendix B – WV 2 / OH SR 7 Bridge Project Socioeconomic Analysis Memo

**Appendix C – WV 2 / OH SR 7 Bridge Project Existing Transportation Conditions Summary
Memo**

Appendix D – WV 2 / OH SR 7 Bridge Project Traffic Evaluation Memo

Appendix E – WV 2 / OH SR 7 Bridge Project Economic Analysis and BCA Report

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Appendix G – WV 2 / OH SR 7 Bridge Project Agency Coordination

Appendix H – WV 2 / OH SR 7 Bridge Project Questionnaire

Acronyms and Abbreviations

#

2024\$	2024 United States Dollars
2U	Two-lane undivided urban and suburban arterial

B

Base Flood Elevation	100-Year Floodplain
BCA	Benefit Cost Analysis
BCR	Benefit Cost Ratio
Big Seven Mile Road	County Road 11
BIP	Bridge Investment Program

C

CFR	Code of Federal Regulations
CMP	Congestion Management Process
CLOMR	Conditional Letter of Map Revision

D

DNR	Department of Natural Resources
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E

EDR	Environmental Data Resources, Inc.
EIS	Environmental Impact Statement

F

FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map

Frank Gatski
Memorial Bridge

East Huntington Bridge

FY

Fiscal Year

G

GIS

Geographic Information System

H

HADCO

Huntington Area Development Council

HSIP

Highway Safety Improvement Program

HSM

Highway Safety Manual

HUA

Huntington Urbanized Area

I

I-# (ex. I-64)

Interstate # (ex. Interstate 64)

IIJA

Infrastructure Investment and Jobs Act

INFRA

Infrastructure for Rebuilding America

IPaC

Information for Planning and Consultation

IPC

Interstate Planning Commission

IT

Information Technology

K

KYOVA

KYOVA Interstate Planning Commission

L

LOS

Level of Service

M

MPDG

Multimodal Project Discretionary Grant

MPO

Metropolitan Planning Organization

MRLC Multi-Resolution Land Characteristics

MSAT Mobile Source Air Toxics

MTP Metropolitan Transportation Plan

N

NEPA National Environmental Policy Act

NHFN National Highway Freight Network

NHPP National Highway Performance Program

NHS National Highway System

NLCD National Land Cover Database

NOAA National Oceanic and Atmospheric Administration

NOFO Notice of Funding Opportunity

Nominal\$ Nominal United States Dollars

NRCS Natural Resource Conservation Service

NRHP National Register of Historic Places

NSA Noise Sensitive Area

NWI National Wetland Inventory

O

O&M Operations and Maintenance

ODNR Ohio Department of Natural Resources

OEPA Ohio Environmental Protection Agency

ODOT Ohio Department of Transportation

OH Ohio

OH SR # (ex. OH SR 7) Ohio State Route # (ex. Ohio State Route 7)

P

P&E Planning and Engineering

PC	Policy Committee
PEL	Planning and Environmental Linkages (Study)
PIM	Public Involvement Meeting
PM	Particulate Matter
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Grant Program

R

RAISE	Rebuilding American Infrastructure with Sustainability and Equity Grant Program
ROW	Right of Way

S

SFHA	Special Flood Hazard Area
SHPO	State Historic Preservation Office
SPF	Safety Performance Function
SR	State Route
STBG	Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
Study Area	The West Virginia State Route 2 and Ohio State Route 7 Bridge Project Study Area

T

TAC	Technical Advisory Committee
TAG	Technical Advisory Group
TIMS	Transportation Information Mapping System
TIP	Transportation Improvement Program

U

US	United States
----	---------------

US # (ex. US 60)	United States Route # (ex. United States Route 60)
USACE	United States Army Corp of Engineers
USCG	United States Coast Guard
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey

V

VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
VOC	Vehicle Operating Cost

W

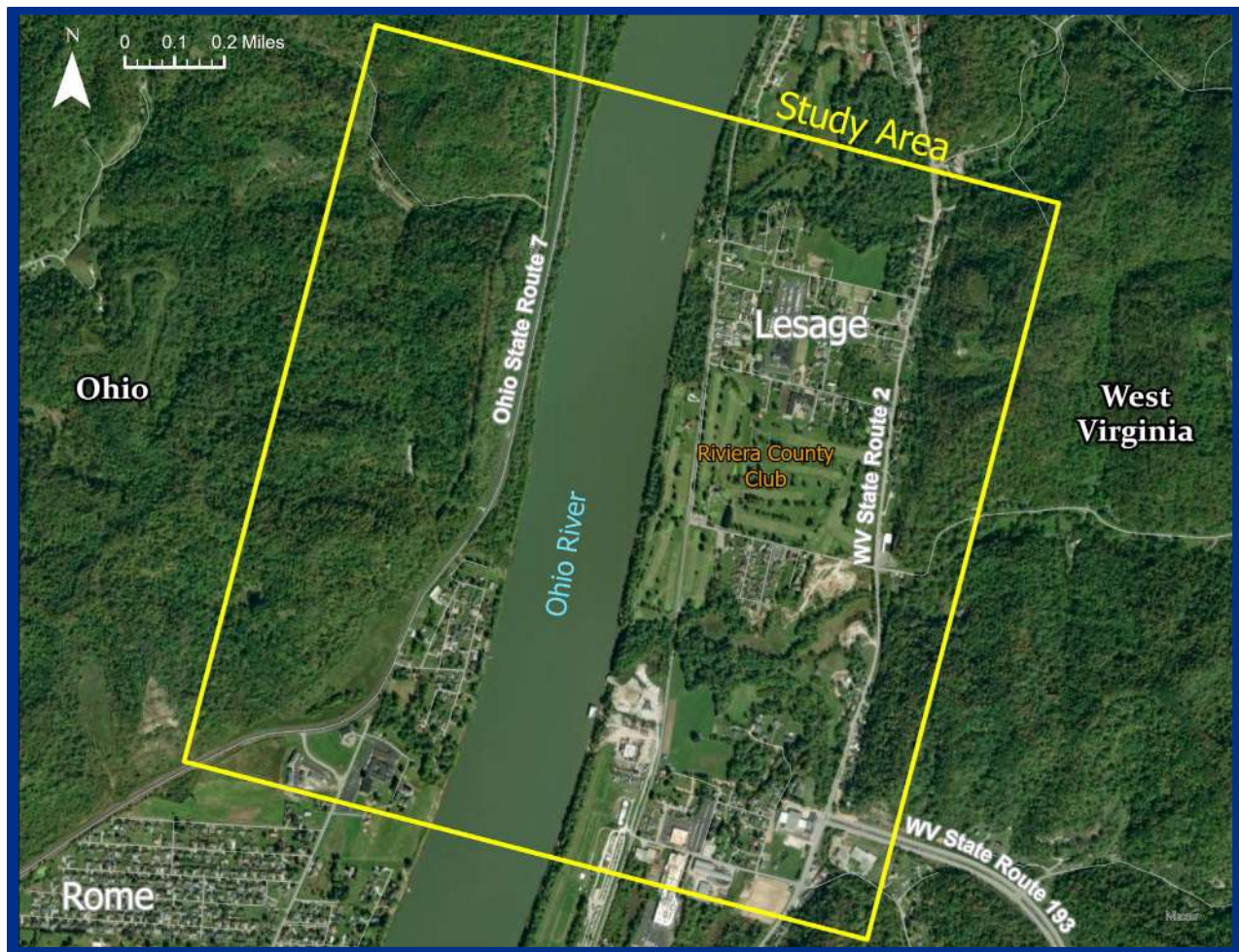
WV	West Virginia
WV # (ex. WV 2)	West Virginia State Route # (ex. West Virginia State Route 2)
WV 2 / OH SR 7 Bridge Project	West Virginia State Route 2 and Ohio State Route 7 Bridge Project Also known as: The Project
WVDNR	West Virginia Department of Natural Resources
WVDOH	West Virginia Department of Highways
WVDOT	West Virginia Department of Transportation

Executive Summary

Project Description and Location

The West Virginia State Route 2 and Ohio State Route 7 Bridge Project (WV 2 / OH SR 7 Bridge Project) Planning and Environmental Linkages (PEL) Study builds upon the findings of the 2020 Feasibility Study. Commissioned by the KYOVA Interstate Planning Commission (KYOVA), this PEL Study aims to further evaluate the previously identified bridge locations and advance the planning process by integrating transportation, environmental, and community considerations early in project development. All proposed bridge alignments were assessed within the defined study area, as illustrated in **Figure ES-1** below.

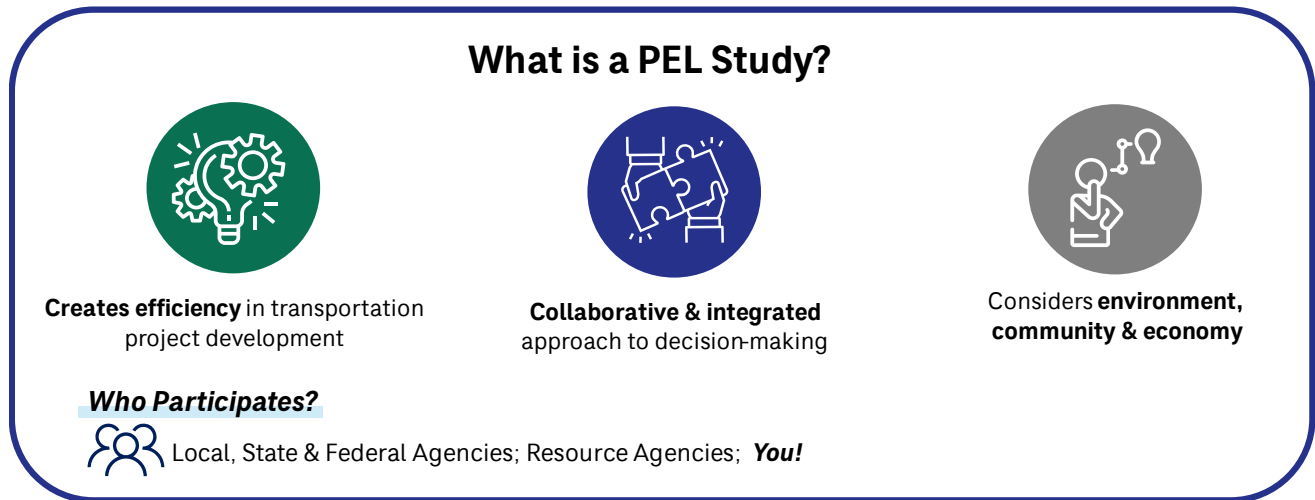
Figure ES-1 Study Area Map



A PEL Study is a collaborative approach to decision-making used to identify transportation issues, needs, and environmental concerns. It engages agencies and stakeholders early and begins to

consider some factors that are assessed during the National Environmental Policy Act (NEPA) process. This PEL Study explores the Purpose and Need of the Project, existing environmental conditions, Alternative Analysis, and next steps should the proposed project advance.

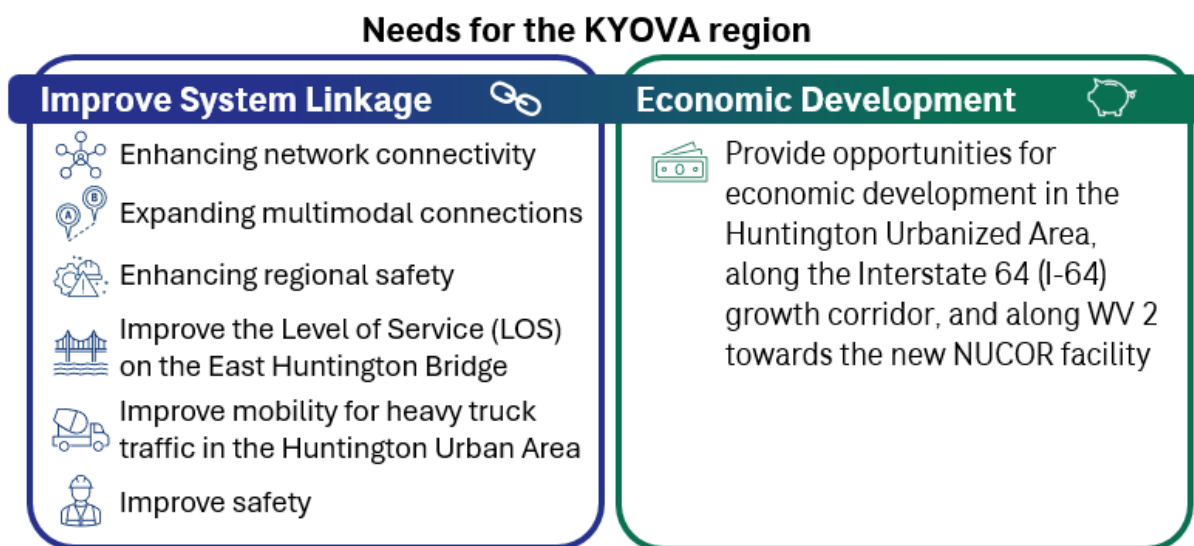
Figure ES-2 What is a PEL Study?



Purpose and Need for the Project

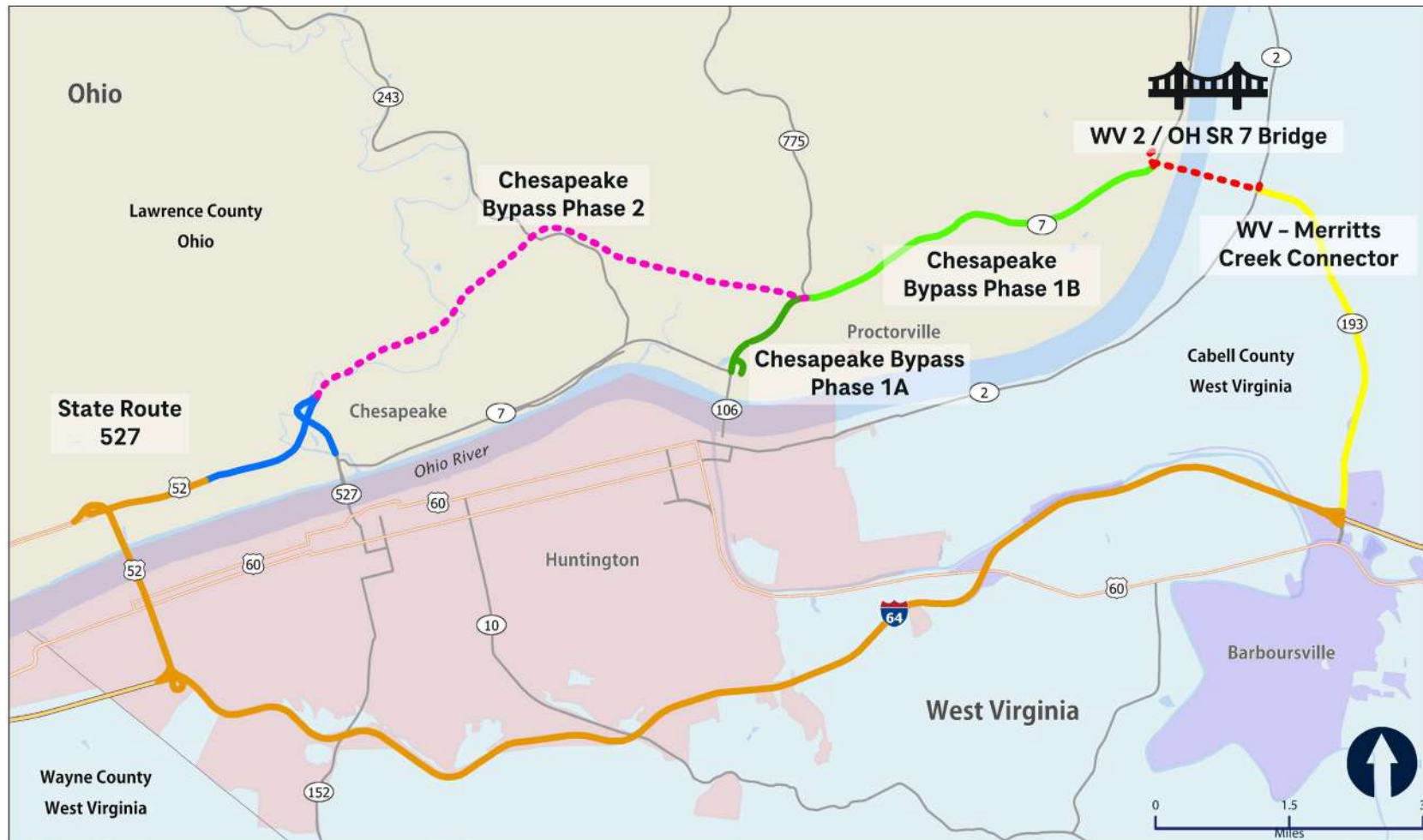
The purpose of the KYOVA Ohio River Bridge Project is to provide a cross-river system linkage connecting WV 2 to OH 7 with connections to major US highways and I-64 as well as provide improved access for economic development and growth in the region.

Figure ES-3 Study Needs



Multiple projects, as shown below, comprise various improvements to the transportation network in the area. Except for the WV 2 / OH SR 7 Bridge Project, most of the projects have either been constructed, are under construction, and/or are anticipated to be constructed soon. The Ohio River Crossing would connect these improvements in the area.

Figure ES-4 Existing or Committed Projects in the Huntington Urbanized Area and the Proposed Location of the Proposed WV 2 / OH SR 7 Bridge



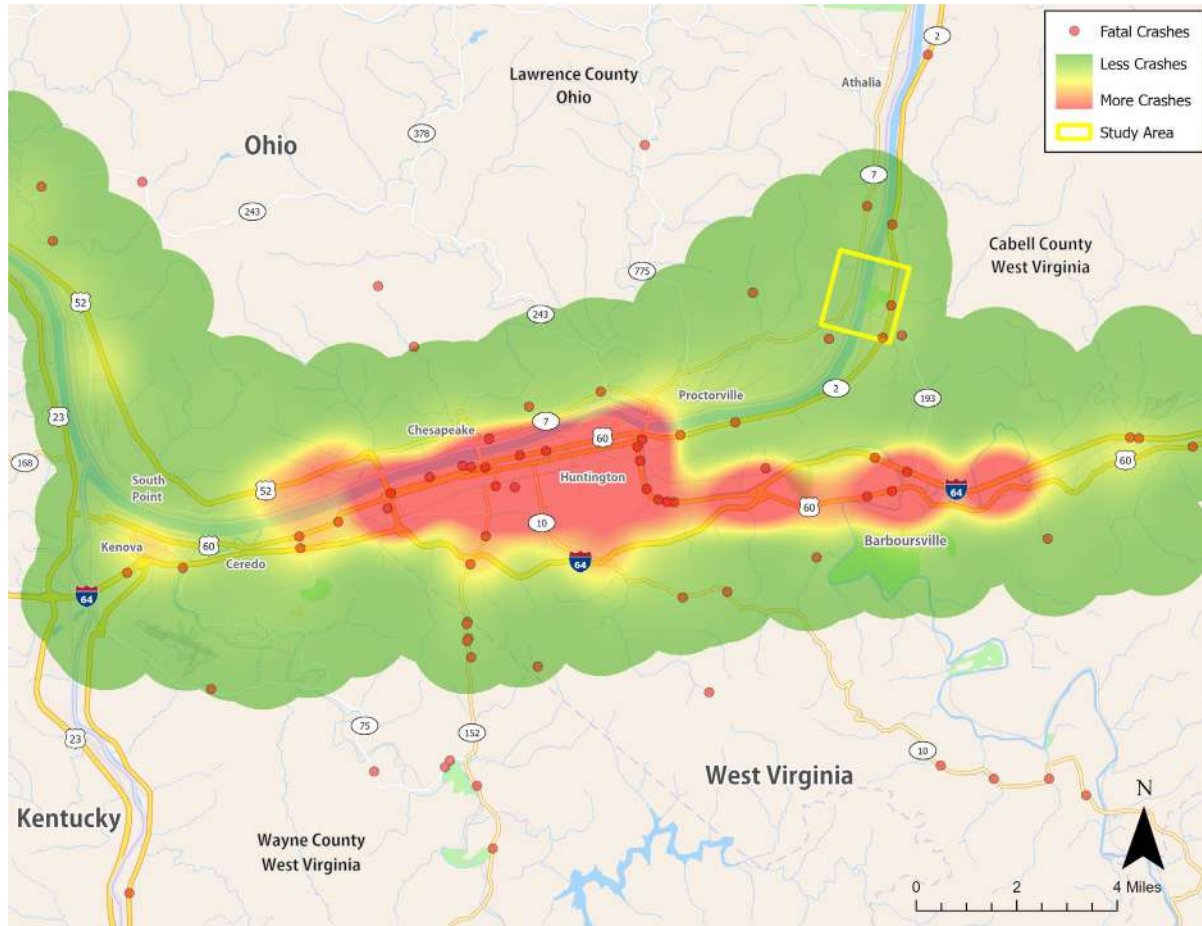
The 2050 No Build scenario indicates that the overall transportation network would generally operate at Level of Service (LOS) C, signifying stable and free-flowing traffic conditions. However, localized congestion issues are projected, with LOS D and E observed along US 60 in Huntington, and a LOS F, representing failing conditions, identified for the East Huntington Bridge. These findings highlight future capacity and reliability challenges for key regional corridors and crossings in the absence of improvements.

Figure ES-5 2050 No-Build Scenario Projected Level of Service



Figure ES-6 shows the crash hotspot locations and the locations of fatal crashes. The crash rate at West Huntington Bridge exhibits higher crashes (130 per 100 million Vehicle Miles Traveled [MVMT] compared to the statewide average of 54 per 100 MVMT). Based on the Safety Performance Function (SPF) for two-lane undivided urban and suburban arterial (2U) in the Highway Safety Manual (HSM: Equation 12-10), the potential reduction of AADT will result in a decrease in total crashes.

Figure ES-6 Crash Hotspot Locations and Fatal Crashes in the Huntington Urbanized Area



Project Goal

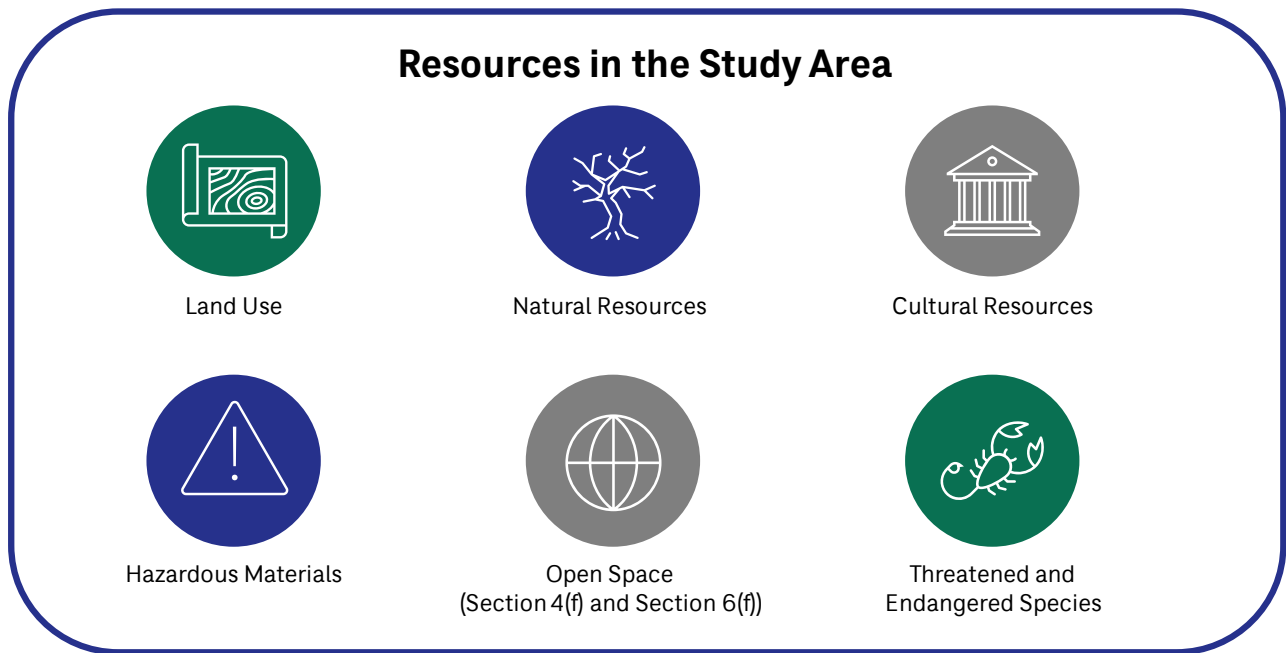
In addition to the Purpose and Need of this project, a goal was established to further define anticipated project outcomes.

Goal: Create a more **resilient transportation system** in the region by **addressing needs for improved system linkage and opportunities for economic development.**

Environmental Resource Considerations

An environmental evaluation was conducted to document natural, social, and cultural resources present in the study area and to estimate the potential impacts of each alternative on these resources. The impacts to environmental resources were used as a metric in the Alternative Analysis. Both quantitative data and qualitative assessments were used to assess environmental impacts. **Figure ES-7** shows this list of resources.

Figure ES-7 Resources in the Study Area



Traffic

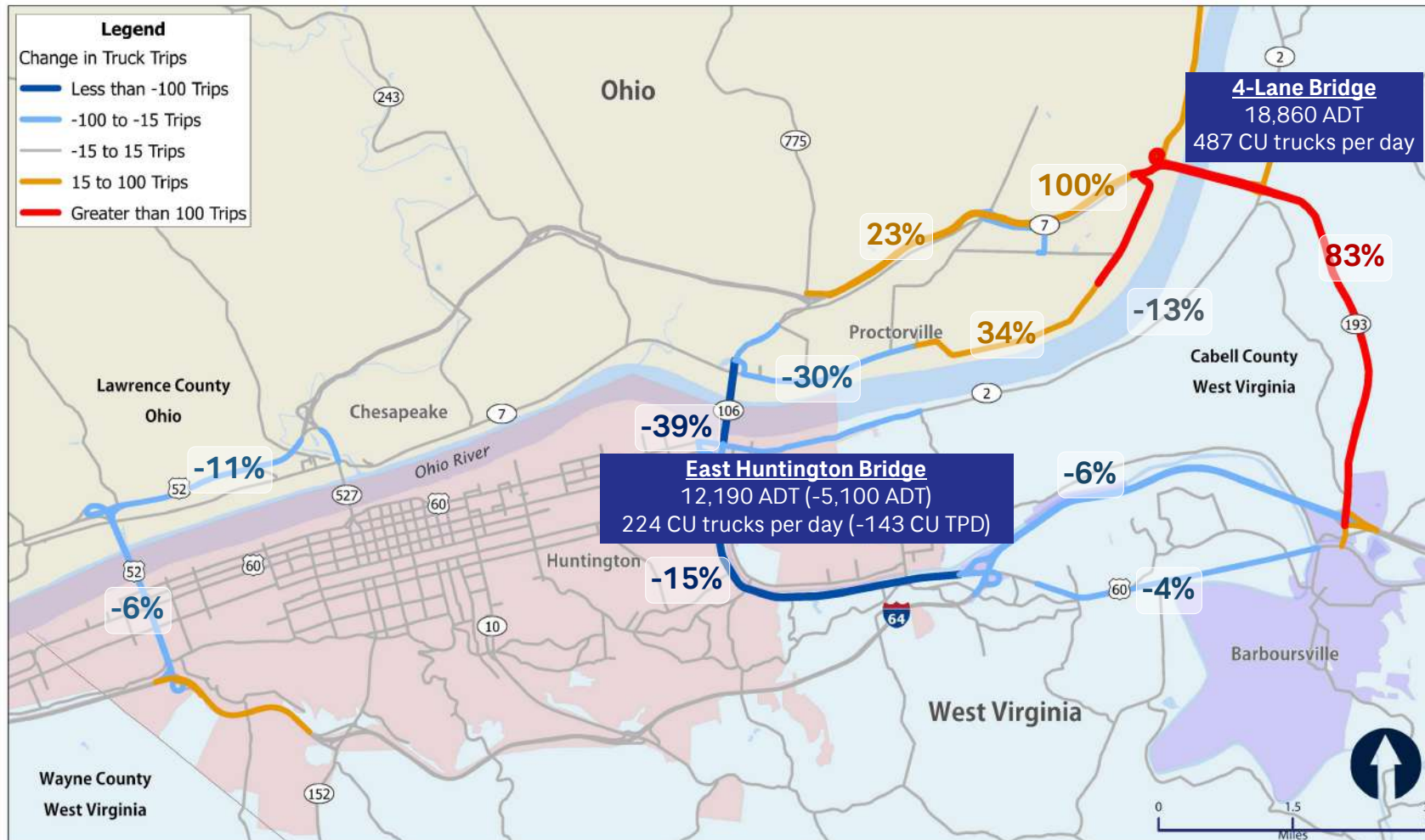
A traffic analysis was conducted to establish baseline traffic conditions and project future performance under both the No-Build and Build scenarios for the year 2050. LOS is expected to remain the same or worsen, with persistent congestion on key corridors in the No-Build Scenario. In contrast, the Build scenario featuring a four-lane WV 2 / OH SR 7 Bridge—would result in improved traffic conditions, with the East Huntington Bridge improving from LOS F to LOS D, and the new bridge operating at LOS C (see **Figure ES-8**).

Figure ES-8 2050 Build Scenario LOS Map



Additionally, heavy truck traffic should lessen on regional roadways. Building the WV 2 / OH SR 7 Bridge should reduce the volume of combination unit trucks from passing through Huntington. **Figure ES-9** shows the anticipated percent change in truck volumes in 2050 on regional roadways in the four-lane build scenario.

Figure ES-9 2050 Four-Lane Build Scenario Percent Change in Truck Traffic Map



Alternatives Development and Evaluation

The 2020 Feasibility Study identified a set of three conceptual alternatives for improving connectivity between WV 2 and OH SR 7. These alternatives were developed based on engineering feasibility, environmental constraints, and regional transportation needs. As part of this PEL study, the three build alternatives—each involving a four-lane bridge at different locations with multimodal infrastructure—along with the No-Build option, were advanced for further evaluation. The inclusion of these alternatives in the PEL process allows for a more comprehensive analysis of their potential impacts, benefits, and alignment with the project's Purpose and Need. If during subsequent phases of the project (NEPA and preliminary design) the design is modified to a two-lane option, the associated impacts would likely change as well.

Table ES-1 shows the results of the Alternative Analysis.

Table ES-1 Alternative Analysis Impact Matrix

	No Build	Alternative 1	Alternative 2	Alternative 3
Purpose and Need Evaluation				
System Linkage				
Does the Alternative Improve Regional Connectivity?	-	Yes	Yes	Yes
Does the Alternative Improve Level Of Service?	-	Yes	Yes	Yes
Does the Alternative Improve Heavy Truck Traffic on the Local Network?	-	Yes	Yes	Yes
Does the Alternative Align with Transportation Plans?	-	Yes	Yes	Yes
Economic Development				
Does the Alternative Provide Opportunities for Economic Development?	-	Yes	Yes	Yes
Does the Alternative Improve Access to Local Investments?	-	Yes	Yes	Yes
Does the Alternative Improve Access to Jobs?	-	Yes	Yes	Yes
Engineering				
Connection to SR 193 and SR7	-	Direct	Indirect	Indirect
Conflict Point Description	-	Grade Separated	At Grade / Grade Separated	At Grade / Grade Separated
Right of Way Needed (in Acres)	0	82.3	111.7	156.1
Social Economics				

	No Build	Alternative 1	Alternative 2	Alternative 3
Potential Residential Relocations	0	66	70	146
Potential Business Relocations	0	9	10	11
Are Traditionally Underserved Populations Benefitted?	-	Yes	Yes	Yes
Environmental				
Wetlands (in Acres)	0	0	0.15	0.10
Streams (in Linear Feet)	0	2,430	2,925	4,875
Are Threatened and Endangered Species in Range?	-	Yes	Yes	Yes
Number of Historic Resources Potentially Impacted	0	2	3	3

Benefit Cost Analysis

A Benefit Cost Analysis (BCA) was conducted to evaluate the economic feasibility of completing the proposed WV 2 / OH SR 7 Bridge Project. The analysis concluded that, based on projected costs and expected traffic volumes, none of the build alternatives demonstrate economic feasibility from a BCA standpoint.¹ A summary comparison of the annualized and discounted benefits versus costs is provided below to illustrate the findings.

Table ES-2 Annualized Benefits and Costs (2024\$ million)

Metric	Road Only		Multimodal	
	Two-lane	Four-lane	Two-lane	Four-lane
Net Present Benefits	\$73.8	\$39.0	\$71.9	\$35.7
Net Present Costs	<u>\$140.2</u>	<u>\$222.8</u>	<u>\$161.3</u>	<u>\$260.3</u>
Net Present Value	-\$66.4	-\$183.9	-\$89.4	-\$224.6
Benefit-Cost Ratio (BCR)	0.53	0.17	0.45	0.14

The KYOVA bridge project is not economically feasible at this point given the location, costs, timing, and traffic demand modeling assumptions. The smallest footprint (two-lane bridge only)

¹ Economically feasible projects have a positive NPV and a BCR > 1.0

yielded the best BCA metrics, with a BCR of 0.53. Deferring project implementation by seven years (implementing in 2032 instead of 2025) generates BCA metrics that approach feasibility.

Supplemental Economic Analysis

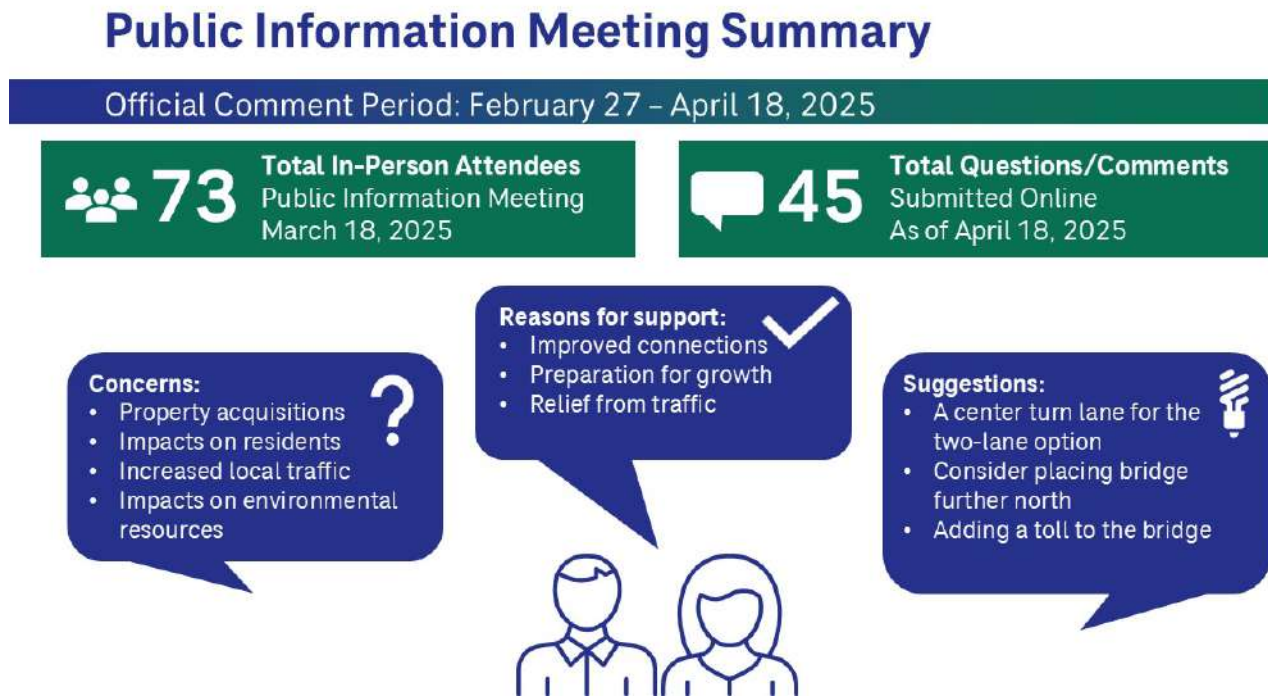
In addition to the BCA a supplemental economic analysis was conducted. Although the bridge, by itself, will not create notable new economic development/expansion, it will help accommodate the region's rising demand for goods and services. By improving regional accessibility connectivity and amenities, the bridge will attract new regional development, induce existing business expansion, and improve resident quality of life. The type and magnitude of such new development and/or existing business expansion depends on other public investment (schools, water-treatment facilities, etc.) and private investment (industry, retail, housing, etc.).

Public and Agency Involvement

The PEL Study began in the fall of 2024 and concluded in summer 2025. The study incorporates feedback received from stakeholders, agencies, and the public through a series of meetings and an open comment form on KYOVA's website. Initial engagement focused on the Project's Purpose and Need. Following the establishment of the Purpose and Need, the public was briefed on the results of the Alternative Analysis Process. Stakeholders were briefed and provided commentary at five meetings (three Technical Advisory Committee and two Technical Advisory Group) throughout the PEL Study's development.

A Public Information Meeting was also held on March 18, 2025.

Figure ES-10 Public Information Meeting Summary



Study Recommendations

In reviewing the PEL study results and feedback from the public and stakeholders for the project, it was determined that the project would provide several benefits to the area. The connectivity, regional mobility, level of service, downtown truck diversion, safety, and other project benefits do not generate feasible economic BCA metrics at this time under the current bridge design and cost assumptions. However, the supplemental economic analysis found that such travel efficiency benefits will help facilitate regional economic development, and could generate feasible BCA metrics in the future.

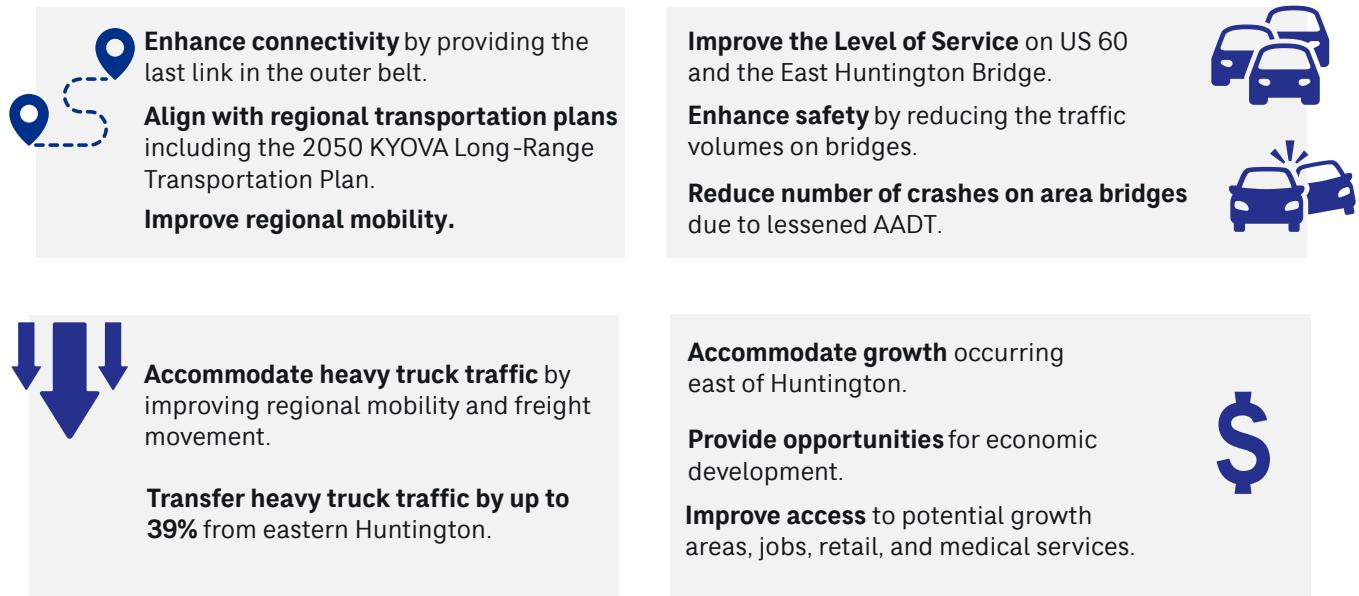
The PEL Study culminates in the recommendation to advance the proposed alternatives for further project development. This stems from identified benefits and support of the project indicated by feedback provided from stakeholders. Next steps would be to identify various funding streams to support the full project design and construction or to advance to the next phase of development, such as NEPA and preliminary design.

The Study determines that all three alternatives meet the purpose and need for the project and should be moved forward for further evaluation in the NEPA process. All three alternatives propose a new bridge crossing from Lesage, West Virginia to an area just north of Rome, Lawrence County, Ohio. Although, these alternatives have varying levels of impacts depending on their alignment and location. These impacts may be reduced or mitigated as project development

and design progress. During the NEPA phase, preliminary engineering would occur to refine the design of each alternative, thereby providing an improved understanding of potential impacts. It should be noted that Alternative 1 would likely provide the most direct connection to the existing roadway network.

Benefits

Figure ES-11 Potential Benefits of the New Crossing



Financial Costs

The estimated future costs associated with the Project range from \$165.1 million for Alternative 1 with a two-lane (road only) to \$307.8 million for Alternative 1 with four-lanes with Multimodal facilities. These estimated costs include planning and engineering, right of way acquisition, and construction.

Table ES-3 Estimated Bridge Cost (\$ million)

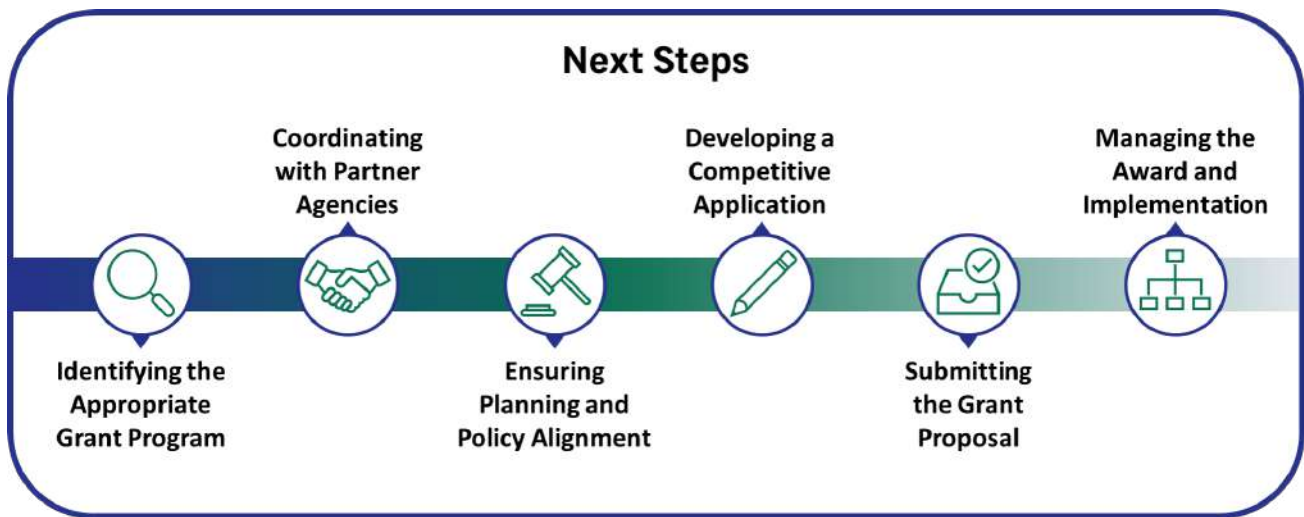
Type	Two-Lane		Four-Lane	
	Road Only	Multimodal	Road Only	Multimodal
Planning and Eng.	\$10.3	\$12.1	\$17.4	\$20.5
ROW	\$21.5	\$21.5	\$21.5	\$21.5
Construction	\$133.3	\$156.6	\$224.4	\$265.8
Total	\$165.1	\$190.2	\$263.3	\$307.8

Note: Costs will vary depending on which alternative is chosen

Next Steps

The WV 2 / OH SR 7 Bridge Project requires continued support from stakeholders and the public to advance to the next phase. The immediate priority is to identify and secure funding, which will require coordination among Ohio Department of Transportation (ODOT), West Virginia Department of Highways (WVDOT), and the Federal Highway Administration. Given the Project's estimated cost, federal funding will likely be necessary, triggering compliance with NEPA and its associated review process.

Figure ES-12 Next Steps



-  **Identifying the Appropriate Grant Program:** The first step is identifying a federal grant program that aligns with the scope and objectives of the proposed project.
-  **Coordinating with Partner Agencies:** KYOVA may serve as the lead applicant or supporting partner to agencies ODOT, WVDOT, and FHWA, with potential for others.
-  **Ensuring Planning and Policy Alignment:** To be eligible for federal funding, the WV 2 / OH SR 7 Bridge Project must be reflected in KYOVA's long-range planning documents and comply with regional standards moving forward.
-  **Developing a Competitive Application:** Successful applications are comprehensive, data-driven, and policy-aligned.
-  **Submitting the Grant Proposal:** Applications are submitted through federal portals or directly via U.S. Department of Transportation platforms. Submissions must adhere to format and deadline requirements.



Managing the Award and Implementation: If the application is successful, KYOVA or its partner agency enters into a formal grant agreement with the United States government and the Project must comply with federal regulations.

Once funding has been identified and secured for the first phase (NEPA and preliminary design) and/or the full project (final design and construction), coordination among ODOT, WVDOH, and FHWA will be required to include the project in the appropriate State Transportation Improvement Program (STIP), allowing NEPA planning and preliminary design to proceed.

1.0 Introduction

The West Virginia State Route 2 and Ohio State Route 7 Bridge Project (WV 2 / OH SR 7 Bridge Project) Planning and Environmental Linkages (PEL) Study builds upon the findings of the 2020 Feasibility Study. Commissioned by the KYOVA Interstate Planning Commission (KYOVA), this PEL Study aims to further evaluate the previously identified bridge locations and advance the planning process by integrating transportation, environmental, and community considerations early in project development. All proposed bridge alignments were assessed within the defined study area, as illustrated in **Figure 2-1**.

1.1 Defining a PEL Study

A PEL study is a collaborative approach to decision-making used to identify transportation issues, needs, and environmental concerns. This integrated approach considers environmental, community, and economic goals early in the planning process and uses this information to streamline project development and the environmental review process. The data and studies completed for the PEL Study inform the next phase of project development, the National Environmental Policy Act (NEPA) process. Combining planning, preliminary engineering, and NEPA through a PEL study can minimize the duplication of effort, promote environmental stewardship, encourage meaningful and productive public engagement, and reduce delays in project implementation.

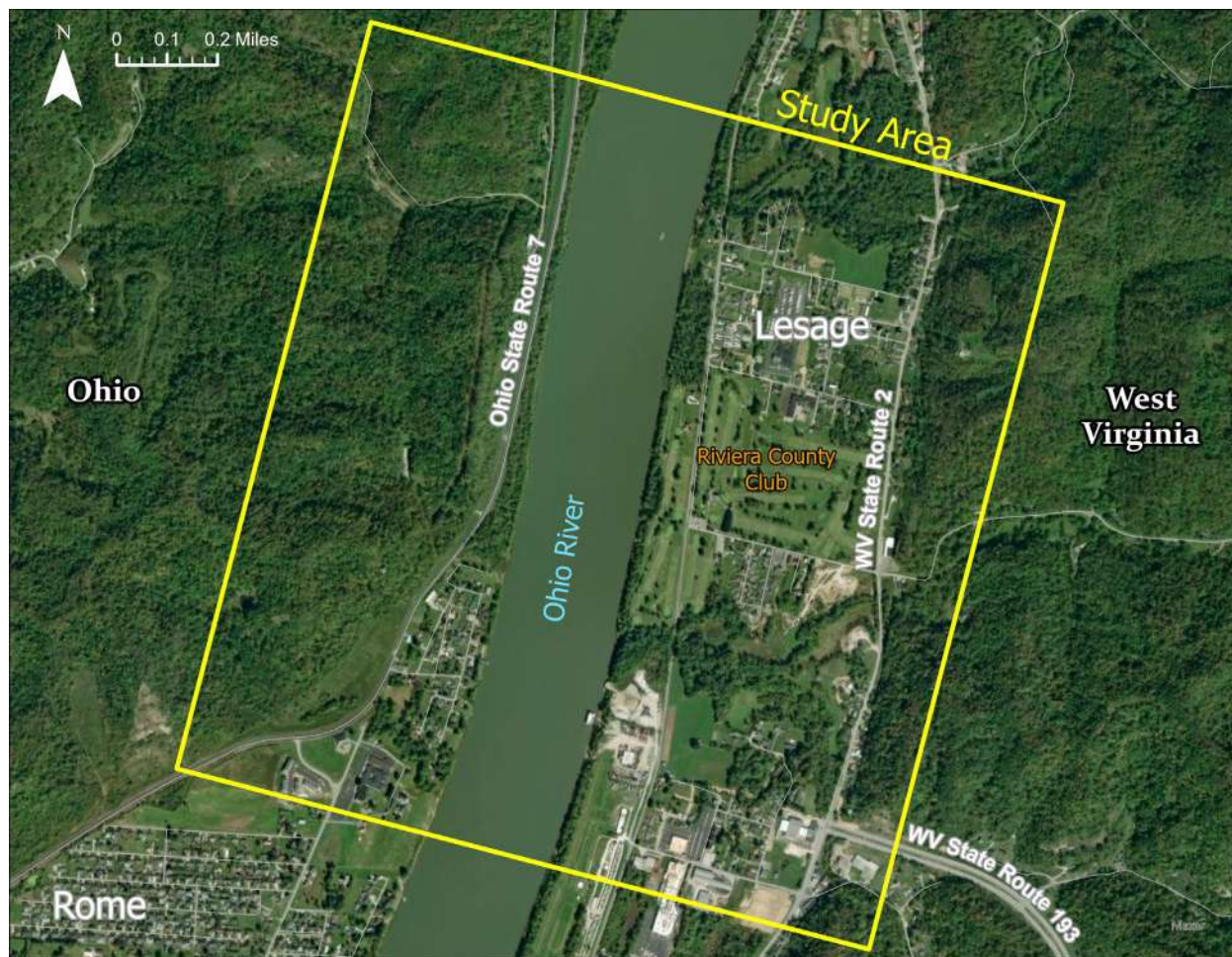
This WV 2 / OH SR 7 Bridge PEL Study provides the foundation on which to determine the path to construct a bridge between West Virginia (WV) and Ohio (OH) northeast of Huntington, WV. Additionally, a Purpose and Need Statement has been developed for the proposed action analyzed within this PEL. The WV 2 / OH SR 7 Bridge Project (the Project) would provide a cross-river system linkage connecting WV 2 and OH SR 7, with additional connections to major roadways. This linkage could provide improved economic development opportunities and support growth in the KYOVA region.

2.0 Context of the Study Area

2.1 Study Area

The Project Study Area (Study Area) encompasses approximately 2 square miles. On the northern end, the Study Area extends to the potential bridge intersections with WV 2 and OH SR 7 near Douthat Lane. The southern boundary includes the intersection of Market Street and OH SR 7, as well as the intersection of WV 193 and WV 2. The Study Area expands east and west to allow for potential loop bridge ramps and includes a 100-foot buffer zone. This area is illustrated in **Figure 2-1**.

Figure 2-1 Study Area



The Study Area spans both Cabell County, WV, and Lawrence County, OH. Although primarily rural, it includes parts of several communities including the northeast corner of Rome, OH; the area south of Athalia, OH; and a large portion of Lesage, WV. These communities, located in the

eastern portion of the Huntington Urbanized Area (HUA), are expected to experience the most direct impacts from the Project.

KYOVA's jurisdiction includes Cabell, Wayne, and Putnam Counties in WV; Greenup and Boyd Counties in Kentucky; and Lawrence County in OH. The boundaries of the Study Area were guided by existing transportation infrastructure and geographical constraints. The western boundary lies approximately 100 feet west of OH SR 7, while the eastern boundary is roughly 100 feet east of WV 2, with a slight extension near WV 193.

All properties within the Study Area are in unincorporated communities. The Study Area spans the Ohio River corridor, which is populated along the Ohio River floodplain and flanked on both sides by the wooded hills of the Appalachian Plateau. A description of each riverbank is as follows.

- **Eastern Bank:** The Ohio River floodplain is wider along the eastern bank and varies from 500 feet to 2,800 feet in width. A single-track railroad runs north-south through the Study Area, offset 150 feet to 700 feet from the east riverbank. Light industry, businesses, and an airfield/restaurant are located to the south; a residential community with churches, a library, and a golf course/country club are located through the center of the Study Area. The primary north-south road serving the area is WV 2, a two-lane facility bordering the eastern limits of the Ohio River floodplain.
- **Western Bank:** The Ohio River floodplain is narrow along the western bank (varying 80 feet to 1,300 feet wide), with a small residential community and school toward the southern end of the Study Area and sparsely populated residential and agricultural uses toward the northern end of the Study Area. The primary north-south road serving the area is SR-7, a two-lane facility bordering the western limits of the floodplain. Beyond the floodplain the terrain climbs into the wooded, sparsely inhabited hillside. An electric utility easement cuts across the hillside, running parallel to OH SR 7.

2.2 Existing and Planned Developments

The HUA and surrounding areas were assessed for current and planned developments. This review included analyzing regional population and housing data, historical trends, geography, and interviewing local development agencies. This review determined that both the HUA and the KYOVA region are expected to continue experiencing growth through 2050. Development has historically expanded east of Huntington and southeast of the Study Area, along Interstate 64 (I-64). Development is anticipated to continue in that direction. The following sections summarize

existing and planned developments in the area. These developments were considered in creating the updated Purpose and Need Statement (**Sections 3.1 and 3.2**) and traffic forecasting (**Section 6.1**).

2.2.1 Recreation

Huntington area attractions include Camden Park (roller coaster and amusement park), the Grand Patrician Resort (which is preparing to have a hotel, conference center, and outdoor recreation amenities), and Heritage Farm (adventure park, all-terrain vehicle trails, cultural resources, etc.).

2.2.2 Public Sector

A notable Marshall University planned development includes a new \$40 million IT and cybersecurity center. Additionally, Fairmount Properties has planned hotel and shopping developments. Both the Marshall and Fairmount developments would be built east of Marshall's campus.

2.2.3 Industry

The planned Nucor steel plant, located northeast of the Project, is expected to serve as a major development catalyst. With approximately 800 new employees anticipated, the facility will likely drive new housing demand primarily in the Barboursville area and impact regional travel patterns.

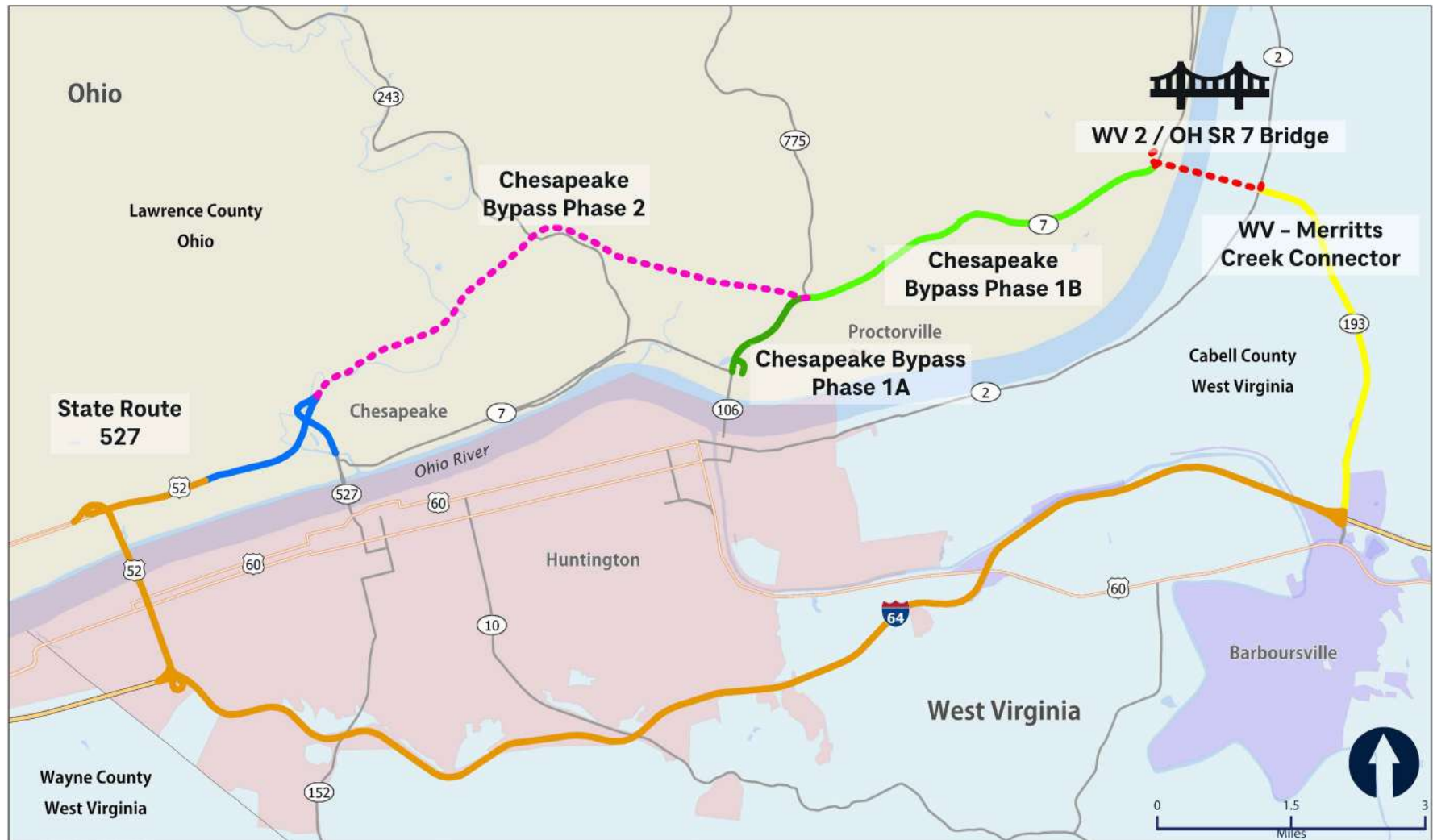
2.2.4 Retail

Located approximately four miles south of the Project via WV 193, Tanyard Station offers 50 acres of prime real estate for hotels, restaurants, and local business. Additionally, the Huntington Mall generates traffic regionally and is located to the east of Barboursville.

2.3 Transportation Projects in the Vicinity

Figure 2-2 shows existing or committed transportation projects in the KYOVA region.

Figure 2-2 Existing or Committed Projects in the Huntington Urbanized Area and the Proposed Location of the Proposed WV 2 / OH SR 7 Bridge



2.3.1 Chesapeake Bypass

Currently, the most consequential transportation project occurring near the Study Area is the completion of the Chesapeake Bypass between Proctorville and Chesapeake, OH. This project, shown as a pink dashed line in **Figure 2-2**, is the most recent addition to the outer-belt concept that would allow through traffic to avoid using local roads, helping to address local congestion and safety issues. The limits of the Chesapeake Bypass project are from its intersection with OH SR 527 moving northeast to its intersection with OH SR 7.

2.3.2 Merritts Creek Connector

The Merritts Creek Connector (WV 193) is a four-lane divided highway from United States (US) Route 60 (US 60) in Barboursville to WV 2 near Lesage. WV 193 exists in the southeast corner of the Study Area. This highway bypasses the existing two-lane County Route 19 (Merritts Creek Road). A half-mile segment opened in 2000, linking US Route 60 in Barboursville to County Route 19. A new interchange at milepost 18 on I-64 was completed as part of this connector project.

2.4 Previous Plans and Studies

2.4.1 Environmental Impact Statement for WV 193 Project (1998)

This WV 193 Environmental Impact Statement (EIS) supported the development of a four-lane limited-access highway connecting I-64 in Barboursville to WV 2 along the Ohio River. The goal was to provide an improved transportation system necessary for the economic growth and health of Huntington and Cabell County by providing a safe and efficient eastern bypass of Huntington. Additionally, this project was identified to support direct access to I-64 from WV 2. WV 193 was completed in 2005. In finalizing the WV 193 EIS, the US Fish and Wildlife Service (USFWS) preliminarily reviewed wetlands at the potential bridge location in this PEL. Additionally, the Executive Director of the WV Region II Planning and Development Council wrote a letter in support of prioritizing a bypass with a river crossing near Athalia.

2.4.2 KYOVA Interim Congestion Management Process (2014)

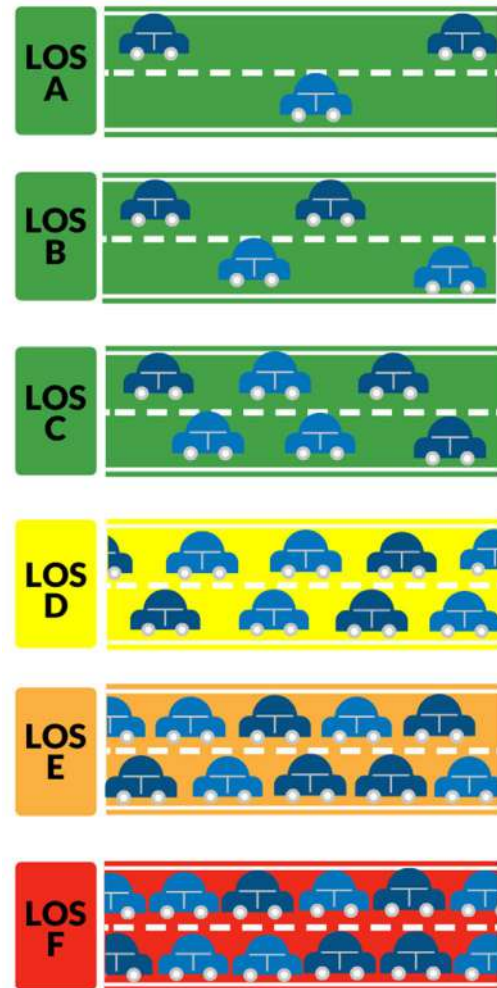
The 2010 Census had a substantial impact on the HUA, leading to its new designation as a Transportation Management Area (TMA). TMAs are defined as an urbanized area with a population of over 200,000. As the Metropolitan Planning Organization (MPO) for the region, KYOVA was required to develop a congestion management process (CMP) for the area. As identified in the CMP, current volumes result in a poor level of service (LOS) for traffic flow (LOS E on the East Huntington Bridge and LOS F immediately west of the bridge on US 60). A graphic depicting LOS levels is shown in Figure 2-3. Additionally, the CMP showed crash rates above statewide averages on US 60 eastbound and westbound.

2.4.3 Lawrence County Bicycle and Pedestrian Plan (2018)

KYOVA is responsible for planning the multi-modal transportation system in the region. In 2016, KYOVA completed a non-motorized study in the urbanized areas of Lawrence County. As a result, the Lawrence County Bicycle and Pedestrian Plan was developed. This plan evaluated active transportation connections throughout the county.

During public involvement efforts, comments identified the lack of bicycle and pedestrian facilities on bridges over the Ohio River. The bridge closest to serving the eastern HUA is the Frank Gatski Memorial Bridge (East Huntington Bridge). This bridge between Proctorville, OH and Huntington is a two-lane bridge that does not permit pedestrian use and does not have capacity to add pedestrian infrastructure. Bicyclists were recommended to travel four miles west and to use the Ironton-Proctorville Bikeway on the WV 527 Bridge because these facilities more safely accommodate bicyclists.

Figure 2-3 Level of Service Explanation



2.4.4 Traffic and Safety Study for US 52 and OH SR 7 (2020)

This study focused on assessing mobility and safety along the US 52 and OH SR 7 corridor in Lawrence County and identifying improvements to the regional transportation system. These roadways exist to the west of the PEL Study Area in OH. Alternatives in this study were assessed based on their ability to improve mobility and safety, contribute toward the completion of a tri-state outer belt, increase accessibility, and address community concerns. One project assessed in this study was the “Merrick’s Creek Bridge” between WV 193 and OH SR 7. It was identified that this project would address many community concerns by providing major enhancements and accessibility improvements to the regional transportation system.

2.4.5 Ohio River Bridge Feasibility Study (2020)

Economic and population growth in the HUA has encouraged the development of both existing and planned roadway infrastructure, contributing to increased regional mobility. However, Lawrence County and Cabell County are physically separated by the Ohio River. Currently, river crossings are limited to three bridges located within the City of Huntington.

A 2020 Feasibility Study was conducted to assess initial alternatives for the connection between OH SR 7 and WV 2 to the northeast of Huntington. The 2020 Feasibility Study’s process began by determining the draft Purpose and Need for the project and then defining a range of alternatives that could meet the Purpose and Need. The draft purpose of the project, as identified in the 2020 Feasibility Study, focuses on improved transportation mobility to support the projected transportation demand being generated by current and future economic and population growth. The primary focus of the 2020 Feasibility Study was to document the evaluation of multiple potential bridge corridor locations for feasibility. Constructing a potential bridge was assessed for its ability to meet traffic capacity requirements and to improve safety. Potential bridge corridors were considered based on potential environmental impacts, potential socio-economic impacts, preliminary engineering factors, and estimated costs.

The 2020 Feasibility Study recommended considering multiple horizontal alignment locations and a slight realignment of WV 193 in future design efforts. All three alternatives from the 2020 Feasibility Study will be considered in **Section 4.0** of this PEL Study.

2.4.6 KYOVA Metropolitan Transportation Plan (2022)

The KYOVA Metropolitan Transportation Plan (MTP) is updated every four years. Most recently, in March 2022, KYOVA prepared the 2050 MTP which includes recommendations for the region’s transportation system needs through 2050 based on an analysis of current conditions and

projected needs. The MTP and its recommendations are guided by the requirements of the Fixing America's Surface Transportation Act and Clean Air Act Amendment. Within this MTP, the proposed WV 2 / OH SR 7 Bridge Crossing is listed as a Priority Tier 3 Candidate Project, with Tier 1 being the highest priority and Tier 3 being the lowest priority. In the KYOVA 2050 MTP, the Ohio River Bridge Crossing is referenced in the FY 2040-2050 OH Phase 3 Recommendations Section as follows:

- LAW-08: Partner with WV Department of Transportation (WVDOT) to help fund a proposed bridge across the Ohio River at Merritt's Creek and construct an interchange connecting the new bridge to SR 7.
- LAW-32: Construct remaining portion of Chesapeake Bypass in Phases 1C and 2 to provide a four-lane divided facility, with interchanges at all access points between US 52 and the proposed Merritt Creek Ohio River Crossing.

2.4.7 West Virginia State Route 2 Study (2025)

This Design Study will investigate feasible highway improvements along WV 2 for approximately 42 miles. The limits of the study begin at the 31st Street Bridge in Huntington, WV, located in Cabell County, to the intersection of WV 2 and WV 62, which is 2.5 miles east of Point Pleasant, WV, located in Mason County. The study addresses upgrades that improve vehicular traffic safety and flow with special consideration to truck traffic for freight movement along the corridor.

The purpose of this project is to explore and refine proposed improvements to the local and regional transportation system by eliminating roadway deficiencies, increasing capacity, and improving safety along the corridor. This report provides a full list of candidate projects to improve the corridor as the area is experiencing an increase in truck traffic and freight movement.

3.0 Purpose and Need

The Purpose and Need of the proposed WV 2 / OH SR 7 Bridge Project included in the 2020 Feasibility Study were updated for this PEL Study.

3.1 Purpose

The purpose of the Project is to provide a cross-river system linkage connecting WV 2 to OH SR 7 with connections to major US highways and I-64, as well as to provide improved access for economic development and growth in the region.

3.2 Need for Improvement

3.2.1 Improve System Linkage

The WV 2 / OH SR 7 Bridge would provide the last component of the outer-belt of the HUA. With the completion of the Chesapeake Bypass, the bridges convenient connection from OH SR 7 to WV 193 would provide a seamless through route for travelers and freight to bypass the HUA. Further, with the Nucor Plant built nearby, this bridge would make living and accessing amenities in Proctorville, Rome, Huntington, and beyond more accessible for Nucor employees and residents of the KYOVA Region.

There is an additional need to improve safety on the roads throughout the HUA. It is anticipated that by allowing through travelers and freight to use this bridge, it will lessen congestion-induced accidents that occur on existing bridges and roadways. Traffic analysis and traffic impacts will be discussed more in **Section 6.1**.

3.2.1.1 Improved Network Connectivity

The primary need is a connection for residents and relief of congestion in the eastern portion of the HUA. According to KYOVA's CMP, major routes in this area currently operate under congested conditions, including I-64, SR 7, and the East Huntington Bridge. The Project is expected to alleviate some of this congestion for each of these transportation assets. The addition of the WV 2 / OH SR 7 bridge would provide an alternative river crossing point for traffic east of Huntington, allowing traffic to avoid congested Huntington roadways and low-speed local roads in the Proctorville and Barboursville areas. The bridge will also improve connectivity between commercial centers in the Barboursville area and communities on the northeastern side of the Ohio River.

3.2.1.2 Expanded Multimodal Mobility Connections

Existing plans in both OH and WV identify improving multimodal mobility as a priority. WV 193 and WV 2 were identified as priority corridors where multimodal infrastructure could be provided.²

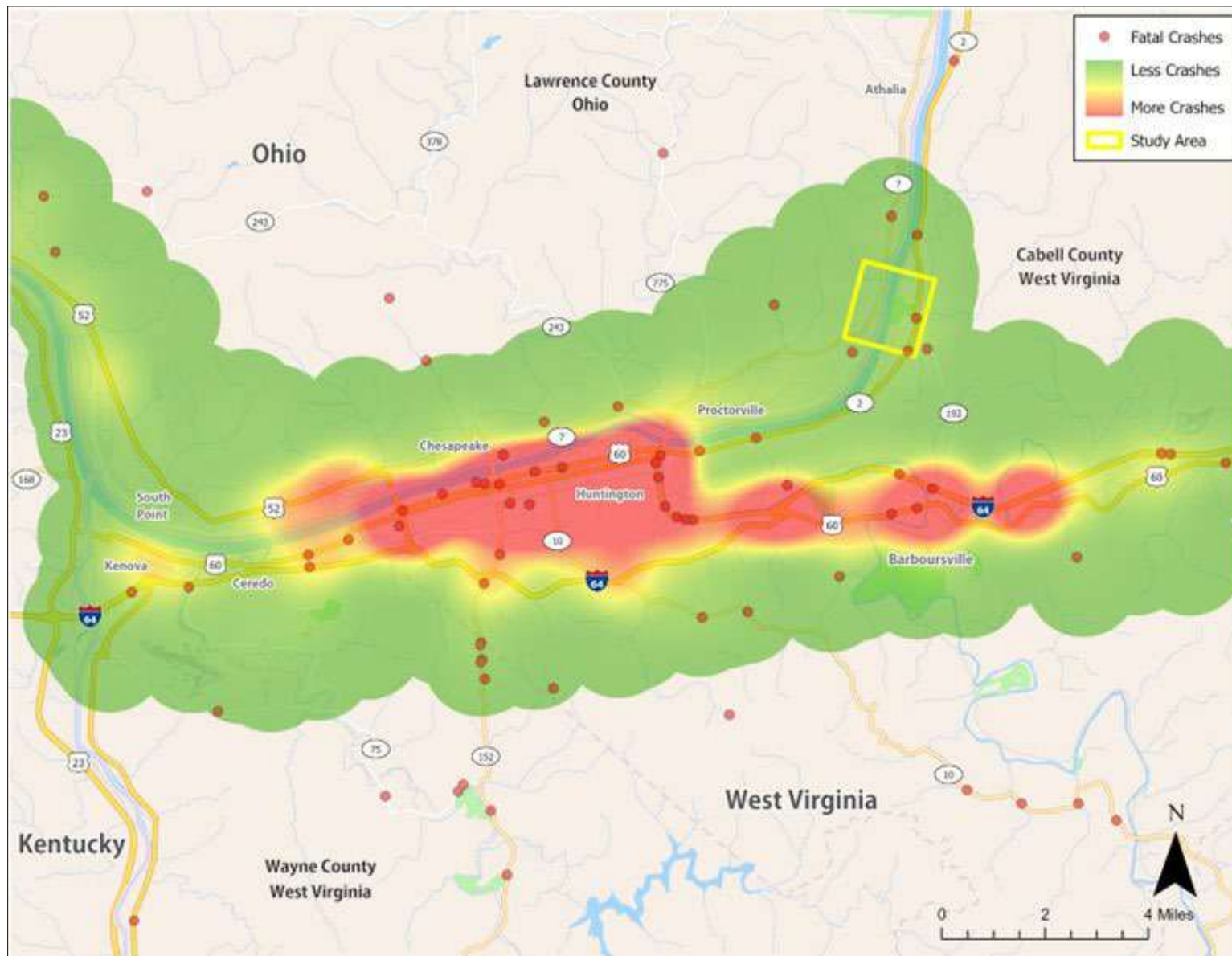
Of the three existing bridges in HUA, only the Robert C. Byrd Bridge provides pedestrian accommodation, connecting OH with WV in the center of downtown Huntington. This bridge is approximately eight miles from the WV 2 / OH SR 7 Bridge Study Area. Providing pedestrian and bicycle accommodation with the Project will allow linking the planned improvements of these communities and enhance the opportunities for multimodal travel in the eastern portion of the HUA.

3.2.1.3 Enhanced Safety

A total of 16,133 crashes occurred in five years from 2018 to 2022 in Cabell County, WV while 5,178 crashes occurred in Lawrence County, OH from 2019 to 2023. Both WV and OH report that approximately 0.6% of all crashes are fatal. About 67% of the crashes on the WV side occurred in the Huntington area. **Figure 3-1** shows the crash hotspot locations and the locations of fatal crashes. The area around the three Huntington bridges experienced more crashes and fatalities than other parts of the Region.

² KYOVA. Downtown Huntington Access Study (2013). Available: <https://www.kyovaipc.org/HuntingtonDT/documents/FinalDowntownHuntingtonAccessStudy.pdf> as of April 1, 2025).

Figure 3-1 Crash Hotspot Locations and Fatal Crashes in the Huntington Urbanized Area (2018-2023)



3.2.1.4 Resilient Regional Connectivity

Transportation resiliency is defined as a transportation system's ability to adapt, withstand, and recover from changing conditions, infrastructure failures, and disruptions. The Project would help provide and maintain an acceptable LOS for the continued movement of people and goods during roadway incidents and after extreme weather events by providing an additional river crossing. It would also include the design of facilities that would accommodate future growth, travel demands, and travel patterns, which is further discussed in **Appendix D**

Additionally, modeled truck volumes for future years (including both single-unit and combination-unit trucks) indicate that by 2050, truck traffic on WV 106 and the East Huntington Bridge would increase. The Project would divert these trucks, reducing truck impacts on local roads in the HUA and resulting in improved mobility throughout the area.

3.2.2 Provide Opportunity for Economic Development

The Study Area includes a part of the HUA that is less served by regional transportation infrastructure. Improved transportation connections could increase opportunities for economic development. The Project would provide a fourth access point in the HUA. Adding this crossing would lessen barriers to local businesses to the northeast of Huntington along the Ohio River. The increased access provided could allow for increased economic development opportunities in Cabell and Lawrence Counties along the Ohio River. Residents of Athalia, Proctorville, and Rome would have access to WV 2, establishing improved connection to the new Nucor facility to the north, the growth corridor along I-64, and resources in eastern Huntington and Barboursville.

3.3 Project Goal

In addition to the Purpose and Need of this project, a goal was established to further define anticipated project outcomes. The Project's goal is to create a more resilient transportation system in the region by addressing needs for improved system linkages and opportunities for economic development.

4.0 Alternatives

Three conceptual build alternatives were identified in the 2020 Feasibility Study to enhance connectivity between WV 2 and OH SR 7. These alternatives differ primarily in the location of the proposed river crossing and were developed based on considerations of engineering feasibility, environmental constraints, and regional transportation needs. Each alternative may be implemented under one of the following scenarios:

- Two-Lane with Multimodal Infrastructure
- Two-Lane without Multimodal Infrastructure
- Four-Lane with Multimodal Infrastructure
- Four-Lane without Multimodal Infrastructure

While these scenarios influence traffic projections (see **Section 6.1** and **Appendix D**) and the results in the Benefit Cost Analysis (see **Section 8.1** and **Appendix E**), for impacts associated with social, cultural, and environmental resources, the three alternatives were evaluated under the four-lane with multimodal scenario. These alternatives were compared to the No-Build alternative based on anticipated impacts in the Alternative Analysis process (**Section 7.0**). Including these alternatives in the PEL process allows for a more comprehensive analysis of their potential impacts, benefits, and alignment with the Project's Purpose and Need.

4.1 No-Build Alternative

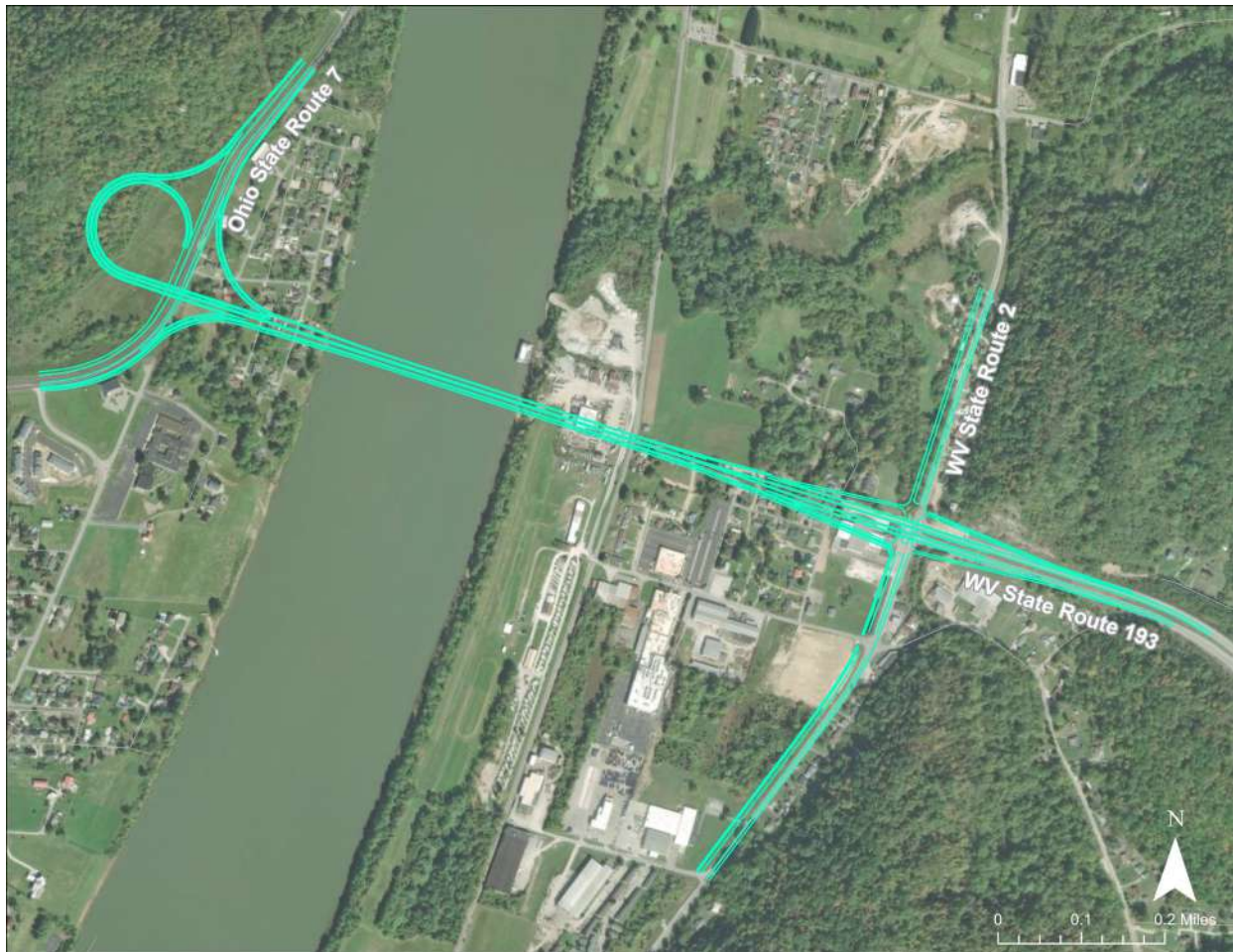
The No-Build alternative presents the anticipated future condition if no action is taken. This concept includes the planned mobility improvements in the region within the 2050 regional planning horizon. The No-Build alternative provides a foundation for a comparison of traffic, environmental, and human conditions against the proposed build alternatives through all levels of analysis.

4.2 Alternative 1

The location of Alternative 1 (**Figure 4-1**) aligns with the existing signalized intersection of WV 2 and WV 193, creating a through movement between WV 193, the proposed bridge, and OH SR 7. WV 193 will require multiple through lanes to and from the bridge approaches. A southbound right-turn lane and an exclusive eastbound left-turn lane are proposed to accommodate those

traveling to and from WV 2 to the north. Due to the required elevation of the bridge and the required tie-downs, the bridge would span the Robert Newlon Airport.

Figure 4-1 Alternative 1 Preliminary Design



4.3 Alternative 2

Alternative 2 (**Figure 4-2**) connects OH SR 7 with WV 2 at Big Seven Mile Road (County Road 11), along the southern border of the Riviera Country Club. The major through movement expected with Alternative 2 between the proposed bridge and WV 193 becomes turning movements with WV 193 to the east and WV 2 to the north. The existing intersection would likely require additional southbound left-turn storage or dual left-turn lanes and additional westbound right-turn storage or a free-flow right-turn movement.

Figure 4-2 Alternative 2 Preliminary Design

This alternative would necessitate improvements to WV 2 and OH SR 7 to accommodate traffic flow.

4.4 Alternative 3

Alternative 3 (**Figure 4-3**) connects OH SR 7 to WV 2 near Douthat Lane in WV. The major through movement expected with Alternative 3 between the proposed bridge and WV 193 becomes turning movements with WV 193 to the east and WV 2 to the north. The existing intersection would likely require additional southbound left-turn storage or dual left-turn lanes and additional westbound right-turn storage or a free-flow right-turn movement. The location of this bridge is further to the north than Alternative 2 and would necessitate improvements on both WV 2 and SR 7 for approximately 1.25-mile segments.

Figure 4-3 Alternative 3 Preliminary Design

This alternative would necessitate improvements to WV 2 and OH SR 7 to accommodate traffic flow.

4.5 Multimodal Facility Considerations

To support regional efforts to enhance bicycle and pedestrian mobility as outlined in KYOVA region's transportation planning goals, each of the build alternatives include a 10-foot-wide multimodal path located on the south side of the proposed bridge. This shared-use path is intended to accommodate both bicyclists and pedestrians, improving connectivity and accessibility across the Ohio River.

5.0 Environmental Considerations

Resources were assessed regionally, throughout the Study Area, or in relation to their proximity to the alternative alignments, depending on each resource's regulatory context and potential sensitivity to the Project related impacts. The area assessed for each resource is shown in **Table 5-1**. GIS tools served as the primary methodology used to identify resources. The resources identified are further described in the technical reports for the PEL study (**Appendix A**, **Appendix B**, and **Appendix C**).

The Study and its technical documents contain data for understanding the Project's impacts for each alternative alignment (see **Section 4.0** for information on alternatives) and could be used to determine the potential NEPA class of action. During the NEPA process, environmental resources will need to be further documented and avoided to the greatest extent practicable. If impacts are unavoidable, minimization and mitigation measures will need to be developed. Additional information on environmental resources identified during the WV 2 / OH SR 7 Bridge Project is included in **Appendix A**.

Table 5-1 Environmental Resources Evaluated

Environmental Resource	Area Evaluated
Air Quality	KYOVA Region
Aquatic Resources and Floodplains	100-foot buffer from each alternative alignment
Biotic Resources	100-foot buffer from each alternative alignment
Cultural Resources	75-foot buffer from each alternative alignment
Hazardous Materials	Study Area
Land Use	Study Area
Noise	500-foot buffer from each alternative alignment
Parks and Recreational Resources, Section 4(f), and Section 6(f) Properties	75-foot buffer from each alternative alignment
Physiography and Topography	Study Area
Planned Developments	KYOVA Region
Schools and Places of Worship	75-foot buffer from each alternative alignment
Soils and Farmlands	Study Area
Protected Species	Study Area

5.1 No-Build Impacts

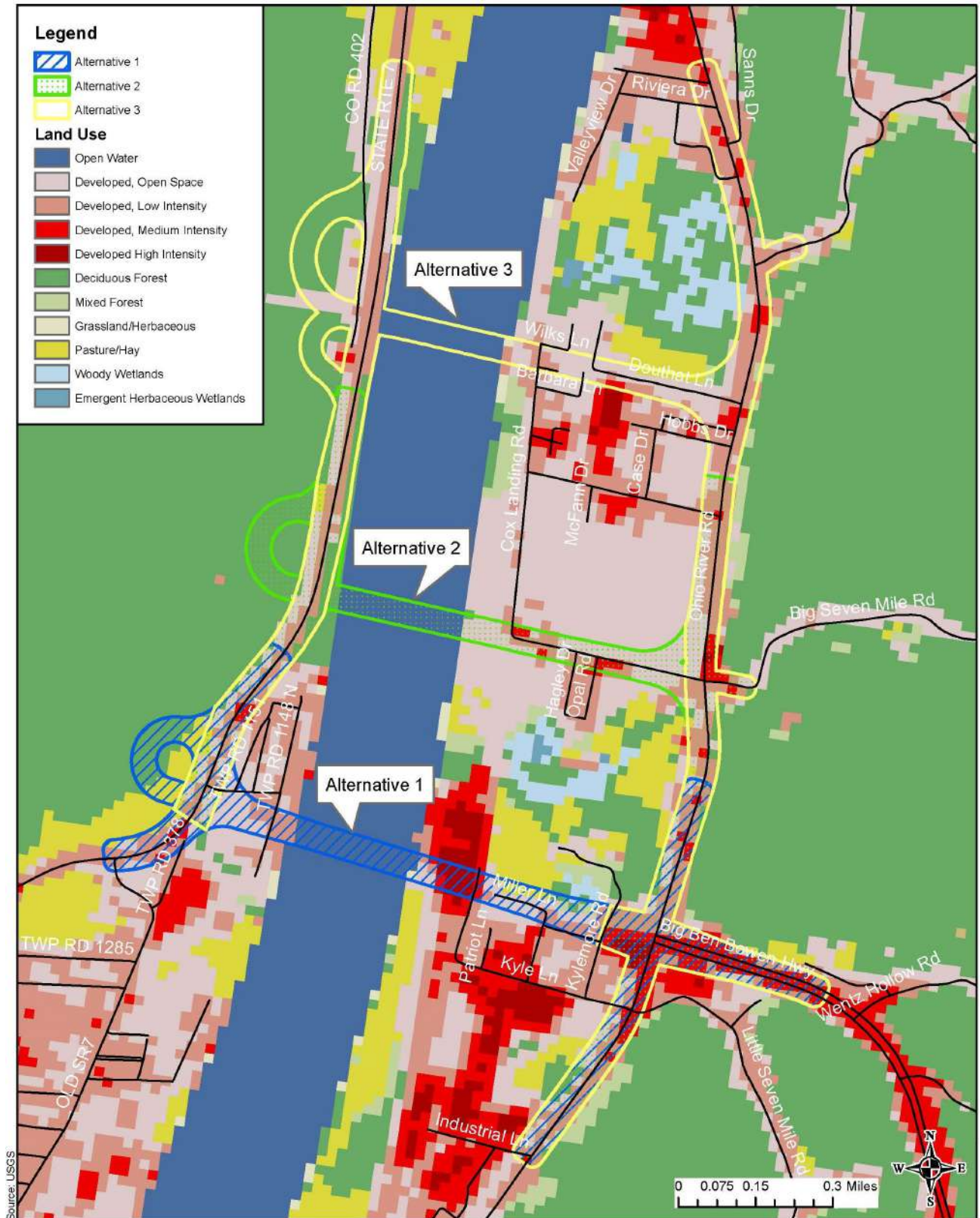
In the No-Build Scenario, no impacts would occur to the resources considered. This scenario is the baseline that resources and traffic are assessed against.

5.2 Social Resources

5.2.1 Land Use

The US Geological Survey (USGS), in association with the Multi-Resolution Land Characteristics (MRLC) Consortium, generates the National Land Cover Database (NLCD), which identifies distinct land covers and habitat types throughout the contiguous US. The NLCD identified six land cover types within the vicinity of the Study Area. These include Urban and Built Up, Mixed Forest, Deciduous Forest, Grasslands, Pasture/Hay Cropland, and Cultivated Croplands, shown in **Figure 5-1**. Land use is further discussed in **Appendix B**.

Figure 5-1 Study Area Land Use Map



5.2.1.1 Alternative 1

The OH side of Alternative 1 is largely developed with some pasture/hay and some deciduous forest. The WV side of Alternative 1 passes through primarily developed areas.

5.2.1.2 Alternative 2

The OH side of Alternative 2 passes through deciduous forest and some developed area along OH SR 7. The WV side the alignment traverses primarily low-intensity developed areas.

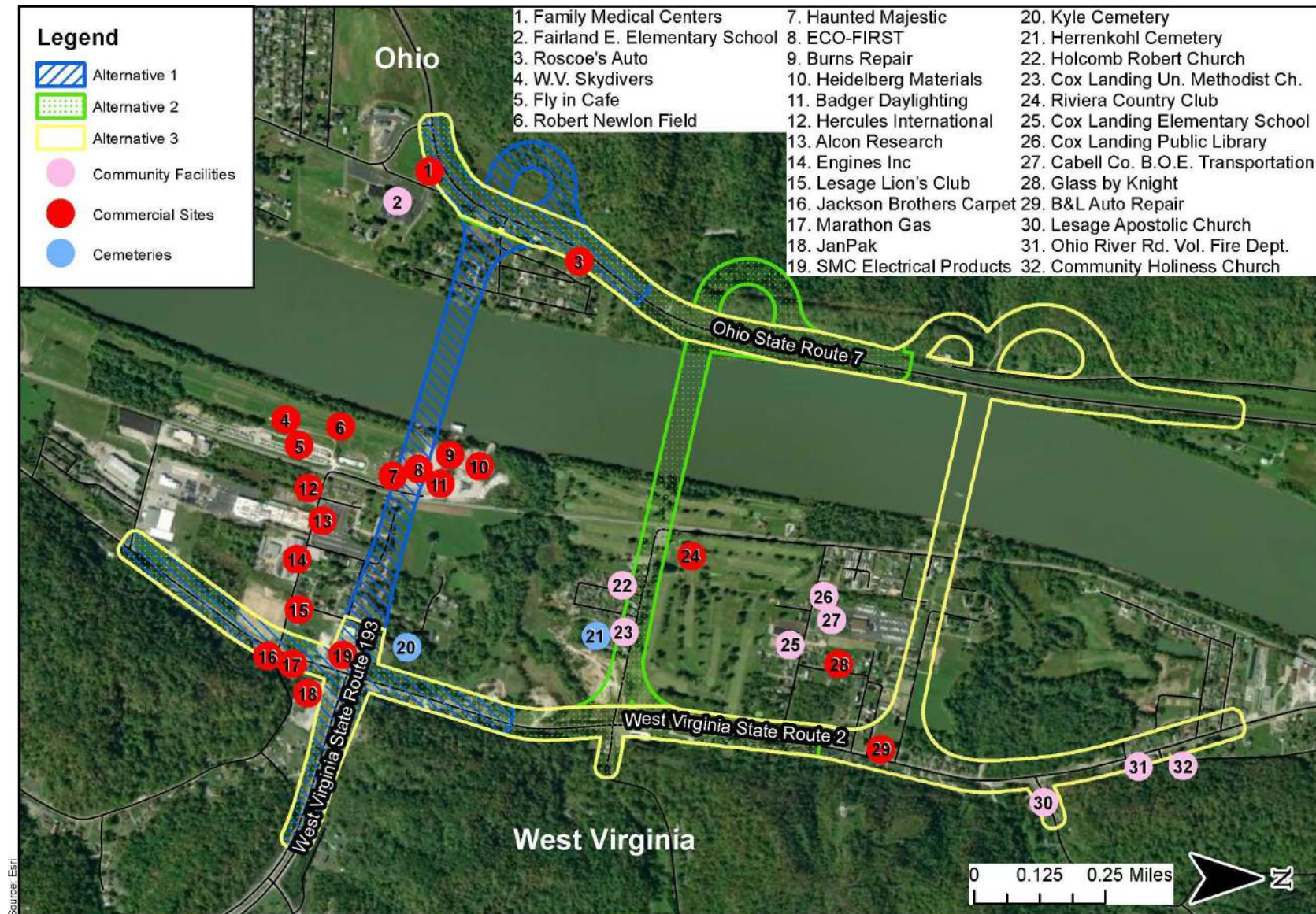
5.2.1.3 Alternative 3

The OH side of Alternative 3 passes through low intensity developed areas and deciduous forest. The WV side of alignment traverses primarily low-intensity developed areas.

5.2.2 Community Cohesion

On the OH side of the Ohio River, residential development in the Study Area consists of the Rome Township and Proctorville community. The WV side of the Ohio River includes residential developments near Cox Landing Road and the southern portion of the Lesage Census-Designated Place. **Figure 5-2** shows community resources, such as schools, churches, libraries, and government departments.

Figure 5-2 Community Resources Map



5.2.2.1 Alternative 1

The OH side of Alternative 1 is largely residential, containing a community of approximately 50 homes, a doctor's office, an auto repair business, and Fairland East Elementary School near Alternative 1's southern boundary. Approximately 75 homes are located and intermixed with multiple businesses in this community.

Selection of Alternative 1 would result in impacts on homes and businesses in the form of relocations and could modify access within nearby communities. It is assumed that access to the Fairland East Elementary School would be maintained, though travel routes may change. Depending on the type of structure constructed, the proposed bridge and associated ramps could create a barrier between remaining residents in the communities on both sides of the Ohio River. These impacts may reduce access to services and may affect community cohesion among remaining residents.

Alternative 1 may result in approximately 66 residential relocations and 9 business relocations, and the Robert Newlon Airport.

5.2.2.2 Alternative 2

The OH side of Alternative 2 is largely undeveloped, excluding a small section of a residential community along OH SR 7 south of the proposed crossing. The undeveloped areas of Alternative 2 are densely vegetated and include steep slopes on the west side of OH SR 7. The WV side of Alternative 2 is comprised of the Cox Landing community, which includes approximately 50 homes, Cox Landing United Methodist Church, Herrenkohl Cemetery, and Holcomb Robert Church.

Selection of Alternative 2 would result in impacts on homes and businesses in the form of relocations and could modify access within nearby communities. The Cox Landing United Methodist Church, Riviera Country Club, and a portion of Herrenkohl Cemetery may be impacted. Depending on project design, the proposed bridge and associated ramps may create a barrier between remaining residents in the community. These impacts may reduce access to services and may affect community cohesion among remaining residents.

Alternative 2 may result in approximately 70 residential relocations and 10 business relocations.

5.2.2.3 Alternative 3

The OH side of Alternative 3 is largely undeveloped with sparsely located residential properties along Old SR 7, located west of existing SR 7. The undeveloped section of Alternative 3 is densely

vegetated and comprised of steep slopes. The WV side of Alternative 3 consists mainly of commercial properties and approximately 100 residential properties in the Cox Landing community.

Cox Landing Elementary School, Cox Landing Public Library, Lesage Apostolic Church, and Ohio River Road Volunteer Fire Department are located near this alternative, with part of the Cabell County Board of Education Transportation Complex being within the area anticipated to be impacted by Alternative 3. Residential and commercial properties exist along WV 2 within the corridor. Alternative 3 may also impact a portion of the Cabell County Board of Education Transportation Complex (parking lot) and a portion of the Riviera Country Club. The Lesage Apostolic Church and Ohio River Road Volunteer Fire Department could also be impacted. Depending on the construction approach, the proposed bridge and associated ramps may create a barrier between remaining residents in the community.

Alternative 3 may result in approximately 146 residential relocations and 11 business relocations.

5.2.3 Schools and Places of Worship

Schools that are near the Study Area include the Fairland East Elementary School in Rome and the Cox Landing Elementary School in Lesage.

5.2.3.1 Alternative 1

The Fairland East Elementary School playground may be impacted by Alternative 1.

5.2.3.2 Alternative 2

Alternative 2 may impact the Cox Landing United Methodist Church and Holcomb Robert Church.

5.2.3.3 Alternative 3

Alternative 3 may impact the Lesage Apostolic Church.

5.2.4 Parks and Recreational Facilities

Section 4(f) of the US Department of Transportation Act protects publicly owned parks, recreation areas, wildlife and waterfowl refuges, and public or privately-owned historic sites from adverse impacts resulting from the construction of transportation projects that receive federal funding. Section 6(f) of the Land and Water Conservation Act protects public properties that have received Land and Water Conservation Funding. According to the Land and Water Conservation Fund Coalition interactive map, no Section 6(f) properties were identified within the Study Area.

5.2.4.1 Alternative 1

The playground at Fairland East Elementary School is the only nearby Section 4(f) resource that may be impacted by this alternative.

5.2.4.2 Alternative 2

Cox Landing Elementary School playground is the only Section 4(f) resource that is nearby this alternative but is not anticipated to be directly impacted.

5.2.4.3 Alternative 3

The Cox Landing Elementary School's playground is the only Section 4(f) resource that is nearby this alternative but is not anticipated to be directly impacted.

5.2.5 Noise

Noise impacts are assessed by comparing predicted future noise levels associated with the Project to existing noise conditions and established noise abatement criteria for various land use categories. It is anticipated that the selection of any of the alternatives would result in noise impacts; therefore, a detailed noise analysis would be required for all Noise Sensitive Area (NSA) in the Study Area as part of the NEPA process.

An NSA is defined as a location containing multiple noise-sensitive receptors situated in close proximity to a noise source—typically within 500 feet. Noise-sensitive receptors include dwelling units and other fixed, developed sites where frequent human activity occurs, such as homes, schools, or parks that fall within an NSA.

5.2.5.1 Alternative 1

Alternative 1 includes approximately 195 noise-sensitive receptors located within 500 feet of the alignment. These include around 150 single family residences, one apartment complex, 18 businesses, the Robert Newlon Airpark, a recreational vehicle park and campground, Fairland East Elementary School, and the Kyle Cemetery.

5.2.5.2 Alternative 2

Alternative 2 includes approximately 225 noise-sensitive receptors located within 500 feet of the alignment. These consist of roughly 200 single family residences, one apartment complex, 14 businesses, the Riviera Country Club, Fairland East Elementary School, Cox Landing United Methodist Church, Robert Holcomb Church, Kyle Cemetery, and the Herrenkohl Cemetery.

5.2.5.3 Alternative 3

Alternative 3 includes approximately 330 noise-sensitive receptors within 500 feet of the alignment. These consist of about 300 single family, one apartment complex, 17 businesses, Fairland East Elementary School, the Riviera Country Club, Lesage Apostolic Church, the Ohio River Road Volunteer Fire Department, and the Cabell County Board of Education Transportation Complex.

5.2.6 Underserved Populations

Projects that receive federal funding are required to comply with Title VI of the Civil Rights Act of 1964 law. Traditionally underserved populations include people of color (minority), low income populations, the linguistically isolated, and those over age 64. Demographic information for the Study Area was obtained from the OH Department of Transportation (ODOT) Transportation Information Mapping System (TIMS). See **Appendix A** for more information.

5.2.6.1 Minority Populations

Minority populations comprise 6.2% of the population on the OH side and 2.6% of the WV side of the Study Area. Based on the information gathered, the percentage of people of color in the Study Area are considered low, with similar ranges for each alternative.

5.2.6.2 Low-Income Populations

6.0% of the population on the OH side of the Study Area is considered low-income, with no variation in low-income population between alternatives. On the WV side, 2.6% of the overall Study Area population is classified as low-income. However, there is variation between alternatives: 3.5% of the population near Alternative 1 is considered low-income, compared to approximately 11% near Alternatives 2 and 3.

5.2.6.3 Linguistically Isolated

There are no reported linguistically isolated populations in the Study Area.

5.2.6.4 Over Age 64

On the OH side of the Study Area, approximately 19% of the population is over the age of 64, with similar percentages observed across all alternatives. On the WV side, the population over age 64 ranges from 17% to 25%, with each alternative exhibiting roughly equivalent proportions within that range.

Based on review of the Study Area and public involvement activities, no information suggested that the alternatives will have an adverse impact on underserved populations.

5.3 Natural Resources

5.3.1 Physiography and Topography

The Study Area is located within the Western Allegheny Plateau ecoregion which consists of temperate broadleaf and mixed forests. This ecoregion is approximately 72% forest and 23% agriculture. Common forest species for this region include, *Acer rubrum* (red maple), *Betula alleghaniensis* (yellow birch), *Betula nigra* (black birch), *Fagus grandifolia* (American birch), *Fraxinus Americana* (white ash), *Diervilla lonicera* (northern bush honeysuckle), *Pinus strobus* (eastern white pine), *Populus grandidentata* (big-tooth aspen), *Prunus pensylvanica* (pin cherry), *Prunus serotina* (black cherry), and *Tsuga canadensis* (eastern hemlock).

The main topographic characteristics of the Study Area are the hills present on both sides of the Ohio River and the Ohio River itself. Elevations in the Study Area range from 263 meters to the Ohio River water line, which is approximately 158 meters according to the USGS.³

5.3.2 Soils and Farmlands

According to the US Department of Agriculture's (USDA) Natural Resource Conservation Service (NRCS) there are prime and statewide important farmland soils within the Study Area. Of the 23 soil series identified within the Study Area, 10 soils have been designated by the USDA NRCS as prime farmland soils. These soil series are located on either side of the Ohio River throughout the Study Area.

Prime farmland soils are located within all three of the alternative footprints. Construction within the areas containing prime farmland would require additional coordination with the USDA NRCS.

5.3.3 Air Quality

To comply with the Clean Air Act and NEPA, air quality analyses for the Project will include evaluating impact on Mobile Source Air Toxics (MSAT), particulate matter (PM 2.5), and ozone. The Project is included within the region's long-range plan, the KYOVA 2050 MTP. The following is a summary of the current air quality status for the Project and region.

- MSAT: Due to the nature of the proposed work and proximity to sensitive land uses, a MSAT analysis will likely be required for the Project.

³ United States Geological Survey. Elevation 3D Viewer. Available: <https://apps.nationalmap.gov/viewer/>. Accessed April 13, 2025.

- PM 2.5: The Project is located within an area of attainment for the 24-hour (2012) PM 2.5 standard.
- 8-hour Ozone: The Study Area is located within the Huntington-Ashland airshed for 8-hour Ozone. This area is in attainment for the (2015) 8-hour ozone standard.

All three alternatives would have similar impacts on air quality in the region and so this resource was not considered as a differentiating factor in the Alternative Analysis.

5.3.4 Aquatic Resources

Wetlands and streams are regulated aquatic resources under the Clean Water Act. Impacts on these resources require that permits be received from the appropriate state and federal regulatory agencies.

Wetlands were identified within the Study Area using data from the USFWS National Wetland Inventory (NWI) Mapper (see **Figure 5-3**). The US Environmental Protection Agency (USEPA) defines a wetland as an area where water covers the soil or is present either at or near the surface of the soil all year or for varying periods of time during the year, including the growing season. Three mandatory criteria are used to designate an area as wetland: hydrophytic vegetation, hydric soils, and wetland hydrology.

While wetlands are known to exist within the Study Area, only two are expected to experience direct impacts from the proposed alternatives, as described later in this section and shown in **Figure 5-3**. Additional wetlands are likely present within the Study Area; however, field surveys will be necessary to accurately identify and delineate these resources and would be conducted as part of the NEPA process.

USGS topographic maps and USFWS NWI data were used to identify streams located in the Study Area.

The Wild and Scenic River Act provides for the protection of certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition. Based on review of the National Wild and Scenic Rivers System and OH Department of Natural Resources database, no streams within the Study Area are designated as National or State Wild and Scenic Rivers.

5.3.4.1 Alternative 1

No known wetlands are located within the alignment of Alternative 1. However, approximately 2,430 linear feet of streams are present within the alignment, including about 295 linear feet of the Ohio River and parts of Little Sevenmile Creek and Sevenmile Creek.

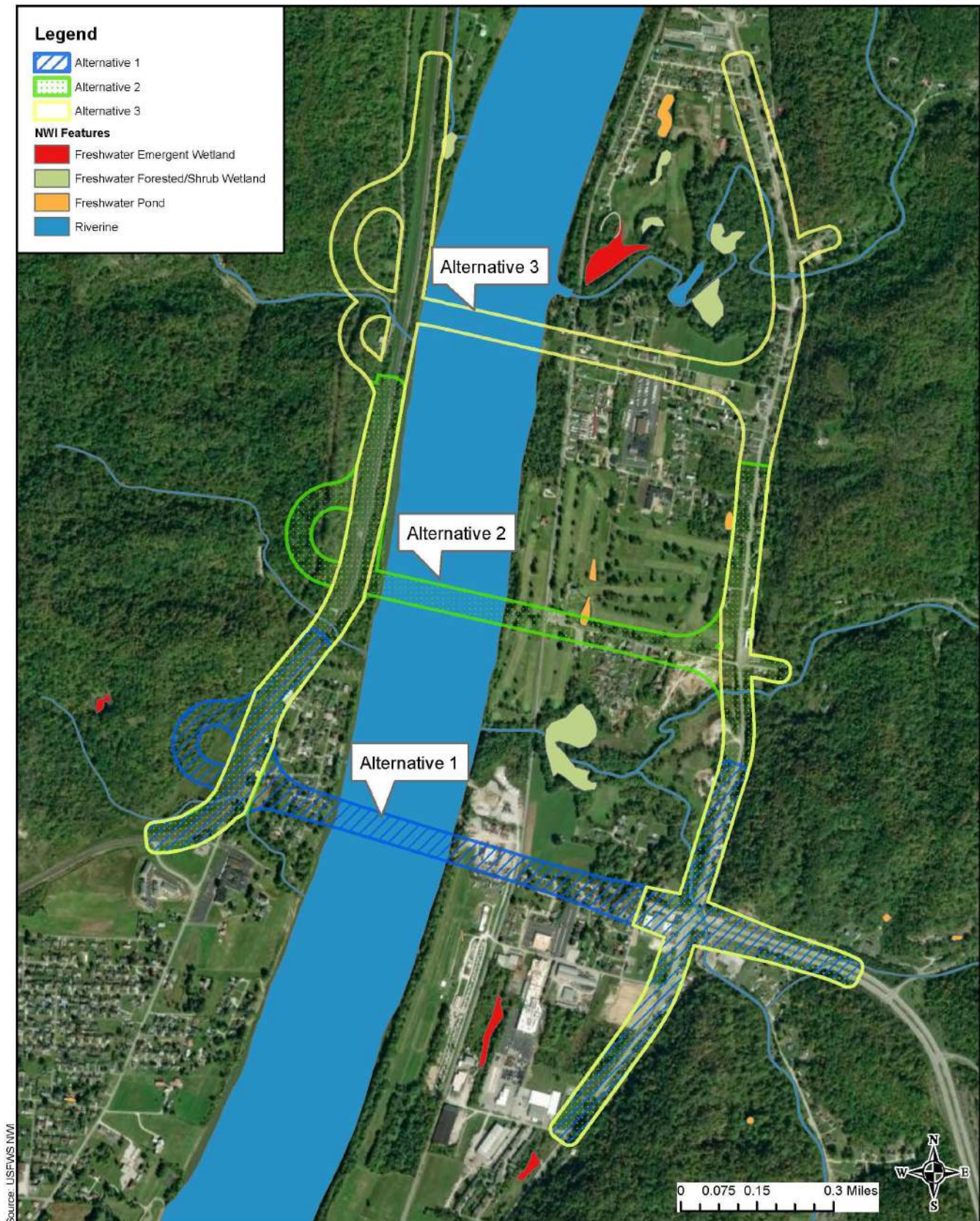
5.3.4.2 Alternative 2

Approximately 0.15 acre of a freshwater pond would be partially impacted by the alignment of Alternative 2. The pond is located within the Riviera Country Club. Additionally, the alignment of Alternative 2 includes approximately 2,925 linear feet of streams, including about 270 linear feet of the Ohio River and parts of Little Sevenmile Creek, McCall Creek, and Sevenmile Creek.

5.3.4.3 Alternative 3

Approximately 0.10 acre of a freshwater forested/shrub wetland would be partially impacted within the alignment of Alternative 3. Within the alignment of Alternative 3 also includes approximately 4,875 linear feet of streams, including about 260 linear feet of the Ohio River and parts of Little Sevenmile Creek, McCall Creek, Michaels Run, Ninemile Creek, and Sevenmile Creek.

Figure 5-3 NWI Inventory Map



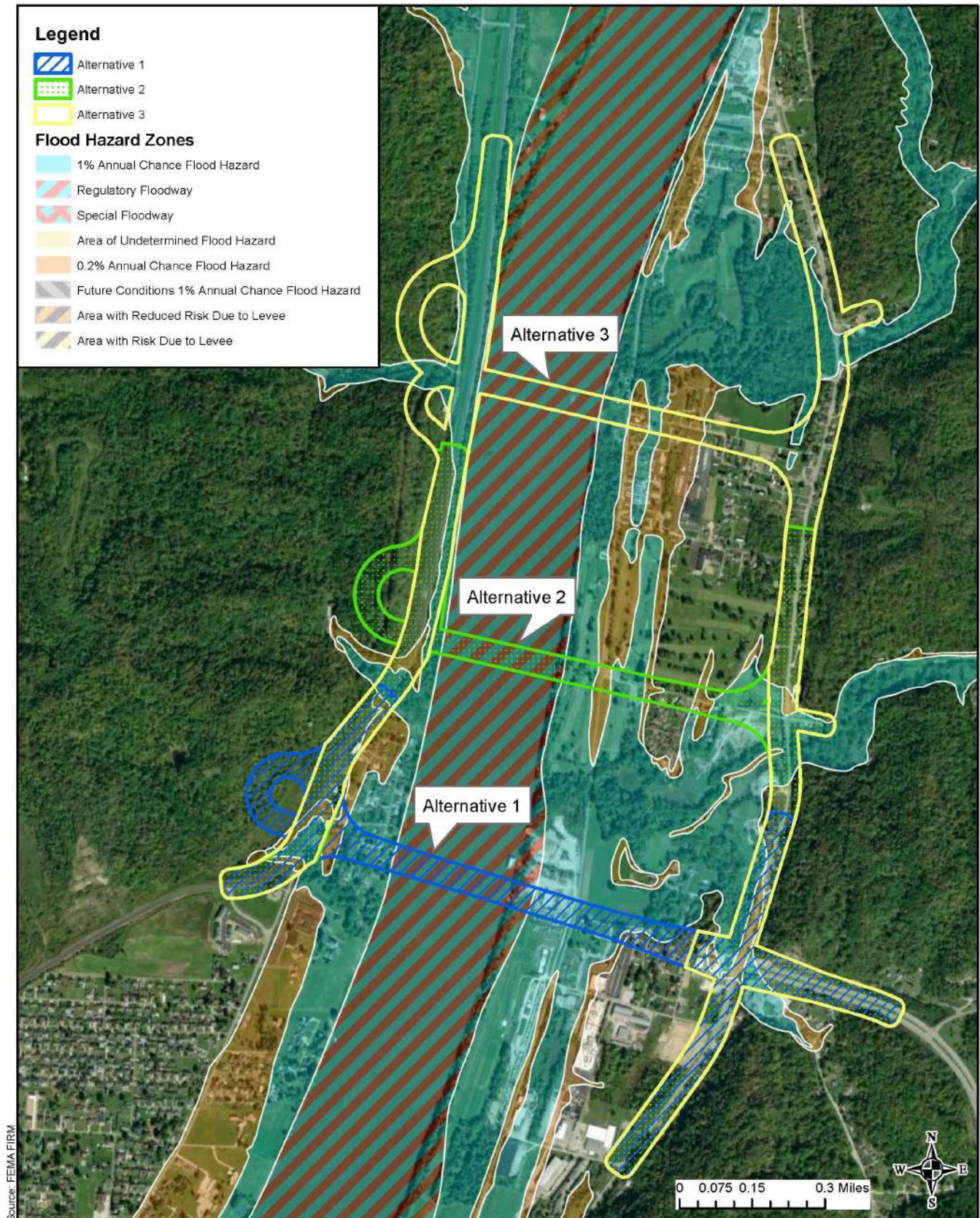
5.3.5 Floodplains

Floodplains and floodways are established by the Federal Emergency Management Agency (FEMA) and are shown on Flood Insurance Rate Maps (FIRMs). FIRMs of the Study Area were examined for the presence of the Special Flood Hazard Areas (SFHA). FEMA defines the SFHA as land area covered by the floodwaters of the base flood elevation, or 1% annual chance flood (100-year floodplain). The SFHA is the area where the National Flood Insurance Program's floodplain management regulations must be enforced and the area where the mandatory purchase of flood insurance applies.

Protection of floodways and floodplains is required under 23 CFR 650A, Executive Order 11988 Floodplain Management, and USDOT Order 550.2 Floodplain Management and Protection. The intent of these regulations is to avoid or minimize highway encroachments within the 100-year (base) floodplain or regulatory floodway, where practicable, and to avoid supporting land use development that is incompatible with floodplain values. If cut or fill is proposed in the flood zone, a Conditional Letter of Map Revision (CLOMR) from FEMA will be required.

Each alternative alignment passes through the SFHA, as is anticipated with bridge projects over aquatic areas.

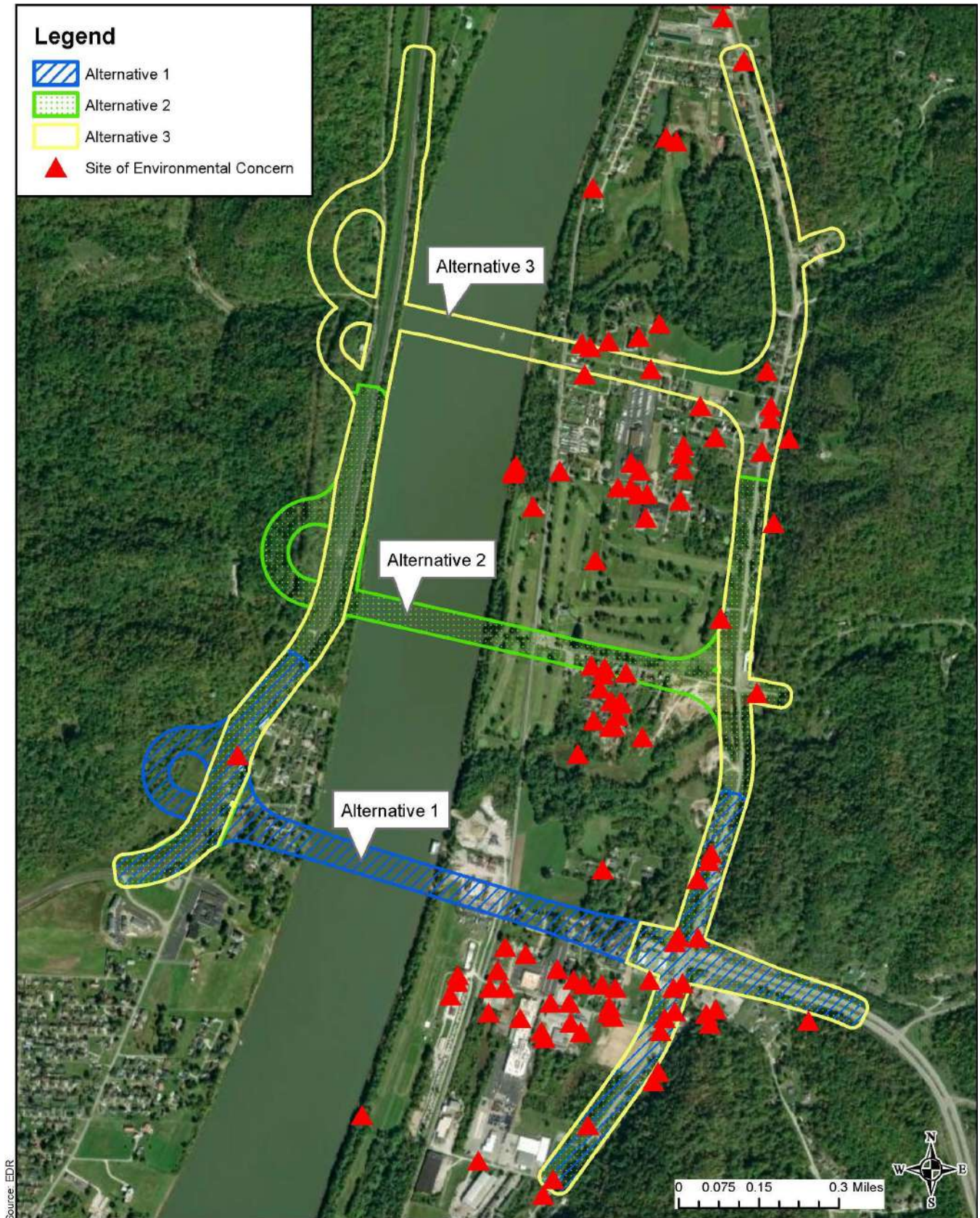
Figure 5-4 Floodplains Map



5.3.6 Hazardous Materials Sites

Regulatory database information was reviewed for environmental concerns within the Study Area. A database search was prepared by Environmental Data Resources, Inc. (EDR) on January 28, 2025. In total, 175 records of environmental concerns were identified within the Study Area. Detailed data is provided in **Appendix A**. This data is shown in **Figure 5-5**. Alternative 3 is estimated to impact the most sites.

Figure 5-5 Map of Environmental Concerns



5.3.7 Protected Species

The USFWS Information for Planning and Consultation (IPaC) tool was used to identify a list of federally threatened and endangered species that may occur within the Study Area, shown in **Table 5-2**.⁴ The full unofficial IPaC report for this project can be found in **Appendix G**.

Table 5-2 Federally Listed Species in the Study Area

Common Name	Scientific Name	Federal Protection Status
BIRDS		
Bald Eagle	<i>Haliaeetus leucocephalus</i>	Bald and Golden Eagle Protection Act
INSECTS		
Monarch Butterfly	<i>Danaus Plexippus</i>	Proposed Threatened
MAMMALS		
Gray Bat	<i>Myotis grisescens</i>	Endangered
Indiana Bat	<i>Myotis sodalis</i>	Endangered
Tricolored Bat	<i>Perimyotis subflavus</i>	Proposed Endangered
SHELLFISH		
Clubshell	<i>Pleurobema clava</i>	Endangered
Fanshell	<i>Cyprogenia stegaria</i>	Endangered
Longsolid	<i>Fusconaia subrotunda</i>	Threatened
Northern Riffleshell	<i>Epioblasma rangiana</i>	Endangered
Pink Mucket (pearlymussel)	<i>Lampsilis abrupta</i>	Endangered
Round Hickorynut	<i>Obovaria subrotunda</i>	Threatened
Sheepnose Mussel	<i>Plethobasus cyphus</i>	Endangered
Snuffbox Mussel	<i>Epioblasma triquetra</i>	Endangered

5.3.7.1 State-Listed Species

State-listed species for consideration were compiled based on review of the OH Department of Natural Resources (ODNR) Natural Heritage Database Program (as of January 14, 2025) and WV Department of Natural Resources (WVDNR) Natural Heritage Program (as of January 14, 2025). State-listed species are presented in **Table 5-3**.

⁴ USFWS, IPaC. Available at: <https://ipac.ecosphere.fws.gov/>. Accessed March 28, 2025.

Table 5-3 State Listed Species in or Near the Study Area

Common Name	Scientific Name	Federal Protection Status
AMPHIBIANS and REPTILES		
Eastern Spadefoot*	<i>Scaphiopus holbrookii</i>	State Endangered
Green Salamander*	<i>Aneides aeneus</i>	State Endangered
Midland Mud Salamander*	<i>Pseudotriton montanus diastictus</i>	State Threatened
Timber Rattlesnake*	<i>Crotalus horridus</i>	State Endangered
MAMMALS		
Little Brown Bat*	<i>Myotis lucifugus</i>	State Endangered
PLANTS		
False Goldenrod*	<i>Solidago sphecelata</i>	State Endangered
Hairy Lip Fern*	<i>Myriopteris lanosa</i>	State Endangered
Mud-Plantain*	<i>Heteranthera reniformis</i>	State Endangered
Pink Thoroughwort	<i>Fleischmannia incarnata</i>	State Threatened
Smooth Buttonweed*	<i>Spermacoce glabra</i>	State Potentially Threatened
Virginia-Mallow	<i>Ripariosida hermaphrodita</i>	State Potentially Threatened
FISH		
Channel Darter*	<i>Percina copelandi</i>	State Threatened
Ebonyshell Mussel*	<i>Fusconaia ebenus</i>	State Endangered
Elephant-ear Mussel*	<i>Elliptio crassidens</i>	State Endangered
Goldeye*	<i>Hiodon alosoides</i>	State Endangered
Little Spectaclecase Mussel*	<i>Villosa lienosa</i>	State Endangered
Monkeyface Mussel*	<i>Theliderma metanevra</i>	State Endangered
Ohio Pigtoe Mussel*	<i>Pleurobema cordatum</i>	State Endangered
Paddlefish*	<i>Polyodon spathula</i>	State Threatened
River Darter*	<i>Percina shumardi</i>	State Threatened
Shoal Chub*	<i>Macrhybopsis hyostoma</i>	State Endangered
Shortnose Gar*	<i>Lepisosteus platostomus</i>	State Endangered
Shovelnose Sturgeon*	<i>Scaphirhynchus platyrhynchus</i>	State Endangered
Washboard Mussel*	<i>Megaloniaias nervosa</i>	State Endangered

*: Potential occurrence within one mile of the Study Area.

Potential impacts and/or mitigation for state-listed species are anticipated to be similar for all three alternative alignments.

5.3.7.2 Critical Habitat

The USFWS IPaC Resource List was used to determine critical habitats within the Study Area. Based on the inquiry, dated April 14, 2024, there are no USFWS-designated critical habitats within the Study Area.

Tree clearing and in-water work are expected for construction of all three alternative designs. Impacts to wildlife and wildlife habitat are anticipated for all three alternatives.

5.3.8 Drinking Water

The OH Environmental Protection Agency (OEPA) Source Water Assessment and Protection Program and WV Source Water Assessment and Protection Program aim to protect public water systems from contamination. The programs help public water suppliers protect streams, rivers, lakes, reservoirs, and aquifers. Based on information gathered from the OEPA and WV Department of Health and Human Resources, no sole source aquifers are located within the Study Area. However, all three alternative alignments contain Public Water Supply Protection Areas, specifically zones of critical concern.

All three alternatives would have similar impacts on drinking water in the Study Area.

5.4 Cultural Resources

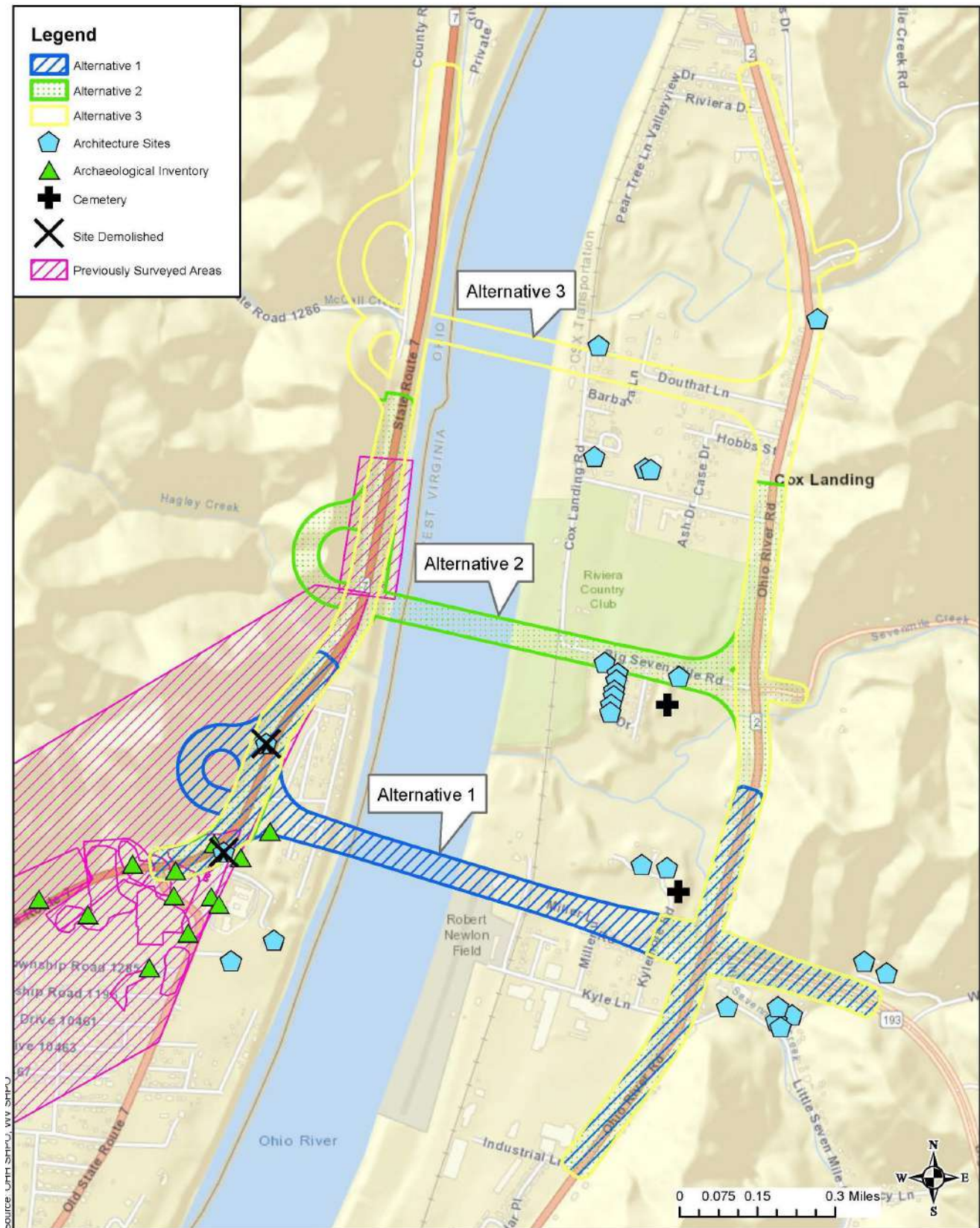
A records check was performed through the WV and OH State Historic Preservation Offices (SHPO) to identify archaeological and historic sites within the Study Area. Based on data from the WV SHPO website retrieved December 30, 2024, the eastern side of the Study Area contains two documented architecture sites (one in the Alternative 1 footprint and another in Alternative 3's) and two cemeteries (one in the Alternative 1 footprint and another in Alternative 3's). Based on correspondence with OH SHPO dated January 21, 2025, the western side of the Study Area contains four historic structures, nine archaeological sites, and five previously surveyed areas. No archaeological records were documented in the area by the WV SHPO.

The existing archaeological records in OH were derived from the need to investigate the area prior to construction of the Chesapeake Bypass and other improvements to OH SR 7. None of the identified sites were deemed significant. No archaeological records were documented in the area by the WV SHPO. Historic records from WV and OH SHPO correspondence are summarized in **Table 5-4**. These sites are mapped in **Figure 5-6**. Field verification of the listed resources' current condition was not conducted. If aerial imagery indicates the structure no longer exists at its inventoried location, it is noted as "appears to have been demolished."

Table 5-4 Cultural Resources

Resource Name	Area of Significance
Bailes Farmstead (Forgey) (LAW0059511)	A private residence located off OH SR 7 in Proctorville. An unknown architect built the two-story vernacular structure in the 1830s. The property situated on the Ohio River riverfront contains several buildings and the original farmland. Bailes Farmstead is considered in excellent condition.
Carlton Ash House (SHPO #CB-0570)	A private residence located at 6415 Douthat Lane in Cox Landing. Situated on 1/5 acre, this four-square residence was built in the 1920s by an unknown architect. The block and continuous slab residence has a pyramidal roof, simple rectangular plan, off center entrance, full width front porch with a storage shed on the property. This structure is not listed in the National Register of Historic Places (NRHP).
Gillette Farm (LAW0028411)	Also known as Forgey House, a private residence located off of SR 7 in Proctorville. The Italianate style structure was built in the 1870s by Forgey, who was a known entrepreneur. The two-story brick structure has a new brick garage and 19 th century outbuilding and is considered in good condition.
Gillette Paul House (LAW0059611)	A private residence located off of OH SR 7 in Proctorville. The bungalow style structure was built in 1925 by an unknown architect. The main structure is situated between two ravines with cultivated fields behind it and was considered in good condition. This structure appears to have been demolished
Herrenkohl Cemetery	An active church cemetery located behind Cox Landing United Methodist Church in Cox Landing at 5995 Cox Landing Road.
Kyle Cemetery (46CB243)	An active private family cemetery located along Kylemore Road, approximately 1,000 feet from WV 2. Kyle Cemetery contains approximately 120 burials and dates to 1852. The predominant surnames within the cemetery include Kyle, Wintz, Hensley, and Morrison.
Little Seven Mile Bridge (SHPO #CB-1793)	A historic bridge built in 1930 which carries County Road 19 over Little Seven Mile Creek near Cox Landing. Due to the commonality of the type of bridge and lack of significant contributions to history, the bridge is ineligible for listing in the NRHP.
Walker House and Ogleby House (LAW0040911)	Walker House & Ogleby House (LAW0040911) also known as H.C. Brown House, is a private residence located at 2538 OH SR 7 in Proctorville. The structure was built in the 1850s and was known to be a part of a large farm owned by H.C. Brown in 1887. The exterior of the two-story classic I-house was considered in poor condition. This structure appears to have been demolished.

Figure 5-6 Archaeological and Historic Sites Map



5.4.1 Alternative 1

No direct impacts are expected but impacts to Kyle Cemetery and Little Seven Mile Bridge may occur.

5.4.2 Alternative 2

Impacts to Herrenkohl Cemetery are expected and impacts to Kyle Cemetery and Little Seven Mile Bridge may occur.

5.4.3 Alternative 3

Impacts to the Carlton Ash House are expected and impacts to Kyle Cemetery and Little Seven Mile Bridge may occur.

5.5 Anticipated Resource Agency Coordination

Resource agency coordination with the following federal and state agencies is anticipated during the NEPA phase:

5.5.1 Federal Agencies

Federal agencies expected to be a part of further consultation as the proposed project progresses:

- National Oceanic and Atmospheric Administration (NOAA) Fisheries – NOAA Fisheries has jurisdiction over federally endangered and threatened marine species. Coordination would be required to assess impacts to these species as part of the Section 7 of the Endangered Species Act consultation for the Project.
- FHWA – OH and WV Divisions will need to be consulted for compliance and tie-ins to existing federal highway networks.
- Tribal Historic Preservation Office – Coordination as needed for the protection of Tribal resources.
- U.S. Army Corps of Engineers (USACE) – A Jurisdictional Determination and a 404 Permit will be required for construction activities impacting wetlands, streams, and critical areas within the limits of the Project.
- USEPA – The Project will need to comply with Section 309 of the Clean Air Act and a National Pollutant Discharge Elimination System permit may be required.

- USFWS – The Project must comply with Section 7 of the Endangered Species Act, and a Biological Assessment Report may be required.
- USCG – Coordination will be required, and a navigation survey conducted for the major river crossings over the Ohio River. A USCG permit is required for modification of an existing bridge or construction of a new bridge over navigable waters of the US.

5.5.2 State Agencies

State agencies expected to be a part of further consultation as the proposed project progresses:

- OH Department of Health – Water quality and drinking water coordination.
- OEPA – Environmental quality coordination.
- ODNR – State listed species, navigable waters, and natural resource management coordination.
- ODOT – Coordination for compliance with state standards and tie-ins to the existing highway networks.
- ODOT Office of Environmental Services – Coordination about the impacts of roadways on the environment.
- OH SHPO – Investigations will need to be conducted as required by Section 106 of the National Historic Preservation Act.
- WV Department of Environmental Protection (WVDEP) – Environmental quality coordination.
- WVDNR – State listed species, navigable waters, and natural resource management coordination.
- WV Department of Highways (WVDOH) – Coordination for compliance with state standards and tie-ins to the existing highway networks.
- WV Office of Environmental Health Services – Water quality and drinking water coordination.
- WV SHPO – Investigations will need to be conducted as required by Section 106 of the National Historic Preservation Act and with Tribes as needed.

5.6 Anticipated Permitting Requirements

The following environmental permits are anticipated to be needed during later project phases if the Project progresses through the NEPA process:

- Clean Water Act / USACE Section 404 Permit and associated 401 Water Quality Certification
- USCG Bridge Permit
- USEPA National Pollutant Discharge Elimination System Permit

5.7 Anticipated Mitigation

Mitigation is defined as: measures that avoid, minimize, or compensate for adverse effects caused by a proposed action or alternatives as described in an environmental document or record of decision and that have a connection to those adverse effects. Mitigation includes, in general order of priority:

- 1) Avoiding the adverse effect altogether by not taking a certain action or parts of an action.
- 2) Minimizing the adverse effect by limiting the degree or magnitude of the action and its implementation.
- 3) Rectifying the adverse effect by repairing, rehabilitating, or restoring the affected environment.
- 4) Reducing or eliminating the adverse effect over time by preservation and maintenance operations during the life of the action.
- 5) Compensating for the adverse effect by replacing or providing substitute resources or environments.

5.7.1 Aquatic Resources Mitigation

Following regulatory requirements, impacts to waters of the US will require compensatory mitigation. Completing any of the build alternatives would likely result in unavoidable impacts to the wetlands and other aquatic resources, including the Ohio River and other streams and wetlands that are presumed to be waters of the US.

Based on the Clean Water Act Section 404(b)(1) the types of mitigation required can be combined to form three general types of mitigation: avoidance, minimization, and compensatory mitigation. Compensatory mitigation means offsetting an aquatic resource impact by replacing or providing

substitute aquatic resources for impacts that remain after avoidance and minimization measures have been applied. Compensatory mitigation is typically achieved through the restoration, establishment, enhancement, and/or preservation of aquatic resource functions and services.

Per the Mitigation Rule, an applicant's preferred mitigation alternative should increase the likelihood of successfully implementing mitigation (while reducing the risk and uncertainty of providing the required mitigation) and reduce the time lag between the loss of an aquatic resource function caused by the permitted impacts and the replacement of aquatic resource functions at the mitigation site. Resources potentially requiring mitigation are shown in **Figure 5-3**. Estimated impacts based on preliminary designs are shown in **Table 7-1**.

5.7.2 Other Mitigation Needs

Additional mitigation needs may be identified during future studies required to complete NEPA. FHWA guidelines would be followed to identify and commit to appropriate mitigation measures not already included in the proposed action or alternatives described in the PEL.

6.0 Traffic and Utilities

6.1 Traffic

A traffic analysis was conducted to assess existing conditions and project future traffic for the build alternative (Alternative 1) and the No-Build alternative through the year 2050. Individual model runs were not performed for each potential bridge alignment, as the bridge is expected to serve the same functional role within the regional roadway network regardless of its specific location within the Study Area.

LOS projections identified acceptable traffic conditions throughout the KYOVA region, with isolated areas operating below acceptable levels. The East Huntington Bridge is projected to experience the heaviest traffic volumes during peak conditions. Roadways connecting to the East Huntington Bridge, as well as interstate routes east of Huntington, currently experience and are projected to continue experiencing congestion during peak travel periods.

6.1.1 2050 No-Build Traffic Projection

Under the 2050 No-build scenario (shown in **Figure 6-1**), LOS conditions are expected to remain the same or degrade due to increased traffic demand with limited infrastructure improvements. Regional roadways are projected to operate at the following LOS:

Table 6-1 2050 Expected LOS for Regional Roadways without the WV 2 / OH SR 7 Bridge

Roadway	LOS
I-64	C+ or better
OH SR 7	C+ or better
Robert C. Byrd Bridge	C+ or better
East Huntington Bridge	F
US 60	F or better
West Huntington Bridge	E
WV 2 (east of Huntington)	C+ or better
WV 193	C+ or better

Figure 6-1 2050 No-Build Scenario LOS Map



6.1.1 Two-Lane Traffic Projection

For both two-lane scenarios (with or without multimodal), the East Huntington Bridge is projected experience to improved traffic conditions, with LOS improving from F to E. However, the proposed WV 2 / OH SR 7 Bridge is anticipated to operate at a LOS F due to limited capacity relative to the projected volumes (shown in **Figure 6-2**). Other regional roadways are projected to experience the following LOS under the 2050 two-lane scenario:

Table 6-2 2050 Two-Lane Bridge Scenarios' Expected LOS for Regional Roadways

Roadway	LOS
I-64	C+ or better
OH SR 7	C+ or better
Robert C. Byrd Bridge	C+ or better
US 60	F or better
West Huntington Bridge	F
WV 2 (east of Huntington)	C+ or better
WV 193	C+ or better

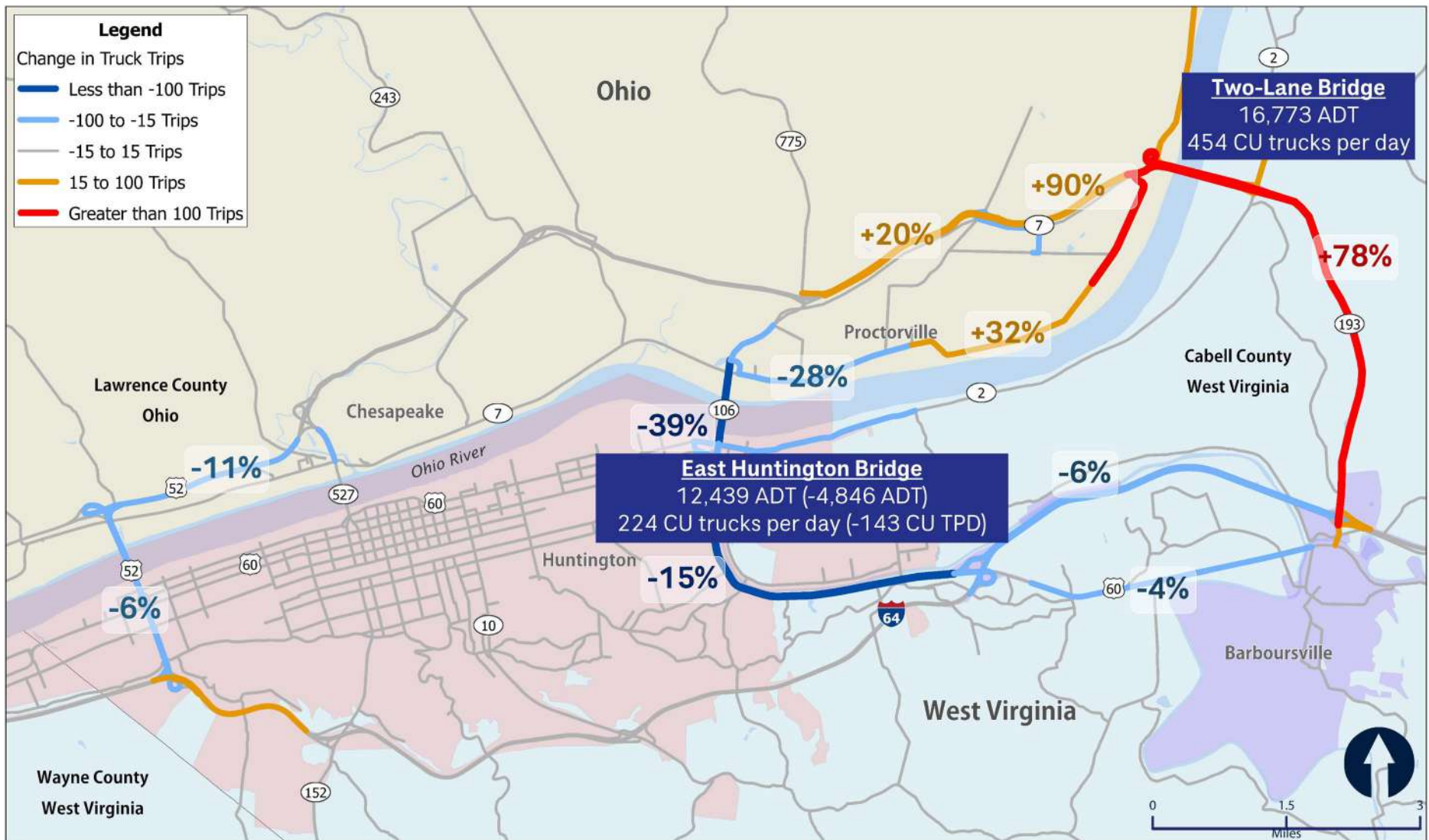
6.1.1.1 Two-Lane Truck Traffic Projection

Additionally, building the WV 2 / OH SR 7 Bridge is projected to reduce the volume of combination unit trucks from passing through Huntington with the East Huntington Bridge showing a reduction of 39 percent in trucks per day. These trucks would be able to bypass the central HUA by using the Chesapeake Bypass and the WV 2 / OH SR 7 Bridge with areas near the new bridge projected to see increases in truck traffic, such as a 90% increase north of the bridge on OH SR 7 and a 78% increase on WV 193 leading to the bridge approach. These shifts highlight the bridge's potential to reroute truck traffic away from congested urban corridors, **Figure 6-3** shows the projected percent change in truck volumes, in 2050, on regional roadways in the two-lane build scenario. For additional details refer to **Appendix D**.

Figure 6-2 2050 Two-Lane Scenario LOS Map



Figure 6-3 2050 Two-Lane Build Scenario Percent Change in Truck Traffic Map



6.1.2 Four-Lane Traffic Projection

Under the four-lane scenarios (with or without multimodal), the East Huntington Bridge is projected to experience improved traffic conditions with LOS improving from F to D. This improvement reflects the redistribution of regional traffic volumes resulting from the addition of a new bridge crossing. The proposed WV 2 / OH SR 7 Bridge is anticipated to operate at LOS C+, indicating stable flow (shown in **Figure 6-4**). Other regional roadways are projected to experience the following LOS under the 2050 four-lane scenario:

Table 6-3 2050 Four-Lane Bridge Scenarios' Expected LOS for Regional Roadways

Roadway	LOS
I-64	C+ or better
OH SR 7	C+ or better
Robert C. Byrd Bridge	C+ or better
US 60	F or better
West Huntington Bridge	E
WV 2 (east of Huntington)	C+ or better
WV 193	C+ or better

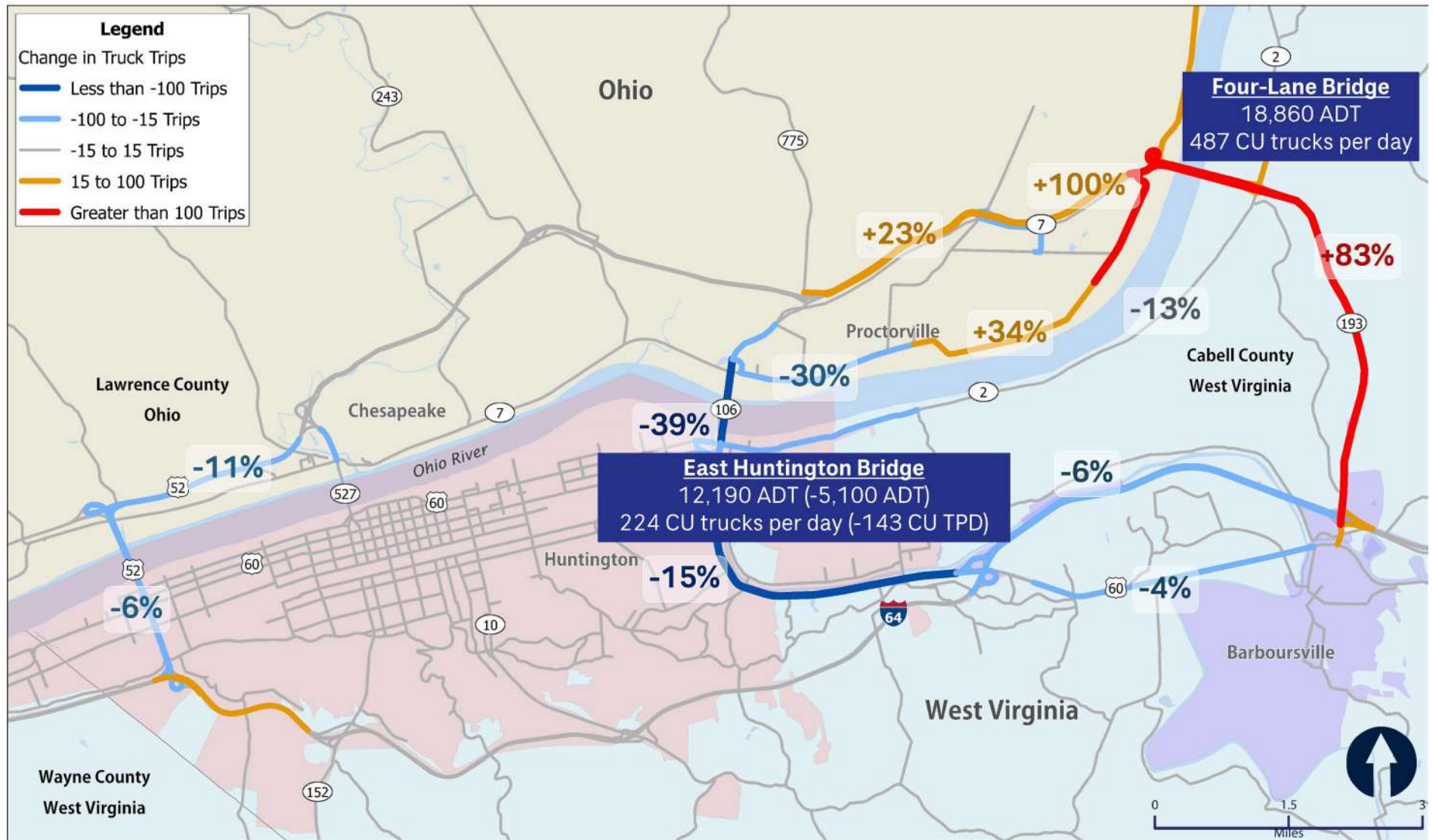
6.1.2.1 Four Lane Truck Traffic Projection

Additionally, building the WV 2 / OH SR 7 Bridge is projected to reduce the volume of combination unit trucks from passing through Huntington with the East Huntington Bridge showing a reduction of 39 percent in trucks per day. Truck traffic is projected to increase significantly along routes leading to and from the new bridge, such as a 100% increase on OH SR 7 north of the bridge and an 83% increase along WV 193. **Figure 6-5** shows the projected percent change in truck volumes, in 2050, on regional roadways in the four-lane build scenario. For more traffic information, refer to **Appendix D**.

Figure 6-4 2050 Four-Lane Scenario LOS Map



Figure 6-5 2050 Four-Lane Build Scenario Percent Change in Truck Traffic Map



6.2 Utilities and Railroads

Based on preliminary utility owner research, the following utility owners are anticipated to operate within the Study Area (**Table 6-4**). Potential utility issues will be determined as alternative designs are progressed. The location of alternatives in relationship to utilities may drive alternative layouts, screening choices, or cost estimates.

Table 6-4 Anticipated Utilities within the Study Area

Utility Owner	Utility Type
Cabell County	Water / Sewer / Electric
CSX	Railroad
FHWA	Roadway
Lawrence County	Water / Sewer / Electric
ODOT	Roadway
Proctorville, Village of	Water/ Sewer / Electric
West Virginia Department of Highways (WVDOH)	Roadway

Overhead utility lines are located throughout the eastern and western sides of the Study Area and within all three alternative alignments. It is assumed that utility relocations and coordination with the railroad would be necessary for construction in each of the alternatives.

7.0 Alternative Analysis

The intent of the alternative evaluation process was to identify and assess potential alignments within the Study Area that align with the Project's defined Purpose and Need. A structured screening process was used to evaluate the three build alternatives, ultimately determining which options should be carried forward into the NEPA process.

7.1 Screening of Alternatives

The alternatives for the WV 2 / OH SR 7 Bridge were screened against the Project's purpose statement and established needs, along with engineering, socio-economic, and environmental factors. **Table 7-1** presents the results of the screening process for each alternative.

Table 7-1 Alternative Analysis

	No Build	Alternative 1	Alternative 2	Alternative 3
Purpose and Need Evaluation				
System Linkage				
Does the Alternative Improve Regional Connectivity?	-	Yes	Yes	Yes
Does the Alternative Improve Level Of Service?	-	Yes	Yes	Yes
Does the Alternative Improve Heavy Truck Traffic on the Local Network?	-	Yes	Yes	Yes
Does the Alternative Align with Transportation Plans?	-	Yes	Yes	Yes
Economic Development				
Does the Alternative Provide Opportunities for Economic Development?	-	Yes	Yes	Yes
Does the Alternative Improve Access to Local Investments?	-	Yes	Yes	Yes
Does the Alternative Improve Access to Jobs?	-	Yes	Yes	Yes
Engineering				
Connection to SR 193 and SR7	-	Direct	Indirect	Indirect
Conflict Point Description	-	Grade Separated	At Grade / Grade Separated	At Grade / Grade Separated
Right of Way (ROW) Needed (in Acres)	0	82.3	111.7	156.1
Social Economics				
Potential Residential Relocations	0	66	70	146

	No Build	Alternative 1	Alternative 2	Alternative 3
Potential Business Relocations	0	9	10	11
Are Traditionally Underserved Populations Benefitted?	-	Yes	Yes	Yes
Environmental				
Wetlands (in Acres)	0	0	0.15	0.10
Streams (in Linear Feet)	0	2,430	2,925	4,875
Are Threatened and Endangered Species in Range?	-	Yes	Yes	Yes
Number of Historic Resources Potentially Impacted	0	2	3	3

Where applicable, potential impacts were evaluated using a 75-foot buffer from the proposed alignment under the Four-Lane with Multimodal Scenario for each alternative.

7.2 Alternatives Carried Forward

The three build alternatives—each involving a four-lane bridge with multimodal infrastructure at different locations—along with the No-Build option, should advance for further evaluation. The inclusion of these alternatives in the PEL process allows for a more comprehensive analysis of their potential impacts, benefits, and alignment with the Project's Purpose and Need. If during subsequent phases of the Project (NEPA and preliminary design) the design is modified to a two-lane option, the associated impacts would likely change as well. Another factor to be determined in NEPA is bridge type.

8.0 Economic Analysis and Benefit Cost Analysis

A Benefit Cost Analysis (BCA) and supplemental economic analysis were conducted to assess the financial implications of carrying out the completion of the proposed WV 2 / OH SR 7 Bridge Project. Further details are present in **Appendix E**.

8.1 Benefit Cost Analysis Overview

A BCA assesses the potential benefits of an investment against its cost. It compares the benefits and costs of build alternatives versus the No-Build alternative. This comparison is developed by dividing the expected net societal benefits from the Project by its estimated costs. Societal benefits reflect calculated travel cost savings associated with vehicle hours traveled (VHT) and vehicle miles traveled (VMT) changes. BCA values are provided in 2024 US Dollars (2024\$).

8.1.1 Benefit Cost Analysis Scenarios Assessed

Four scenarios were reviewed in the BCA. Due to the lack of available bike and pedestrian data or observed activity, no additional benefits were estimated if multimodal infrastructure was included in build alternative.

While the Alternative Analysis evaluated three alternatives with distinct bridge locations, the BCA analyzed the two- and four-lane bridge scenarios only using the Alternative 1 location. This location was the only evaluated in the BCA as the costs and benefits of the Project are not expected to vary significantly between the three alternative locations.

8.1.2 Benefits

The Project is expected to reduce traffic on the Huntington bridge, particularly by diverting through truck traffic, which in turn decreases regional trip times and increases travel speeds. However, the time and cost-saving benefits are partially offset by increased travel distances, which contribute to higher vehicle operating costs, accident risks, and emissions.

8.1.2.1 Travel Efficiency Benefits

Travel benefits were calculated over the 30-year operation period after 2032. Specifically, the unit costs are applied to annual VMT and VHT changes to monetize savings or dissavings by type (time, vehicle operations, accidents, and emissions).

Two-Lane Bridge Benefits

In bridge opening year 2032, travel time benefits (\$8.1 million) are overshadowed by travel-distance disbenefits (-\$11.3 million) associated with increased vehicle operating cost (VOC), accidents, and emissions. This reflects a net disbenefit (-\$3.2 million). However, both time and distance related benefits improve steadily over time. Benefits improve over time because as network traffic grows, an increased amount of traffic would use the new bridge infrastructure.

Net positive benefits are realized in 2038 (\$0.6 million) when travel time benefits (\$8.8 million) overtake travel-distance disbenefits (-\$8.2 million). Thereafter, net benefits rise quickly – reaching \$19.1 million by 2061.

Four-Lane Bridge Benefits

In bridge opening year 2032, travel time benefits (\$9.1 million) are overshadowed by the travel-distance disbenefits (-\$13.7 million) associated with increased VOC, accidents, and emissions. This reflects a net disbenefit (-\$4.6 million). However, both time and distance benefits improve over time.

Net positive benefits (\$0.3 million) are attained in 2040 when travel time benefits (\$10.0 million) overtake travel-distance disbenefits (-\$9.7 million). Thereafter, net benefits rise quickly – reaching \$16.8 million by 2061.

8.1.3 Costs

Implementation and operation/maintenance (O&M) costs are evaluated in 2024\$.

Implementation costs include planning and engineering (P&E), ROW, and construction. These costs are also adjusted for future funding perspective (e.g., non-BCA) to account for inflation.

8.1.3.1 Implementation Costs

Costs were estimated based on previous costing conducted by KYOVA for this project.⁵ Prior cost estimates in 2020\$ were inflated to 2024\$ for the BCA and cost assessment. Total costs range substantially from a low of \$165.1 million (two-lane, road only) to a high of \$307.8 million (Four-Lane with Multimodal). ROW costs were held constant at \$21.5 million for the two- and four-lane scenarios with or without multimodal infrastructure as the alternatives established in **Section 4.1** were not costed differently.

⁵ Ohio River Bridge Crossing Feasibility Study; KYOVA Metropolitan Planning Organization; 2020.
https://www.kyovaipc.org/Final_Ohio_River_Bridge_Crossing_Study_6_12_Report_Only.pdf

Table 8-1 Costs by Scenario

	Two-Lane		Four-Lane	
Type	Road Only	Multimodal	Road Only	Multimodal
Planning and Eng.	\$10.3	\$12.1	\$17.4	\$20.5
ROW	\$21.5	\$21.5	\$21.5	\$21.5
Construction	<u>\$133.3</u>	<u>\$156.6</u>	<u>\$224.4</u>	<u>\$265.8</u>
Total	\$165.1	\$190.2	\$263.3	\$307.8

8.1.3.2 Operation and Maintenance Costs

Opening in 2032, net annual O&M costs are estimated at 0.5% of total construction cost for BCA purposes. This results in real annual expenses of \$0.7 million for the two-lane bridge or \$1.1 million annually for the four-lane.

8.1.4 BCA Summary

No alternatives are economically feasible from a BCA perspective given the costs, traffic volumes, and analysis period. Comparison of the annualized and discounted benefits and costs presented previously are summarized below.

Table 8-2 Benefit Cost Analysis Summary – by Alternative (2024\$)

	Road Only		Multimodal	
Metric	Two-lane	Four-lane	Two-lane	Four-lane
Net Present Benefits (million)	\$73.8	\$39.0	\$71.9	\$35.7
Net Present Costs (million)	<u>\$140.2</u>	<u>\$222.8</u>	<u>\$161.3</u>	<u>\$260.3</u>
Net Present Value (million)	-\$66.4	-\$183.9	-\$89.4	-\$224.6
Benefit-Cost Ratio (BCR)	0.53	0.17	0.45	0.14

The smallest footprint (two-lane without multimodal infrastructure) generates the most favorable results, while the largest footprint (Four-Lane with Multimodal) generates the lowest BCR.

8.1.4.1 BCA Conclusion

The KYOVA bridge project is not economically feasible from a BCA standpoint given the location, costs, timing, and TDM modeling assumptions. The smallest footprint (two-lane bridge only) yielded the best BCA metrics. Deferring project implementation by seven years (implementing in 2032 instead of 2025) generates BCA metrics that approach feasibility from a BCA perspective.

However, the further out the BCA is calculated, the more opportunity for notable variances. Waiting to implement the Project would require a new TDM and BCA to incorporate updated regional data. Updating the TDM and BCA changes could improve or detract from values calculated in the current BCA.

8.2 Supplementary Economic Analysis

Transportation improvements often help attract new regional development and/or induce existing business expansion. Forecasting the type and magnitude of future growth is challenging due to the influence of various regional and external factors. To better understand potential development outcomes, the analysis incorporated qualitative assessments.

8.2.1 KYOVA Area Economic Development

The cross-river bridge connection between WV 2 and OH SR 7 improves access throughout the HUA and helps connect the HUA to Charleston, WV and Cincinnati, OH by completing the outer-belt, reducing heavy truck traffic in the HUA, and improving East Huntington Bridge LOS. Such linkages improve access to new jobs and area investments that could help foster economic development and growth opportunities for Cabell and Lawrence Counties.

8.2.1.1 Current Developments

Review of region data, historical trends, geography, and development agency interviews indicate the region will continue to experience some economic growth. Discussion with the Huntington Area Development Council (HADCO) outlined various activities and developments:

Recreation

Huntington area attractions include Camden Park (roller coaster and amusement park), the Grand Patrician Resort (which is preparing to have a hotel, conference center, and outdoor recreation amenities), and Heritage Farm (adventure park, all-terrain vehicle trails, cultural resources, etc.).

Public Sector

A notable Marshall University planned development includes a new \$40 million IT and cybersecurity center west of Marshall's campus. Additionally, Fairmount Properties has planned hotel and shopping developments east of Marshall's campus.

Industry

The planned Nucor steel plant, located northeast of the Project, is expected to serve as a major development catalyst. With approximately 800 new employees anticipated, the facility will likely

drive new housing demand primarily in the Barboursville area and impact regional travel patterns.

Retail

Located approximately four miles south of the Project via WV 193, Tanyard Station offers 50 acres of prime real estate for hotels, restaurants, and local business.

8.2.1.2 Future Economic Development Impacts

By connecting WV 2 to OH SR 7, the bridge diverts Huntington through traffic around the urban core. This will improve regional accessibility.

Accessibility

Interstate proximity improves transport access to goods and services, which helps attract businesses who provide new and/or expanded employment opportunities.

Connectivity

The Study Area's small population base currently offers limited specialized employment and preexisting industry clusters. There is limited market connectivity with other regions due to these factors. If the bridge is constructed, cross-river access will increase study region connectivity with other regions which could diversify or connect economic opportunities in the KYOVA Region and neighboring regions.

Amenities

Improved safety and quality-of-life to urban core residents and shoppers will help make the HUA a more attractive destination to shoppers, businesses, and residents. Such amenities may also help spur economic development.

8.2.2 Supplementary Economic Analysis Conclusion

By itself, the bridge will not create notable new economic development but will help accommodate the region's rising demand for goods and services. By improving regional accessibility, the bridge may help attract new regional development, induce existing business expansion, and improve resident quality of life. The type and magnitude of such new development and existing business expansion depends on other public and private investments in the KYOVA Region and neighboring regions.

9.0 Agency, Stakeholder, and Public Participation

9.1 Departments of Transportation Coordination

Formal coordination with FHWA occurred to confirm progress to date, review any issues or concerns, and lay out next steps to achieve the next coordination point. The coordination points coincided with the following milestones and are documented in **Appendix G**.

- Coordination Point 1 – PEL Initiation (November 1, 2024)
- Coordination Point 2 – Purpose and Need Statement (March 17, 2025)
- Coordination Point 3 – Alternatives Screening (March 17, 2025)
- Coordination Point 4 – PEL Document (Anticipated May/June 2025)

9.2 Resource Agency Coordination

KYOVA distributed an Invitation to Participate in the WV 2 / OH SR 7 Bridge Study to the following agencies in November 2024:

- USEPA
- ODOT
- ODNR
- OH SHPO
- OH USFWS
- WVDEP
- WVDNR
- WV USFWS
- WV SHPO
- WVDOH
- USCG
- USACE

These agencies were specifically engaged due to their expertise related to resources potentially found in the Study Area. A more expansive list of agencies will be developed as part of the Agency

Coordination Plan within the NEPA process. Throughout the NEPA process, participating and cooperating agencies will also be identified.

The invitation included a project location map, description of the Project and an explanation of a PEL Study. Agencies were asked to provide information to help in evaluating potential alternatives. No responses from agencies were received. The agency invitation to participate is included in **Appendix G**.

In March 2025, agencies were provided with an update on the Project, which included the Purpose and Need statement as well as the screening criteria used to evaluate both the Build and No-Build alternatives.

9.3 Technical Advisory Committee

KYOVA maintains a Technical Advisory Committee (TAC). The Policy Committee (PC) appoints the TAC to provide technical, legal, and financial advice to the PC. Membership includes representation from the operating units of the agencies represented on the PC as well as other professional and technical personnel in the area working closely with the governmental agencies. The TAC may function with a series of sub-committees for transportation, economic development, finance, law, and other related tasks. The following sections discuss TAC meetings that have occurred related to this PEL Study. See **Appendix F** for presentations given at the TAC meetings.

9.3.1 TAC Meeting #1 September 17, 2024 –Recap of Feasibility Study and Introduction to PEL Study

This meeting was held as a kick-off to the PEL Study. A review of the previous 2020 Feasibility Study and an explanation of a PEL Study was provided. Additionally, immediate next steps for the PEL Study were highlighted as well as the Project's estimated schedule.

9.3.2 TAC Meeting #2 December 10, 2024 –Draft Purpose and Need

The Consultant Team presented the updated Purpose and Need Statement for the Project, the status of the PEL Study, and the Project's updated estimated schedule.

9.3.3 TAC Meeting #3 February 25, 2025 –Purpose and Need, Estimated Project Costs, and Alternatives Screening Results

This meeting was held to provide the finalized Purpose and Need of the Project and review the three build alternatives. The Consultant Team presented the preliminary impact matrix for each

of the three alternatives, the status of the PEL study, and the Project's updated estimated schedule.

9.4 Technical Advisory Group

The Consultant invited State and federal agencies to attend Technical Advisory Group (TAG) meetings. Two TAG meetings occurred to discuss specific subjects of interest, concerns, and recommendations at key milestones in the PEL process. See **Appendix F** for presentations given at the TAG meetings.

9.4.1 TAG Meeting #1 January 29, 2025 –Project History and Draft Purpose and Need

This meeting was held to provide stakeholders with an overview of what was previously done as part of the 2020 Feasibility Study and to discuss the updated draft Purpose and Need. The meeting also included a walkthrough of the PEL process and the screening metrics that would be used for Alternative Analysis.

9.4.2 TAG Meeting #2 March 4, 2025 – Alternatives Review and Screening Results

This meeting was held to provide stakeholders with a preview of the upcoming public meeting as well as provide the screening results of the three build alternatives. In addition to the screening results, estimated costs of the new bridge crossing were provided.

9.5 Public Involvement

KYOVA held a public involvement meeting (PIM) on Tuesday, March 18, 2025, from 4:30 PM to 6:00 PM at the KYOVA Office in Huntington (400 3rd Avenue, Huntington, WV 25701). The meeting was conducted in an open house format with a presentation that was given at 4:15 PM and 5:15 PM. The presentation explained the PEL Study's Purpose and Need and discussed initial results of environmental analysis. Additionally, attendees were invited to ask questions and provide comments via a link on a fact sheet provided to all attendees.

The PIM was advertised through a newspaper advertisement and on the KYOVA website. Stakeholders were informed of the March PIM at the TAC and TAG meetings.

KYOVA developed a page within their website for highlighting the PEL Study (ohioriverbridgecrossing.com). The page is accessible through the website's homepage (<https://www.kyovaipc.org/>). The website provides general information about the study including

Purpose and Need, potential alternative alignments, and anticipated schedule. The Fact Sheet developed for the PIM remains available on the KYOVA website.

The Fact Sheet includes an overview of the PEL Study, the Study Area, Purpose and Need, and Alternative Analysis. Team members were stationed at display boards to discuss the PEL Study and answer questions. There was a total of 73 attendees. As of April 1, 2025, 45 questions and comments were submitted to the Project website in addition to those discussed at the public meeting.

Concerns were raised about:

- Property acquisitions
- Impacts on residents
- Increased local traffic
- Impacts on environmental resources

Support was shown for the Project due to:

- Improved connections
- Preparation for growth
- Relief from traffic

Suggestions made include:

- Consider a center turn lane for the two lane option
- Consider a placing this bridge further north
- Consider adding a toll to the bridge

The official public comment period occurred from February 27, 2025, through April 18, 2025. Comments were transcribed into a comment matrix. Comment responses were developed and distributed by the Consultant Team. All meeting materials can be found in **Appendix F**.

10.0 Next Steps

The WV 2 / OH SR 7 Bridge Project would require support from stakeholders and the public to move to next steps. The immediate next step would be the identification of funding for the Project and would require collaboration between ODOT, WVDOH, and the FHWA. Because of the estimated cost of this project, it is anticipated that it would require federal funding and therefore be subject to NEPA.

The WV 2 / OH SR 7 Bridge PEL Study recommends progressing the three build alternatives to the NEPA Process. The three alternatives address the Purpose and Need of the Project with varying impacts based on the location of the alternative. Alternative 1 does provide the most direct connection to the existing roadway network. During the NEPA phase, preliminary engineering would also occur to refine the design of each alternative, thereby providing an improved understanding of potential impacts. A high level overview of the next steps in this process are:

- **Identifying the Appropriate Grant Program:** The first step in the process is identifying a federal grant program that aligns with the scope and objectives of the Project. Each program has distinct eligibility criteria, funding priorities, and match requirements. **Table 10-2** and **Table 10-3** outline the federal formula and discretionary grant opportunities for KYOVA and the Project partners to consider.
- **Coordinating with Partner Agencies:** Since MPOs do not directly construct infrastructure, they must coordinate with the entities that do. In this case, partner agencies would be ODOT, WVDOH, and FHWA with potential for others. KYOVA may serve as the lead applicant or a supporting partner, depending on the structure of the grant program and the ownership of the Project.
- **Ensuring Planning and Policy Alignment:** To be eligible for federal funding, the WV 2 / OH SR 7 Bridge Project must be reflected in KYOVA's long-range planning documents. Specifically, the Project must continue to be included in KYOVA's Long-Range Plan and Transportation Improvement Program (TIP).
- **Developing a Competitive Application:** Successful applications are comprehensive, data-driven, and policy-aligned. A detailed grant submission should include but is not limited to:
 - A clear project narrative outlining project Purpose and Need,

- Demonstration of urgency for the Project,
 - Documentation of anticipated benefits,
 - Detailed cost estimates and identification of local/state match funding,
 - Engineering and design documentation,
 - A benefit-cost analysis demonstrating value for money,
 - Up to date environmental review documentation or status under NEPA,
 - And letters of support from elected officials, community organizations, and stakeholders.
- **Submitting the Grant Proposal:** Applications are submitted through federal portals such as Grants.gov or directly via U.S. Department of Transportation (USDOT) platforms. Submissions must adhere strictly to format and deadline requirements, as discretionary grant programs are highly competitive.
 - **Managing the Award and Implementation:** If the application is successful, KYOVA or its partner agency enters into a formal grant agreement with the United States government. From there, the Project must be implemented in compliance with a range of federal regulations, including the National Environmental Policy Act, Buy America provisions, Davis-Bacon Act prevailing wage requirements, Disadvantaged Business Enterprise participation goals, and ongoing performance tracking and reporting.

10.1 Projected Costs

The cost of the WV 2 / OH SR 7 Bridge was calculated in 2024\$ as a basis for analysis in the BCA (see **Section 8.1**). Because project implementation and construction would not occur until future years, more funding may be needed than is projected in 2024\$.

The future year costs are referred to as nominal dollars (nominal\$). **Table 10-1** shows nominal\$ to implement the bridge in the four different scenarios. The bridge is anticipated to cost between \$202.4 (Two-Lane, Road Only Scenario) and \$380.8 million (Four-Lane with Multimodal Infrastructure Scenario), with costs subject to change in different implementation years and based on the alternative selected.

Table 10-1 Capital Cost Summary – Two-Lane and Four-Lane with and without Multimodal and Value Term

	Two-Lane without Multimodal	Two-Lane with Multimodal	Four-Lane without Multimodal	Four-Lane with Multimodal
Funding (Nominal\$ in Millions)				
Planning and Engineering	\$10.6	\$12.5	\$17.9	\$21.2
ROW	\$23.1	\$23.1	\$23.1	\$23.1
Construction	\$168.7	\$198.2	\$284.1	\$336.5
Total	\$202.4	\$233.8	\$325.1	\$380.7

10.2 Funding Options

There are multiple funding opportunities that the Project could receive funding through, with many being products of the Infrastructure Investment and Jobs Act (also known as the Infrastructure Investment and Jobs Act [IIJA]) of 2021. The IIJA was a comprehensive, multiyear investment in transportation and infrastructure funding for roads, bridges, mass transit, water infrastructure, resilience, and broadband. The IIJA authorized new funding initiatives and reauthorized a collection of existing transportation and infrastructure programs. The passage of the IIJA provided formula funding allocations to the states and extended or created new competitive funding opportunities for eligible applicants. Eligible applicants include states, territories, local governments, and other entities identified through each of the Notice of Funding Opportunities (NOFO) released by the USDOT or other federal issuing agencies.

Table 10-2 identifies the formula-based grants allocating funds to states using formulas approved by Congress. These programs provide annual funding to states for eligible projects.

Table 10-3 lists competitive, or discretionary grant programs. Qualified applicants submit grant applications that are reviewed by federal agency staff and selected based on criteria outlined in the program NOFO by an Issuing Federal Agency. Funding for these programs is very competitive however, the IIJA has provided additional funding for existing reauthorized programs and authorized financial resources for new programs.

Table 10-2 Summary of Federal Formula-Based Funding Programs

Program	Purpose	Amount ⁶	Allocation	Relevance
Bridge Formula Program [IIJA Division J Title VIII, HR 3684-992]	Bridge replacement, rehabilitation, and construction	Each state will receive not less than \$45 million. For FY 25, OH has been \$104 million and WV has been allocated \$109 million. ⁷ There are different amounts allowed for main code and off-system bridges in each state. Federal share is 90% on Interstates, 80% on other state projects [23 USC 123] or 100% on off-system bridges owned by local governments.	Formula grant to states based on the condition of bridges in the state relative to the condition of bridges nationwide.	The WV 2 / OH SR 7 Bridge would be eligible for the Bridge Formula Program.
Highway Safety Improvement Program (HSIP) [23 CFR 924]	To establish the policy for the development and implementation of a comprehensive highway safety program in each State and included components for planning, implementation, and evaluation.	FHWA notes \$105 million for OH and \$37 million for WV in Fiscal Year (FY) 25. This program is currently set to run through FY 26 under the IIJA. Federal share is 90% on Interstates, 80% on other state projects [23 USC 120]. \$245 million is set aside each fiscal year for the Railway-Highway Crossings Program (23 USC 130). ⁸	Formula grant to states.	The WV 2 / OH SR 7 Bridge is anticipated to increase regional safety, specifically on the East Huntington Bridge and is relevant to the implementation component of the HSIP.
National Highway Performance Program (NHPP)	Construction, rehabilitation, or replacement projects on	FHWA notes \$959 million for OH and \$342 million for WV in FY 25. This program is currently set to run through	Formula grant to states.	As bypass bridge for I-60 and I-64, the WV 2 / OH SR 7 Bridge would support

⁶ All information on amounts sourced from the following resources, unless otherwise noted:

FHWA (October 1, 2024). Apportionment of Federal-Aid Highway Program Funds for Fiscal Year 2025. Available:

<https://www.fhwa.dot.gov/legisregs/directives/notices/n4510892.cfm>. Accessed April 1, 2025.

FHWA (January 31, 2025). National Highway Performance Program (NHPP). Available: <https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/nhpp.cfm>. Accessed April 1, 2025.

⁷ FHWA (October 1, 2024). Apportionment of Fiscal Year 2025 Highway Infrastructure Program Funds for the Bridge formula Program Pursuant to the Infrastructure Investment and Jobs Act. Available: <https://www.fhwa.dot.gov/legisregs/directives/notices/n4510894.cfm>. Accessed April 14, 2025.

⁸ FHWA. About HSIP. Available: <https://highways.dot.gov/safety/hsip/about-hsip>. Accessed April 2, 2025.

Program	Purpose	Amount ⁶	Allocation	Relevance
[23 USC 119]	the National Highway System (NHS)	FY 26 under the IIJA. Federal share is 90% on interstates, 80% on other state projects [23 USC 120].		the NHS and should be checked for eligibility for NHPP funds.
Surface Transportation Block Grant Program (STBG) [23 USC 133]	Wide array of transportation projects, including construction of facilities, operational improvements, and planning programs	FHWA estimates \$466 million for OH and \$167 million for WV in FY 25. This program is currently set to run through FY 26 under the IIJA. Federal share is 90% on Interstates, 80% on other state projects [23 USC 120].	STBG has set asides (State Planning and Research, Transportation Alternatives Program, Off-System Bridges) and suballocation (between states and urbanized areas).	As a bypass bridge for I-60 and I-64, the WV 2 / OH SR 7 Bridge would support the NHS and should be checked for eligibility for STBG funds.
National Highway Freight Program [23 USC 167 IIJA Sec. 11114]	Projects supporting efficient freight movement on the National Highway Freight Network (NHFN)	FHWA estimates \$49 million for OH and \$16 million for WV in FY 25. This program is currently set to run through FY 26 under the IIJA. Federal share is 90% on Interstates, 80% on other state projects [23 USC 120].	Apportioned to states. IIJA increases the maximum number of highway miles that can be designated as critical rural and urban freight corridors.	As a bypass bridge for I-60 and I-64, the WV 2 / OH SR 7 Bridge would support the NFHN and should be checked for eligibility for STBG funds.
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) [IIJA Sec. 11405]	Projects and plans that improve resiliency of transportation infrastructure	FHWA estimates \$50 million for OH and \$17 million for WV in FY 25. This program is currently set to run through FY 26 under the IIJA. Federal share is 90% on Interstates, 80% on other state projects [23 USC 120].	Allocated to states. No more than 40% of PROTECT funds can be used for increasing capacity. Sec. 11405 also includes provisions for a competitive PROTECT program.	The WV 2 / OH SR 7 Bridge would increase regional resilience by enhancing infrastructure to withstand and quickly recover from disasters.

Table 10-3 Summary of Federal Competitive Funding Programs

Program	Purpose	Amount	Eligibility	Relevance
Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program	This grant is for nationally significant multimodal freight and highway projects. Released within the Multimodal Project Discretionary Grant Opportunity (MPDG) with the Mega and Rural Surface Transportation grant programs	An INFRA project considered large is greater than \$25 million. ⁹ A small project is an eligible project that does not meet the minimum project described for a large project.	The program includes several set-asides: 15% for applications with the highest nonfederal share; 10% for multistate corridor organizations; 15% for small projects.	The WV 2 / OH SR 7 Bridge Project supports the NHFN, is anticipated to carry significant freight volumes in this region, is of critical importance to the state and regional economy, and improves freight movement including shifting freight to other modes.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Highway or bridge projects, public transportation projects, passenger or freight rail projects, port infrastructure projects, surface transportation components of an airport project, active transportation projects, replacement or rehabilitation of culverts or prevention of stormwater runoff to improve habitat.	Minimum grant of \$5 million in urbanized areas and \$1 million in rural areas. The maximum grant is \$25 million. The federal cost share may not exceed 80% unless a project is located in a rural area or area of persistent poverty. Projects within these areas may request consideration for a higher federal cost share.	No more than 50% of the funds provided for RAISE grants are to be used for projects in rural areas and no more than 50% of the fund are to be used for projects in urban areas.	Should the WV 2 / OH SR 7 Bridge Project alignment exist within areas that are designated as Historically Underserved or Areas of Persistent Poverty, this designation will be beneficial to developing highly recommended responses for the 8 merit criteria for the INFRA grant. This corridor would serve a significant volume of freight, connects to strategic multimodal freight infrastructure including ports, airports, rail terminals, etc.

⁹ USDOT (June 8, 2018). *U.S. Department of Transportation Proposes Nearly \$1.5 Billion in INFRA Grants*. Available: <https://www.transportation.gov/briefing-room/us-department-transportation-proposes-nearly-15-billion-infra-grants>. Accessed April 11, 2025.

Program	Purpose	Amount	Eligibility	Relevance
Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT)	Formula funds for the state and discretionary funds that the state and units of local government may compete for. Funding seeks to improve and strengthen surface transportation infrastructure to be more resilient to natural hazards, flooding, extreme weather events, and other disasters. The program provides funding for planning grants, resilience improvement grants, community resilience and evacuation route grants, and at-risk coastal infrastructure grants.	In FY 25, OH was apportioned \$50 million and WV was allocated \$17 million. ¹⁰	Eligible applicants include states, MPOs, local units of governments, special purpose districts, tribes, etc.	Resilience Improvement Grants can be used to improve an existing transportation asset to withstand elements of a weather event, natural disaster, or to increase the resilience of surface transportation assets from the impacts of changing conditions.
Mega Grant Program	Funds to invest in surface transportation infrastructure projects of national or regional significance and improve/expand infrastructure in rural areas. Projects that improve safety, economic strength and global competitiveness, and climate and sustainability will compete well in existing merit criteria Mega grants	50% of available MEGA funding is reserved for projects greater than \$500 million, with the other 50% for projects between \$100 million and \$500 million. Selected projects must meet all six Project Outcome Criteria requirements: Safety; State of Good Repair; Economic impacts, freight movement, and job creation;	The Mega Grant Program can make multi-year grant awards including awards from future year funding. Eligible applicants include states, MPOs, local governments, special purpose districts, and tribal governments. Highway projects must be part of	Applications submitted Mega grants can be used to request funding for a network of projects that fund multiple projects addressing the same transportation program.

¹⁰ FHWA (October 1, 2024). Apportionment of Federal-Aid Highway Program Funds for Fiscal Year 2025. Available: <https://www.fhwa.dot.gov/legsregs/directives/notices/n4510892.cfm>. Accessed April 1, 2025.

Program	Purpose	Amount	Eligibility	Relevance
	may be used for development-phase activities, construction and reconstruction, acquisition of real property, and other project requirements. ¹¹	Climate change, resilience, and environment; Multimodal options and quality of life; and Innovation.	National Multimodal Freight Network, NHFN, or NHS.	
Bridge Investment Program (BIP) and Large Bridge Project Grants	This program was developed to improve the poor condition of bridges, address bridges that do not meet geometric design standards, or cannot meet the load and traffic requirements of the regional transportation network. The program seeks to improve safety, efficiency, and reliability of the movement of people and freight over bridges and encourages non-federal contributions to the improvement or replacement of bridges. ¹²	Total project costs for a Bridge Investment Project cannot exceed \$100 million and the maximum award amount can cover up to 80% of the total project costs. For Large Bridge Project Grants, the total project costs must exceed \$100 million with a minimum award of \$50 million and the maximum award amount can cover up to 50% of the total project cost. Federal assistance other than BIP funds can be used to cover the balance of the remaining project costs if the maximum federal share is not exceeded.	Eligible applicants include a state or group of states, MPO serving an urbanized area, unit of local government or a group of local governments, a Tribal Government or a special purpose district or public authority.	Eligible projects include projects to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory. A project under the BIP can bundle bridges and culverts.

State formula and federal discretionary funding could be combined or phased to fund this project. Careful analysis of the options to combine multiple federal funding programs or to phase certain program segments help fund significant projects such as this. These

¹¹ USDOT. The Mega Grant Program. Available: <https://www.transportation.gov/grants/mega-grant-program>. Accessed April 2, 2025.

¹² USDOT. Bridge Investment Program. Available: <https://www.transportation.gov/rural/grant-toolkit/bridge-investment-program>. Accessed April 2, 2025.

federal programs also generally establish a maximum federal cost share and require a non-federal match. Evaluating the requirements established for matching funds and planning potential funding sources should be considered early in the process for determining the optimal project funding makeup.

11.0 PEL Questionnaire

The WV 2 / OH SR 7 Bridge PEL Study aims to simplify the implementation of recommended improvements by considering environmental constraints early and gathering feedback from interested stakeholders and the public. The planning products developed during the PEL process can be directly used in future NEPA stages and include:

- Environmental baseline condition information
- Purpose and Need for future improvements
- Range of conceptual alternatives
- Screening outcomes and reasonable alternatives
- Avoidance, minimization, and mitigation options
- Documented public, stakeholder, and agency participation

In addition, ten conditions identified in 23 U.S.C. 168(d) must be met to directly adopt the PEL planning products in future NEPA phases. **Table 11-1** lists the ten conditions and documents how each condition was met. The FHWA PEL Questionnaire provided in **Appendix H** also documents how the conditions were met.

Table 11-1 PEL Conditions Required to Adopt Planning Products into NEPA

PEL Conditions	Documentation
The planning product was developed through a planning process conducted pursuant to applicable federal law.	The WV 2 / OH SR 7 Bridge PEL Study was consistent with planning processes outlined in federal law in that a detailed transportation plan was developed that included the analysis of impacts to mobility, Study Area communities, and the environment.
The planning product was developed in consultation with appropriate federal and state resource agencies and Indian Tribes.	The planning process for the WV 2 / OH SR 7 Bridge PEL Study consulted with the following agencies: EPA ODOT ODNR OH SHPO OH USFWS WVDEP WVDNR

PEL Conditions	Documentation
	WV USFWS WV SHPO WVDOH USCG USACE Further details are provided in Section 9.0.
The planning process included broad multidisciplinary consideration of systems-level or corridor-wide transportation needs and potential effects, including effects on the human and natural environment.	The WV 2 / OH SR 7 Bridge PEL Study examined regional impacts of the Project on traffic and local impacts of the bridge on environmental factors.
The planning process included public notice that the planning products produced in the planning process may be adopted during a subsequent environmental review process in accordance with this section.	The public was notified during the March 18, 2025, public meeting that the information and decision-making produced during the PEL Study will be carried forward into the next phase of project development, the environmental review process. All communication and coordination products shared with the public included an overview of the PEL process and described NEPA as the environmental review process that would follow the PEL. Details outlining the public information materials used for this PEL Study are outlined in Appendix F .
During the environmental review process, the relevant agency has: Made the planning documents available for public review and comment by members of the general public and federal, state, local, and tribal governments that may have an interest in the proposed project. provided notice of the intention of the relevant agency to adopt or incorporate by reference the planning product; and considered any resulting comments.	The public was asked to provide input on the Alternative Analysis during the in-person PIM on March 18, 2025, at the web link provided on the Fact Sheet. The WV 2 / OH SR 7 Bridge PEL Study and technical memorandums produced during the PEL process will be integrated into NEPA to reference the study's decision-making process. Project information contained in the PEL reports have been published on the Project's website and presented to the public and agencies at various meetings throughout the PEL process. A public comment period was held from February 27, 2025, through April 18, 2025. The public had the opportunity to submit comments online.
There is no significant new information or new circumstance that has a reasonable likelihood of affecting the continued validity or appropriateness of the planning product.	No additional information would be relevant for inclusion at this time.
The planning product has a rational basis and is based on reliable and reasonably current data and reasonable and scientifically acceptable methodologies.	The WV 2 / OH SR 7 Bridge PEL Study relied on acceptable methodologies that utilized the most current data available for bridge and roadway design and environmental resource analysis (Geographic Information System [GIS] analysis). See Section 5.0 for more information on environmental analysis.
The planning product is documented in sufficient detail to support the decision or	To ensure adequate documentation of the decision-making process, attached appendices include technical memorandums

PEL Conditions	Documentation
the results of the analysis and to meet requirements for use of the information in the environmental review process.	to support the information in this PEL narrative. Please see Appendix A, Appendix B, Appendix C, Appendix D, Appendix E, Appendix F, and Appendix G. All information supports the conclusions presented in this document.
The planning product is appropriate for adoption or incorporation by reference and use in the environmental review process for the Project and is incorporated in accordance with, and is sufficient to meet the requirements of, the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and Section 1502.21 of Title 40, Code of Federal Regulations (as in effect on the date of enactment of the FAST Act).	Appendix H contains the FHWA PEL Questionnaire, documenting the PEL process and decision-making.
The planning product was approved within the 5-year period ending on the date on which the information is adopted or incorporated by reference.	This PEL Study is anticipated to be approved in May/June 2025.

12.0 Acknowledgements

The WV 2 / OH SR 7 Bridge PEL Study was prepared with contributions from many agencies and individuals who are listed in this section.

Barboursville, Village of

Chris Tatum,
Mayor

Cabell County

Beth Zerkle,
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Huntington Area Development Council

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West Virginia State Historic Preservation Office

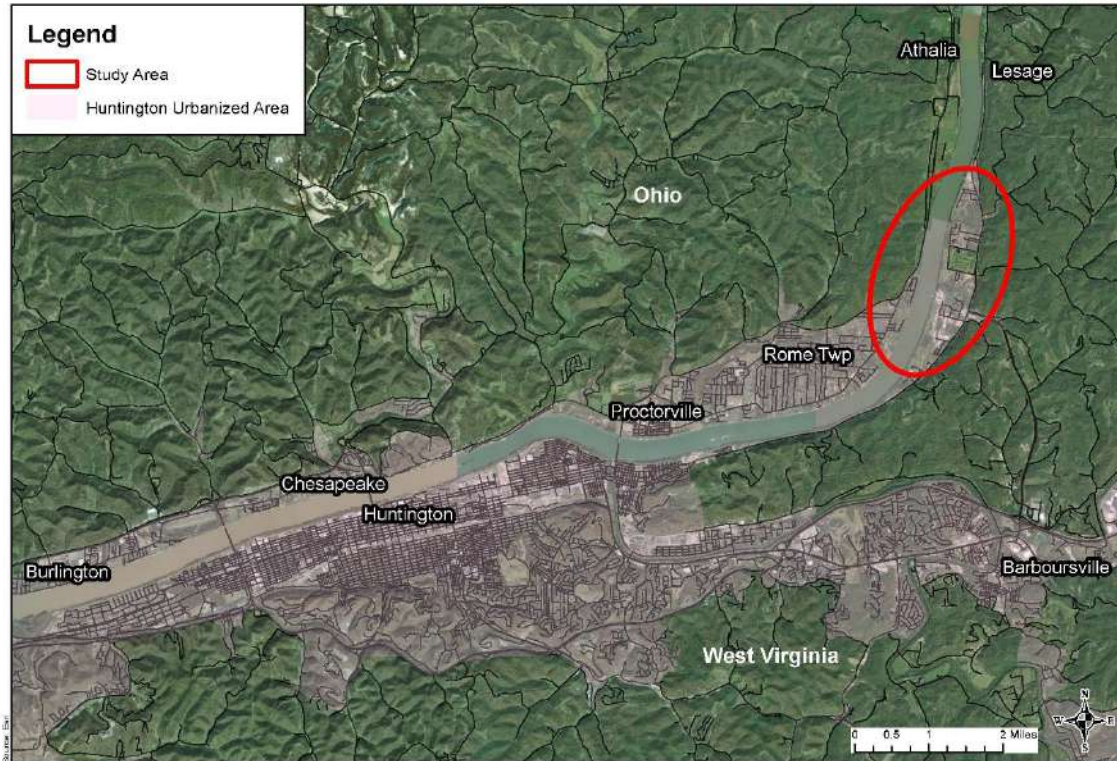
Susan Pierce,
Director and Deputy State Historic Preservation Officer

13.0 Appendices

Appendix A – WV 2 / OH SR 7 Bridge Project Environmental Conditions Memo

Environmental Conditions Memo

WV 2 / OH SR 7 Bridge Project PEL Study



Planning & Environmental Linkages (PEL) Study

Performed by:

Clune Consulting Services, LLC

For:

CDM Smith

April 2025

WV 2/OH SR 7 Planning & Environmental Linkages (PEL) Study
Environmental Conditions Memo, April 2025

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Appendices

Environmental Conditions Memo Appendix A: Environmental Resource Mapping

Environmental Conditions Memo Appendix B: Environmental Data

1.0 Introduction

The environmental analysis for this study focuses on the area involving the three alternative West Virginia State Route 2 and Ohio State Route 7 Bridge Project (WV 2 / OH SR 7 Bridge Project) alternatives. The analysis is derived from publicly available data, communication with government agencies, as well as stakeholder and public outreach efforts. The intent of the analysis is to identify any potential fatal flaws related to the social, natural, and physical environments of each corridor. This information is intended to support informed decision making in selection of a recommended corridor, which would then advance into more detailed engineering and environmental analysis.

1.1 Study Area Setting

The study area is split by the Ohio River: Lawrence County, Ohio to the west and Cabell County, West Virginia to the east. All properties within the study area are unincorporated. The river corridor is populated along the Ohio River floodplain, which is flanked on both sides by the wooded hills. The study area is situated in the Western Allegheny Plateau ecoregion which consists of a deeply dissected plateau creating rugged hills. While the hills and valleys are steep, this region lacks the higher peaks and ridges of the Appalachian Mountains. The study area also contains the relatively flat alluvial plains created by sediment deposited on either side of the Ohio River.

- Western Bank: The Ohio River floodplain is relatively narrow along the western bank (varying 80 feet to 1,300 feet wide), with a small residential community and school toward the southern end of the study area and sparsely populated residential and agricultural uses toward the northern end of the study area. The primary north-south road serving the area is Ohio State Route 7 (OH SR 7), a two-lane facility bordering the western limits of the floodplain. Beyond the floodplain the terrain climbs into the wooded, sparsely inhabited hillside. An electric utility easement cuts across the hillside, running roughly parallel to OH SR 7.
- Eastern Bank: The Ohio River floodplain is wider along the eastern bank and varies from 500 feet to 2,800 feet in width. A single-track railroad runs north-south through the study area, offset 150 feet to 700 feet from the east riverbank. Light industry, businesses, and an airfield/restaurant are located to the south; a residential community with churches, a library, and a golf course/country club are located through the center of the study area. Nine Mile Creek runs through the northern end of the study area with the small community of Lesage farther north. The primary north-south road serving the area is West Virginia State Route 2 (WV 2), a two-lane facility bordering the eastern limits of the Ohio River floodplain.

2.0 Physical Environment

2.1 Wetlands & Streams

Wetland and Streams are regulated aquatic resources under the Clean Water Act. Impacts on these resources require that permits be received from the appropriate state and federal regulatory agencies.

Wetlands

Wetlands were identified within the WV 2 / OH SR 7 Bridge Project (the Project) Study Area (Study Area) using data from the United States Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) Mapper (see Exhibit 1). The United States Environmental Protection Agency (USEPA) defines a wetland as an area where water covers the soil or is present either at or near the surface of the soil all year or for varying periods of time during the year, including the growing season. Three mandatory criteria are used to designate an area as wetland: hydrophytic vegetation, hydric soils, and wetland hydrology.

While there are many known wetlands within the study area, only two are directly impacted by the conceptual corridor alignment as described below. It is likely that other wetlands are present within the corridors, but field surveys will be required to identify these resources.

- Corridor 1: No known wetlands are located within this corridor.
- Corridor 2: 0.15 acre of a freshwater pond is partially impacted by this corridor. This pond is located within the Riviera Country Club.
- Corridor 3: 0.10 acre of a freshwater forested/shrub wetland is partially impacted this corridor.
- No-Build: The No-Build alternative would not anticipate new impacts to existing wetlands.

Streams

Based on review of the United States Geological Survey (USGS) topographic maps and USFWS NWI data, several streams are located within the study area as described below.

- Corridor 1: Approximately 2,430 linear feet of streams are located within the conceptual alignment of Corridor 1 including 295 linear feet of the Ohio River.
- Corridor 2: Approximately 2,925 linear feet of streams are located within the conceptual alignment of Corridor 2 including 270 linear feet of the Ohio River.
- Corridor 3: Approximately 4,875 linear feet of streams are located within the conceptual alignment of Corridor 3 including 260 linear feet of the Ohio River.
- No-Build: The No-Build alternative would not anticipate new impacts to existing streams.

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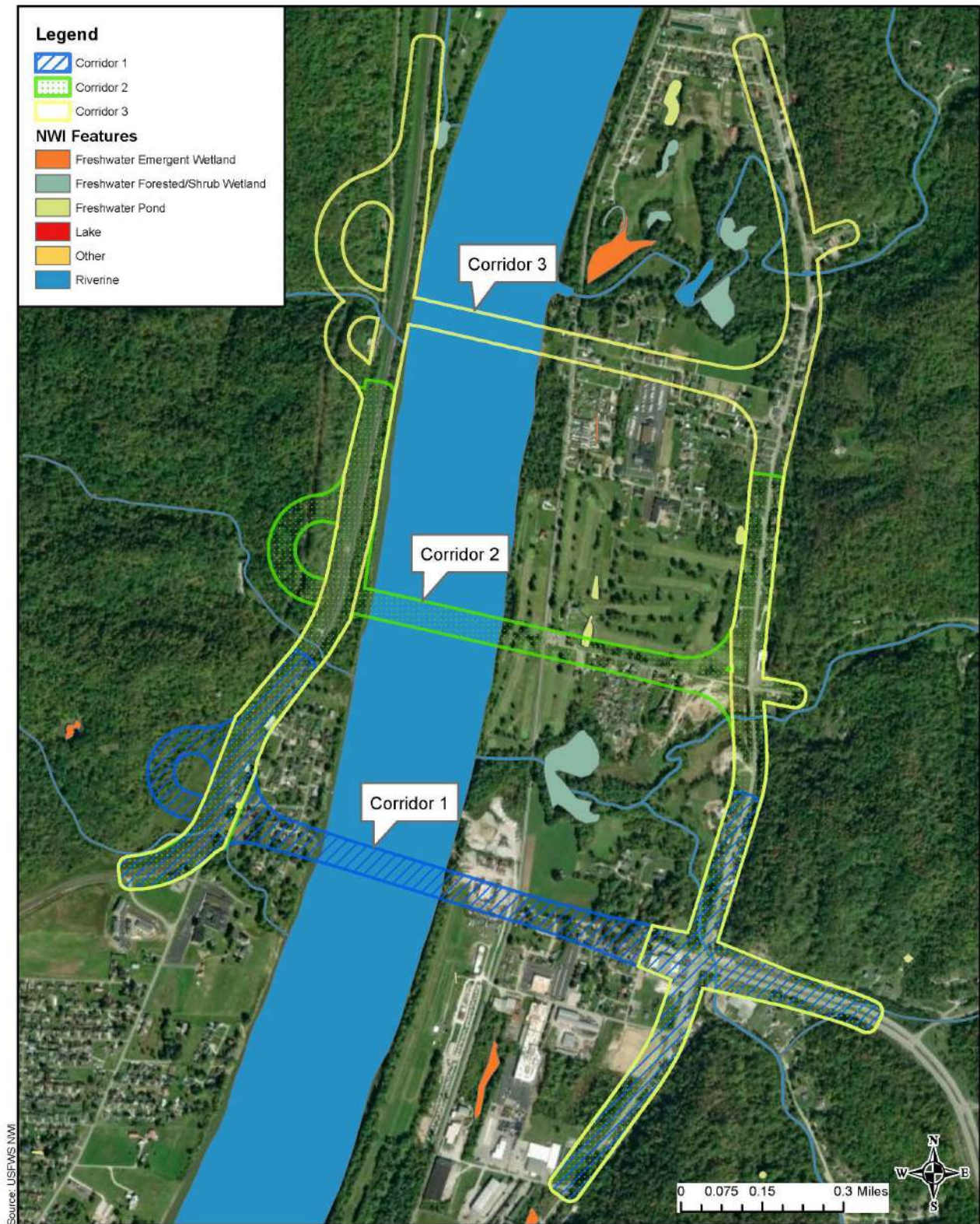


Exhibit 1 National Wetland Inventory Map

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Wild and Scenic Rivers: The Wild and Scenic River Act provides for the protection of certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition. Based on review of the National Wild and Scenic Rivers System and ODNR database, no streams within the study area are designated as National or State Wild and Scenic Rivers.

2.2 Floodplains

Floodplains and floodways are established by the Federal Emergency Management Agency (FEMA) and are shown on Flood Insurance Rate Maps (FIRM). FEMA-FIRM maps of the study area were examined for the presence of Special Flood Hazard Areas (SFHA). FEMA defines SFHA as land area covered by the floodwaters of the base flood. The SFHA is the area where the National Flood Insurance Program's floodplain management regulations must be enforced and the area where the mandatory purchase of flood insurance applies.

Based on review of FEMA-FIRM mapping, all corridors are located within SFHAs. See the FEMA-FIRM Map for more information.

All corridors are located within both the 100-year floodplain and 500-year floodplain (see Exhibit 2). The 100-year floodplain (shown in blue) represents the area within a floodplain that has an annual 1% chance of flooding. The 500-year floodplain (shown in orange) represents the area within a floodplain that has an annual 0.2% chance of flooding.

All three of the conceptual design alignments are located within SFHAs. Therefore, floodplain impacts are not deemed to be a deciding factor in the selection of a recommended corridor.

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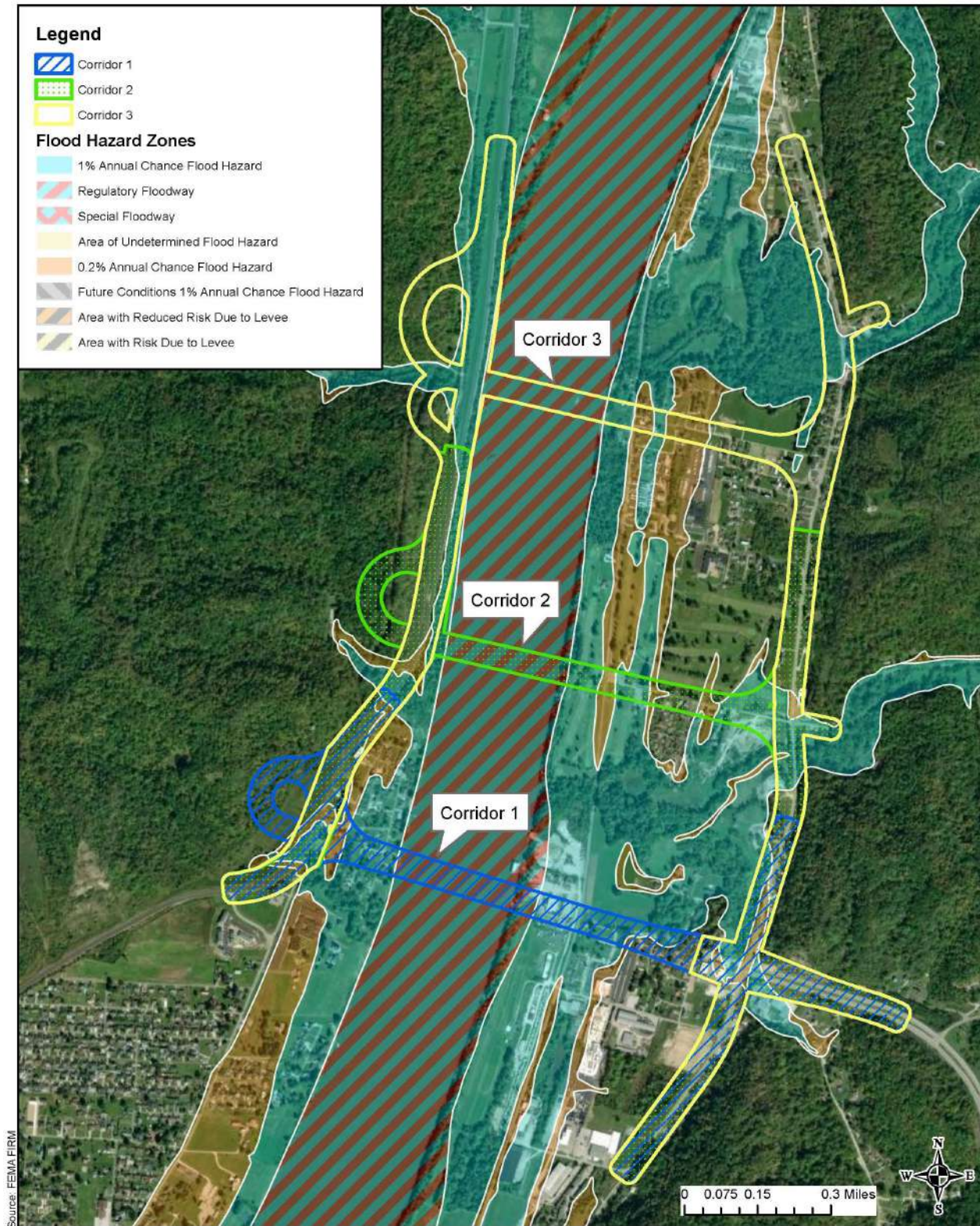


Exhibit 2 FEMA Floodplains Map

2.3 Wildlife Habitat

Flora and Fauna

The study area is located within the Western Allegheny Plateau ecoregion which consists of temperate broadleaf and mixed forests. This ecoregion is approximately 72% forest and 23% agriculture. Specific land cover types in and around the study area can be seen in Exhibit 3. Common forest species for this region include, *Acer rubrum* (red maple), *Betula alleghaniensis* (yellow birch), *Betula nigra* (black birch), *Fagus grandifolia* (American birch), *Fraxinus Americana* (white ash), *Diervilla lonicera* (northern bush honeysuckle), *Pinus strobus* (eastern white pine), *Populus grandidentata* (big-tooth aspen), *Prunus pensylvanica* (pin cherry), *Prunus serotina* (black cherry), and *Tsuga canadensis* (eastern hemlock).

Mammals in the area include species which inhabit deciduous forests as well as developed areas. Common mammals within the study area include, *Odocoileus virginianus* (white-tail deer), *Tamias striatus* (eastern chipmunk), *Procyon lotor* (raccoon), *Mephitis mephitis* (striped skunk), *Marmota monax* (woodchuck), *Didelphis virginiana* (Virginia opossum), *Mustela frenata* (long-tailed weasel), *Glaucomys volans* (southern flying squirrel), *Sylvilagus floridanus* (eastern cottontail rabbit), *Urocyon cinereoargenteus* (gray fox), *Vulpes vulpes* (red fox), *Tamiasciurus hudsonicus* (red squirrel), *Sciurus carolinensis* (eastern gray squirrel), as well as several species of bat.

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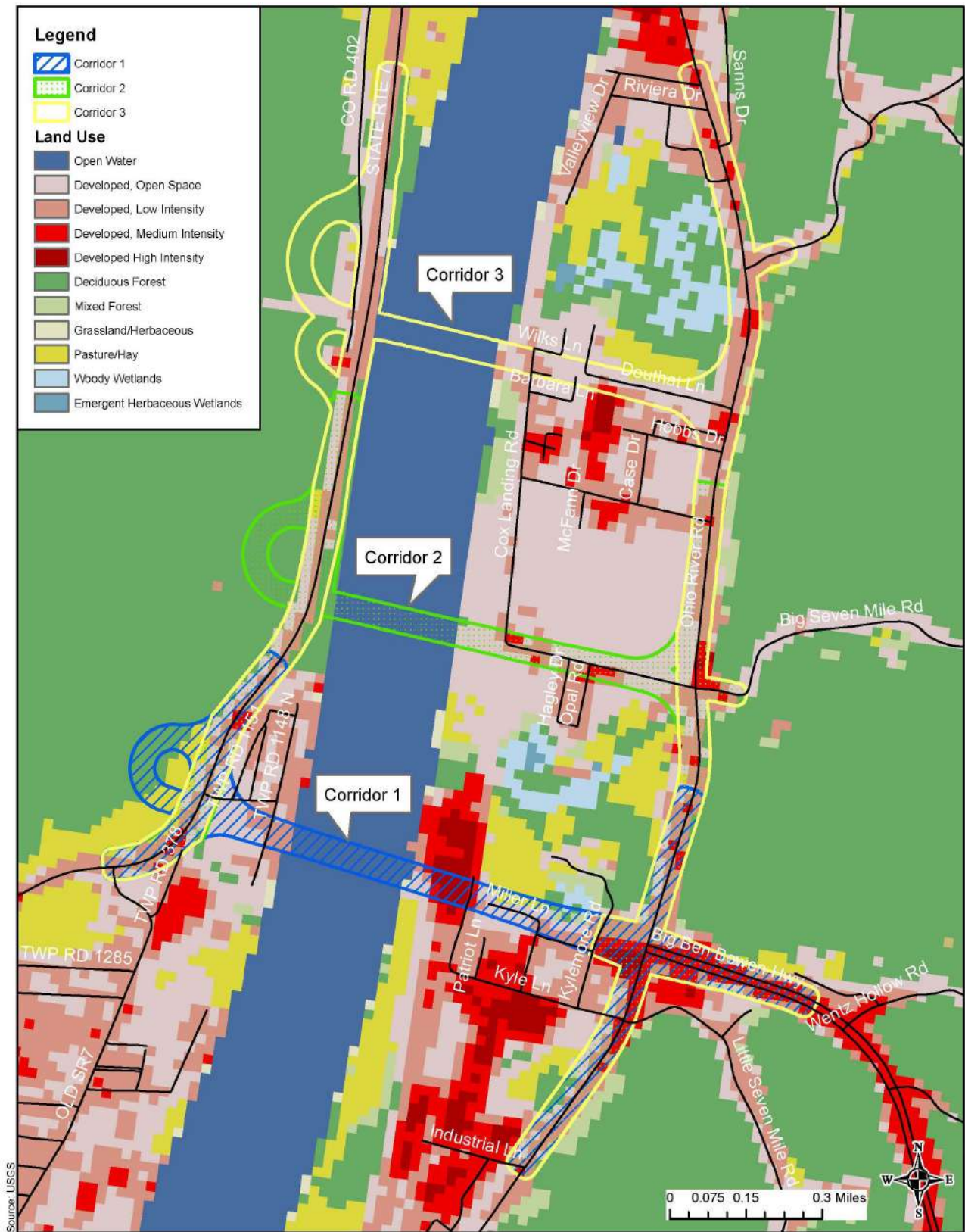


Exhibit 3 Land Cover Map

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Federally-Listed Species

Federally-Listed Species are granted protection under the Endangered Species Act of 1973, which was designed to conserve threatened and endangered plants and animals and the habitats in which they are found. Any federal action that may impact listed species or their habitats requires review and consultation with appropriate federal and state agencies.

According to the USFWS County Distribution of Federally-listed Species, nine (9) federally-listed species are known within Lawrence County, Ohio.

- Indiana bat (*Myotis sodalis*), endangered
- Northern long-eared bat (*Myotis septentrionalis*), threatened
- Fanshell mussel (*Cyprogenia stegaria*), endangered
- Pink mucket pearly mussel (*Lampsilis abrupta*), endangered
- Sheepnose mussel (*Plethobasus cyphus*), endangered
- Snuffbox mussel (*Epioblasma triquetra*), endangered
- Round hickorynut mussel (*Obovaria subrotunda*), threatened
- Longsolid mussel (*Fusconaia subrotunda*), threatened
- Bald eagle (*Haliaeetus leucocephalus*), Bald and Golden Eagle Protection Act



Indiana bat, endangered species in Ohio and West Virginia. Photo by Adam Mann

According to the USFWS County Distribution of Federally-listed Species, thirteen (13) federally-listed species are known within Cabell County, West Virginia.

- Red knot (*Calidris canutus rufa*), threatened
- Northern riffleshell mussel (*Epioblasma rangiana*), endangered
- Clubshell mussel (*Pleurobema clava*), endangered
- Spectaclecase mussel (*Cumberlandia monodonta*), endangered
- Longsolid mussel (*Fusconaia subrotunda*), threatened
- Round hickorynut mussel (*Obovaria subrotunda*), threatened
- Snuffbox mussel (*Epioblasma triquetra*), endangered

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- Indiana bat (*Myotis sodalis*), endangered
- Northern long-eared bat (*Myotis septentrionalis*), threatened
- Fanshell mussel (*Cyprogenia stegaria*), endangered
- Pink mucket pearly mussel (*Lampsilis abrupta*), endangered
- Sheepnose mussel (*Plethobasus cyphus*), endangered
- Snuffbox mussel (*Epioblasma triquetra*), endangered

State-Listed Species

Based on review of the WVDNR Natural Heritage Program, dated January 14, 2025, the Study Area contains the Federally Endangered Sheepnose mussel (*Plethobasus cyphus*) and Longsolid mussel (*Fusconaia subrotunda*). No state-listed species are noted within the study area.

Based on review of the ODNR Natural Heritage Database Program, dated January 16, 2025, there are multiple records of listed species within and around the study area. Two species are recorded within the study area, Virginia-mallow (*Ripariosida hermaphrodita*) (State Potentially Threatened) and Pink thoroughwort (*Fleischmannia incarnata*) (State Threatened). Other than these two species, state-listed species within one mile of the study area include:

- Mud-plantain (*Heteranthera reniformis*), State Endangered
- Hairy Lip Fern (*Myriopteris lanosa*), State Endangered
- False Goldenrod (*Solidago sphacelata*), State Endangered
- Smooth Buttonweed (*Spermacoce glabra*), State Potentially Threatened

The study area is also within the range of the following State-listed species.

- Ebonyshell mussel (*Fusconaia ebenus*), State Endangered
- Monkeyface mussel (*Theliderma metanevra*), State Endangered
- Elephant-ear mussel (*Elliptio crassidens*), State Endangered
- Ohio pigtoe mussel (*Pleurobema cordatum*), State Endangered
- Little spectaclecase mussel (*Villosa lienosa*), State Endangered
- Washboard mussel (*Megaloniais nervosa*), State Endangered
- Goldeye (*Hiodon alosoides*), State Endangered
- Shortnose gar (*Lepisosteus platostomus*), State Endangered
- Shoal chub (*Macrhybopsis hyostoma*), State Endangered
- Shovelnose sturgeon (*Scaphirhynchus platyrhynchus*), State Endangered
- Channel darter (*Percina copelandi*), State Threatened

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- River darter (*Percina shumardi*), State Threatened
- Paddlefish (*Polyodon spathula*), State Threatened
- Timber rattlesnake (*Crotalus horridus*), State Endangered
- Green salamander (*Aneides aeneus*), State Endangered
- Eastern spadefoot (*Scaphiopus holbrookii*), State Endangered
- Midland mud salamander (*Pseudotriton montanus diastictus*), State Threatened
- Little brown bat (*Myotis lucifugus*), State Endangered
- Tricolored bat (*Perimyotis subflavus*), State Endangered

Potential impacts and/or mitigation for state-listed species are anticipated to be similar for all three conceptual corridors.

Critical Habitat

The USFWS IPaC Resource List was used to determine critical habitats within the Study Area. Based on the inquiry, dated December 23, 2024, there are no USFWS-designated critical habitats within the study area.

Tree clearing and in-water work are expected for construction of all three conceptual designs. Therefore, impacts to wildlife and wildlife habitat are anticipated for all three conceptual design alignments.

2.4 Farmlands

The United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) defines Prime Farmland as the land that is best suited to producing food, feed, forage, fiber, and oilseed crops. Prime farmland has the soil quality, growing season, and moisture supply necessary to produce a sustained high yield of crops while utilizing acceptable farming methods.

Of the twenty-three (23) soil series identified within the study area, ten (10) soils have been identified by the USDA NRCS as prime farmland soils. These soil series are located on either side of the River within all three corridors. Construction within the areas containing prime farmland would require additional coordination with the USDA NRCS.

As prime farmland soils are located within all three conceptual design alignments, impacts to farmlands were not deemed to be a deciding factor in the selection of a recommended corridor.

2.5 Drinking Water

The Ohio Environmental Protection Agency (OEPA) Source Water Assessment and Protection Program and West Virginia Source Water Assessment and Protection Program aim to protect public water systems from contamination. The programs help public water suppliers protect streams,

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rivers, lakes, reservoirs, and aquifers. Based on information gathered from the OEPA and WV Department of Health and Human Resources (WVDHHR), no sole source aquifers are located within the study area. However, all three corridors contain Public Water Supply Protection Areas, specifically zones of critical concern.

As impacts to drinking water would be similar within each corridor, drinking water is not deemed to be a deciding factor in the selection of a recommended corridor.

2.6 Air Quality

To comply with the Clean Air Act and National Environmental Policy Act, air quality analyses for the Project will include evaluating the Project's impact on Mobile Source Air Toxics (MSAT), Particulate Matter (PM_{2.5}) and Ozone (O₃). The proposed project is included within the region's long-range plan, the KYOVA 2040 Metropolitan Transportation Plan. The following is a summary of the current air quality status for the Project and KYOVA Region.

- 8-hour Ozone: The Project area is located within the Huntington-Ashland airshed for 8-hour Ozone. This area is in attainment for the 2015 8-hour ozone standard.
- PM_{2.5}: The Project is located within an area of attainment for the 24-hour 2012 PM_{2.5} standard.
- MSAT: Due to the nature of the proposed work and proximity to sensitive land uses, a MSAT analysis will likely be required for the Project.

Based on the similar location, proximity to sensitive land uses, and size of each corridor, air quality concerns are not deemed to be deciding factors in the selection of a recommended corridor.

2.7 Utilities & Railroads

A CSX Inc. owned railroad spans all three corridors on the eastern side of the study area. Formerly the Baltimore & Ohio Railroad Co, the railroad connects to the Amtrak Station in Huntington to the west and follows the Ohio River to the east.

Overhead utility lines are located throughout the eastern and western sides of the study area and within all three corridors. It is assumed utility relocations and coordination with the railroad would be necessary for construction in each of the corridors. Therefore, utilities and railroads are not deemed to be a deciding factor in the selection of a recommended corridor.

3.0 Social Environment

3.1 Community Cohesion

Residential development in the study area consists of the Rome Township/Proctorville community in Lawrence County, Ohio, and residential development mainly focused within the Cox Landing area (Cox Landing Road) and the southern portion of the Lesage Census-Designated Place in Cabell County, West Virginia. Most residential areas in the study area are located within the Huntington Urbanized Area. These communities are enhanced with additional resources, such as schools, churches, libraries, and government departments (see Exhibit 4).

- Corridor 1: The Ohio side of Corridor 1 is largely residential, containing a community of approximately 50 homes, a doctor's office, an auto repair business, and Fairland East Elementary School near the corridor's southern boundary. The West Virginia side of Corridor 1 is made up of residential, commercial, and industrial land uses and includes the Lesage Lion's Club, Kyle Cemetery, and the Robert Newlon Field Airport. Approximately 75 homes are located and intermixed with multiple businesses in this community.

Selection of Corridor 1 would result in direct impacts on homes and businesses in the form of relocations and could modify access within the communities. This may result in varying degrees of isolation for remaining residences. It is assumed that access to the Fairland East Elementary School could be maintained, though travel routes may change. Depending on the type of structure constructed, the proposed bridge and associated ramps may create a barrier between remaining residents in the communities on both sides of the River. These impacts may reduce access to services and affect community cohesion among remaining residents. It is estimated that construction of a conceptual design within Corridor 1 may result in between 61 and 88 residential relocations.

- Corridor 2: The Ohio side of Corridor 2 is largely undeveloped, excluding a small section of a residential community along OH SR 7 south of the proposed crossing. The undeveloped areas of the corridor are densely vegetated and include steep slopes on the west side of OH SR 7. The West Virginia side of Corridor 2 is comprised of the Cox Landing community, which includes approximately 50 homes, Cox Landing United Methodist Church, Herrenkohl Cemetery, Holcomb Robert Church.

It is estimated that construction of a conceptual design within Corridor 2 may result in between 61 and 85 residential relocations. This estimate includes potential residential impacts for improvements along WV 2 and OH SR 7. Cox Landing United Methodist Church and a portion of Herrenkohl Cemetery would also be impacted. Depending on project design, the proposed bridge and associated ramps may create a barrier between remaining residents in the community. Furthermore, additional traffic would be introduced to a currently quiet and secluded community.

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- Corridor 3: The Ohio side of Corridor 3 is largely undeveloped with sparsely located residential properties along Old State Route 7, located west of OH SR 7. The undeveloped section of the corridor is densely vegetated and comprised of steep slopes. The West Virginia side of Corridor 3 consists mainly of commercial and approximately 100 residential properties in the Cox Landing community. Cox Landing Elementary School, Cox Landing Public Library, Lesage Apostolic Church, and Ohio River Road Volunteer Fire Department are located near the corridor with part of the Cabell County Board of Education Transportation Complex being within the corridor. Residential and some commercial properties also populate WV 2 through the corridor.

It is estimated that construction of a conceptual design within Corridor 3 would result in between 119 and 143 residential relocations. This estimate includes potential residential impacts for improvements along WV 2 and OH SR 7. Selection of Corridor 3 may also impact a portion of the Cabell County Board of Education Transportation Complex (parking lot) and a portion of Riviera Country Club. The Lesage Apostolic Church and Ohio River Road Volunteer Fire Department will be impacted. Depending on how it is constructed, the proposed bridge and associated ramps may create a barrier between remaining residents in the community.

- No-Build: The No-Build alternative would not anticipate new impacts to community cohesion.

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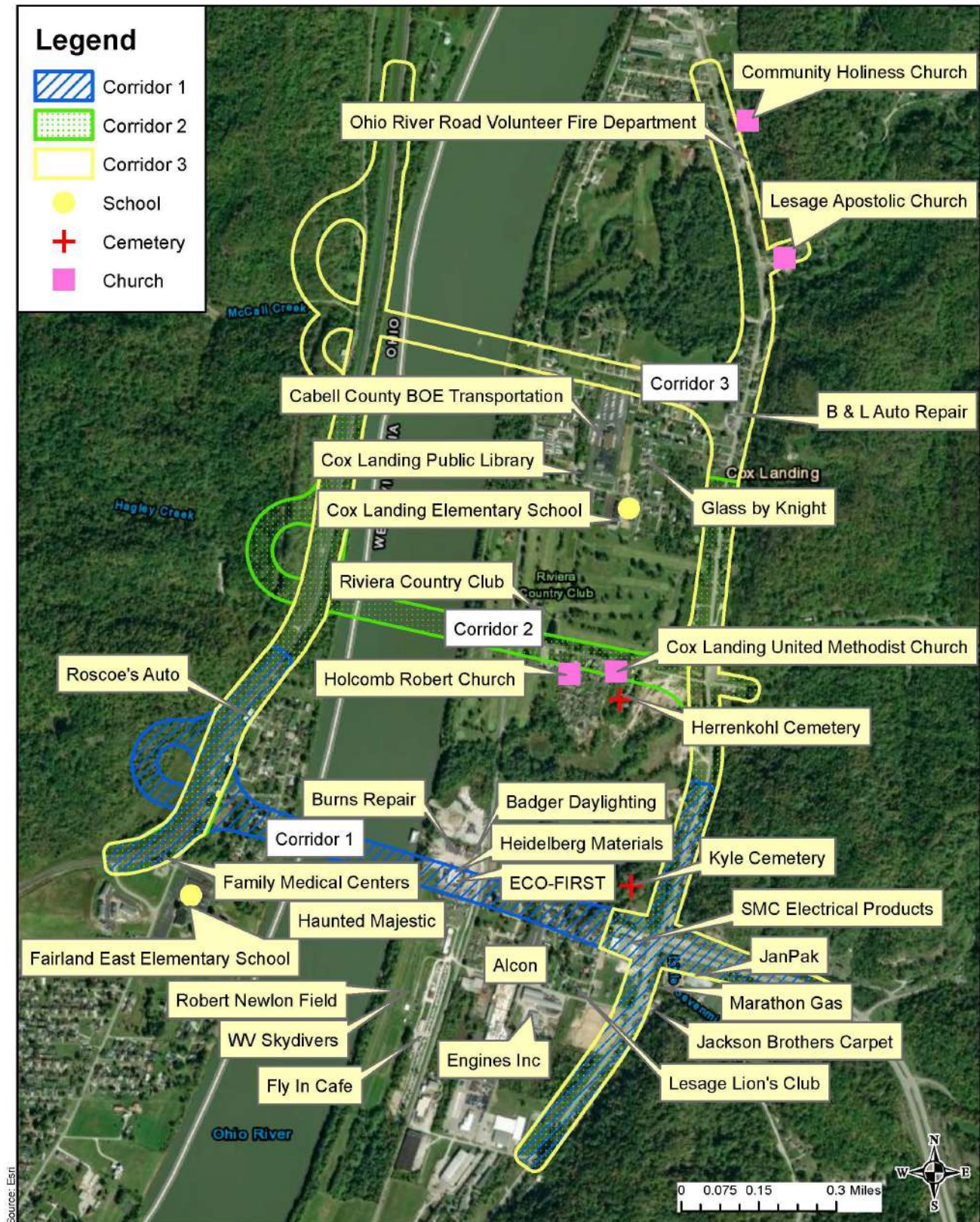


Exhibit 4 Socioeconomic Features Map

3.2 Businesses

A bridge crossing of the Ohio River within this study area will increase cross-river access and likely provide economic opportunities for existing businesses and future development within the area. The Economic Development section of this feasibility study assesses that type of project potential. This section evaluates the potential for the proposed project to negatively affect existing businesses within the study area (see Exhibit 4).

- Corridor 1: Several industrial and commercial businesses are located within the design alignment and may be impacted, including Family Medical Centers, Roscoe's Auto, Jackson Brothers Carpet, Marathon Gas, JanPak, Heidelberg Materials, ECO-FIRST, Haunted Majestic, SMC Electrical Products, Robert Newlon Field Airport and its associated restaurant (Fly In Cafe), skydiving business (WV Skydivers), and RV park (Robert Newlon RV Park). Additionally, 4 other businesses may be also impacted.
- Corridor 2: Industrial and commercial businesses that are within the design alignment and may be impacted include the Riviera Country Club, Roscoe's Auto, Jackson Brothers Carpet, Marathon Gas, JanPak, and SMC Electrical Products. Additionally, 6 other businesses may be impacted.
- Corridor 3: Industrial and commercial businesses that are within the design alignment and may be impacted include Roscoe's Auto, Jackson Brothers Carpet, Marathon Gas, JanPak, SMC Electrical Products, Riviera Country Club, and B & L Auto Repair. The parking lot of the Cabell County Board of Education Transportation Complex would likely be impacted. Additionally, 10 other businesses may be impacted.
- No-Build: The No-Build alternative would not anticipate new impacts to area businesses.

3.3 Underserved Populations

Projects that receive federal funding are required to comply with all Environmental Justice and Title VI of the Civil Rights Act of 1964 laws, regulations, executive orders, and requirements. To ensure compliance, every project must consider how the Project may impact environmental justice. Traditionally underserved populations include people of color, with low income, the linguistically isolated, those and over age 64. Demographic information for the study area was obtained from the ODOT Transportation Information Mapping System (TIMS).

People of Color

People of color represent 8% of the population on the Ohio side of the study area and range from 0% to 4% on the West Virginia side of the study area. Based on the information gathered, the percentage of people of color in the study area are considered low and is within the same ranges in each corridor.

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Low income

Twenty-two percent (22%) of the population within the Ohio side of the study area are considered low-income and within the same range in all corridors. On the eastern side of the study area, low-income populations range from 15% to 40% with roughly equivalent percentages within each corridor.

Linguistically isolated

The linguistically isolated population is 0% on both sides of the study area.

Over age 64

Nineteen percent (19%) of the population within the Ohio side of the study area are over age 64 and within the same range in all corridors. On the West Virginia side of the study area, the over-age 64 population ranged from 17% to 25% with roughly equivalent percentages within each corridor.

Based on review of the Project area and public involvement activities, no information was obtained to suggest that the Project will have a disproportionate or adverse impact on underserved populations. For more information regarding Stakeholder & Public Involvement efforts see Section 9.0.

3.4 Noise

It is assumed that construction of a new bridge spanning the Ohio River would qualify as a Type I project per 23 CFR § 772.5. A Type I project is a proposed Federal or Federal-aid highway project including: roadway widening to provide additional through travel lanes; the construction of a highway on new location; the physical alteration of an existing highway that significantly changes either the horizontal or vertical alignment or increases capacity; or projects that involve the addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot, or toll plaza.

A Noise Sensitive Area (NSA) is an area containing multiple noise sensitive receptors in close proximity, typically measured within 500 feet of the noise source. Noise sensitive receptors are those locations or areas where dwelling units or other fixed, developed sites of frequent human use occur. Based on desktop review, the following noise sensitive areas are located within each corridor:

- Corridor 1: There are approximately 195 noise sensitive receptors within 500 of the conceptual design alignment including approximately 18 businesses, Robert Newlon Airpark RV & Campground, Fairland East Elementary School, Kyle Cemetery, 1 apartment complex, and a total of approximately 150 residences.
- Corridor 2: There are approximately 225 noise sensitive receptors within 500 feet of the conceptual design alignment including approximately 14 businesses, Riviera Country Club, Fairland East Elementary School, Kyle Cemetery, Cox Landing United Methodist Church, Robert Holcomb Church, Herrenkohl Cemetery, 1 apartment complex, and a total of approximately 200 residences.

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- Corridor 3: There are approximately 330 noise sensitive receptors within 500 feet of the conceptual design alignment including approximately 17 businesses, Fairland East Elementary School, Riviera Country Club, Community Holiness Church, Lesage Apostolic Church, Ohio River Road Volunteer Fire Department, Cabell County Board of Education Transportation Complex, 1 apartment complex, and a total of approximately 300 residences.
- No-Build: The No-Build alternative would not anticipate new impacts to Noise Sensitive Areas.

Noise impacts are determined by comparing predicted future noise levels with the Project to establish a set of noise abatement criteria for particular land use categories and to existing noise levels. It is assumed selection of any of the corridors would result in noise impacts and a noise analysis would be required for the Project.

3.5 Archaeological and Historic Sites

A records check was performed through the West Virginia and Ohio State Preservation Offices (SHPO) to identify archaeological and historic sites within the study area. Based on data from the WV SHPO website retrieved December 30, 2024, the eastern side of the study area contains two (2) documented architecture sites (one in Corridor 1 and another in Corridor 3) and two (2) cemeteries (one in Corridor 1 and the other within Corridor 2).

Based on correspondence with OH SHPO dated January 21, 2025, the western side of the study area contains four (4) historic structures, nine (9) archaeological sites, and five (5) previously surveyed areas all located within Corridors 1 through 3.

Historic records from WV and OH SHPO correspondence are summarized below. These sites are mapped in Exhibit 5 and documented in detail under Appendix A.

Historic Architecture

The following structures are records of properties listed in the Ohio Historic Inventory and the West Virginia Historic Inventory. Field verification of their current condition was not conducted. If aerial imagery indicates the structure no longer exists at its inventoried location, it is noted as “demolished.”

- Little Seven Mile Bridge: Little Seven Mile Bridge is a historic bridge (SHPO #CB-1793) which carries County Road 19 over Little Seven Mile Creek near Cox Landing on Route 19, approximately 0.09 mile south of the junction of WV 2. Although the builder is unknown, it is estimated that this concrete structure was built in 1930. Due to the commonality of the type of bridge and lack of significant contributions to history, the bridge is ineligible for listing on the National Register. In addition, the bridge is not known to be associated with the lives of significant persons, does not embody distinctive characteristics, and is unlikely to yield important information in history.

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- Carlton Ash House: Carlton Ash House (SHPO #CB-0570) is a private residence located at 6415 Douthat Lane in Cox Landing. Situated on 1/5 acre, this four-square residence was built in the 1920s by an unknown architect. The block and continuous slab residence has a pyramidal roof, simple rectangular plan, off center entrance, full width front porch with a storage shed on the property. This structure is not listed on the National Register.
- Gillette Farm: Gillette Farm (LAW0028411), also known as Forgey House, is a private residence located off of OH SR 7 in Proctorville, Ohio. The Italianate style structure was built in the 1870s by Forgey, who was a known entrepreneur. The two-story brick structure has a new brick garage and 19th century outbuilding and is considered in good condition.
- Walker House & Ogleby House (appears to have been demolished): Walker House & Ogleby House (LAW0040911) also known as H.C. Brown House, is a private residence located at 2538 OH SR 7 in Proctorville, Ohio. The structure was built in the 1850s and was known to be a part of a large farm owned by H.C. Brown in 1887. The exterior of the two-story classic I-house was considered in poor condition.
- Bailes Farmstead: Bailes Farmstead (LAW0059511) also known as Forgey is a private residence located off of OH SR 7 in Proctorville, Ohio. The two-story vernacular structure was built in the 1830s by an unknown architect. The property situated on the Ohio River riverfront contains several barns and most of the original farmland and is considered in excellent condition.
- Gillette Paul House (appears to have been demolished): Gillette Paul House (LAW0059611) is a private residence located off of OH SR 7 in Proctorville, Ohio. The bungalow style structure was built in 1925 by an unknown architect. The main structure is situated between two ravines with cultivated fields behind it and was considered in good condition.
- Other Historic Architecture Sites: The WV SHPO website shows many other Historic Architecture sites in and around the Cox Landing area. These sites lack any documentation and are thus not considered in this section.

WV 2/OH SR 7 Planning & Environmental Linkages (PEL) Study
Environmental Conditions Memo, April 2025

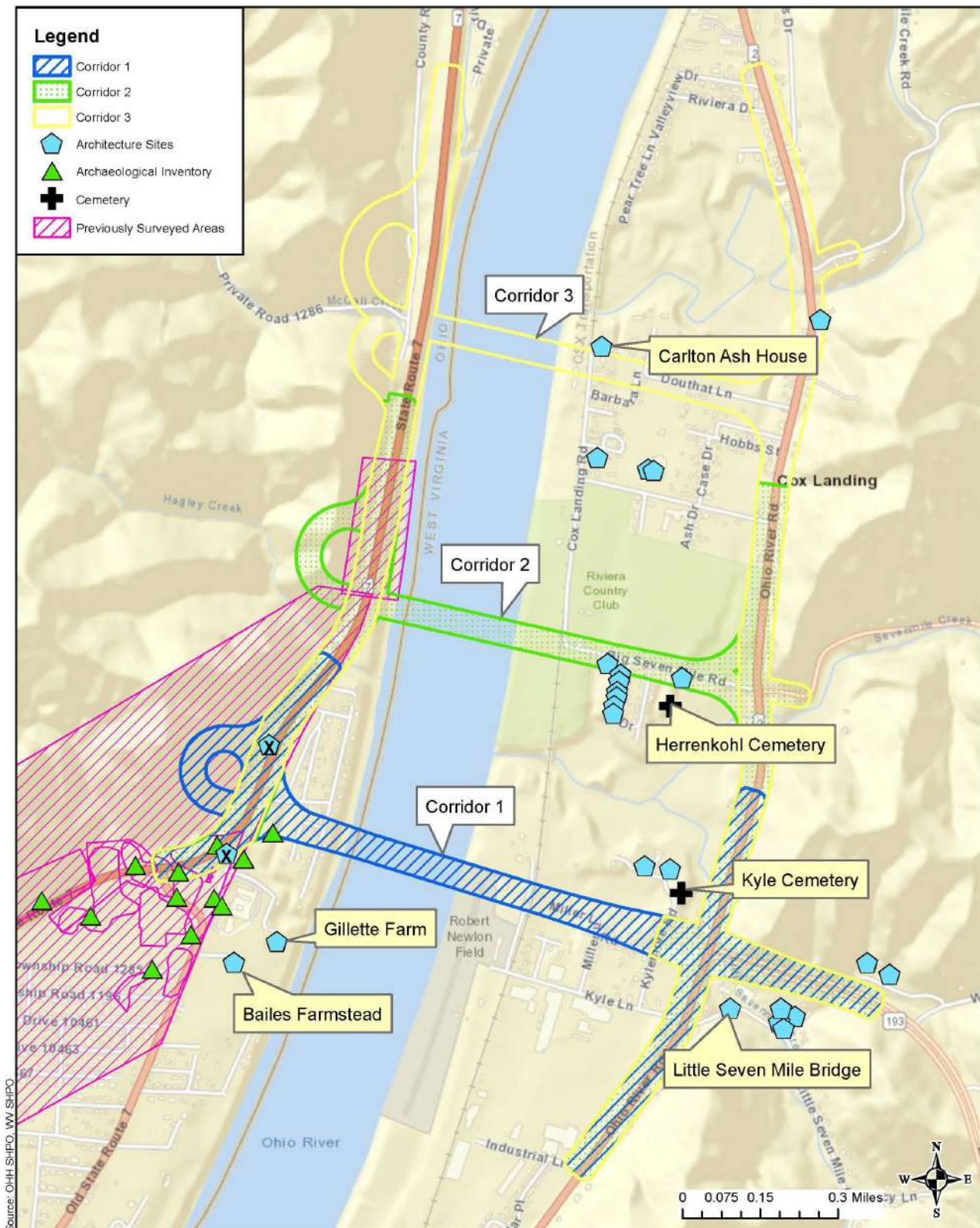


Exhibit 5 Archaeological and Historic Sites Map

WV 2/OH SR 7 Planning & Environmental Linkages (PEL) Study Environmental Conditions Memo, April 2025

Archaeological Sites

The existing archaeological records in Ohio were derived from the need to investigate the area prior to construction of the Chesapeake Bypass and other improvements to OH SR 7. None of the identified sites were deemed significant. No archaeological records were documented in the area by the West Virginia State Historic Preservation Office.

Cemeteries

Kyle Cemetery: Kyle Cemetery (46CB243) is an active private family cemetery located along Kylesmore Road, approximately 1,000 feet from WV 2. Kyle Cemetery contains approximately 120 burials and dates to 1852. The predominant surnames within the cemetery include Kyle, Wintz, Hensley, and Morrison.

Herrenkohl Cemetery: Herrenkohl Cemetery is an active church cemetery located behind Cox Landing United Methodist Church in Cox Landing at 5995 Cox Landing Road.

The following impacts to historic and archaeological resources are expected within each corridor:

- Corridor 1: No direct impacts are expected but impacts to Kyle Cemetery and Little Seven Mile Bridge may occur.
- Corridor 2: Impacts to Herrenkohl cemetery are expected and impacts to Kyle Cemetery and Little Seven Mile Bridge may occur.
- Corridor 3: Impacts to the Carlton Ash House are expected and impacts to Kyle Cemetery and Little Seven Mile Bridge may occur.
- No-Build: The No-Build alternative would not anticipate new impacts to cemeteries.

3.6 Section 4(f)/ Section 6(f)

Section 4(f) of the United States Department of Transportation (USDOT) Act protects publicly owned parks, recreation areas, wildlife and waterfowl refuges, and public or privately-owned historic sites from adverse impacts resulting from the construction of transportation projects that receive federal funding.

Section 6(f) of the Land and Water Conservation Act protects public properties that have received Land and Water Conservation Funding. According to the Land and Water Conservation Fund Coalition interactive map, no Section 6(f) properties were identified within the Study Area.

Based on desktop review of the study area, two potential Section 4(f) properties are located within the study area. Fairfield East Elementary School playground is located on the western bank of the Ohio River in the southwest quadrant of the study area along SR 7. Although the playground is located within the study area, it is unlikely that the school or playground will be directly impacted by the Project.

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Cox Landing Elementary School is located within the study areas of Corridor 2 and Corridor 3. Although this school and playground are located within the study area, it is unlikely that the school or playground will be directly impacted by the Project.

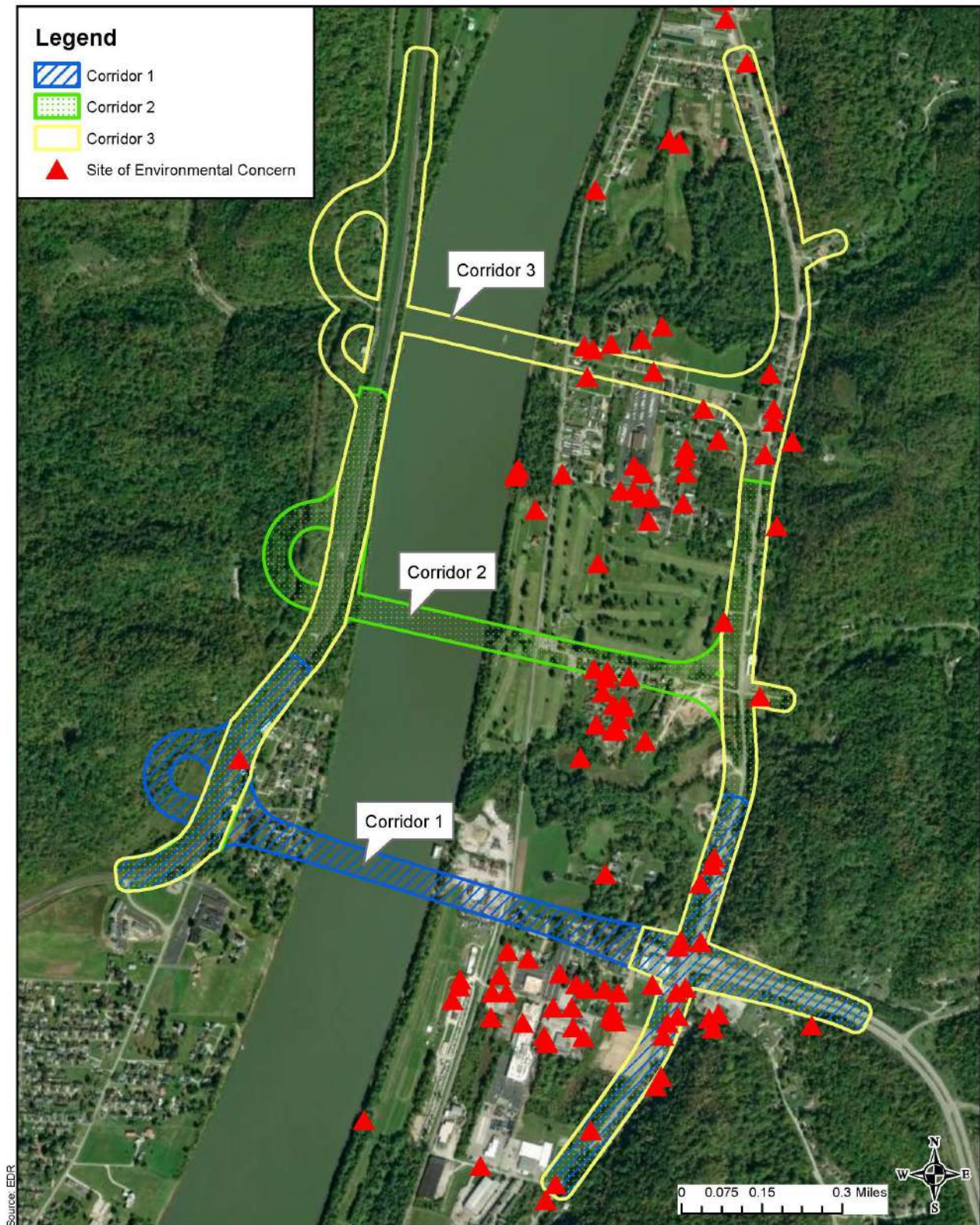
Based on preliminary review, no other Section 4(f) resources were identified within the study area. In addition, the Ohio River is not considered a water trail (Section 4(f) Property) in this area.

3.7 Hazardous Materials

Regulatory database information was reviewed for environmental concerns within the study area. A database search was prepared by Environmental Data Resources, Inc. (EDR) on January 28, 2025. In total, 175 records of environmental concern were identified within the study area (see Exhibit 6). Detailed data is provided in Appendix A.

Costs related to the need for additional studies and decommission of sites containing environmental concerns are expected to be highest in Corridor 3 as this corridor contains the most sites of concern.

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Source: EDR, January 28, 2025

Figure 6 Map of Environmental Concerns

WV 2/OH SR 7 Planning & Environmental Linkages (PEL) Study Environmental Conditions Memo, April 2025

References

Environmental Data Resources, Inc. (2025). *The EDR Radius Map Report with GeoCheck*. Shelton, CT.

Federal Emergency Management Agency (FEMA) Flood Map Service Center. Website:
<https://msc.fema.gov/portal/home>

KYOVA Interstate Planning Commission (2022). *2050 Metropolitan Transportation Plan (MTP)*. Huntington, WV.

Land and Water Conservation Fund (LWCF) Map of LWCF. Website:
<https://lwcf.tplgis.org/mappast/>

National Park Service (NPS). Wild and Scenic Rivers Program. Website:
<https://www.nps.gov/orgs/1912/index.htm>

Ohio Department of Natural Resources (ODNR) Division of Wildlife (DOW) Natural Heritage Database (NHD). Columbus, OH

Ohio Department of Transportation (ODOT) Transportation Information Mapping System (TIMS). Website: <https://gis.dot.state.oh.us/tims>

Ohio Environmental Protection Agency (OEPA) Source Water Assessment & Protection Program (SWAP). Drinking Water Source Protection Areas Map. Website:
<https://geo.epa.ohio.gov/portal/apps/webappviewer/index.html?id=6ff3062a68284ef28951f673ca9cbd10>

Ohio History Connection. State Historic Preservation Office (SHPO) Online Mapping System. Website: <https://www.ohiohistory.org/preserve/state-historic-preservation-office/mapping>

United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS). Website: <https://www.nrcs.usda.gov/wps/portal/nrcs/site/national/home/>

United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey. Website: <https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>

United States Department of Transportation Federal Highway Administration (FHWA) *Techniques for Reviewing Noise Analyses and Associated Noise Reports* Website:
https://www.fhwa.dot.gov/Environment/noise/resources/reviewing_noise_analysis/#toc49412345

WV 2/OH SR 7 Planning & Environmental Linkages (PEL) Study Environmental Conditions Memo, April 2025

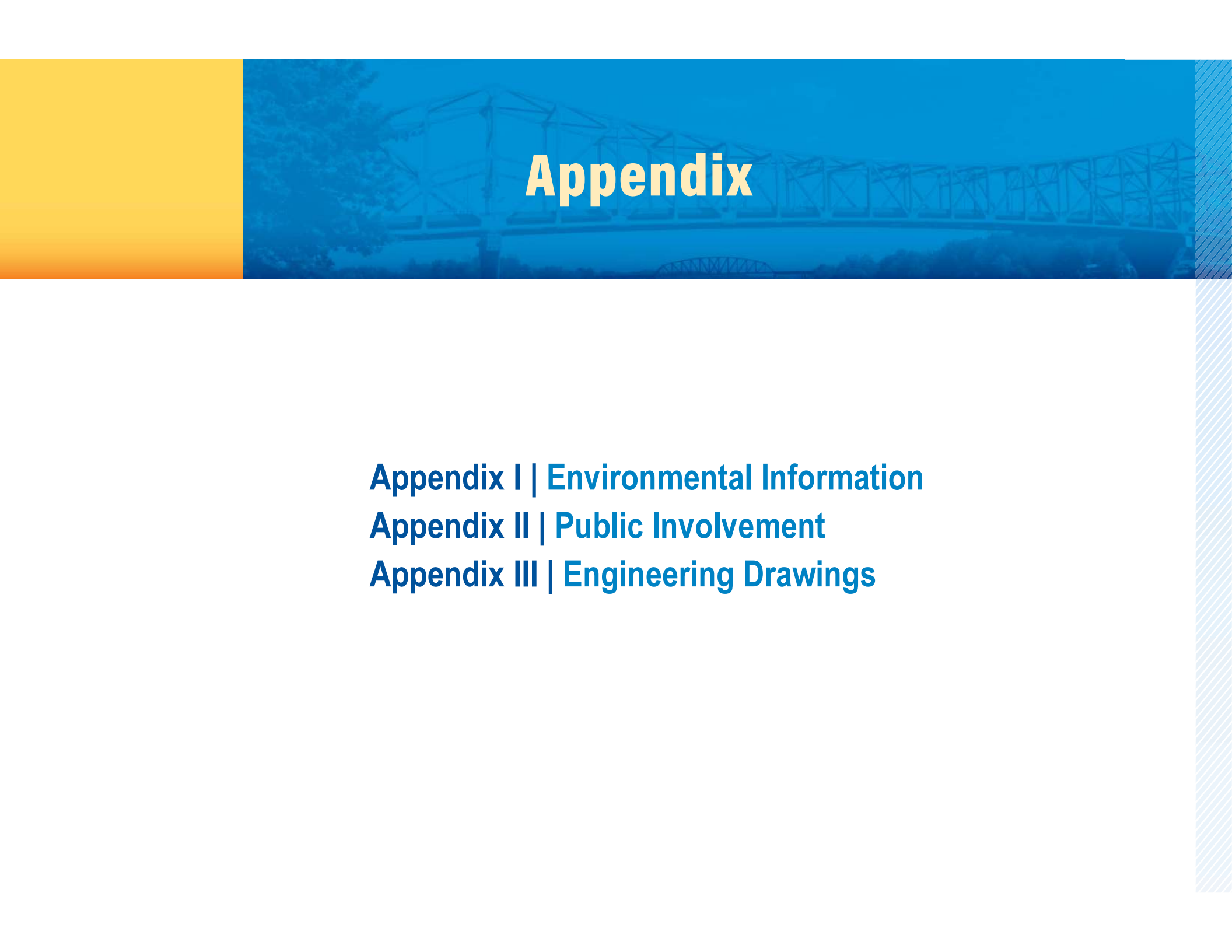
United States Fish and Wildlife Service (USFWS). Environmental Conservation Online System (ECOS). Website: <https://ecos.fws.gov/ecp/>

United States Fish and Wildlife Service (USFWS). National Wetlands Inventory (NWI) Mapping. Website: <https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper>

United States Environmental Protection Agency (USEPA). Wetlands. Website: <https://www.epa.gov/wetlands/what-wetland>

West Virginia Department of Health & Human Resources (DHHR) Source Water Assessment and Wellhead Protection Program. Website: <https://www.wvdhhr.org/oehs/eed/swap/>

West Virginia Division of Culture and History (2019). West Virginia State Historic Preservation Office (SHPO). Website: <https://wvculture.org/agencies/state-historic-preservation-office-shpo/>

The slide features a header image with a blue-tinted photograph of a large steel truss bridge. The word "Appendix" is centered in a bold, yellow, sans-serif font. The left side of the slide has a vertical orange-to-yellow gradient bar, and the right side has a light blue diagonal line pattern.

Appendix

Appendix I | Environmental Information

Appendix II | Public Involvement

Appendix III | Engineering Drawings



Appendix I | Environmental Information

Appendix I | Environmental Information

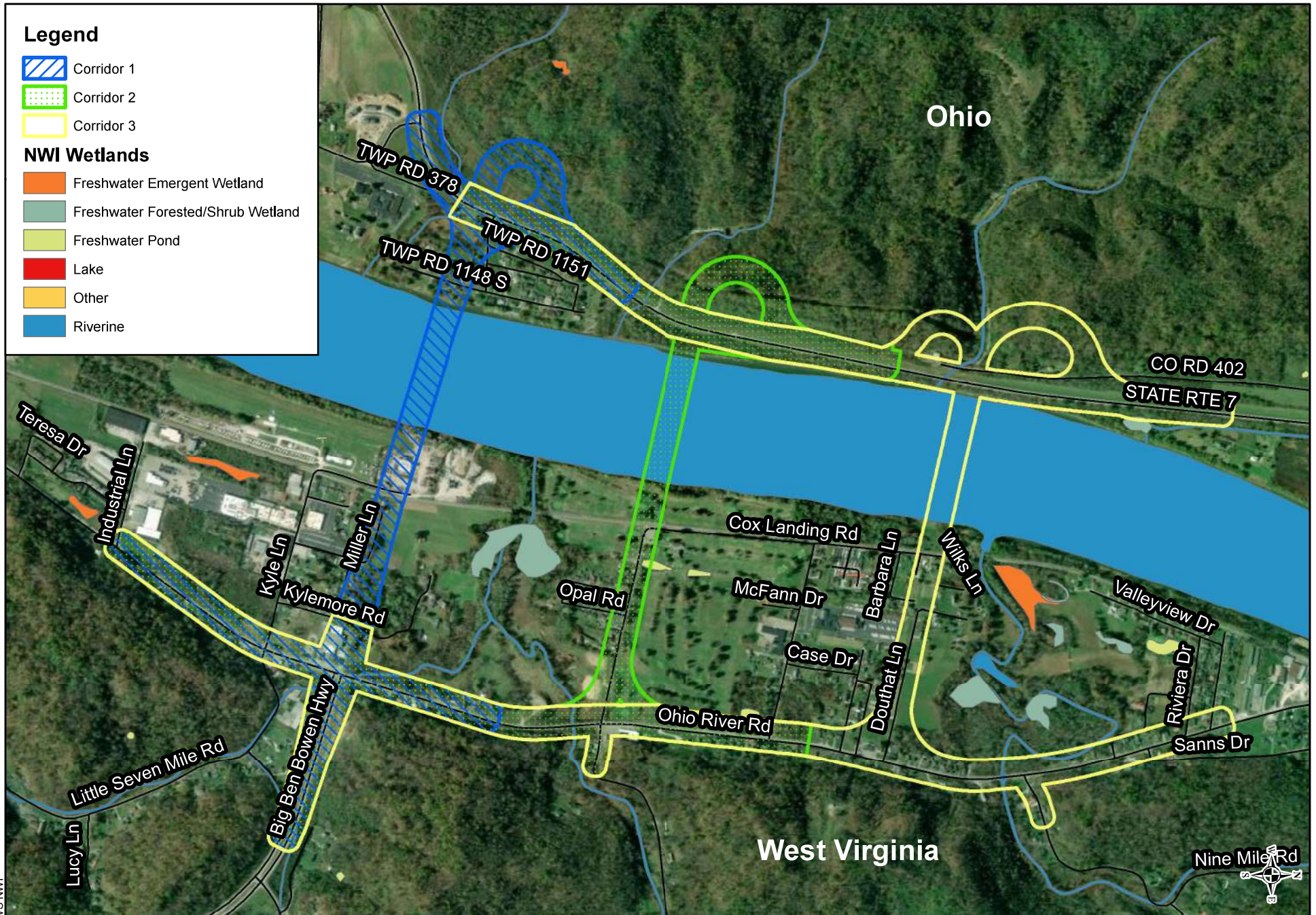
Environmental Resource Mapping

Legend

-  Corridor 1
-  Corridor 2
-  Corridor 3

NWI Wetlands

-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Freshwater Pond
-  Lake
-  Other
-  Riverine



National Wetland Inventory Map
Ohio River Bridge Crossing Study
Lawrence County, Ohio and Cabell County, West Virginia

0 0.075 0.15 0.3 Miles

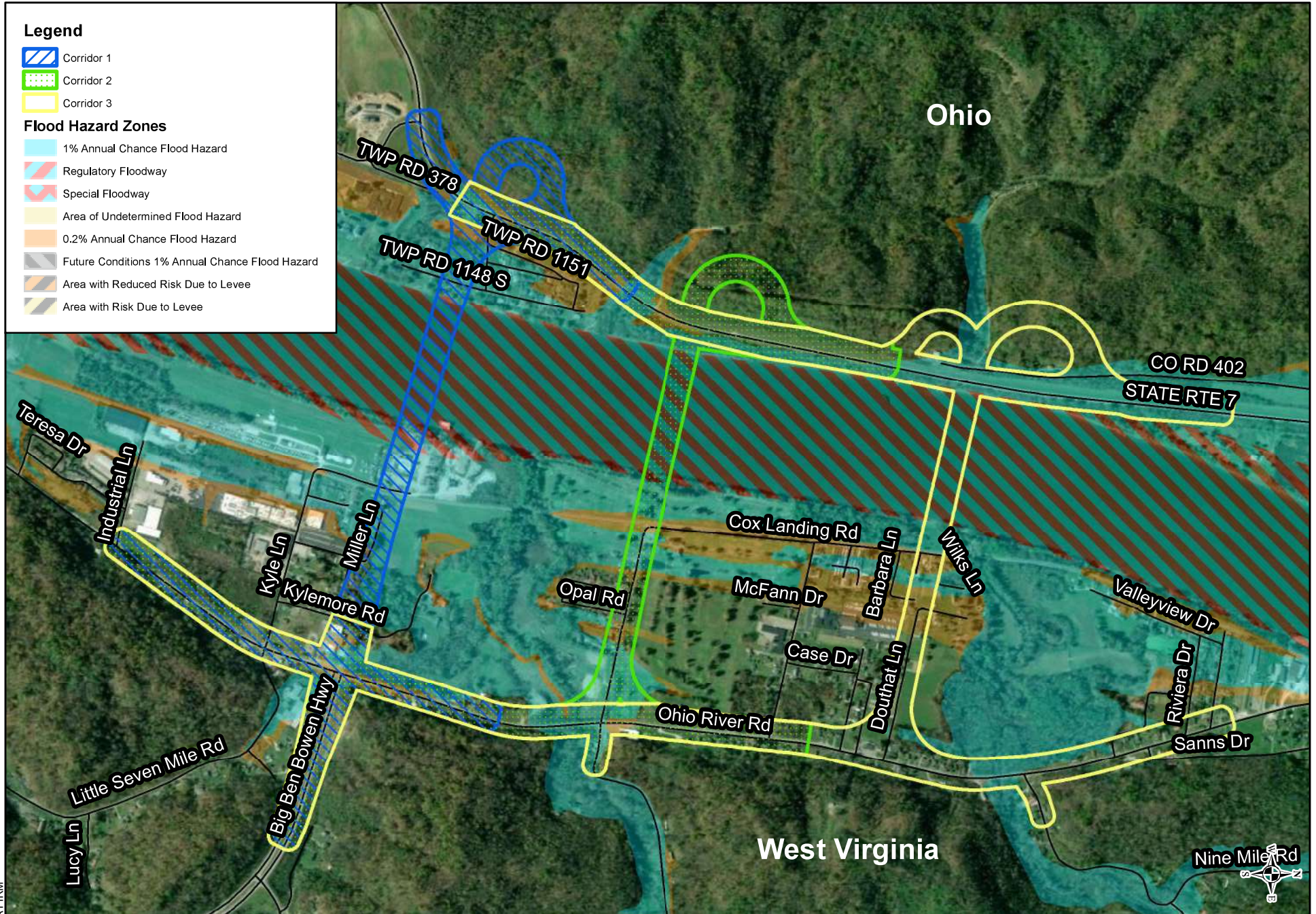
CLUNE CONSULTING SERVICES
 ENVIRONMENTAL & TRANSPORTATION PLANNING

Legend

- Corridor 1
- Corridor 2
- Corridor 3

Flood Hazard Zones

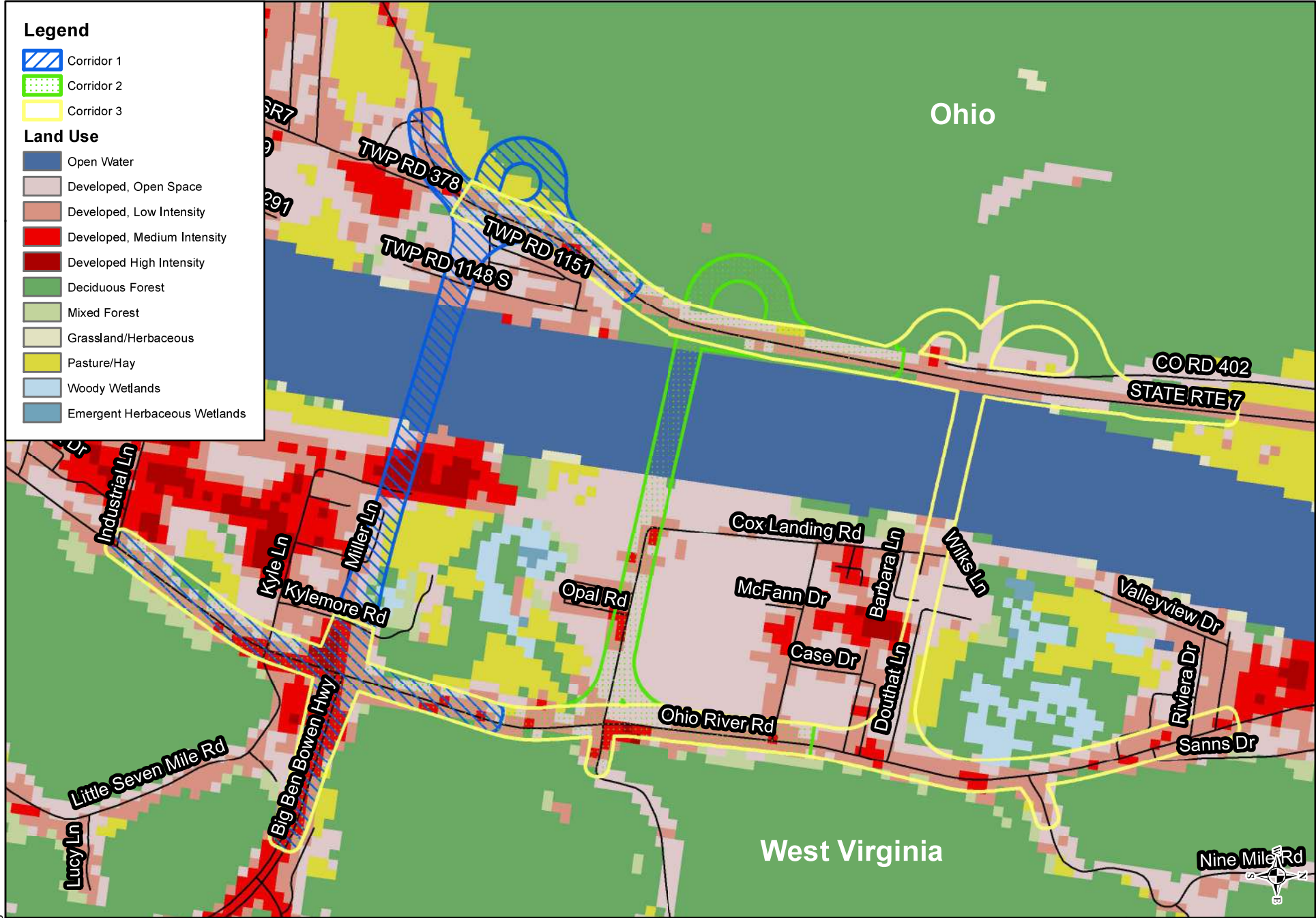
- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Special Floodway
- Area of Undetermined Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Future Conditions 1% Annual Chance Flood Hazard
- Area with Reduced Risk Due to Levee
- Area with Risk Due to Levee



FEMA-FIRM Floodplains Map
Ohio River Bridge Crossing Study
Lawrence County, Ohio and Cabell County, West Virginia

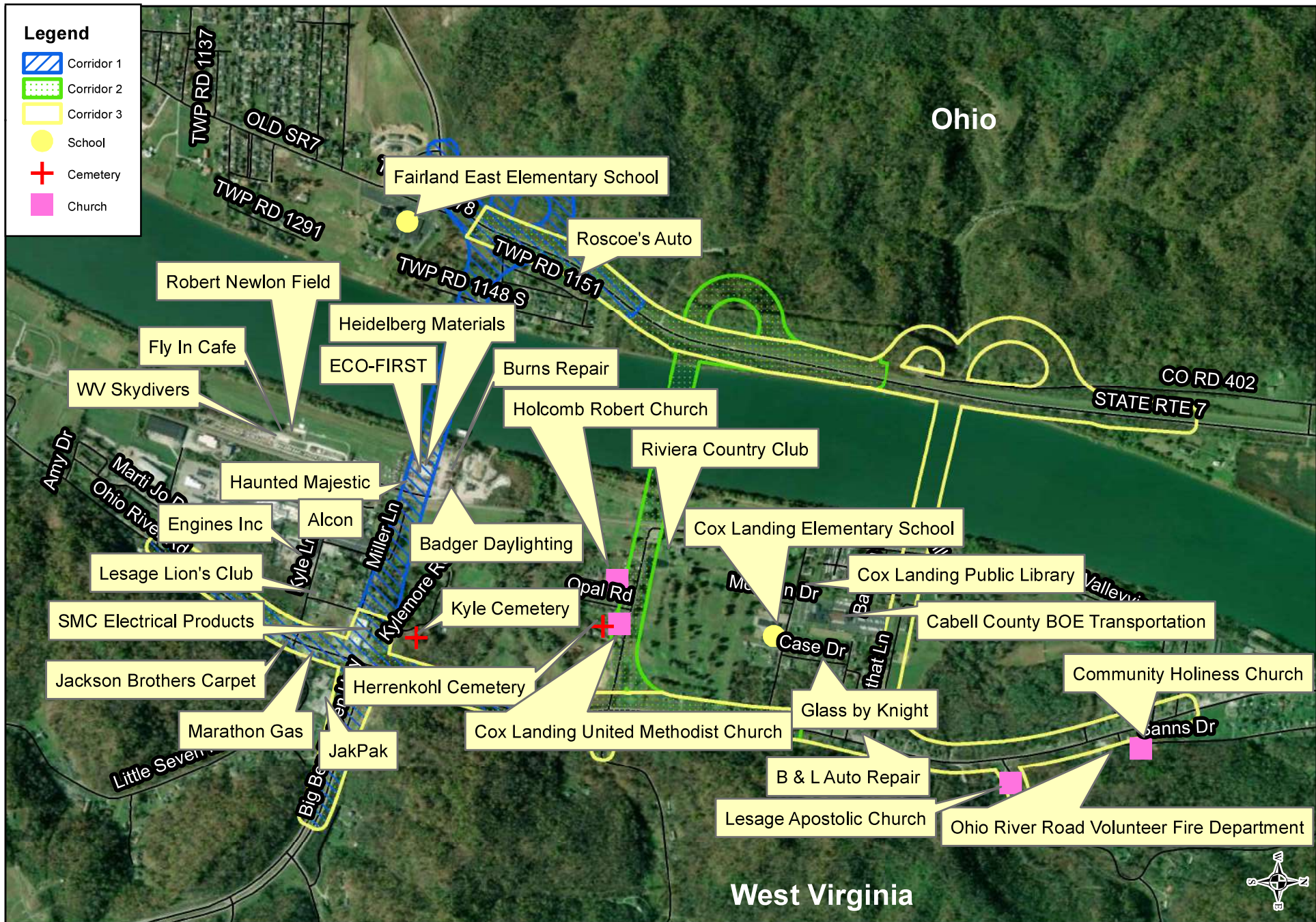
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CLUNE CONSULTING SERVICES
ENVIRONMENTAL & TRANSPORTATION PLANNING

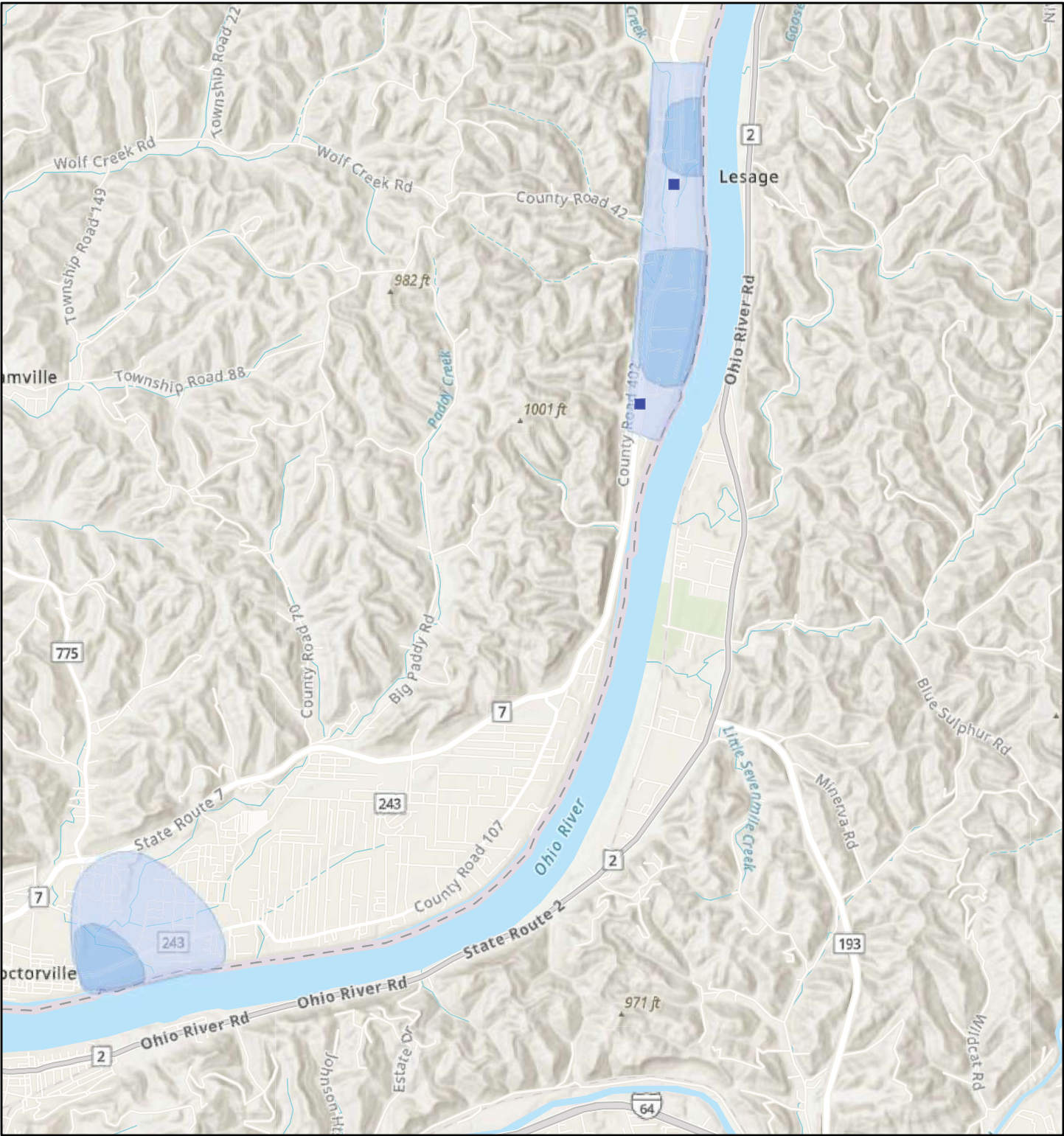


Land Use Map
Ohio River Bridge Crossing Study
Lawtrence County, Ohio and Cabell County, West Virginia

0 0.075 0.15 0.3 Miles



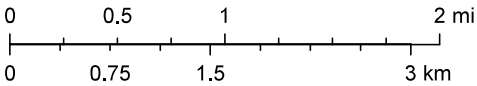
Drinking Water Source Protection Areas



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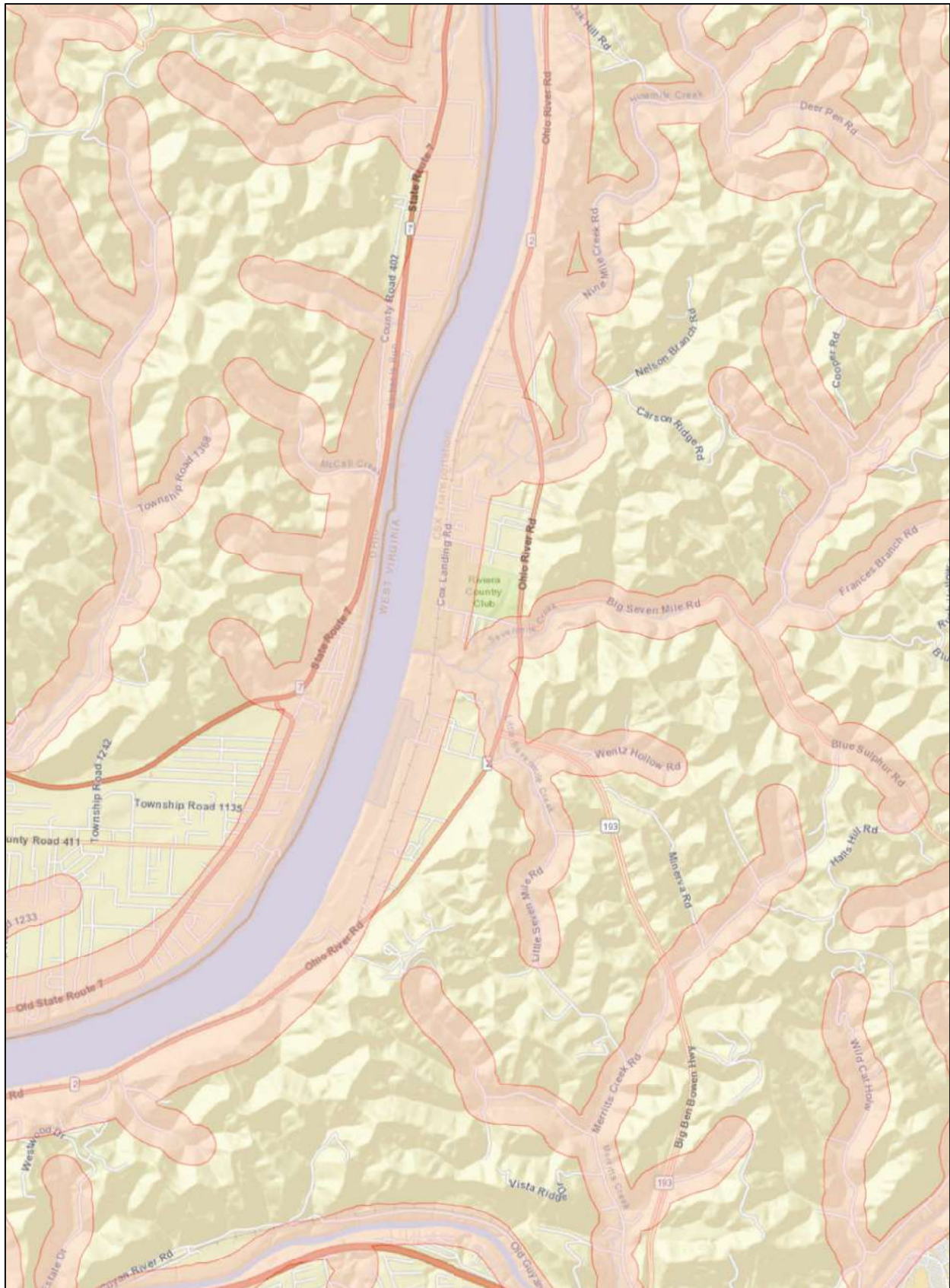
1:72,224

- Source Water Protection Area Road Signs
- Source Water Protection Area
- Inner Management Zone



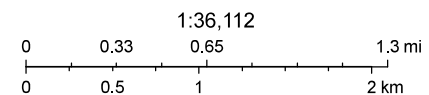
VGIN, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ NASA, USGS, EPA, NPS, USDA, USFWS, Division of Drinking and Ground Waters, Ohio EPA, Esri, NASA, NGA, USGS, FEMA

West Virginia SWAP Protection Areas



12/31/2024, 9:10:48 AM

- Zone of Critical Concern
- State_WV



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Appendix I | Environmental Information

Environmental Data

Appendix I | Environmental Information | Environmental Data

Ohio Department of Natural Resources



Department of
Natural Resources
ohiodnr.gov

Mike DeWine, Governor
Jon Husted, Lt. Governor
Mary Mertz, Director

Office of Real Estate & Land Management

Tara Paciorek - Chief
2045 Morse Road – E-2
Columbus, Ohio 43229-6693

January 16, 2025

Samuel Stachler
Clune Consulting Services
PO Box 103
Minster, Ohio 45865

Re: 24-1991_Ohio River Bridge Crossing Study

Project: The proposed project involves the evaluation of multiple surface transportation corridors to connect Ohio SR-7 to West Virginia SR-193 across the Ohio River.

Location: The proposed project is located in Rome Township, Lawrence County, Ohio.

The Ohio Department of Natural Resources (ODNR) has completed a review of the above referenced project. These comments were generated by an inter-disciplinary review within the Department. These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the National Environmental Policy Act, the Coastal Zone Management Act, Ohio Revised Code and other applicable laws and regulations. These comments are also based on ODNR's experience as the state natural resource management agency and do not supersede or replace the regulatory authority of any local, state, or federal agency nor relieve the applicant of the obligation to comply with any local, state, or federal laws or regulations.

Natural Heritage Database: The Natural Heritage Database has the following data at or within one mile of the project area:

Pink Thoroughwort (*Fleischmannia incarnata*), T
Mud-plantain (*Heteranthera reniformis*), E
Hairy Lip Fern (*Myriopteris lanosa*), E
Virginia-mallow (*Ripariosida hermaphrodita*), P
False Goldenrod (*Solidago sphacelata*), E
Smooth Buttonweed (*Spermacoce glabra*), P

Conservation status abbreviations are as follows: E = state endangered; T = state threatened; P = state potentially threatened; SC = state species of concern; SI = state special interest; U = state status under review; X = presumed extirpated in Ohio; FE = federally endangered, and FT = federally threatened. The review was performed on the specified project area as well as an additional one-mile radius. Records searched date from 1980. Features searched include locations of rare and endangered plants and animals determined to be of value to the conservation of their species, high quality plant communities, animal breeding assemblages, and outstanding geological features.

Of the species listed above, Virginia-mallow is recorded within the boundaries of the specified project area. Please note that Ohio has not been completely surveyed and we rely on receiving information from many sources. Therefore, a lack of records for an area is not a statement that rare species or unique features are absent from that area.

Fish and Wildlife: The Division of Wildlife (DOW) has the following comments.

The DOW recommends that impacts to streams, wetlands and other water resources be avoided and minimized to the fullest extent possible, and that Best Management Practices be utilized to minimize erosion and sedimentation.

The entire state of Ohio is within the range of the Indiana bat (*Myotis sodalis*), a state endangered and federally endangered species, the northern long-eared bat (*Myotis septentrionalis*), a state endangered and federally endangered species, the little brown bat (*Myotis lucifugus*), a state endangered species, and the tricolored bat (*Perimyotis subflavus*), a state endangered species. During the spring and summer (April 1 through September 30), these species of bats predominately roost in trees behind loose, exfoliating bark, in crevices and cavities, or in the leaves. However, these species are also dependent on the forest structure surrounding roost trees. If trees are present within the project area, and trees must be cut, the DOW recommends cutting only occur from October 1 through March 31, conserving trees with loose, shaggy bark and/or crevices, holes, or cavities, as well as trees with DBH ≥ 20 if possible. If trees are present within the project area, and trees must be cut during the summer months, the DOW recommends a mist net survey or acoustic survey be conducted from June 1 through August 15, prior to any cutting. Mist net and acoustic surveys should be conducted in accordance with the most recent version of the "[OHIO DIVISION OF WILDLIFE GUIDANCE FOR BAT SURVEYS AND TREE CLEARING](#)". If state listed bats are documented, DOW recommends cutting only occur from October 1 through March 31. However, limited summer tree cutting may be acceptable after consultation with the DOW (contact Eileen Wyza at Eileen.Wyza@dnr.ohio.gov).

The DOW also recommends that a desktop habitat assessment is conducted, followed by a field assessment if needed, to determine if a potential hibernaculum is present within the project area. Direction on how to conduct habitat assessments can be found in the current USFWS "[RANGE-WIDE INDIANA BAT & NORTHERN LONG-EARED BAT SURVEY GUIDELINES](#)." If a habitat assessment finds that a potential hibernaculum is present within 0.25 miles of the project area, please send this information to Eileen Wyza for project recommendations. If a potential or known hibernaculum is found, the DOW recommends a 0.25-mile tree cutting and subsurface disturbance buffer around the hibernaculum entrance, however, limited summer or winter tree cutting may be acceptable after consultation with the DOW. If no tree cutting or subsurface impacts to a hibernaculum are proposed, this project is not likely to impact these species.

The project is within the range of the following listed mussel species.

Federally Endangered

fanshell (*Cyprogenia stegaria*)
sheepnose (*Plethobasus cyphus*)
pink mucket (*Lampsilis abrupta*)
snuffbox (*Epioblasma triquetra*)

State Endangered

ebonyshell (*Fusconaia ebena*)
monkeyface (*Theliderma metanevra*)
elephant-ear (*Elliptio crassidens*)
Ohio pigtoe (*Pleurobema cordatum*)
little spectaclecase (*Villosa lienosa*)
washboard (*Megaloniais nervosa*)

This project must not have an impact on native mussels. This applies to both listed and non-listed species, as all species of mussel are protected in Ohio. Per the Ohio Mussel Survey Protocol (2022), all Group 2, 3, and 4 streams (Appendix A) require a mussel survey. Per the Ohio Mussel Survey Protocol, Group 1 streams (Appendix A) and unlisted streams with a watershed of 5 square miles or larger above the point of impact should be assessed using the Reconnaissance Survey for Unionid Mussels (Appendix B) to determine if mussels are present. Mussel surveys may be recommended for these streams as well. Therefore, if in-water work is planned in any stream that meets any of the above criteria, the DOW recommends the applicant provide information to indicate no mussel impacts will occur. If this is not possible, the DOW recommends a professional malacologist conduct a mussel survey in the project area. If mussels that cannot be avoided are found in the project area, the DOW recommends a professional malacologist collect and relocate the mussels to suitable and similar habitat upstream of the project site. Mussel surveys and any subsequent mussel relocation should be done in accordance with the [Ohio Mussel Survey Protocol](#). If there is no in-water work proposed, impacts to mussels are not likely.

The project is within the range of the following listed fish species.

State Endangered

goldeye (*Hiodon alosoides*)
shortnose gar (*Lepisosteus platostomus*)
shoal chub (*Macrhybopsis hyostoma*)
shovelnose sturgeon (*Scaphirhynchus platyrhynchus*)

State Threatened

channel darter (*Percina copelandi*)
river darter (*Percina shumardi*)
paddlefish (*Polyodon spathula*)

The DOW recommends no in-water work in perennial streams from March 15 through June 30 to reduce impacts to indigenous aquatic species and their habitat. If no in-water work is proposed in a perennial stream, this project is not likely to impact these or other aquatic species.

The project is within the range of the timber rattlesnake (*Crotalus horridus*), a state endangered species, and a federal species of concern. The timber rattlesnake is a woodland species, utilizing dry slopes and rocky outcrops. In addition to using wooded areas, the timber rattlesnake utilizes sunlit gaps in the canopy for basking and deep rock crevices for overwintering. Due to the location, the type of habitat within the project area, and the type of work proposed, this project is not likely to impact this species.

The project is within the range of the green salamander (*Aneides aeneus*), a state endangered amphibian. Due to the location, the type of habitat within the project area, and the type of work proposed, this project is not likely to impact this species.

The project is within the range of the eastern spadefoot (*Scaphiopus holbrookii*), a state endangered species. This species is found in areas of sandy soils that are associated with river valleys. Breeding habitats may include flooded agricultural fields or other water holding depressions. Due to the location, the type of habitat within the project area, and the type of work proposed, this project is not likely to impact this species.

The project is within the range of the midland mud salamander (*Pseudotriton montanus diastictus*), a state threatened species. Due to the location, the type of habitat within the project area, and the type of work proposed, this project is not likely to impact this species.

Due to the potential of impacts to federally listed species, as well as to state listed species, we recommend that this project be coordinated with the US Fish & Wildlife Service.

Natural Areas and Preserves: The Division of Natural Areas and Preserves has the following comments.

Two rare plant species, Virginia-mallow (*Ripariosida hermaphrodita*, state potentially threatened) and pink thoroughwort (*Fleischmannia incarnata*, state threatened) have been recorded within the Ohio footprint of the proposed Ohio River Bridge crossing study. Due to the possible disruption of these species, a pre-construction survey of the proposed project site should be conducted to ensure that these plants and any other rare species within the proposed construction limits are avoided and not impacted. Long term protection of rare flora species should also be considered and should include limiting the use of herbicidal spraying in their vicinity. For survey coordination or further discussion, please contact the Division of Natural Areas and Preserves' Chief Botanist, Rick Gardner. Mr. Gardner can be contacted directly at richard.gardner@dnr.ohio.gov or (614) 265-6419.

Water Resources: The Division of Water Resources has the following comment.

If the subject project is in a floodplain regulated by the Federal Emergency Management Agency (FEMA), the local [local floodplain administrator](#) should be contacted concerning the possible need for any floodplain permits or approvals. The FEMA National Flood Hazard Layer (NHFL) Viewer [website](#) can be utilized to see if the project is in a FEMA regulated floodplain. If the project is not in a FEMA regulated floodplain, then no further action is required.

ODNR appreciates the opportunity to provide these comments. Please contact Mike Pettegrew (Environmental Services Administrator) at mike.pettegrew@dnr.ohio.gov if you have questions about these comments or need additional information.

Expiration: ODNR Environmental Reviews are typically valid for 2 years from the issuance date. If the scope of work, project area, construction limits, and/or anticipated impacts to natural resources have changed significantly from the original project submittal, then a new Environmental Review request should be submitted.

Appendix I | Environmental Information | Environmental Data

West Virginia Division of Natural Resources



Governor Patrick Morrisey

Director Brett W. McMillion

January 14, 2024

Samuel Stachler
Environmental Specialist
Clune Consulting Services LLC
PO Box 103
Minster, OH 45865
Sam@CluneConsult.com

Dear Mr. Stachler,

We have reviewed Natural Heritage Program files for information on rare, threatened, and endangered (RTE) species and sensitive habitats for the area of the proposed Ohio River Bridge Crossing Study near Huntington, in Cabell County, WV.

According to our database, the project is located within several RTE occurrences and sensitive habitats, those are listed on the table below.

HABITAT, FEATURE, SPECIES, ETC.	DISTANCE FROM SITE	DATE OF INFORMATION	STATUS OR DESCRIPTION
Ohio River	Within	2025	High Quality and Large Federally Endangered Mussel River
Indiana bat (<i>Myotis sodalis</i>)	Within	2016	1 federally endangered 5-mile capture buffer (outer-tier)
Potential Eagle Abundance Near Major Waterway*	Within	2025	Within the Federal Bald Eagle Abundance Area (Ohio River)
Sheepnose (<i>Plethobasus cyphus</i>)	Within	2017	Federally Endangered Mussel
Longsolid (<i>Fusconaia subrotunda</i>)	Within	2002	Federally Endangered Museel
Palustrine Emergent Wetland	Within	2025	2 Sensitive Habitats
Palustrine Forested / Scrub Shrub Wetland	Within	2025	1 Sensitive Habitat

*There are no known bald or golden eagle nests within a 660-foot buffer of your proposed project, however you are within a mile buffer of a bald eagle nest site. Additionally, your project is located within a predicted high eagle abundance area (within one mile of the Ohio River) and there is a potential of an undocumented nest within your project's AOI. In order to minimize unintentional violation of the Bald and Golden Eagle Protection Act, we recommend that, prior to commencement of project activities, a ground survey be conducted during leaf-off period (12/1 to 3/15) to confirm the absence of active bald eagle nest(s) within 660 feet (200 meters) of the project site. If a bald or golden eagle nest or evidence of nest building activity is

discovered, you should immediately contact WVDNR Ornithologist Mr. Richard Bailey at 304-630-0213 (Richard.S.Bailey@wv.gov).

The information provided is the result of a search of the following bat buffers: summer occurrences, captures, and hibernacula for each of the Indiana bat, northern long-eared bat, Virginia big-eared bat, and tricolored bat. Data provided include and differentiate between the inner - and outer-tiers of capture, roost and hibernacula records, respectively, and identify anthropogenic sites such as bridges and culverts. All buffer types are distances and consistent with U.S. Fish and Wildlife Service values as of December 13th, 2024. Please note that due to changes in the U.S. Fish and Wildlife Service guidance, and concurrent updates to the WVDNR records database, new records request responses may differ from past requests. In particular, the current U.S. Fish and Wildlife Service guidance reduces northern long-eared bat and tricolored bat buffers at culverts, bridges and at all tricolored bat hibernacula. The information provided above is the product of a database search and retrieval. This information does not satisfy other consultation or permitting requirements for disturbances to the natural resources of the state, and further consultation may be required. Additionally, any concurrence requirements for federally listed species must come from the U.S. Fish and Wildlife Service.

Thank you for your inquiry, and should you have any questions please feel free to contact me at the number below, or jared.i.varner@wv.gov. Enclosed please find an invoice.

Sincerely,

Jared I Varner

Jared Varner
Wildlife Biologist 3
Environmental Coordination
Operations Unit

Enclosure: Drive\Invoices\CSS 1

Appendix I | [Environmental Information](#) | [Environmental Data](#)

Ohio State Historic Preservation Office



OHIO HISTORIC INVENTORY

1. No. <i>LAW-284-11</i>		4. Present Name(s)			1. No. <i>284-11</i>	
2. County <i>Lawrence</i>		5. Other Name(s)				2. County <i>Lawrence</i>
3. Location of Negatives <i>OHS</i>		<i>Forgey / Gillette House</i>				
6. Specific Location <i>State Rt 7</i>		16. Thematic Category		28. No. of Stories <i>2</i>		
7. City or Town If Rural, Township & Vicinity <i>Proctorville Vics. Rome Twp.</i>		17. Date(s) or Period <i>c. 1870</i>		29. Basement? Yes ☒ No ☐		
8. Site Plan with North Arrow		18. Style or Design <i>Italianate</i>		30. Foundation Material <i>Brick</i>		
		19. Architect or Engineer		31. Wall Construction <i>Brick</i>		
		20. Contractor or Builder		32. Roof Type & Material <i>Gable, std scann tr</i>		
		21. Original Use, if apparent <i>Residence</i>		33. No. of Bays Front <i>3</i> Side <i>2</i>		
		22. Present Use <i>Residence</i>		34. Wall Treatment <i>Common bond</i>		
		23. Ownership Public ☐ Private ☒		35. Plan Shape <i>square</i>		
		24. Owner's Name & Address, if known <i>Gertrude Gillette Rt 7 Proctorville, Ohio</i>		36. Changes (Explain in #42) Addition ☐ Altered ☒ Moved ☐		
9. U.T.M. Reference		25. Open to Public? Yes ☐ No ☒		37. Condition Interior <i>Intact</i> Exterior <i>Good</i>		
Zone Easting Northing		26. Local Contact Person or Organization		38. Preservation Underway? Yes ☐ No ☒		
10. Site ☐ Building ☒ Structure ☐ Object ☐		27. Other Surveys in Which Included <i>None</i>		39. Endangered? By What? Yes ☐ No ☒		
11. On National Register? Yes ☐ No ☒				40. Visible from Public Road? Yes ☐ No ☒		
12. Is It Eligible? Yes ☐ No ☒				41. Distance from and Frontage on Road		
13. Part of Estab. Hist. Dist.? Yes ☐ No ☒						
14. District Potent'l? Yes ☐ No ☒						
15. Name of Established District						
42. Further Description of Important Features (Continue on reverse if necessary)				5. Other Name(s) <i>Forgey-Gillette Hsc.</i>		
<i>This is a two story brick structure in the Italianate style. There is a one bay one story porch on front with original roof, though posts are new. The windows</i>						
43. History and Significance		<i>Forgey, an entrepreneur in the west, built structure.</i>				
44. Description of Environment and Outbuildings		<i>There is 19th century frame outbldg. of undetermined use and a new brick garage.</i>				
45. Sources of Information		<i>On site exam. Gertrude Gillette.</i>		46. Prepared by <i>C. Tim Jones</i>		
				47. Organization <i>OHS</i>		
				48. Date <i>6/80</i>		
				49. Revision Date(s)		

50. House Type No.

Code No.

Name

4 over 4

51. Historic Outbuildings and Dependencies

Barn Type(s)

Code No.

Type

Corn Crib or Shed ☐Silo ☐Summer Kitchen ☐Smoke House ☐

Spring House

or Ice House

Privy ☐Carriage House ☐

Other _____

52. Archaeological Site on Property?

Yes ☐No ☐

Basis for Information

Owner Collection ☐Above Ground Earthworks or Mound ☐Cultural Materials Noted ☐

OAI No.

53. Farmstead Plan



54. Photo

Roll No.

10

Picture No(s).

19, 20

42. (Cont'd)

are two over two double hung sash
with arched upper sash.

At rear is c. 1930 one story, one bay
enclosed porch.

The low pitch gable roof has carved wooden
cornice brackets.

There is one centrally located chimney

Interior - the structure has a high degree
of integrity. The original staircase, mantels
and trim remain.

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office

1985 Velma Avenue
Columbus, Ohio 43211
614/297-2470



OHIO
HISTORICAL
SOCIETY
SINCE 1885

1. No. LAW-284-11		2. County Lawrence		4. Present Name(s) Gillette Farmstead		☐ Coded CODED		1. No. LAW-284-11 2. County Lawrence 4.5. Present or Historic Name Forgey, Gillette House
3. Location of Negatives ASC, Inc. Roll No. _____ Picture No.(s) _____		5. Historic or Other Name(s) Forgey House						
6. Specific Address or Location SR 7				16. Thematic Association(s) Agriculture		28. No. of Stories 2		2. No. Lawrence 4.5. Present or Historic Name Forgey, Gillette House
6a. Lot, Section or VMD Number section 22				17. Date(s) or Period c.1850-1870		29. Basement? Yes ☒ No ☐		
7. City or Village Proctorville vicinity, Rome Twp.				18. Style or Design Italianate		30. Foundation Material brick		2. No. Lawrence 4.5. Present or Historic Name Forgey, Gillette House
8. Site Plan with North Arrow 				18a. Style of Addition or Element(s) Italianate		31. Wall Construction brick bearing		
9. U.T.M. Reference Quadrangle Name Barboursville, WV-OH				19. Architect or Engineer		32. Roof Type & Material gable asphalt shingle		2. No. Lawrence 4.5. Present or Historic Name Forgey, Gillette House
Zone 17 Easting 384990 Northing 4257620				19a. Design Sources		33. No. of Bays Front 3 Side 2		
10. Site ☐ Structure ☐ Building ☒ Object ☐				20. Contractor or Builder		34. Exterior Wall Material(s) brick, comma bond		2. No. Lawrence 4.5. Present or Historic Name Forgey, Gillette House
11. On National Register? Yes ☐ No ☒				21. Building Type or Plan Four over Four		35. Plan Shape rectangular		
12. N.R. Yes ☐ Potential? No ☐				22. Original Use, if apparent residence		36. Changes Addition ☒ Altered ☐ Moved ☐ (Explain in #42)		2. No. Lawrence 4.5. Present or Historic Name Forgey, Gillette House
13. Part of Estab. Yes ☐ Hist. Dist.? No ☒				23. Present Use residence		37. Window Type(s) ☐ 6 over 6 ☒ 2 over 2 ☐ 4 over 4 ☒ Other 3/1		
14. District Yes ☐ Potential? No ☐				24. Ownership Public ☐ Private ☒		38. Building Dimensions 15x10m		2. No. Lawrence 4.5. Present or Historic Name Forgey, Gillette House
15. Name of Established District (N.R. or Local)				25. Owner's Name & Address, if known Rosalie Bailes SR 7 Route 1 Box 595		39. Endangered? Yes ☐ No ☒ By What?		
42. Further Description of Important Interior and Exterior Features (Continue on reverse if necessary) House faces east, towards river and away from present road. It has an unusually low pitched gable roof with a wide frieze, cornice returns and carved brackets. The 2/2 windows are arched with arched brick lintels and sandstone sills. The west elevation has an added enclosed hip-roofed, brick porch with 3/1 windows and two entrances. Cellar door on north elevation. The river front facade has a symmetrical three bay facade and an added open porch with a flat roof supported by iron trellis columns. There are...				26. Property Acreage		40. Chimney Placement N & S interior ends		2. No. Lawrence 4.5. Present or Historic Name Forgey, Gillette House
43. History and Significance (Continue on reverse if necessary) This structure roughly corresponds to one indicated on the 1901 map and the 1887 atlas. In 1887 the property consisted of 160 acres and was owned by Madison Forgey. This house stands on Gillette family property. The Gillette family, originally from Pittsburgh, arrived here in 1809. The original holdings consisted of 275 acres.				27. Other Surveys in Which Included Lawrence Co., Oh OHS Summer Survey 1986		41. Distance from and Frontage on Road		
44. Description of Environment and Outbuildings (See #52) Large river front property off State Route 7 behind Fairway Elementary School. There is a line of mature shade trees which runs along the river front facade. For associated building please see LAW-595-11.				46. Prepared by ASC, Inc./KBC/AE		47. Organization ASC, Inc.		2. No. Lawrence 4.5. Present or Historic Name Forgey, Gillette House
45. Sources of Information Field observation. USGS 1901 Guyandot WV-OH 15' Quadrangle. 1887 Atlas. Cultural Resource Survey of Route 7, Coleman and Beamer, 1994. Summer Survey of Lawrence County and OH form. C. Tim Jones, 1986				48. Date Recorded in Field 1 September 1994		49. Revised by _____ 50a. Date Revised _____		
				50b. Reviewed by SCG		FEB 09 1995		6. Specific Address or Location SR 7



EAST & NORTH ELEVATIONS
 WEST & SOUTH ELEVATIONS

☒ Excellent
☐ Good/Fair
☐ Deteriorated

☐ Ruin
☐ Destroyed/Burned
Date _____

root cellar?
Barn Type(s)

transverse crib, three bay? barn

Corn Crib or Shed ☐ Smoke House ☐ Privy ☐
Summer Kitchen ☐ Spring House ☐ Garage ☐
Silo ☐ Ice House ☐
Designed landscape features ☐

Archaeological Feature:	Observed	Expected on Basis of Archival Research
-------------------------	----------	---

Well		
Privy		
Cistern		
Foundation		
Structural Rubble		
Formal Trash Dump		
Other _____		

...semicircular attic vents in the north and south elevations. There is a sandstone water table and a raised basement. There are only two visible basement windows (on east elevation); the rest have been boarded up.

(44 cont.) Associated Outbuildings:
Two-car brick garage with a gable roof.

Vertical wood plank clad shed with sandstone foundation. It has a gable roof and large gable overhang with a cellar door underneath on the east elevation. It also has one 6-pane window and exposed rafter tails. It is probably either a root cellar or a fruit cellar.

Across a small stream are two barns. The larger appears to be a low-pitched three-bay barn or transverse crib barn with a gable wall leanto. The smaller is a small transverse crib barn. Cattle in pasture limited access.

A black and white photograph showing a brick building with a large, dark window. In the foreground, there are trees and foliage, partially obscuring the building. The image is oriented horizontally on the page.

DETAIL: BRACKETS
EAST ELEVATION



NORTH ELEVATION

DETAIL: CORNICE
RETURN NORTH
ELEVATION

WEST. ELEVATION



FRUIT OR ROOT
CELL ARE

BARINS



CHARACTER



OHIO HISTORIC INVENTORY

1. No. <i>LAW-409-11</i>		4. Present Name(s)		1. No. <i>409-11</i>	2. County <i>Lawrence</i>																																								
2. County <i>Lawrence</i>		5. Other Name(s)																																											
3. Location of Negatives <i>OHS</i>		H. C. Brown House		4. Present Name(s)	5. Other Name(s)																																								
6. Specific Location <i>SR 7</i> Section 23		16. Thematic Category agriculture																																											
7. City or Town If Rural, Township & Vicinity <i>Athalia Rome TWP</i>		17. Date(s) or Period <i>c. 1850</i>		28. No. of Stories <i>2</i>																																									
8. Site Plan with North Arrow <i>Athalia</i>		18. Style or Design <i>No Academic</i>		29. Basement? Yes ☒ No ☐																																									
		19. Architect or Engineer		30. Foundation Material <i>Ashter sandstone</i>																																									
		20. Contractor or Builder		31. Wall Construction <i>Frame</i>																																									
		21. Original Use, if apparent <i>Residence</i>		32. Roof Type & Material <i>Cross gable; shd. seam tin</i>																																									
		22. Present Use <i>Residence</i>		33. No. of Bays Front <i>3</i> Side																																									
		23. Ownership Public ☐ Private ☒		34. Wall Treatment <i>Asbestos shingle</i>																																									
		24. Owner's Name & Address, if known <i>Ogleby Proctorville, Ohio</i>		35. Plan Shape "L"																																									
9. U.T.M. Reference <i>Barboursville quad</i>		25. Open to Public? Yes ☐ No ☒		36. Changes (Explain in #42) Addition ☐ Altered ☐ Moved ☐																																									
<table border="1"> <tr> <td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>0</td> <td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>0</td> </tr> <tr> <td colspan="10">Zone</td> <td colspan="5">Easting</td> <td colspan="5">Northing</td> </tr> </table>		1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	Zone										Easting					Northing					26. Local Contact Person or Organization		37. Condition Interior Exterior <i>Poor</i>	
1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0																										
Zone										Easting					Northing																														
10. Site Building ☒ Structure Object ☐		27. Other Surveys in Which Included <i>None</i>		38. Preservation Underway? Yes ☐ No ☒																																									
11. On National Register? Yes ☐ No ☒				39. Endangered? By What? Yes ☐ No ☒																																									
12. Is It Eligible? Yes ☐ No ☒				40. Visible from Public Road? Yes ☒ No ☐																																									
13. Part of Estab. Yes ☐ Hist. Dist.? No ☒				41. Distance from and Frontage on Road <i>40'</i>																																									
14. District Potent'l? Yes ☐ No ☒																																													
15. Name of Established District																																													
42. Further Description of Important Features (Continue on reverse if necessary) <i>This fairly plain bldg. has a central entrance with transom on the three bay symmetrical front facade. There is a one story one bay porch. The windows are two</i>																																													
43. History and Significance In 1887 this was part of a large farm owned by H. C. Brown.																																													
44. Description of Environment and Outbuildings <i>In rural setting with no historic outbldgs.</i>																																													
45. Sources of Information <i>On site exam. Atlas of Lawrence County, 1887.</i>																																													
46. Prepared by <i>C. Tim Jones</i>																																													
47. Organization <i>OHS</i>																																													
48. Date <i>7/86</i> 49. Revision Date(s) <i>SCG 7/87</i>																																													

2. County

4. Present Name(s)

5. Other Name(s)

H. C. BROWN HOUSE

50. House Type No.

Code No.

Name

Classical I-house

51. Historic Outbuildings and Dependencies

Barn Type(s)

Code No.

Type

Corn Crib or Shed ☐Silo ☐Summer Kitchen ☐Smoke House, ☐

Spring House

or Ice House

Privy ☐Carriage House ☐

Other _____

52. Archaeological Site on Property?

Yes ☐No ☐

Basis for Information

Owner Collection ☐Above Ground Earthworks or Mound ☐Cultural Materials Noted ☐

OAI No.

53. Farmstead Plan

54. Photo

Roll No.

15

Picture No(s).

19

42. (Cont'd)

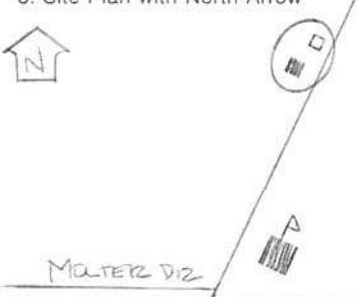
*over two.**There are interior end chimneys.*

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office

1985 Velma Avenue
Columbus, Ohio 43211
614/297-2470OHIO
HISTORICAL
SOCIETY

SINCE 1885

1. No. LAW-409-11	2. County Lawrence	4. Present Name(s) --- Farmstead	☐ Coded	
3. Location of Negatives ASC, Inc. Roll No. 23, 29 Picture No.(s) 2-1:36-32		5. Historic or Other Name(s) Walker, Ogleby, Brown House		
6. Specific Address or Location 2538 SR 7		16. Thematic Association(s) Agricultural		28. No. of Stories 2
6a. Lot, Section or VMD Number section 23		17. Date(s) or Period c.1860-1890	17b. Alteration Date(s)	29. Basement? Yes ☐ No ☒
7. City or Village If Rural, Township & Vicinity Proctorville vicinity, Rome Twp.		18. Style or Design ☐ High Style ☒ Elements vernacular	30. Foundation Material large stone blocks	
8. Site Plan with North Arrow 		18a. Style of Addition or Element(s) Italianate	31. Wall Construction wood frame	
9. U.T.M. Reference Quadrangle Name Barboursville, WV-OH Zone 17 Easting 384990 Northing 4258240		19. Architect or Engineer	32. Roof Type & Material gable/standing seam	
10. Site ☐ Structure ☐ Building ☒ Object ☐		19a. Design Sources	33. No. of Bays Front 3 Side	
11. On National Register? Yes ☐ No ☒		20. Contractor or Builder	34. Exterior Wall Material(s) weatherboard	
12. N.R. Yes ☐ No ☒ ** Potential? No ☒		21. Building Type or Plan Classic I-house	35. Plan Shape T	
13. Part of Estab. Yes ☐ No ☒		22. Original Use, if apparent residence	36. Changes (Explain in #42) Addition ☐ Altered ☐ Moved ☐	
14. District Yes ☐ No ☐ Potential? No ☐		23. Present Use vacant	37. Window Type(s) ☐ 6 over 6 ☒ 2 over 2 ☐ 4 over 4 ☐ Other	
15. Name of Established District (N.R. or Local)		24. Ownership Public ☐ Private ☒	38. Building Dimensions 9x7m	
		25. Owner's Name & Address, if known	39. Endangered? Yes ☒ No ☐ By What? neglect	
		26. Property Acreage	40. Chimney Placement flush interior gables	
		27. Other Surveys in Which Included Lawrence Co., OH OHS Summer Survey 1986	41. Distance from and Frontage on Road ~22m distance	
42. Further Description of Important Interior and Exterior Features (Continue on reverse if necessary) A plain farmhouse. Center door with two arched Italianate style panels and transom. Added lean-to porch. Frieze board in eaves and gables. Side windows of core are towards the rear. Rear off-center offshoot is probably original and has door with transom on north side, and ell porch. Ridge chimney on outshoot 2/3 from the front has been removed. Second door to outshoot next to porch room. Cellar door at back of core. Back door on outshoot. All doors have transoms.				
43. History and Significance (Continue on reverse if necessary) This structure roughly corresponds to one indicated on the 1901 map and the 1887 atlas. In 1887 the property consisted of 83.62 acres and was owned by H.C. Brown.				
44. Description of Environment and Outbuildings (See #52) Large overgrown lot on SR 7. At north edge of "Quaker Bottoms," the wide terrace along the Ohio River. (See reverse)				
45. Sources of Information Field observation. 1986 Summer Survey. USGS 1901 Guyandot WV-OH 15' Quadrangle. 1887 Atlas. Cultural Resource Survey of Route 7, Coleman and Beamer, 1994.				
46. Prepared by ASC, Inc./KBC/AE				
47. Organization ASC, Inc.				
48. Date Recorded in Field 31 August 1994				
49. Revised by 50a. Date Revised				
50b. Reviewed by SCG FEB 09 1995				

1. No.
LAW-409-112. County
Lawrence4.5. Present or Historic Name
Walker, Ogleby, Brown House6. Specific Address or Location
2538 SR 7

51. Condition of Property

- ☐ Excellent
☐ Good/Fair
☒ Deteriorated

- ☐ Ruin
☐ Destroyed/Burned

Date _____

52. Historic Outbuildings and Dependencies

Chicken coop, shed

Barn Type(s)

small transverse crib barn

Corn Crib or Shed ☒Summer Kitchen ☐Silo ☐Designed landscape features ☐Smoke House ☐Spring House ☐Ice House ☐Privy ☐Garage ☐

53. Affiliated OAI Site Number(s) _____ one _____ multiple

Archaeological Feature:

Observed

Expected on Basis of
Archival Research

Well

Privy

Cistern

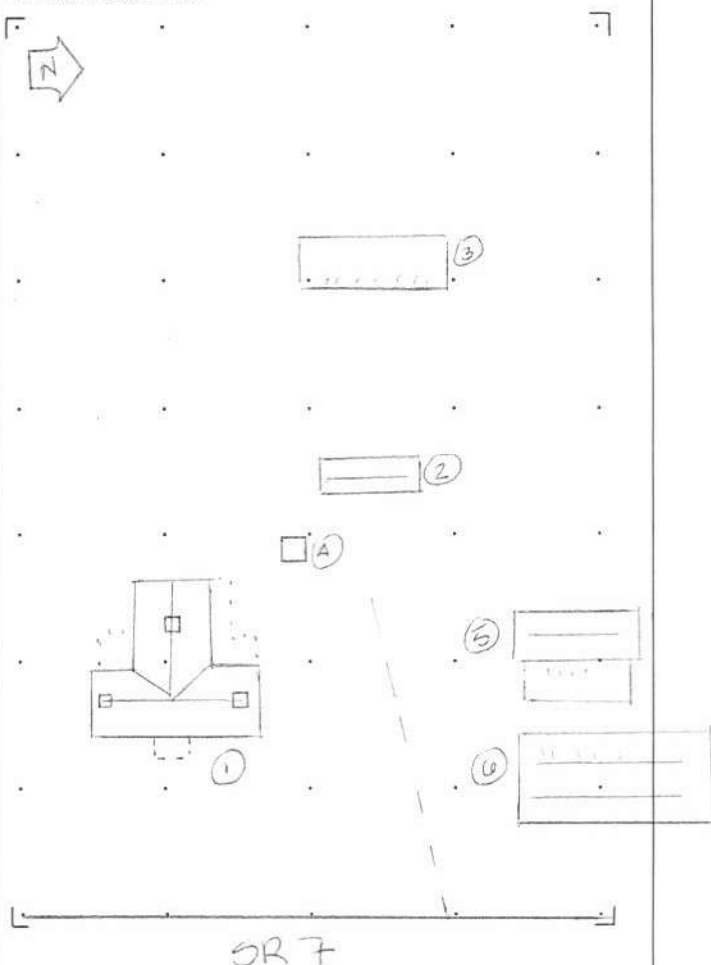
Foundation

Structural Rubble

Formal Trash Dump

Other _____

54. Farmstead Plan



42. (Cont'd)

(44 cont.) Associated outbuildings:

(2) Ballon-frame gabled shed at rear corner, being scavenged. On sandstone corner blocks. Weatherboard and vertical plank siding. Two crescent moons cut into south gable. (3) Shed-roofed chicken-coop (?) on slope behind shed. (4) Recent wood frame well shed. (5) Small wood frame corn crib (?) with wagon shed lean-to; both are collapsing. (6) Hewn post and beam barn, a small transverse crib type. Main door is on left side of south gable; swinging doors on iron hinges. Two bays inside, with one halved for animal pen. Lean-to addition to north gable and west side; both of hewn post and beam. Loft has semi-squared log joists. Sawn rafters. Standing seam roof. Wide board siding. Paired hay doors in gable.

43. (Cont'd)

INTERIOR TRANSVERSE
DOOR

FRONT DOOR



BARN + SHED



CHICKEN COOP?



BARN INTERIOR



SHED

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office

1985 Velma Avenue
Columbus, Ohio 43211
614/297-2470



OHIO
HISTORICAL
SOCIETY
SINCE 1885

1. No. LAW-595-11		2. County Lawrence		4. Present Name(s) Bailes Farmstead		☐ Coded	
3. Location of Negatives ASC, Inc.				5. Historic or Other Name(s) Forgey			
Roll No. 29-20				Picture No.(s) 29-20			
6. Specific Address or Location SR 7 Route 1 Box 595				16. Thematic Association(s) Agriculture		28. No. of Stories 2	
6a. Lot, Section or VMD Number section 22				17. Date(s) or Period c.1830-1840		29. Basement? partial Yes ☒ No ☐	
7. City or Village Proctorville vicinity, Rome Twp.				18. Style or Design vernacular		30. Foundation Material sandstone block	
8. Site Plan with North Arrow				18a. Style of Addition or Element(s)		31. Wall Construction wood frame	
				19. Architect or Engineer		32. Roof Type & Material gable/standing seam	
				19a. Design Sources		33. No. of Bays Front 3 Side 3	
				20. Contractor or Builder		34. Exterior Wall Material(s) aluminum siding	
9. U.T.M. Reference				21. Building Type or Plan Classic I-house		35. Plan Shape T	
Quadrangle Name Barboursville, WV-OH				22. Original Use, if apparent residence		36. Changes (Explain in #42) Addition ☒ Altered ☒ Moved ☐	
Zone 17 Easting 384860 Northing 4257560				23. Present Use residence		37. Window Type(s) ☒ 6 over 6 ☐ 2 over 2 ☐ 4 over 4 ☐ Other	
10. Site ☐ Structure ☐ Building ☒ Object ☐				24. Ownership Public ☐ Private ☒		38. Building Dimensions 11x12m	
11. On National Register? Yes ☐ No ☒				25. Owner's Name & Address, if known Rosalie Bailes same		39. Endangered? By What? Yes ☐ No ☒	
12. N.R. Potential? Yes ☐ No ☐				26. Property Acreage		40. Chimney Placement flush interior gables	
13. Part of Estab. Hist. Dist.? Yes ☐ No ☒				27. Other Surveys in Which Included		41. Distance from and Frontage on Road 28m distance	
14. District Potential? Yes ☐ No ☐				28. Other Surveys in Which Included		42. Further Description of Important Interior and Exterior Features (Continue on reverse if necessary) A farmhouse with several barns and most of farmland. House faces east, towards river and away from present road. Core is a 3-bay I-house with center door, with transom probably covered. Peculiar facade has wide space between end walls and windows. Side windows are towards the rear. Replacement front entry porch. Corbelled south chimney is original, the north is a replacement. Original 6/6 windows. Off-center rear offshoot with ridge chimney 2/3 from the front, with irregular bays. Two doors on north side,...	
15. Name of Established District (N.R. or Local)				43. History and Significance (Continue on reverse if necessary) This structure roughly corresponds to one indicated on the 1901 map and the 1887 atlas. In 1887 the property consisted of 160 acres and was owned by Madison Forgey. This land has been in the Gillette family since 1809, one of the few families in the area still on its family land. This family of German descent arrived here on a flat boat from Pittsburgh. The original farm...		44. Description of Environment and Outbuildings (See #52) Large and mostly intact farmstead on riverfront. For an associated adjacent farmstead, see LAW-284-11.	
45. Sources of Information Field observation. Resident owner Rosalie Bailes. USGS 1901 Guyandot WV-OH 15' Quadrangle. 1887 Atlas. Cultural Resource Survey of Route 7, Coleman and Beamer, 1994.				46. Prepared by ASC, Inc. /KBC/AE		47. Organization ASC, Inc.	
				48. Date Recorded in Field 1 September 1994		49. Revised by SCG 50a. Date Revised FEB 09 1995	
				50b. Reviewed by			

1. No. **LAW-595-11**

2. County **Lawrence**

4.5. Present or Historic Name
Bailes House

6. Specific Address or Location
SR 7 Box 595



EAST ELEVATION

WEST + NORTH ELEVATION

54. Farmstead Plan

- ☐ Ruin
☐ Destroyed/Burned
 Date_____

Tree-bay barn

53. Affiliated OAI Site Number(s) _____ one _____ multiple

Well	_____	_____
Privy	_____	_____
Cistern	_____	_____
Foundation	_____	_____
Structural Rubble	_____	_____
Formal Trash Dump	_____	_____
Other _____	_____	_____

...large replacement porch. Small leanto addition has paired 2/2 windows.
Cellar door on south side of outshoot.

(44 cont.) Associated Outbuildings are in a tight cluster around a small open area. (2) Pool. (3) Tractor shed of telephone poles, half open, attached to the wagon shed. (4) Wagon/storage shed has a saltbox form, is 3-bays across gable, post and beam construction, circular sawn rafters, narrow board siding, c1900-1940. (5) Hewn post and beam barn with lean-tos on both sides. Three bays with loft. Hay track in ridge. Later bracing added inside. Center door on side. (6) Wood-frame gable roof corn crib, 18x32 feet, with open face on east side with raspberry trellis. (7) Small gabled wood-frame storage shed, 6x8 feet. (8) Gable roofed wood-frame workshop, 16x12 feet, with a 6-pane window. (9) Gable roofed wood-framed garage, 8x16 feet.

43. (Cont'd)

...consisted of 275 acres. Mrs. Bailes' grandfather gave some land for the school in 1925--now Rome High School. Mrs. Bailes is the fifth generation to live here.



BARN: INTERIOR



CORN CRIB

WORKSHOP

GRATE

SHED + WAGON SHED



House

EAST & SOUTH ELEVATIONS



BARN: NORTH ELEVATION

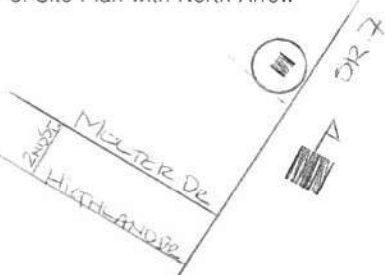
OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office

1985 Velma Avenue
Columbus, Ohio 43211
614/297-2470



OHIO
HISTORICAL
SOCIETY
SINCE 1885

1. No. IAW-596-11		2. County Lawrence		4. Present Name(s) Gillette House		☐ Coded		1. No. IAW-596-11 2. County Lawrence 4.5. Present or Historic Name Paul Gillette House
3. Location of Negatives ASC, Inc.				5. Historic or Other Name(s)				
Roll No. 129		Picture No.(s) 4-5						
6. Specific Address or Location SR 7 Route 1 Box 540				16. Thematic Association(s)		28. No. of Stories 1		2. County Lawrence 4.5. Present or Historic Name Paul Gillette House
6a. Lot, Section or VMD Number section 23				17. Date(s) or Period 1925		29. Basement? Yes ☒ No ☐		
7. City or Village Proctorville vicinity, Rome Twp.				18. Style or Design bungalow		30. Foundation Material poured concrete		4.5. Present or Historic Name Paul Gillette House
8. Site Plan with North Arrow 				17b. Alteration Date(s)		31. Wall Construction wood frame		
9. U.T.M. Reference Quadrangle Name Barboursville, WV-OH				19. Architect or Engineer		32. Roof Type & Material front gable/asph shng		4.5. Present or Historic Name Paul Gillette House
Zone 17 Easting 384850 Northing 4257890				19a. Design Sources		33. No. of Bays Front 2 Side		
10. Site ☐ Structure ☐ Building ☒ Object ☐				20. Contractor or Builder		34. Exterior Wall Material(s) weatherboard		4.5. Present or Historic Name Paul Gillette House
11. On National Register? Yes ☐ No ☒				21. Building Type or Plan Front Gable Bungalow		35. Plan Shape rectangular		
12. N.R. Yes ☐ Potential? No ☐				22. Original Use, if apparent residence		36. Changes Addition ☐ Altered ☐ Moved ☐ (Explain in #42)		4.5. Present or Historic Name Paul Gillette House
13. Part of Estab. Yes ☐ Hist. Dist.? No ☒				23. Present Use residence		37. Window Type(s) ☐ 6 over 6 ☐ 2 over 2 ☐ 4 over 4 ☒ Other 5/1, 4/1		
14. District Yes ☐ Potential? No ☐				24. Ownership Public ☐ Private ☒		38. Building Dimensions 7x13m		4.5. Present or Historic Name Paul Gillette House
15. Name of Established District (N.R. or Local)				25. Owner's Name & Address, if known Paul Gillette		39. Endangered? Yes ☐ No ☒ By What?		
42. Further Description of Important Interior and Exterior Features (Continue on reverse if necessary) Front door is off-center. Gabled three-bay porch has concrete footers, wooden Doric columns, notched front decorated rafters, frieze at peak, raking frieze board. House has same treatment, and corner boards with capitals and 1/4 round corner trim. Paired window, rear enclosed porch with small triple window, lean-to addition. Large chimney is mid-slope at back of front room.				26. Property Acreage		40. Chimney Placement center ridge, mid-slope		4.5. Present or Historic Name Paul Gillette House
43. History and Significance (Continue on reverse if necessary) This structure is not indicated on any early maps.				27. Other Surveys in Which Included		41. Distance from and Frontage on Road 10m distance		
44. Description of Environment and Outbuildings (See #52) Small ravine on both sides, cultivated fields behind. To the NW is a new ranch house belonging to Mr. Gillette's son. New workshop behind ranch.				46. Prepared by ASC, Inc./KBC/AE		47. Organization ASC, Inc.		4.5. Present or Historic Name Paul Gillette House
45. Sources of Information Field observation. Paul Gillette. Cultural Resource Survey of Route 7, Coleman and Beamer, 1994.				48. Date Recorded in Field 31 August 1994		49. Revised by 50a. Date Revised		
				50b. Reviewed by FEB 09 1995				4.5. Present or Historic Name Paul Gillette House
				51. Reviewed by SCG				



EAST ELEVATION

WEST & NORTH ELEVATION

6. Specific Address or Location
SR 7 Route 1 Box 590

51. Condition of Property

- ☐ Excellent
- ☒ Good/Fair
- ☐ Deteriorated
- ☐ Ruin
- ☐ Destroyed/Burned
- Date_____

52. Historic Outbuildings and Dependencies

Barn Type(s)

- Corn Crib or Shed ☐

Smoke House ☐

Privy ☐

Summer Kitchen ☐

Spring House ☐

Garage ☐

Silo ☐

Ice House ☐

Designed landscape features ☐

53. Affiliated OAI Site Number(s)_____ one_____ multiple

Archaeological Feature:	Observed	Expected on Basis of Archival Research
Well	_____	_____
Privy	_____	_____
Cistern	_____	_____
Foundation	_____	_____
Structural Rubble	_____	_____
Formal Trash Dump	_____	_____
Other _____	_____	_____

54. Farmstead Plan

[	.	.	.	.	]
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[	.	.	.	.	]

42. (Cont'd)

43. (Cont'd)

Appendix I | [Environmental Information](#) | [Environmental Data](#)

West Virginia State Historic Preservation Office

WV SHPO Map



December 30, 2024

1:9,028

0 0.05 0.1 0.2 mi

 Cemeteries - Area

 Cemeteries - Point

National Register - Area **National Register - Point**

Condition

 Demolished

 Active

Condition

 Demolished

 Active

Architecture Sites - Area **Architecture Sites - Point**

Condition

 Demolished

 Active

Condition

 Demolished

 Active

Notes:

WVGISTC, WVSHPO

CB-0570

46 15

HISTORIC PROPERTIES INVENTORY FORM

HISTORIC PRESERVATION UNIT
DEPARTMENT OF CULTURE & HISTORY
THE CULTURAL CENTER
CHARLESTON, WEST VIRGINIA 25305

RATING: Chd 3/12/91

CONTEXT: _____

(Staff Use Only)

File No:	
Thematic:	
Neg Neg:	
USCS Quad:	
UTM Ref:	

DISTRICT...SITE...BUILDING...STRUCTURE...OBJECT

1. NAME(S), historic/common: Carlton Ash House

2. LOCATION, street/road: 6415 Douthat Lane

Cox Landing
city/town: Lesage, WV
(incorporated/unincorporated)

3. USE/FUNCTION, present: Residence

(public/private)
restricted)

original: Same

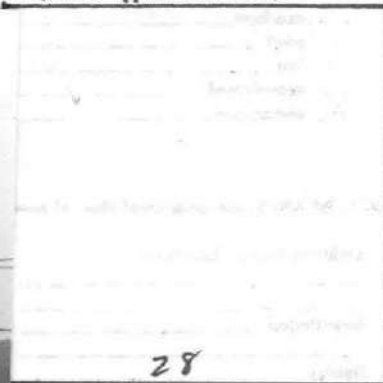
4. OWNER/ADDRESS, present: Carlton Ash

(public/private)

original: n/a

5. PHOTO/SKETCH OF:

7. PLAN (include approx. dimensions):



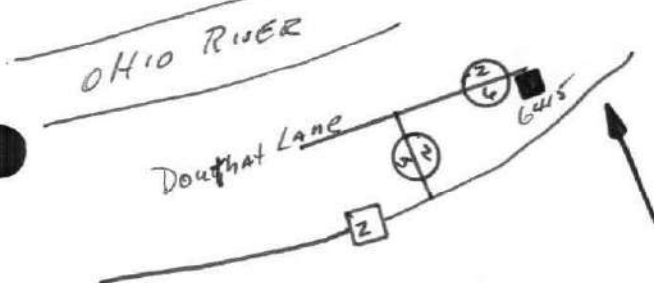
28'

28'

GM

6. LOCALE/ENVIRONMENT(map):

8. ACREAGE (approx): 1/5 ac.



Survey Region: _____
Planning District: _____

COUNTY: Cabell

9. DESCRIPTION (clarify as appropriate):

a. Exterior Fabric

stone _____
brick _____
concrete _____
stucco _____
weatherboard _____
clapboard _____
board & batten _____
shingle _____
other _____

b. Structural System

masonry _____
frame _____
log _____
metal _____
other _____
foundation block and continuous slab

c. Roofing Material

wood _____
metal tin
slate _____
tile _____
asphalt _____
composition _____
other _____

d. Associated Structures (use/type):

outbuildings One storage shed
dependencies _____
other _____

e. Integrity (include dates):

original site/relocated original
alterations none
additions none

f. Conditions:

excellent X
good _____
fair _____
deteriorated _____
abandoned _____

g. Threats: None

10. SIGNIFICANCE (use additional sheet if necessary):

a. Architect/Builder/Engineer:

n/a

b. Style/Period: Eclectic

Prairie Four-Square

c. Date(s): @1920

Pyramidal roof, simple rectangular plan, off center entrance, full-width front porch are common characteristics of this dwelling.

11. BIBLIOGRAPHY:

Bowen Realty Co., Huntington, WV
See also narration bibliography

12. FORM PREPARED BY

Howard G. Adkins/Mack H. Gillenwater

DATE

9/89

a. Address

Marshall University/Huntington, WV

b. Organization

Geography Department, Marshall University

WV SHPO Map



December 30, 2024

1:9,028

0 0.05 0.1 0.2 mi

Notes:

 Cemeteries - Area

 Cemeteries - Point

National Register - Area **National Register - Point**

Condition

 Demolished

 Active

Architecture Sites - Area **Architecture Sites - Point**

Condition

 Demolished

 Active

Condition

 Demolished

 Active

Condition

 Demolished

 Active

WVGISTC, WVSHPO

West Virginia Cemetery Inventory Form

NR rating: _____

(Revised 26 September 2014)

-
1. Trinomial Number (OFFICE USE ONLY): 46CB243
2. Cemetery Name, Historic: Kyle Cemetery Name, Common: _____
3. County: Cabell 4. 7.5' Quadrangle Name: Barboursville
5. UTM Zone: 17 NAD: 83
Easting: 0386212 Northing: 4257902
6. Location: Cemetery is split in half by Kylemore Road approximately 1,000 feet from S.R. 2.
7. Ownership: Public: Municipal _____ County X State _____ Federal _____
Private: Family X Church _____
Denomination _____
Fraternal _____ Other _____
8. Burial Population: Ca. 120
9. Predominant Surnames: Kyle, Wintz, Hensley, Morrison
10. Mass Grave: Yes _____ No x Explain: _____
11. Public Accessibility: Unrestricted x
Restricted _____
For permission to visit, contact _____
12. Access into cemetery: By foot _____ By car x
13. Terrain: Cemetery is situated on a high flat rise
14. Bounded by: Fence x Wall _____ Hedge _____ Other Some portions fenced but not all.
15. Condition: Well-maintained _____ Poorly maintained X Overgrown, easily identifiable _____
Overgrown, unidentifiable _____ Unidentifiable, but known to exist through tradition or other means (identify source) _____
16. Disturbances: Some toppled stones and broken stones are prevalent within the portion on the north side of the road. Also, most of the original cast iron fencing has been removed or has fallen over the hill. Grave slumping is common as well.

West Virginia Cemetery Inventory Form

NR rating: _____

17. Cemetery Size and Orientation (please give dimensions in feet, and indicate compass direction for long and short axis): __400 feet (north-south) by 200 feet_____

West Virginia Cemetery Inventory Form

NR rating: _____

Trinomial Number: _____ Cemetery Name: _____

18. Historical Background (use continuation sheet if necessary): _Background information/deed research will be incorporated on revised form when report is submitted. _____

19. Gravestones (Please list the number of gravestones that fit in the categories below. If this is guess or an approximation, put "circa" before the number. Include photographs and/or sketches of representative decorative carvings.):

Number of headstones __Ca. 90__ Number of burials __Ca. 120__ Footstones? Yes __x__ No _____

Number of gravestones with burial dates from the 18th century __0__ 19th century __Ca. 11__

20th century __Ca. 57__ 21th century __20__

Please list the earliest headstone date __1852__ Most recent date __2017__

Number of gravestones of each material: Slate __0__ Marble __1__ Granite __42__
Sandstone __5__ Fieldstone __0__
Other _____ Limestone= __21__

Number of gravestones that are: Readable __Ca. 67__ Eroded __11__ Badly Tilted __11__
Cracked/Broken __6__ Broken but standing __3__ Broken, no longer
standing __9__

Location of stones no longer standing __on ground throughout cemetery__

Restoration efforts, if any:

20. Attachments: 1) a copy of the topographic quadrangle map indicating the cemetery's location, 2) general photograph(s) of the cemetery showing its setting and/or location, and 3) a list or copies of any reference information about the cemetery (books, personal communication, etc.).

21. Recorder: _James Vosvick_____ Date: __August 18, 2018_____

Address: Weller & Associates _____ Telephone Number: _304-281-0445_____
_P.O. Box 6005_____
_Wheeling, WV 26003_____

Please return form to:

WV State Historic Preservation Office
The Cultural Center
1900 Kanawha Boulevard, East
Charleston, West Virginia 25305-0300

WV SHPO Map



December 30, 2024

1:9,028

0 0.05 0.1 0.2 mi

 Cemeteries - Area  Cemeteries - Point

National Register - Area **National Register - Point**

Condition

 Demolished

 Active

Architecture Sites - Area **Architecture Sites - Point**

Condition

 Demolished

 Active

Condition

 Demolished

 Active

Condition

 Demolished

 Active

Notes:

Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Cabell County Route 19 approximately 0.09 mile south of the junction with West Virginia Route 2.	Common/Historic Name/Both ☐ ☐ ☒ Little Seven Mile Bridge	Field Survey # 1	Site # (SHPO Only) CB-1793
Town or Community near Cox Landing, WV	County Cabell	Negative No.	NR Listed Date
Architect/Builder Unknown	Date of Construction est. 1930	Style (SHPO Only)	
Exterior Siding / Materials Construction material: concrete	Roofing Material Deck material: Asphalt over concrete	Foundation Abutments: Full height concrete	
Property Use or Function Transportation	UTM Zone 17 NAD 1927 Easting 386,408 Northing 4,257,403		
Survey Organization & Date WVDOH December 12, 2004	Quadrangle Name Barboursville USGS 7.5' Quadrangle		
	Part of What Survey / FR# Little Seven Mile Bridge Replacement State Project #S206-19-3.62 Federal Project #BR-0019(236)E		



Site No.

Name: Little Seven Mile Bridge
 Survey #: 1
 Survey / FR#: Little Seven Mile Bridge Replacement State Project #S206-19-3.62
 Federal Project #BR-0019(236)E

Present Owners WVDOT	Owners Mailing Address Unknown /// Capitol Complex, Charleston, WV									
Describe Setting -1 Acres ☐ Archaeological Artifacts Present The bridge is located in an urban setting over Little Seven Mile Creek. It is situated on Cabell County Route 19 approximately 0.09 mile south of the junction with West Virginia Route 2.										
Description of Buildings or Site (Original and Present) The latest Bridge Inspection Report, dated April 20, 2004, lists the structure in overall poor condition. The most serious deficiencies include separation between the abutment wingwall and brestwall, spalling, cracking, erosion, damage to the approach railings, and overall poor alignment.	Stories	Front Bays								
Alterations ☐ Yes ☒ No If yes, describe N/A										
Additions ☐ Yes ☒ No If yes, describe N/A										
Describe All Outbuildings N/A										
Statement of Significance: See Continuation Sheet										
Bibliographical References WVDOH Staff. 1995. Survey of Historic Bridges. MS at WVDOH WVDOH Structures Division. 1990. Inventory Inspection. W.V. Bridge Data. MS at WVDOH. WVDOH Structures Division. 2004. Bridge Inspection. WV. Bridge Data.										
<table border="0" style="width: 100%;"> <tr> <td style="width: 60%;">Form Prepared By:</td> <td style="width: 40%;">Date: December 9, 2004</td> </tr> <tr> <td colspan="2">Name/Organization: Susan B. Stafford</td> </tr> <tr> <td colspan="2">Address: WV Division of Highways Capitol Complex Building 5, Rm. 463 Charleston, WV 25305</td> </tr> <tr> <td colspan="2">Phone #: 558-2885</td> </tr> </table>			Form Prepared By:	Date: December 9, 2004	Name/Organization: Susan B. Stafford		Address: WV Division of Highways Capitol Complex Building 5, Rm. 463 Charleston, WV 25305		Phone #: 558-2885	
Form Prepared By:	Date: December 9, 2004									
Name/Organization: Susan B. Stafford										
Address: WV Division of Highways Capitol Complex Building 5, Rm. 463 Charleston, WV 25305										
Phone #: 558-2885										

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Little Seven Mile Bridge
Survey Number: 1
Project / FR#: Little Seven Mile Bridge Replacement State Project #S206-19-3.62
Federal Project #BR-0019(236)E

Statement of Significance

Little Seven Mile Bridge is a common type bridge that has not made significant contributions to the broad patterns of our history. It is therefore ineligible for the National Register of Historic Places under Criterion A.

The bridge is not known to be associated with the lives of significant persons, making it ineligible under Criterion B.

Little Seven Mile Bridge does not embody the distinctive characteristics of a type, period, method of construction, or represent the work of a master, as outlined in Criterion C.

Criterion D is also not met by this structure. It is unlikely to yield information important in history as laid out in Criterion D.

Appendix I | Environmental Information | Environmental Data

Environmental Data Resources, Inc

1012016

Ohio SR 7/S Jewell Rd
Proctorville, OH 45669

Inquiry Number: 7871849.2s
January 28, 2025

EDR Summary Radius Map Report



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E1527 - 21), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E2247 - 16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E1528 - 22) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

OHIO SR 7/S JEWELL RD
PROCTORVILLE, OH 45669

COORDINATES

Latitude (North):	38.4656410 - 38° 27' 56.30"
Longitude (West):	82.3187020 - 82° 19' 7.32"
Universal Transverse Mercator:	Zone 17
UTM X (Meters):	384952.2
UTM Y (Meters):	4258098.0
Elevation:	557 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property:	TP
Source:	U.S. Geological Survey

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20200715
Source:	USDA

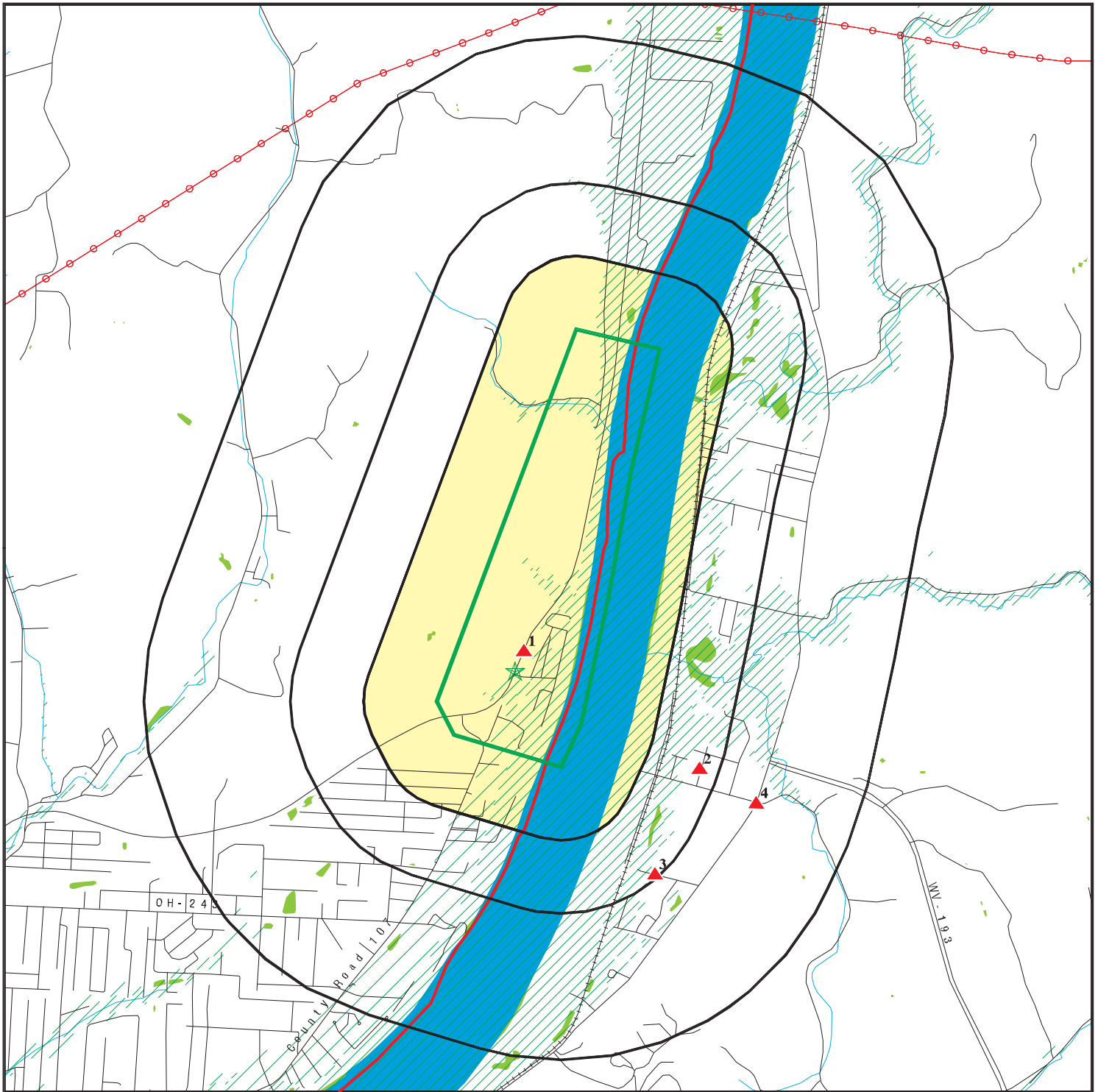
MAPPED SITES SUMMARY

Target Property Address:
OHIO SR 7/S JEWELL RD
PROCTORVILLE, OH 45669

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
1	LAWRENCE COUNTY	STATE RT 7	ICIS, FINDS, ECHO	Higher	1 ft.
2	BARBOURSVILLE BLOCK	140 KYLE LN	WV LUST, WV UST	Higher	2276, 0.431, ESE
3	ALLIED WASTE SERVICE	50 INDUSTRIAL LANE	WV LUST, WV UST	Higher	2557, 0.484, SE
4	TRANSFAB, INC.	KYLE LANE AND ROUTE	WV SHWS	Higher	3461, 0.655, ESE

OVERVIEW MAP - 7871849.2S



 Target Property

 Sites at elevations higher than or equal to the target property

 Sites at elevations lower than the target property

 Manufactured Gas Plants

 National Priority List Sites

 Dept. Defense Sites

 Indian Reservations BIA

 County Boundary

 Power transmission lines

 Special Flood Hazard Area (1%)

 0.2% Annual Chance Flood Hazard

 National Wetland Inventory



This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 1012016
ADDRESS: Ohio SR 7/S Jewell Rd
Proctorville OH 45669
LAT/LONG: 38.465641 / 82.318702

CLIENT: Clune Consulting Services, LLC
CONTACT: Samuel Stachler
INQUIRY #: 7871849.2s
DATE: January 28, 2025 12:28 pm

DETAIL MAP - 7871849.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

County Boundary

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 1012016
ADDRESS: Ohio SR 7/S Jewell Rd
Proctorville OH 45669
LAT/LONG: 38.465641 / 82.318702

CLIENT: Clune Consulting Services, LLC
CONTACT: Samuel Stachler
INQUIRY #: 7871849.2s
DATE: January 28, 2025 12:28 pm

1012016

Cox Landing Rd/Ohio River Rd
Lesage, WV 25537

Inquiry Number: 7871842.2s
January 28, 2025

EDR Summary Radius Map Report



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E1527 - 21), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E2247 - 16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E1528 - 22) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

COX LANDING RD/OHIO RIVER RD
LESAGE, WV 25537

COORDINATES

Latitude (North):	38.4731510 - 38° 28' 23.34"
Longitude (West):	82.3004680 - 82° 18' 1.68"
Universal Transverse Mercator:	Zone 17
UTM X (Meters):	386554.8
UTM Y (Meters):	4258908.5
Elevation:	588 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property:	TP
Source:	U.S. Geological Survey
Target Property:	N
Source:	U.S. Geological Survey

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20190915, 20200715
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
COX LANDING RD/OHIO RIVER RD
LESAGE, WV 25537

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.)
A1	COX'S LANDING JR. HI	PO BOX 115 RT 2	FINDS, ECHO	Lower	1 ft.
B2	CAROLYN SUE KING	6309 CASE DR.	WV NPDES	Lower	1 ft.
C3	CABELL COUNTY BUS GA	CR2/5	WV NPDES	Lower	1 ft.
4	MC CLURE JAMES E	6360 OHIO RIVER RD	EDR Hist Auto	Lower	1 ft.
B5		RT 2 BOX 61	WV NPDES	Lower	1 ft.
A6	CABELL BOE BUS GARAG	6363 COX LANE	WV NPDES	Lower	1 ft.
D7	COX LANDING MOBILE H	6578 COX LANDING LAN	FINDS, ECHO	Lower	1 ft.
A8	COX'S LANDING JR. HI		WV NPDES	Lower	1 ft.
B9	CAROLYN SUE KING	6309 CASE DR.	FINDS, ECHO	Lower	1 ft.
C10	CABELL COUNTY BUS GA	CR2/5	FINDS, ECHO	Lower	1 ft.
B11		6316 CASE DR	WV NPDES	Lower	1 ft.
12			WV NPDES	Lower	1 ft.
E13		5385 DOUTHAT LANE	WV NPDES	Lower	1 ft.
14		8925 HOMESTEAD RD	WV NPDES	Lower	1 ft.
E15		6456 DOUTHAT LN	WV NPDES	Lower	1 ft.
E16		6460 DOUTHAT LN	WV NPDES	Lower	1 ft.
F17		6375 OHIO RIVER RD	WV NPDES	Higher	1 ft.
18		6359 HOBBS DR	WV NPDES	Lower	1 ft.
F19	TOM JACKSON		WV NPDES	Higher	1 ft.
20		6396 OHIO RIVER RD	WV NPDES	Higher	1 ft.
21			WV NPDES	Lower	1 ft.
22		6335 OHIO RIVER RD	WV NPDES	Higher	1 ft.
23	MARK TOLLIVER		WV NPDES	Lower	1 ft.
G24	SOUTHWEST COMMUNITY	6358 COX LANE	WV NPDES	Lower	1 ft.
G25	SOUTHWEST COMMUNITY	6358 COX LANE	FINDS, ECHO	Lower	1 ft.
G26	COX LANDING ELEMENTA	6358 COX LANE	FINDS, ECHO	Lower	1 ft.
H27	SCOTT COYNER	5990 HAGLEY DR	WV NPDES	Lower	1 ft.
H28		5981 OPAL RD	WV NPDES	Lower	1 ft.
H29	DARRELL CHAPMAN	5860 OPAL ROAD	FINDS, ECHO	Lower	1 ft.
30	IUOE LOCAL 132 PENSI	6221 BIG SEVEN MILE	UST FINDER	Lower	1 ft.
31			WV NPDES	Lower	1 ft.
G32	COX LANDING ELEMENTA	6358 COX LANE	WV NPDES	Lower	1 ft.
C33	CABELL COUNTY SCHOOL	6370 COX LANE	ECHO	Lower	1 ft.
C34	CABELL COUNTY SCHOOL	6370 COX LANE	FINDS	Lower	1 ft.
C35	CABELL COUNTY BOE TR	6370 COX LANDING RD	WV ASBESTOS	Lower	1 ft.
D36	COX LANDING MOBILE H	6578 COX LANDING LAN	WV NPDES	Lower	1 ft.
A37	COX'S LANDING JR. HI	UNKNOWN	FINDS, ECHO	Lower	1 ft.
38		6346 COX LANDING	WV NPDES	Lower	1 ft.
39			WV NPDES	Lower	1 ft.

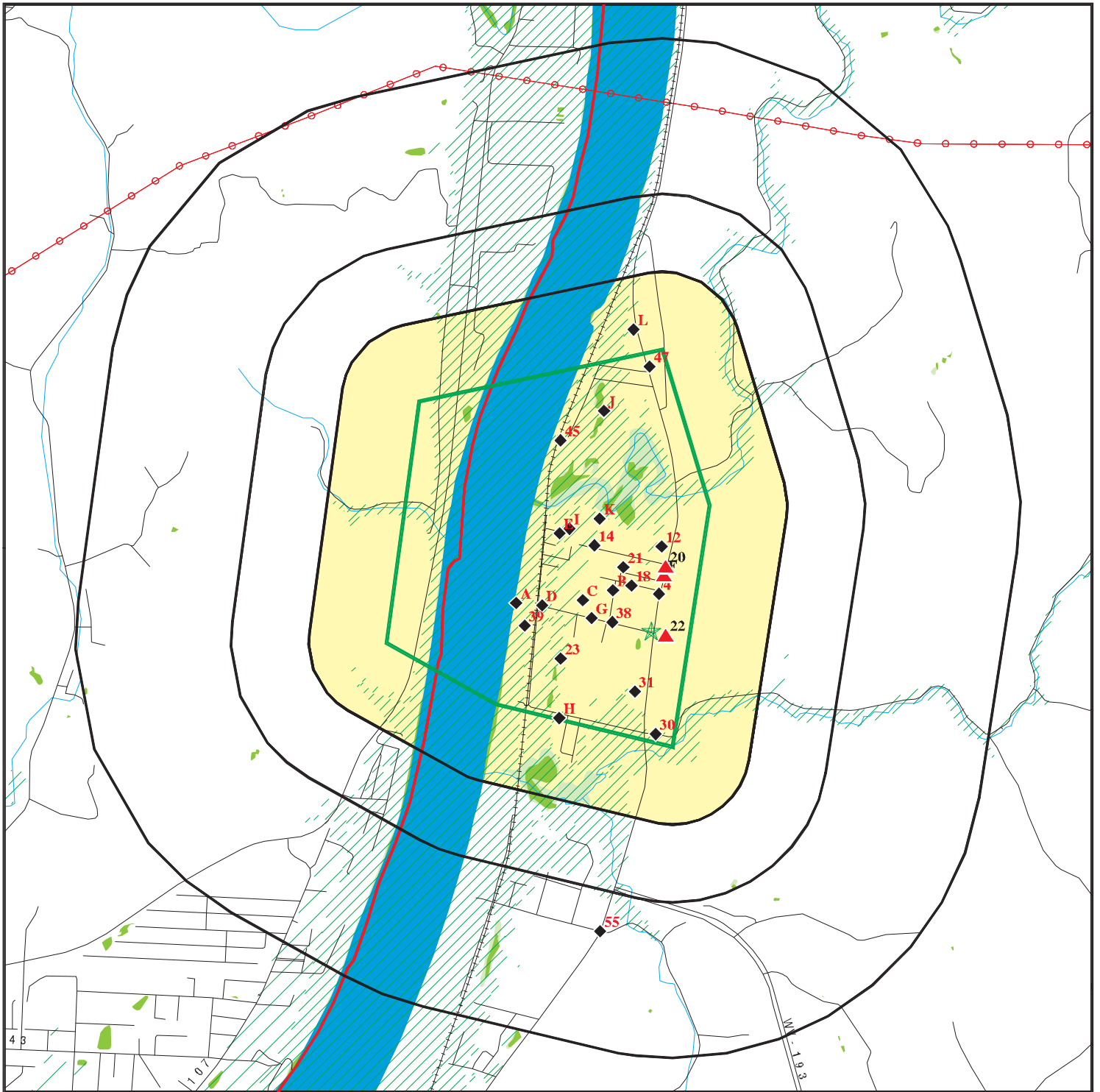
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COX LANDING RD/OHIO RIVER RD
LESAGE, WV 25537

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.)
G40	CABELL COUNTY TRANSP	6363 COX'S LANDING R	WV AST	Lower	1 ft.
C41	CABELL BOE BUS GARAG	6363 COX LANE	FINDS, ECHO	Lower	1 ft.
G42	COX LANDING ELEMENTA	6358 COX LANE	FINDS	Lower	1 ft.
I43		RT 2 BOX 96	WV NPDES	Lower	1 ft.
J44	GRAHAM MEADOWS SERVI	RIVIERA DRIVE	FINDS	Lower	1 ft.
45			WV NPDES	Lower	1 ft.
J46	GRAHAM MEADOWS SERVI	RIVIERA DRIVE	ECHO	Lower	1 ft.
47	EDD R. STANLEY	6554 OHIO RIVER RD	WV NPDES	Lower	1 ft.
J48	GRAHAM MEADOWS SUBDI	PO BOX 92	WV NPDES	Lower	1 ft.
K49			WV NPDES	Lower	1 ft.
I50		6412 DOUTHAT LN	WV NPDES	Lower	1 ft.
I51		6413 DOUTHAT LN	WV NPDES	Lower	1 ft.
K52			WV NPDES	Lower	1 ft.
L53	DOLLAR GENERAL STORE	6594 OHIO RIVER RD	RCRA-VSQG	Lower	240, 0.045, North
L54	ADAMS TRUCKING & SUP	6600 OHIO RIVER ROAD	RCRA-VSQG	Lower	431, 0.082, North
55	TRANSFAB, INC.	KYLE LANE AND ROUTE	WV SHWS	Lower	3331, 0.631, South

OVERVIEW MAP - 7871842.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

County Boundary

Power transmission lines

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory

State Wetlands

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 1012016
ADDRESS: Cox Landing Rd/Ohio River Rd
Lesage WV 25537
LAT/LONG: 38.473151 / 82.300468

CLIENT: Clune Consulting Services, LLC
CONTACT: Samuel Stachler
INQUIRY #: 7871842.2s
DATE: January 28, 2025 11:52 am

DETAIL MAP - 7871842.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites

- Indian Reservations BIA
- County Boundary
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands

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SITE NAME: 1012016
 ADDRESS: Cox Landing Rd/Ohio River Rd
 Lesage WV 25537
 LAT/LONG: 38.473151 / 82.300468

CLIENT: Clune Consulting Services, LLC
 CONTACT: Samuel Stachler
 INQUIRY #: 7871842.2s
 DATE: January 28, 2025 11:58 am

1012016

Cox Landing Rd/Hagley Drive
Lesage, WV 25537

Inquiry Number: 7871816.2s
January 28, 2025

EDR Summary Radius Map Report



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E1527 - 21), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E2247 - 16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E1528 - 22) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

COX LANDING RD/HAGLEY DRIVE
LESAGE, WV 25537

COORDINATES

Latitude (North):	38.4698560 - 38° 28' 11.48"
Longitude (West):	82.3079620 - 82° 18' 28.66"
Universal Transverse Mercator:	Zone 17
UTM X (Meters):	385895.8
UTM Y (Meters):	4258552.0
Elevation:	558 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property:	TP
Source:	U.S. Geological Survey

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20200715
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
COX LANDING RD/HAGLEY DRIVE
LESAGE, WV 25537

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.)
A1	SMC ELECTRICAL PRODU	6072 OHIO RIVER RD	RCRA NonGen / NLR	Higher	1 ft.
A2	SMC ELECTRICAL PRODU	6072 OHIO RIVER RD.	FINDS, ECHO	Higher	1 ft.
A3	SMC ELECTRICAL PRODU	6072 OHIO RIVER RD.	WV NPDES	Higher	1 ft.
B4			WV NPDES	Higher	1 ft.
C5	JUNE WILLIAMSON		WV NPDES	Higher	1 ft.
D6		PO BOX 81	WV NPDES	Lower	1 ft.
C7	ECONOTRAC INC	6063 OHIO RIVER RD	EDR Hist Auto	Higher	1 ft.
C8	SUPERAMERICA 7302	6063 OHIO RIVER RD	FINDS	Higher	1 ft.
C9	STATION #3902	6063 OHIO RIVER RD	WV RGA LUST	Higher	1 ft.
C10	STATION #3902	6063 OHIO RIVER RD	WV LUST, WV UST, WV INST CONTROL, WV VCP	Higher	1 ft.
C11	SUPERAMERICA 7302	6063 OHIO RIVER RD	RCRA NonGen / NLR	Higher	1 ft.
B12		6024 A KYLE LN	WV NPDES	Higher	1 ft.
E13	JESSE ADKINS	6028 KYLE LANE	WV NPDES	Higher	1 ft.
D14		PO BOX 81	WV NPDES	Lower	1 ft.
E15	ECO-FIRST INC	6100 KYLE LANE	RCRA NonGen / NLR	Higher	1 ft.
E16	ECO-FIRST INC	6100 KYLE LANE	FINDS	Higher	1 ft.
E17	ECO-FIRST INC	6100 KYLE LANE	ECHO	Higher	1 ft.
C18		6144 LITTLE SEVEN MI	WV NPDES	Lower	1 ft.
B19		6030 KYLEMORE RD	WV NPDES	Higher	1 ft.
A20	RICH OIL CO	6052 OHIO RIVER RD	EDR Hist Auto	Higher	1 ft.
F21	ECO-FIRST INC		PFAS ECHO	Lower	1 ft.
F22	PHASE II MANUFACTURI	UNKNOWN	FINDS, ECHO	Lower	1 ft.
F23	PHASE II MANUFACTURI	WV RT 2	WV NPDES	Lower	1 ft.
G24		6086 KYLE LN	WV NPDES	Lower	1 ft.
H25	SERVICE MACHINE CO		WV NPDES	Lower	1 ft.
G26		6076 D KYLE LN	WV NPDES	Lower	1 ft.
F27		6080 KYLE LN	WV NPDES	Lower	1 ft.
28	BARBOURSVILLE BLOCK	140 KYLE LN	WV LUST, WV UST	Higher	1 ft.
H29	UNKNOWN	POST OFFICE BOX 8177	FINDS, ECHO	Lower	1 ft.
H30	CLARK'S PUMP - N - S	6067 OHIO RIVER RD.	WV UST, WV Financial Assurance	Higher	1 ft.
H31	CLARKS PUMP N SHOP #	6067 OHIO RIV RD,	UST FINDER	Higher	1 ft.
H32	ROLLYSON CATERING	6067 OHIO RIV RD,	UST FINDER	Higher	1 ft.
H33	SERVICE MACHINE CO	MINING EQUIPMENT DIV	FINDS, ECHO	Lower	1 ft.
H34	STILTNER FOOD MARTS	6067 OHIO RIVER RD	EDR Hist Auto	Higher	1 ft.
D35	BLACK ROCK CONTRACTI	6700 KYLE LN	WV UST	Lower	1 ft.
D36	ESSROC READY MIX - H	6700 KYLE LANE	WV NPDES	Lower	1 ft.
D37	ESSROC READY MIX - H	6700 KYLE LANE	WV AST	Lower	1 ft.
B38	BILL V. KNIGHT, JR.	6114 KYLE LANE	WV NPDES	Higher	1 ft.
C39	STATION #3902	6063 OHIO RIVER RD,	UST FINDER, UST FINDER RELEASE	Higher	1 ft.

MAPPED SITES SUMMARY

Target Property Address:
COX LANDING RD/HAGLEY DRIVE
LESAGE, WV 25537

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.)
C40	SUPERAMERICA 7302	6063 OHIO RIVER RD	ECHO	Higher	1 ft.
D41	HANSON READY MIX - H	6700 KYLE LANE	WV AST	Lower	1 ft.
D42	HUNTINGTON FACILITY	6700 KYLE LANE	FINDS, ECHO	Lower	1 ft.
D43	HANSON READY MIX, IN	6700 KYLE LANE	WV AST	Lower	1 ft.
D44	ESSROC READY MIX - H	6700 KYLE LANE	WV NPDES	Lower	1 ft.
D45	HUNTINGTON PLANT	6700 KYLE LAN	WV AST	Lower	1 ft.
D46	ESSROC READY MIX - H	6700 KYLE LANE	RCRA-VSQQ, FINDS, ECHO	Lower	1 ft.
B47		6002 KYLEMORE RD	WV NPDES	Higher	1 ft.
I48	TRANSFAB, INC.	KYLE LANE AND ROUTE	WV SHWS	Higher	1 ft.
I49	D & E TOOL	RT 2 NORTH & KYLE LA	FINDS	Higher	1 ft.
I50	D & E TOOL	RT 2 NORTH & KYLE LA	ECHO	Higher	1 ft.
I51	D & E TOOL	RT 2 NORTH & KYLE LA	RCRA NonGen / NLR	Higher	1 ft.
I52	ENGINES INC.	ROUTE 2 & KYLE LANE	WV NPDES	Higher	1 ft.
J53	LITTLE SEVEN MILE BR	COUNTY ROUTE 19	FINDS, ECHO	Higher	1 ft.
54		6195 WENTZ HOLLOW RD	WV NPDES	Higher	1 ft.
K55	ALCON MANUFACTURING	6065 KYLE LANE	RCRA-SQG, ICIS, US AIRS, E MANIFEST, NJ MANIFEST,...	Higher	1 ft.
I56		6012 OHIO RIVER RD	WV NPDES	Higher	1 ft.
E57	ENGINES INC.- RT 2	RT 2	WV NPDES	Higher	1 ft.
E58	ENGINES INC.- RT 2	RT 2	FINDS, ECHO	Higher	1 ft.
59	TRANSFAB INC.	P.O. BOX 5467	SEMS-ARCHIVE, RCRA-SQG, E MANIFEST	Higher	1 ft.
L60		6045 OHIO RIVER RD	WV NPDES	Higher	1 ft.
L61		6061 OHIO RIVER RD	WV NPDES	Higher	1 ft.
M62	SMC ELECTRICAL PRODU	5950 OHIO RIVER RD	ECHO	Higher	1 ft.
M63	SMC ELECTRICAL PRODU	5950 OHIO RIVER RD	RCRA NonGen / NLR	Higher	1 ft.
M64	SMC ELECTRICAL PRODU	5950 OHIO RIVER RD	FINDS	Higher	1 ft.
N65	ENGINES INC.	KYLE LANE AND ROUTE	FINDS, ECHO	Higher	1 ft.
K66	TRANSFAB INC	RT. # 2 & KYLE LANE	FINDS	Higher	1 ft.
K67	TRANSFAB INC		PFAS ECHO	Higher	1 ft.
I68	BARBOURSVILLE BLOCK	140 KYLE LANE	FINDS	Higher	1 ft.
N69	ENGINES INC.		PFAS ECHO	Higher	1 ft.
I70	ENGINES, INC.	4025 KYLE LANE	FINDS	Higher	1 ft.
I71		6011 OHIO RIVER RD	WV NPDES	Higher	1 ft.
J72	HD SUPPLY FACILITES	6144 LITTLE SEVEN MI	FINDS	Lower	1 ft.
O73		6024 KYLE LN	WV NPDES	Higher	1 ft.
J74	D & E INDUSTRIES INC	KYLE LN 7 RT 2N	FINDS, ECHO	Lower	1 ft.
J75	D & E INDUSTRIES INC		WV NPDES	Lower	1 ft.
J76	INTERLINE BRANDS	6144 LITTLE SEVEN MI	RCRA-VSQQ, E MANIFEST	Lower	1 ft.
F77	HERCULES INTERNATION	6060 KYLE LANE	RCRA NonGen / NLR, FINDS, ECHO	Lower	1 ft.
F78	HERCULES INTERNATION	6060 KYLE LANE	WV SPILLS, WV NPDES	Lower	1 ft.

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Target Property Address:
COX LANDING RD/HAGLEY DRIVE
LESAGE, WV 25537

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MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.)
J79	INTERLINE BRANDS DC	6144 LITTLE SEVEN MI	FINDS	Lower	1 ft.
J80		6144 LITTLE SEVEN MI	MI MANIFEST	Lower	1 ft.
J81	HD SUPPLY FACILITES	6144 LITTLE SEVEN MI	ECHO	Lower	1 ft.
J82	LITTLE SEVEN MILE BR	COUNTY ROUTE 19	WV NPDES	Lower	1 ft.
K83	ALCON KYLE LANE PLAN	6065 KYLE LANE	WV AST	Higher	1 ft.
K84	ALCON RESEARCH, LTD.	6065 KYLE LANE	WV NPDES	Higher	1 ft.
K85	ALCON RESEARCH, LTD.	6065 KYLE LANE	FINDS	Higher	1 ft.
K86	ALCON ADVANCED OPTIC	6065 KYLE LANE	ECHO	Higher	1 ft.
K87		6065 KYLE LN	ERNS	Higher	1 ft.
K88		6065 KYLE LN	ERNS	Higher	1 ft.
O89	ENGINES INC PLANT 2	6025 KYLE LANE	ECHO	Higher	1 ft.
O90	ENGINES INC PLANT 2	6025 KYLE LANE	FINDS	Higher	1 ft.
K91	KYLE INDUSTRIAL PARK	6065 KYLE LANE	FINDS, ECHO	Higher	1 ft.
K92		6065 KYLE LANE	WV SPILLS	Higher	1 ft.
K93	KYLE INDUSTRIAL PARK	6065 KYLE LANE	WV SPILLS, WV NPDES	Higher	1 ft.
P94	SARAH COMBS	5858 OPAL ROAD	WV NPDES	Higher	1 ft.
P95	DARRELL CHAPMAN	5860 OPAL ROAD	WV NPDES	Higher	1 ft.
P96		5988 HAGLEY DR	WV NPDES	Higher	1 ft.
P97	JOHN SANG	5880 OPAL RD	FINDS, ECHO	Higher	1 ft.
98	COX LANDING CHURCH P	5983 HAGLEY DRIVE	FINDS, ECHO	Higher	1 ft.
P99	CARL Q. ASH	5898 OPAL ROAD	FINDS, ECHO	Higher	1 ft.
P100	JOSEPH M. TRIPPETT		WV NPDES	Higher	1 ft.
P101	JOHN SANG	5880 OPAL RD	WV NPDES	Higher	1 ft.
Q102	DARRELL CHAPMAN	5860 OPAL ROAD	FINDS, ECHO	Higher	1 ft.
Q103	COX LANDING CHURCH P	5983 HAGLEY DRIVE	WV NPDES	Higher	1 ft.
104		5981 OPAL RD	WV NPDES	Higher	1 ft.
Q105	SCOTT COYNER	5990 HAGLEY DR	WV NPDES	Higher	1 ft.
P106	SCOTT COYNER	5990 HAGLEY DR	FINDS, ECHO	Higher	1 ft.
107	IUOE LOCAL 132 PENSI	6221 BIG SEVEN MILE	UST FINDER	Lower	1 ft.
Q108	GARY F. PLUMLEY	5980 HAGLEY DRIVE	FINDS, ECHO	Higher	1 ft.
Q109	GARY F. PLUMLEY	5980 HAGLEY DRIVE	WV NPDES	Higher	1 ft.
P110	CARL Q. ASH	5898 OPAL ROAD	WV NPDES	Higher	1 ft.
R111		6156 OHIO RIVER ROAD	ERNS	Lower	1 ft.
112	SHIRLEY M. CLARY		WV NPDES	Lower	1 ft.
R113	GUE'S AUTO SERVICE A		PFAS ECHO	Lower	1 ft.
114	HOWARD BASENBACK		WV NPDES	Lower	1 ft.
115		6150 KYLEMORE RD	WV NPDES	Higher	1 ft.
116	LESAGE DEVELOPMENT P	CR 2	WV NPDES	Lower	1 ft.
S117	AMERICAN BABBITT BEA	188 INDUSTRIAL LANE	RCRA-VSQG	Higher	81, 0.015, South

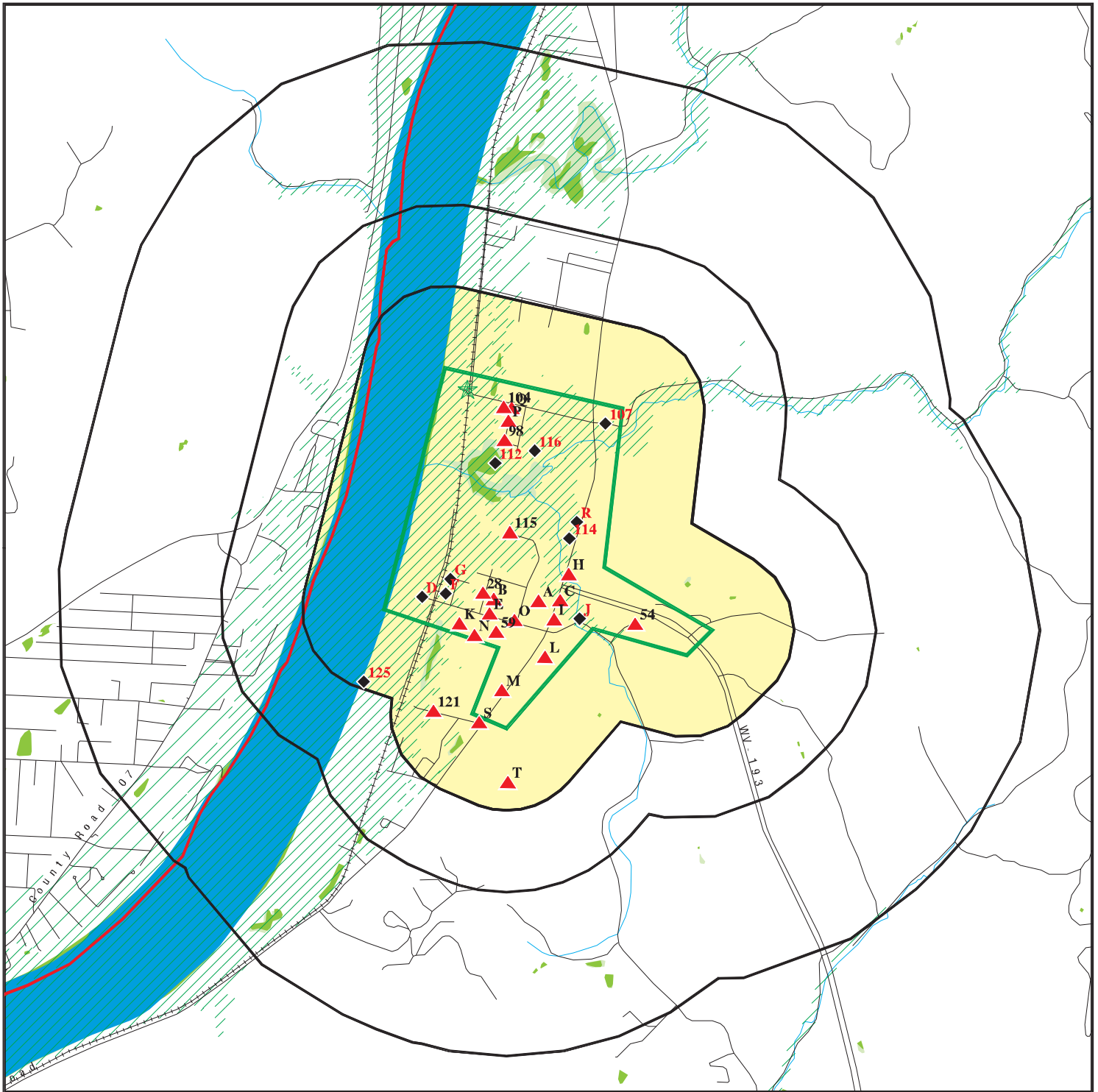
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Target Property Address:
COX LANDING RD/HAGLEY DRIVE
LESAGE, WV 25537

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
S118	RT 2 MINI MART	5844 OHIO RIV RD,	UST FINDER, UST FINDER RELEASE	Higher	246, 0.047, South
S119	RT 2 SHOPPING CENTER	5844 OHIO RIVER RD	EDR Hist Auto	Higher	246, 0.047, South
S120	RT 2 MINI MART	5844 OHIO RIV RD	WV LUST, WV UST, WV Financial Assurance	Higher	246, 0.047, South
121	ALLIED WASTE SERVICE	50 INDUSTRIAL LANE	WV LUST, WV UST	Higher	630, 0.119, South
T122	BARBOURSVILLE CLAY M		MINES MRDS	Higher	865, 0.164, South
T123	BARBOURSVILLE CLAY M		MINES MRDS	Higher	865, 0.164, South
T124	BARBOURSVILLE CLAY M		US MINES	Higher	883, 0.167, South
125	ROBERT GRUBER FARM		PFAS ECHO	Lower	1204, 0.228, SSW

OVERVIEW MAP - 7871816.2S



 Target Property

 Sites at elevations higher than or equal to the target property

 Sites at elevations lower than the target property

 Manufactured Gas Plants

 National Priority List Sites

 Dept. Defense Sites

 Indian Reservations BIA

 County Boundary

 Special Flood Hazard Area (1%)

 0.2% Annual Chance Flood Hazard

 National Wetland Inventory

 State Wetlands

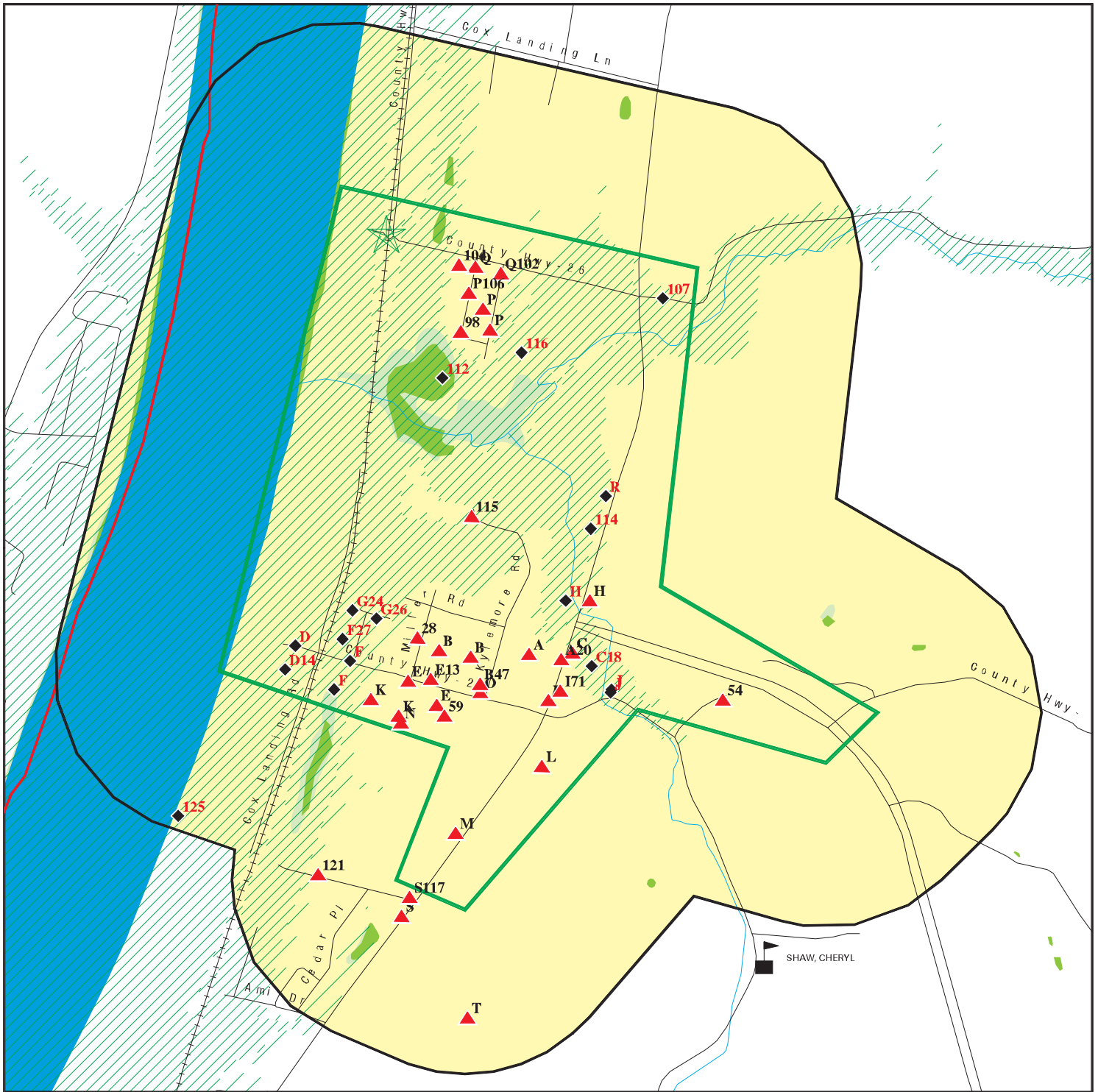


This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 1012016
ADDRESS: Cox Landing Rd/Hagley Drive
Lesage WV 25537
LAT/LONG: 38.469856 / 82.307962

CLIENT: Clune Consulting Services, LLC
CONTACT: Samuel Stachler
INQUIRY #: 7871816.2s
DATE: January 28, 2025 1:05 pm

DETAIL MAP - 7871816.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
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- Indian Reservations BIA
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- Special Flood Hazard Area (1%)
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- State Wetlands

0 1/8 1/4 1/2 Miles

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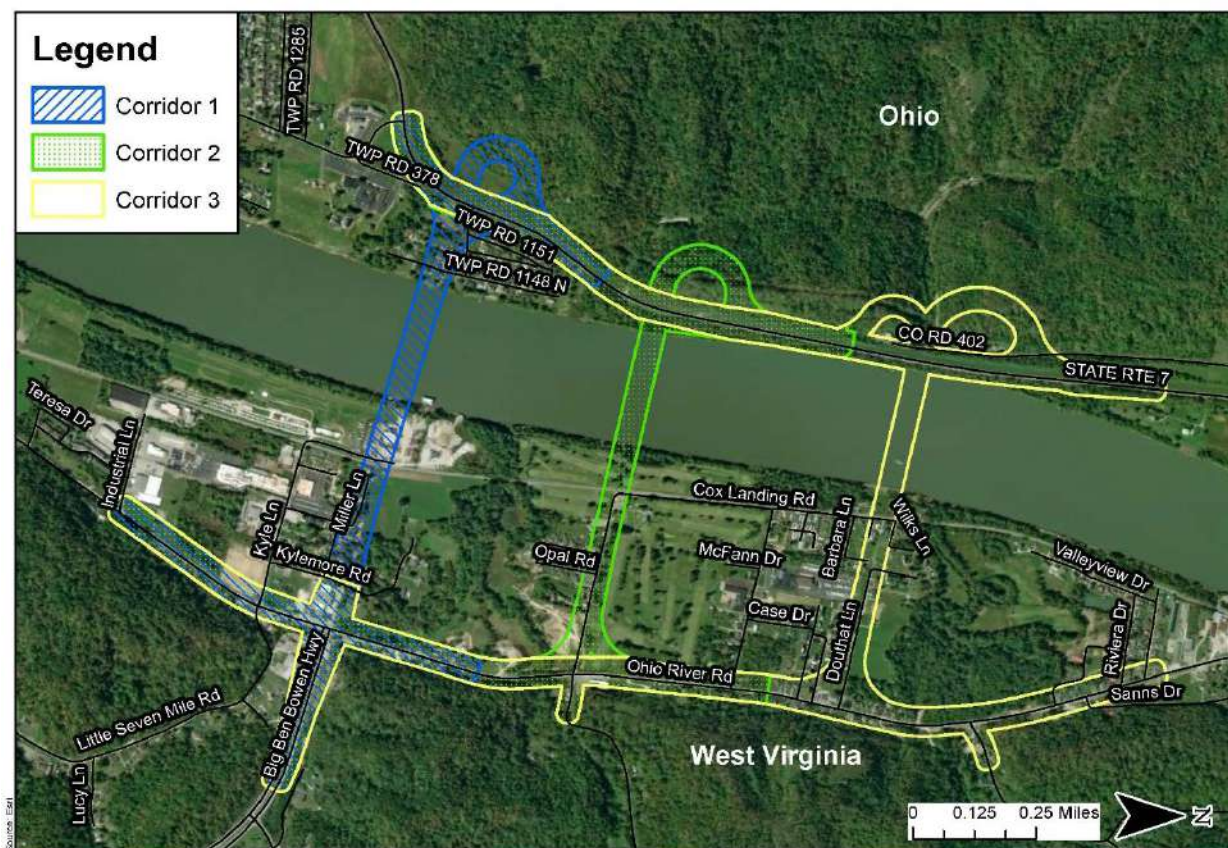
SITE NAME: 1012016
ADDRESS: Cox Landing Rd/Hagley Drive
Lesage WV 25537
LAT/LONG: 38.469856 / 82.307962

CLIENT: Clune Consulting Services, LLC
CONTACT: Samuel Stachler
INQUIRY #: 7871816.2s
DATE: January 28, 2025 1:05 pm

Appendix B – WV 2 / OH SR 7 Bridge Project Socioeconomic Analysis Memo

Socioeconomic Analysis Memo

WV 2 / OH SR 7 Bridge Project PEL Study



Performed by:
Clune Consulting Services, LLC

For:
CDM Smith

March 2025

Table of Contents

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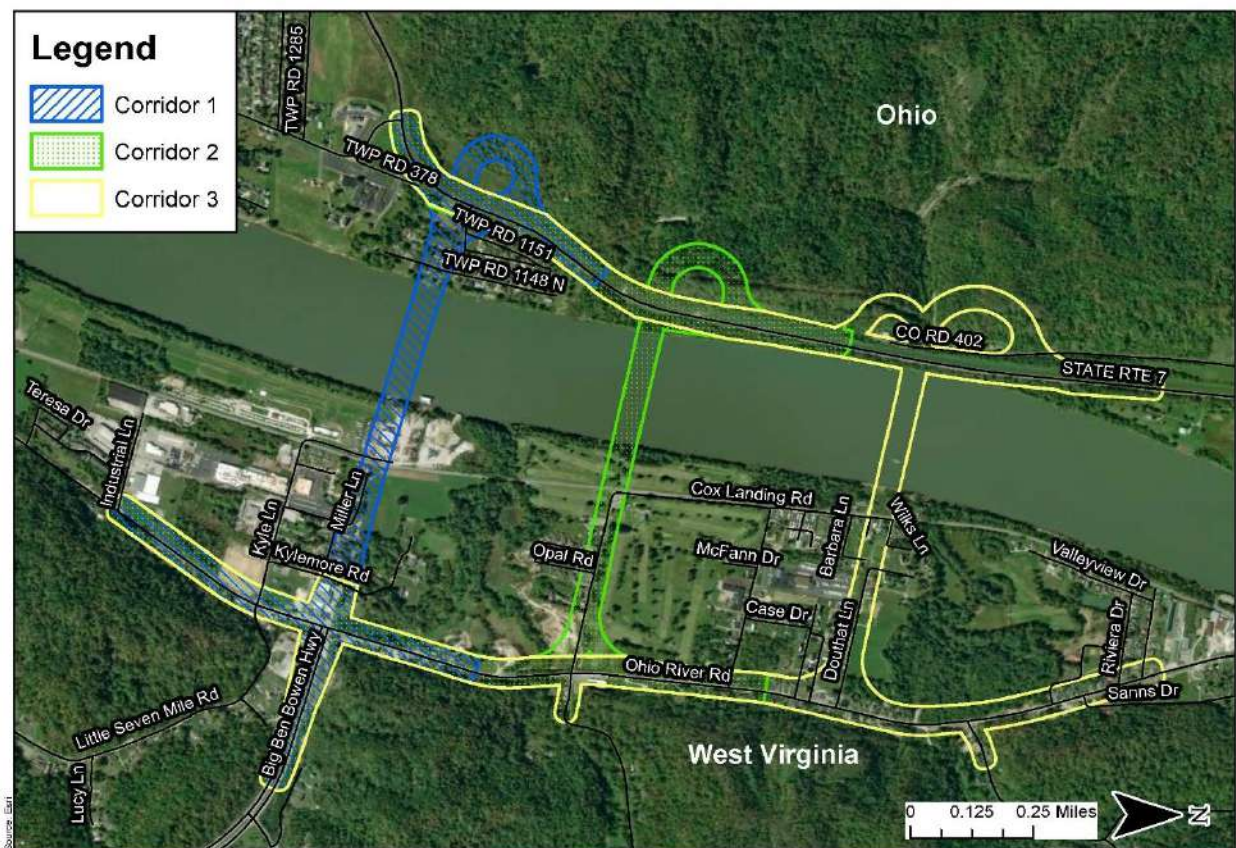
 3.5 Environmental Impacts14

1.0 Study Introduction

The KYOVA Interstate Planning Commission (KYOVA) is conducting a Planning and Environmental Linkages (PEL) study for the KYOVA Ohio River Bridge Project. The purpose of the study is to evaluate a cross-river system linkage that would connect West Virginia Route 2 (WV 2) and Big Ben Bowen Highway / Merritts Creek Connector (WV 193) to Ohio State Route 7 (SR 7), providing improved access for economic development and growth between Cabell County, WV and Lawrence County, OH. The PEL study area is located northeast of the city of Huntington and extends approximately 4.5 miles along the Ohio River.

The Project Corridor Map (Figure 1) focuses on three potential corridors between Rome Township in Lawrence County, Ohio and the Cox Landing area within the Lesage Census-Designated Place in Cabell County, West Virginia.

Figure 1. Project Corridor Map



2.0 Study Area

The Ohio River divides the study area with Lawrence County, Ohio to the west and Cabell County, West Virginia to the east. All properties within the study area are unincorporated. The river corridor is populated along the Ohio River floodplain, which is flanked on both sides by the wooded hills of the Appalachian Plateau.

Ohio Side of the Study Area:

- The Ohio River floodplain is relatively narrow along the western bank, varying from 80 to 1,300 feet wide. Beyond the floodplain the terrain climbs into the wooded, sparingly inhabited hillside.
- Land uses include a small residential community and a school toward the southern end of the study area. The northern end of the study area contains sparsely populated residential and agricultural uses toward the northern end.
- The primary north-south road serving the area is SR 7, a two-lane facility bordering the western limits of the floodplain.
- An electric utility easement cuts across the hillside, running roughly parallel to SR 7.

West Virginia Side of the Study Area:

- The Ohio River floodplain is wider along the eastern bank and varies from 500 feet to 2,800 feet in width.
- Land uses include light industry, businesses, and an airfield with a restaurant located toward the southern end of the study area. The northern end of the study area contains a residential community with churches, a library, and a golf course/country club are located through the center of the study area. Nine Mile Creek runs through the northern end of the study area with the small community of Lesage farther north.
- The primary north-south road serving the area is WV 2, a two-lane facility bordering the eastern limits of the Ohio River floodplain.
- A single-track railroad runs north-south through the study area, offset 150 feet to 700 feet from the east riverbank.

2.1 Land Use

Land use within the study area consists of residential, industrial, and commercial uses. See Figure 2. Businesses and Community Facilities Map and Figure 3. Land Use Map on the following pages.

Ohio Side of the Study Area:

- Part of Rome Township, Ohio is in the southwestern portion of the study area. Rome is a small, unincorporated, and residential community between SR 7 and the Ohio River and is part of the Huntington Urbanized Area.

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- The community contains one auto shop, Fairland East Elementary School, a medical office, and an apartment complex. This residential area is the northern tip of the Proctorville/Rome Township community.
- The remaining portion of the study area on the Ohio side is largely undeveloped with a few scattered residences along Old State Route 7.

West Virginia Side of the Study Area:

- The West Virginia side is more developed, with multiple residential areas, community resources as well as industrial and commercial land uses.
- Development is mostly situated between WV 2 and the Ohio River. This area, known as Cox Landing, is an unincorporated community within the Lesage Census-Designated Place and the Huntington Urbanized Area. Cox Landing consists of multiple, semi-distinct residential areas with intermixed commercial and industrial uses.
- Most industrial areas are on the southern end of the study area around Kyle Lane. Residential development in this area is centered on Kyle Lane and Kylemore Road. Also in this area is Robert Newlon Field Airport which has an associated café, campground, and skydiving business.
- In the middle of the study area, residential development is focused on Cox Landing Road. Additionally, there are two churches and the Riviera Country Club in this area.
- Within the northern end of the study area, residential development is also focused on Cox Landing Road. This northern area also contains the Cox Landing Elementary School, Cox Landing Public Library, the Cabell County Board of Education Transportation Complex, a mobile home park, with more businesses to the north.

Figure 2. Businesses and Community Facilities Map

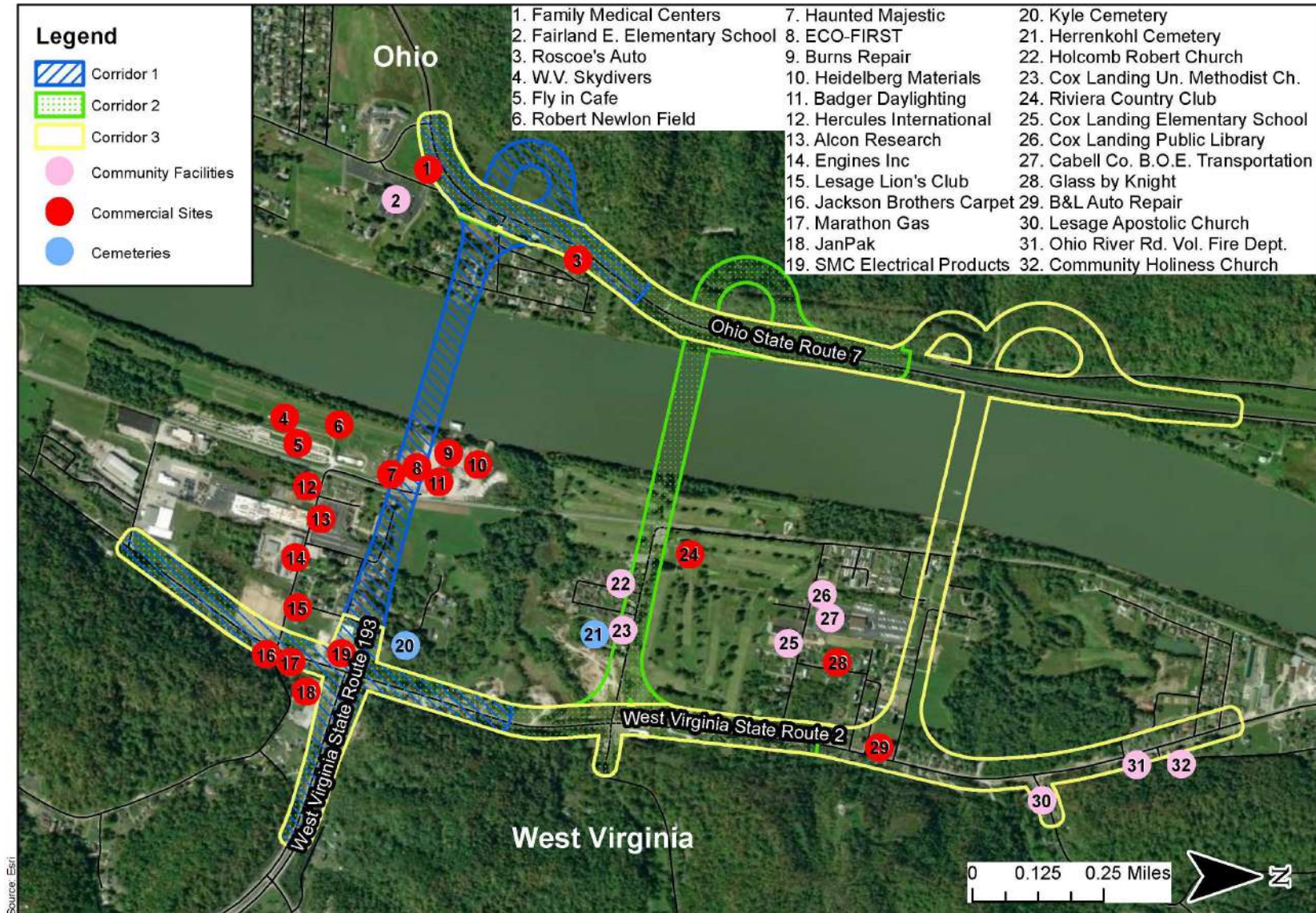
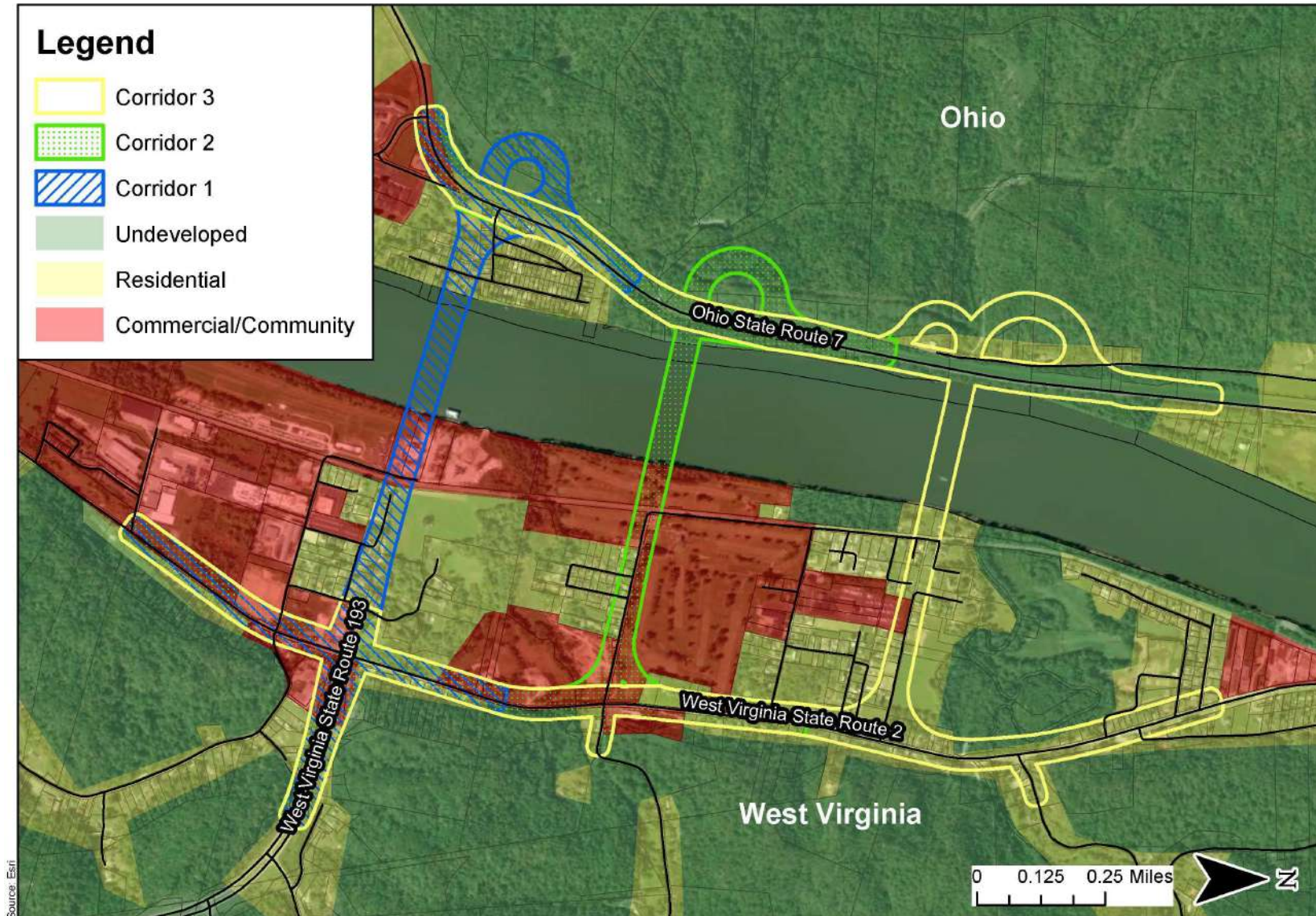


Figure 3. Land Use Map



2.2 Community Demographics

Evaluating the population composition within the project study area provides a basis for future outreach activities and helps assess potential impacts to the local community.

Data from the U.S. Census Bureau American Community Survey 5-Year Estimates was evaluated to determine whether minority or low-income populations are present within Census block groups within and adjacent to the study area.

According to the U.S. Census Bureau American Community Survey the directly impacted areas within each corridor have lower minority and low-income populations as compared to their respective state study areas and counties. Subsequently, construction is unlikely to have a disproportionate impact to minority and low-income communities within the study area.

Table 1. Community Demographics

	Law. Co., OH	Cabell Co., WV	OH Study Area	WV Study Area	Corridor 1		Corridor 2		Corridor 3	
					OH	WV	OH	WV	OH	WV
Population	59,901	93,328	7,313	6,579	1,097	1,039	1,097	2,679	1,097	2,679
% Pop. Change since 2018	-4.3	-1.4	-0.7	-7.8	-20.1	-33.0	-20.1	-14.1	-20.1	-14.1
% Housing Unit Change since 2018	-3.4	-0.6	-0.3	+0.7	-18.0	+0.9	-18.0	-7.3	-18.0	-7.3
% Low- Income	17.9	20.0	6.0	14.0	1.0	3.5	1.0	11.0	1.0	11.0
% Minority	5.9	11.6	6.2	2.6	4.3	1.4	4.3	0.7	4.3	0.7

- Source: U.S. Census Bureau. American Community Survey, 5-Year Estimates, 2018-2022 and 2018-2022 American Community Survey, 5-Year Estimates.
- Note: Ohio Study Area: Block Group 8, Census Tract 170, Lawrence County, Ohio.
- West Virginia Study Area: Block Groups 7, 8, and 9, Census Tract 769, Cabell County, West Virginia; Corridor 1: Block Group 8, Census Tract 170, Lawrence County, Ohio and Block Groups 7 and 9, Census Tract 769, Cabell County, West Virginia; Corridors 2 and 3: Block Group 8, Census Tract 170, Lawrence County, Ohio and Block Groups 7, 8, and 9, Census Tract 769, Cabell County, West Virginia.

2.3 Title VI

KYOVA operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administered by the Federal Transit Administration prohibit discrimination on the basis of age, sex, and disability. These protected categories are contemplated within the KYOVA Title VI Program consistent with federal interpretation and administration. Additionally, KYOVA provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with US Department of Transportation policy and guidance on federal Executive Order 13166.

3.0 Comparison of Corridor Impacts

3.1 Impacts to Travel Patterns and Accessibility

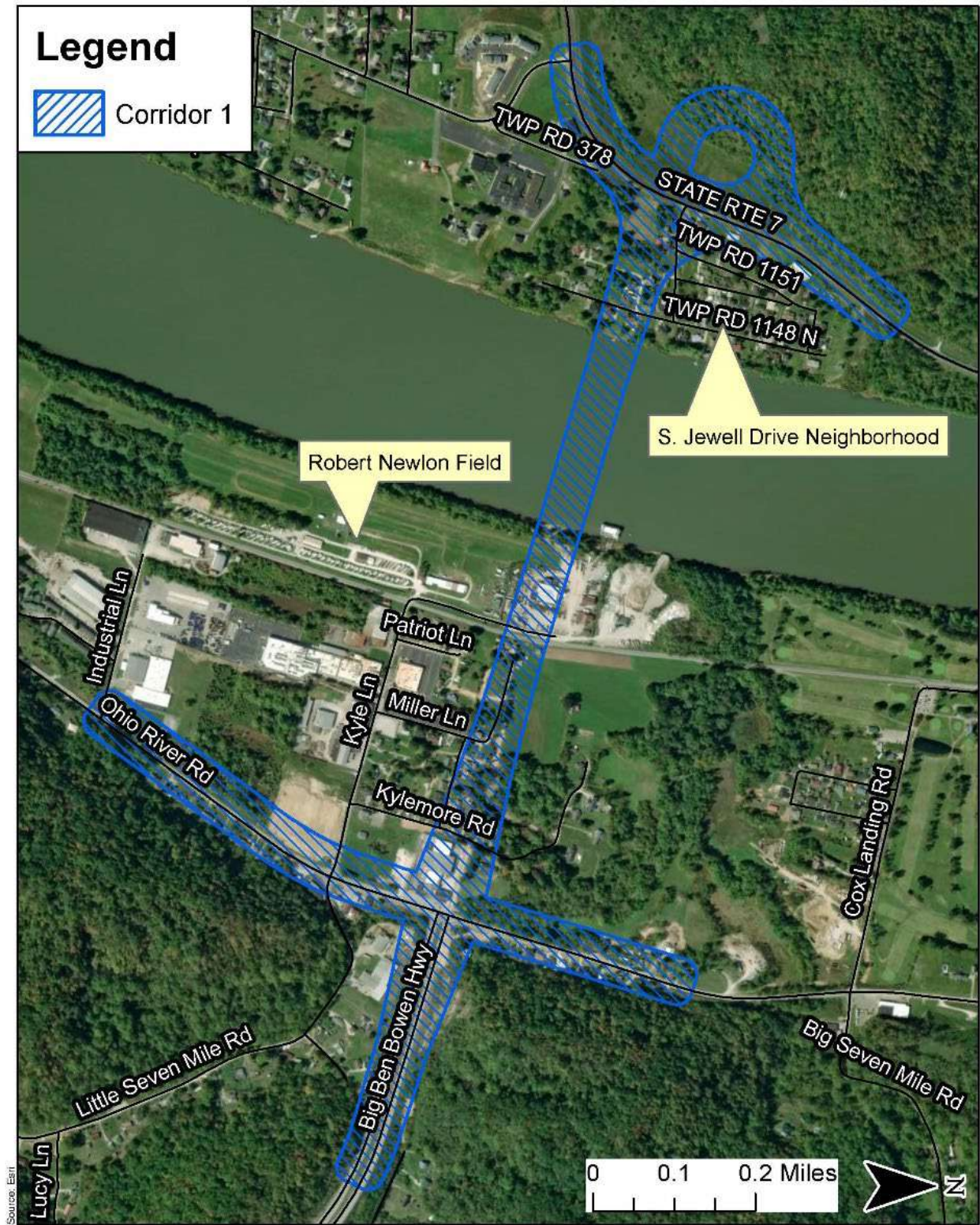
Construction of a new connection across the Ohio River would impact travel patterns within and around adjacent communities. The connection would draw traffic to this area, particularly Ohio SR 7 and WV 2, as users divert from existing river crossings in Huntington. Local surface streets which provide access to communities and businesses within the study area would also be affected. A description of expected effects with each corridor option is provided below.

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Corridor 1: Construction of the crossing in Corridor 1 would result in a loss of connectivity between the S. Jewell Dr. community and OH SR 7 on the Ohio side. To maintain access to this community, a new connection to OH SR 7 or Old State Route 7 would need to be constructed. This change could impact long-term travel patterns in this neighborhood, especially with any increase in traffic on OH SR 7.

On the West Virginia side, the crossing may cut off access to Kylemore Road and the end of Kyle Lane. To maintain access, new roads may need to be constructed.

Figure 4: Corridor 1

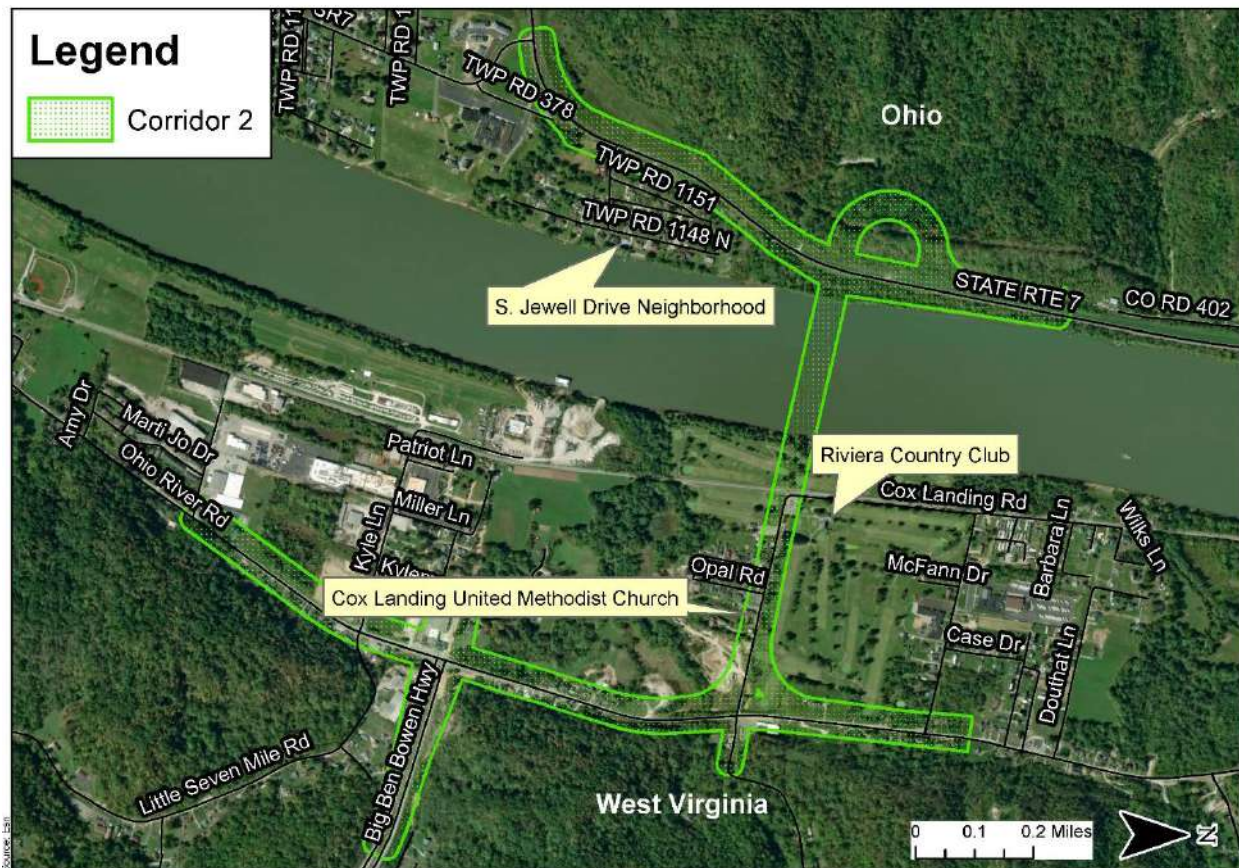


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Corridor 2: The Ohio side of this corridor would be affected by improvements to OH SR 7 and any associated traffic increase. Changes to OH SR 7 would alter access to the S. Jewell Drive neighborhood from that route.

On the West Virginia side, the crossing would follow Cox Landing Road and would cut off access to Hagley Drive and Opal Road. To maintain access, new surface roads would need to be constructed.

Figure 5: Corridor 2

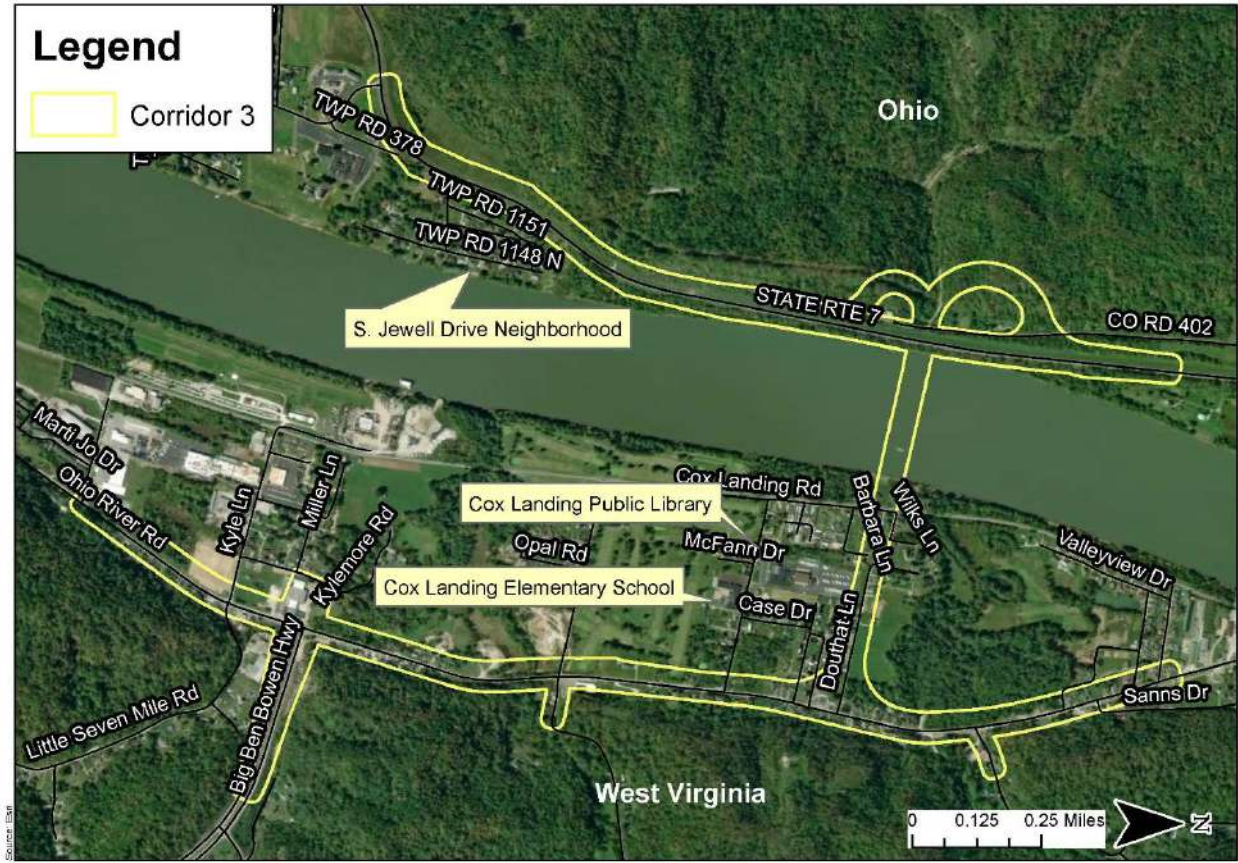


Corridor 3: Within this corridor on the Ohio side, multiple houses on Old State Route 7 would lose access and new surface roads would need to be constructed if these houses remain. Additional impacts would be associated with an increase in traffic.

The crossing would follow Douthat Lane on the West Virginia side and would remove access from the end of Douthat Lane, Wilks Lane, and Cox Landing Road. Additional surface roads would need to be constructed to maintain access. New roads would necessitate new traffic patterns to travel within this neighborhood.

No-Build: The no-build alternative would not anticipate changes to travel patterns or accessibility.

Figure 6: Corridor 3



3.2 Impacts to Community Cohesion

The construction of a river crossing in any of the proposed corridors is likely to create barriers between remaining residents in the impacted communities. Associated improvements and roadway widening along OH SR 7 and WV 2 could increase the number of relocations and may further increase separation between residents living on either side of these roads. Despite this, the crossing may also increase cohesion between the communities on either side of the river as they would have faster and safer access to each other.

Corridor 1:

Ohio Side: This corridor is likely to decrease cohesion in Rome Township, Ohio as the roadway approach to the proposed river crossing would physically separate the S. Jewell Drive neighborhood from the rest of the Rome Township community. This corridor would require roughly 15 relocations in Ohio.

West Virginia Side: In the Cox Landing community, the roadway approach would create a barrier between the remaining residents of Kyle Lane and Kylemore Road. The impacts to Robert Newlon Field Airport and its associated businesses may also decrease cohesion within the community.

Corridor 2:

Ohio Side: Cohesion on the Ohio side is not likely to be impacted as the improvements to OH SR 7 would likely require roughly six relocations and would not create new barriers.

West Virginia Side: Construction of the crossing would create a barrier between the remaining residents on Hagley Drive and Opal Road and the rest of the Cox Landing Community. Anticipated impacts to the Riviera Country Club and the Cox Landing United Methodist Church may also negatively affect community cohesion.

Corridor 3:

Ohio Side: A proposed crossing in this corridor would require the relocation of roughly nine residences on the Ohio side. Related improvements along OH SR 7 and the relocations are not likely to create new barriers.

West Virginia Side: A proposed crossing would create a barrier in the northern part of the Cox Landing community as residents along Douthat Lane, Wilks Lane, and Cox Landing Road would be separated from the rest of the community by the crossing. This new barrier may also separate these residents Cox Landing Elementary School and Cox Landing Public Library.

No-Build: The no-build alternative would not cause new impacts to community cohesion.

3.3 Impacts to Safety

The construction of a new river crossing would increase traffic around the communities within the study area, mainly along OH SR 7, WV 2, and WV 193. An increased volume of traffic would likely affect road safety in these communities regardless of which corridor is constructed. However, a new crossing would increase mobility for these communities through new access across the Ohio River. The proposed crossing could improve travel times for emergency services that require crossing the River.

Corridor 1: This corridor would have the least impact on safety, as the additional through traffic would be confined to OH SR 7, WV 2 south of the study area, and WV 193.

Corridor 2: As this corridor is further away from the connection to WV 193, traffic volumes would increase on WV 2 within the Cox Landing area.

Corridor 3: This corridor would experience the greatest increase in local traffic as the crossing is the furthest away from the WV 193 connection.

No-Build: The no-build alternative would not have an impact on safety conditions.

3.4 Required Relocations

Residential and business relocations differ between corridors and most relocations are associated with improvements needed to OH SR 7 and WV 2 as the result of adding a new crossing. Residences in the study area are almost entirely single-family detached homes. The acquisition and relocation program would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and relocation resources would be available to residents and businesses without discrimination.

Corridor 1:

Ohio Side: This corridor would have a direct impact on the S. Jewell Drive residential neighborhood in Lawrence County, Ohio requiring approximately 15 residential relocations.

West Virginia Side: Impacts would be focused in the Kyle Lane and Kylesmore Road areas. In total, 46 to 73 residential relocations may be required. Kyle Cemetery on either side of Kylesmore Road would likely be impacted.

Total: An estimated total of nine business relocations and 66 residential relocations could occur should this alternative be constructed.

Corridor 2:

Ohio Side: The Ohio side of this corridor may require six residential relocations to improve OH SR 7.

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West Virginia Side: Impacts would focus on Cox landing Road as well as along WV 2. It is estimated that 55 to 79 residential relocations could be required. Cox Landing United Methodist Church and a portion of Herrenkohl Cemetery would also be impacted.

Total: An estimated total of 10 business relocations and 70 residential relocations could occur should this alternative be constructed.

Corridor 3:

Ohio Side: There are roughly nine residential relocations on the Ohio side of this corridor following OH SR 7 due to necessary improvements to this road and relocations on Old State Route 7.

West Virginia Side: Impacts on the West Virginia side focus on the northern Cox Landing Road area, along Douthat Lane and along WV 2. In total 110 to 135 residential relocations may be required. The Lesage Apostolic Church and Ohio River Road Volunteer Fire Department may also be impacted to improve WV 2.

Total: An estimated total of 11 business relocations and 146 residential relocations could occur should this alternative be constructed.

No-Build: The no-build alternative would not require any residential or business relocations.

3.5 Environmental Impacts

All three crossings would impact environmental resources to varying degrees. All corridors are within the FEMA-designated 100-year floodplain. Additionally, all corridors may directly impact federally listed and state-listed species. No corridor would impact publicly owned recreation areas like parks or preserves. All corridors would have similar impacts to farmlands, drinking water, and air quality.

Corridor 1: This corridor does not impact known wetlands. Approximately 2,430 linear feet of streams could be impacted, including 295 linear feet of the Ohio River.

Corridor 2: Corridor 2 could impact 0.15 acre of a freshwater pond located within the Riviera Country Club. Approximately 2,925 linear feet of streams could be impacted, including 270 linear feet of the Ohio River.

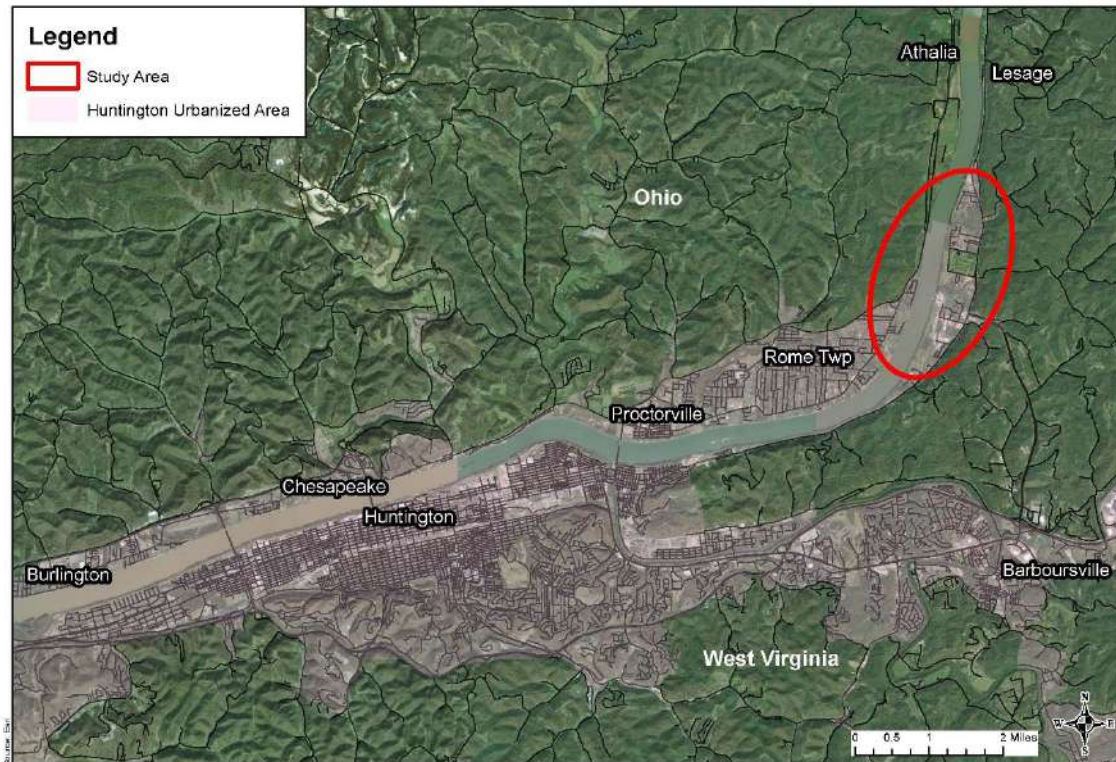
Corridor 3: This corridor could impact 0.10 acre of a freshwater forested/shrub wetland located in Ohio. Approximately 4,875 linear feet of streams could be impacted, including 260 linear feet of the Ohio River.

No-Build: The no-build alternative would not result in impacts to environmental resources.

Appendix C – WV 2 / OH SR 7 Bridge Project Existing Transportation Conditions Summary Memo

Existing Transportation Conditions Summary Memo

WV 2 / OH SR 7 Bridge Project PEL Study



Planning & Environmental Linkages (PEL) Study

Performed by:

Clune Consulting Services, LLC

For:

CDM Smith

March 2025

WV 2/OH SR 7 Planning & Environmental Linkages (PEL) Study
Existing Transportation Conditions Summary, March 2025

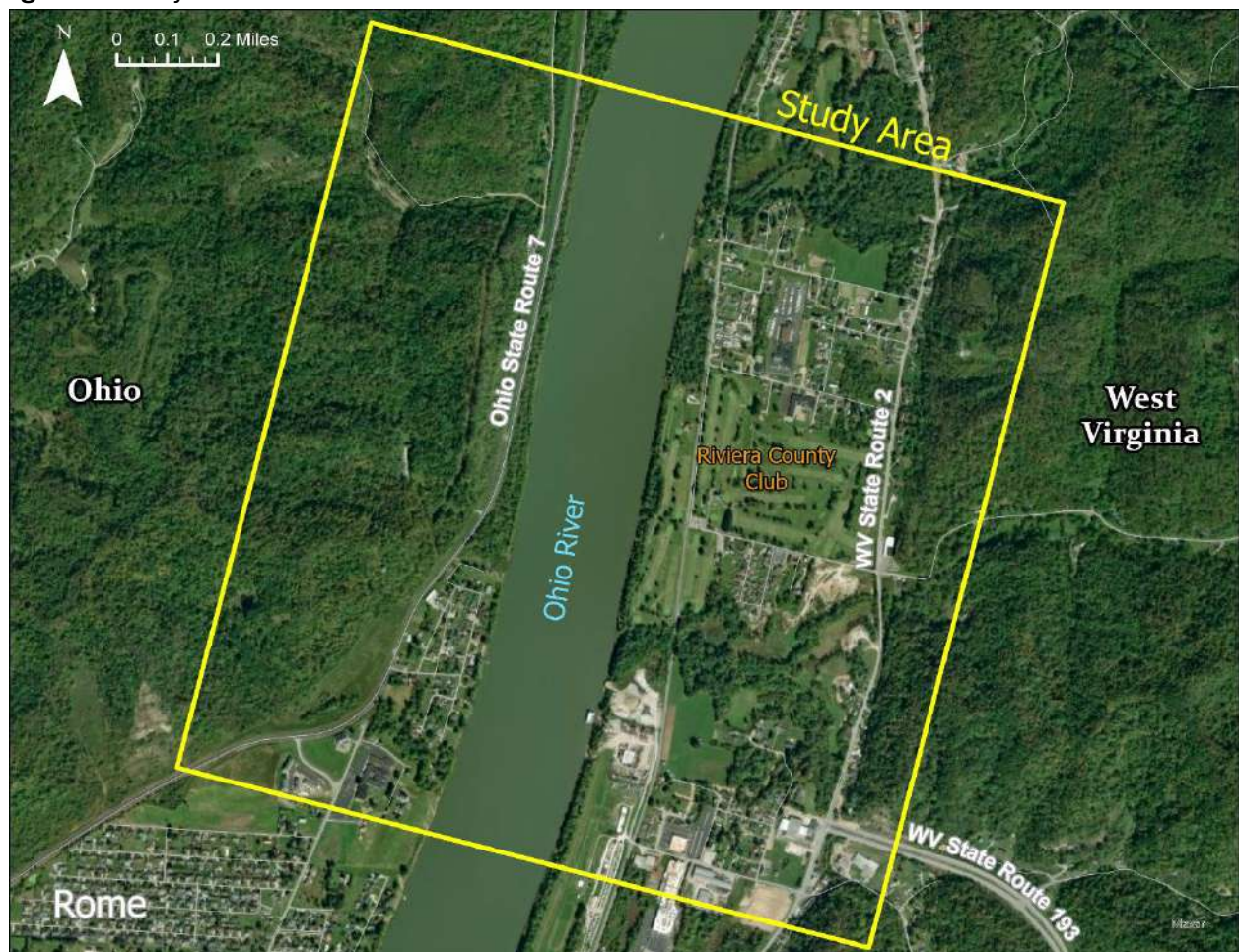
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1.0 Introduction

The KYOVA Interstate Planning Commission (KYOVA) has conducted an Ohio River Bridge Crossing Feasibility Study to evaluate the need for a new crossing over the Ohio River between West Virginia (WV) and Ohio (OH). KYOVA is conducting a Planning and Environmental Linkages (PEL) study to further evaluate the Purpose and Need of this project and to document existing environmental conditions. The purpose of the PEL study is to evaluate a cross-river system linkage that would connect West Virginia Route 2 (WV 2) and Big Ben Bowen Highway / Merritts Creek Connector (WV 193) to Ohio State Route 7 (OH SR 7), providing improved access for economic development and growth between Cabell County, WV and Lawrence County, OH. The Project Study Area (Study Area) is located northeast of the city of Huntington and extends approximately 4 ½ miles within the Huntington Urbanized Area along the Ohio River (See **Figure 1**).

Figure 1. Study Area



The proposed bridge would connect SR 7 to WV 2 and WV 193, adding a new bridge across the Ohio River within the Huntington area, which currently has three such crossings. This would be the easternmost of the bridges. The proposed bridge is intended to relieve traffic volumes on the existing bridges and draw traffic and freight from downtown Huntington. Additionally, it would decrease

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travel times, improve connectivity and access, and provide economic development opportunities in the area.

The purpose of this Existing Transportation Conditions Summary is to review the baseline data and current state of the transportation system within the Study Area.

2.0 Previous Studies

A summary of previous studies that investigated mobility, access, safety, and development in relation to this study's corridor is provided below.

2.1 Environmental Impact Statement for WV-193 Project (April 1998)

An Environmental Impact Statement (EIS) was conducted as part of the development of WV 193, a four-lane limited access major arterial roadway from I-64 in Barboursville, West Virginia to WV 2 along the Ohio River. As part of this study, a preliminary review of wetland resources was conducted between WV 2 and the Ohio River (Ohio River Bridge Crossing study area) in anticipation of a future river crossing connecting WV 193 and SR 7. Additionally, the West Virginia Region II Planning and Development Council expressed their long-term priority to develop a river crossing at this location.

2.2 KYOVA Interim CMP (January 2014)

As a result of a population increase documented by the 2010 Census, KYOVA was required to develop a Congestion Management Process (CMP) study for the Huntington Urbanized Area. The study found that the Frank Gatski Memorial Bridge (East Huntington Bridge), the bridge closest to this study, had a Level of Service (LOS) of E. Additionally, U.S. 60 to the west of the bridge in Huntington had a LOS F. Crash rates on this section of U.S. 60 were found to be higher than state averages. These results highlight the needs for roadway network improvements and improved connectivity across the Ohio River to relieve traffic from the East Huntington Bridge.

2.3 Lawrence County Bicycle and Pedestrian Plan (April 2018)

KYOVA conducted this study to evaluate and recommend active transportation connections in Lawrence County, Ohio. The study found that residents desired increased pedestrian and bicycle facilities on bridges crossing the Ohio River. The bridge closest to this study's focus area is the East Huntington Bridge. In its current state, this bridge could not safely accommodate bicycle or pedestrian users, requiring cyclists or pedestrians crossing the Ohio River to use the Robert C. Byrd Bridge located four miles to the west.

2.4 Ohio River Bridge Crossing Feasibility Study (2020)

The Ohio River Bridge Crossing Feasibility Study, prepared in 2020, evaluated the need for a crossing between SR 7 and WV 193. The study identified potential corridors for the crossing that would enhance the transportation network in the Huntington metropolitan region. These

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enhancements sought to improve safety, mobility, and provide increased system linkage and connectivity to population centers, as well as key local and regional destinations, consistent with state, regional, and local transportation planning initiatives. It was anticipated that a new crossing, combined with proposed improvements to SR 7, would:

- Improve cross-river mobility in the Huntington metropolitan area.
- Strengthen the transportation network in the Tri-state region.
- Improve connectivity to link existing facilities, population centers, and key destinations for work, school, or recreation; and therefore, encourage increased use of active transportation modes.
- Support the completion of the Huntington outer belt linking Ohio, West Virginia, and key segments of Interstate 64 (I-64).

This study documented the engineering and environmental evaluation of potential corridors and refined the feasible corridors recommended for further evaluation.

2.5 KYOVA 2050 Metropolitan Transportation Plan (March 2022)

In March 2022, KYOVA prepared the 2050 Metropolitan Transportation Plan (MTP) to develop recommendations for the region's transportation system needs through 2050, based on an analysis of current conditions and projected needs, and guided by the complex requirements of the Fixing America's Surface Transportation Act and Clean Air Act Amendment. Within this plan, the proposed Ohio River Bridge Crossing is listed as a Priority Tier 3 Candidate Project, with Tier 1 being the highest priority and Tier 3 being the lowest priority. In the KYOVA 2050 MTP, the Ohio River Bridge Crossing is referenced in the FY 2040-2050 Ohio Phase 3 Recommendations Section as follows:

- LAW-08: Partner with West Virginia DOT to help fund a proposed bridge across the Ohio River at Merritt's Creek and construct an interchange connecting the new bridge to SR 7.
- LAW-32: Construct remaining portion of Chesapeake Bypass in Phases 1C and 2 to provide a four-lane divided facility, with interchanges at all access points between US 52 and the proposed Merritt Creek Ohio River Crossing.

2.6 US 52/SR 7 Safety Corridor Management Plan (2022)

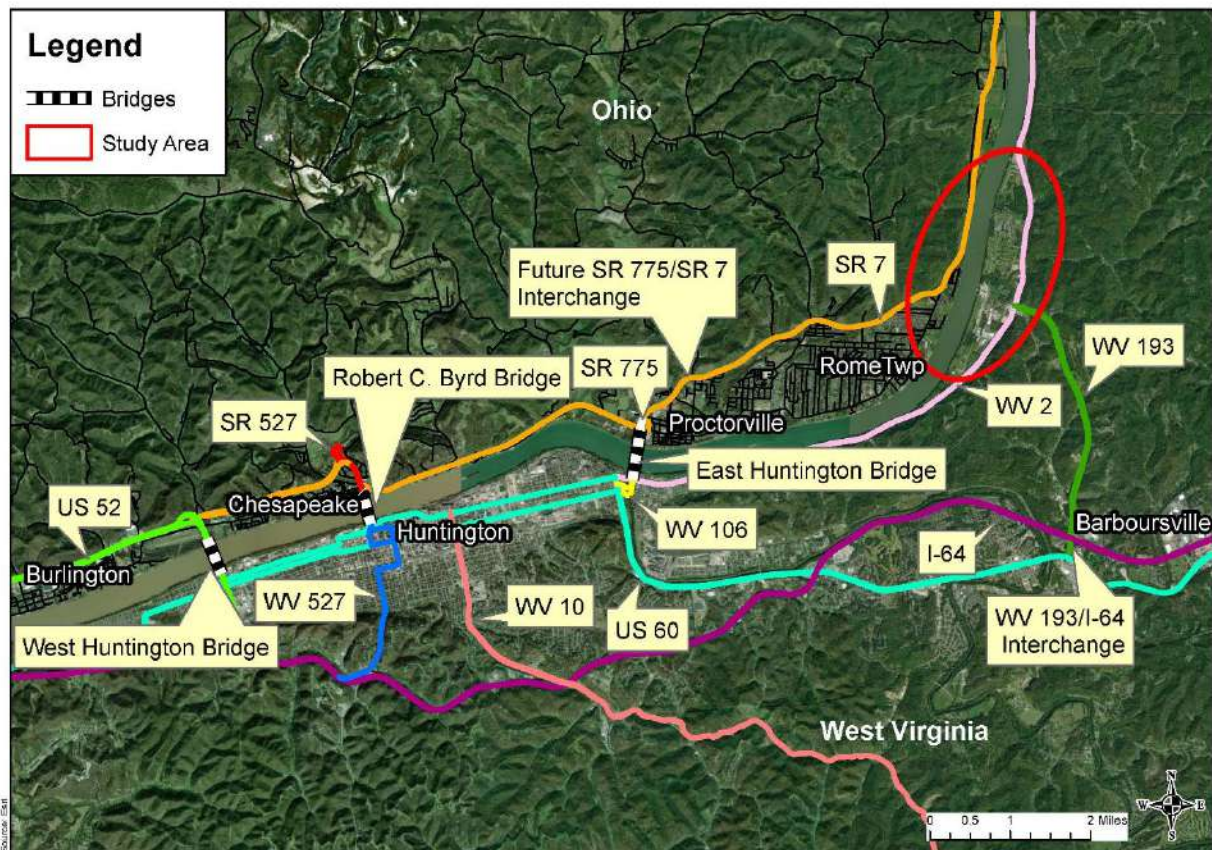
This study investigated safety, mobility, and potential regional improvements along the U.S. 52 and SR 7 corridor in Lawrence County, Ohio. Recommendations were developed with the help of KYOVA, ODOT, and the study's steering committee and prioritized based on input from stakeholders and public involvement, as well as the analyses from prior tasks. The study identified the Ohio River Crossing (Merrick Creek) in the Top Priority List of Recommended Projects, described as, "This improvement includes constructing a new Ohio River crossing between West Virginia and Ohio. This crossing would span between the Merrick Creek Connector in West Virginia to the eastern terminus of the Chesapeake Bypass in Ohio."

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3.0 Existing infrastructure

This section discusses the conditions of infrastructure in and around the Huntington Urbanized Area relevant to the proposed crossing. This includes major routes, the existing bridges crossing the Ohio River, relevant interchanges, multimodal facilities, and utilities.

Figure 2. Major Infrastructure Map



3.1 Existing Major Routes

The major routes in and around the Huntington Urbanized Area (See Figure 2) are listed below. The Level of Service (LOS) provided for each route have been derived from the Travel Demand Model (TDM) of the 2025 PEL Study. LOS is a qualitative measure that describes the operating conditions of a road or transportation facility based on factors like speed, travel time, delay, and safety, using a letter designation from A (best) to F (worst).

- **WV 2:** WV 2 is a major arterial that originates within the City of Huntington and parallels the Ohio River as it travels north. Within the Study Area, WV 2 is a 2-lane roadway (12-foot-wide lanes) with a posted speed limit of 55 miles per hour (mph). This route performs at a LOS C+ within and around the Study Area.
- **WV 193:** WV 193 (also named Merritts Creek Connector and Big Ben Bowen Highway) is a major arterial that functionally connects WV 2 in the Study Area to Interstate 64 (I-64) in

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Barboursville, West Virginia. Within the study area, WV 193 is a 4-lane roadway (12-foot-wide lanes) with a posted speed limit of 60 mph. WV 193 performs at a LOS C+ within and around the study area. This route is the eastern terminus for the proposed river crossing. WV 193 connects the communities along the Ohio River to Barboursville, shopping areas, and Interstate 64.

- **SR 7:** SR 7 is a major/minor arterial route that runs along the Ohio River connecting the communities of Burlington, Chesapeake, and Proctorville in the Huntington Urbanized Area. SR 7 has a posted speed limit of 55 mph and performs at a LOC C+ within and around the Study area.
 - From the west, SR 7 is a 2-lane, limited access highway (12-foot-wide lanes).
 - From the north, SR 7 is a 2-lane roadway (9-foot-wide lanes).

As noted in **Figure 3**, SR 7 is referred to as the Chesapeake Bypass to the west of the study area. The following is a summary of recent and proposed improvements within this corridor.

- Phase 1, opened to traffic in 2006, constructed 4.7 miles of 2-lane limited access highway from SR 775 in Proctorville to existing SR 7 in Rome Township, as well as a connection between the East Huntington Bridge and existing SR 775 in Proctorville.
- Phase 2, currently under construction, involves the west half of the Chesapeake Bypass project from the SR 527/SR 7 interchange in Chesapeake east to the Phase 1 section at SR 775 in Proctorville. Phase 2 is constructing 5 miles of 2-lane highway, with 4-lane and truck climbing lanes, and a full interchange at SR 775.
- Phase 3 would construct the remaining two westbound lanes to complete the 4-lane highway between the SR 527/SR 7 interchange in Chesapeake east to SR 775.
- Phase 4 would construct the remaining two westbound lanes to complete the 4-lane highway between SR 775 in Proctorville east to existing SR 7 in Rome Township.

Figure 3. Chesapeake Bypass Map



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The following routes are not present within the study area but may be affected by the proposed river crossing.

- I-64: (I-64) is located south of Huntington and runs east-west with 4 lane and 6 lane sections. This interstate connects to most major routes in and around Huntington and is the southern portion of the outer belt.
- US Route 52 (US 52) is a major arterial running eastwards on the Ohio bank of the Ohio River until it crosses over the Ohio River on the Nick Joe Rahall II Bridge (West Huntington Bridge) and converges with I-64. This route is not present in the Study Area, but it is a key river crossing in the Huntington Urbanized Area. The portion of US 52 that connects SR 7 to I-64 is the western portion of the outer belt.
- US Route 60 (US 60) is a major/minor arterial and collector that runs through downtown Huntington and then through Barboursville. This route is not present in the Study Area, but it carries traffic from the Ohio side of the Study Area to Barboursville and I-64.
- West Virginia Route 10 (WV 10) is a major/minor arterial that connects downtown Huntington to I-64 and beyond.
- West Virginia Route 527 (WV 527) is a major arterial that connects I-64 to downtown Huntington and directly connects to Robert C. Byrd Bridge.
- Ohio State Route 527 (OH SR 527) is a minor arterial that connects Robert C. Byrd Bridge to OH SR 7 in Chesapeake, Ohio.
- Ohio State Route 775 (OH SR 775) is a major arterial the connects the East Huntington Bridge to OH SR 7 in Proctorville, Ohio. This route is not present in the Study Area but carries traffic crossing the Ohio River to reach either side of the Study Area.
- West Virginia 106 (WV 106) is a major arterial that connects the East Huntington Bridge to US 60 in Huntington. WV 106 is utilized by traffic crossing the Ohio River to reach either side of the Study Area.

3.2 Major Bridges

Three bridges cross the Ohio River in the Huntington Urbanized Area. They are listed below.

- West Huntington Bridge: This two-lane, 562-foot-long cantilever bridge opened in 1968 carries US 52 over the Ohio River. The bridge functionally connects SR 7 and US 52 to I-64. This crossing has a LOS E rating according to the 2025 TDM analysis and has substandard shoulders.
- Robert C. Byrd Bridge: This four-lane, 720-foot-long continuous truss bridge opened in 1994 carries WV 527 over the Ohio River in downtown Huntington. The bridge connects OH SR 7 to WV 527 and US 60. This crossing has a LOS C+ rating according to the 2025 TDM analysis and has substandard shoulders.
- East Huntington Bridge: This two-lane, 900-foot-long cable-stayed bridge was opened in 1985 and carries WV 106 over the Ohio River. The bridge connects to OH SR 775 and OH SR

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7 in Ohio and US 60 in West Virginia. This crossing has a LOS F rating according to the 2025 TDM analysis and has substandard shoulders.

3.3 Existing Interchanges

The following two interchanges are relevant to this project and are listed below.

- WV 193/I-64: This diamond interchange connects WV 193 and Interstate 64 in Barboursville. This interchange will be key to traffic utilizing the proposed bridge to access I-64.
- OH SR 775/OH SR 7 (Future): This planned intersection will be a partial diamond interchange with one loop ramp north of Proctorville (See **Figure 4**). This interchange is part of the Chesapeake Bypass Phase 2 featuring a divided highway carrying OH SR 7 around Chesapeake and Proctorville.

Figure 4. Planned OH SR 775/OH SR 7 Interchange Map

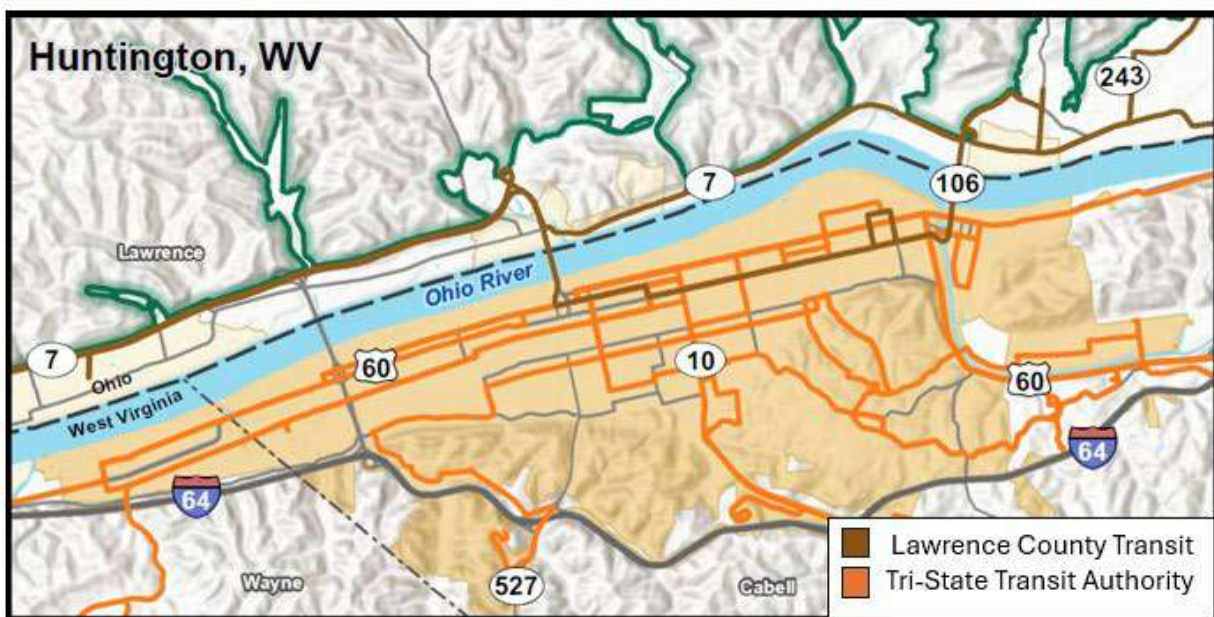


3.4 Transit, Bicycle and Pedestrian Facilities

Lawrence County Public Transit and the Tri-State Transit Authority operate public transit services in this area. Two public transit lines, operated by Lawrence County Public Transit cross the Ohio River to connect Huntington, West Virginia to Proctorville, Ohio. These lines utilize both the Robert C. Byrd Bridge and the East Huntington Bridge (See **Figure 5**). No public transit lines exist within the Study Area.

Currently, the Robert C. Byrd Bridge is the only Ohio River crossing with pedestrian and bicycle facilities within the Huntington Urbanized Area. KYOVA focus groups documented a desire from the public for improved pedestrian and bicycle connections across the Ohio River. No designated bike routes or bike lanes exist within the Study Area.

Figure 5. Public Transportation Routes Map



3.5 Utilities

Subsurface and above ground utilities are present within the Study Area and bridge corridors. Potential utility issues would be determined when a single corridor is accepted, and more detailed designs are developed.

4.0 Functional Classification and Design

Roadway functional classification was developed by the FHWA as a framework for identifying the travel objective of a roadway. The objective of a roadway can range from serving long-distance passenger and freight needs to serving neighborhood travel from residential developments to nearby shopping centers. The functional classification of a roadway indicates the expectations of the roadway regarding design, speed, capacity, the relationship with land use, and federal funding eligibility. Roadway system performance, benchmarks, and targets are typically described by the functional classification of roadways.

The proposed Ohio River bridge crossing would be classified as a principal arterial. Principal arterials are designed and constructed to facilitate most traffic between cities and other areas of high activity. Because of this, principal arterials are built to facilitate high traffic volumes and are critical for travel into and around urban areas.

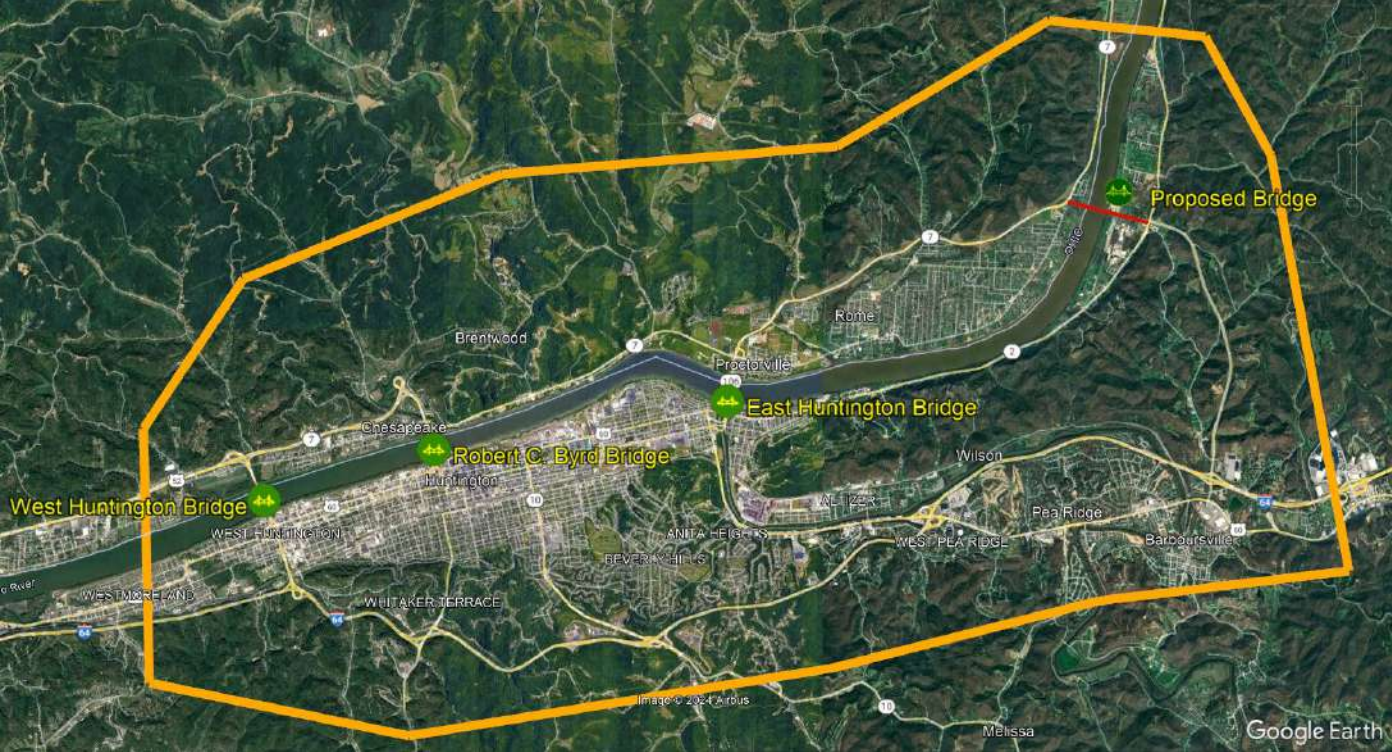
Appendix D – WV 2 / OH SR 7 Bridge Project Traffic Evaluation Memo

WEST VIRGINIA STATE ROUTE 2 AND OHIO STATE ROUTE 7 BRIDGE TRAFFIC EVALUATION MEMO

BACKGROUND

CDM Smith was commissioned for a Corridor Study to evaluate the need for a bridge crossing over the Ohio River to the northeast of Huntington, West Virginia (WV), near Lesage, WV. This proposed bridge will be referred to as the West Virginia State Route 2 (WV 2) / Ohio State Route (OH SR) 7 Bridge. Three bridges exist west of this location. From west to east, they are the West Huntington Bridge (Nick Joe Rahall II Bridge), the Robert C. Byrd Bridge, and the East Huntington Bridge (Frank Gatski Memorial Bridge). The proposed crossing would connect OH SR 7 with WV 2 to accommodate traffic in the tri-state area. **Figure 1** approximates the proposed crossing location. This report analyzes the impacts of traffic operations and safety by adding a bridge between OH SR 7 and WV 2 at WV 193 to improve access for economic development and growth between Cabell County, WV, and Lawrence County, Ohio (OH).

Figure 1 Traffic Study Area



OTHER PROJECTS

As KYOVA analyzes the potential of an additional bridge crossing over the Ohio River, the completion of the Chesapeake Bypass between Proctorville and Chesapeake, OH has come to the forefront of the benefits provided by the proposed WV 2 / OH SR 7 Bridge. These two elements are the missing pieces of a complete Tri-State Outer Belt that could serve the region. According to the KYOVA 2018-2021 Transportation Improvement Program (TIP), funds have been allocated for the purchase of right-of-way and construction of the eastbound lanes of the proposed Outer

Belt. The limits of this project are from the intersection of OH SR 7 and OH SR 527. The Chesapeake Bypass Project is scheduled to begin construction in December 2024. More information on other projects that might affect the WV 2 / OH SR 7 Bridge Project (the Project) is in section “Traffic Analysis,” subsection “Regional Road Projects.”

TRAFFIC STUDY AREA DESCRIPTION

The proposed bridge crosses the Ohio River between OH SR 7 in Lawrence County and WV 2 in Cabell County. The Traffic Study Area includes the KYOVA Region to evaluate the traffic impacts of the new crossing. **Figure 2** shows the Traffic Study Area with the proposed bridge and respective communities highlighted.

Cabell County is located on the southern side of the Ohio River and includes the City of Huntington and the Village of Barbooursville. The City of Huntington is the county seat and the largest city in the Tri-State area. It represents the largest urban portion of the Traffic Study Area. It is bordered on the north by the Ohio River and on the south by I-64. The three existing bridges crossing the River in the Traffic Study Area are located within the city limits of Huntington. The Village of Barbooursville is located east of Huntington and reflects lower-density development. It is located adjacent to an I-64 interchange and would connect directly to the proposed bridge via Big Ben Bowen Highway (WV 193).

Lawrence County is located on the northern side of the Ohio River and includes the Proctorville and Chesapeake communities. Chesapeake is a village located across the Ohio River from Huntington. It is bordered on the south by the Ohio River and on the north by OH SR 7. The beginning of the proposed extension of OH SR 7 between Chesapeake and Proctorville is in the northwest quadrant of the community. The land use is medium-density residential/commercial, and the primary development area is located west of the intersection of OH SR 7 and the Robert C. Byrd Bridge.

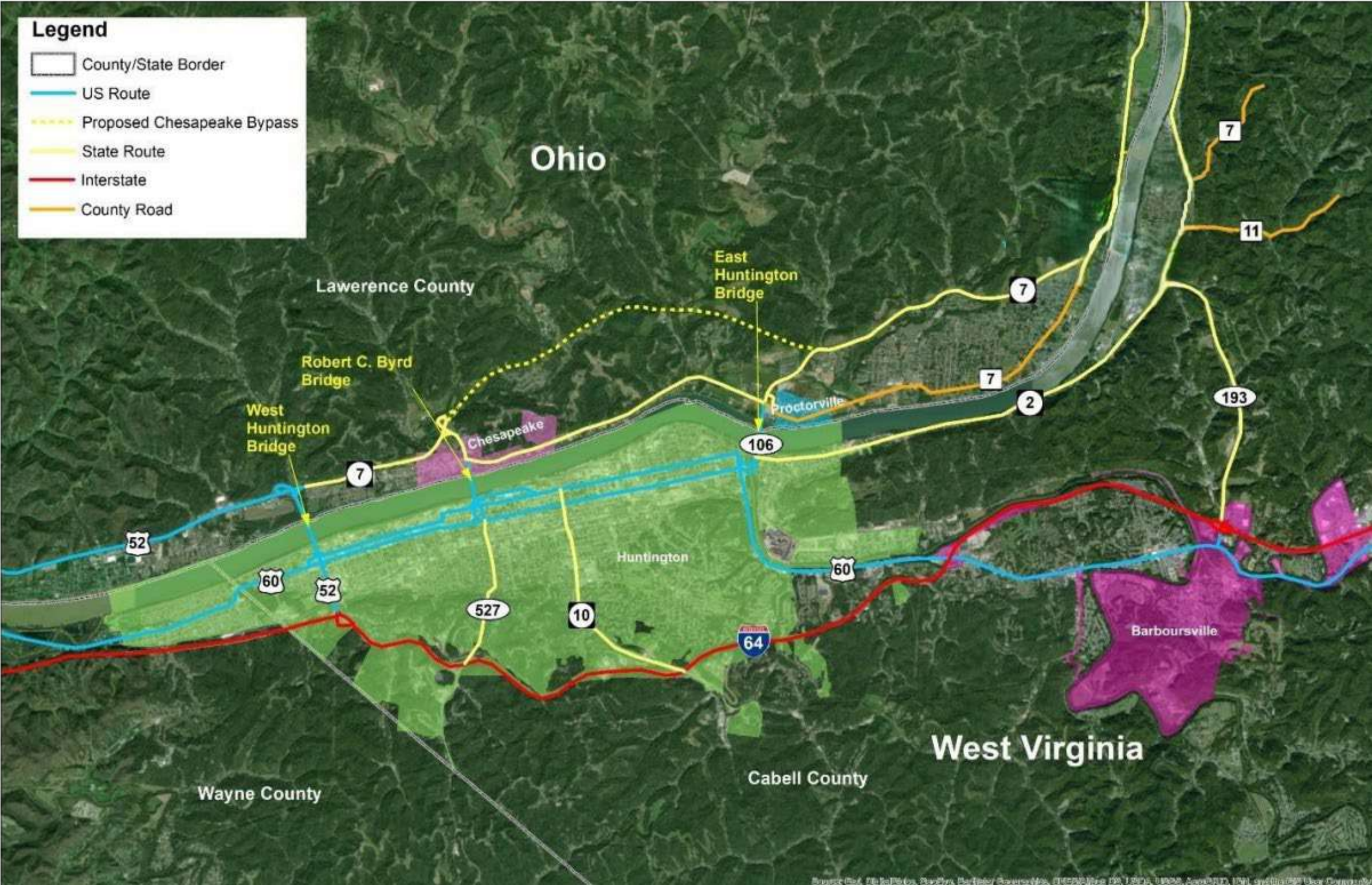
Proctorville is a village located northeast of Huntington in OH. It is bordered on the south by the Ohio River and on the north by OH SR 7 and County Road 403. The end of the proposed extension of OH SR 7 between Chesapeake and Proctorville is north of the community. The land use is low-density residential/commercial, and the primary development area is located east of the intersection of OH SR 7 and the East Huntington Bridge.

INTERSTATE NETWORK

An approximate 12-mile segment of I-64 from west of the West Huntington Bridge to the Guyandotte River west of the Barbooursville interchange was included in the traffic analysis. The segment is illustrated in **Figure 2** This segment of I-64 has a four-lane cross-section with two lanes in each direction between the Traffic Study Area limit in the west and the WV 10 interchange. It widens to three lanes in each direction between WV 10 and the US 60 interchanges, returning to two lanes in each direction between the US 60 interchange and Traffic Study Area limit in the east. There are four interchanges in this segment, and recent Average Annual Daily Trips (AADTs) across the segment reported by the WVDOT range from the Traffic Study Area west limit to the east limit as follows:

- | | |
|---|---|
| 1. West of the interchange at US-52: 26,500 (2023) | 4. East of the interchange at WV-10: 48,066 (2019) |
| 2. East of the interchange at US-52: 37,857 (2023) | 5. East of the interchange at US-60: 42,325 (2019) |
| 3. East of the interchange at WV-527: 39,110 (2023) | 6. Close to the east limit at East Pea Ridge: 42,316 (2022) |

Figure 2 Study Location



STATE ROUTES

Several state routes within the Traffic Study Area were referenced in the travel demand model to identify how adding the proposed bridge would influence the traffic network. These routes are illustrated in **Figure 2**. The primary routes are WV 2, WV 193, and OH SR 7. WV 2 parallels the Ohio River on the WV side beginning at the Robert C. Byrd Bridge and continuing northeast along the River. WV 193 extends from the north of Barboursville across I-64 to WV 2 from where the proposed bridge will connect with OH SR 7. OH SR 7 parallels the Ohio River on the OH side beginning at the East Huntington Bridge and continuing northeast along the river.

Ohio State Routes

In OH, OH SR 7 has a two-lane cross-section between Chesapeake and Proctorville with limited access control. Beginning at the East Huntington Bridge, OH SR 7 diverts north away from the river and adds a lane in the northbound direction for less than one mile before returning to a two-lane cross section following the County Road 403 intersection. Access is more restricted in this segment and occurs primarily at signalized intersections.

US Route 52 was included in the evaluation because it ties into the proposed extension of OH SR 7 beginning north of the Robert C. Byrd Bridge. In the Traffic Study Area, US 52 is a four-lane median-divided highway with controlled access. It follows the Ohio River to the junction with the West Huntington Bridge, where it diverts south into Huntington, becoming an urban arterial that ends approximately one mile south of the bridge at the I-64 interchange ramps.

West Virginia State Routes

In WV, WV 2, WV 193, WV 527, WV 10, and US 60 in Huntington were included in the study.

WV 2 is a two-lane undivided road that follows the southern side of the Ohio River, extending from the East Huntington Bridge to its intersection with WV 193 at the proposed bridge location.

WV 193 is a four-lane median-divided highway between Barboursville and SR 2. Access is primarily provided at median cuts with stop control on the side streets. It extends less than ½-mile south of I-64 before terminating at US 60.

WV 527 continues from the Robert C. Byrd Bridge south through central Huntington to the interchange with I-64. It became WV 152 on the south side of I-64, which was also included in the traffic analysis. WV 527 is a two-lane urban arterial within Huntington and serves as a route across the rail yard in the center of the city. It widens to a three-lane cross section outside of the city with an additional southbound lane approaching I-64. At WV 152, it widens to a four-lane cross-section for less than one mile south of I-64 before returning to a two-lane cross-section.

WV 10 is a four-lane urban arterial extending from the Ohio River in Huntington south to I-64. It uses a center two-way left-turn lane south of the railroad tracks, which becomes a median south of the Cabell Huntington Hospital.

Two segments of US 60 were evaluated approximately six miles apart, one at the southern junction of the East Huntington Bridge and one in Barboursville approaching the junction with I-64. Both segments are four-lane urban arterials with a center turn lane.

POPULATION

Table 1 lists the U.S. Census data for each county, city, and village in the Traffic Study Area. Cabell County’s population remained stable until 2010 but increased by 1.3%. The population of Huntington has increased slightly, while the population of Barboursville had decreased by 52% in 2020. However, Barboursville’s population is small in actual numbers, equaling roughly 1,353 fewer people compared to Huntington’s gain of 695. In OH, Lawrence County’s population has decreased by 6.7% from 2010 to 2020, while the population of Chesapeake and Proctorville have remained stable.

Table 1 U.S. Census Population in the KYOVA Region

			1990	2000	2010	2020
Population	West Virginia	Cabell County	96,827	96,784	96,319	94,350
		Huntington	54,844	51,475	49,138	46,842
		Barboursville	2,774	3,183	3,964	4,456
	Ohio	Lawrence County	61,834	62,319	62,450	58,240
		Chesapeake	1073	842	745	765
		Proctorville	765	620	574	523

Figure 3 State DOT Average Daily Traffic Data (2019-2023)



KYOVA TRAVEL DEMAND MODEL

The KYOVA Interstate Planning Commission (KYOVA) is the Metropolitan Planning Organization (MPO) for the WV, Kentucky, and OH tri-state area. The area consists of Cabell and Wayne counties in WV, Boyd and Greenup counties in Kentucky, and the urbanized area of Lawrence County in OH. The MPO’s purpose is to ensure that transportation planning decisions are made holistically across the region instead of piecemealing individual projects together.

One of the core functions of an MPO is to maintain a regional transportation plan that covers a planning horizon of at least twenty years. This plan is maintained by utilizing a regional travel demand model, which was developed by Kimley Horn and Associates (KHA). The travel demand model includes known elements such as the existing roadway network, land use, and socioeconomic data across the region. The model is divided into traffic analysis zones that feed the roadway network with trips. The travel demand model is capable of forecasting future conditions using trends in traffic volumes, changes in land use, and proposed development. With this input information, the model can generate traffic forecasts based on different scenarios the user codes. The KYOVA travel demand model was utilized to analyze how traffic will disperse across the region if the proposed bridge is built.

LAND-USE AND ECONOMIC DEVELOPMENT

As mentioned above, economic development data is a key input into the travel demand model, as it is widely known that transportation and the economy are closely connected. There are two retail centers located in Barboursville near the I-64 interchange with WV 193. The existing Huntington Mall is located approximately 1.5 miles east of the interchange and consists of a large indoor shopping mall with out-parcels along the entrance road. Tanyard Station is located south of US 60 at the terminus of WV 193. As of 2022, the total project size is 200,000 square feet including large anchor stores, retail outlets, restaurants, a bank, a hotel, a convenience store, and a coffee shop. The AADT on US60/SR 193 is 58,870.

The Nucor Steel plant in WV is a major new development in the area, necessitating 800 new employees. Using the Institute of Transportation Engineers (ITE) trip generation rate, an estimated 3,000 new trips would be generated. Approximately 22% of those trips would use the new bridge based on a select trip analysis from the existing Traffic Analysis Zone (TAZ). Nucor would produce an estimated 1,000 trips per day that would travel across the proposed bridge.

An aerial view of the Project area shows most development along the Ohio River. On the OH side, development is largely residential with accessory commercial and institutional uses, which are located between OH SR 7 and the Ohio River. In WV, Huntington is densely developed south of the Ohio River between SR 52 and US 60. Currently, residents of Proctorville, Rome, and Athalia must use the East Huntington Bridge to access the commercial developments east of Huntington. This is upwards of a 12-mile trip for residents in the northeastern portion of the urbanized Lawrence County area. These residents are also not utilizing WV 193, which is a four-lane divided highway, due to its location relative to the East Huntington Bridge and developments along US 60 and I-64.

MODEL RUNS

A travel demand model was run for three scenarios, listed and described below.

Basic Scenarios

The KYOVA model was developed with the base year of 2015 and had future years of 2020, 2030, 2040, and 2050. CDM Smith used the future year 2020 as the current year and used the future year 2050 for all future forecasts.

- 2020 No-Build** – This scenario assumes no changes to the model and is shown in **Figure 4**.
- 2020 Build** – This scenario assumes the proposed bridge is in place during the base year. Although the bridge does not exist in the current year, this scenario is used as a baseline for the future year analysis.
- 2050 No-Build** – This scenario assumes the proposed bridge does not exist in the future year. The Tri-State Outer Belt is assumed to be built.
- 2050 Build** – This scenario assumes the proposed bridge and the Tri-State Outer Belt are both built in the future year.

Two-Lane Bridge Scenario

It was deemed useful to have a reasonableness check on the viability of building the proposed bridge as a two-lane bridge rather than a four-lane bridge.

Four-Lane Bridge Scenario

Building a four-lane bridge was the primary scenario for the proposed new bridge.

The 2050 model runs (No Build and Build) show what the future conditions across the region will look like if the bridge is not built and if the bridge is built. **Figure 5** shows the 2050 No-Build volumes and **Figure 6** shows the 2050 Build volumes. As mentioned above, the future volumes are a result of known roadway improvements and estimated land-use changes and development potential. **Figure 7** shows volume differences between 2050 Build and 2050 No-Build to provide an overview of the regions going through positive and negative volume changes. The Chesapeake Bypass is assumed to be built in all models.

Figure 4 2020 No Build Estimated Average Annual Daily Traffic Data

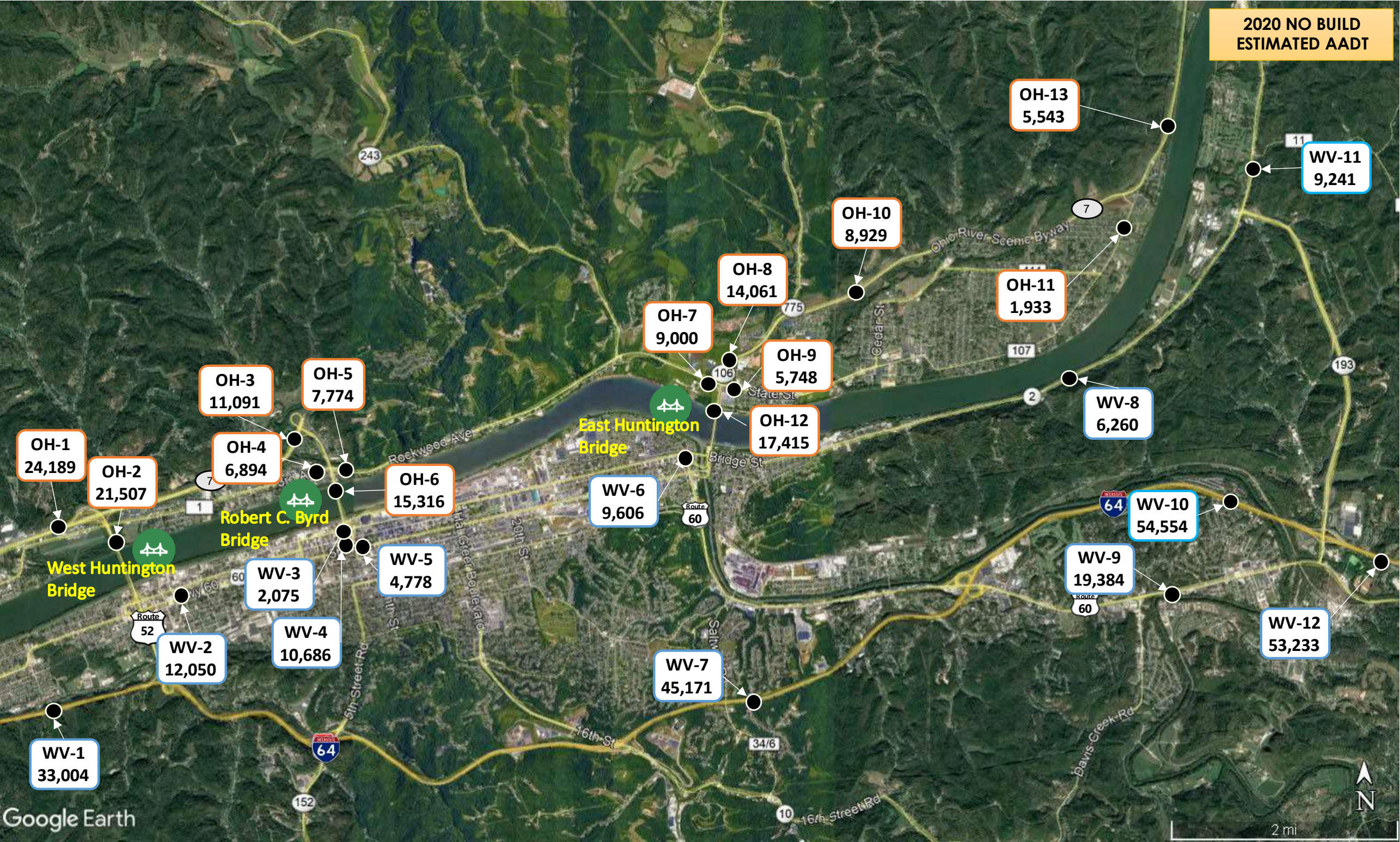


Figure 5 2050 No Build Estimated Average Annual Daily Traffic Data



Figure 6 2050 Build Average Annual Daily Traffic Data (Proposed Four-Lane Bridge)



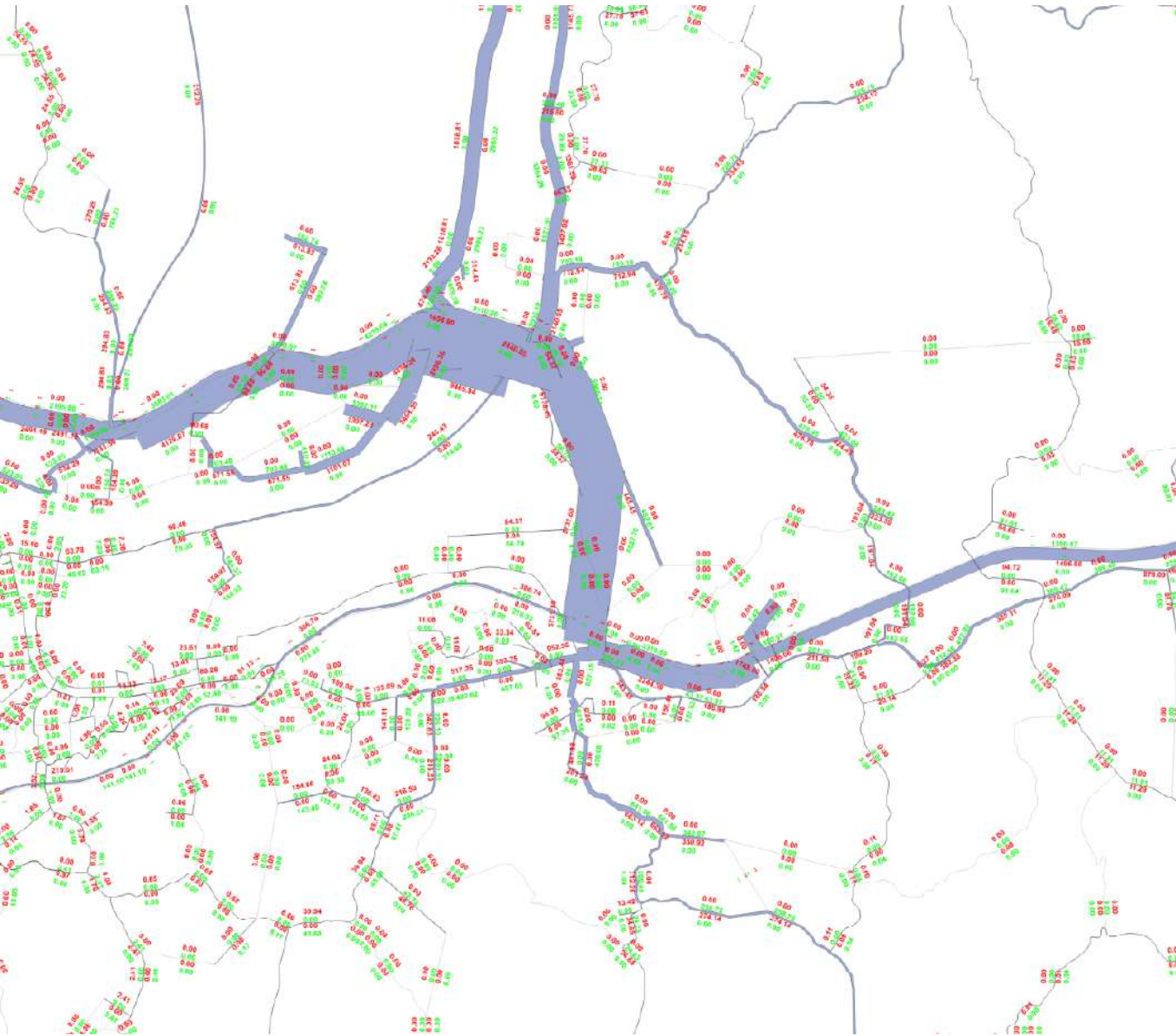
Figure 7 2050 No Build vs. Build Volume Change



MODEL CALIBRATION

As mentioned above, the 2020 No-Build scenario was run to provide a reality check of how well the model is generating travel patterns. The KYOVA travel demand model was developed by KHA and given to CDM Smith for use in this study. According to the 2020 No Build volumes, the model generally provides an accurate representation of daily volumes throughout the region, aside from over-estimating volumes along I-64. Because this study is focused on the redistribution of volumes around the proposed bridge and the East Huntington Bridge, the volumes along I-64 were not a concern. A select link analysis of the proposed bridge, as shown in **Figure 8**, shows that very few new trips have been added to the Traffic Study Area.

Figure 8 The Screen Line of New Bridge



TRAFFIC ANALYSIS

REGIONAL ROAD PROJECTS

The following project locations are illustrated in **Figure 9** and the network changes due to these projects are summarized in **Table 2**.

Portsmouth Bypass

The Portsmouth Bypass is a 16-mile, four-lane, limited-access highway around the City of Portsmouth in Scioto County in South Central OH. This project will also provide an access-controlled alternative to I-77 and I-75 for motorists making trips between southern OH and the Columbus region, saving over 70 miles on some trips.

Nucor Steel Plant

The Nucor Steel plant in WV is a major new development in the area with 800 new employees coming on board. The new plant is being built approximately 9 miles northeast of the proposed WV 2 / OH SR 7 Bridge Project. Using the ITE trip generation rate, an estimated 3,000 new trips would be generated. Approximately 22% of those trips would use the proposed bridge based on a select trip analysis from the existing TAZ. Nucor would produce an estimated 1,000 trips per day that would travel across the new bridge.

Merritts Creek Connector (WV 193)

The Merritts Creek Connector is a four-lane divided highway from U.S. Route 60 in Barboursville to WV 2 near Lesage. It bypasses the existing two-lane County Route 19 (Merritts Creek Road). A half-mile segment opened in 2000 linking U.S. Route 60 in Barboursville to County Route 19. A new interchange at milepost 18 on I-64 was completed as part of this phase.

US 35 Upgrade

US 35 between the I-64 intersection and the WV-OH state line has an average of 19,000 vehicles travels this path daily, nearly a third of its truck traffic. This section is the last part of U.S. 35 from I-64 to the WV-OH state line to be widened from two-lane to four-lane.

Figure 9 Network Changes for Build Scenario

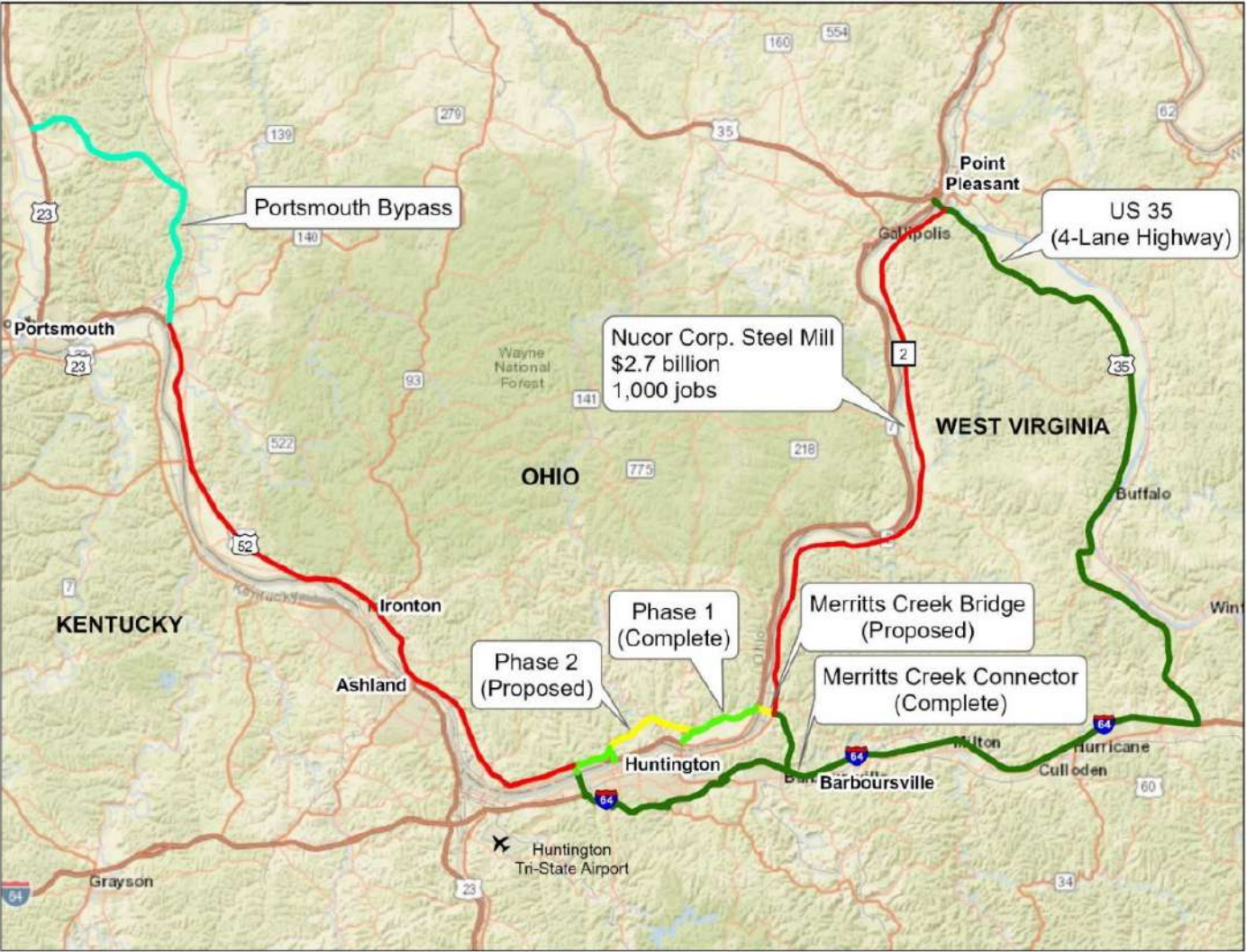


Table 2 Network Changes

Project	From	To	Existing Lanes	Future Lanes
I-64	W 17 th St bridge	US-60	4	6
I-64	US-60	WV 193	4	6
I-64	WV 193	Hurricane	4	6
US-52	I-64	Whites Creek Rd	2	4
US-52	Whites Creek Rd	Big Hurricane Creek	2	4
US-52	Big Hurricane Creek	Tabors Creek Rd	2	4
US-52	Tabors Creek Rd	Fort Gay	2	4
US-52	Fort Gay	Kermit	2	4
Airport Rd connector	US-52	Airport Rd	0	2
Chesapeake Bypass	OH SR 7	OH SR 527	0	4
Chesapeake Bypass	OH SR 527	OH SR 243	0	4
Chesapeake Bypass	OH SR 243	OH SR 775	0	2

AADT SHIFTS

The introduction of the proposed bridge crossing is expected to influence travel patterns on several major roadways in the Traffic Study Area, with the greatest impact in the northeastern portion of the Traffic Study Area. **Table 3** presents the model results of those roadways to compare between 2050 No Build and Build conditions. For projections of 2050 traffic, the model assumed the completion of the Tri-State Outer Belt between Chesapeake and Proctorville and incorporated expected economic growth in the region.

Table 3 Future Year Model Output

WV Routes	2050 No Build	2050 Build
WV 2 North of SR 193	11,676	11,959 ↑
WV 2 South of SR 193	7,893	6,654 ↓
WV 193	10,933	20,618 ↑
I-64 West of WV 193	66,860	62,029 ↓
OH Routes		
OH SR 7 North of Proposed Bridge	8,276	10,442 ↑
Co Rd. 107 South of Proposed Bridge	2,086	5,601 ↑
OH SR 7 North of Proctorville	11,941	9,188 ↓
East Huntington Bridge	17,295	12,190 ↓
Robert C. Byrd Bridge	15,523	13,936 ↓
West Huntington Bridge	22,720	20,893 ↓

As **Table 3** shows, WV traffic in the northeast is expected to increase due to the bridge, while traffic to the southwest of the new bridge should decrease. Traffic that travels south on WV 2 to cross the river can now travel at the new bridge. I-64 traffic has the potential to reduce daily traffic volumes due to the new connection of the Outer Belt for traffic bound for OH.

OH traffic in the vicinity of the bridge is expected to increase, while traffic across the three existing bridges is expected to decrease. Trips in the northeast region that previously used the three bridges to cross the river would get shorter travel paths from the origin or destination. Traffic on County Road 107 is expected to increase in correlation with a decrease in traffic on the East Huntington Bridge, most likely for traffic diverting to the new bridge to travel north on WV 2 or east on I-64. The other two bridges decline in traffic.

The new bridge is anticipated to carry roughly 18,900 AADT by 2050, based on the estimated shift in travel routes. OH SR 7 and WV 2 are currently two-lane roadways close to the proposed bridge. The new intersections for the bridge may require additional widening of these roadways to manage the increase in traffic. In WV, widening is required in WV 2 north of SR 193 near the bridge, at least to accommodate left-turn lanes. In OH, widening may only be needed to accommodate the ramps for bridge access, since the AADTs are projected to be within the acceptable capacity limits for a Two-lane roadway. Two-lane and four-lane bridge forecasts are presented in **Table 4** and **Table 5**, respectively.

Table 4 Two-Lane Bridge Forecasts

DYVOL	2020 No Build	2050 No Build	2050 Build
New Bridge	0	0	16,773
WV 106	17,415	17,448	12,439
WV 527	15,316	15,448	13,985
US 52	21,507	22,745	21,124
TRKVOL	2020 No Build	2050 No Build	2050 Build
New Bridge	0	0	1,483
WV 106	1,106	2,324	819
WV 527	931	1,093	1,014
US 52	2,358	2,873	2,695
TRK%	2020 No Build	2050 No Build	2050 Build
New Bridge	0.0%	0.0%	8.8%
WV 106	6.4%	13.3%	6.6%
WV 527	6.1%	7.1%	7.3%
US 52	11.0%	12.6%	12.8%

Table 5 Four-Lane Bridge Forecasts

DYVOL	2020 No Build	2050 No Build	2050 Build
New Bridge	0	0	18,859
WV 106	17,415	17,448	12,190
WV 527	15,316	15,448	13,936
US 52	21,507	22,745	20,893
TRKVOL	2020 No Build	2050 No Build	2050 Build
Newbridge	0	0	1,642
WV 106	1,106	2,324	805
WV 527	931	1,093	1,012
US 52	2,358	2,873	2,655
TRK%	2020 No Build	2050 No Build	2050 Build
Newbridge	0.0%	0.0%	8.7%
WV 106	6.4%	13.3%	6.6%
WV 527	6.1%	7.1%	7.3%
US 52	11.0%	12.6%	12.7%

BENEFITS

Network Connectivity

The proposed bridge supports the completion of the Tri-State Outer Belt, linking southern OH and WV with key segments of I-64. It completes the Chesapeake Bypass between Chesapeake and Proctorville which would enhance connectivity between the northeastern sections of the Traffic Study Area and commercial and public services in Huntington and the surrounding communities.

A primary benefit will be to relieve congestion in the northeast of the Traffic Study Area. According to KYOVA’s Congestion Management Process, major routes in this area currently operate under congested conditions, including I-64, OH SR 7, and the East Huntington Bridge. These planned improvements are expected to alleviate some of this congestion for OH SR 7 and I-64, The addition of the bridge provides an alternative river crossing point for traffic east of Huntington, allowing traffic to avoid congested Huntington corridors and low-speed local roads in the Proctorville and Barboursville areas. The bridge will also improve connectivity between commercial centers in the Barboursville area and communities on the northeastern side of the Ohio River.

The key performance indicators (KPIs) for 2020 No Build, 2050 No Build, 2050 Build two-lane and 2050 Build four-lane have been calculated and shown in **Table 6**. The VMT in the build conditions shows a reduction of 1.6% and 1.3% for Build two-lane and Build four-lane scenarios respectively and VHT shows a reduction of 4.0% in both cases.

Table 6 KPIs for Scenarios

KPIs	2050 No Build	2050 Build Two-lane	2050 Build Four-lane
VMT	3,347	3,294	3,304
VHT	76	73	73

Truck Traffic

Truck volumes were calculated for the future years for the two-lane bridge and four-lane bridge shown in **Table 4** and **Table 5**, respectively. The truck volumes include single-unit and combination-unit trucks. Both alternatives estimate similar truck percentages on the WV 106 (8.8% and 8.7% respectively), WV 527 (6.6% on both), US 52 (7.3% on both), and on the bridge itself (12.8 & 12.7% respectively). Both build scenarios reduce truck traffic from WV 106, rerouting trucks around Proctorville through the new bridge, hence avoiding the busy area to enhance mobility. **Figure 10** and **Figure 11** show combination unit truck trip volumes and percentages in the study location. Truck trips are reduced towards the southwest and increase towards the northeast of the proposed bridge. The two-lane bridge and four-lane bridge show a significant increase in truck traffic on WV 193. However, the two-lane bridge shows a lower increase than the four-lane bridge and a more even distribution of truck traffic surrounding the proposed bridge.

Another benefit of completing the Tri-State Outer Belt is an alternative route to I-64 during unforeseen shutdowns of the interstate. The current roadway network is not conducive to moving large amounts of traffic. The Chesapeake Bypass would be a good alternative to I-64, but the new bridge is an integral piece for this route to work effectively.

Figure 10 2050 No-Build vs. 2050 Build CU Trucks (Two-Lane bridge)

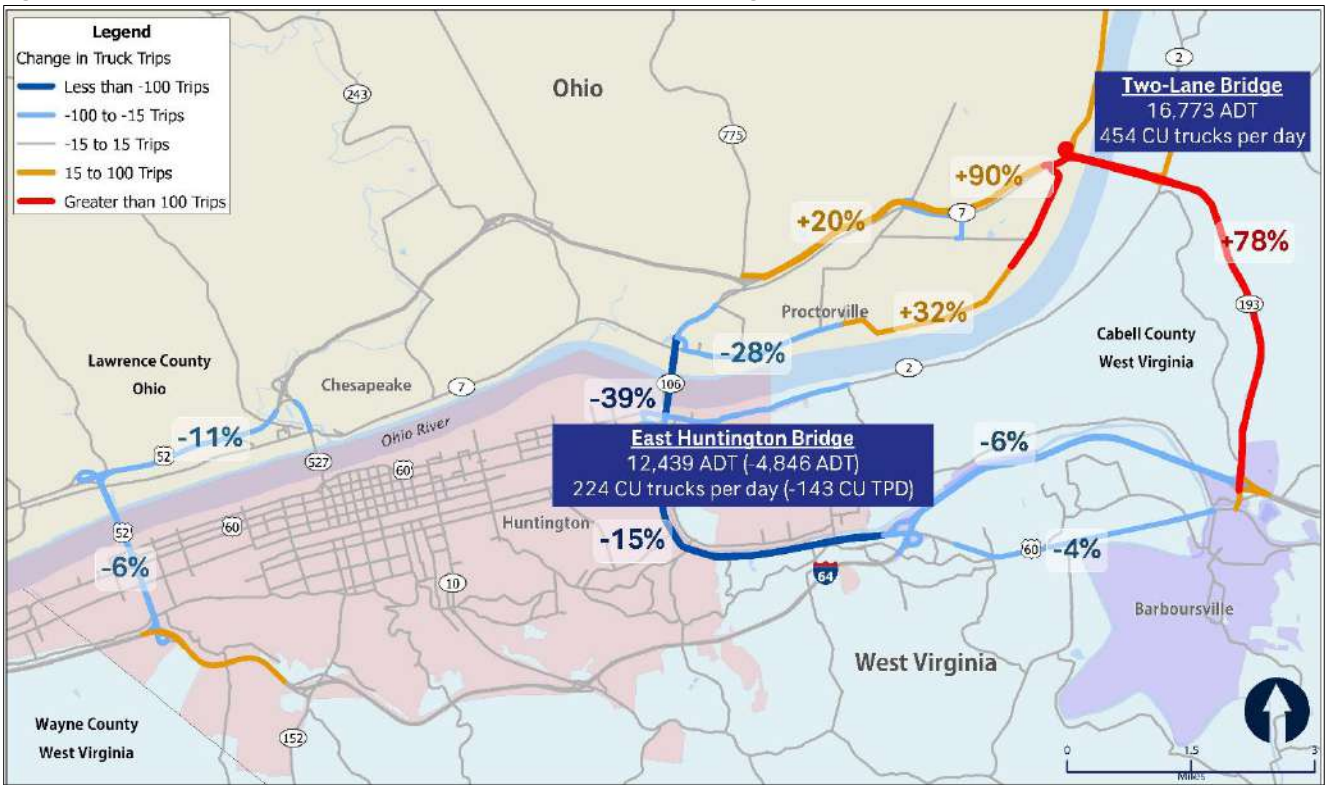
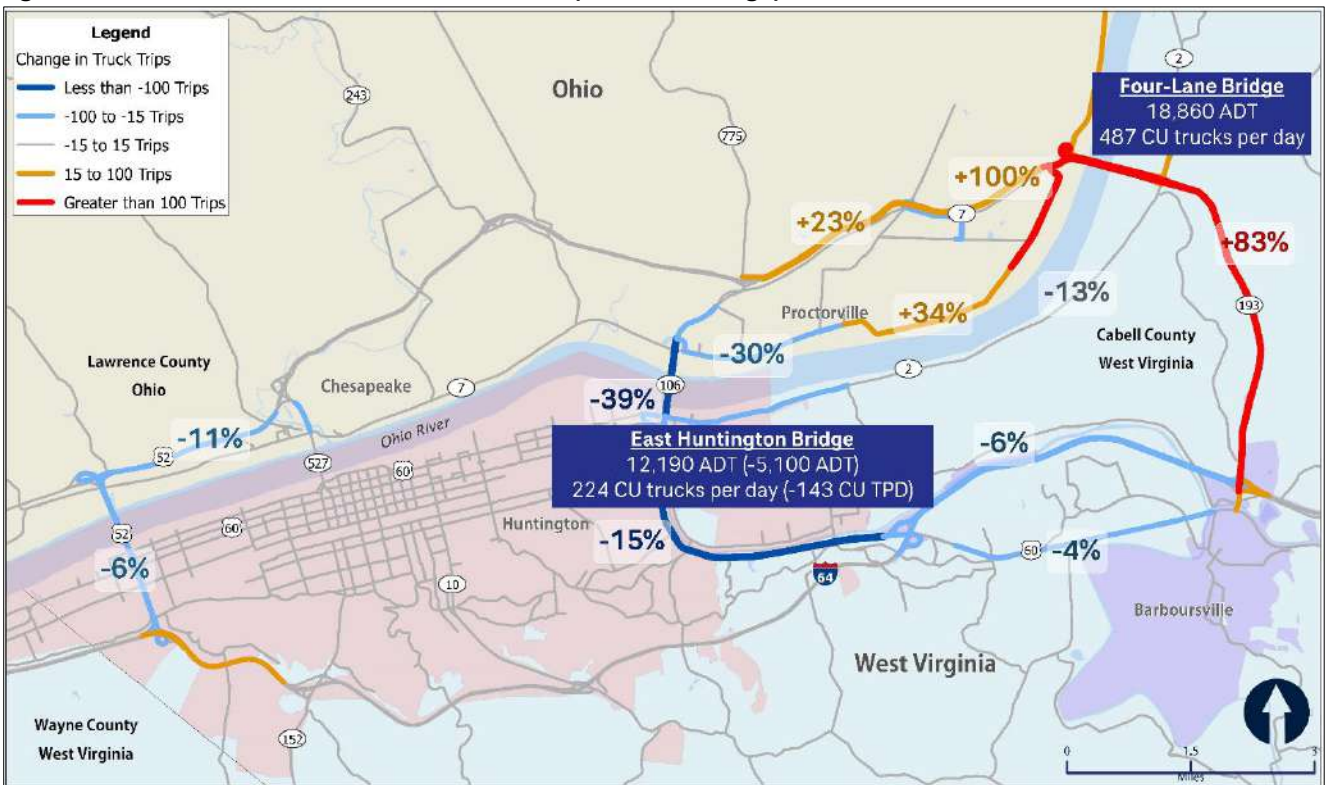


Figure 11 2050 No-Build vs. 2050 Build CU Trucks (Four-lane bridge)



MULTIMODAL MOBILITY

Current plans exist for bicycle and pedestrian improvements across the KYOVA Region. In OH, the Lawrence County Bicycle and Pedestrian Plan proposes improved bicycle and pedestrian infrastructure linking the communities bordering the Ohio River in the southern portion of Lawrence County. This plan includes bicycle lanes on OH SR 7 and shared-use pathways in the residential area of Proctorville southwest of the proposed bridge, all of which lead to the proposed bridge site (See **Figure 12** through **Figure 15**). In WV, the Village of Barboursville’s Nonmotorized Transportation Plan includes a proposed sidewalk on WV 193, and the Downtown Huntington Access Study proposes bicycle lanes on WV 2 in the developed area east of the East Huntington Bridge.

Of the three existing bridges in the Traffic Study Area, only the Robert C. Byrd Bridge provides pedestrian accommodation. This bridge is approximately 8 miles from the proposed bridge site and connects OH with WV at the center of downtown Huntington. Providing pedestrian and bicycle accommodation with the proposed bridge will allow linking the planned improvements of these communities and enhance the opportunities for multimodal travel in the eastern portion of the Traffic Study Area.

Figure 12 OH SR 7 Between Old OH SR 7 and the East Huntington Bridge (West of Proctorville)



Figure 13 OH SR 7 Between OH SR-775 and Athalia (North and East of Proctorville)



Figure 14 CR-107/Market Street Between Cedar Street and OH SR-7/Ohio River Scenic Byway (Proctorville)



Figure 15 SR-411 between Cedar Street and Beulah Lane (Proctorville)



SAFETY

SUMMARY STATISTICS

A total of 16,133 crashes occurred in 5 years from 2018 to 2022 in WV while 5,178 crashes occurred in OH from 2019 to 2023.

CRASHES BY SEVERITY

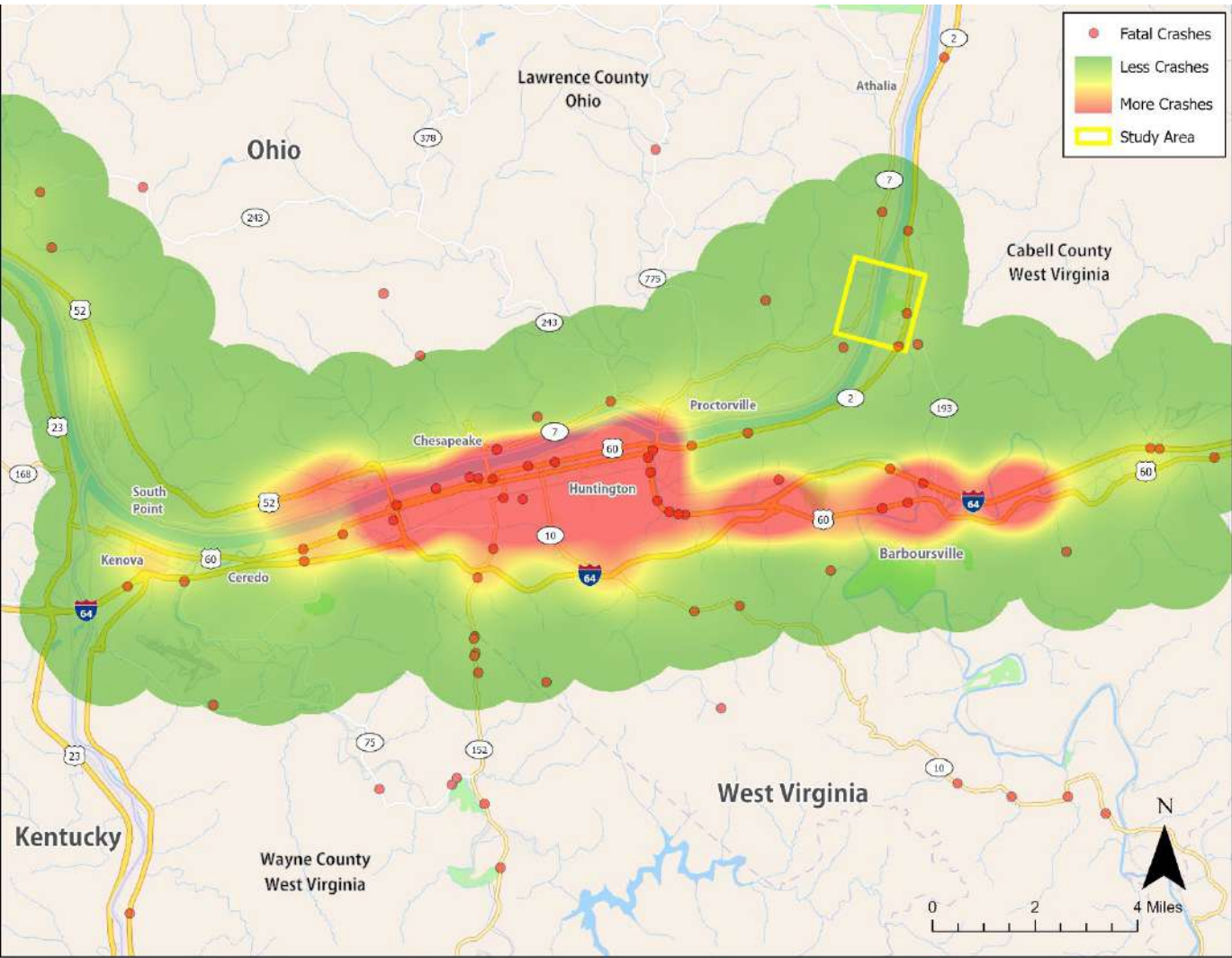
Table 7 shows the summary of crashes by severity. Both WV and OH have about 0.6% fatal crashes for all crashes. However, OH has a slightly higher proportion of injury crashes.

Table 7 Crashes by Severity in the Traffic Study Area

Location	Total Crashes	Property Damage Only Crashes	Injury Crashes	Fatal Crashes
West Virginia Side	16,133	12,140 (75.2%)	3,901 (24.2%)	92 (0.6%)
Ohio Side	5,178	3,595 (69.4%)	1,554 (30.0%)	29 (0.6%)

About 67% of the crashes in the WV side occurred in the Huntington area likely due to the high volume of traffic in the downtown area. **Figure 16** shows locations of fatal crashes on the top of the hotspot locations. The area around the three Huntington bridges (red and orange in the figure) experienced more crashes than other locations. Many fatal crashed occurred in hotspot locations.

Figure 16 Crash Hotspots with Fatal Crash Locations Near the Study Area



CRASH RATES AT AREA BRIDGES

The crash rate at the Nick Joe Rahall II Bridge (West Huntington Bridge) is very high (130 per 100 Million Vehicle Miles Traveled [MVTM] compared to the statewide average of 54 per 100 MVTM). Based on the Safety Performance Function (SPF) for two-lane undivided urban and suburban arterial (2U) in the Highway Safety Manual (HSM: Equation 12-10), the reduction of AADT will result in a decrease in total crashes. For example, the predicted number of crashes will reduce by 38% if AADT is reduced from 20,000 vehicles per day (vpd) to 15,000 vpd in an urban two-lane undivided highway for a one-mile segment. The SPF is not a linear function, it depends on the initial and final AADT and the length of that segment.

Table 8 Traffic Volume and Crash on the Existing Bridges on the Existing Ohio River Bridges

Nick Joe Rahall II Bridge (West Huntington Bridge)	
Crash Counts (2018-2022)	28
AADT (2023)	19,637
Crash Rates (Per 100 MVTM)	130
Expected Crash Reduction Due to Diversion	3.9
Robert C. Byrd Bridge (Huntington Bridge)	
Crash Counts (2018-2022)	4
AADT (2023)	14,830
Crash Rates (Per 100 MVTM)	45
Expected Crash Reduction Due to Diversion	0.6
East Huntington Bridge	
Crash Counts (2018-2022)	8
AADT (2023)	15,509
Crash Rates (Per 100 MVTM)	53
Expected Crash Reduction Due to Diversion	4.1

SUMMARY

CDM Smith was commissioned to update the 2019 Corridor Study to evaluate the need for a proposed bridge crossing, Merritts Creek Bridge over the Ohio River near Huntington, WV. The bridge connects OH SR 7 with WV 193 to improve traffic flow and economic development between Cabell County and Lawrence County. It will impact traffic mobility and safety in Huntington, Barboursville, Chesapeake, and Proctorville communities, among others. The key routes include OH SR 7, WV 2, WV 193, and US 52.

The study includes observing the projected population and AADT shifts in the future due to the proposed bridge and the regional roadway projects within the Traffic Study Area that significantly contribute to traffic.

A traffic analysis consisting of travel demand modeling for two alternatives to the proposed bridge is evaluated in this report for a two-lane bridge and a four-lane bridge with their estimated future traffic and truck traffic volumes in the year 2050 with the base year 2020. The 2020 No-Build scenario was run for model calibration. Build conditions of these two alternatives are compared with their corresponding 2050 No build conditions. Four scenarios were considered to analyze and compare. These are:

- i) 2020 No-Build Scenario
- ii) 2050 No-Build Scenario
- iii) 2050 Build Two-Lane Scenario, and
- iv) 2050 Build Four-Lane Scenario

A select link analysis for the proposed bridge and the new traffic generator Nucor plant was conducted to supplement this evaluation. KPIs were obtained from the model run to measure the 2050 Build Two-Lane Scenario which reported a lower VMT than future Build Four-Lane and future No-Build. However, VHT in both 2050 Build scenarios was equivalent, but lower than future No-Build Scenario. The proposed bridge will help the truck traffic to bypass the main Huntington area and enhance the convenience and safety of multimodal trips.

The results of the safety analysis in this report find that traffic volume around the Huntington downtown area is high. Any relief route that can divert some through traffic away from the urbanized area and associated bridges would improve safety and local traffic flow.

Appendix E – WV 2 / OH SR 7 Bridge Project Economic Analysis and BCA Report

Benefit Cost Analysis and Supplemental Economic Analysis Memo

For the West Virginia State Route 2 and Ohio State Route 7 Bridge Project PEL Study

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Intro and Overview

The West Virginia, Kentucky, and Ohio Region (KYOVA Region) is hindered by Ohio River bridge crossing limitations, which partially congest roadways in/around Huntington, WV and inhibit through-traffic connectivity. This analysis evaluates the improved cross-river mobility of connecting West Virginia State Route 2 (WV 2) to Ohio State Route 7 (OH SR 7) in terms of transport costs and economic development. A Benefit Cost Analysis (BCA) is used to quantitatively evaluate the Project's economic feasibility, and an economic assessment is used to qualitatively evaluate potential economic development.

Benefit Cost Analysis

This BCA compares the benefits of increased roadway capacity and improved mobility to the net lifecycle implementation costs of building, operating, and maintaining a new bridge. The analysis follows RAISE BCA guidance and recommended values.¹ **Table 1** summarizes the WV 2 and OH SR 7 Bridge Project's (the Project's) transport *overview*, *alternatives*, and *benefit types*. The following sections outline project implementation costs, transport benefits, benefit monetization, and economic feasibility.

Table 1: Overview, Alternatives, and Benefit Types

Overview	Alternative Changes	Benefit Types
The regional economy is hindered by Ohio River crossing limitations and related congestion around local bridges to/from WV, OH, KY.	Build a two- or four-lane bridge to connect WV 2 to OH SR 7, approximately 6-miles east of the Huntington, WV city center (SR 106 bridge crossing).	The Project reduces Huntington bridge traffic, especially by diverting through truck traffic, which reduces regional trip times and increases travel speeds. Time cost-saving benefits, are partially offset by increased travel distance dissavings (vehicle operations, accidents, and emissions).

Bridge Alternatives and Scenarios

BCAs compare improvement alternatives (e.g., a Build) to a non-improvement alternative (e.g., a No-Build). The No-Build (baseline) alternative reflects constrained current and future Huntington, WV traffic volumes associated with cross-river traffic – both local and through. The Build alternatives reflect network travel efficiencies associated with a new bridge alignment connecting WV 2 to OH SR 7.

Four alternatives were assessed: a two- versus four-lane bridge, both with and without bike-pedestrian (multimodal) lanes. Travel Demand Model (TDM) data between the road only and multimodal are identical because multimodal data/activity is available to differentiate the alternatives due to the proposed bridge not currently existing. **Table 2** outlines bridge alternatives and TDM scenarios.

¹ U.S. Department of Transportation. Benefit-Cost Analysis Guidance for Discretionary Grant Programs. Available: <https://www.transportation.gov/office-policy/transportation-policy/benefit-cost-analysis-guidance>. Accessed April 30, 2025.

Table 2: Bridge Alternatives and TDM Scenarios

Bridge Alternative	TDM Scenarios
Two-Lane, Road Only	Two-Lane
Two-Lane, Multimodal	Two-Lane
Four-Lane, Road Only	Four-Lane
Four-Lane, Multimodal	Four-Lane

Costs and Benefits

Differential construction and maintenance lifecycle costs (Build versus No-Build alternatives) are compared against the expected net societal benefits from a new bridge. Societal benefits reflect travel efficiency cost savings or dissavings (travel time, vehicle operations, accidents, and emissions) associated with vehicle hours traveled (VHT) and vehicle miles traveled (VMT) changes. No multimodal benefits were identified.

Years of Analysis

The analysis spans 30 operating years post-construction, beginning with 2025 planning and engineering (P&E) through 2031 construction, opening in 2032, with operations analyzed through 2061. All costs and benefits are calculated in real (constant) 2024 United States Dollars (2024\$), with future monetary values discounted to year 2024 using a real 3.1% discount rate, per USDOT guidelines. BCA results are summarized by net present value (NPV) calculations and benefit cost ratios (BCR).

Implementation and O&M Costs

Implementation and operation/maintenance (O&M) costs are evaluated in constant 2024\$. Implementation costs include planning and engineering (P&E), rights-of-way (ROW), and construction. These costs are also adjusted for future funding perspective (e.g., non-BCA) to account for inflation.

Real Implementation Costs

Prior cost estimates in 2020\$ are inflated to 2024\$ for the BCA.² Costs are summarized in **Table 3** for the four Corridor-1 alternatives. Summary observations include:

- *Total Costs* – Total costs range significantly from a low of \$165.1 million (two-lane, road only) to a high of \$307.8 million (four-lane, multimodal)
- *Cost Types* – ROW is a constant \$21.5 million for all alternatives, while P&E and construction costs are approximately 70% greater for the Four-Lane alternatives (verses the Two-Lane)
- *Lane Expansion* – Lane expansion from two to four lanes adds approximately 60% additional total cost
- *Multimodal Option* – Adding multimodal infrastructure increases costs by 15% (two-lane) to 17% (four-lane)

² KYOVA (2020). Ohio River Bridge Crossing Feasibility Study. Available: [Final Ohio River Bridge Crossing Study 6 12 Report Only.pdf](#). Accessed: April 30, 2025.

Table 3: Capital Cost Summary – by Alternative and Type (2024\$ million)

Type	C-1 Two-lane		C-1 Four-lane	
	Road Only	Multimodal	Road Only	Multimodal
Planning and Eng.	\$10.3	\$12.1	\$17.4	\$20.5
ROW	\$21.5	\$21.5	\$21.5	\$21.5
Construction	<u>\$133.3</u>	<u>\$156.6</u>	<u>\$224.4</u>	<u>\$265.8</u>
Total	\$165.1	\$190.2	\$263.3	\$307.8

Source: Ohio River Bridge Crossing Feasibility Study; KYOVA Metropolitan Planning Organization; 2020. Escalated to year 2024\$ based on PPI and National Highway Construction Cost Indices.

Future Nominal Construction Costs

To avoid confusion with future funding-related cost estimates, these 2024\$ values are inflated to future implementation year values based on the same PPI and National Highway Construction Cost indices used to adjust the original 2020\$ to 2024\$. **Table 4** compares order-of-magnitude costs between the constant 2024\$ used in the BCA versus the future (Nominal\$) funding needs. Just the two- versus four-lane road only alternatives are shown in the table.³ Note that the nominal dollars summate across multiple years for P&E, ROW, and construction between 2024 and 2031.

While P&E and ROW variance is marginal (3% and 7%, respectively), actual construction variance is 27%. The notably larger construction variance reflects recent high construction cost increases compounded over five years (construction is assumed to start in 2029 and last three years). Combined, total future (nominal\$) costs are 23% greater than the constant (2024\$).

Table 4: Capital Cost Summary – by Alternative and Value Term (2024\$ million)

Type	Constant (2024\$)	Future (Nominal\$)
C-1 Two-Lane (Road Only)		
Planning and Eng.	\$10.3	\$10.6
ROW	\$21.5	\$23.1
Construction	<u>\$133.3</u>	<u>\$168.7</u>
Total	\$165.1	\$202.4
C-1 Four-Lane (Road Only)		
Planning and Eng.	\$17.4	\$17.9
ROW	\$21.5	\$23.1
Construction	<u>\$224.4</u>	<u>\$284.1</u>
Total	\$263.3	\$325.1

Source: Ohio River Bridge Crossing Feasibility Study; KYOVA Metropolitan Planning Organization; 2020. Escalated to year 2024\$ based on PPI and National Highway Construction Cost Indices.

O&M Costs

Opening in 2032, net annual O&M costs are estimated at 0.5% of total construction cost for BCA purposes. This results in real annual expenses of \$0.7 million for the two-lane bridge or \$1.1 million annually for the four-lane.

³ The multimodal future nominal costs are also available, but not shown to avoid key takeaway confusion (e.g., difference between real versus nominal costs used for funding purposes).

Benefit Analysis

Traffic volume and benefit assumptions are outlined below.

Traffic Volumes

The KYOVA travel demand model (TDM) was updated by the Consultant with programmed projects and the Nucor steel Mill for the PEL Study. This TDM was used to estimate current and future average daily volumes by vehicle type (passenger and commercial) and trip purpose (e.g., commute, business, and personal) by alternative. The TDM provides anchor year volumes (e.g., 2020 and 2050), which is used to interpolate interim year data based on opening year assumptions. Modest traffic growth is anticipated over the 30-year period with trips and AADT growing 0.5% annually.

Anchor year network-wide daily traffic metric (VMT, VHT, and speed) changes between the No-Build and two build alternatives (two- versus four-lane bridge) are summarized in **Table 5**.

Table 5: Summary VMT, VHT, and Speed Change by Alternative

Bridge Alternative Metrics	Change (NB vs. B)		
	2020	2050	Growth
Two-Lane Bridge			
VMT	37,314	2,226	-94%
VHT	-510	-772	51%
Speed (mph)	0.28	0.09	-67%
Four-Lane Bridge			
VMT	42,173	8,701	-79%
VHT	-579	-847	46%
Speed (mph)	0.31	0.12	-61%

Source: CDM Smith TDM for the 2025 PEL Study

Summary TDM analysis indicates VHT savings for both alternatives in anchor year 2020 are offset by increased VMT associated with longer routed traffic onto the new bridge. Combined, the VHT and VMT changes result in increased network speeds (e.g., 0.28 mph to 0.31 mph faster). By 2050, VHT savings increase (46% for the two-lane scenario and 51% for the four-lane scenario) while VMT disbenefits decrease (-79% for the two-lane scenario and -94% for the four-lane scenario). Daily travel VMT and VHT savings are annualized via a 365 days/year assumption. Interim unmodeled years were interpolated based on the Compound Annual Growth Rate.

Benefit Assumptions

Time, vehicle-operating, accident, and emission cost-saving benefits were developed based on USDOT BCA guidance.⁴ Values and factors used include average vehicle occupancy, values per hour, Vehicle Operating Cost (VOC) per mile, etc., inflated to 2024\$, as shown in **Table 6**.

- **Time** – VHT savings are multiplied by values-per-hour and vehicle occupancy by vehicle type (passenger, commercial) and trip purpose (commuting, business, personal, external).

⁴ U.S. Department of Transportation. Benefit-Cost Analysis Guidance for Discretionary Grant Programs. Available: <https://www.transportation.gov/office-policy/transportation-policy/benefit-cost-analysis-guidance>. Accessed April 30, 2025.

- *VOC* – VMT (dis)savings multiplied by values-per-mile by vehicle type (e.g., passenger, commercial).
- *Accidents* – VMT (dis)savings multiplied by accident severity rates per mile and by accident severity type. Accident severity includes fatalities, injuries, and property-damage-only (PDO), per KY State Police statewide annualized data.⁵
- *Emissions* – VMT (dis)savings multiplied by emission types, rates, and costs. Complicated annual cost calculation variations per VMT are streamlined to aggregated single-year fixed rates per VMT (passenger, commercial) given the minor BCA affect.⁶
- *Multimodal* – No data is available regarding existing or future use with or without a new bridge, hence there is no basis for estimating associated multimodal benefits.

Table 6: Benefit Assumptions

Assumptions	Values		Occupancy	Source	Notes
Travel Times					
PV Commuting (HBW)	\$34.84	per hour	1.67	FHWA BCA	inflated to year 2024\$
PV Business (NHB)	\$19.31	per hour	1.67	FHWA BCA	inflated to year 2024\$
PV Personal	\$19.31	per hour	1.67	FHWA BCA	inflated to year 2024\$
PV External	\$21.14	per hour	1.67	FHWA BCA	inflated to year 2024\$
CV Medium	\$36.13	per hour	1.00	FHWA BCA	inflated to year 2024\$
CV Heavy	\$36.13	per hour	1.00	FHWA BCA	inflated to year 2024\$
Vehicle Operating					
Passenger Vehicles	\$0.55	per VMT	N/A	FHWA BCA	inflated to year 2024\$
Commercial Vehicles	\$1.39	per VMT	N/A	FHWA BCA	inflated to year 2024\$
Accidents					
Fatalities	\$14,748,086	per type	N/A	FHWA BCA	inflated to year 2024\$
Injuries	\$329,187	per type	N/A	FHWA BCA	inflated to year 2024\$
PDO	\$9,571	per type	N/A	FHWA BCA	inflated to year 2024\$
Aggregate Cost per VMT	\$0.417	per VMT	N/A	KY State Police	weighted average cost
Emissions					
Passenger Vehicles	\$0.018	per VMT	N/A	FHWA BCA, REMI	fixed cost
Commercial Vehicles	\$0.146	per VMT	N/A	FHWA BCA, REMI	fixed cost

U.S. Department of Transportation. Benefit-Cost Analysis Guidance for Discretionary Grant Programs. Available: <https://www.transportation.gov/office-policy/transportation-policy/benefit-cost-analysis-guidance>. Accessed April 30, 2025.

Kentucky Transportation Center (2022). Traffic Collision Facts. Available: <https://wp.kentuckystatepolice.ky.gov/wp-content/uploads/2023/11/Kentucky-Traffic-Collision-Facts-2022-Report.pdf>. Accessed April 29, 2025.

Travel Efficiency Benefits

Travel benefits are calculated over the 30-year operation period after 2032. Specifically, the unit costs are applied to annual VMT and VHT travel changes to monetize (dis)savings by type (time, vehicle operations, accidents, and emissions). Note that since no multimodal data or activity is available, no

⁵ Kentucky Transportation Center (2022). Traffic Collision Facts. Available: <https://wp.kentuckystatepolice.ky.gov/wp-content/uploads/2023/11/Kentucky-Traffic-Collision-Facts-2022-Report.pdf>. Accessed April 29, 2025.

⁶ Current types include NOX, SOX, PM2.5, and CO2, which may change over time, as do the forecasted emission rates per VMT, due to vehicle efficiency improvements and fleet migration towards electric vehicles.

additional benefits are estimated for the two- or four-lane alternatives; hence the benefits for the two multimodal alternatives are the same as road only alternatives.

Two-Lane Bridge Benefits

In bridge opening year 2032, travel time benefits (\$8.1 million) are overshadowed by travel-distance disbenefits (-\$11.3 million) associated with increased VOC, accidents, and emissions. This reflects a net disbenefit (-\$3.2 million). However, both time and distance related benefits improve steadily over time, as shown in **Table 7**.

- *Travel Time vs. Distance Benefits* – time benefits rise to \$12.1 million by 2061 (50% total growth), while travel-distance disbenefits fall until turning positive (\$0.3 million) in 2052.
- *Net Positive Benefits* – Single year net positive benefits are realized in 2038 (\$0.6 million) when travel time benefits (\$8.8 million) overtake travel-distance disbenefits (-\$8.2 million). Thereafter, net benefits rise quickly, reaching \$19.1 million by 2061.

Table 7: Annual Travel Efficiency Benefits – Two-Lane Bridge (2024\$, millions)

Year	Time	VOC	Accidents	Emissions	Total
2032	\$8.1	-\$6.8	-\$4.0	-\$0.4	-\$3.2
2033	\$8.2	-\$6.5	-\$3.9	-\$0.4	-\$2.6
2034	\$8.3	-\$6.2	-\$3.7	-\$0.4	-\$2.0
2035	\$8.4	-\$5.9	-\$3.5	-\$0.4	-\$1.3
2036	\$8.6	-\$5.6	-\$3.3	-\$0.4	-\$0.7
2037	\$8.7	-\$5.3	-\$3.1	-\$0.3	-\$0.1
2038	\$8.8	-\$5.0	-\$2.9	-\$0.3	\$0.6
2039	\$8.9	-\$4.6	-\$2.7	-\$0.3	\$1.3
2040	\$9.0	-\$4.3	-\$2.5	-\$0.3	\$1.9
2041	\$9.2	-\$4.0	-\$2.3	-\$0.3	\$2.6
2042	\$9.3	-\$3.6	-\$2.1	-\$0.2	\$3.3
2043	\$9.4	-\$3.3	-\$1.9	-\$0.2	\$4.0
2044	\$9.5	-\$2.9	-\$1.7	-\$0.2	\$4.8
2045	\$9.7	-\$2.5	-\$1.5	-\$0.2	\$5.5
2046	\$9.8	-\$2.2	-\$1.3	-\$0.1	\$6.3
2047	\$10.0	-\$1.8	-\$1.0	-\$0.1	\$7.0
2048	\$10.1	-\$1.4	-\$0.8	-\$0.1	\$7.8
2049	\$10.2	-\$1.0	-\$0.6	-\$0.1	\$8.6
2050	\$10.4	-\$0.6	-\$0.4	\$0.0	\$9.4
2051	\$10.5	-\$0.2	-\$0.1	\$0.0	\$10.2
2052	\$10.7	\$0.2	\$0.1	\$0.0	\$11.0
2053	\$10.8	\$0.6	\$0.4	\$0.0	\$11.8
2054	\$11.0	\$1.0	\$0.6	\$0.1	\$12.7
2055	\$11.1	\$1.5	\$0.9	\$0.1	\$13.6
2056	\$11.3	\$1.9	\$1.1	\$0.1	\$14.5
2057	\$11.5	\$2.4	\$1.4	\$0.2	\$15.3
2058	\$11.6	\$2.8	\$1.6	\$0.2	\$16.3
2059	\$11.8	\$3.3	\$1.9	\$0.2	\$17.2
2060	\$12.0	\$3.7	\$2.2	\$0.2	\$18.1
2061	\$12.1	\$4.2	\$2.5	\$0.3	\$19.1

Four-Lane Bridge Benefits

In bridge opening year 2032, travel time benefits (\$9.1 million) are overshadowed by the travel-distance disbenefits (-\$13.7 million) associated with increased VOC, accidents, and emissions. This reflects a net disbenefit (-\$4.6 million). However, both time and distance benefits improve over time, as shown in **Table 8**.

- *Travel time vs. Distance Benefits* – time benefits rise to \$13.2 million by 2061 (45% total growth), while travel-distance disbenefits fall gradually before turning positive (\$0.7 million) in 2057.
- *Net Positive Benefits* – Single year net positive benefits of \$0.3 million are attained in 2040 when travel time benefits (\$10.0 million) overtake travel-distance disbenefits (-\$9.7 million). Thereafter, net benefits rise quickly, reaching \$16.8 million by 2061.

Table 8: Annual Travel Efficiency Benefits – Four-Lane Bridge (2024\$, millions)

Year	Time	VOC	Accidents	Emissions	Total
2032	\$9.1	-\$8.3	-\$4.9	-\$0.5	-\$4.6
2033	\$9.2	-\$8.0	-\$4.7	-\$0.5	-\$4.1
2034	\$9.3	-\$7.7	-\$4.6	-\$0.5	-\$3.5
2035	\$9.4	-\$7.4	-\$4.4	-\$0.5	-\$2.9
2036	\$9.5	-\$7.1	-\$4.2	-\$0.5	-\$2.3
2037	\$9.7	-\$6.8	-\$4.0	-\$0.4	-\$1.6
2038	\$9.8	-\$6.5	-\$3.8	-\$0.4	-\$1.0
2039	\$9.9	-\$6.2	-\$3.7	-\$0.4	-\$0.4
2040	\$10.0	-\$5.9	-\$3.5	-\$0.4	\$0.3
2041	\$10.2	-\$5.6	-\$3.3	-\$0.4	\$1.0
2042	\$10.3	-\$5.2	-\$3.1	-\$0.3	\$1.6
2043	\$10.4	-\$4.9	-\$2.9	-\$0.3	\$2.3
2044	\$10.5	-\$4.6	-\$2.7	-\$0.3	\$3.0
2045	\$10.7	-\$4.2	-\$2.5	-\$0.3	\$3.7
2046	\$10.8	-\$3.9	-\$2.3	-\$0.3	\$4.5
2047	\$11.0	-\$3.5	-\$2.0	-\$0.2	\$5.2
2048	\$11.1	-\$3.1	-\$1.8	-\$0.2	\$5.9
2049	\$11.2	-\$2.8	-\$1.6	-\$0.2	\$6.7
2050	\$11.4	-\$2.4	-\$1.4	-\$0.2	\$7.5
2051	\$11.5	-\$2.0	-\$1.2	-\$0.1	\$8.2
2052	\$11.7	-\$1.6	-\$0.9	-\$0.1	\$9.0
2053	\$11.8	-\$1.2	-\$0.7	-\$0.1	\$9.8
2054	\$12.0	-\$0.8	-\$0.5	-\$0.1	\$10.7
2055	\$12.2	-\$0.4	-\$0.2	\$0.0	\$11.5
2056	\$12.3	\$0.0	\$0.0	\$0.0	\$12.4
2057	\$12.5	\$0.4	\$0.3	\$0.0	\$13.2
2058	\$12.6	\$0.9	\$0.5	\$0.1	\$14.1
2059	\$12.8	\$1.3	\$0.8	\$0.1	\$15.0
2060	\$13.0	\$1.8	\$1.0	\$0.1	\$15.9
2061	\$13.2	\$2.2	\$1.3	\$0.1	\$16.8

BCA Summary

Discounting the annual monetary stream of benefits and costs over the analysis horizon from 2025 through 2061 at 3.1% indicates that no alternatives are economically feasible given the costs, traffic volumes, and analysis period. Comparison of the annualized and discounted benefits and costs presented previously are summarized below.⁷

Table 9: Benefit Cost Analysis Summary – by Alternative (2024\$)

Metric	Road Only		Multimodal	
	Two-lane	Four-lane	Two-lane	Four-lane
Net Present Benefits (millions)	\$73.8	\$39.0	\$71.9	\$35.7
Net Present Costs (millions)	<u>\$140.2</u>	<u>\$222.8</u>	<u>\$161.3</u>	<u>\$260.3</u>
Net Present Value (millions)	-\$66.4	-\$183.9	-\$89.4	-\$224.6
BCR	0.53	0.17	0.45	0.14

Summary Observations

Results indicate the smallest footprint (two-lane, road only) generates the most favorable results, while the largest footprint (four-lane with multimodal) generates the poorest results:

- *Two-Lane Alternatives* – The two-lane scenarios yield better results than the four-lane alternatives because little additional network wide VHT and/or VMT savings arise from expanding the roadway. In short, the marginal costs to widening to four-lanes are greater than the marginal benefits.
- *Road Only Alternatives* – The road only alternatives yield better results than the Multimodal alternatives because no multimodal users were identified that would make notable use of the bridge. Located six-miles from Huntington, a small rural city, on a road network lacking sufficient multimodal lane connectivity indicates that little multimodal activity will arise.

Largest Benefit Cost Ratio: Road Only Two-Lane Bridge

The results shown in **Table 10**, **Figure 1**, and **Figure 2** help explain project economic feasibility constraints. These results display the projections for the option with the highest BCR, the two-lane road only scenario.

- *Table 10* – Net cumulative discounted benefits of \$73.8 million and discounted costs of \$140.2 million result in a negative NPV (-\$66.4 million), a BCR below 1.0 (0.53). High VMT-related disbenefits in the early opening years (2032 to 2038) create the infeasibility.
- *Figure 1 – Figure 1* charts the negative VMT-related disbenefits by type (VOC, accidents, emissions). Although the net travel-efficiency benefits (including time) turn positive in 2039, the VMT-related disbenefits continue until 2052.
- *Figure 2 – Figure 2* shows cumulative discounted benefits and costs by year. The net negative travel-efficiency benefits in the early years (2032-2038) constrain project feasibility. The black line shows cumulative project payback, by year.

⁷ The difference in discounted benefits for the road only vs multimodal alternatives reflect different O&M only, as the TDM related VMT and VHT benefits are the same.

Table 10: Road Only Two-Lane – Annual Benefits and Costs by Type, and Discounting (2024\$, millions)

Proj.	Cal.	Capital Costs				Benefits						Total	Discounting		
		P/E	ROW	Constr.	Subtotal	Time	VOC	Safety	Emissions	O&M	Subtotal	Total	Costs	Benefits	Total
0	2024	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.000	\$0.000	\$0.000
1	2025	-\$5.2	\$0.0	\$0.0	-\$5.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	-\$5.2	-\$4.995	\$0.000	-\$4.995
2	2026	-\$5.2	\$0.0	\$0.0	-\$5.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	-\$5.2	-\$4.845	\$0.000	-\$4.845
3	2027	\$0.0	-\$10.8	\$0.0	-\$10.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	-\$10.8	-\$9.818	\$0.000	-\$9.818
4	2028	\$0.0	-\$10.8	\$0.0	-\$10.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	-\$10.8	-\$9.523	\$0.000	-\$9.523
5	2029	\$0.0	\$0.0	-\$44.4	-\$44.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	-\$44.4	-\$38.132	\$0.000	-\$38.132
6	2030	\$0.0	\$0.0	-\$44.4	-\$44.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	-\$44.4	-\$36.985	\$0.000	-\$36.985
7	2031	\$0.0	\$0.0	-\$44.4	-\$44.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	-\$44.4	-\$35.873	\$0.000	-\$35.873
8	2032	\$0.0	\$0.0	\$0.0	\$0.0	\$8.1	-\$6.8	-\$4.0	-\$0.4	-\$0.7	-\$3.9	-\$3.9	\$0.000	-\$3.016	-\$3.016
9	2033	\$0.0	\$0.0	\$0.0	\$0.0	\$8.2	-\$6.5	-\$3.9	-\$0.4	-\$0.7	-\$3.2	-\$3.2	\$0.000	-\$2.466	-\$2.466
10	2034	\$0.0	\$0.0	\$0.0	\$0.0	\$8.3	-\$6.2	-\$3.7	-\$0.4	-\$0.7	-\$2.6	-\$2.6	\$0.000	-\$1.939	-\$1.939
11	2035	\$0.0	\$0.0	\$0.0	\$0.0	\$8.4	-\$5.9	-\$3.5	-\$0.4	-\$0.7	-\$2.0	-\$2.0	\$0.000	-\$1.434	-\$1.434
12	2036	\$0.0	\$0.0	\$0.0	\$0.0	\$8.6	-\$5.6	-\$3.3	-\$0.4	-\$0.7	-\$1.4	-\$1.4	\$0.000	-\$0.951	-\$0.951
13	2037	\$0.0	\$0.0	\$0.0	\$0.0	\$8.7	-\$5.3	-\$3.1	-\$0.3	-\$0.7	-\$0.7	-\$0.7	\$0.000	-\$0.488	-\$0.488
14	2038	\$0.0	\$0.0	\$0.0	\$0.0	\$8.8	-\$5.0	-\$2.9	-\$0.3	-\$0.7	-\$0.1	-\$0.1	\$0.000	-\$0.046	-\$0.046
15	2039	\$0.0	\$0.0	\$0.0	\$0.0	\$8.9	-\$4.6	-\$2.7	-\$0.3	-\$0.7	\$0.6	\$0.6	\$0.000	\$0.378	\$0.378
16	2040	\$0.0	\$0.0	\$0.0	\$0.0	\$9.0	-\$4.3	-\$2.5	-\$0.3	-\$0.7	\$1.3	\$1.3	\$0.000	\$0.783	\$0.783
17	2041	\$0.0	\$0.0	\$0.0	\$0.0	\$9.2	-\$4.0	-\$2.3	-\$0.3	-\$0.7	\$2.0	\$2.0	\$0.000	\$1.169	\$1.169
18	2042	\$0.0	\$0.0	\$0.0	\$0.0	\$9.3	-\$3.6	-\$2.1	-\$0.2	-\$0.7	\$2.7	\$2.7	\$0.000	\$1.539	\$1.539
19	2043	\$0.0	\$0.0	\$0.0	\$0.0	\$9.4	-\$3.3	-\$1.9	-\$0.2	-\$0.7	\$3.4	\$3.4	\$0.000	\$1.891	\$1.891
20	2044	\$0.0	\$0.0	\$0.0	\$0.0	\$9.5	-\$2.9	-\$1.7	-\$0.2	-\$0.7	\$4.1	\$4.1	\$0.000	\$2.228	\$2.228
21	2045	\$0.0	\$0.0	\$0.0	\$0.0	\$9.7	-\$2.5	-\$1.5	-\$0.2	-\$0.7	\$4.8	\$4.8	\$0.000	\$2.549	\$2.549
22	2046	\$0.0	\$0.0	\$0.0	\$0.0	\$9.8	-\$2.2	-\$1.3	-\$0.1	-\$0.7	\$5.6	\$5.6	\$0.000	\$2.854	\$2.854
23	2047	\$0.0	\$0.0	\$0.0	\$0.0	\$10.0	-\$1.8	-\$1.0	-\$0.1	-\$0.7	\$6.3	\$6.3	\$0.000	\$3.145	\$3.145
24	2048	\$0.0	\$0.0	\$0.0	\$0.0	\$10.1	-\$1.4	-\$0.8	-\$0.1	-\$0.7	\$7.1	\$7.1	\$0.000	\$3.422	\$3.422
25	2049	\$0.0	\$0.0	\$0.0	\$0.0	\$10.2	-\$1.0	-\$0.6	-\$0.1	-\$0.7	\$7.9	\$7.9	\$0.000	\$3.686	\$3.686
26	2050	\$0.0	\$0.0	\$0.0	\$0.0	\$10.4	-\$0.6	-\$0.4	\$0.0	-\$0.7	\$8.7	\$8.7	\$0.000	\$3.936	\$3.936
27	2051	\$0.0	\$0.0	\$0.0	\$0.0	\$10.5	-\$0.2	-\$0.1	\$0.0	-\$0.7	\$9.5	\$9.5	\$0.000	\$4.174	\$4.174
28	2052	\$0.0	\$0.0	\$0.0	\$0.0	\$10.7	\$0.2	\$0.1	\$0.0	-\$0.7	\$10.3	\$10.3	\$0.000	\$4.400	\$4.400
29	2053	\$0.0	\$0.0	\$0.0	\$0.0	\$10.8	\$0.6	\$0.4	\$0.0	-\$0.7	\$11.2	\$11.2	\$0.000	\$4.614	\$4.614
30	2054	\$0.0	\$0.0	\$0.0	\$0.0	\$11.0	\$1.0	\$0.6	\$0.1	-\$0.7	\$12.0	\$12.0	\$0.000	\$4.816	\$4.816
31	2055	\$0.0	\$0.0	\$0.0	\$0.0	\$11.1	\$1.5	\$0.9	\$0.1	-\$0.7	\$12.9	\$12.9	\$0.000	\$5.008	\$5.008
32	2056	\$0.0	\$0.0	\$0.0	\$0.0	\$11.3	\$1.9	\$1.1	\$0.1	-\$0.7	\$13.8	\$13.8	\$0.000	\$5.189	\$5.189
33	2057	\$0.0	\$0.0	\$0.0	\$0.0	\$11.5	\$2.4	\$1.4	\$0.2	-\$0.7	\$14.7	\$14.7	\$0.000	\$5.360	\$5.360
34	2058	\$0.0	\$0.0	\$0.0	\$0.0	\$11.6	\$2.8	\$1.6	\$0.2	-\$0.7	\$15.6	\$15.6	\$0.000	\$5.522	\$5.522
35	2059	\$0.0	\$0.0	\$0.0	\$0.0	\$11.8	\$3.3	\$1.9	\$0.2	-\$0.7	\$16.5	\$16.5	\$0.000	\$5.674	\$5.674
36	2060	\$0.0	\$0.0	\$0.0	\$0.0	\$12.0	\$3.7	\$2.2	\$0.2	-\$0.7	\$17.5	\$17.5	\$0.000	\$5.817	\$5.817
37	2061	\$0.0	\$0.0	\$0.0	\$0.0	\$12.1	\$4.2	\$2.5	\$0.3	-\$0.7	\$18.4	\$18.4	\$0.000	\$5.951	\$5.951
Total													-\$140.2	\$73.8	-\$66.4

Figure 1: Road Only Two-Lane Annual Benefits and Costs by Type (2024\$, millions)

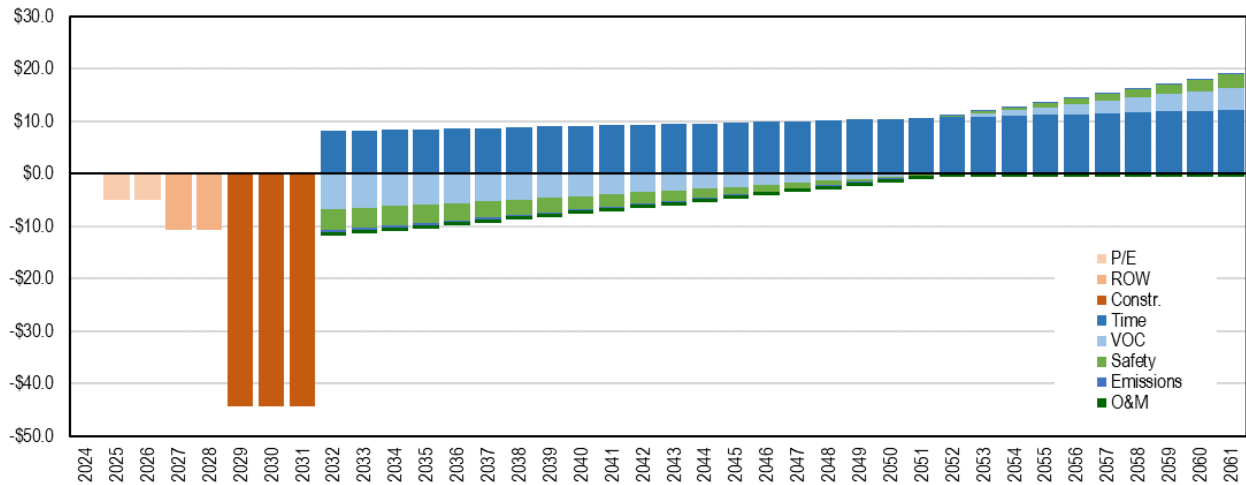
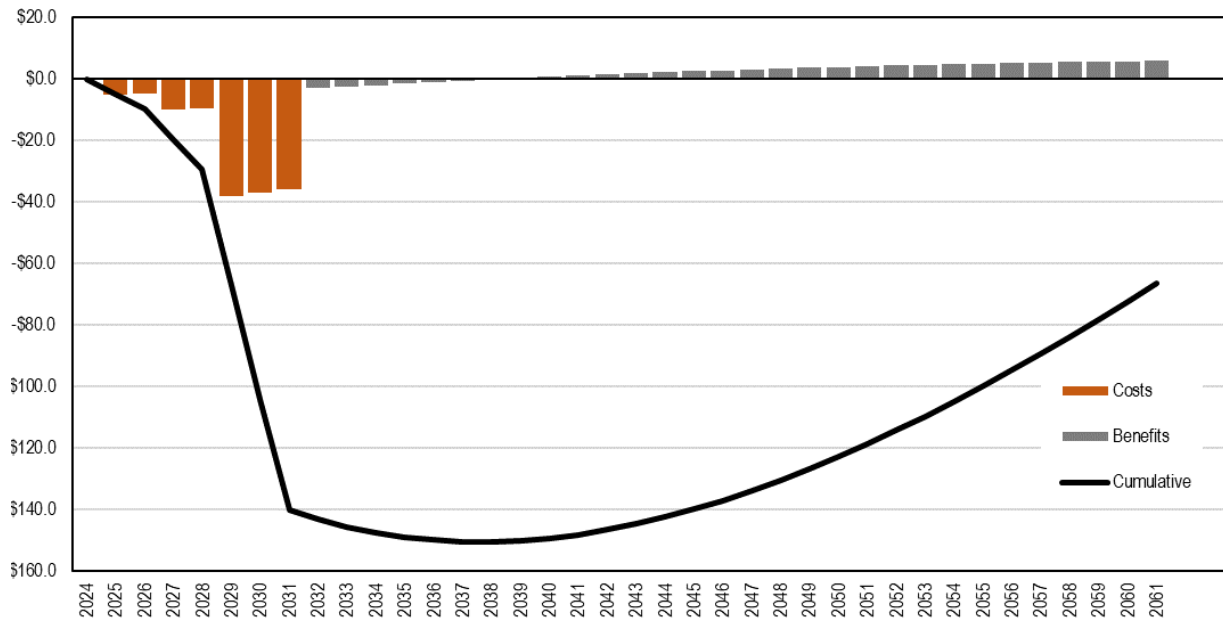


Figure 2: Road Only Two-Lane Discounted Total Annual Benefits and Costs (2024\$, millions)



Sensitivity

The proposed bridge project does not yield enough benefits to generate a BCR greater than 1. This is because discounted implementation costs are greater than discounted net-benefits (VMT and VHT). This indicates that the monetization of transport (dis)savings (VHT, VMT) are insufficient given project cost. Project feasibility would require either lower implementation cost, higher benefits, and/or timing deferment, as elaborated below for the two-lane road only alternative (the other alternatives require additional modifications):

- Implementation Costs** – Given the existing TDM model and travel metrics, capital implementation costs (and related O&M) would need to be lowered 45% to generate breakeven BCR and net present value (NPV) metrics, other metrics held constant.

- *Benefits* – While TDM modeling is an imperfect science, the analysis results appear sound and suggest a reasonable display of current and future traffic patterns under No-Build and Build alternatives given existing and forecasted population/employment levels. Benefits would need to increase 90% to breakeven, given costs and timing.
- *Timing* – Early year disbenefits due to increased VMT raise VOC, accident, and emission costs, which inhibit economic feasibility. Deferring implementation by seven years (e.g., from 2025 to 2032) would reduce early year VMT disbenefits; opening in year 2039 (vs. 2032) results in net positive benefits (e.g., the VHT \$ benefits > VMT \$ disbenefits). This timing delay, extending project through 2068, could generate total net discounted benefits over time that surpass costs (e.g., BCR > 1.0 and a positive NPV) – albeit just barely with weak BCA metrics and a late payback year 2066.

BCA Conclusion

The KYOVA bridge project is not economically feasible at this point given the location, costs, timing, and TDM modeling assumptions. Of the four alternatives, the smallest footprint (two-lane bridge only) yielded the best BCA metrics, albeit a low BCR of 0.53. Deferring project implementation by seven years (implementing in 2032 instead of 2025) generates BCA metrics that approach feasibility, however, just barely with weak BCA metrics and a late payback year 2066.

Further, deferring implementation by five-ten years raises forecasting issues. The further-out the forecasts the more opportunity for notable variances. Deferred timing warrants new TDM and BCA analyses to incorporate updated regional population/employment/development changes and forecasts. Such changes would likely differ from the findings of this memo.

Economic Development

Transportation improvements often help attract new regional development and/or induce existing business expansion. Forecasting the type and magnitude of such growth is challenging given other regional and external factors. Processes and approaches to gauge potential development and expansion range from qualitative assessments to quantitative impact models.

Quantitative Impact Modeling

New bridge transportation improvements comprise two broad regional economy effects. First, bridge P&E and construction generate short-term implementation period impacts (e.g., 2025-2031). Such short-term impacts, however, do not reflect subsequent economic development associated with other types of new industry and/or business expansion (i.e., a school, hospital, water treatment facility, etc.). Construction impact quantification often muddies rather than clarifies economic development perspectives.

Second, economic impacts reflect how improved regional transportation affects post-implementation production costs and quality of life. To do so, dynamic impact models, such as REMI⁸ are used to account how the benefits affect industry metrics over time. Specifically, REMI is used to model how annual transportation benefits lower industry operating costs (relative to other regions) and thereby help attract new industry, facilitate existing business expansion, and attract more residents.⁹ Dynamic economic impact models like REMI are expensive to rent given their data and modeling.¹⁰ Further, they are designed for larger analyses than a few million annual cost-savings associated with the KYOVA bridge.¹¹ As such, economic impact modeling is not deemed appropriate herein given the model cost, input granularity (e.g., relatively low benefits), and other externalities.

Qualitative Impact Assessment

Qualitative analyses help assess the economic impacts associated with transportation projects when insufficient data and/or other constraints inhibit quantitative analyses. The following discussion frames the relationship between transportation projects, economic development, and the rising demand for goods and services.

Highways facilitate economic development by attracting and/or retaining business and associated jobs. However, regional economic development and/or business retention is not solely dependent on highway investment. While transportation is essential to an economy, other factors are required (i.e., skilled/educated labor force, land, support services, tax structure, etc.). Local development by itself also does not require highway development as sufficient highway capacity may already exist. Rather, both

⁸ Regional Economic Models, Inc. REMI. Available: https://www.remi.com/?gad_source=1&gclid=CjwKCAiAm-67BhBIewAEVftNmoaCYfSTMi8TcKrRRJz73ulUq0Sw-XwKCDycVX10uYTXQxZimhZFxoCwNIQAvD_BwE. Accessed April 30, 2025.

⁹ As opposed to a static economic model without the ability to alter inherent industry cost structures.

¹⁰ Approximately \$30,000 for a minimum three-month period depending on number of regions and industry sectors.

¹¹ REMI is better suited for annual project and/or initiative inputs that range upwards from a hundred million.

depend on increasing regional demand for goods and services, which is a function of multiple factors within and outside the analysis region.

Essentially, rising demand for goods and services stimulates economic development which may require highway infrastructure investment. Accommodating demand for improved accessibility and connectivity fosters trade and commerce. Highway investment facilitates but does not create growth. Relationships between goods and services, economic development, and highway development are illustrated in **Figure 3**.¹²

Figure 3: Highways and Economic Development



Source: CDM Smith

KYOVA Area Economic Development

The cross-river bridge connection between WV 2 to OH SR 7 improves access to/from/within the Huntington Urban Area (HUA) and better connects the HUA to Charleston, WV and Cincinnati, OH. In doing so, it aligns with local transportation plans by improving regional connectivity, creating the last link in the Huntington area outer-belt, reducing heavy truck traffic in the HUA, and improving East Huntington Bridge level of service (LOS). Such linkages improve access and connectivity to new jobs, amenities, and area investments that help foster economic development and growth opportunities for Cabell and Lawrence Counties.

Current Developments

Review of study region data, historical trends, geography, and development agencies interviews indicate the study region will continue to experience slow economic growth. Discussion with the Huntington Area Development Council (HADCO) and Lawrence Economic Development Corporation (LEDC) outlined various activities and developments:

- *Recreation* – The Huntington area attractions include Camden Park (roller coaster and amusement park), the Grand Patrician Resort (hotel, conference center, outdoor recreation,

¹² Much has been written about the relationship between highway transportation and economic development; see:

Forkenbrock, D. J. (1990). Published in Transportation Research Record 12743. *Putting Transportation and Economic Development into Perspective*. Available: <https://onlinepubs.trb.org/Onlinepubs/trr/1990/1274/1274-001.pdf>. Accessed April 30, 2025.

etc.), and Heritage Farm (adventure park, ATV trails, cultural resources, etc.). All will benefit from improved accessibility and connectivity with a new bridge.

- *Public Sector* – The Huntington Tri-State Airport and Marshall University will also benefit from improved access. A notable Marshall University development includes a new \$40 million IT/Cybersecurity Center. Additionally, Fairmount Properties has planned hotel and shopping developments. Both the Marshall and Fairmount developments would be built east of Marshall's campus.
- *Industry* – The new Nucor steel plant northeast of the proposed bridge will be the major development catalyst with new housing primarily located in Barboursville. Improved access and connectivity associated with the bridge will benefit both the plant and its employees and will allow Huntington's commodities to serve the needs of this new plant.
- *Retail* – Located approximately 4-miles south of the proposed bridge via WV 193, Tanyard Station offers 50 acres of prime real estate for hotels, restaurants, and local business. Its development will also benefit from the non-urban bridge connection to Lawrence County, OH.

Future Development

By connecting WV 2 to OH SR 7, the bridge diverts Huntington through traffic around the urban core. This will improve regional accessibility connectivity, and amenities.

- *Accessibility* – Interstate proximity improves transport access to goods and services, which helps attract businesses who provide new and/or expanded employment opportunities.
- *Connectivity* – The Project's study area's existing small population base offers limited specialized employment or preexisting industry clusters, resulting in limited market connectivity with other regions. This paradigm will not shift immediately by the bridge construction. However, improved cross-river access will increase the Project's study area's connectivity with other regions.
- *Amenities* – Improved safety and quality-of-life to urban core residents and shoppers will help make the HUA a more attractive destination to shoppers, businesses, and residents. Such amenities also help spur economic development and existing business expansion.

Supplemental Analysis Conclusion

By improving regional accessibility, connectivity, and amenities the bridge will help attract new regional development, induce existing business expansion, and improve resident quality of life. The type and magnitude of such new development and/or existing business expansion depends on other public investment (schools, water-treatment facilities, etc.) and private investment (industry, retail, housing, etc.). Specifying the proposed bridge's impact on development or existing business expansion challenging. By itself, the bridge will not create notable new economic development or existing business expansion but will help accommodate the region's modest rising demand for goods and services.

Appendix F – WV 2 / OH SR 7 Bridge Project Public Involvement Diary

WEST VIRGINIA STATE ROUTE 2 AND OHIO STATE ROUTE 7 BRIDGE PROJECT PLANNING AND ENVIRONMENTAL LINKAGE STUDY: PUBLIC INVOLVEMENT DIARY



PREPARED FOR:

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SUMMER 2025

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WV SR 2 & OH SR 7 BRIDGE PEL – Public Involvement

PROJECT CONTACT LIST

JANUARY 2025

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WV SR 2 & OH SR 7 BRIDGE PEL – Public Involvement

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	Beverly Pennington	257 township road 1239	scorn49322@aol.com
	Ellen Steele	42 Private Drive 220 Proctorville Oh 45665	Ellensteele74@yahoo.com
	Tyler Haslam	373 Private Road 574, Proctorville, OH 45665	tyler@haslamlawfirm.com

SEPTEMBER 17, 2024 - TECHNICAL ADVISORY COMMITTEE (TAC) MEETING PRESENTATION



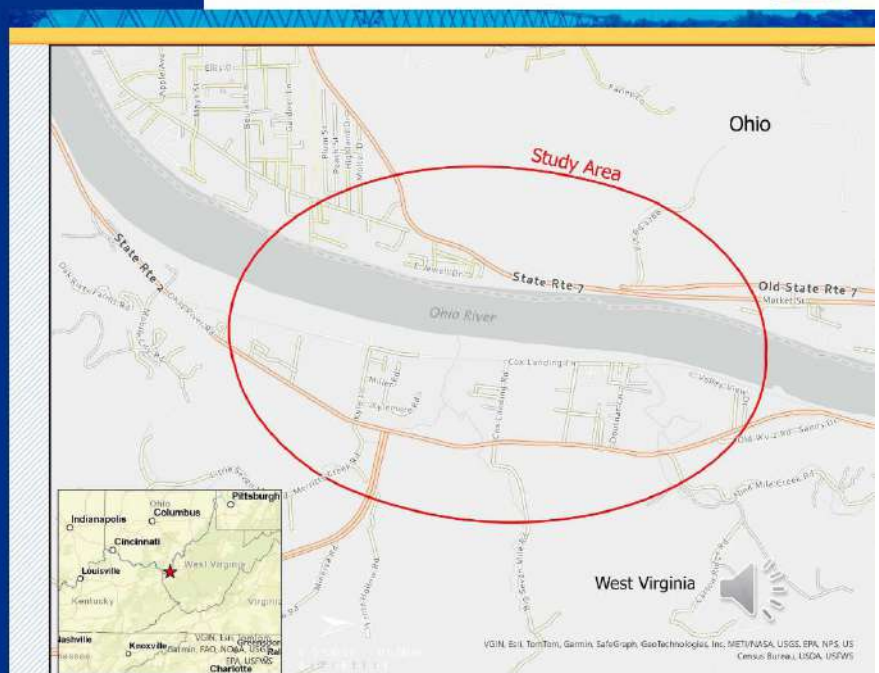
WV 2/OH SR 7 Planning & Environmental Linkage (PEL) Study



1

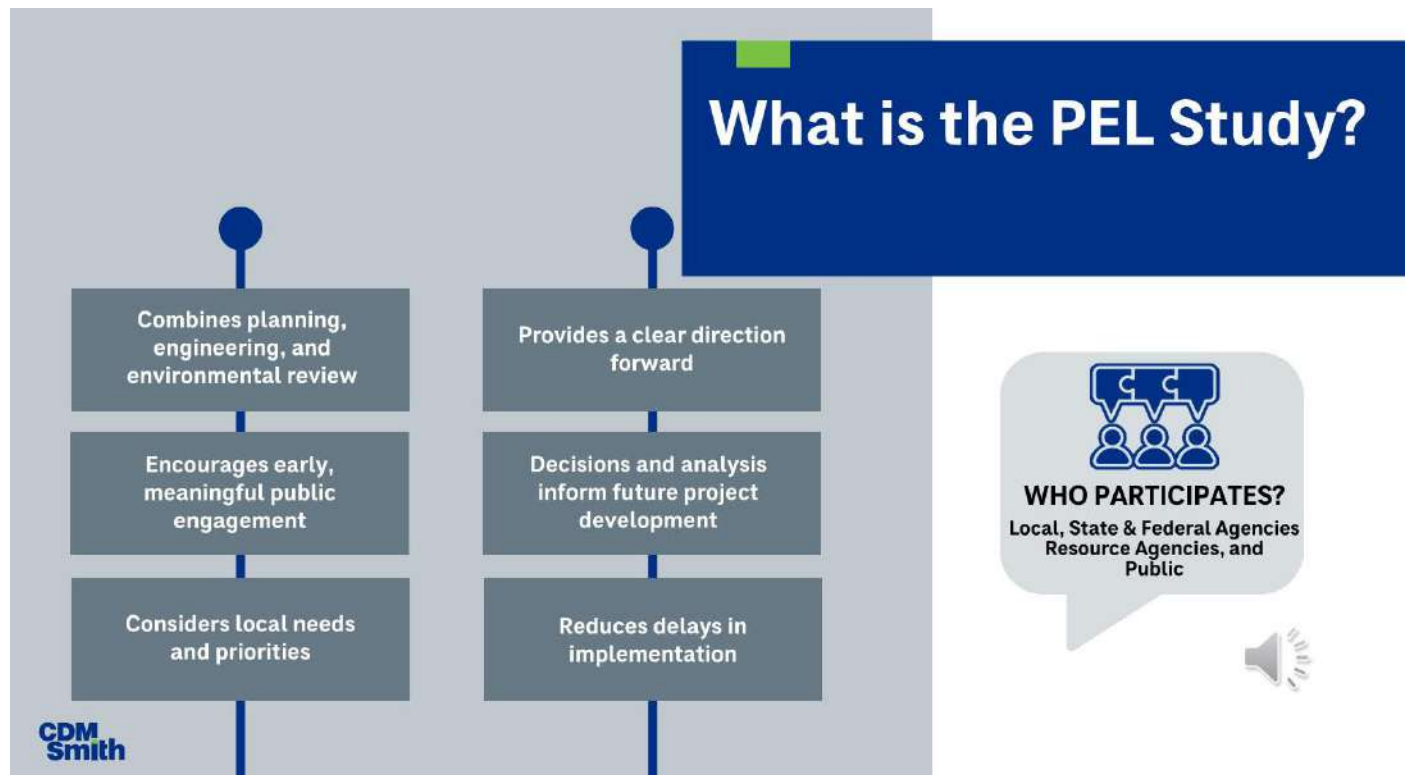
Feasibility Study Purpose

- Evaluate the need and location for a crossing between Ohio SR-7 and WV 193
- Accommodate traffic circulation and enhance safety in the tri-state region
- Enhance local & regional mobility in the Ohio, West Virginia, and Kentucky region
- Promote regional economic development



WV 2 OH SR 7 Bridge PEL Study

SEPTEMBER 17, 2024 - TECHNICAL ADVISORY COMMITTEE (TAC) MEETING PRESENTATION



Next Steps

- Finalizing the Travel Demand Model (TDM)
 - Model Review and adjustments Updating Draft forecasts for 2050 on new bridge
 - Running the model for the following scenarios
 - Existing
 - No Build (2050)
 - And Build (2050)
- Traffic Forecasts and Crash Analysis
- Benefit Cost Analysis

SEPTEMBER 17, 2024 - TECHNICAL ADVISORY COMMITTEE (TAC) MEETING PRESENTATION

WV 2/OH SR 7 PEL Study Schedule



Tasks	2024			2025			
	Q-2	Q-3	Q-4	Q-1	Q-2	Q-3	Q-4
Kick-Off	8/7/2024						
Travel Demand Model							
Traffic Analysis							
Benefits Cost Analysis							
Letter of Notification (Coordination Point #1)							
Purpose and Need (Coordination Point #2)							
TAC #1 Meeting (Purpose and Need)							
Environmental Analysis							
TAC #2 Meeting (Environmental Analysis/BCA)							
Alternative Analysis							
TAC # 3 Meeting (Alternative Analysis)/ Public Involvement Workshop							
Alternatives and Methodology Screening (Coordination #3)							
Finalize PEL Report (Coordination Point #4)							



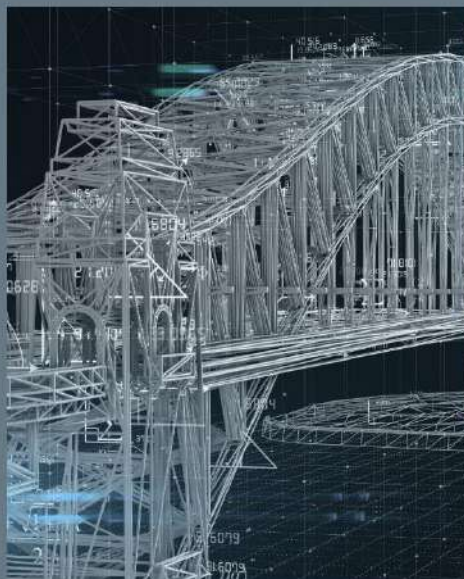
DECEMBER 10, 2024 - TECHNICAL ADVISORY COMMITTEE (TAC) MEETING PRESENTATION

WV 2/OH SR 7 Planning & Environmental Linkages (PEL) Study



1

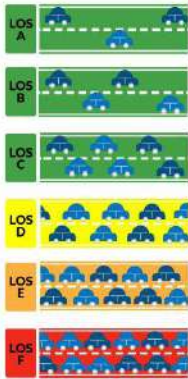
System Linkage



2

DECEMBER 10, 2024 - TECHNICAL ADVISORY COMMITTEE (TAC) MEETING PRESENTATION

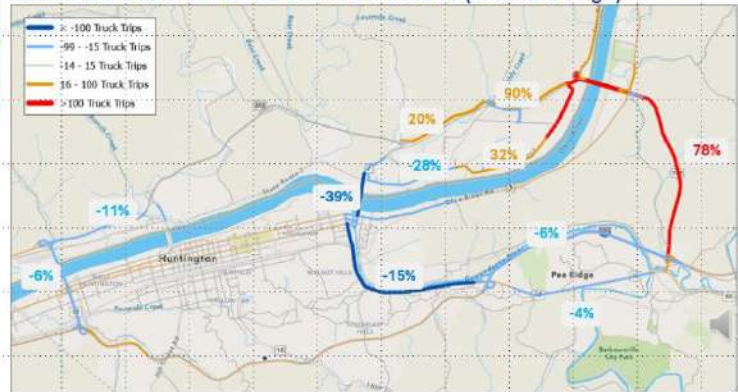
Level Of Service



Travel Demand Model

Heavy Truck Analysis

2050 No-Build vs. 2050 Build CU Trucks (2-lane bridge)

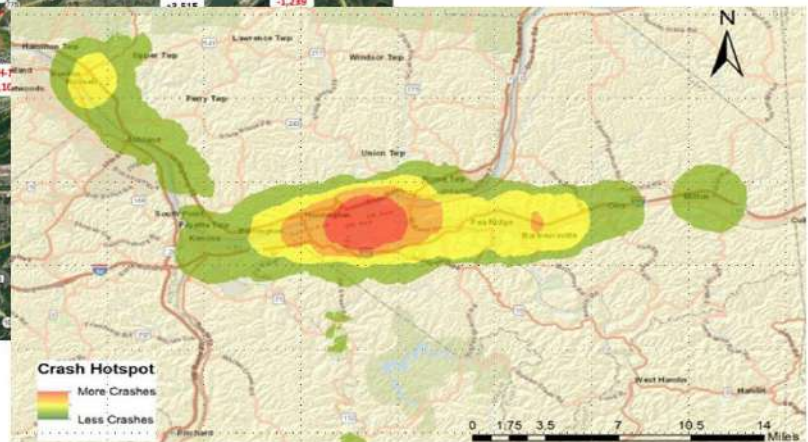


Heavy Truck Analysis

Traffic Analysis



Safety Analysis



DECEMBER 10, 2024 - TECHNICAL ADVISORY COMMITTEE (TAC) MEETING PRESENTATION

Economic Development

- Socioeconomic Trends Between 2018 to 2022
- Area Investments
- Opportunities



5

Draft Purpose and Need



Project Purpose: Provide a cross-river system linkage connecting WV 2 to OH 7, providing improved access for economic development and growth between Cabell County, WV and Lawrence County, OH.

Project Need:

System Linkage



- Align with local transportation plans
- Regional connectivity (last link in the Outer-belt)
- Improve the level of service (LOS) on the East Huntington Bridge
- Reduce heavy truck traffic in the Central Business District
- Improve Safety

Economic Development



- Provide opportunities for economic development and growth for Cabell and Lawrence Counties
- Improve access to potential growth areas in Cabell County, WV
- Improve access to new jobs and area investments

Goal - Improving system linkage and economic development opportunities to support the overall goal of building an equitable and resilient transportation system

6

DECEMBER 10, 2024 - TECHNICAL ADVISORY COMMITTEE (TAC) MEETING PRESENTATION

The PEL Study

Coordination Point #1

Reason for the
PEL Study & Desired
Outcome

Agency Coordination

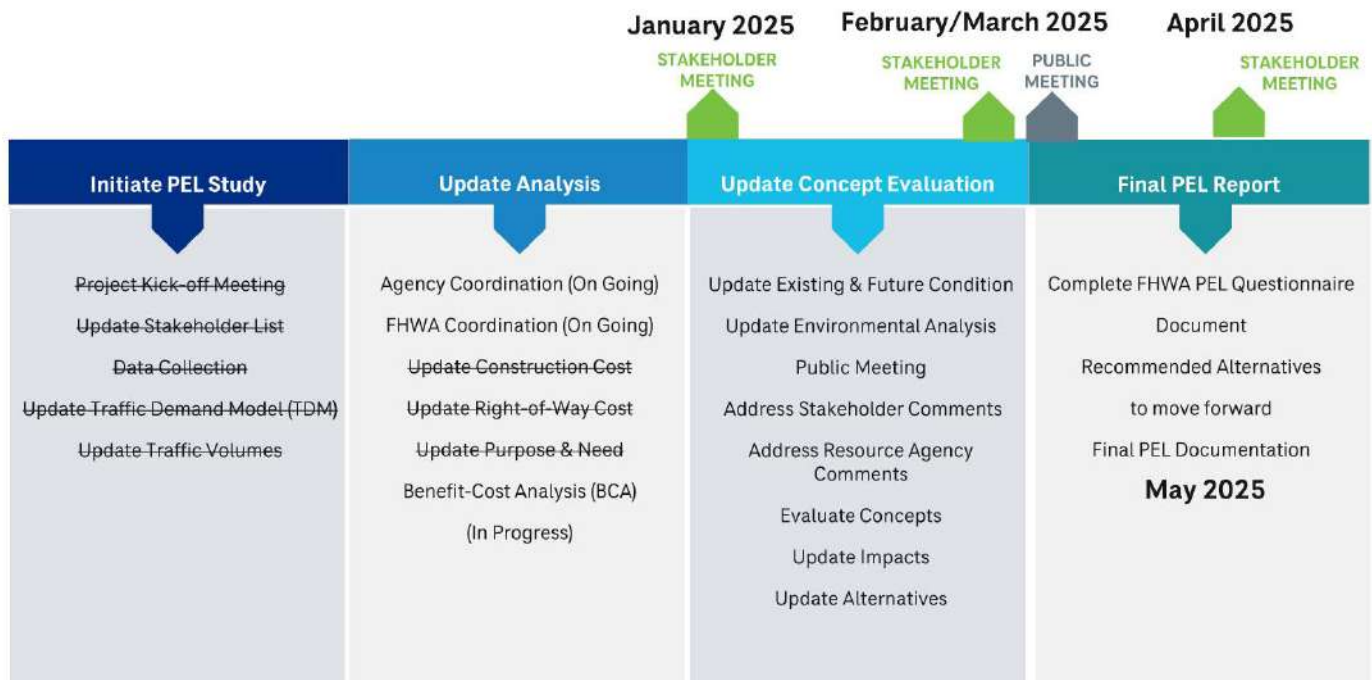
Coordination Point #2

Draft Purpose & Need

Project Goals

CDM
Smith

Project Schedule



JANUARY 29, 2025 - STAKEHOLDER MEETING ATTENDANCE LIST

KYOVA Ohio River Bridge Crossing - PEL Progress Update

BETA What is the status of...

Share

Notes Transcript **Deep Dive** Coaching

PARTICIPATION

Belvin, Michael L.

Brian Carr

Phoebe Patton Randolph

Ralph Kline

Chris Chiles

Saleem Salameh

Greathouse, Kara (FHWA)

Cole, Kevin A

Pridemore, Christopher

Smith, Lawrence I.

Bethany Wild

Cosentino, Giovanni

Hall, Kyle B.

Jon Blatt

Nicole Clune

Patrick Leighty

Stevenson, Mitchell B.

Terri Sicking

Thompson, Scott

Wallace, Samuel (FHWA)

Wetzel, Patricia

JANUARY 29, 2025 - STAKEHOLDER MEETING PRESENTATION

WV 2/OH SR 7 Planning & Environmental Linkages (PEL) Study



1

Agenda

- Project History (Feasibility Study)
- Updated Purpose and Need
 - System Linkage
 - Economic Development
- Screening Methodology
- Schedule

2

Feasibility Study (2020)

**CDM
Smith**

- Evaluate the need and location for a crossing between Ohio SR-7 and WV 193

-
- Ohio**
- Lawrence County Ohio**
- Cabell County West Virginia**
- West Virginia**
- Wayne County West Virginia**
- Ohio River Crossing**
- Chesapeake**
- Proctorville**
- Huntington**
- Barboursville**
- Ohio River**
- US Route**
- State Hwy**
- Legend**
- Towns:
 - Barboursville
 - Huntington
 - US Route
 - State Hwy
 - LAW-607 Phase 1A 2000
 - LAW-7 Phase 1B 2005
 - LAW-7 Phase 2 Current
 - WV-Merrits Creek Connector 2005
 - I-64 Loop
 - LAW-527 1979
 - Ohio River Bridge Crossing
 - Interstate
- PEL Study WV2/OH SR 7 Bridge**
- 0 1 2 3 4**
- 0 1 2 3 4**

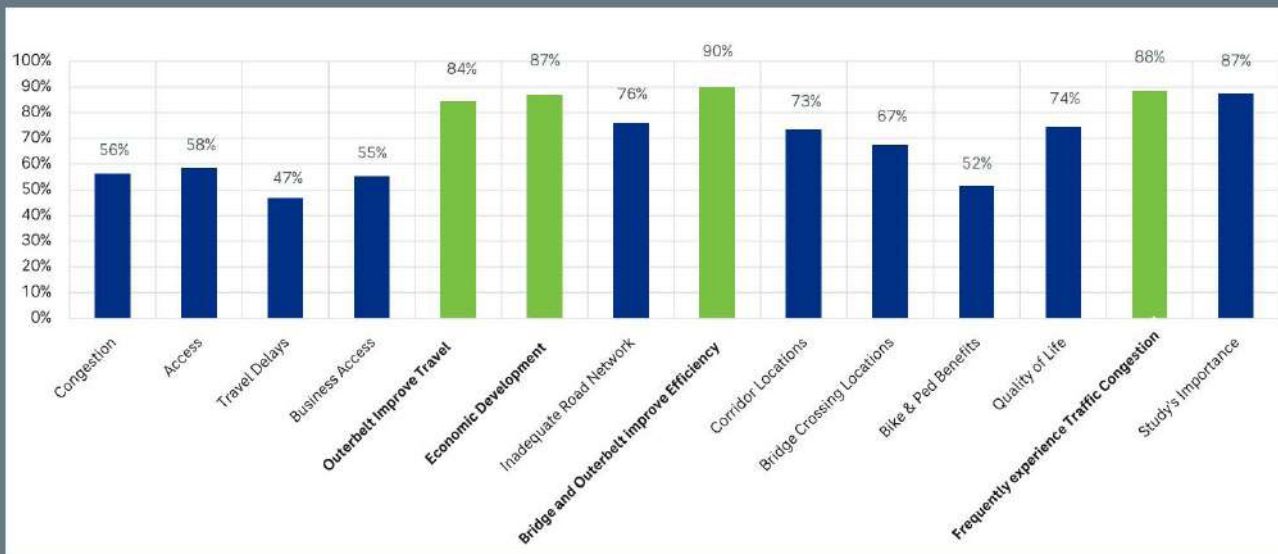
- **Purpose:**

- **Need:**

- 4

JANUARY 29, 2025 - STAKEHOLDER MEETING PRESENTATION

Public Involvement Survey – Feasibility Study



What is a Planning and Environmental Linkages (PEL) Study?

A PEL Study...



Creates efficiency in transportation project development



Builds a collaborative and integrated approach to decision-making



Considers environment, community, and economy



Gives flexibility to agencies



Assists with project delivery

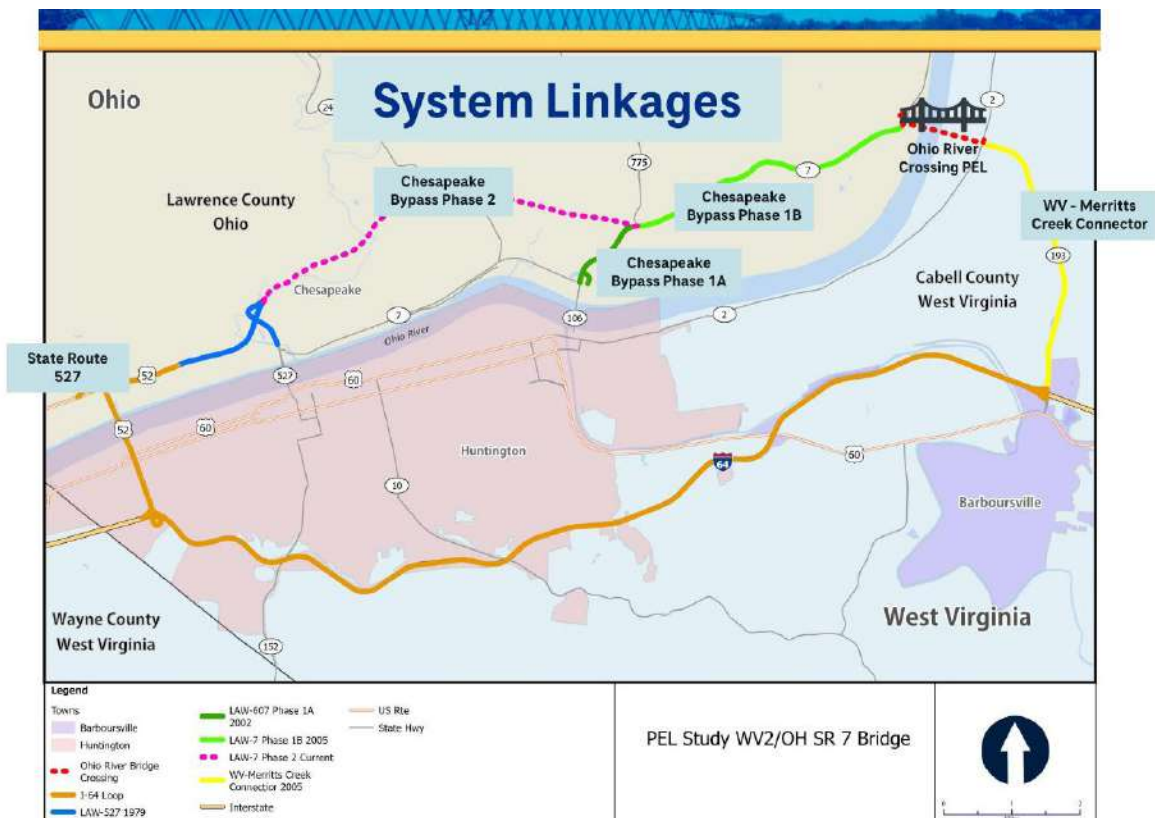


JANUARY 29, 2025 - STAKEHOLDER MEETING PRESENTATION

System Linkage



- The Outer-belt
- Existing Bridge Crossings & Conditions
- Travel Demand Model (TDM) Analysis Scenarios:
 - 2050 No-Build
 - 2050 Build
- TDM Level of Service Analysis
- TDM Future Truck Analysis



JANUARY 29, 2025 - STAKEHOLDER MEETING PRESENTATION

Transportation Plans



Local governmental jurisdictions in the HUA



2050 KYOVA Long Range Plan.



Lawrence County Ohio Traffic and Safety Study for US 52 and SR 7

Existing Bridge Crossings in the Study Area



US 52 over Ohio River (Truss)

- West Huntington Bridge
- Built 1968, Reconstructed 1998
- ADT: 21,507 (2020)*
- 2 travel lanes
- Bridge Condition: Good
- Substandard Shoulders
- **Level Of Service E**
- 28 Crashes 2018 – 2022

*Travel Demand Model



WV527 over Ohio River (Truss)

- Robert C Byrd Bridge
- Built 1994
- ADT: 15,316 (2020)*
- 4 travel lanes divided
- Pedestrian facility
- Bridge Condition: Good
- Substandard Shoulders
- **Level Of Service C+**
- 4 Crashes 2018-2022

*Travel Demand Model



WV106 over Ohio River (Cable-Stayed)

- East Huntington Bridge
- Built 1985
- ADT: 17,415 (2020)*
- 2 Travel Lanes
- Bridge Condition: Good but Load Posted
- Substandard Shoulders
- **Level Of Service F**
- 8 Crashes 2018-2022

*Travel Demand Model

JANUARY 29, 2025 - STAKEHOLDER MEETING PRESENTATION

Existing Bridge Crossings in the Study Area



WV106 over Ohio River (Cable-Stayed)

- **HUNTINGTON, W.Va. (WSAZ)** - Cars lined up for miles waiting for their chance to drive across the Ohio River on Monday.
- **PROCTORVILLE, OH (WOWK)** - One man told 13 News that his wife was delayed by two hours on her morning commute, while another said that he already set his alarm to be 30 minutes early in order to circumvent the delay.

'It's frustrating;' Drivers react to congestion caused by 31st Street Bridge inspection



Cars lined up for miles waiting for their chance to drive across the Ohio River on Monday during an inspection project on the 31st Street Bridge.

By Alex Jackson
Published: Nov. 4, 2024 at 4:14 PM EST
📧 📱 📺 📷

TDM Level Of Service

Level of service (LOS) ranges from A (little to no delay) to F (stop-and-go) as illustrated below.



LOS A: Highly stable, free-flow condition with little or no congestion



LOS B: Stable, free-flow condition with little congestion



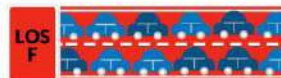
LOS C: Free-flow conditions with moderate congestion



LOS D: Approaching unstable condition with increasing congestion but without excessive backups



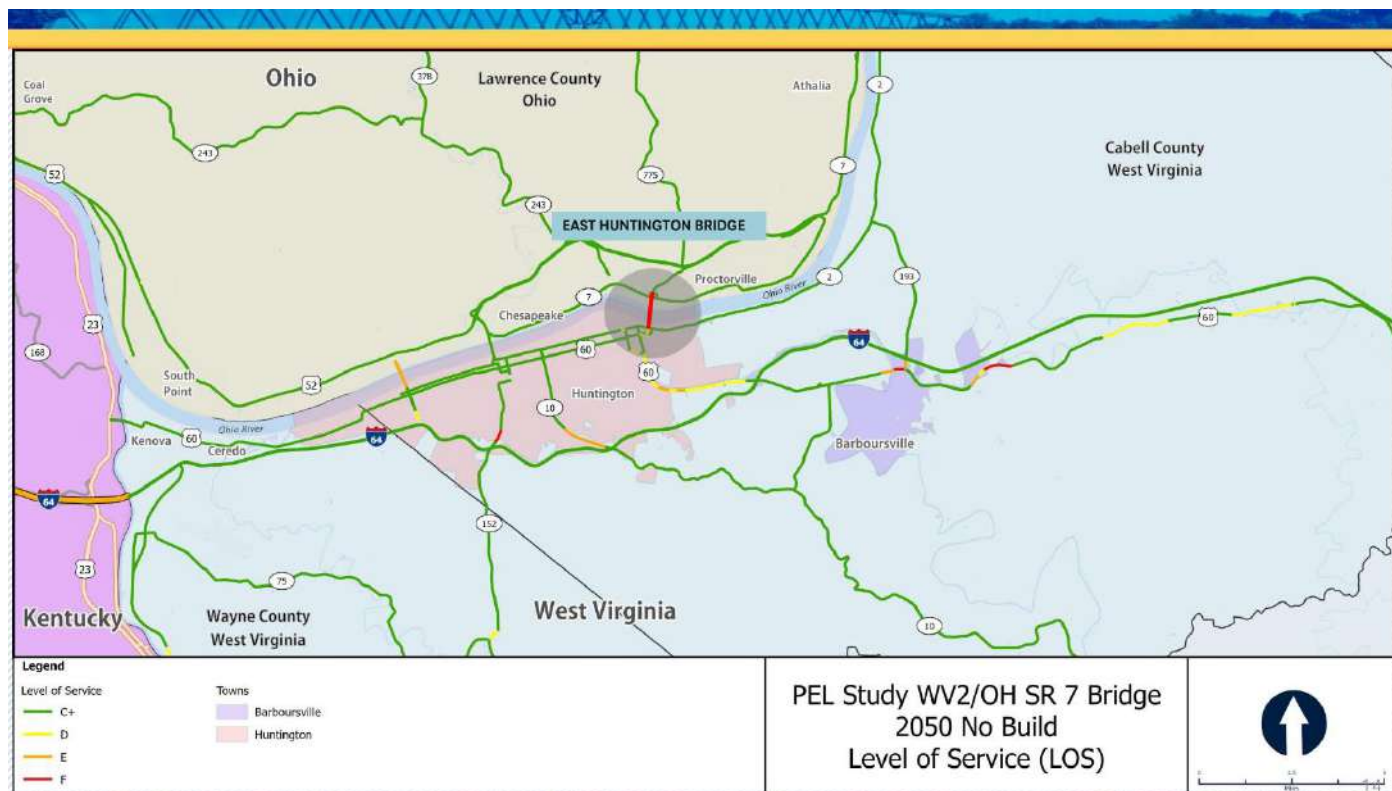
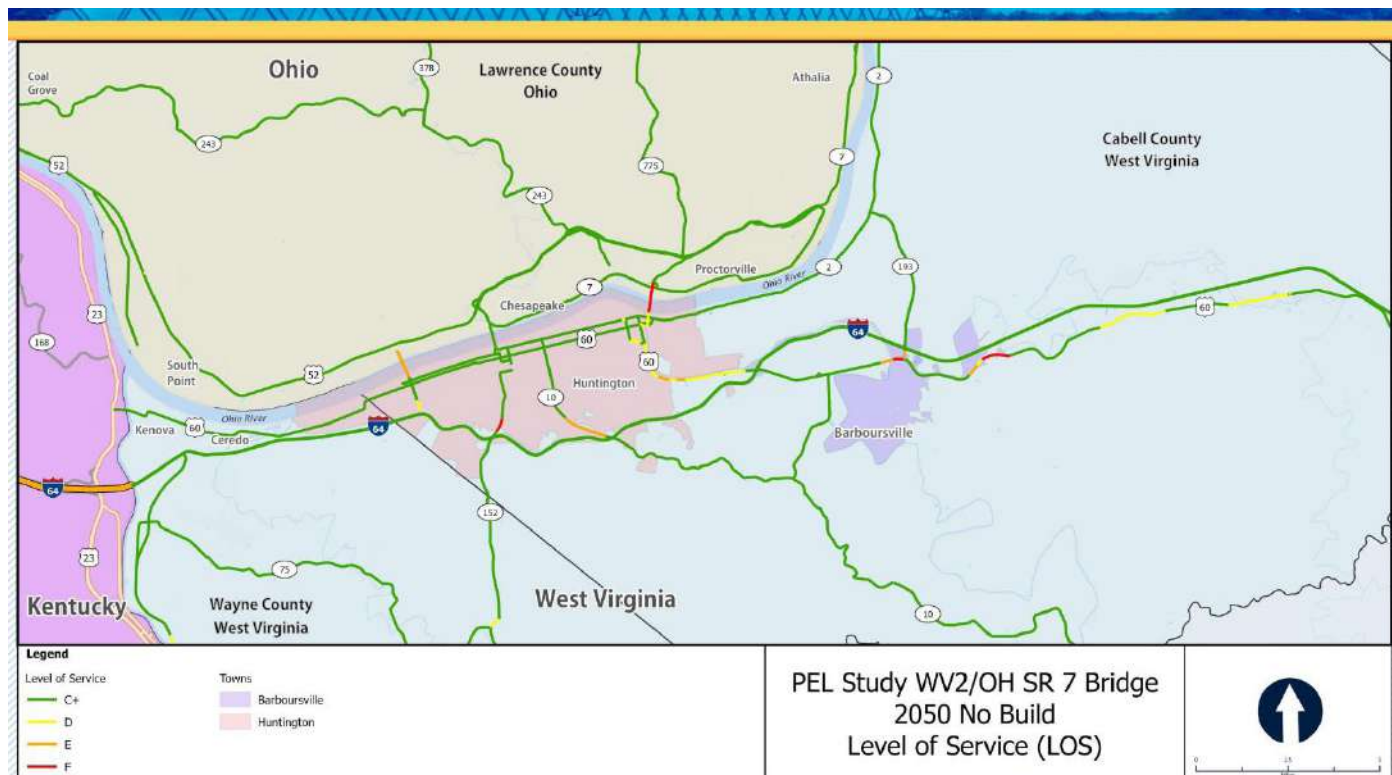
LOS E: Unstable, congested condition



LOS F: Stop and go

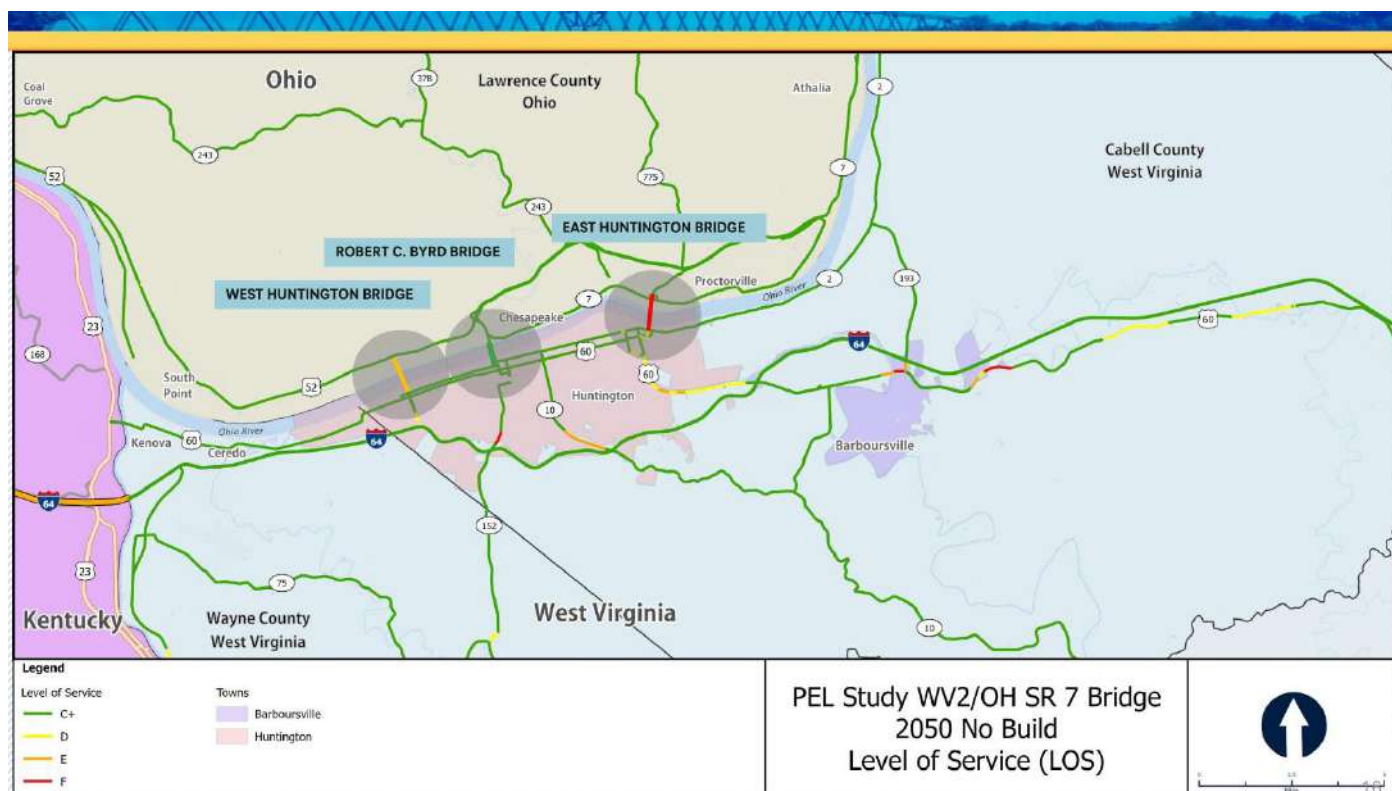
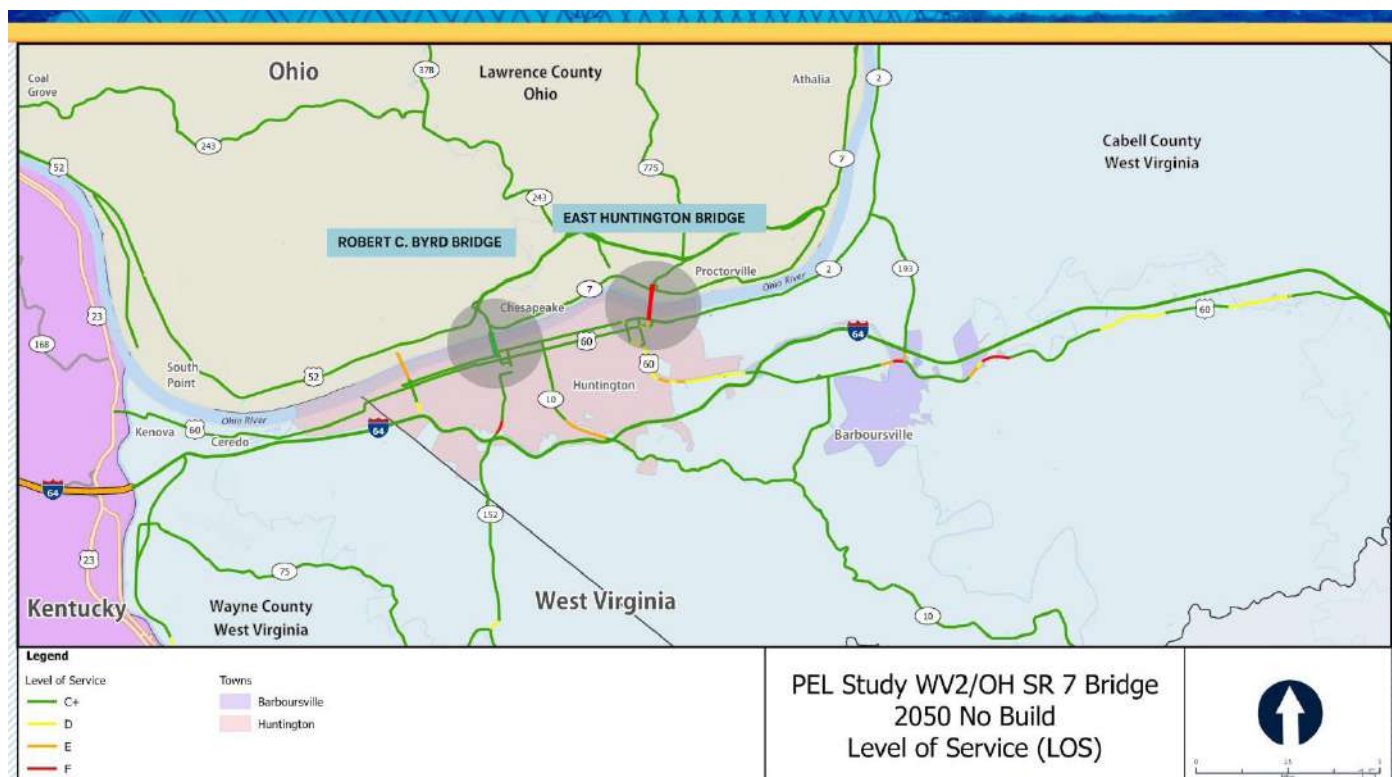
WV SR 2 & OH SR 7 BRIDGE PEL – Public Involvement

JANUARY 29, 2025 - STAKEHOLDER MEETING PRESENTATION

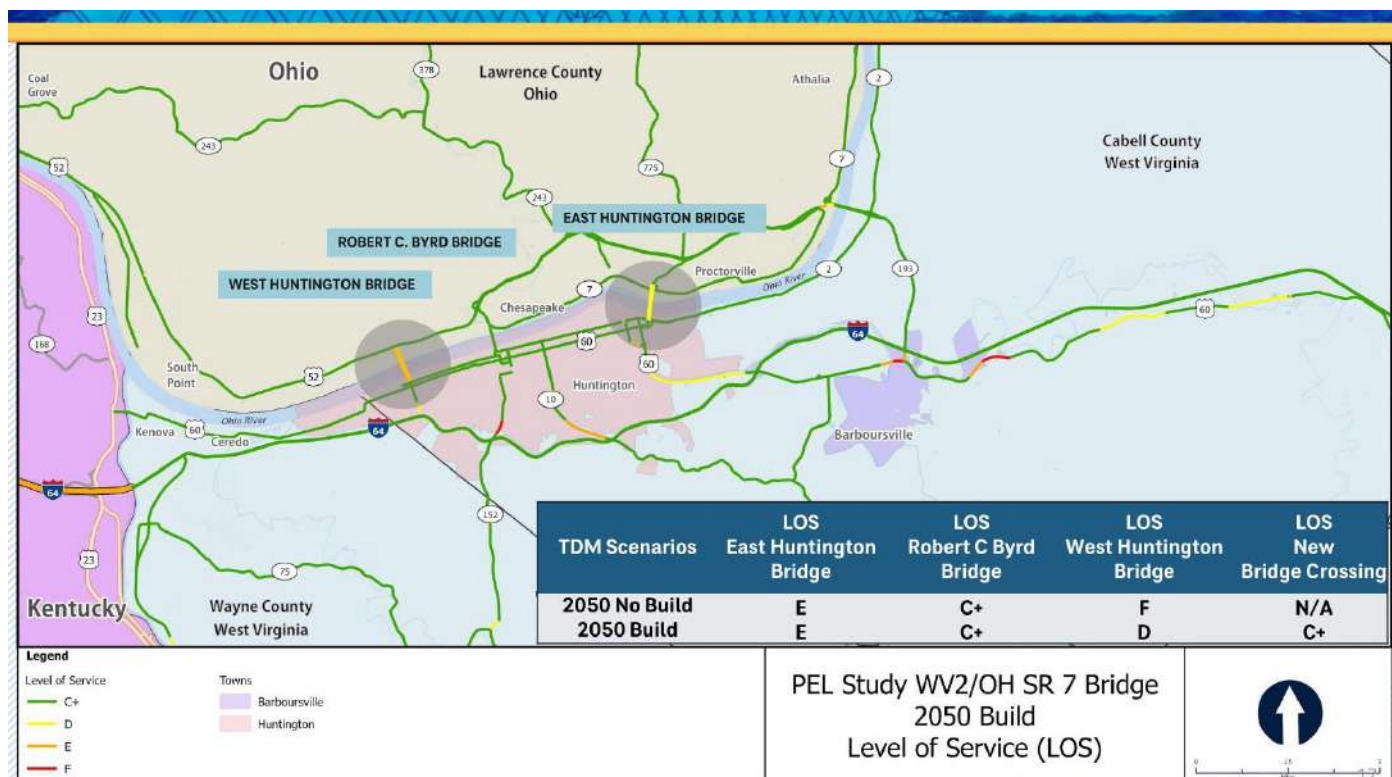


WV SR 2 & OH SR 7 BRIDGE PEL – Public Involvement

JANUARY 29, 2025 - STAKEHOLDER MEETING PRESENTATION

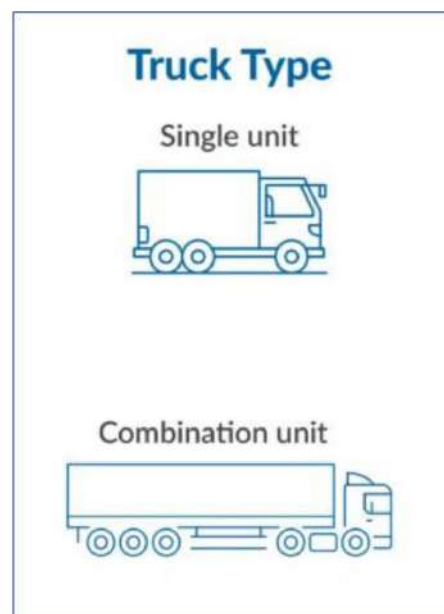


JANUARY 29, 2025 - STAKEHOLDER MEETING PRESENTATION



TDM Truck Analysis Overview

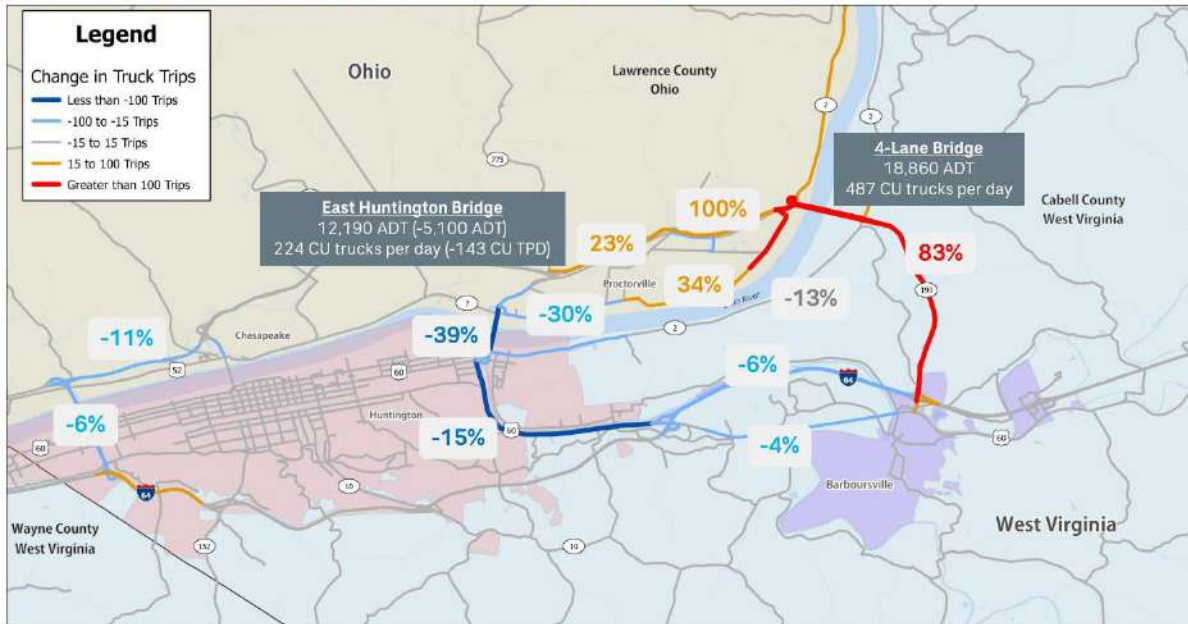
- TDM reports daily volumes for SU (Single Unit) trucks and CU (Combination Unit) trucks.
- TDM 2050 scenarios used to evaluate new bridge impact on future truck traffic.



JANUARY 29, 2025 - STAKEHOLDER MEETING PRESENTATION

Heavy Truck Analysis

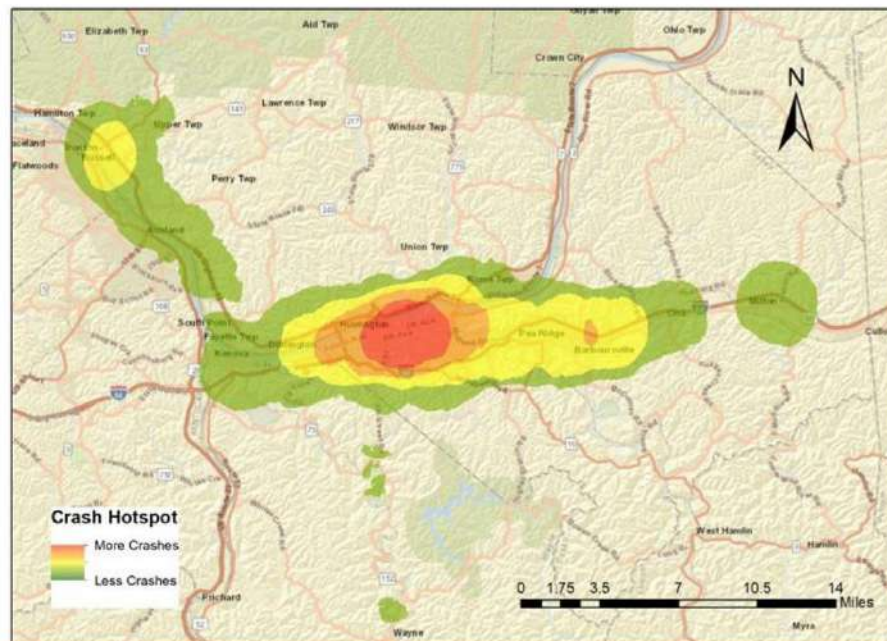
2050 No-Build vs. 2050 Build CU Trucks



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Safety

2018 to 2023



Location	Total Crashes	Property Damage Only Crashes	Injury Crashes	Fatal Crashes
West Virginia (2018 to 2022)	16,133	12,140 (75.2%)	3,901 (24.2%)	92 (0.6%)
Ohio (2019 to 2023)	5,178	3,595 (69.4%)	1,554 (30.0%)	29 (0.6%)

20

JANUARY 29, 2025 - STAKEHOLDER MEETING PRESENTATION

Economic Development

- Socioeconomic Trends Between 2018 to 2022
- Area Investments
- Opportunities



21

Cabell County, WV Current Socioeconomic Trends

Population and Housing Trends

2018-2022 American Community Survey 5-Year Estimates



Cabell County
-1.4% Population Change
-0.6% Housing Unit Change

WV Study Area
-7.8% Population Change
0.7% Housing Unit Change

Employment Trends

U.S. Bureau of Economic Analysis



2018: 64,508 Total Jobs
2022: 64,229 Total Jobs
-0.4% Change

Environmental Justice Population Data

Source: 2022 American Community Survey 1-Year and 5-Year Estimates



West Virginia	Cabell County	Study Area WV
10.2% Minority	11.6% Minority	2.6% Minority
13.1% Poverty	20.0% Poverty	14.0% Poverty

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JANUARY 29, 2025 - STAKEHOLDER MEETING PRESENTATION

Lawrence County, OH Current Socioeconomic Trends



Environmental Justice Population Data
Source: 2022 American Community Survey 1-Year and 5-Year Estimates



	Ohio	Lawrence County	Study Area OH
Minority	23.9%	5.9%	6.2%
Poverty	9.0%	27.9%	6.0%

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Area Investments and Opportunities

NUCOR®

- Named to Fast Company's annual list of the world's most innovative companies
- \$3.1 billion investment
- 800 new jobs

Alcon

- 200,000 square foot facility
- Employs over 500 people

Other

- Huntington Mall
 - WV's largest indoor mall
- Tanyard Station
- Merritt Creek Farm
- \$250 million Huntington Water Quality Board Upgrade Project

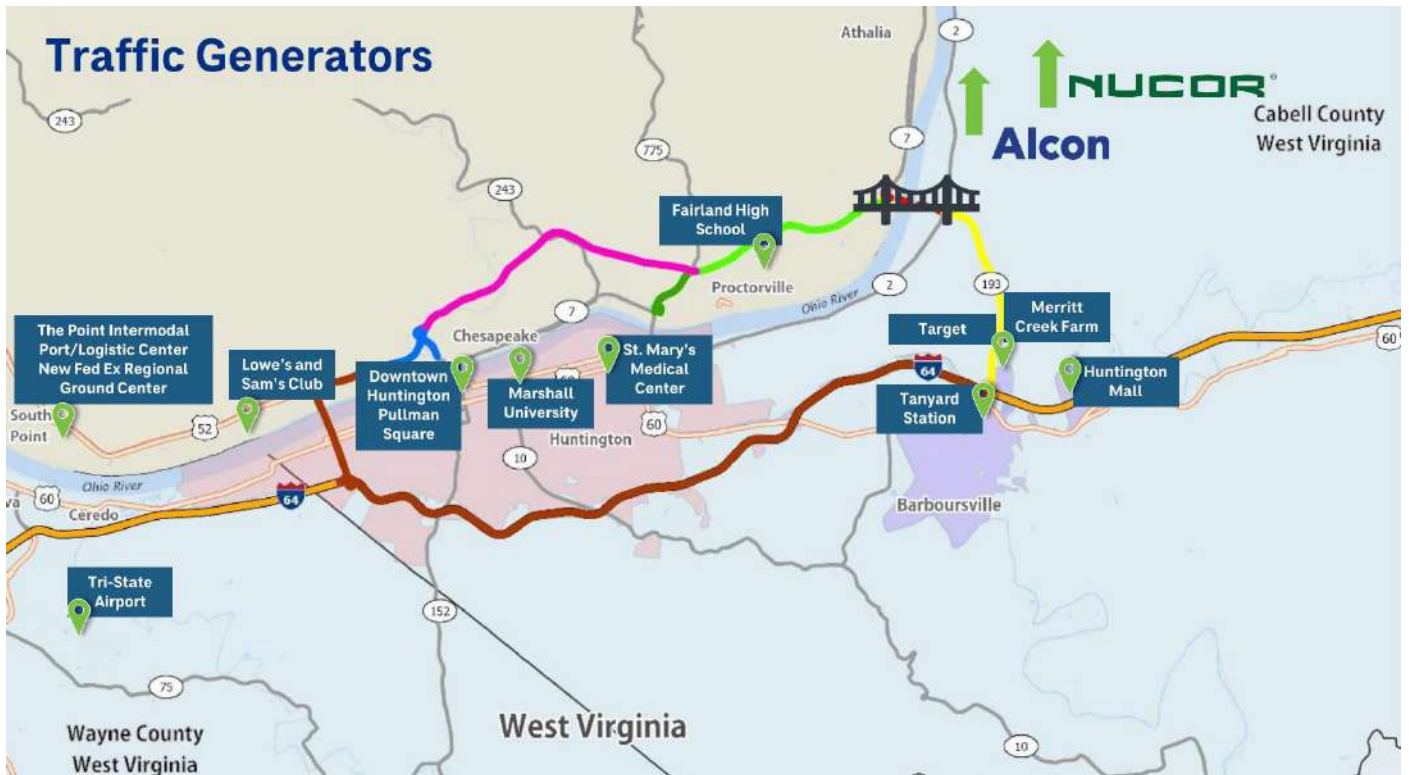


Source: Huntington Area Convention & Visitors Bureau

**"Huntington is
in the top 100
cities to live
and retire in."**

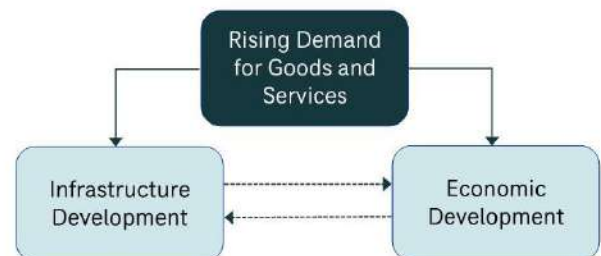
U.S. News 2024

JANUARY 29, 2025 - STAKEHOLDER MEETING PRESENTATION



Qualitative Impacts

- Assesses the “*economic impacts*” of transport projects beyond the quantitative BCA .
- Assesses the relationships between, goods and services, economic development, and highway improvements.



JANUARY 29, 2025 - STAKEHOLDER MEETING PRESENTATION

Local Economic Development Perspective

- Conversations with:
 - Lawrence Economic Development Corporation (LEDC)
 - Huntington Area Development Council (HADCO):
- Current developments noted:
 - Industry – Nucor steel plant, Shell, Alcon , Toyota plant (Putnam Co.),
 - Public Sector – Huntington Tri-State Airport, Marshall IT campus, Hospital rehab (South Point)
 - Recreation – Camden Park, Grand Patrician Resort, and Heritage Farm
- Future development potential associated with new bridge:
 - Accessibility – will improves I-64 access
 - Connectivity – will increase connectivity with other regions.
 - Amenities – will improve safety and quality-of-life to urban core residents and shoppers

27

Estimated Corridor 1 Costs

by Source/Perspective

- Previous Report
 - Year 2020\$, no P&E
 - **4-Lane w/o MM: \$173m**
 - 2-lane w/o MM: 110m (36% less)
 - Range from \$110m to \$201m
- BCA
 - Escalated costs to Year 2024\$
 - **4-Lane w/o MM: \$263m**
 - Range from \$165m to \$307m
- Funding
 - Cost in expenditure year value
 - **4-Lane w/o MM: \$325m**
 - Range from \$202m to \$361m

Perspective	Two-lane w/o MM	Two-lane w/ MM	Four-lane w/o MM	Four-lane w/ MM
Previous (Real 2020\$m)				
Planning and Eng.	\$9.0	\$10.6	\$15.2	\$18.0
ROW	\$18.9	\$18.9	\$18.9	\$18.9
Construction	<u>\$82.2</u>	<u>\$96.6</u>	<u>\$138.5</u>	<u>\$164.0</u>
Total	\$110.2	\$126.1	\$172.6	\$200.9
BCA (Real 2024\$m)				
Planning and Eng.	\$10.3	\$12.1	\$17.4	\$20.5
ROW	\$21.5	\$21.5	\$21.5	\$21.5
Construction	<u>\$133.3</u>	<u>\$156.6</u>	<u>\$224.4</u>	<u>\$265.8</u>
Total	\$165.1	\$190.2	\$263.3	\$307.8
Funding (Nominal \$m)				
Planning and Eng.	\$10.6	\$12.5	\$17.9	\$21.2
ROW	\$23.1	\$23.1	\$23.1	\$23.1
Construction	<u>\$168.7</u>	<u>\$198.2</u>	<u>\$284.1</u>	<u>\$336.5</u>
Total	\$202.4	\$233.8	\$325.1	\$380.7

JANUARY 29, 2025 - STAKEHOLDER MEETING PRESENTATION

Potential Benefits of the new crossing



Enhance connectivity by providing the last link in the outer belt.

Align with regional transportation plans including the 2050 KYOVA Long-Range Transportation Plan.

Improve regional mobility.

Improve the Level of Service on US 60 and the East Huntington Bridge.

Enhance safety by reducing the traffic volumes on bridges.

Reduce number of crashes on area bridges due to lessened AADT.



Accommodate heavy truck traffic by improving regional mobility and freight movement.

Transfer heavy truck traffic by up to 39% from the eastern Huntington.

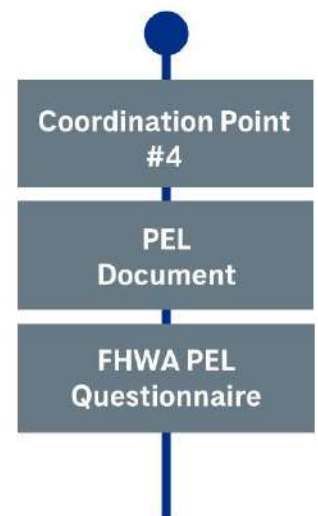
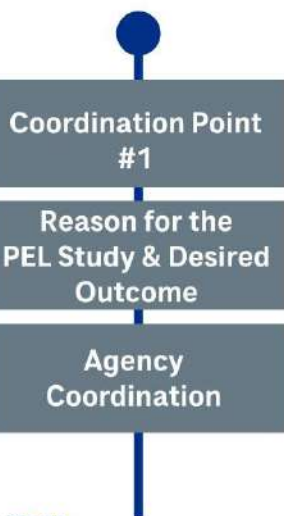
Accommodate growth occurring east of Huntington.

Provide opportunities for economic development.

Improve access to potential growth areas, jobs, retail, and medical services.



The PEL Study



JANUARY 29, 2025 - STAKEHOLDER MEETING PRESENTATION

Screening Metrics



System Linkage



Economic
Development



Socio-Economics



Engineering



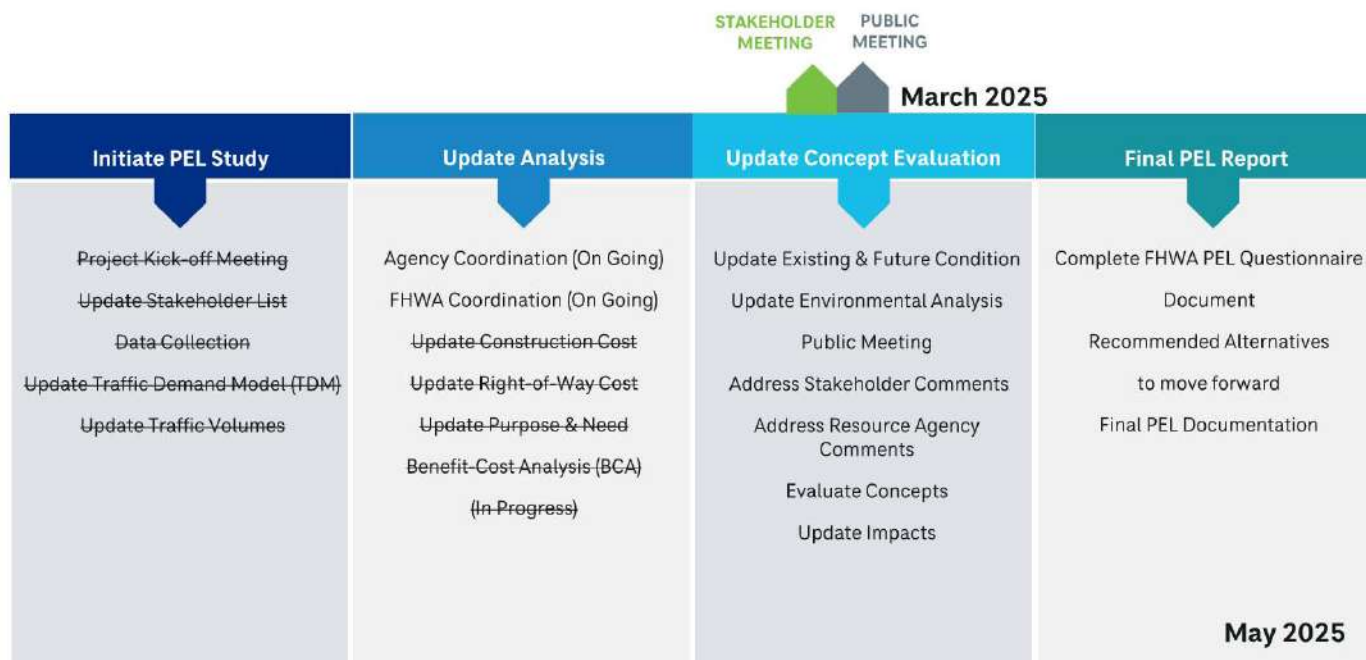
Natural
Environment



Cultural
Resources

Next Steps

Project Schedule



JANUARY 29, 2025 - STAKEHOLDER MEETING PRESENTATION

Questions & Comments



JANUARY 29, 2025 - STAKEHOLDER MEETING MEETING MINUTES



**Stakeholder Kickoff Meeting – January 29, 2025
Ohio River Bridge Crossing – Planning & Environmental Linkage Study
For KYOVA Interstate Planning Commission**

Attendees: Saleem Salameh, KYOVA	Bethany Wild, KYOVA
Terri Sicking, KYOVA	Michael Belvin, CDM Smith
Larry Smith, CDM Smith	Gio Constantino, CDM Smith
Mitchell Stevenson, CDM Smith	Lance Estep, CDM Smith
Kevin Cole, CDM Smith	Eric McCullen, CDM Smith
Kyle Hall, CDM Smith	Phoebe Patton Randolph, ETA
Patricia Wetzel	ODOT D9
Patrick Leighty	Lawrence County Engineer
Ralph Kline	Lawrence County
Kara Greathouse	WV FHA
Teresa Burke	FHWA Environmental Protection
Mark Bates	City of Huntington Public Works
Michael Dombrowski	ODOT Environmental
Timothy Hill	WV DOT Planning
Brian Carr	ODOT Environmental
Erica Schneider	

Phoebe Patton Randolph welcomed attendees and introduced the project team: CDM Smith is the lead in charge, Clune Consulting is providing environmental consulting, and Edward Tucker Architects is coordinating public involvement.

Sponsors for the project are KYOVA Interstate Planning Commission, the Cabell County Commission (WV), the Village of Barboursville, WV and the Lawrence County Commission (OH).

The goal is to encourage a culture of collaboration among the project team and stakeholders, which is why the stakeholder task force has been convened.

- Michael Belvin with CDM Smith gave a Powerpoint presentation to the attendees:
- Lance Estep and Kevin Cole presented traffic analysis
- Eric McCullen presented economic analysis
- Michael Dombrowski asked two questions regarding the East Huntington Bridge – is there a difference in LOS between existing and proposed for no build. (Response - No, remains the same – Level 'F') - Is there an ADT increase on the bridge between existing and proposed for no build? (Response - No, essentially showing flat growth.)
- Ralph Kline asked if the East Huntington bridge is load posted, will the new bridge resolve travel time issues for large trucks leaving the industrial park? Brian Carr indicated that although the bridge is load posted, if trucks leaving the industrial park are weights that require special permitting, that permitting would be required regardless.

1401 Sixth Avenue
Huntington, West Virginia 25701
304.697.4990 telephone
304.697.4991 facsimile



JANUARY 29, 2025 - STAKEHOLDER MEETING MEETING MINUTES

Stakeholder Kickoff Meeting

Ohio River Bridge Crossing - PEL

January 29, 2025

- Michael Dombrowski asked about congestion on Route 60 shown on traffic study. Does alternative model show a reduction of that congestion? Yes, there is a benefit related to truck traffic.
- Brian Carr asked if traffic analysis was based on origin/destination. Model is gravity model which finds quickest distance between two points. 2050 model base year is modeled to real world conditions, which should account for behaviors.
- Kara Greathouse asked if truck numbers are based on actual counts or estimates? Based on DOT dashboard counts measured percentage of truck numbers.
- Saleem Salameh asked about build scenario, was I-64 upgrade factored in? Yes, improvements along I-64 were factored in from MPO's E+C and DOT planned projects. Also, Chesapeake Bypass will be open during that time. Consultant completed study for WV Route 2 recently, and was shared with Michael Belvin. Did not show a total widening or major increase in capacity.
- Ralph Kline mentioned impact of Nucor development generating additional truck trips. Traffic Analysis Zones are factored in and new businesses are reflected within those.
- Ralph Kline asked does model take into account when I-64 is closed and alternative routing is in effect? Short term or temporary closures are typically not factored in.
- Saleem Salameh asked if the different location options affects the traffic model? They do not significantly affect the results.
- Saleem Salameh asked about the cause of crashes in the city. Lane departure, primarily.
- Saleem Salameh noted that growth is trending to the eastern part of Cabell County.

Although benefit cost analysis may not be favorable, there are other qualitative implications to the project that should be considered and can benefit the area economically.

Respectfully Submitted:

EDWARD TUCKER ARCHITECTS, INC.



Phoebe Patton Randolph, AIA, LEED AP BD+C

E-mail Distribution: Attendees



MARCH 04, 2025 - STAKEHOLDER MEETING ATTENDANCE LIST

KYOVA Ohio River Bridge Crossing - PEL Progress Update

BETA What is the status of...

Share

Notes Transcript **Deep Dive** Coaching

PARTICIPATION

Estep, K. Lance

Belvin, Michael L.

McClellan, Eric B

Saleem Salameh

Phoebe Patton Randolph

Ralph Kline

Brian Carr

Cole, Kevin A

Dombrowski, Michael

Greathouse, Kara (FHWA)

Patrick Leighty

Mark Bates- Public Works Director

Hill, Timothy

Burke, Theresa (FHWA)

1Dombrowski, Michael

Schneider, Erica

Wetzel, Patricia

Bethany Wild

Cosentino, Giovanni

Hall, Kyle B.

Smith, Lawrence I.

Terri Sicking

MARCH 04, 2025 - STAKEHOLDER MEETING PRESENTATION

Technical Advisory Group

Ohio River Bridge Crossing Planning and Environmental Linkages (PEL) Study



March 2025

Introductions



March 2025

MARCH 04, 2025 - STAKEHOLDER MEETING PRESENTATION

Public Information Meeting

Public Information Meeting

Ohio River Bridge Crossing Planning and Environmental Linkages (PEL) Study

March 18, 2025
4:30 pm to 6:00 pm



March 2025

Agenda

- Introductions
- Information on the Public Meeting
- Review of Public Meeting Presentation
 - Review of the screening results
 - Review of estimated costs for a 2-lane bridge
- Review roll plots
- Schedule



March 2025

MARCH 04, 2025 - STAKEHOLDER MEETING PRESENTATION

Welcome and Sign-In

Display Board

Welcome to the Ohio River Bridge Crossing Planning and Environmental Linkages (PEL) Study Public Information Meeting



March 2025

What is a Planning and Environmental Linkages (PEL) Study?

A PEL Study...



Creates efficiency in transportation project development



Builds a collaborative and integrated approach to decision-making



Considers environment, community, and economy



Gives flexibility to agencies



Assists with project delivery



March 2025

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Draft Purpose and Need

Display Board



Project Purpose: Provide a cross-river system linkage connecting WV 2 to OH 7 with connections to major US highways and I-64 as well as provide improved access for economic development and growth in the region.

Project Needs:



System Linkage

- Connect the region (last link in the Outer-Belt)
- Improve the level of service (LOS) on the East Huntington Bridge
- Improve mobility for heavy truck traffic in the Huntington Urban Area (HUA)
- Improve safety



Economic Development

- Provide opportunities for economic development and growth for Cabell and Lawrence Counties
- Improve access to potential growth areas in Cabell County, WV
- Improve access to new jobs and area investments



Overall Goal: Improve system linkage and economic development opportunities to support the overall goal of building a resilient transportation system



March 2025

System Linkages



March 2025

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Existing Bridge Crossings in the Study Area



US 52 over Ohio River
(Truss)

- West Huntington Bridge
- Built 1968, Reconstructed 1998
- ADT: 21,507 (2020)*
- 2 travel lanes
- Bridge Condition: Good
- Substandard Shoulders
- **Level Of Service E**
- 28 Crashes 2018 – 2022

*Travel Demand Model



WV527 over Ohio River
(Truss)

- Robert C Byrd Bridge
- Built 1994
- ADT: 15,316 (2020)*
- 4 travel lanes divided
- Pedestrian facility
- Bridge Condition: Good
- Substandard Shoulders
- **Level Of Service C+**
- 4 Crashes 2018-2022

*Travel Demand Model



WV106 over Ohio River
(Cable-Stayed)

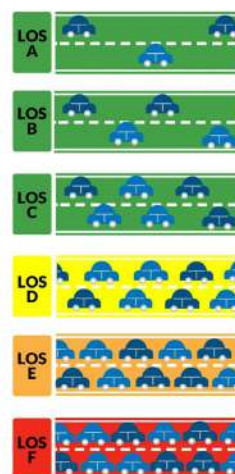
- East Huntington Bridge
- Built 1985
- ADT: 17,415 (2020)*
- 2 Travel Lanes
- Bridge Condition: Good but Load Posted
- Substandard Shoulders
- **Level Of Service F**
- 8 Crashes 2018-2022

*Travel Demand Model



March 2025

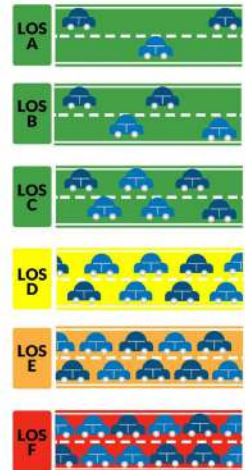
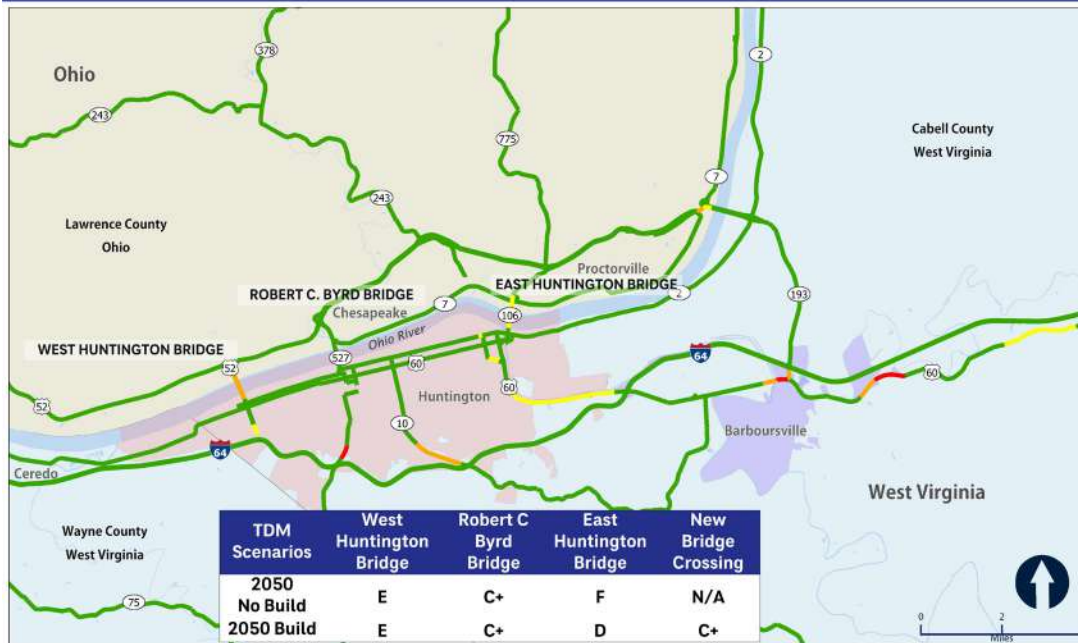
2050 No-Build Scenario



March 2025

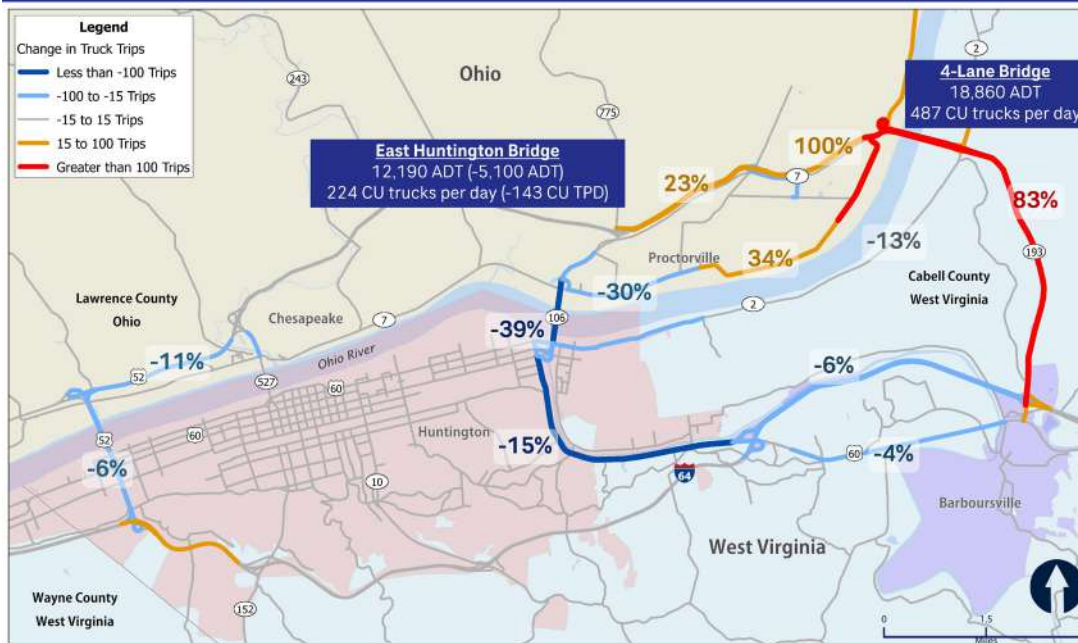
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2050 Build Scenario



March 2025

Heavy Truck Analysis - 2050 No-Build vs. 2050 Build CU Trucks



CU = Combination



Tractor Trailer

Note:

Colors of the percentages on the map align with the color of their associated roadway



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System Linkage & Economic Drivers

Display Board



March 2025

Potential Benefits of the New Crossing

Display Board

- Enhance connectivity** by providing the last link in the outer belt.
- Align with regional transportation plans** including the 2050 KYOVA Long-Range Transportation Plan.
- Improve regional mobility.**

- Improve the Level of Service** on US 60 and the East Huntington Bridge.
- Enhance safety** by reducing the traffic volumes on bridges.
- Reduce number of crashes** on area bridges due to lessened AADT.



- Accommodate heavy truck traffic** by improving regional mobility and freight movement.
- Transfer heavy truck traffic by up to 39%** from the eastern Huntington.

- Accommodate growth** occurring east of Huntington.
- Provide opportunities** for economic development.
- Improve access** to potential growth areas, jobs, retail, and medical services.



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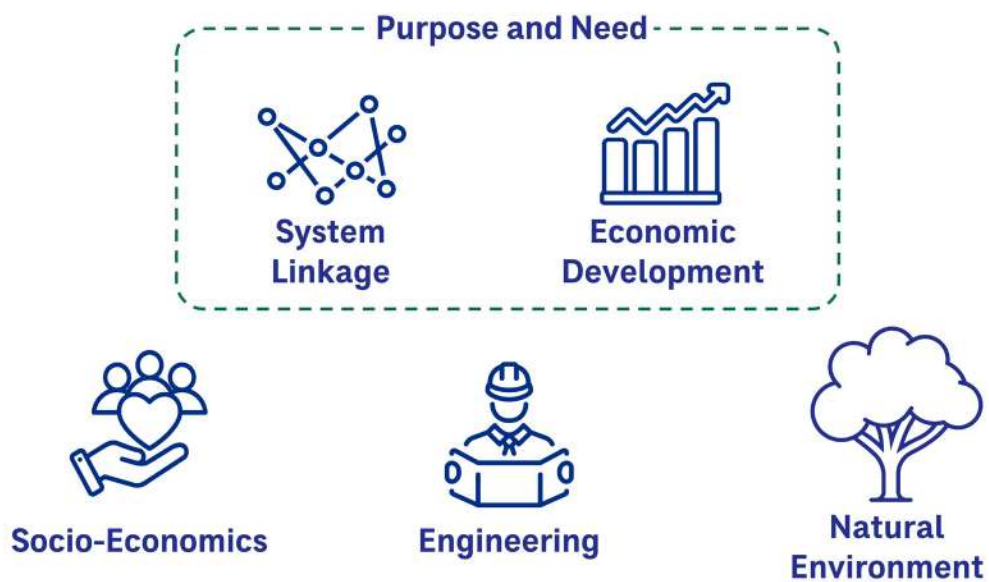
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Constraint Map

Display Board



Screening Metrics

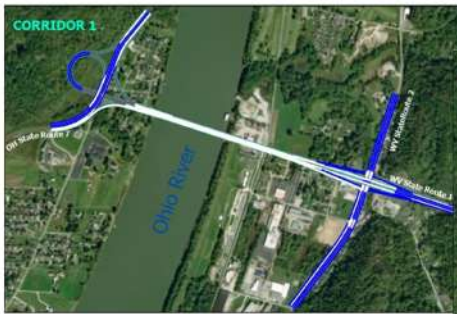


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Screened Concept Corridors

Corridor 1



Corridor 2



Corridor 3



March 2025

Impact Matrix

Preliminary Matrix for Discussion Purposes Only

	No Build	Corridor 1	Corridor 2	Corridor 3
Purpose and Need				
System Linkage				
Does the Alternative Improve Regional Connectivity?	-	Yes	Yes	Yes
Does the Alternative Improve Level Of Service?	-	Yes	Yes	Yes
Does the Alternative Improve Heavy Truck Traffic on Local Network?	-	Yes	Yes	Yes
Does the Alternative Align with Transportation Plans?	-	Yes	Yes	Yes
Economic Development				
Does the Alternative Provide Opportunities for Economic Development?	-	Yes	Yes	Yes
Does the Alternative Improve Access to Local Investments?	-	Yes	Yes	Yes
Does the Alternative Improve Access to Jobs?	-	Yes	Yes	Yes
Engineering				
Connection to SR 193 and SR7	-	Direct	Indirect	Indirect
Conflict Point Description	-	Grade Separated	At Grade/Grade Separated	At Grade/Grade Separated
ROW (Acres)	0	82.3	111.7	156.1

	No Build	Corridor 1	Corridor 2	Corridor 3
Purpose and Need				
Social Economics				
Residential Relocations (Potential Relocations)	0	66	70	146
Business Relocations (Potential Relocations)	0	9	10	11
Does the Alternative Serve Traditionally Underserved Populations?	-	Yes	Yes	Yes
Environmental				
Wetlands (Acres)	0	0	0.15	0.10
Streams (Linear Feet)	0	2,430	2,925	4,875
Are Threatened and Endangered Species in Range?	-	Yes	Yes	Yes
Historic Resources (Potential Impact)	0	2	3	3

Note: Screening quantifications are based on the 4-lane typical section. Where applicable, quantifications use 75ft buffers for each corridor design, except environmental impacts, which use a 100ft buffer.

Data as of 2/25/2025. Data is subject to change as the PEL Study progresses.



March 2025

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Estimated Cost for 2-Lane Bridge

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	No Build	Corridor 1	Corridor 2	Corridor 3
Cost				
Cost in Millions (\$2024) (PE/ROW/Construction)	—	\$165.1	\$170.3	\$221.2



March 2025

Project Schedule

Display Board

		STAKEHOLDER MEETING	PUBLIC MEETING	March 2025	May 2025
Initiate PEL Study	Update Analysis	Update Concept Evaluation		Final PEL Report	
Project Kick-off Meeting Update Stakeholder List Data Collection Update Traffic Demand Model (TDM) Update Traffic Volumes	Agency Coordination (Ongoing) FHWA Coordination (Ongoing) Update Construction Cost Update Right-of-Way Cost Update Purpose & Need Benefit-Cost Analysis (BCA)	Update Existing & Future Condition Update Environmental Analysis Screening of the 3 Corridor Alternatives ★ Public Meeting Address Comments Update Impacts if required Evaluate Concepts to move forward		Complete FHWA PEL Questionnaire Document Recommended Alternatives to move forward Final PEL Documentation	



March 2025

MARCH 04, 2025 - STAKEHOLDER MEETING PRESENTATION

Questions



March 2025

MARCH 04, 2025 - STAKEHOLDER MEETING MEETING MINUTES



**Stakeholder Meeting – March 5, 2025
Ohio River Bridge Crossing – Planning & Environmental Linkage Study
For KYOVA Interstate Planning Commission**

Attendees:	Chris Chiles	- KYOVA Interstate Planning Commission
	Bethany Wild	- KYOVA Interstate Planning Commission
	Saleem Salameh	- KYOVA Interstate Planning Commission
	Terri Sicking	- KYOVA Interstate Planning Commission
	Michael Belvin	- CDM Smith
	Lawrence Smith	- CDM Smith
	Giovanni Cosentino	- CDM Smith
	Kyle Hall	- CDM Smith
	Kevin Cole	- CDM Smith
	Mitchell Stevenson	- CDM Smith
	Phoebe Patton Randolph	- Edward Tucker Architects, Inc.
	Nicole Clune	- Clune Consulting Services, LLC
	Brian Carr	- West Virginia Department of Health
	Ralph Kline	- Ironton Lawrence CAO
	Kara Greathouse	- FHWA
	Samuel Wallace	- FHWA
	Patricia Wetzel	- Ohio Department of Transportation
	Christopher Pridemore	- Ohio Department of Transportation
	Jon Blatt	- Village of Barboursville
	Patrick Leighty	- Lawrence County, Ohio
	Scott Thompson	- WV Department of Transportation

The purpose of this meeting is to review the current progress of the Ohio River Bridge Crossing PEL Study and receive feedback from key stakeholders in the community.

- Phoebe Randolph provided an update on the preparations for the Public Meeting to be held on March 18th at the KYOVA offices in Huntington, WV.
 - HD Media contacted Chris Chiles with KYOVA and informed him that they would like to run an additional article closer to the Public Meeting date. The Project Team will provide Chris with any additional information or quotes they would like included in the follow up article.

1401 Sixth Avenue
Huntington, West Virginia 25701
304.697.4990 telephone
304.697.4991 facsimile

etarch.com

MARCH 04, 2025 - STAKEHOLDER MEETING MEETING MINUTES

Stakeholder Meeting

Ohio River Bridge Crossing - PEL

March 5, 2025

- The final PEL report is scheduled to be completed by June 2025.
- Michael Belvin reviewed the three proposed corridors, explaining that each will be measured for effectiveness based on factors such as regional connectivity, heavy truck mobility, and economic development opportunities.
- KYOVA and the Project Team confirmed that the new B&W's Brightloop AI Facility in Point Pleasant has been included in the project's economic impact investigation.
 - All recent announcements relate to developing partnerships for the company, and do not change the established information.
- The removal of CEQ and the subsequent fluctuation of NEPA Regulations does not impact the PEL Study. Environmental considerations are being incorporated into the project, but NEPA compliance is not a requirement of the current PEL Study.
 - This was confirmed by Kara Greathouse, however NEPA requirements will need to be satisfied as the project moves forward.
- Next steps for the KYOVA Ohio River Bridge Crossing
 - KYOVA will begin a long-range transportation plan and begin identifying funding based on the high-priority projects. At this point, the NEPA requirements would need to be satisfied and an Environmental Impact Study (EIS) or Environmental Assessment (EA) will need to be completed. NEPA, EIS, and EA will take place at the 10% - 30% design stage.
 - Financing the projects is the next, primary hurdle for the projects. All Cost Estimates will include P&E, Right-of-Way and Construction costs for the entire project. They are not exclusive to one state. Both West Virginia and Ohio will need to commit completely to the project to ensure coordination and securement of funding. There is also the potential for cost share between the states.
 - An opinion regarding the project has not been provided by the current State of West Virginia administration.
 - Meeting NEPA requirements and cross-state participation will be key for securing federal funding, which could cover up to 50% of the Project cost.

The above record represents the writer's best understanding of issues discussed and actions required. Please contact the office immediately if additions or corrections are needed.

Respectfully Submitted:

EDWARD TUCKER ARCHITECTS, INC.



Phoebe Patton Randolph, AIA, LEED AP BD+C
Principal \ President

Email Distribution: Attendees





Ohio River Bridge Crossing

The KYOVA Interstate Planning Commission (KYOVA) is studying the potential to create a new bridge crossing of the Ohio River, northeast of the City of Huntington. The purpose of the project is to provide a cross-river system linkage connecting WV 2 to OH 7 with connections to major US highways and I-64 as well as provide improved access for economic development and growth in the region.

[View Fact Sheet](#)



Outer Belt



Study Area



Overview



Three (3) corridors have been identified to consider construction of a new bridge located northeast of the Huntington metropolitan area. Each corridor has been located where impacts can be lessened while meeting the purpose of the study. Ohio's SR-7 is the western tie-in for all corridors. The eastern tie-in would be WV 193 (Big Ben Highway) and involve WV2 (Ohio River Road).

WEBSITE - HOME PAGE

Corridor 1:



WV 2 (Ohio River Road)/ WV 193 (Big Ben Highway) Intersection.

This corridor would provide the most direct connection between WV 193 and Ohio SR-7. The existing WV-2/WV-193 intersection would be upgraded to a diamond interchange with an overpass bridge to accommodate 4 travel lanes. Ohio Route 7 would also be upgraded to 4 lanes.

Corridor 2:



WV 2 (Ohio River Road) / CR 11 (Big Seven Mile Road) Alternate 2 is located at the WV-2 / CR-11 intersection and along Cox Landing Road, extends over the Ohio River and then intersects with Ohio State Route 7 in Lawrence County, OH. The existing WV-2 / CR-11 intersection will be upgraded to accommodate 4 lanes. Ohio State Route 7 will also be upgraded to 4 lanes.

Corridor 3:



WV 2 (Ohio River Road) / CR 7 (Nine Mile Road) Alternate 3 is located approximately 0.3 miles south of WV CR 7 (Nine Mile Rd) along Douthat Lane and extends over the Ohio River, intersecting OH Route 7 near Private Road 1286. This alternate feature flyover ramps for northbound traffic on OH Route 7 due to available width restrictions adjacent to the Ohio River.

A public meeting is scheduled for March 18, 2025 at 4:30PM. The meeting will be located at the KYOVA offices at 400 Third Avenue in Huntington, WV.

Public participation is solicited without regard to race, color, sex, age, national origin, or disability. Individuals who require special accommodations or translation or interpreter services to participate in this meeting should contact Bethany Wild at 304.523.7434, no later than 15 calendar days prior to the Public Meeting.

About

The purpose of this study is to evaluate the need and location for a crossing between Ohio SR 7 and WV SR 193 northeast of the Huntington metropolitan area.

[More About Us](#)

Contact

- Saleem Salameh, Ph.D., PE, KYOVA Technical Study Director
- ssalameh@kyovaipec.org
- 304.523.7434
- Michael Belvin, CDM Smith, Associate, Discipline Lead
- Belvinml@cdmsmith.com
- 803.758.4510

[More Ways to Get In Touch](#)

Location

400 Third Avenue
Huntington, WV 25712

[Direction and Maps](#)

PEL Study

[View Fact Sheet](#)

The purpose of the project is to provide a cross-river system linkage connecting WV 2 to OH 7 with connections to major US highways and I-64 as well as provide improved access for economic development and growth in the region.

The study has assessed existing and future traffic operations, environmental resources, and economic development opportunities. Furthermore, and based on these assessments, three potential bridge crossing alternatives were evaluated. Results of this evaluation and public input will help inform the project

A Planning and Environmental Linkage (PEL) Study is a collaborative approach to decision-making used to identify transportation issues and environmental concerns. This integrated approach considers environmental, community, and economic goals early in the planning process and uses this information to streamline transportation project development and the environmental review process.

Feasibility Study

[View Executive Summary](#)

The purpose of this study is to evaluate the need and location for a crossing between Ohio SR 7 and WV SR 193 northeast of the Huntington metropolitan area. It is anticipated that a new Ohio River Crossing would serve as a vital component to enhancing local and regional mobility in the Ohio, West Virginia, and Kentucky Tri-state region.

A new Ohio River Crossing, combined with completion of the relocated SR-7 (Phase-II) by the Ohio Department of Transportation (ODOT), would improve cross-river mobility in the Huntington metropolitan area, strengthen the transportation network in the Tri-state region, and support completion of the Huntington Outerbelt linking Ohio, West Virginia and key segments of I-64.

[Home](#) [PEL Study](#) [Feasibility Study](#) [Projected Schedule](#) [News](#) [Stay Connected](#)

Projected Schedule

Projected Schedule



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News

[Herald Dispatch Coverage: 2025 PEL Public Meeting](#)

[Herald Dispatch Coverage: Editorial – Ohio River Bridge Crossing](#)

[Herald Dispatch Coverage: 2019 Public Meeting](#)

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WEBSITE - STAY CONNECTED

[Home](#) [PEL Study](#) [Feasibility Study](#) [Projected Schedule](#) [News](#) [Stay Connected](#)

Stay Connected

If you would like to sign up for the project contact list, or submit comments regarding the study, please complete the form below.

Name (required)

Phone

Email (required)

Submit

[Click Here to Submit Comments](#)

For information about upcoming meetings or events contact:



Phoebe Patton Randolph, AIA, LEED AP BD+C

Principal
1401 Sixth Avenue
Huntington, WV 25701
304.697.4990
ppr@etarch.com

For technical questions contact:



Saleem A. Salameh, PhD., P.E.
Deputy Executive Director / Technical Study Director
400 Third Avenue
Huntington, WV 25712
304.523.7434
ssalameh@kyovaipc.org

WEBSITE - STAY CONNECTED



Phoebe Patton Randolph, AIA, LEED AP BD+C

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Saleem A. Salameh, PhD., P.E.

Deputy Executive Director / Technical Study Director

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Michael Belvin

Associate, Project Manager
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WEBSITE - STAY CONNECTED

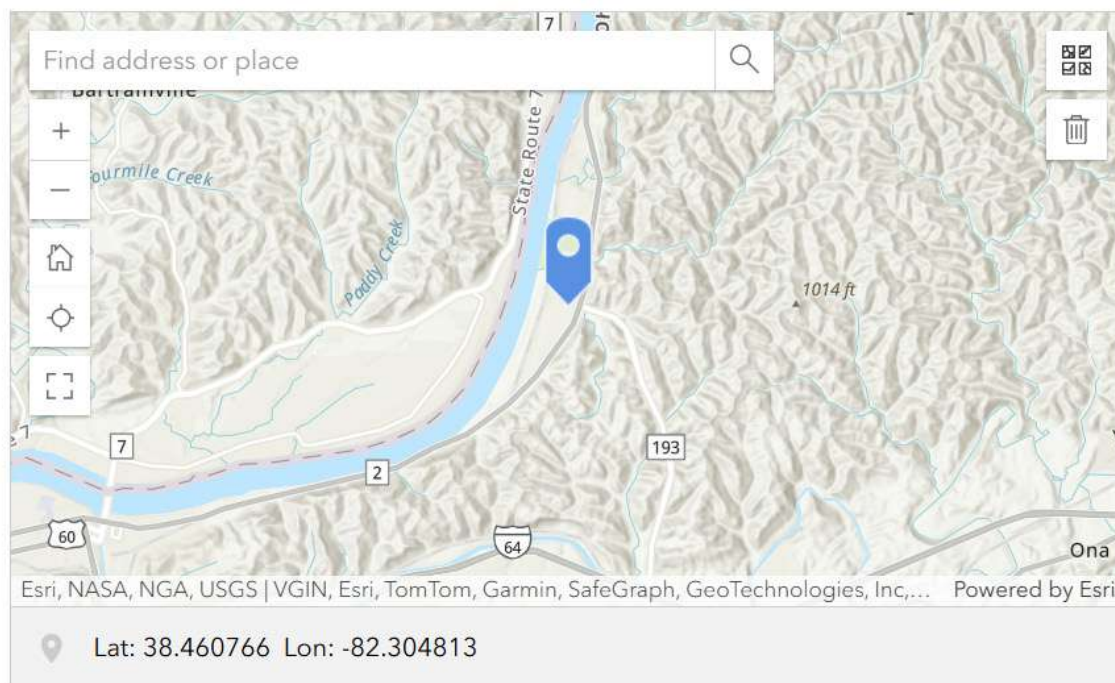
Ohio River Bridge Crossing Public Input

KYOVA Interstate Planning Commission is seeking input on a proposed new bridge crossing on the Ohio River. The purpose of the project is to provide a cross-river system linkage connecting WV 2 in Cabell County, WV to OH 7 in Lawrence County, Ohio, with additional connections to major US highways and I-64 and to provide improved access for economic development and growth in the region.

The public comment period will be open until Friday, April 18, 2025.

For more information about the project please visit www.ohioriverbridgecrossing.com

Click on the map to select a location for comment



Please use the space below to provide comments on the proposed Ohio River Bridge Crossing

WEBSITE - STAY CONNECTED

Please use the space below to provide comments on the proposed Ohio River Bridge Crossing

1000

Name (optional)

Email Address (optional)

Submit

Powered by [ArcGIS Survey123](#)

FACT SHEET



Ohio River Bridge Crossing Planning and Environmental Linkages (PEL) Study

STUDY DESCRIPTION

The KYOVA Interstate Planning Commission (KYOVA) is conducting the Ohio River Bridge Planning and Environmental Linkages (PEL) Study to evaluate the need for a new crossing over the Ohio River between West Virginia and Ohio.

STUDY SPONSORS

KYOVA is conducting the PEL study in coordination with the Federal Highway Administration (FHWA).

DRAFT PURPOSE & NEED

The purpose of the project is to provide a cross-river system linkage connecting WV 2 to OH 7 with connections to major US highways and I-64 as well as provide improved access for economic development and growth in the region. It is anticipated that a new crossing would improve system linkage and economic development opportunities to support the overall goal of building a resilient transportation system for the Ohio, West Virginia, and Kentucky Tri-State Region.

PEL STUDY

The PEL Study is a collaborative approach considering environmental, community, and economic goals early in the planning process. It uses this information to streamline project development and the environmental review process (NEPA). Building off the 2020 Ohio River Crossing Feasibility Study, the current study has updated the draft purpose and need for the project and updated existing and future traffic conditions, environmental resources, and economic development opportunities.

PRELIMINARY FINDINGS

The PEL study utilizing the three (3) potential corridors identified in the 2020 Ohio River Crossing Feasibility Study conducted preliminary evaluations in terms of their ability to meet the purpose and need, accommodate future traffic needs, enhance regional connectivity, support future economic development, and create opportunities for pedestrian use while minimizing impacts to the community and environmental resources.

In addition, the three concept corridors identified in the feasibility study have been screened to determine if each corridor meets the updated purpose and need of the project and how impacts compare in engineering, social economics, environmental, and construction.



CONCEPT CORRIDORS

The 2020 Ohio River Crossing Feasibility Study identified three potential corridors.



Corridor 1: WV 2 (Ohio River Road)/WV 193 (Big Ben Highway) This corridor would provide the most direct connection between WV 193 and Ohio SR-7. The existing WV-2/WV-193 intersection will be upgraded to a diamond interchange with an overpass bridge to accommodate four travel lanes. Ohio Route 7 will also be upgraded to four lanes.



FACT SHEET

CONCEPT CORRIDORS

Corridor 2: WV 2 (Ohio River Road)/CR 11 (Big Seven Mile Road) Corridor 2 is located at the WV-2/CR-11 intersection and along Cox Landing Road, extends over the Ohio River, and then intersects with Ohio State Route 7 in Lawrence County, Ohio. The existing WV-2/CR-11 intersection will be upgraded to accommodate four travel lanes. Ohio State Route 7 will also be upgraded to four lanes.



Corridor 3: WV 2 (Ohio River Road)/CR 7 (Nine Mile Road) Corridor 3 is located approximately 0.3 miles south of WV CR 7 (Nine Mile Road) along Douthat Lane and extends over the Ohio River, intersecting OH Route 7 near Private Road 1286. This corridor features flyover ramps for northbound traffic on OH Route 7 due to available width restrictions adjacent to the Ohio River.



IMPACT MATRIX

	No Build	Corridor 1	Corridor 2	Corridor 3
Purpose and Need				
System Linkage				
Does the Alternative Improve Regional Connectivity?	-	Yes	Yes	Yes
Does the Alternative Improve Level Of Service?	-	Yes	Yes	Yes
Does the Alternative Improve Heavy Truck Traffic on Local Network?	-	Yes	Yes	Yes
Does the Alternative Align with Transportation Plans?	-	Yes	Yes	Yes
Economic Development				
Does the Alternative Provide Opportunities for Economic Development?	-	Yes	Yes	Yes
Does the Alternative Improve Access to Local Investments?	-	Yes	Yes	Yes
Does the Alternative Improve Access to Jobs?	-	Yes	Yes	Yes
Engineering				
Connection to SR 193 and SR7	-	Direct	Indirect	Indirect
Conflict Point Description	-	Grade Separated	At Grade/Grade Separated	At Grade/Grade Separated
ROW Needed (in Acres)	0	82.3	111.7	156.1
Social Economics				
Potential Residential Relocations	0	66	70	146
Potential Business Relocations	0	9	10	11
Are Traditionally Underserved Populations Benefitted?	-	Yes	Yes	Yes
Environmental				
Wetlands (in Acres)	0	0	0.15	0.10
Streams (in Linear Feet)	0	2,430	2,925	4,875
Are Threatened and Endangered Species in Range?	-	Yes	Yes	Yes
Number of Historic Resources Potentially Impacted	0	2	3	3

Note: Screening quantifications are based on 4-lane typical section. Where applicable, quantifications use 75ft buffers, except environmental impacts, which use a 100 ft buffer. Data as of 2/25/25. Data is subject to change as the PEL Study progresses.

UPCOMING ACTIVITIES

Following the Public Meeting, the team will consider all comments received from project stakeholders, agency coordination, and the public. Comments will be documented in the PEL report. The PEL report will be completed Spring of 2025. KYOVA, along with the project sponsors, will review the Final Report from a regional transportation needs and financial perspective to determine if the project should be carried forward into the NEPA Phase.



www.ohioriverbridgecrossing.com

MARCH 18, 2025 - PUBLIC MEETING EMAIL INVITATION

From: Sydney Webster
Sent: Thursday, February 27, 2025 3:01 PM
Subject: KYOVA Ohio River Bridge Crossing PEL Public Meeting Notice [Filed 27 Feb 2025 15:01]
Attachments: [Fact Sheet 20250219.4.pdf](#)
Categories: Filed by Mail Manager

Good afternoon,

The KYOVA Interstate Planning Commission will host an open house public meeting at the KYOVA offices to present information and solicit public comments for a new bridge crossing of the Ohio River, northeast of the City of Huntington. The purpose of the project is to provide a cross-river system linkage connecting WV 2 to OH 7 with connections to major US highways and I-64 as well as provide improved access for economic development and growth in the region.

An open house public meeting will be held Tuesday, March 18, 2025 from 4:30 pm to 6:00 pm in the KYOVA offices at 400 Third Avenue in Huntington, WV. A brief project overview presentation will begin at 5:15 pm. Throughout the public meeting, exhibits illustrating the alternatives under consideration will be displayed and representatives from the KYOVA study team will be available to provide information and address questions. You are welcome to attend at your leisure any time during open house hours to review the exhibits, ask questions, and provide comments.

A PEL Study is a collaborative approach to decision-making used to identify transportation issues and environmental concerns. This integrated approach considers environmental, community, and economic goals early in the planning process and uses this information to streamline transportation project development and the environmental review process. The study has assessed existing and future traffic operations, environmental resources, and economic development opportunities. Furthermore, and based on these assessments, three potential bridge crossing alternatives were evaluated. Results of this evaluation and public input will help inform the project.

The goal of the project is to improve system linkage and economic development opportunities to support a resilient transportation system by providing a new bridge crossing over the Ohio River. KYOVA Deputy Executive Director Saleem A. Salameh supports this study, explaining, "We wish to strengthen the communities in our region, by providing a transportation network that will promote mobility and economic vitality."

To ensure the proposed project is viable and successful, KYOVA is seeking comments from the public about the social, environmental, and economic needs of the region and concerns regarding the proposed corridors. Potential environmental impacts considered include archaeological, architectural, and ecological resources, hazardous materials, and other impacts of the project based on the assessed locations.

We ask the public to submit comments, questions, and concerns for consideration during project development no later than April 18, 2025. Click [here](#) to submit comments via the project website.

Additional information and supporting documentation are posted on the KYOVA website at: <https://ohioriverbridgecrossing.com/>.

MARCH 18, 2025 - PUBLIC MEETING EMAIL INVITATION

Public participation is solicited without regard to race, color, sex, age, national origin, or disability. Individuals who require special accommodations or translation or interpreter services to participate in this meeting should contact KYOVA at the phone number 304.523.7434 no later than 15 calendar days prior to the public meeting.

Best,
Sydney Webster
Studio Operations Director



1401 Sixth Avenue
Huntington, WV 25701
304.697.4990

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MARCH 18, 2025 - PUBLIC MEETING PRESS RELEASE



Ohio River Bridge Crossing PEL Study
Cabell County, WV & Lawrence County, OH

Contact:

Chris Chiles

cchiles@kyovaiipc.org

304.523.7434

NEWS RELEASE

KYOVA TO HOST PUBLIC MEETING

Ohio River Bridge Planning and Environmental Linkages (PEL) Study to be Discussed

Tuesday, March 18th, 2025, 4:30 pm – 6:00 pm, 400 Third Avenue, Huntington, WV

Huntington, WV: The KYOVA Interstate Planning Commission will host an open house public meeting at the KYOVA offices to present information and solicit public comments for a new bridge crossing of the Ohio River, northeast of the City of Huntington. The purpose of the project is to provide a cross-river system linkage connecting WV 2 to OH 7 with connections to major US highways and I-64 as well as provide improved access for economic development and growth in the region.

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MARCH 18, 2025 - PUBLIC MEETING PRESS RELEASE

architectural, and ecological resources, hazardous materials, and other impacts of the project based on the assessed locations.

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###

MARCH 18, 2025 - PUBLIC MEETING LEGAL ADVERTISEMENT

**KYOVA PUBLIC
INFORMATIONAL
MEETING**

**WV 2/OH SR 7
Bridge Project**

The KYOVA Interstate Planning Commission (KYOVA) will hold a public informational meeting for the Ohio River Bridge Crossing Planning and Environmental Linkages (PEL) study on March 18, 2025, from 4:30 to 6:00 PM at 400 Third Avenue, Huntington, WV 25712. The official public comment period ends April 18, 2025.

The public is invited to attend and provide comments on a proposed new bridge crossing of the Ohio River, northeast of the City of Huntington. The purpose of the project is to provide a cross-river system linkage connecting WV 2 to OH 7 with connections to major US highways and I-64 and provide improved access for economic development and growth in the region. The meeting will be an open house format, with a brief presentation at 5:15 pm.

The purpose of the meeting is to ask for your input on the purpose and need of the study, present the screening methodology, preliminary findings, and gather information on potential impacts to the human and natural environment.

Public participation is solicited without regard to race, color, sex, age, national origin or disability. To request special accommodations, or translation or interpreter services please contact Phoebe Randolph, Public Involvement Coordinator at 304-697-4990 or ppr@etarch.com. Project information is available at **www.ohioriverbridgecrossing.com**.

**LH-218629
02-20,27;2025**

MARCH 18, 2025 - PUBLIC MEETING LEGAL ADVERTISEMENT

From: Greathouse, Kara (FHWA) <kara.greathouse@dot.gov>
Sent: Wednesday, February 19, 2025 8:25 AM
To: Sydney Webster
Cc: Workman, Jason (FHWA); Burke, Theresa (FHWA)
Subject: RE: KYOVA Ohio River Bridge Crossing - PEL Progress Update

Follow Up Flag: Follow up
Flag Status: Completed

Hi Sydney,
FHWA-WV has no additional comments. The contacts at WVDOH for publishing info on their website are Richard Tucker (richard.a.tucker@wv.gov) or John Cook (john.d.cook@wv.gov).

Kara Greathouse
Transportation Community Planner
304-531-4991

From: Sydney Webster <saw@etarch.com>
Sent: Tuesday, February 18, 2025 8:34 AM
To: Greathouse, Kara (FHWA) <kara.greathouse@dot.gov>
Subject: RE: KYOVA Ohio River Bridge Crossing - PEL Progress Update

You don't often get email from saw@etarch.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Kara,

I hope you are doing well! I wanted to reach out regarding the KYOVA ORBC PEL legal ad and news release. Did you have any further comments on the content, outside of the edits requested by KYOVA? Also, we are preparing to publish the documents, but are not sure how to go about publishing them to the DOH website. Could you please provide a point of contact for arranging this?

Thank you in advance for your help!

Thanks!
Sydney Webster
[Edward Tucker Architects, Inc.](#)
304.697.4990

[Take a moment to visit our website and explore our latest videos!](#)

WV SR 2 & OH SR 7 BRIDGE PEL – Public Involvement

MARCH 18, 2025 - PUBLIC MEETING SIGN IN SHEETS

Informational Public Meeting
March 18, 2025

PEL Study
Ohio River Bridge Crossing

KYOVA Interstate Planning Commission

Name	Address	Email Address	Phone Number
Amanda Coffman	81 Twp. Rd. 1148 Proctorville, OH 45669	Amandacoffman2023@gmail.com	304-360-1528
Michael Shaw	2538 Merritts Cr. Rd Hunt. WVA 25722	Shaw_Michael@myYAHOO.COM	304-962-3784
James Brister	113 Private Dr. 220 Proctorville, OH 45669	jbrister2024@outlook.com	740-886-0236
Jessica Rees	30 Miller Rd. Huntington, WV 25702	jsschnwiler@yahoo.com	304-634-3334
Alex Parlock	4901 W Pec Ridge Rd Huntington WV 25705	parlock6@gmail.com	(304) 654-4881
Nelli Scarberry	74 Miller Rd.		304 939-2872
Jim Forth	2116 Merritts Creek Rd		304-736-9683
Dena Laton	38 Twp Rd 11485 Pulla		304-544-5735
John & Lois Carter	13 PRT. DR. 220, Pville	JLCarter606@zoominternet.NET	3046172867
Mona Arthur	53 Miller Rd	Huntington scarthur2@gmail.com	9093677283

MARCH 18, 2025 - PUBLIC MEETING SIGN IN SHEETS

Informational Public Meeting
March 18, 2025

PEL Study
Ohio River Bridge Crossing

KYOVA Interstate Planning Commission

Name	Address	Email Address	Phone Number
Dana Jones	185-555 Kyle Lane Huntington, WV 25702	ecofirstearthlink.net	304-416-0415
Mr & Mrs Danny Holschach	Proctorville OH 25 Twp's Road 1533		304-633-4171
Chris Kyle	4312 Ohio River Road Huntington, WV 25702	ckyle42@gmail.com	304-942-5454
Nick Kuhn	115 Twp Rd 1248 Proctorville, OH 45669	nkuhnerom@fire.org	740-302-2157
Connie Smith	37 Kylemore Rd. Hgt. WV 25702	conniejeanjo03@aol.com	(304) 972-1490
Elyna Moore	Kylemore Rd 21 Kylemore 25702	SSpurbeck@aol.com	304-634-4419
ROBERT HENDRICK	46 MILLER ROAD	R.HENDRICK@yahoo.com	
ROBIN MACDONALD	39 TWP RD 1148 PROCTORVILLE, OH 45669	r1m19@yahoo.com	304/412-5564
Barry & Rachel Brown	98 Dwp Rd 1147 Proctorville, OH 45669		740-886-7105
Luzenia Walizer	25 Merritts Cr Rd. Huntington, WV 25702	geniezdz@yahoo.com	304-634-9823

MARCH 18, 2025 - PUBLIC MEETING SIGN IN SHEETS

Informational Public Meeting
March 18, 2025

PEL Study
Ohio River Bridge Crossing

KYOVA Interstate Planning Commission

Name	Address	Email Address	Phone Number
Steve Bell	53 TWP RD 1148 PROCTORVILLE OH	BELLPLUMBING1963@gmail.com	304-544-2361
Roy Ramey	2704 Nine mile Rd Lesage	royramey@ol.com	
Daniel & Grayson Coppage	38 Twp Rd 1148 Proctorville, OH	graysonmlaton@yahoo.com	304-544-9078
Gary & Lynn Michael	135 Twp Rd 1148 Proctorville Oh	ELM5738@yahoo.com	740-645-0869
Carrie Tucker	19 TWP Rd 1147 Proctorville, OH 45669	Carriedtucker@gmail.com	740-550-8680
Ashley Barebo	458 Twp. Rd. 1525 Proctorville, OH 45669	ashley.barebo@gmail.com	304-416-3333
Brenda Clark	37 Kylemore Rd. Huntington	-	440-665-7043
Mason Ward	52 Township rd 1147 Proctorville, OH	-	-
CHAD STUTZER	-	CHAD.STUTZER@ALCON.com	304-733-7410
JEFF WALIZER	25 Morris Crk Rd. Huntington WV	jeffwalizer@gmail.com	304-634-0625

MARCH 18, 2025 - PUBLIC MEETING SIGN IN SHEETS

Informational Public Meeting
March 18, 2025

PEL Study
Ohio River Bridge Crossing

KYOVA Interstate Planning Commission

Name	Address	Email Address	Phone Number
Jeff + Robin Spurlock	30 Miller Rd. Huntington, WV 25702	rspurlock4@aol.com	740-744-6831
Dick McFANN	235 Twp Rd 1348 Chesapeake OH 45617		304-942-1167
Debbie Davis	17 TWP RD 1149		304-654-5793
Mary Miller	199 Miller Rd		681 460 6035
Amelita	129 Klymore Rd		304 654 7805
Aaron Adkins	135 Township Rd 1151 Proctorville, OH 45669		304-412-5855
Aaron Adkins	11 Township Rd 1148 Proctorville, OH 45669		304-412-5855
Cathy Reed	4282 Ohio River Rd Huntington, WV 25702		304-416-3597
Tyrone Reed	↓ ↓ SAME		304-412-4447
Pam Hager	112 PTH Dr 226, Pile, OH		740-646-4924

MARCH 18, 2025 - PUBLIC MEETING SIGN IN SHEETS

Informational Public Meeting
March 18, 2025

PEL Study
Ohio River Bridge Crossing

KYOVA Interstate Planning Commission

Name	Address	Email Address	Phone Number
Greg Kincaid	256 Kylemore Rd 3016 3067	Greg.Kincaid@Aol.com	304-380-5474
HERMAN DAVIS	37 TOW RD 119 th PROCTORVILLE OH		740 884-5792
Carlos & Kimberly Maynard	86 Miller Rd Huntington WV 25702	PimmyGA@aol.com	604 208-7773
Cole Massie	65 Basil Francis Way A10 Grande, OH 46671	Cmassie@rio.edu	740-418-9566
John & Brenda CONER	134 PR. DR. 220 Proctorville, Ohio	Connconer@gshe.com	704-319-1753
April Knight	159 Miller Rd Huntington WV 25712	mugpril97@icloud.com	304-412-6602
Paige Jefferson	159 Miller Road Huntington WV, 25702	paigejefferson24@yahoo.com	304-412-9555
Jeanna Gregg	318 Kyle Lane Huntington WV 25702	Jeanna.Licks@yahoo.com daviswv@yahoo.com	304 638-5327 606 922 5585
Jennifer Woodall	5411 North Inwood Dr Huntington WV 25701	jwoodall@att.net	304 710 7014
Jared Humberston	HNTB - WV	jhumberston@hntb.com	724-970-1723

MARCH 18, 2025 - PUBLIC MEETING SIGN IN SHEETS

Informational Public Meeting
March 18, 2025

PEL Study
Ohio River Bridge Crossing

KYOVA Interstate Planning Commission

Name	Address	Email Address	Phone Number
CAM Nason	16 TOWNSHIP ROAD 1148 PROCTORVILLE OH	HIPPY NASON 43 @ YAHOO.COM	304-632-0959
Mark Finley	138 TWP RD 1281 PROCTORVILLE, OH 45665		304-416-5310
Donnie Robinson		Donnie Robinson 64 yr Small, Ohio	304-544-7775
Dale Wallace	128 TOWNSHIP RD 1147 PROCTORVILLE OH	DW 31755 @ YAHOO	304 966 4794
Jason Workman	FHWA-WV	jason.workman@dot.gov	304-347-5271
Paul Davis	FTA	Pdavis@fhwa-wv.com	304-634-7517
Col Ball	6320 Eox Lane	rfantington WV	304-417-2343
David Ball	HNTB-WV	dball@hntb.com	304-654-2248
Tim Bailey	1130 12th Ave 25701	tebailey712@frontier.com	304-634-3408
Heather Lang	56 Twp Rd 1284 Crown City OH 45623	H4mLang@gmail.com	304-208-7473

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MARCH 18, 2025 - PUBLIC MEETING SIGN IN SHEETS

Informational Public Meeting
March 18, 2025

PEL Study
Ohio River Bridge Crossing

KYOVA Interstate Planning Commission

Name	Address	Email Address	Phone Number
Jason Foster		Jason.C.Foster@wv.gov	304.541.9882
Phil Parlock	Loop A Fork monitors CK RD	Parlock	304 634.3931
Dirk McFANN	235 Tup Rd 1348 Chesapeake OH 45619	dirk.mcfann@yahoo.com	304 942 1167
Rob Robinson	32 Put Dr 1270 Proctorville	RDR5BR5BR882@Yahoo.com	304-412-4314

MARCH 18, 2025 - PUBLIC MEETING SIGN IN SHEETS

Informational Public Meeting
March 18, 2025

PEL Study
Ohio River Bridge Crossing

KYOVA Interstate Planning Commission

Name	Address	Email Address	Phone Number
Timothy Sebsky	WVDOH, Charleston	timothy.b.sebsky@wv.gov	414-6938

MARCH 18, 2025 - PUBLIC MEETING DISPLAY BOARDS

Welcome and Sign-In

Welcome to the Ohio River Bridge Crossing Planning and Environmental Linkages (PEL) Study Public Information Meeting



March 2025

Draft Purpose and Need



Project Purpose: Provide a cross-river system linkage connecting WV 2 to OH 7 with connections to major US highways and I-64 as well as provide improved access for economic development and growth in the region.

Project Needs:



System Linkage

- Connect the region (last link in the Outer-Belt)
- Improve the level of service (LOS) on the East Huntington Bridge
- Improve mobility for heavy truck traffic in the Huntington Urban Area (HUA)
- Improve Safety



Economic Development

- Provide opportunities for economic development and growth for Cabell and Lawrence Counties
- Improve access to potential growth areas in Cabell County, WV
- Improve access to new jobs and area investments



Overall Goal: Improve system linkage and economic development opportunities to support the overall goal of building a resilient transportation system



March 2025

MARCH 18, 2025 - PUBLIC MEETING DISPLAY BOARDS

System Linkage & Economic Drivers



March 2025

Constraint Map



March 2025

MARCH 18, 2025 - PUBLIC MEETING DISPLAY BOARDS

Potential Benefits of the New Crossing



Enhance connectivity by providing the last link in the outer belt.

Align with regional transportation plans including the 2050 KYOVA Long-Range Transportation Plan.

Improve regional mobility.

Improve the Level of Service on US 60 and the East Huntington Bridge.

Enhance safety by reducing the traffic volumes on bridges.

Reduce number of crashes on area bridges due to lessened AADT.



Accommodate heavy truck traffic by improving regional mobility and freight movement.

Transfer heavy truck traffic by up to 39% from the eastern Huntington.

Accommodate growth occurring east of Huntington.

Provide opportunities for economic development.

Improve access to potential growth areas, jobs, retail, and medical services.



March 2025

Estimated Cost for 2-Lane Bridge



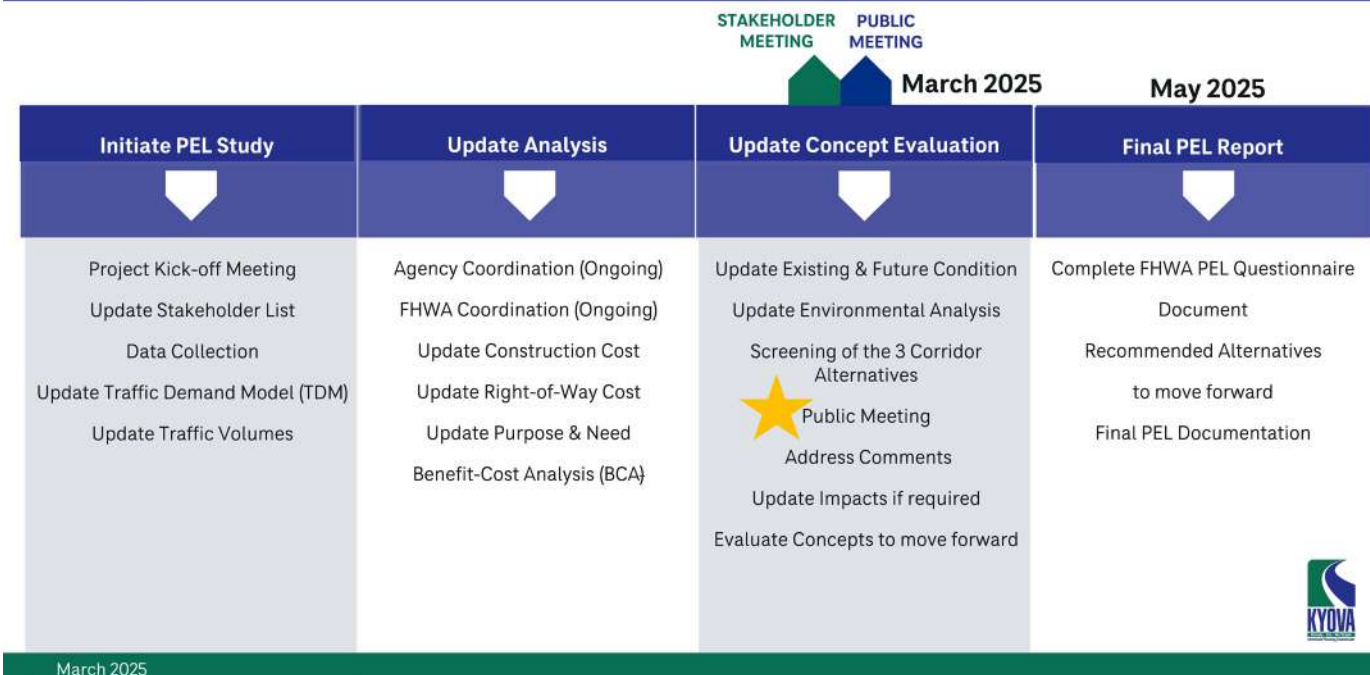
	No Build	Corridor 1	Corridor 2	Corridor 3
Cost				
Cost in Millions (\$2024) (PE/ROW/Construction)	—	\$165.1	\$170.3	\$221.2



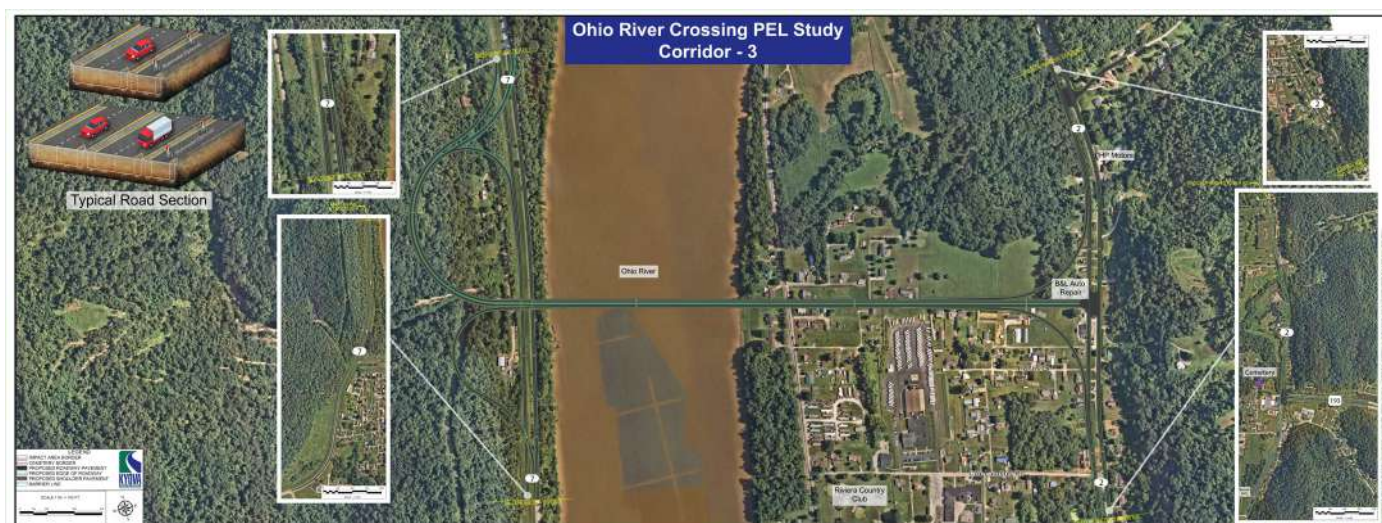
March 2025

MARCH 18, 2025 - PUBLIC MEETING DISPLAY BOARDS

Project Schedule



MARCH 18, 2025 - PUBLIC MEETING DISPLAY BOARDS



MARCH 18, 2025 - PUBLIC MEETING PRESENTATION

Welcome and Sign-In Board

Welcome to the Ohio River Bridge Crossing Planning and Environmental Linkages (PEL) Study Public Information Meeting



March 2025

What is a Planning and Environmental Linkages (PEL) Study?

A PEL Study...



Creates efficiency in transportation project development



Builds a collaborative and integrated approach to decision-making



Considers environment, community, and economy



Gives flexibility to agencies



Assists with project delivery



March 2025

MARCH 18, 2025 - PUBLIC MEETING PRESENTATION

Draft Purpose and Need



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Overall Goal: Improve system linkage and economic development opportunities to support the overall goal of building a resilient transportation system



March 2025

System Linkages



March 2025

MARCH 18, 2025 - PUBLIC MEETING PRESENTATION

Existing Bridge Crossings in the Study Area



US 52 over Ohio River
(Truss)

- West Huntington Bridge
- Built 1968, Reconstructed 1998
- ADT: 21,507 (2020)*
- 2 travel lanes
- Bridge Condition: Good
- Substandard Shoulders
- **Level Of Service E**
- 28 Crashes 2018 – 2022

*Travel Demand Model



WV527 over Ohio River
(Truss)

- Robert C Byrd Bridge
- Built 1994
- ADT: 15,316 (2020)*
- 4 travel lanes divided
- Pedestrian facility
- Bridge Condition: Good
- Substandard Shoulders
- **Level Of Service C+**
- 4 Crashes 2018-2022

*Travel Demand Model



WV106 over Ohio River
(Cable-Stayed)

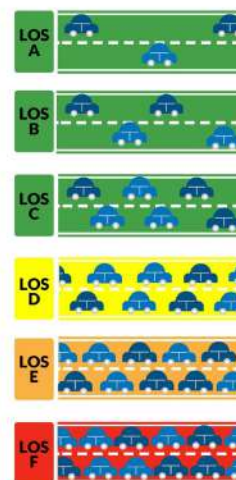
- East Huntington Bridge
- Built 1985
- ADT: 17,415 (2020)*
- 2 Travel Lanes
- Bridge Condition: Good but Load Posted
- Substandard Shoulders
- **Level Of Service F**
- 8 Crashes 2018-2022

*Travel Demand Model



March 2025

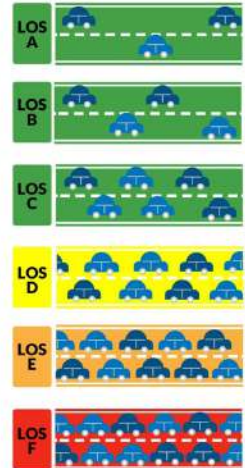
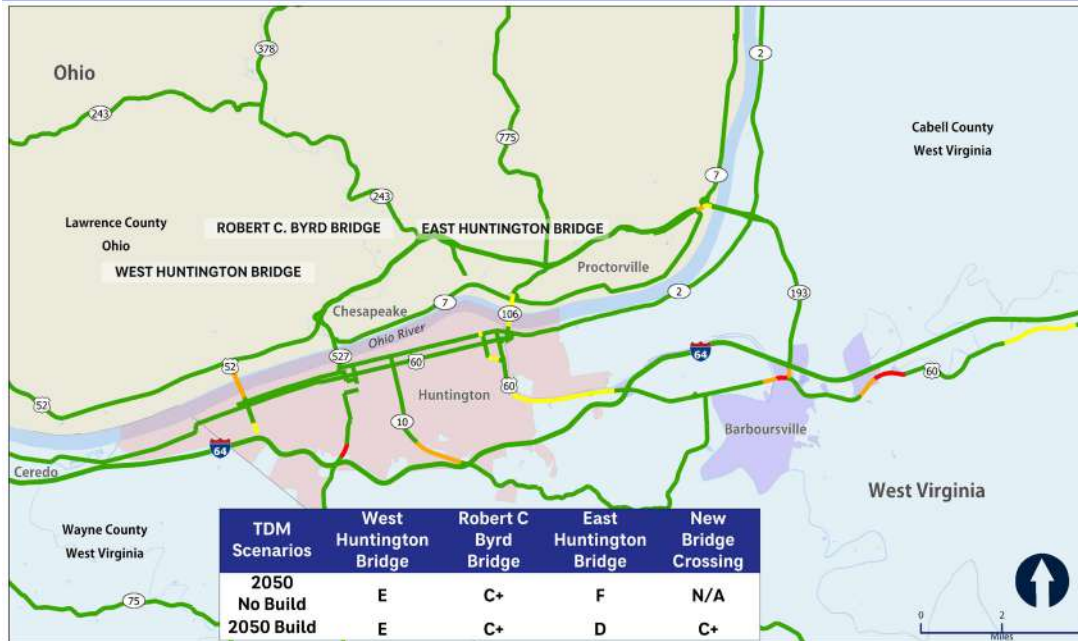
2050 No-Build Scenario



March 2025

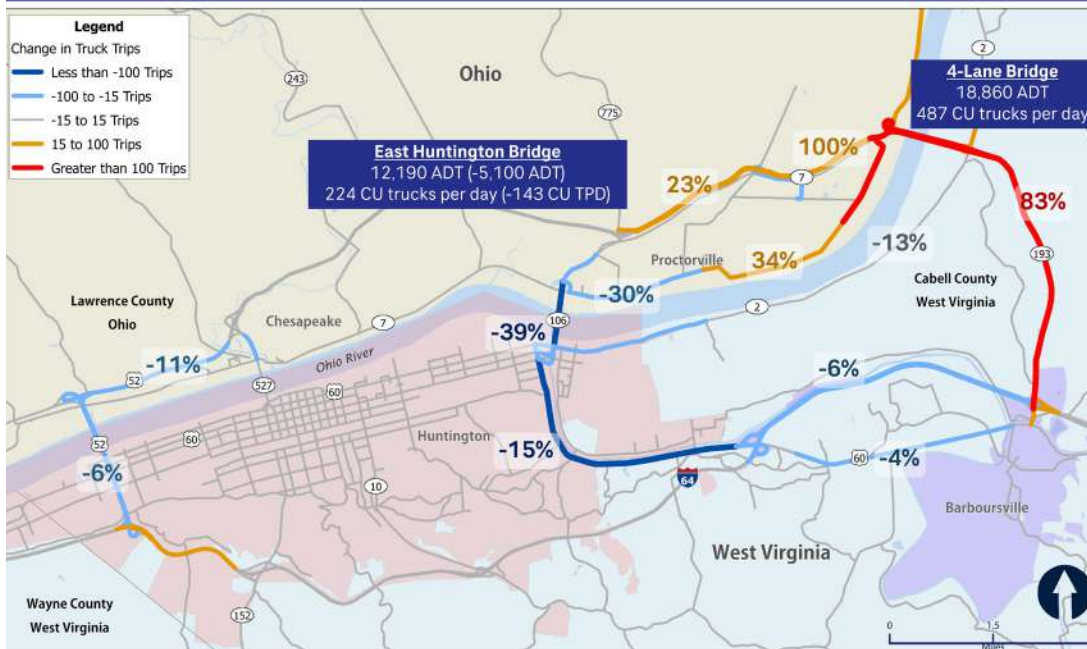
MARCH 18, 2025 - PUBLIC MEETING PRESENTATION

2050 Build Scenario



March 2025

Heavy Truck Analysis - 2050 No-Build vs. 2050 Build CU Trucks



CU = Combination

 Tractor Trailer

Note:
 Colors of the percentages on the map align with the color of their associated roadway



March 2025

MARCH 18, 2025 - PUBLIC MEETING PRESENTATION

System Linkage & Economic Drivers



March 2025

Potential Benefits of the New Crossing



Enhance connectivity by providing the last link in the outer belt.

Align with regional transportation plans including the 2050 KYOVA Long-Range Transportation Plan.

Improve regional mobility.

Improve the Level of Service on US 60 and the East Huntington Bridge.

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Provide opportunities for economic development.

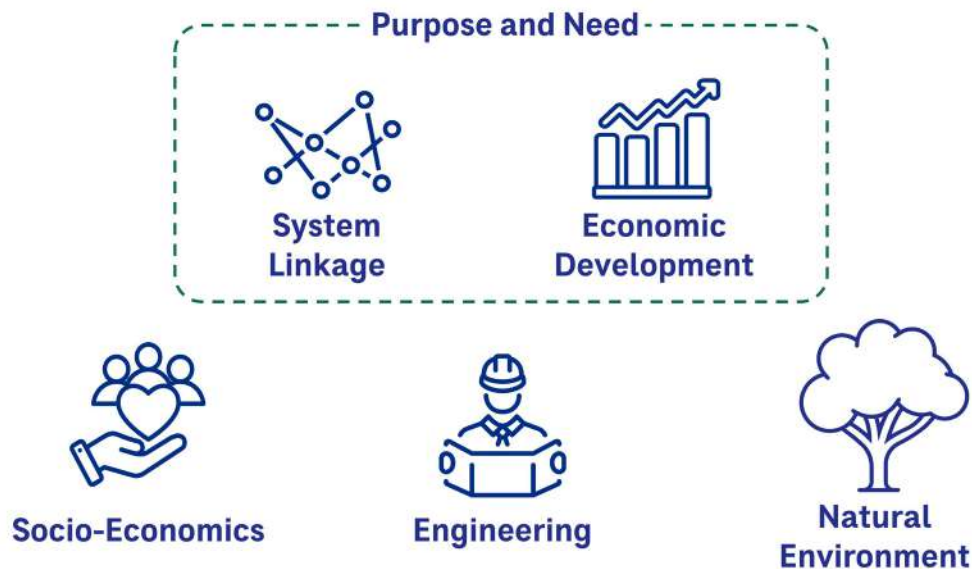
Improve access to potential growth areas, jobs, retail, and medical services.



March 2025

MARCH 18, 2025 - PUBLIC MEETING PRESENTATION

Screening Metrics



March 2025

Impact Matrix

	No Build	Corridor 1	Corridor 2	Corridor 3
Purpose and Need				
System Linkage				
Does the Alternative Improve Regional Connectivity?	-	Yes	Yes	Yes
Does the Alternative Improve Level Of Service?	-	Yes	Yes	Yes
Does the Alternative Improve Heavy Truck Traffic on Local Network?	-	Yes	Yes	Yes
Does the Alternative Align with Transportation Plans?	-	Yes	Yes	Yes
Economic Development				
Does the Alternative Provide Opportunities for Economic Development?	-	Yes	Yes	Yes
Does the Alternative Improve Access to Local Investments?	-	Yes	Yes	Yes
Does the Alternative Improve Access to Jobs?	-	Yes	Yes	Yes
Engineering				
Connection to SR 193 and SR7	-	Direct	Indirect	Indirect
Conflict Point Description	-	Grade Separated	At Grade/Grade Separated	At Grade/Grade Separated
ROW (acres)	0	82.3	111.7	156.1

	No Build	Corridor 1	Corridor 2	Corridor 3
Purpose and Need				
Social Economics				
Residential Relocations (Potential Relocations)	0	66	70	146
Business Relocations (Potential Relocations)	0	9	10	11
Does the Alternative Serve Traditionally Underserved Populations?	-	Yes	Yes	Yes
Environmental				
Wetlands (Acres)	0	0	0.15	0.10
Streams (Linear Feet)	0	2,430	2,925	4,875
Are Threatened and Endangered Species In Range?	-	Yes	Yes	Yes
Historic Resources (Potential Impact)	0	2	3	3

Note: Screening quantifications are based on the 4-lane typical section. Where applicable, quantifications use 75ft buffers for each corridor design, except environmental impacts, which use a 100ft buffer.

Data as of 2/25/2025. This data is subject to change as the study progresses.



March 2025

Estimated Cost for 2-Lane Bridge

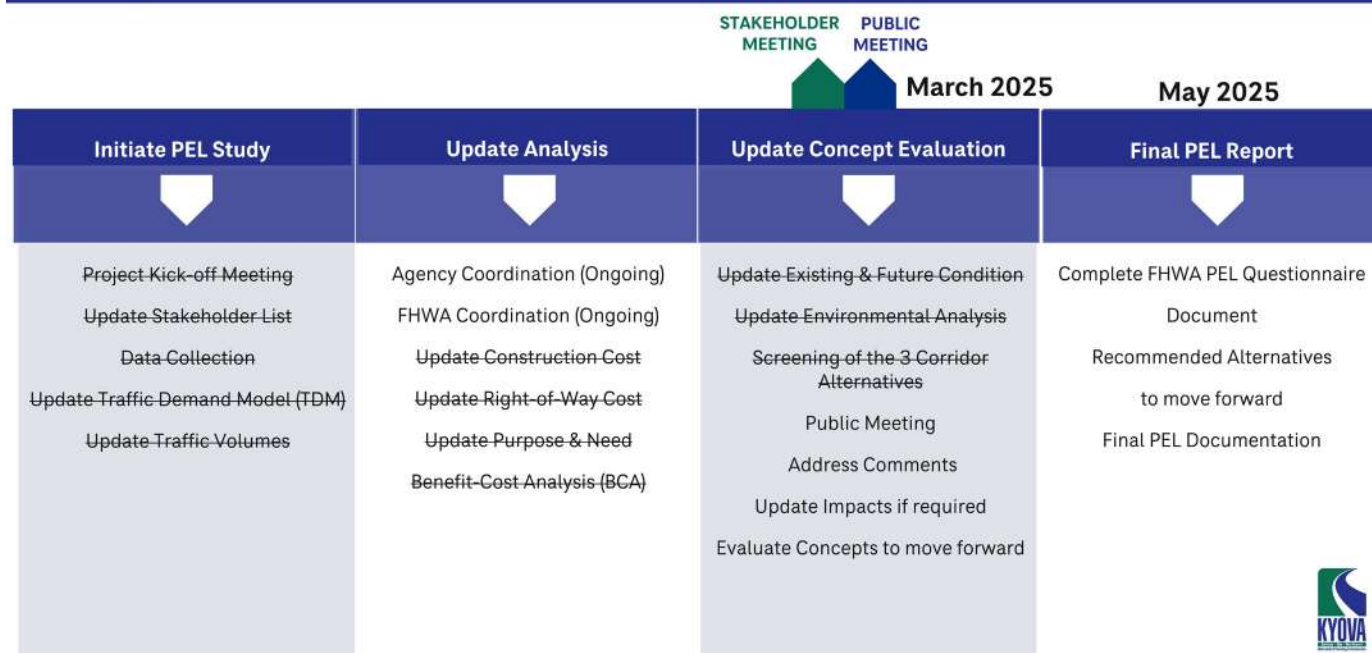


	No Build	Corridor 1	Corridor 2	Corridor 3
Cost				
Cost in Millions (\$2024) (PE/ROW/Construction)	—	\$165.1	\$170.3	\$221.2



February 25, 2025

Project Schedule



March 2025

MARCH 18, 2025 - PUBLIC MEETING PHOTOS





MARCH 18, 2025 - PUBLIC MEETING QUESTIONS & ANSWERS



Public Meeting Questions and Comments – March 18, 2025
Ohio River Bridge Crossing – Planning & Environmental Linkage Study
For KYOVA Interstate Planning Commission

Questions Submitted Prior to 3/18/2025 Meeting and Responded to before 4/2/2025:

- 1. When was the final report for the Ohio River Bridge Crossing Feasibility Study done, as in year?**
 - A. The Final Feasibility Study was completed in June 2020.
- 2. Has the final decision been made on which Corridor the bridge will be constructed? Corridor 1? Or Corridor 2?**
 - A. At this point, no final determination has been made as to which corridor will move forward. As stated in the 2020 Feasibility study, Corridors 1 & 2 were recommended for further consideration in the next project development phase. However, the Ohio River Bridge Crossing PEL will take all of it into account.
- 3. Referencing Table 1:1 Evaluation Matrix Public Support – Where and how was this data collected?**
 - A. This qualitative assessment was based on feedback received from the public meetings held throughout the Feasibility Study. An interactive website was created to allow the public to receive updates on the project and related events, review new information, and submit feedback via the online survey. The website and all project information can be viewed at <https://ohioriverbridgecrossing.com/>.
- 4. Which state showed the most support for the bridge – OH or WV?**
 - A. Ohio was more vocal in their support for this project.
- 5. When is the projective date to start buyout and construction? (Throughout the report it spoke of 2040 Metropolitan Transportation Plan is it 2040.)**
 - A. Presently, we are preparing a Planning and Environmental Linkages (PEL) study, which is a collaborative approach considering environmental, community, and economic goals early in the planning process. It uses this information to streamline project development and the environmental review process (National Environmental Policy Act [NEPA]). As such, after the completion of the PEL Study, project funding will need to be identified. When funding is identified and the proposed project is moved into the next phase of development, an Environmental Impact Statement (EIS) would likely be required, which usually takes two years to complete. The purchase of right of way would not occur until after the approval of an EIS or other environmental document.
- 6. Referencing 7.0 Cost Estimation Methodology on the Fact Sheet – the report states “one parcel of land that is the largest area of the unknown as this project moves to the next stage is the Robert Newlon Airport.” I am under the impression that Federal Aviation Administration (FAA) would have to approve any bridge built in the area due to the airport - Has FAA given their approval? Or have they given any suggestions on how the bridge is to be constructed?**
 - A. The 2020 Feasibility Study indicated that the Robert Newlon Airport would be rendered inoperable for Corridors 1 & 2. The Ohio River Bridge PEL study is still considered a high-level planning study, and FAA would be engaged and encouraged to provide input as the project moves into the next phase of development.

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etarch.com

MARCH 18, 2025 - PUBLIC MEETING QUESTIONS & ANSWERS

Public Meeting Questions and Comments

Ohio River Bridge Crossing - PEL

March 18, 2025

7. **The [Feasibility] report states the majority of the acquisitions will occur in residential areas. It goes on to state that there was difficulty finding public tax records, generic values had to be used for land and relocation. Tax records for WV is on Cabell County Assessor's office website – I'm confused as to why there was difficulty finding them. I could not find anything regarding the manner in which the generic values were calculated. What or how was that determined? Will the buyout offer be based on Total Appraised Value or Total Assessed Value from the Assessor's office? Or will the value be as if the homeowner had it appraised to put on the market with a real estate agent?**
 - A. In the planning stage of a project development, a high-level analysis is conducted, including the right of way cost. Values from the tax assessor's office provide a good base to establish these costs; however, they are usually trailing behind the actual fair market value of a property. Right of way acquisition cost is based on fair market value at the time of acquisition, not values from the assessor's office. If the project progresses to acquiring property for the project, the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA) will be followed. URA is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. A link to the URA is here: <https://www.ecfr.gov/current/title-49/subtitle-A/part-24>.
8. **Businesses will receive 20% on top of the buyout offer for relocation. There is nothing I saw in the report that Residential Relocation buyouts will receive any percentage to pay for having to relocate. What will the percentage be for residential?**
 - A. As part of the URA, acquiring real estate is only one part of the process. Relocation assistance would also be provided and comes in various forms. The link above to URA will provide additional information on the requirements for relocations.
9. **Of the 98 Residential Relocations for Corridor 1, what roads are in that 98 residential figure are in WV?**
 - A. The relocation numbers presented in the Feasibility Report have been revised for the PEL report and will be presented at the Public Meeting on March 18, 2025.
10. **When the study says "relocation" what does that mean exactly? (i.e. relocation of the house or relocation of the homeowner and family.)**
 - A. Relocation is referring to the displacement of person(s) or personal property as a result of being impacted by the proposed property.
11. **The Aerial Map (page 51 of the 209-page report) the blue line area – would that be the residential relocation inside the blue line? If not, what does the area inside the blue line indicate other than Corridor 1?**
 - A. Correct, the relocations would be within the blue line. As noted above, the PEL Study has conducted a reevaluation of potential acquisitions. The relocations would be those properties within the blue line as identified in the 2020 Feasibility Study.
12. **The residents who will receive a buyout offer, if accepted, what will be done with the house? In other states, when residents are bought out by the county or state in order to widen/create roads, the houses sitting on the property are sold to the public, let's say for \$10,000.00, but the purchaser would have to pay to have the house moved. Will that be done in this case?**
 - A. The project is in planning phase and this type of detail would be later in project development.
13. **On page 38 of the 209-page [Feasibility Study] report, it states 37-45% on the eastern side population (WV) is considered low income. The older adult population on this same side is 17-31%. purchase property and home equivalent to what they currently have?**
 - A. Yes, please review the URA and identified above.



MARCH 18, 2025 - PUBLIC MEETING QUESTIONS & ANSWERS

Public Meeting Questions and Comments

Ohio River Bridge Crossing - PEL

March 18, 2025

Questions Submitted After 3/18/2025 and Not Responded to as of 4/9/2025

14. Concern has been expressed for the cemetery located within the Corridors. What impact will the project have on the cemetery?

- A. There are currently no construction plans nor is a corridor selected for the proposed WV 2 / OH SR 7 Bridge Project. The ongoing Planning and Environmental Linkages (PEL) Study seeks to analyze environmental conditions, considering natural, social, and cultural resources. The PEL Study should be finalized in 2025, after which funding for the project would need to be identified and National Environmental Policy Act (NEPA) processes would be completed before any construction would occur.

Within NEPA, mitigation and minimization of impacts would be assessed and prioritized. Generally speaking, the minimization of impacts to identified resources, including the cemeteries, would be a priority in creating final design.

15. Some homes were hand-built and passed down through generations and do not want to be affected and be required to sell.

- A. There are currently no construction plans nor is a corridor selected for the proposed WV 2 / OH SR 7 Bridge Project. The ongoing Planning and Environmental Linkages (PEL) Study seeks to analyze environmental conditions, considering natural, social, and cultural resources. The PEL Study should be finalized in 2025, after which funding for the project would need to be identified and National Environmental Policy Act (NEPA) processes would be completed before any construction would occur.

If the project becomes funded, it will move forward through NEPA, and a preferred corridor and design would be selected. If the design selected impacts homes and it is necessary to be acquired, it would go through the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA) process and be purchased for fair-market value. The estimated schedule for the project, if it moves forward, is supplied below:

Projected Schedule



16. The Lesage area is the community primarily affected and the residents do not want the project to move forward. Residents moved to Lesage for a quiet community and minimal traffic.

- A. Thank you for submitting your comment regarding the Lesage area to KYOVA for consideration. Please monitor the project website at <https://ohioriverbridgecrossing.com/> to learn more about the project as it progresses.

17. What impact will the project have on the Robert Newlon Airport?

- A. The WV 2 / OH SR 7 Bridge Project Planning and Environmental Linkages (PEL) Study is still considered a high-level planning study. If the Project moves forward, the Federal Aviation

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Administration (FAA) would be engaged and encouraged to provide input as the project moves through the National Environmental Policy Act (NEPA) process.

The 2020 Feasibility Study anticipated that the Robert Newlon Airport would be rendered inoperable for Corridors 1 & 2. However, exact impacts to the Robert Newlon Airport would not be determined until the NEPA process is completed.

18. Residents recommended looking at alternative locations outside of the three corridors, including the space located near Saltwell Road.

- A. The corridors considered for the proposed WV 2 / OH SR 7 Bridge Project Planning and Environmental Linkages (PEL) Study were originally developed during the 2020 Feasibility Study for the same project. During the National Environmental Policy Act (NEPA) process, the three alternatives and other reasonable alternatives would be evaluated.

19. What portion of the project costs will be covered by Ohio? Could Ohio provide 50% of project costs?

- A. Funding for the proposed WV 2 / OH SR 7 Bridge Projects has not been identified. Funding may come from federal, State, local, or a combination of sources.

20. Could it be more clear which residents and/or communities would be impacted by each corridor?

Based on the PEL Study, in alphabetical order, communities listed in Ohio include but are not limited to: Athalia, Lawrence County, Proctorville, and Rome.

In alphabetical order, communities considered in West Virginia include but are not limited to: Cabell County, Barboursville, Huntington, and Lesage.

21. Will there be compensation for those outside of the acquisition zone? A 75-foot buffer is currently being shown in the PEL Fact Sheet, a decrease in size from the Feasibility Study.

- A. During the Planning and Environmental Linkages (PEL) Study, the alignment buffer was established as 75 feet to identify potential acquisitions due to construction impacts. This buffer is a reasonable assumption to preliminarily estimate potential impacts. After the PEL Study is completed, and if the project is funded, it would go through the National Environmental Policy Act (NEPA) process to identify potential impacts including access to properties that will remain. During the NEPA process the design of the reasonable alternatives will be refined to establish and evaluate right-of-way needs within each of the alternatives considered and select a preferred alternative. As the design is refined, the project footprint is better defined. Residents whose properties would need to be acquired for construction would be offered compensation as per the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA) process and be purchased for fair-market value.

22. A Proctorville resident expressed their dislike of the project. They selected Proctorville to live in the country in a small community, away from a 4-lane road. They opposed Corridor 1 as it will be difficult to replace their neighborhood.

- A. Thank you for submitting your comment about Proctorville to KYOVA for consideration. Presently, we are preparing a Planning and Environmental Linkages (PEL) study, which is a collaborative approach considering environmental, community, and economic goals early in the planning process. It uses this information to streamline project development and the environmental review process (National Environmental Policy Act [NEPA]). As such, after the completion of the PEL Study, project funding will need to be identified. When funding is identified and the proposed project is moved into the next phase of development, an environmental document would be required, and it usually takes two years to complete.



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23. A resident shared that the Corridor 1 bridge would run atop his house, where he has lived for 32 years. There are no other lots available with the same water frontage he currently has at his property (300 feet).

A. Thank you for submitting this comment to KYOVA for consideration. No corridor has been recommended for the proposed WV 2 / OH SR 7 Bridge Project at this time. We will update you and the community with news pertaining to the WV 2 / OH SR 7 Bridge Project Planning and Environmental Linkages Study as it becomes available.

24. Can people request to be acquired due to property value concerns?

A. In general, and only if the project moves forward through the National Environmental Policy Act (NEPA) process, any acquisitions that are deemed necessary due to final bridge design would comply with guidance as is stated in the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA). Acquisition would only occur as needed for right-of-way design needs.

25. Residents expressed concern about their ability to sell with the plans for the bridge.

A. The Planning and Environmental Linkages (PEL) Study for the proposed WV 2 / OH SR 7 Bridge Project seeks to review existing conditions surrounding the proposed project and conduct initial environmental impact review of each of the three alternative corridors.

In the PEL Study for this proposed project, a high-level economic analysis was conducted, including the right-of-way cost. If the project progresses to acquiring property for the project, the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA) will be followed. URA is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. A link to the URA is here:

<https://www.ecfr.gov/current/title-49/subtitle-A/part-24>.

26. A resident supports the project, but proposes an alternative location. He recommends moving the bridge over the wetland to reduce cost while still getting the benefits of connecting to Barboursville.

A. Thank you for submitting this comment to KYOVA for consideration. No corridor has been recommended for the proposed WV 2 / OH SR 7 Bridge Project at this time. We will update you and the community with news pertaining to the WV 2 / OH SR 7 Bridge Project Planning and Environmental Linkages Study as it becomes available.

27. Why are only 2 lanes being examined for the PEL if the option would increase to a Level F by 2050?

A. No recommendation has been made as to whether to pursue the no-build, 2-lane, or 4-lane scenarios. The 4-lane scenario would be able to support larger volumes of traffic than the 2-lane. The 2-lane scenario would cost less than the 4-lane scenario to construct. These factors will play into the future decision making process. At the 3/18/25 public meeting, the 4-lane scenario level of service in 2050 was displayed for informational purposes.

28. Impact on Property Values: How do you anticipate the project affecting property values in the area? Are there any anticipated increases or decreases in property demand or values, particularly near the intersection of WV 2 and WV 193?

A. The Planning and Environmental Linkages (PEL) Study for the proposed WV 2 / OH SR 7 Bridge Project does not assess the real estate effects of the proposed project.

29. Construction Timeline and Disruptions: What is the expected timeline for the bridge and corridor improvements? Will there be significant disruptions to traffic or local businesses during the construction phases, and what mitigation efforts will be put in place to minimize disruption?



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- A. If the project becomes funded, it will move forward through the National Environmental Policy Act (NEPA) process and a preferred corridor and design would be selected. The estimated schedule for the project is supplied below:

Projected Schedule



Construction plans, including any traffic impact mitigation plans, have not been developed and would be considered during the NEPA process and developed during final design process. The plans developed would maintain access to local businesses and allow traffic to safely navigate the construction area and minimize delay. Because the bridge will be in a new location, impacts would occur later in the construction phase, with the construction focusing on the bridge first.

- 30. Buyout and Relocation Incentives: Given the scale of the project and its potential to impact homes and properties in Corridor 1, are there any buyout or relocation incentives available for homeowners who might be directly affected by the construction? If so, how can I find out if I qualify for such incentives?**
- A. The Planning and Environmental Linkages (PEL) Study for the proposed WV 2 / OH SR 7 Bridge Project seeks to review existing conditions surrounding the proposed project and conduct initial environmental impact review of each of the three alternative corridors.

In the PEL Study for this proposed project development, a high-level economic analysis was conducted, including the right-of-way cost. If the project progresses to acquiring property for the project, the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA) will be followed. The URA is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. A link to the URA is here: <https://www.ecfr.gov/current/title-49/subtitle-A/part-24>.

- 31. Environmental and Noise Impact: What environmental or noise impact assessments have been completed for the project, especially with regard to air quality, noise, and general livability in the area during construction?**
- A. As part of the PEL Study, we have conducted a preliminary review of numerous environmental resources including wetlands, streams, threatened and endangered species as well as historic resources. If the project progresses to the National Environmental Policy Act (NEPA) phase and the preparation of an environmental document, air quality, noise and community impacts and benefits will be evaluated. The evaluation will focus on both permanent impacts as well as impacts during the construction phase.
- 32. Public Involvement and Community Updates: Are there any upcoming public meetings or opportunities to provide feedback on the project's progress? I would like to stay involved and informed as the project moves forward.**
- A. If the project moves into the National Environmental Policy Act (NEPA) Phase and environmental documentation is prepared, additional public outreach opportunities are



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required to occur. Opportunities include, at a minimum, a public meeting during the Scoping Phase of the future environmental document's development and the issuance of the draft environmental document for comment. You can sign up to receive project updates at the project website <https://ohioriverbridgecrossing.com/> using the "Stay Connected" tab.

33. I have waited years to hear of the news to build a bridge from Rt2 in WV to Ohio Rt7. Unfortunately, I just heard that instead of the option to have the bridge around Crown City WAS NOT ON THE TABLE. This is heart breaking, Nucore steel plant is being built as we look at options for a new bridge in our area. We have a bridge in Point Pleasant, we have a bridge in Proctorville. BUT NOTHING in between! BUILD A BRIDGE from Rt2 to Rt7 (Crown City), you will REVIVE these towns with commerce, growth and most important REVENUE in form of taxes. Please, do not build another bridge so close to Proctorville, it needs to BE UPSTREAM farther to make commuting easier for EVERYONE. I WOULD FOR ONE BE UP FOR A TOLL BRIDGE (E-ZPass). Give it more thought we are but hanging from a thread out here, isolated and starving for new technology, businesses etc..

A. The corridors considered for the proposed WV 2 / OH SR 7 Bridge Project Planning and Environmental Linkages (PEL) Study were originally developed during the 2020 Feasibility Study. If additional corridors for consideration are identified, they may be considered after the PEL Study is completed and/or during the National Environmental Policy Act (NEPA) process. Please monitor the project website at <https://ohioriverbridgecrossing.com/> to learn more about the project as it progresses and opportunities to provide input during the NEPA process.

34. Ever since I moved to the greater Tri-State, any time the 31st St Bridge (Proctorville) needed inspection/construction. It creates prolonged delays and headaches for the community. I am thrilled that a bridge at this location is being projected. The outcomes of this project's completion will enable so much for the surrounding communities. I will be it's biggest advocate to get this bridge completed!

A. Thank you for submitting your support. Please monitor the project website at <https://ohioriverbridgecrossing.com/> to learn more about the project as it progresses.

35. As great as it could be for travel, this bridge going through corridor 1 would displace a neighborhood including many elderly/near retirement residents. Many homes that have been in families for generations, like mine. My grandparents are deceased, but they built this home, raised my mother, raised me here. Losing it would be like losing them again. No amount of money is worth that in my eyes. There may be many more people who have similar attachments/concerns, but we were never asked. I hope you all can take the livelihood and the burden this would cause the residents here into consideration rather than just convenience and traffic control.

A. There are currently no construction plans nor is a corridor selected for the WV 2 / OH SR 7 Bridge Project. The ongoing Planning and Environmental Linkages (PEL) Study seeks to analyze environmental conditions, considering natural, social, and cultural resources. The PEL Study should be finalized in 2025, after which funding for the project would need to be identified and National Environmental Policy Act (NEPA) processes would be completed before any construction would occur.

If the project becomes funded, it will move forward through NEPA, and a preferred corridor and design would be selected. If the design selected impacts specific properties and those properties must be required, properties would go through the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA) process and be purchased for fair-market value. The estimated schedule for the project, if it moves forward, is supplied below:



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36. I am strongly opposed to option 1 of the bridge project. This option runs directly through a neighborhood of residents who are retired or nearing retirement. The lack of available housing in the area would put a financial and physical burden on these people if they were forced to relocate. Option 2 makes much more sense because it is still close to option 1 but would not displace as many home owners. It also seems unreasonable to spend tax payer dollars to purchase these homes when the other options do not require that expense. Finally, this neighborhood was once a Native American settlement and several of us who grew up in the neighborhood have found hundreds of arrowheads, native currency and other items over the years. Paving over this area for a bridge would be a travesty. Let's use some common sense and decency and think of the residents before the wants and desire of industry.

A. There are currently no construction plans nor is a corridor selected for the WV 2 / OH SR 7 Bridge Project. The ongoing Planning and Environmental Linkages (PEL) Study seeks to analyze environmental conditions, considering natural, social, and cultural resources. The PEL Study should be finalized in 2025, after which funding for the project would need to be identified and the National Environmental Policy Act (NEPA) process would be completed before any construction would occur.

If the project becomes funded, it will move forward through NEPA, and a preferred corridor and design would be selected. If the design selected impacts specific properties and those properties must be required, properties would go through the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA) process and be purchased for fair-market value. The estimated schedule for the project, if it moves forward, is supplied below:



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If the project moves forward, additional environmental surveys and public involvement would be conducted to further analyze impacts of each alternative corridor. Tribal resources are one of many factors that would be assessed. If the project moves forward and a final design is selected, the specific parcels that would need to be acquired would be identified.

The estimated number of relocations necessitated by each alternative is present on the published Fact Sheet (available at [fact-sheet-20250219.4-1.pdf](#)). In most recent estimations, Corridor 1 is anticipated to require less residential and commercial relocations than the other two corridors.

37. Corridor #1 seems to be the most logical area for bridge, it's directly across from the Merritts Creek connector.

A. Thank you for submitting your support. Please monitor the project website at <https://ohioriverbridgecrossing.com/> to learn more about the project as it progresses.

38. I spoke at your meeting this evening (3/18/2025) and gave the demographics of my neighborhood. I wanted to give it to you again 5 Elderly/retired/widow women 3 Middle aged/retired 4 Working class/middle aged (1 single mother) 2 Working class with small children 1 parent has health issues 2 Disabled their wives work 1 Middle aged/retired/rental property 1 Disabled middle age woman 1 young single male 1 100 (in May) year old currently in a nursing home 1 Young single widow mother with 2 small children and 2 homes 1 Deceased & family member inherited the home who is elderly/retired and lives in another county (Logan) 1 Cemetery that is on the WV State Historic Preservation Office.

A. Thank you for submitting this information. Please monitor the project website at <https://ohioriverbridgecrossing.com/> to learn more about the project as it progresses.

39. I attended the meeting today and left after the presentation not knowing much more that I did when I arrived. My main reason for attending was to know the corridor selection and to get a rough estimate of a time frame before construction of the bridge we all know will eventually be built. A bridge is definitely needed to join West Virginia and Ohio and as much as I would hate to pack up and move from my beautiful home, it's needed for the commerce and safety of our community. My sister next door has worried herself sick for 5 years not knowing what to do about the house her husband built for her before he died and she can't bear to walk away from it but if the bridge takes it, it won't be her walking away, it would be for a reason beyond her control. Please let us know the choice and estimated time very soon before something terrible happens to her. I will adjust my life to the changes. Thank you.

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- A. The Planning and Environmental Linkages (PEL) Study for the proposed WV 2 / OH SR 7 Bridge Project will not recommend a specific corridor for the proposed bridge. The PEL Study seeks to preliminarily assess environmental data around the proposed bridge corridors. Site selection would not be conducted until the National Environmental Policy Act (NEPA) process, which would only be engaged should the project be allocated funding.

An estimated schedule following the PEL Study and allocation of funding is provided below to show some of the anticipated, upcoming timelines for the proposed bridge project:

Projected Schedule



40. **The bridge is needed for the next generation as well as our generation now. Wherever you choose to put it, it will be necessary for the shopping and entertainment and industry. Shortening the driving distance for the working men and women is always an important factor.**
A. Thank you for submitting this information. Please monitor the project website at <https://ohioriverbridgecrossing.com/> to learn more about the project as it progresses.
41. **All of you people who keep proposing these bridges and bypasses are idiots, we don't need any new bridges or any new bypasses what we need is to leave well enough alone and let Mother Nature do her job.**
A. Thank you for submitting this comment to KYOVA for consideration. Please monitor the project website at <https://ohioriverbridgecrossing.com/> to learn more about the project as it progresses.
42. **This area has had new long awaited sewer line construction going on for over a year now. The residents have to pay thousands of dollars to connect our homes to it in the next couple of months. If the bridge is built here it looks like I will lose my home that is completely paid for and all that money that was spent on the sewer line infrastructure will be for nothing! We will lose our school, library, golf course, and church. Residents in the area will lose their homes and have to move, and what few businesses we have will be gone. Diverting truck traffic away from Huntington is fine and dandy for them but the truck traffic on Rt.2 is already unbelievable and dangerous!!!!**
A. Thank you for submitting this comment to KYOVA for consideration. Please monitor the project website at <https://ohioriverbridgecrossing.com/> to learn more about the project as it progresses.
43. **This would boost our growth in the area and help with easy travel.**
A. Thank you for submitting this comment to KYOVA for consideration. Please monitor the project website at <https://ohioriverbridgecrossing.com/> to learn more about the project as it progresses.
44. **I'm definitely against crossing #1 because I along with others are elderly and our homes mean everything to us and are unable to start over in life. Crossing #3 will be less impact on people's lives on this side of river.**

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- A. Thank you for submitting this comment to KYOVA for consideration. There is currently no preferred alternative. The ongoing Planning and Environmental Linkages (PEL) Study seeks to analyze environmental conditions, considering natural, social, and cultural resources. The PEL Study should be finalized in 2025, after which funding for the project would need to be identified and the National Environmental Policy Act (NEPA) process would be completed before any construction would occur. Please monitor the project website at <https://ohioriverbridgecrossing.com/> to learn more about the project as it progresses.



MARCH 18, 2025 - PUBLIC MEETING FREQUENTLY ASKED QUESTIONS



**Public Meeting Frequently Asked Questions
WV 2 / OH SR 7 Bridge Project – Planning & Environmental Linkage Study
For KYOVA Interstate Planning Commission**

- 1. When was the final report for the Ohio River Bridge Crossing Feasibility Study published?**
 - A. The Final Feasibility Study was completed in June 2020.
- 2. Which alternative will be constructed?**
 - A. In the PEL Study, no alternative is recommended as preferred. Alternatives 1, 2, and 3 are recommended for further consideration within the National Environmental Policy Act (NEPA) process. The Study determined that all three alternatives meet the purpose and need for the project and should be moved forward for further evaluation in the NEPA process. All three alternatives propose a new bridge crossing from Lesage, West Virginia to an area just north of Rome, Lawrence County, Ohio. Although, these alternatives have varying levels of impacts depending on their alignment and location. These impacts may be reduced or mitigated as project development and design progress. During the NEPA phase, preliminary engineering would occur to refine the design of each alternative, thereby providing an improved understanding of potential impacts. It should be noted that Alternative 1 would likely provide the most direct connection to the existing roadway network.
- 3. When are property acquisition and construction expected to occur?**
 - A. After the PEL Study is completed, project funding will need to be identified. Once funding is secured and the NEPA process begins, an Environmental Impact Statement (EIS) would likely be required which typically takes two years to complete. Right of way acquisition would not occur until after the EIS is approved, final design is completed, and construction plans are finalized.
- 4. How will the project determine total buyout cost for each parcel as part of the land acquisition?**
 - A. Right of way acquisition cost is based on fair market value at the time of acquisition, not values from the assessor's office. If the project progresses to property acquisition, the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA) would be followed. URA is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. A link to the URA is here: <https://www.ecfr.gov/current/title-49/subtitle-A/part-24>.
- 5. What does the word relocation mean in the context of the study?**
 - A. Relocation refers to the displacement of a person, people, or personal property due to a proposed project's impacts.
- 6. What impact will the project have on the community resources near each alternative?**
 - A. The PEL Study seeks to assess environmental conditions, considering natural, social, and cultural resources. A full list and write up for each of the resources evaluated can be found within the PEL study. Following the completion of the PEL Study, funding would need to be secured before the NEPA process would begin. As part of NEPA, the mitigation and minimization of impacts would be evaluated and prioritized as the project design is advanced. At the conclusion of the NEPA process, a preferred alternative will be identified, providing a more refined

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WV SR 2 / OH SR 7 Bridge – PEL Study

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understanding of impacts. Anticipated impacts to specific resources would be detailed during the NEPA process and reflected in the final construction plans prior to construction.

7. Who will fund the Project?

- A. Funding for the proposed WV 2 / OH SR 7 Bridge Project has not been identified. Funding may come from federal, state, or local sources and may come from a combination of these sources.

8. Can people request their property be acquired due to property value concerns?

- A. No, in general, and only if the project moves forward through the NEPA process, any acquisitions that are deemed necessary due to final bridge design would comply with guidance as is stated in the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA). Acquisition would only occur as needed for right-of-way design needs.

9. How many lanes will the bridge have?

- A. No recommendation has been made at this time regarding the selection of the two-lane or four-lane scenarios. The four-lane scenario would accommodate higher volumes of traffic, while the two-lane scenario would be less costly to construct. These factors will be considered if the project progresses.

10. What is the expected timeline for the bridge and corridor improvements?

- A. If the project becomes funded, it will move forward through the NEPA process and a preferred alternative and design would be selected. The estimated schedule for the project is supplied below:

Projected Schedule



11. Will there be significant disruptions to traffic or local businesses during the construction phases, and what mitigation efforts will be put in place to minimize disruption?

Construction plans, including any traffic impact mitigation plans, have not been developed and would be considered during the NEPA process and developed during final design process. The plans developed would maintain access to local businesses and allow traffic to safely navigate the construction area and minimize delay. Because the bridge will be in a new location, impacts would occur later in the construction phase, with the construction focusing on the bridge first.

12. What environmental or noise impact assessments have been completed for the project?

- A. As part of the PEL Study, a preliminary review of numerous environmental resources including wetlands, streams, threatened and endangered species, and historic resources was conducted. If the project progresses to the NEPA phase, environmental, social, and cultural resources will be reassessed with updated alternative options. A noise assessment will be conducted during the NEPA phase.

13. Are there any upcoming public meetings or opportunities to provide feedback on the project's progress?



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- A. If the project moves into the NEPA Phase an Environmental Impact Statement (EIS) would likely be necessary. An EIS requires additional public outreach opportunities. Opportunities include, at a minimum, a public meeting during the Scoping Phase of the EIS and the issuance of the draft environmental document for comment. You can sign up to receive project updates at the project website <https://ohioriverbridgecrossing.com/> using the "Stay Connected" tab.



MARCH 18, 2025 - PUBLIC MEETING PRESS COVERAGE HERALD DISPATCH - ARTICLE

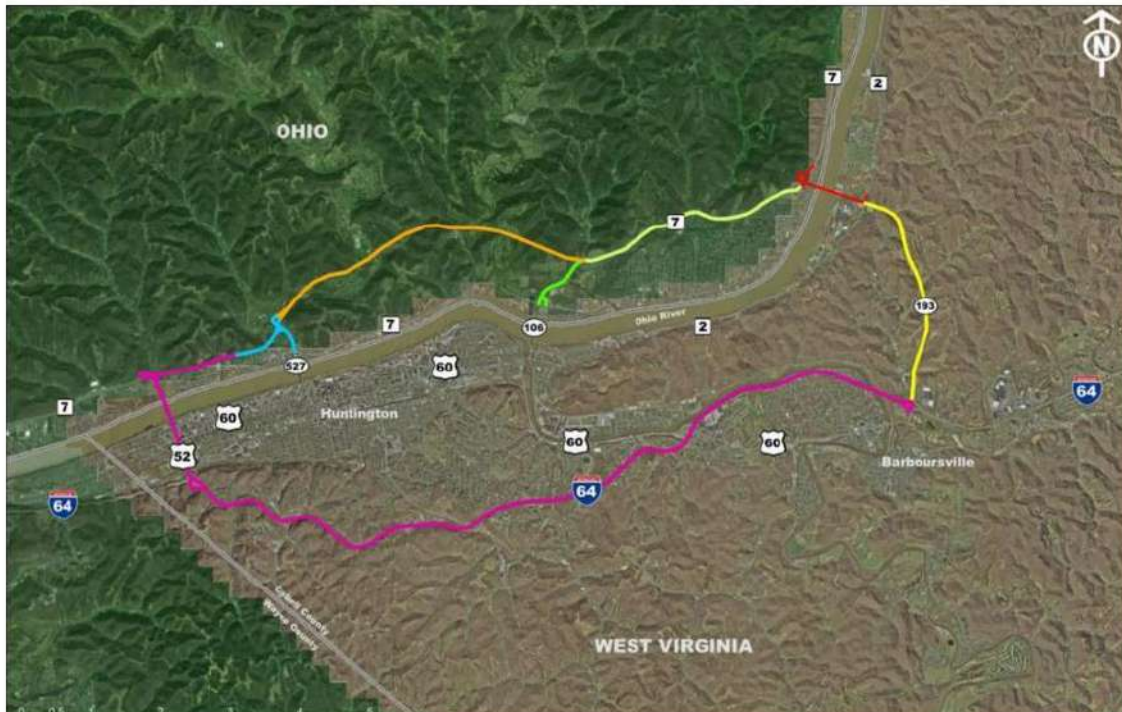
2/27/25, 11:36 AM

KYOVA to host public meeting on the Ohio River bridge study | News | herald-dispatch.com

https://www.herald-dispatch.com/news/kyova-to-host-public-meeting-on-ohio-river-bridge-study/article_c5617522-f08c-11ef-9fe9-9bfd920a4c06.html

KYOVA to host public meeting on Ohio River bridge study

By Destiney Dingess ddingess@hdmediallc.com
Feb 25, 2025



The KYOVA Interstate Planning Commission is conducting the Ohio River Bridge Feasibility Study to evaluate the need for a new crossing over the Ohio River between West Virginia and Ohio.

Courtesy of Edward Tucker Architects Inc.

HUNTINGTON — A project that proposes a bridge over the Ohio River northeast of Huntington, a concept first introduced in the 1960s, continues to make progress today.

Chris Chiles, executive director of the KYOVA Interstate Planning Commission, said the project is still in the early stages with the final report for its planning and environmental linkages (PEL) study to be submitted this summer. Before it is finalized, the public will have the chance to learn what the study found, hear more about the proposed bridge crossing and provide comments.

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https://www.herald-dispatch.com/news/kyova-to-host-public-meeting-on-ohio-river-bridge-study/article_c5617522-f08c-11ef-9fe9-9bfd920a4c06.html

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2/27/25, 11:36 AM

KYOVA to host public meeting on the Ohio River bridge study | News | herald-dispatch.com

KYOVA will host the public informational meeting for the Ohio River Bridge PEL study from 4:30-6 p.m. March 18, at 400 3rd Ave. in Huntington. The meeting will be in an open format, with a brief presentation at 5:15 p.m.

Chiles said the project is to provide a cross-river system linkage connecting W.Va. 2 to Ohio 7 with connections to major U.S. highways and Interstate 64 and provide improved access for economic development and growth in the region.

It would be constructed at the end of the Merritts Creek connector, also known as the Big Ben Bowen Highway and W.Va. 193, and would connect on the Ohio side with the Chesapeake bypass, Chiles said.

“What the study will show is that having the bridge and the corresponding outer belt will provide opportunities for economic development and growth in Cabell and Lawrence counties,” he said.

In September 2020, KYOVA issued its first feasibility study on the proposed bridge. The study evaluated the corridor’s ability to meet future traffic needs, enhance regional connectivity, support future economic development and create more pedestrian use while minimizing impacts to the community and environment.

The new bridge, if built, would complete the Tri-State Outer Belt project that began in the 1950s and 1960s with Interstate 64 and the West 17th Street bridge and continued into the 1980s with the Chesapeake, Ohio, bypass and later with construction of the new Ohio 7 in Rome Township. The bridge would give Ohio residents better access to the eastern end of Cabell County.

“One of the key features of having the bridge that connects W.Va. 2 with Ohio 7 is you will then have in essence an outer belt between Ohio and West Virginia where you will have the 17th Street West Bridge and this proposed new bridge at the western and eastern parts of the outer belt,” Chiles said. “Then you will have the Chesapeake bypass connecting the two on the Ohio side and I-64 connecting the two bridges on the West Virginia side and so when you put all that together it creates a multi-state metropolitan outer belt within the region.”

Chiles said he does not have an estimate on how long the full project would take to complete. It’s a large undertaking that will take some time to ultimately see it through completion, he said.

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2/27/25, 11:36 AM

KYOVA to host public meeting on the Ohio River bridge study | News | herald-dispatch.com

One of the reasons that KYOVA is doing the PEL study is because it's something it can fund on a local level, Chiles said.

A PEL study is a collaborative approach to decision-making used to identify transportation issues and environmental concerns, according to a KYOVA news release. This integrated approach considers environmental, community and economic goals early in the planning process and uses the information to streamline transportation project development and the environmental review process.

The study has assessed existing and future traffic operations, environmental resources, and economic development opportunities. Three potential bridge crossing alternatives were evaluated.

The PEL study provides some of the preliminary environmental research that will ultimately be needed in the National Environmental Policy Act (NEPA) phase. The NEPA phase will be the full environmental clearance. The PEL study also gives KYOVA the opportunity to build a coalition of supporters and increase collaboration between state and federal agencies and local stakeholders, Chiles said.

After the public meeting, the final report will be submitted this summer. If the project continues, the next steps will be full environmental review and design, Chiles said. These phases are where the project gets expensive and will require significantly more funding and involvement from state and federal agencies.

Additional information and supporting documentations are posted on the KYOVA website at ohioriverbridgecrossing.com. KYOVA is accepting public comments through April 18.

Welcome to the discussion.

Keep it Clean. Please avoid obscene, vulgar, lewd, racist or sexually-oriented language.

PLEASE TURN OFF YOUR CAPS LOCK.

Don't Threaten. Threats of harming another person will not be tolerated.

Be Truthful. Don't knowingly lie about anyone or anything.

Be Nice. No racism, sexism or any sort of -ism that is degrading to another person.

Be Proactive. Use the 'Report' link on each comment to let us know of abusive posts.

Share with Us. We'd love to hear eyewitness accounts, the history behind an article.

MARCH 18, 2025 - PUBLIC MEETING PRESS COVERAGE HERALD DISPATCH - EDITORIAL

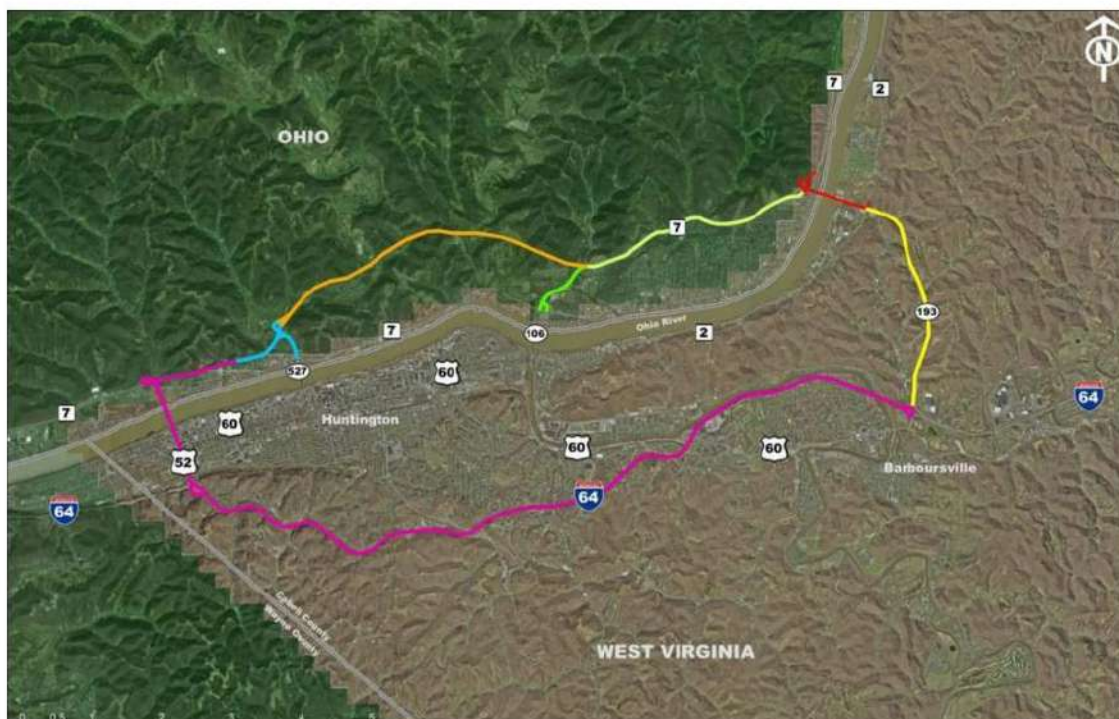
2/27/25, 11:37 AM

Editorial: New bridge would complete long-planned outer belt | Opinion | herald-dispatch.com

https://www.herald-dispatch.com/opinion/editorial-new-bridge-would-complete-long-planned-outer-belt/article_1503b35a-f381-11ef-9285-1bb1b522a1da.html

Editorial: New bridge would complete long-planned outer belt

Feb 26, 2025



The KYOVA Interstate Planning Commission is conducting the Ohio River Bridge Feasibility Study to evaluate the need for a new crossing over the Ohio River between West Virginia and Ohio.

Courtesy of Edward Tucker Architects Inc.

Planning for a new Ohio River bridge at Cox Landing, mostly dormant since the pandemic, is moving again. The KYOVA Interstate Planning Commission will host a public information meeting on the proposed project from 4:30 to 6 p.m. on March 18 at 400 3rd Ave.

The most likely location for the new bridge is at the northern end of the Merritts Creek connector. It would cross the river and link with Ohio 7 in Rome Township near Fairland East Elementary School.

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https://www.herald-dispatch.com/opinion/editorial-new-bridge-would-complete-long-planned-outer-belt/article_1503b35a-f381-11ef-9285-1bb1b522a1da.html 1/3

MARCH 18, 2025 - PUBLIC MEETING PRESS COVERAGE HERALD DISPATCH - EDITORIAL

2/27/25, 11:37 AM

Editorial: New bridge would complete long-planned outer belt | Opinion | herald-dispatch.com

One advantage of the bridge is improving access to Interstate 64 and eastern Cabell County from Lawrence and Gallia counties in Ohio. It would also complete the decades-long dream of a Tri-State outer belt around Huntington.

There's no doubt this will be an expensive project. The most recent Ohio River bridge in this region was the one at Wellsburg, West Virginia, in the Northern Panhandle. It opened to traffic on Sept. 30, 2023, and cost about \$131 million to build. A bridge in this area would be longer and more expensive even before counting the planning and environmental studies that would be needed. Then there would be engineering designs and right-of-way acquisition. If the bridge received the green light now, it could be 10 years before the first traffic crossed it.

The bridge would be a win-win for both West Virginia and Ohio. The final segment of the bypass around Proctorville, Ohio, is under construction. It could be open for traffic in four years. The bridge is the only segment of the outer belt that is not finished or under construction. The bypasses Ohio has built and is building won't be complete without the bridge. The Merritts Creek connector won't reach its full potential without the bridge.

Another bridge across the Ohio River that would complete the Tri-State Outer Belt is a good idea. The cost could be a deterrent, and there could be competition for the money to build it.

People who want to see a bridge at Cox Landing shouldn't be complacent. There will always be competition for money to fund large infrastructure projects.

So what's happening at Cox Landing bears watching. People who want the bridge should push for it. It's probably too early, though, to get excited and plan lives around a bridge that could never be built.

If you have a strong opinion, be sure to attend the March 18 meeting or submit a written comment.

MARCH 18, 2025 - PUBLIC MEETING PRESS COVERAGE
PORTSMOUTH DAILY TIMES - ARTICLE



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The Portsmouth Daily Times, Ohio

KYOVA to host public meeting on Ohio River bridge study

Destiney Dingess ddingess@hdmediallc.com, The Portsmouth Daily Times, Ohio

Tue, February 25, 2025 at 2:51 PM EST
4 min read



 **Generate Key Takeaways** 

HUNTINGTON, W.Va. — A project that proposes a bridge over the Ohio River northeast of Huntington, a concept first introduced in the 1960s, continues to make progress today.

Chris Chiles, executive director of the KYOVA Interstate Planning Commission, said the project is still in the early

MARCH 18, 2025 - PUBLIC MEETING PRESS COVERAGE
PORTSMOUTH DAILY TIMES - ARTICLE

stages with the final report for its planning and environmental linkages (PEL) study to be submitted this summer. Before it is finalized, the public will have the chance to learn what the study found, hear more about the proposed bridge crossing and provide comments.

KYOVA will host the public informational meeting for the Ohio River Bridge PEL study from 4:30-6 p.m. March 18, at 400 3rd Ave. in Huntington. The meeting will be in an open format, with a brief presentation at 5:15 p.m.

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Chiles said the project is to provide a cross-river system linkage connecting W.Va. 2 to Ohio 7 with connections to major U.S. highways and Interstate 64 and provide improved access for economic development and growth in the region.

It would be constructed at the end of the Merritts Creek connector, also known as the Big Ben Bowen Highway and W.Va. 193, and would connect on the Ohio side with the Chesapeake bypass, Chiles said.

MARCH 18, 2025 - PUBLIC MEETING PRESS COVERAGE
PORTSMOUTH DAILY TIMES - ARTICLE

“What the study will show is that having the bridge and the corresponding outer belt will provide opportunities for economic development and growth in Cabell and Lawrence counties,” he said.

In September 2020, KYOVA issued its first feasibility study on the proposed bridge. The study evaluated the corridor’s ability to meet future traffic needs, enhance regional connectivity, support future economic development and create more pedestrian use while minimizing impacts to the community and environment.

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The new bridge, if built, would complete the Tri-State Outer Belt project that began in the 1950s and 1960s with Interstate 64 and the West 17th Street bridge and continued into the 1980s with the Chesapeake, Ohio, bypass and later with construction of the new Ohio 7 in Rome Township. The bridge would give Ohio residents better access to the eastern end of Cabell County.

“One of the key features of having the bridge that connects W.Va. 2 with Ohio 7 is you will then have in

MARCH 18, 2025 - PUBLIC MEETING PRESS COVERAGE
PORTSMOUTH DAILY TIMES - ARTICLE

essence an outer belt between Ohio and West Virginia where you will have the 17th Street West Bridge and this proposed new bridge at the western and eastern parts of the outer belt,” Chiles said. “Then you will have the Chesapeake bypass connecting the two on the Ohio side and I-64 connecting the two bridges on the West Virginia side and so when you put all that together it creates a multi-state metropolitan outer belt within the region.”

Chiles said he does not have an estimate on how long the full project would take to complete. It’s a large undertaking that will take some time to ultimately see it through completion, he said.

One of the reasons that KYOVA is doing the PEL study is because it’s something it can fund on a local level, Chiles said.

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A PEL study is a collaborative approach to decision-making used to identify transportation issues and environmental concerns, according to a KYOVA news release. This integrated approach considers

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environmental, community and economic goals early in the planning process and uses the information to streamline transportation project development and the environmental review process.

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The study has assessed existing and future traffic operations, environmental resources, and economic development opportunities. Three potential bridge crossing alternatives were evaluated.

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The PEL study provides some of the preliminary environmental research that will ultimately be needed in the National Environmental Policy Act (NEPA) phase. The NEPA phase will be the full environmental clearance. The PEL study also gives KYOVA the opportunity to build a coalition of supporters and increase collaboration between state and federal agencies and local stakeholders, Chiles said.

After the public meeting, the final report will be submitted this summer. If the project continues, the next steps will be full environmental review and design, Chiles said. These phases are where the project gets expensive and will require significantly more funding and involvement from state and federal agencies.

Additional information and supporting documentations are posted on the KYOVA website at ohioriverbridgecrossing.com. KYOVA is accepting public comments through April 18.

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MARCH 18, 2025 - PUBLIC MEETING PRESS COVERAGE
HERALD DISPATCH - EDITORIAL

3/5/25, 11:19 AM

Editorial: Upgrading WV 2 is vital for region's needs | Opinion | [herald-dispatch.com](https://www.herald-dispatch.com/opinion/editorial-upgrading-wv-2-is-vital-for-regions-needs/article_2894e29a-f831-11ef-9757-2f81d8884599.html)

https://www.herald-dispatch.com/opinion/editorial-upgrading-wv-2-is-vital-for-regions-needs/article_2894e29a-f831-11ef-9757-2f81d8884599.html

Editorial: Upgrading WV 2 is vital for region's needs

Mar 4, 2025



What had been a regular two-lane road at the Nucor construction site, seen here in 2023, now has a turn lane and wide berms to accommodate the amount of traffic moving in and out of the construction site. While the part of West Virginia 2 at the plant site has been widened, no plans have been announced for permanent improvements to any other part of the road between Huntington and Point Pleasant, West Virginia.

File photo | The Herald-Dispatch

Nucor Corp. is investing \$3.65 billion and the state of West Virginia another \$350 million in the new steel mill under construction along W.Va. 2 in Mason County about 28 miles north of downtown Huntington. If all goes as planned, construction will be completed before the end of 2026 and hundreds of workers will be on site making sheet steel. [Privacy](#) [Terms](#)

https://www.herald-dispatch.com/opinion/editorial-upgrading-wv-2-is-vital-for-regions-needs/article_2894e29a-f831-11ef-9757-2f81d8884599.html

1/3

MARCH 18, 2025 - PUBLIC MEETING PRESS COVERAGE HERALD DISPATCH - EDITORIAL

3/5/25, 11:19 AM

Editorial: Upgrading WV 2 is vital for region's needs | Opinion | [herald-dispatch.com](https://www.herald-dispatch.com)

automobiles, appliances and other products.

A \$4 billion investment and hundreds of jobs need more than a narrow, undermaintained two-lane road leading to it. Unless there are secret meetings where state officials are planning a big announcement, that's what people in Mason and Cabell counties should expect.

Nucor will rely mainly on rail and river to bring in scrap steel as a raw material and to ship its finished steel to its customers, but highway access remains important. People still need to commute to work, and if the expected spinoff businesses locate in Mason County near the mill, they will need a safe highway.

Improving W.Va. 2 from the Merritts Creek connector to Point Pleasant won't be easy or inexpensive. Residential and commercial development crowd along the road in some places. At Glenwood in the far southern end of Mason County, the road is at its lowest point along the Ohio River. Glenwood is the first place where W.Va. 2 is closed when the river floods, and there is little or no room at Glenwood to build around the low spot.

Parts of W.Va. 2 can be improved easily, but others would take years of planning and reconstruction. If the road must be rerouted around places such as Glenwood, we could be talking a decade or more unless the project is fast-tracked.

It could come down to a choice that Cabell County officials and residents must make. The KYOVA Interstate Planning Commission is nearing completion of its initial round of planning work for a new Ohio River Bridge in the Cox Landing area that would connect W.Va. 2 with Ohio 7 and complete the Tri-State outer belt project. The bridge likely would cost \$150 million or more including further planning and engineering studies, right-of-way acquisition and other matters that must be dealt with before construction could begin. If money is limited and local residents must choose, would they take the bridge and an inadequate W.Va. 2, or an upgraded W.Va. 2 and no bridge?

W.Va. 2 has been neglected for years. It's gotten a lot of talk, but not much else. It's had some improvements north of Lesage, but other than that, it's still a narrow two-lane road that gets a lot of traffic and is about to get a lot more.

MARCH 18, 2025 - PUBLIC MEETING PRESS COVERAGE HERALD DISPATCH - EDITORIAL

3/5/25, 11:19 AM

Editorial: Upgrading WV 2 is vital for region's needs | Opinion | [herald-dispatch.com](https://www.herald-dispatch.com)

Until people higher up the political food chain than county commissioners recognize the need for a better W.Va. 2, little will be done. As the old saying goes, when everything is said and done, more is usually said than done. That's so true where W.Va. 2 is concerned.

Welcome to the discussion.

Keep it Clean. Please avoid obscene, vulgar, lewd, racist or sexually-oriented language.

PLEASE TURN OFF YOUR CAPS LOCK.

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Be Truthful. Don't knowingly lie about anyone or anything.

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Share with Us. We'd love to hear eyewitness accounts, the history behind an article.

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WSAZ - ARTICLE / BROADCAST



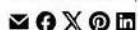
Neighbors share feedback on new Ohio River Bridge study



Two sisters gave birth a day apart at the same hospital in Loudoun County, Virginia. (WUSA)

By [Andrew Colegrove](#)

Published: Mar. 18, 2025 at 8:11 PM EDT | Updated: 12 hours ago



HUNTINGTON, W.Va. (WSAZ) – The public had a chance Tuesday evening to get an update and share feedback on a project to create a new bridge over the Ohio River just north of Huntington.

The KYOVA Interstate Planning Commission held a public hearing on a Planning and Environmental Linkages Study on the project.

Proponents say a new bridge could lead to economic growth and development for the region.

One location option would line the bridge up with the Merritts Creek connector and be near Fairland East Elementary on the Ohio side.

MARCH 18, 2025 - PUBLIC MEETING PRESS COVERAGE WSAZ - ARTICLE / BROADCAST



It would connect state Route 7 in Lawrence County with state Route 2 in Cabell County.

Ohio and eastern Cabell County residents would have a quicker route back and forth, and there'd be more access to Interstate 64.

"It would help lighten traffic on the 29th Street Bridge, which is just two lanes," Phoebe Randolph, president of Edward Tucker Architects, Inc., said. "It would help give options for truck traffic to not have to move through downtown Huntington."

If that location is selected, the study estimates 66 homes and nine businesses could potentially have to relocate.



Those numbers are lower than the other two location options they're studying, which are a little farther north.

Cara Nelson, who lives on Jewell Drive in Proctorville, is concerned the project could force her to move.

"I moved here for the beautiful view of the river and to be able to come out and look at the stars and enjoy the natural settings here of the neighborhood," she said. "Now I might have to move."

The study is expected to be submitted to KYOVA in April or May.



If this project moves forward, the next steps would be environmental review and design. That would require involvement from state and federal agencies.

The estimated cost to build the bridge at the Merritts Creek connector location is \$165 million. That's less than the other options.

If you'd like to share feedback on the project or learn more, you can go to ohioriverbridgecrossing.com

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The economics of thinness

PROJECT COMMUNICATION EMAIL CORRESPONDANCE

From: Kimberly Maynard <pimmyga@aol.com>
Sent: Monday, March 3, 2025 12:00 PM
To: Sydney Webster
Subject: Re: KYOVA Ohio River Bridge Crossing PEL Public Meeting Notice [Filed 18 Mar 2025 10:34]

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Filed by Mail Manager

Because the website will only allow comments of up to 1000 characters, I had to send my questions via email. If this is not the proper email address to answer my questions, would you kindly forwarded to that person or department.

I received your email regarding the upcoming meeting for the Ohio Bridge Crossing PEL Public meeting. I attended the first meeting, I believe in 2019, and due to the volume of residents who attended the meeting, they had to do 2. Because of this, I was unable to ask questions, so I am doing so in this email.

I have been looking over the KYOVA Metropolitan Planning Organization Ohio River Bridge Crossing Feasibility Study. I have several questions for clarity.

When was the final report for the Ohio River Bridge Crossing Feasibility Study done, as in year?

Has the final decision been made on which Corridor the bridge will be constructed? Corridor 1? Or Corridor 2? (I was thinking it had already been decided on Corridor 1)

Table 1:1 Evaluation Matrix Public Support – Where and how was this data collected?

Which state showed the most support for the bridge – OH or WV?

When is the projective date to start buyout and construction? (Throughout the report it spoke of 2040 Metropolitan Transportation Plan is it 2040.)

7.0 Cost Estimation Methodology – the report states “one parcel of land that is the largest area of the unknown as this project moves to the next stage is the Robert Newlon Airport.” I am under the impression that FAA would have to approve any bridge built in the area due to the airport - Has FAA given their approval? Or have they given any suggestions on how the bridge is to be constructed?

The report states the majority of the acquisitions will occur in residential areas. It goes on to state that there was difficulty finding public tax records, generic values had to be used for land and relocation. Tax records for WV is on Cabell County Assessor's office website – I'm confused as to why there was difficulty finding them. I could not find

PROJECT COMMUNICATION
EMAIL CORRESPONDANCE

anything regarding the manner in which the generic values were calculated. What or how was that determined? Will the buyout offer be based on Total Appraised Value or Total Assessed Value from the Assessor's office? Or will the value be as if the homeowner had it appraised to put on the market with a real estate agent?

Businesses will receive 20% on top of the buyout offer for relocation. There is nothing I saw in the report that Residential Relocation buyouts will receive any percentage to pay for having to relocate. What will the percentage be for residential?

Of the 98 Residential Relocations for Corridor 1, what roads are in that 98 residential figure are in WV?

When the study says "relocation" what does that mean exactly? (i.e. relocation of the house or relocation of the homeowner and family.)

The Aerial Map (page 51 of the 209-page report) the blue line area – would that be the residential relocation inside the blue line?

If not, what does the area inside the blue line indicate other than Corridor 1?

The residents who will receive a buyout offer, if accepted, what will be done with the house? In other states, when residents are bought out by the county or state in order to widen/create roads, the houses sitting on the property are sold to the public, let's say for \$10,000.00, but the purchaser would have to pay to have the house moved. Will that be done in this case?

On page 38 of the 209-page report, it states 37-45% on the eastern side population (WV) is considered low income. The older adult population on this same side is 17-31%. Those who are bought out, will they receive a substantial amount so that they can purchase property and home equivalent to what they currently have?

Kimberly D Maynard

In a message dated 2/27/2025 3:00:47 PM Eastern Standard Time, saw@etarch.com writes:

Good afternoon,

PROJECT COMMUNICATION SURVEY SUBMISSION

EditDate	Please use the space below to provide comments on the proposed Ohio River Bridge Crossing	Name (optional)	Email Address (optional)
03/01/2025 15:55:35.021	Ever since I moved to the greater Tri-State, any time the 31st St Bridge (Proctorville) needed inspection/construction. It creates prolonged delays and headaches for the community. I am thrilled that a bridge at this location is being projected. The outcomes of this project's completion will enable so much for the surrounding communities. I will be it's biggest advocate to get this bridge completed! I sent an email with several questions for clarity a few weeks ago and I have not received a response. There were too many questions to fit in the limited characters allowed in this comment section. I would like to have my questions answered before the meeting on March 18th.	Alex Beelen	albeelen@gmail.com
03/15/2025 02:28:49.693	As great as it could be for travel, this bridge going through corridor 1 would displace a neighborhood including many elderly/near retirement residents. Many homes that have been in families for generations, like mine. My grandparents are deceased, but they built this home, raised my mother, raised me here. Losing it would be like losing them again. No amount of money is worth that in my eyes. There may be many more people who have similar attachments/concerns, but we were never asked. I hope you all can take the livelihood and the burden this would cause the residents here into consideration rather than just convenience and traffic control.	Kimberly D. Maynard	PimmyGA@aol.com
03/17/2025 20:41:59.728		Grayson Coppage	

PROJECT COMMUNICATION SURVEY SUBMISSION

I am strongly opposed to option 1 of the bridge project. This option runs directly through a neighborhood of residents who are retired or nearing retirement. The lack of available housing in the area would put a financial and physical burden on these people if they were forced to relocate. Option 2 makes much more sense because it is still close to option 1 but would not displace as many home owners. It also seems unreasonable to spend tax payer dollars to purchase these homes when the other options do not require that expense.

Finally, this neighborhood was once a Native American settlement and several Of us who grew up in the neighborhood have found hundreds of arrowheads, native currency and other items over the years. Paving over this area for a bridge would be a travesty.

03/17/2025 21:04:47.292	Let's use some common sense and decency and think of the residents before the wants and desire of industry	Dena Laton
03/18/2025 17:55:33.006	Corridor #1 seems to be the most logical area for bridge, it's directly across from the Merrits Creek connector.	Kelly Steele Kellyandellensteele@yahoo.com

PROJECT COMMUNICATION SURVEY SUBMISSION

When is the projective date to start buyout and construction? (Throughout the report it spoke of 2040 Metropolitan Transportation Plan is it 2040.)
7.0 Cost Estimation Methodology – the report states “one parcel of land that is the largest area of the unknown as this project moves to the next stage is the Robert Newlon Airport.” I am under the impression that FAA would have to approve any bridge built in the area due to the airport - Has FAA given their approval? Or have they given any suggestions on how the bridge is to be constructed?
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When the study says “relocation” what does that mean exactly? (i.e. relocation of the house or relocation of the homeowner and family.)
The Aerial Map (page 51 of the 209-page report) the blue line area – would that be the residential relocation inside the blue line?

If not, what does the area inside the blue line indicate other than Corridor 1?

Kimberly D.
Maynard PimmyGA@aol.com

03/18/2025 23:18:36.119

PROJECT COMMUNICATION
SURVEY SUBMISSION

I spoke at your meeting this evening (3/18/2025)
and gave the demographics of my neighborhood. I
wanted to give it to you again 5
Elderly/retired/widow women 3 Middle
aged/retired 4 Working class/middle aged (1 single
mother) 2 Working class with small children 1
parent has health issues 2 Disabled their wives work
1 Middle aged/retired/rental property 1 Disabled
middled age woman 1 young single male 1 100 (in
May) year old currently in a nursing home 1 Young
single widow mother with 2 small children and 2
homes 1 Deceased & family member inherited the
home who is elderly/retired and lives in another
county (Logan) 1 Cemetery that is on the WV State
Historic Preservation Office

Kimberly D.
Maynard

PimmyGA@aol.com

03/18/2025 23:25:21.976

PROJECT COMMUNICATION SURVEY SUBMISSION

My address is 37 Kylemore Rd, Huntington WV 25702, Corridor 1, and I attended the meeting today and left after the presentation not knowing much more that I did when I arrived. My main reason for attending was to know the corridor selection and to get a rough estimate of a time frame before construction of the bridge we all know will eventually be built. A bridge is definitely needed to join West Virginia and Ohio and as much as I would hate to pack up and move from my beautiful home, it's needed for the commerce and safety of our community. My 84 year old sister next door has worried herself sick for 5 years not knowing what to do about the house her husband built for her before he died and she can't bear to walk away from it but if the bridge takes it, it won't be her walking away, it would be for a reason beyond her control. Please let us know the choice and estimated time very soon before something terrible happens to her. I will adjust my life to the changes. Thank you

03/19/2025 01:03:40.475 Connie Smith conniejeanjo03@aol.com

The bridge is needed for the next generation as well as our generation now. Wherever you choose to put it, it will be necessary for the shopping and entertainment and industry. Shortening the driving distance for the working men and women is always an important factor.

03/19/2025 01:10:03.480

All of you people who keep proposing these bridges and bypasses are fucking idiots, we don't need any new bridges or any new bypasses what we need is to leave well enough alone and let Mother Nature do her gods damned job

03/19/2025 05:34:11.507

PROJECT COMMUNICATION SURVEY SUBMISSION

This area has had new long awaited sewer line construction going on for over a year now. The residents have to pay thousands of dollars to connect our homes to it in the next couple of months. If the bridge is built here it looks like I will lose my home that is completely paid for and all that money that was spent on the sewer line infrastructure will be for nothing! We will lose our school, library, golf course, and church. Residents in the area will lose their homes and have to move, and what few businesses we have will be gone. Diverting truck traffic away from Huntington is fine and dandy for them but the truck traffic on Rt.2 is already unbelievable and dangerous!!!!

03/19/2025 11:50:44.844 This would boost our growth in the area and help with easy travel. Connie Dillon csd54@frontier.com

03/19/2025 13:09:37.315 I'm definitely against crossing #1 because I along with others are elderly and our homes mean everything to us and are unable to start over in life. Crossing #3 will be less impact on people's lives on this side of river . Terry Garten terrygarten@zoominternet.net

03/19/2025 13:23:47.818

APRIL 29, 2025 - TECHNICAL ADVISORY COMMITTEE (TAC) MEETING PRESENTATION

Public Information Meeting Summary

Official Comment Period: February 27 – April 18, 2025

 **73** **Total In-Person Attendees**
Public Information Meeting
March 18, 2025

 **45** **Total Questions/Comments**
Submitted Online
As of April 18, 2025

Concerns:

- Property acquisitions
- Impacts on residents
- Increased local traffic
- Impacts on environmental resources



Reasons for support: ✓

- Improved connections
- Preparation for growth
- Relief from traffic

Suggestions:

- A center turn lane for the two-lane option
- Consider placing bridge further north
- Adding a toll to the bridge



Potential Benefits of the New Crossing



Enhance connectivity by providing the last link in the outer belt.

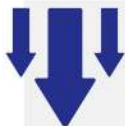
Align with regional transportation plans including the 2050 KYOVA Long-Range Transportation Plan.

Improve regional mobility.

Improve the Level of Service on US 60 and the East Huntington Bridge.

Enhance safety by reducing the traffic volumes on bridges.

Reduce number of crashes on area bridges due to lessened AADT.



Accommodate heavy truck traffic by improving regional mobility and freight movement.

Transfer heavy truck traffic by up to 39% from eastern Huntington.

Accommodate growth occurring east of Huntington.

Provide opportunities for economic development.

Improve access to potential growth areas, jobs, retail, and medical services.



APRIL 29, 2025- TECHNICAL ADVISORY COMMITTEE (TAC) MEETING PRESENTATION

Impact Matrix

	No Build	Corridor 1	Corridor 2	Corridor 3
Purpose and Need				
System Linkage				
Does the Alternative Improve Regional Connectivity?	-	Yes	Yes	Yes
Does the Alternative Improve Level Of Service?	-	Yes	Yes	Yes
Does the Alternative Improve Heavy Truck Traffic on Local Network?	-	Yes	Yes	Yes
Does the Alternative Align with Transportation Plans?	-	Yes	Yes	Yes
Economic Development				
Does the Alternative Provide Opportunities for Economic Development?	-	Yes	Yes	Yes
Does the Alternative Improve Access to Local Investments?	-	Yes	Yes	Yes
Does the Alternative Improve Access to Jobs?	-	Yes	Yes	Yes
Engineering				
Connection to SR 193 and SR7	-	Direct	Indirect	Indirect
Conflict Point Description	-	Grade Separated	At Grade/Grade Separated	At Grade/Grade Separated
ROW (Acres)	0	82.3	111.7	156.1

	No Build	Corridor 1	Corridor 2	Corridor 3
Purpose and Need				
Social Economics				
Residential Relocations (Potential Relocations)	0	66	70	146
Business Relocations (Potential Relocations)	0	9	10	11
Does the Alternative Serve Traditionally Underserved Populations?	-	Yes	Yes	Yes
Environmental				
Wetlands (Acres)	0	0	0.15	0.10
Streams (Linear Feet)	0	2,430	2,925	4,875
Are Threatened and Endangered Species in Range?	-	Yes	Yes	Yes
Historic Resources (Potential Impact)	0	2	3	3

Note: Screening quantifications are based on the 4-Lane typical section. Where applicable, quantifications use 75ft buffers for each corridor design, except environmental impacts, which use a 100ft buffer.

Data as of 2/25/2025. Data is subject to change as the PEL Study progresses.



April 29, 2025

Estimated Cost for 2-Lane Bridge



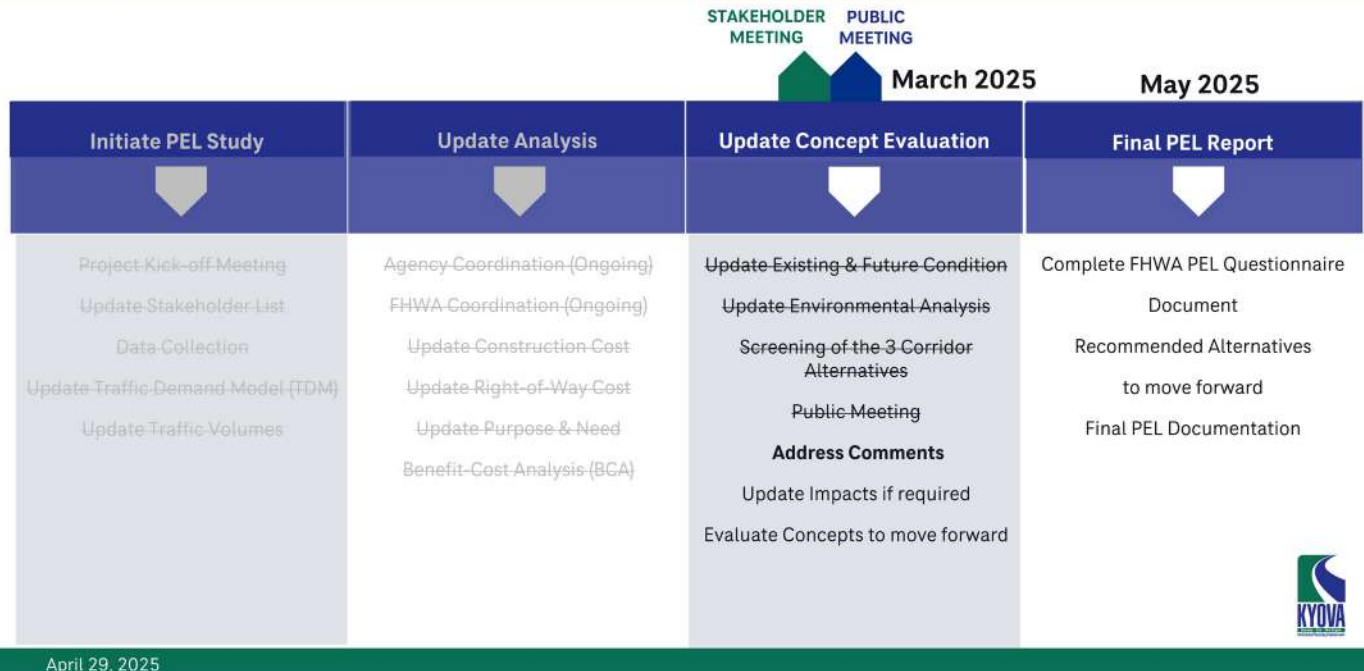
	No Build	Corridor 1	Corridor 2	Corridor 3
Cost				
Cost in Millions (\$2024) (PE/ROW/Construction)	—	\$165.1	\$170.3	\$221.2



April 29, 2025

APRIL 29, 2025 - TECHNICAL ADVISORY COMMITTEE (TAC) MEETING PRESENTATION

Project Schedule



Appendix G – WV 2 / OH SR 7 Bridge Project Agency Coordination



November 1, 2024

Agency Representative

Subject: Invitation to Participate in the Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between West Virginia Route 2 and Ohio State Route 7 (Ohio River PEL)

Dear Sir or Madam,

The KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization (MPO) for the Tri-State area of West Virginia (WV), Kentucky and Ohio, in cooperation with the Federal Highway Administration (FHWA), is evaluating a new Ohio River bridge crossing connecting Ohio (OH) Route 7 and West Virginia (WV) Route 2 (see Figure 1). The purpose of this letter is to request interagency coordination for the Planning and Environmental Linkages (PEL) study.

The PEL will evaluate a new Ohio River bridge crossing in Lawrence County, Ohio; and Cabell County, WV. KYOVA, the West Virginia Department of Transportation, Division of Highways (WVDOH); Ohio Department of Transportation (ODOT) and FHWA have determined that a PEL Study will be prepared. A PEL study is a collaborative approach to decision-making used to identify transportation issues and environmental concerns. This integrated approach considers environmental, community, and economic goals early in the planning process and uses this information to streamline the transportation project development and environmental review process. The resulting information from a PEL study will be carried forward into the next phase of project development, the National Environmental Policy Act (NEPA) process. More information on the PEL process can be found at

https://www.environment.fhwa.dot.gov/env_initiatives/PEL.aspx

DeAnna Holliday
Chair

Christopher M. Chiles
Executive Director

KYOVA Interstate
Planning Commission

400 Third Avenue
Huntington, WV 25701
P.O. Box 939
Huntington, WV 25712
Tel: (304) 523-7434
Fax: (304) 529-7229

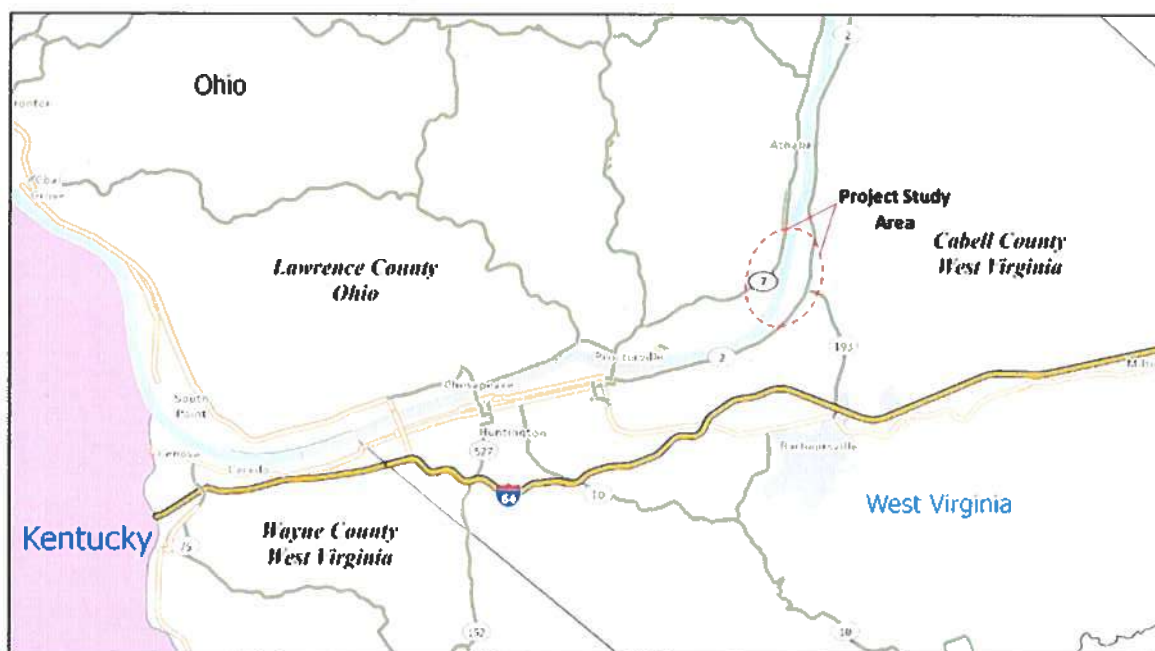


Figure 1 Study Area

To encourage early, meaningful, and productive public and stakeholder engagement, KYOVA invites you to participate in the PEL study.

Please provide any information your agency might have that would be helpful in evaluating the potential impacts of the project. If applicable, please identify any permits or approvals that may be required by your agency.

Please respond with written confirmation of your agency's willingness to participate in the study within 30 days of the receipt of this letter to:

Chris Chiles
 KYOVA Interstate Planning Commission
 Executive Director
 400 Third Avenue
 Huntington, WV 25701
 CChiles@kyovaipc.org

KYOVA looks forward to your participation. Should you have any questions, please contact me at (304) 523-7434.

Sincerely,

Chris Chiles
 KYOVA Interstate Planning Commission
 Executive Director

From: [Belvin, Michael L.](#)
To: Jason.Workman@dot.gov
Cc: David.Snyder@fhwa.dot.gov; Jimmy.D.Wriston@wv.gov; Pamela.Vest-Baratyn@dot.ohio.gov; [Chris Chiles](#); [Saleem Salameh](#); [Bethany Wild](#); [Smith, Lawrence I.](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Friday, November 1, 2024 10:43:07 AM
Attachments: [FHWA Concurrence Letter.pdf](#)

Mr. Workman,

The KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization for the Tri-State area of West Virginia, Kentucky, and Ohio is evaluating a new bridge crossing. A Feasibility Study was completed for the above-referenced project in 2020. As part of the comments received, FHWA felt that the Feasibility Study should meet the requirements for a PEL study. KYOVA Interstate Planning Commission requests concurrence on conducting a PEL study for the new bridge crossing. Please find attached KYOVA's formal request to begin a Planning and Environmental Linkage (PEL) study for a proposed bridge crossing over the Ohio River between West Virginia Route 2 and Ohio State Route 7 in Cabell County, West Virginia, and Lawrence County, Ohio. The 2020 feasibility study can be found at the following location:

https://kyovaipc.org/Final_Ohio_River_Bridge_Crosssing_Study_6_12_Report_Only.pdf.

KYOVA seeks concurrence from FHWA on Coordination Point 1 and requests your review of the attached document. If you concur, please provide the appropriate signature and return it to Chris Chiles, Executive Director of KYOVA, at CChiles@kyovaipc.org.

Please let us know if you have any questions or need further information.

Sincerely,

Michael L Belvin

Associate

Discipline Lead Northern/Southern States

Direct: 803.758.4510 Mobile: 803.381.8660

Connect with me on LinkedIn.

CDM Smith

1441 Main Street, Columbia, SC 29201

cdmsmith.com

From: [Chris Chiles](#)
To: Jason.Workman@dot.gov
Cc: David.Snyder@fhwa.dot.gov; [Jimmy Wriston](#); Pamela.Vest-Baratyn@dot.ohio.gov; [Saleem Salameh](#); [Bethany Wild](#); [Smith, Lawrence I.](#); [Belvin, Michael L.](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Monday, December 16, 2024 2:19:48 PM
Attachments: [image001.png](#)
[image002.png](#)
[FHWA Concurrence Letter updated 12.16.2024.pdf](#)

Mr. Workman,

The KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization for the Tri-State area of West Virginia, Kentucky, and Ohio is evaluating a new bridge crossing. A Feasibility Study was completed for the above-referenced project in 2020. As part of the comments received, FHWA felt that the Feasibility Study should meet the requirements for a PEL study. KYOVA Interstate Planning Commission requests concurrence on conducting a PEL study for the new bridge crossing.

Per our conversation, please find attached KYOVA's updated formal request to begin a Planning and Environmental Linkage (PEL) study for a proposed bridge crossing over the Ohio River between West Virginia Route 2 and Ohio State Route 7 in Cabell County, West Virginia, and Lawrence County, Ohio. The 2020 feasibility study can be found at the following location:
https://kyovaiipc.org/Final_Ohio_River_Bridge_Crosssing_Study_6_12_Report_Only.pdf.

KYOVA seeks concurrence from FHWA on Coordination Point 1 and requests your review of the attached document. If you concur, please provide the appropriate signature and return at your convenience.

Please let us know if you have any questions or need further information.

CHRIS CHILES
Executive Director

KYOVA Interstate Planning Commission
Region 2 Planning & Development Council
400 Third Avenue | Huntington, WV 25701
K: 304.523.7434 | **R2:** 304.529.3357
E: cchiles@kyovaiipc.org | **E:** cchiles@region2pdc.org





November 1, 2024

Mr. Jason Workman, Director
Federal Highway Administration
West Virginia Division
300 Virginia Street East, Suite 7400
Charleston, West Virginia 25301

Subject: Proposed Planning and Environmental Linkages Study for
the bridge crossing over the Ohio River between West
Virginia Route 2 and Ohio State Route 7, Cabell County
West Virginia and Lawrence County, Ohio

DeAnna Holliday
Chair

Christopher M. Chiles
Executive Director

Dear Mr. Workman:

The KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization (MPO) for the Tri-State area of West Virginia (WV), Kentucky and Ohio, in cooperation with the Federal Highway Administration (FHWA), is evaluating a new Ohio River bridge crossing connecting WV Route 2 and Ohio (OH) Route 7. This letter serves to confirm coordination with the FHWA on the WV Route 2 and OH Route 7 bridge crossing project.

In coordination with FHWA staff, KYOVA has determined that a Planning and Environmental Linkages (PEL) Study will be prepared for the WV Route 2 and OH Route 7 bridge crossing project. A PEL study is a collaborative approach to decision-making used to identify transportation issues and environmental concerns. This integrated approach considers environmental, community, and economic goals early in the planning process and uses this information to streamline the transportation project development and environmental review process. The resulting information of a PEL study can be carried forward into the next phase of the project development process, the National Environmental Policy Act (NEPA) process.

*KYOVA Interstate
Planning Commission*

400 Third Avenue
Huntington, WV 25701
P.O. Box 939
Huntington, WV 25712
Tel: (304) 523-7434
Fax: (304) 529-7229

Four formal Coordination Points are proposed for this PEL Study:

- Coordination Point 1 - Determining the reason for the PEL study
- Coordination Point 2 - Purpose and Need
- Coordination Point 3 - Alternatives screening
- Coordination Point 4 - PEL Document (draft and final review)

The Coordination Points are check-in points that confirm the progress to date, review any issues or concerns, and lay out next steps to achieve the next coordination point. The Coordination Points coincide with project milestones summarized below:

- **Coordination Point 1 - Determining Reason for PEL.** A Feasibility Study was completed for this project in 2020. FHWA commented that the level of documentation for the Feasibility Study did not meet the requirements for a PEL study. Additionally, FHWA commented a specific purpose and need that includes more than general statements about regional traffic issues is needed. It was determined that the WV Route 2 and OH Route 7 bridge crossing project will move forward as a PEL Study. The output of this Coordination Point will be concurrence on conducting a PEL Study.
- **Coordination Point 2 - Purpose and need.** The draft purpose and need statement will be presented to the Technical Advisory Group (TAG) for agency review and comment. The purpose and need statement will also take into consideration public comments received following the Public Meeting Workshop. The output of this Coordination Point will be concurrence on the purpose and need statement.
- **Coordination Point 3 - Alternatives screening.** The FHWA and TAG will have an opportunity to provide input on alternative concepts, refinement, evaluation, and recommendation of alternatives to be evaluated in future NEPA studies. The output of this Coordination Point will be concurrence on:
 - Concept alternatives evaluated in the PEL study
 - Documentation of alternatives development, refinement, and evaluation
- **Coordination Point 4 - PEL Document.** Based on the inputs of Coordination Points 1, 2, and 3, the PEL document will be prepared. The output of Coordination Point 4 is concurrence on:
 - The documentation required for incorporation into future NEPA processes
 - Specification for changes or additional information needed for the final document
 - Recommendations for future projects and/or NEPA processes that may arise from the PEL study

Mr. Jason Workman, Director

November 1, 2024

Page 3

At the conclusion of Coordination Point 4, KYOVA will request a final project acceptance letter from FHWA to document FHWA's involvement with the study. The FHWA acceptance letter will document the accomplishments of the PEL study, next steps necessary for the project to move forward into NEPA, and acknowledgement of the decisions made in the PEL study.

With this letter, KYOVA is formally requesting concurrence from FHWA on Coordination Point 1 - Determining the reason for the PEL study. Should you have any questions, please contact me at (304) 523-7434.

Sincerely,



Chris Chiles

KYOVA Interstate Planning Commission

Executive Director

400 Third Avenue

Huntington, WV 25701

CChiles@kyovaipc.org

WV FHWA Division Office concurs with the above referenced coordination point. Based on the information provided to date, the planning products (decisions and/or analysis) associated with this coordination point meets the intent of 23 U.S.C. 168 and pending any substantive changes, would be available for inclusion in future NEPA documents. Planning products must be included by adoption or reference in a final NEPA decision within 5 years of completing the PEL effort.

FHWA Signature

cc:

Ohio Division/FHWA, David Snyder, Division Administrator, David.Snyder@fhwa.dot.gov

West Virginia Department of Transportation, Jimmy Wriston, Cabinet Secretary/Commissioner of Highways, Jimmy.D.Wriston@wv.gov

Ohio Department of Transportation, Pamela Boratyn, Director, Pamela.Vest-Boratyn@dot.ohio.gov

From: [Workman, Jason \(FHWA\)](#)
To: [Chris Chiles](#)
Cc: [Snyder, David \(FHWA\)](#); [Jimmy Wriston](#); [Pamela.Vest-Baratyn@dot.ohio.gov](#); [Saleem Salameh](#); [Bethany Wild](#); [Smith, Lawrence I.](#); [Belvin, Michael L.](#); [Greathouse, Kara \(FHWA\)](#); [Rogers, John \(FHWA\)](#); [Blanton, Jeffrey \(FHWA\)](#)
Subject: RE: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Friday, December 20, 2024 5:39:28 PM
Attachments: [image001.png](#)
[image002.png](#)
[2024 20 24-FHWA Concurrence Letter updated 12.16.2024.pdf](#)

Chris,
FHWA has reviewed the provided information and concurs that it meets the intent of 23 U.S.C. 168, see attached. Kara Greathouse will serve as FHWA's primary point of contact, and her contact information is below.

Kara Greathouse
Community Planner
Federal Highway Administration
300 Virginia Street East
Suite 7400
Charleston, West Virginia 25301
Phone: 304-347-3571
Cell: 304-531-4991

I hope you have a wonderful holiday and please let me know if you have any questions.

Thanks

Jason

	Jason Workman Director of Program Development West Virginia Division Phone: 304-347-5271 Email: jason.workman@dot.gov 300 Virginia St. E, Ste 7400 Charleston, WV 25301 https://www.fhwa.dot.gov/wvdiv/
---	---

From: Chris Chiles <cchiles@kyovaipec.org>

Sent: Monday, December 16, 2024 2:19 PM

To: Workman, Jason (FHWA) <Jason.Workman@dot.gov>

Cc: Snyder, David (FHWA) <David.Snyder@dot.gov>; Jimmy Wriston <Jimmy.D.Wriston@wv.gov>; Pamela.Vest-Baratyn@dot.ohio.gov; Saleem Salameh <ssalameh@kyovaipc.org>; Bethany Wild <bwild@kyovaipc.org>; Smith, Lawrence I. <smithli@cdmsmith.com>; Belvin, Michael L. <belvinml@cdmsmith.com>

Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Mr. Workman,

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Please let us know if you have any questions or need further information.

CHRIS CHILES
Executive Director

KYOVA Interstate Planning Commission
Region 2 Planning & Development Council
400 Third Avenue | Huntington, WV 25701
K: 304.523.7434 | **R2:** 304.529.3357
E: cchiles@kyovaipc.org | cchiles@region2pdc.org





December 16, 2024

Mr. Jason Workman, Director
Federal Highway Administration
West Virginia Division
300 Virginia Street East, Suite 7400
Charleston, West Virginia 25301

Subject: Proposed Planning and Environmental Linkages Study for the bridge crossing over the Ohio River between West Virginia Route 2 and Ohio State Route 7, Cabell County West Virginia and Lawrence County, Ohio

Dear Mr. Workman:

The KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization (MPO) for the Tri-State area of West Virginia (WV), Kentucky and Ohio, in cooperation with the Federal Highway Administration (FHWA), is evaluating a new Ohio River bridge crossing connecting WV Route 2 and Ohio (OH) Route 7. This letter serves to confirm coordination with the FHWA on the WV Route 2 and OH Route 7 bridge crossing project.

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*KYOVA Interstate
Planning Commission*

*400 Third Avenue
Huntington, WV 25701
Tel: (304) 523-7434
Fax: (304) 529-7229*

*DeAnna Holliday
Chair*

*Christopher M. Chiles
Executive Director*



DeAnna Holliday
Chair

Christopher M. Chiles
Executive Director

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Huntington, WV 25701
Tel: (304) 523-7434
Fax: (304) 529-7229*



With this letter, KYOVA is formally requesting concurrence from FHWA on Coordination Point 1 - Determining the reason for the PEL study. Should you have any questions, please contact me at (304) 523-7434.

Sincerely,

Chris Chiles

KYOVA Interstate Planning Commission

Executive Director

400 Third Avenue

Huntington, WV 25701

CChiles@kyovaipc.org

DeAnna Holliday
Chair

Christopher M. Chiles
Executive Director

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JASON

WORKMAN

Digitally signed by JASON
WORKMAN

Date: 2024.12.20 17:21:51
-05'00'

FHWA Signature

cc:

Ohio Division/FHWA, David Snyder, Division Administrator,

David.Snyder@fhwa.dot.gov

West Virginia Department of Transportation, Jimmy Wriston, Cabinet Secretary/Commissioner of Highways, Jimmy.D.Wriston@wv.gov

Ohio Department of Transportation, Pamela Boratyn, Director, Pamela.Vest-Boratyn@dot.ohio.gov

*KYOVA Interstate
Planning Commission*

*400 Third Avenue
Huntington, WV 25701
Tel: (304) 523-7434
Fax: (304) 529-7229*



November 1, 2024

Agency Representative

Subject: Invitation to Participate in the Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between West Virginia Route 2 and Ohio State Route 7 (Ohio River PEL)

Dear Sir or Madam,

The KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization (MPO) for the Tri-State area of West Virginia (WV), Kentucky and Ohio, in cooperation with the Federal Highway Administration (FHWA), is evaluating a new Ohio River bridge crossing connecting Ohio (OH) Route 7 and West Virginia (WV) Route 2 (see Figure 1). The purpose of this letter is to request interagency coordination for the Planning and Environmental Linkages (PEL) study.

The PEL will evaluate a new Ohio River bridge crossing in Lawrence County, Ohio; and Cabell County, WV. KYOVA, the West Virginia Department of Transportation, Division of Highways (WVDOT); Ohio Department of Transportation (ODOT) and FHWA have determined that a PEL Study will be prepared. A PEL study is a collaborative approach to decision-making used to identify transportation issues and environmental concerns. This integrated approach considers environmental, community, and economic goals early in the planning process and uses this information to streamline the transportation project development and environmental review process. The resulting information from a PEL study will be carried forward into the next phase of project development, the National Environmental Policy Act (NEPA) process. More information on the PEL process can be found at

https://www.environment.fhwa.dot.gov/env_initiatives/PEL.aspx

DeAnna Holliday
Chair

Christopher M. Chiles
Executive Director

KYOVA Interstate
Planning Commission

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Huntington, WV 25712
Tel: (304) 523-7434
Fax: (304) 529-7229

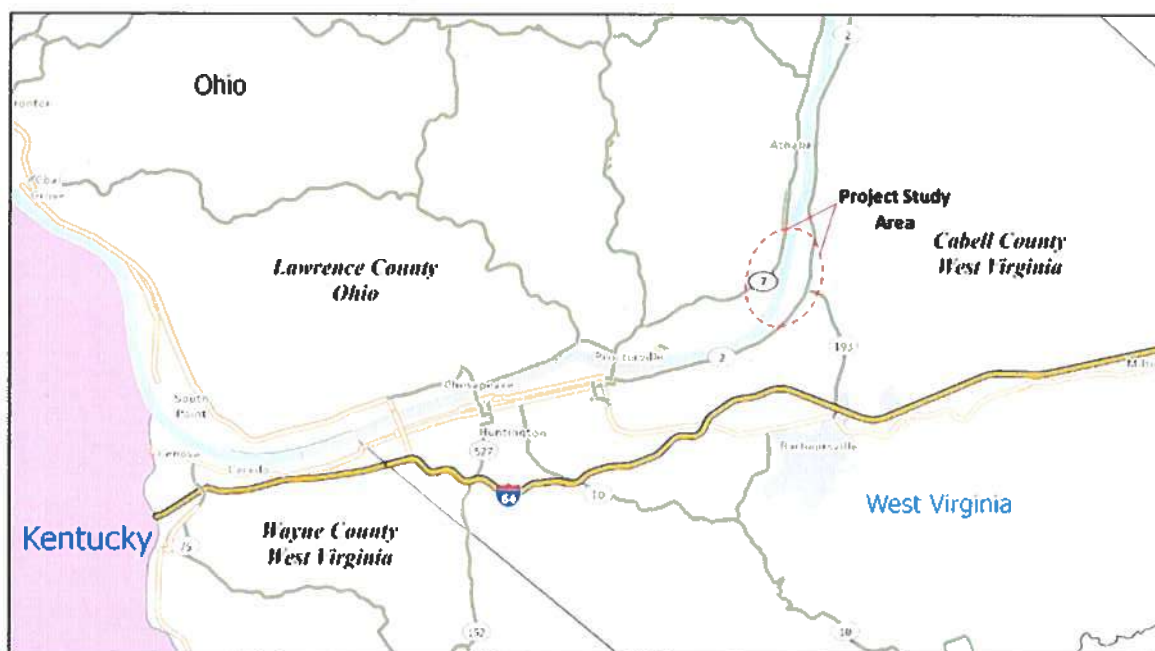


Figure 1 Study Area

To encourage early, meaningful, and productive public and stakeholder engagement, KYOVA invites you to participate in the PEL study.

Please provide any information your agency might have that would be helpful in evaluating the potential impacts of the project. If applicable, please identify any permits or approvals that may be required by your agency.

Please respond with written confirmation of your agency's willingness to participate in the study within 30 days of the receipt of this letter to:

Chris Chiles
KYOVA Interstate Planning Commission
Executive Director
400 Third Avenue
Huntington, WV 25701
CChiles@kyovaipc.org

KYOVA looks forward to your participation. Should you have any questions, please contact me at (304) 523-7434.

Sincerely,

Chris Chiles
KYOVA Interstate Planning Commission
Executive Director

From: [Belvin, Michael L.](#)
To: ohio@fws.gov
Cc: [Smith, Lawrence I.](#); [Cosentino, Giovanni](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Friday, November 1, 2024 2:35:57 PM
Attachments: [Agency Coordination Letter.pdf](#)

On behalf of the KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization for the Tri-State area of West Virginia, Kentucky, and Ohio, the attached letter is requesting your agency's participation in a Planning and Environmental Linkage (PEL) study. KYOVA has requested from FHWA the initiation of a PEL study for a proposed bridge crossing over the Ohio River between WV Route 2 and OH Route 7 in Cabell County, West Virginia, and Lawrence County, Ohio.

KYOVA requests a written response with your agency's willingness to participate in the study within 30 days of receipt to Chris Chiles, Executive Director of KYOVA, at CChiles@kyovaiipc.org. Additionally, please provide any information your agency might have that would help evaluate potential impacts and, if applicable, what permits or approvals may be required as the project progresses.

Sincerely,

Michael L Belvin

Associate
Discipline Lead Northern/Southern States
Direct: 803.758.4510 Mobile: 803.381.8660
Connect with me on LinkedIn.

CDM Smith

1441 Main Street, Columbia, SC 29201
cdmsmith.com

From: [Belvin, Michael L.](#)
To: Eric.Washburn@uscg.mil
Cc: [Smith, Lawrence I.](#); [Cosentino, Giovanni](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Friday, November 1, 2024 2:18:01 PM
Attachments: [Agency Coordination Letter.pdf](#)

On behalf of the KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization for the Tri-State area of West Virginia, Kentucky, and Ohio, the attached letter is requesting your agency's participation in a Planning and Environmental Linkage (PEL) study. KYOVA has requested from FHWA the initiation of a PEL study for a proposed bridge crossing over the Ohio River between WV Route 2 and OH Route 7 in Cabell County, West Virginia, and Lawrence County, Ohio.

KYOVA requests a written response with your agency's willingness to participate in the study within 30 days of receipt to Chris Chiles, Executive Director of KYOVA, at CChiles@kyovaiipc.org. Additionally, please provide any information your agency might have that would help evaluate potential impacts and, if applicable, what permits or approvals may be required as the project progresses.

Sincerely,

Michael L Belvin

Associate
Discipline Lead Northern/Southern States
Direct: 803.758.4510 Mobile: 803.381.8660
Connect with me on LinkedIn.

CDM Smith

1441 Main Street, Columbia, SC 29201
cdmsmith.com

From: [Belvin, Michael L.](#)
To: mary.mertz@dnr.ohio.gov
Cc: [Smith, Lawrence I.](#); [Cosentino, Giovanni](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Friday, November 1, 2024 2:17:40 PM
Attachments: [Agency Coordination Letter.pdf](#)

On behalf of the KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization for the Tri-State area of West Virginia, Kentucky, and Ohio, the attached letter is requesting your agency's participation in a Planning and Environmental Linkage (PEL) study. KYOVA has requested from FHWA the initiation of a PEL study for a proposed bridge crossing over the Ohio River between WV Route 2 and OH Route 7 in Cabell County, West Virginia, and Lawrence County, Ohio.

KYOVA requests a written response with your agency's willingness to participate in the study within 30 days of receipt to Chris Chiles, Executive Director of KYOVA, at CChiles@kyovaiipc.org. Additionally, please provide any information your agency might have that would help evaluate potential impacts and, if applicable, what permits or approvals may be required as the project progresses.

Sincerely,

Michael L Belvin

Associate
Discipline Lead Northern/Southern States
Direct: 803.758.4510 Mobile: 803.381.8660
Connect with me on LinkedIn.

CDM Smith

1441 Main Street, Columbia, SC 29201
cdmsmith.com

From: [Belvin, Michael L.](#)
To: patrice_ashfield@fws.gov
Cc: [Smith, Lawrence I.](#); [Cosentino, Giovanni](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Friday, November 1, 2024 2:17:19 PM
Attachments: [Agency Coordination Letter.pdf](#)

On behalf of the KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization for the Tri-State area of West Virginia, Kentucky, and Ohio, the attached letter is requesting your agency's participation in a Planning and Environmental Linkage (PEL) study. KYOVA has requested from FHWA the initiation of a PEL study for a proposed bridge crossing over the Ohio River between WV Route 2 and OH Route 7 in Cabell County, West Virginia, and Lawrence County, Ohio.

KYOVA requests a written response with your agency's willingness to participate in the study within 30 days of receipt to Chris Chiles, Executive Director of KYOVA, at CChiles@kyovaiipc.org. Additionally, please provide any information your agency might have that would help evaluate potential impacts and, if applicable, what permits or approvals may be required as the project progresses.

Sincerely,

Michael L Belvin

Associate

Discipline Lead Northern/Southern States

Direct: 803.758.4510 Mobile: 803.381.8660

Connect with me on LinkedIn.

CDM Smith

1441 Main Street, Columbia, SC 29201

cdmsmith.com

From: [Belvin, Michael L.](#)
To: dwell@ohiohistory.org
Cc: [Smith, Lawrence I.](#); [Cosentino, Giovanni](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Friday, November 1, 2024 2:16:55 PM
Attachments: [Agency Coordination Letter.pdf](#)

On behalf of the KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization for the Tri-State area of West Virginia, Kentucky, and Ohio, the attached letter is requesting your agency's participation in a Planning and Environmental Linkage (PEL) study. KYOVA has requested from FHWA the initiation of a PEL study for a proposed bridge crossing over the Ohio River between WV Route 2 and OH Route 7 in Cabell County, West Virginia, and Lawrence County, Ohio.

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Associate
Discipline Lead Northern/Southern States
Direct: 803.758.4510 Mobile: 803.381.8660
Connect with me on LinkedIn.

CDM Smith

1441 Main Street, Columbia, SC 29201
cdmsmith.com

From: [Belvin, Michael L.](#)
To: Nancy.J.Dixon@wv.gov
Cc: [Smith, Lawrence I.](#); [Cosentino, Giovanni](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Friday, November 1, 2024 2:16:34 PM
Attachments: [Agency Coordination Letter.pdf](#)

On behalf of the KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization for the Tri-State area of West Virginia, Kentucky, and Ohio, the attached letter is requesting your agency's participation in a Planning and Environmental Linkage (PEL) study. KYOVA has requested from FHWA the initiation of a PEL study for a proposed bridge crossing over the Ohio River between WV Route 2 and OH Route 7 in Cabell County, West Virginia, and Lawrence County, Ohio.

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Discipline Lead Northern/Southern States
Direct: 803.758.4510 Mobile: 803.381.8660
Connect with me on LinkedIn.

CDM Smith

1441 Main Street, Columbia, SC 29201
cdmsmith.com

From: [Belvin, Michael L.](#)
To: dnrwhitewater@wv.gov
Cc: [Smith, Lawrence I.](#); [Cosentino, Giovanni](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Friday, November 1, 2024 2:16:05 PM
Attachments: [Agency Coordination Letter.pdf](#)

On behalf of the KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization for the Tri-State area of West Virginia, Kentucky, and Ohio, the attached letter is requesting your agency's participation in a Planning and Environmental Linkage (PEL) study. KYOVA has requested from FHWA the initiation of a PEL study for a proposed bridge crossing over the Ohio River between WV Route 2 and OH Route 7 in Cabell County, West Virginia, and Lawrence County, Ohio.

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Michael L Belvin

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Discipline Lead Northern/Southern States
Direct: 803.758.4510 Mobile: 803.381.8660
Connect with me on LinkedIn.

CDM Smith

1441 Main Street, Columbia, SC 29201
cdmsmith.com

From: [Belvin, Michael L.](#)
To: FW5_WVFO@FWS.gov
Cc: [Smith, Lawrence I.](#); [Cosentino, Giovanni](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Friday, November 1, 2024 2:15:45 PM
Attachments: [Agency Coordination Letter.pdf](#)

On behalf of the KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization for the Tri-State area of West Virginia, Kentucky, and Ohio, the attached letter is requesting your agency's participation in a Planning and Environmental Linkage (PEL) study. KYOVA has requested from FHWA the initiation of a PEL study for a proposed bridge crossing over the Ohio River between WV Route 2 and OH Route 7 in Cabell County, West Virginia, and Lawrence County, Ohio.

KYOVA requests a written response with your agency's willingness to participate in the study within 30 days of receipt to Chris Chiles, Executive Director of KYOVA, at CChiles@kyovaiipc.org. Additionally, please provide any information your agency might have that would help evaluate potential impacts and, if applicable, what permits or approvals may be required as the project progresses.

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Michael L Belvin

Associate
Discipline Lead Northern/Southern States
Direct: 803.758.4510 Mobile: 803.381.8660
Connect with me on LinkedIn.

CDM Smith

1441 Main Street, Columbia, SC 29201
cdmsmith.com

From: [Belvin, Michael L.](#)
To: Susan.M.Pierce@wv.gov
Cc: [Smith, Lawrence I.](#); [Cosentino, Giovanni](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Friday, November 1, 2024 2:15:09 PM
Attachments: [Agency Coordination Letter.pdf](#)

On behalf of the KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization for the Tri-State area of West Virginia, Kentucky, and Ohio, the attached letter is requesting your agency's participation in a Planning and Environmental Linkage (PEL) study. KYOVA has requested from FHWA the initiation of a PEL study for a proposed bridge crossing over the Ohio River between WV Route 2 and OH Route 7 in Cabell County, West Virginia, and Lawrence County, Ohio.

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Sincerely,

Michael L Belvin

Associate
Discipline Lead Northern/Southern States
Direct: 803.758.4510 Mobile: 803.381.8660
Connect with me on LinkedIn.

CDM Smith

1441 Main Street, Columbia, SC 29201
cdmsmith.com

From: [Smith, Lawrence I.](#)
To: kara.greathouse@dot.gov
Cc: [Workman, Jason \(FHWA\)](#); [Snyder, David \(FHWA\)](#); [Jimmy Wriston](#); Pamela.Vest-Boratyn@dot.ohio.gov; [Chris Chiles](#); [Saleem Salameh](#); [Bethany Wild](#); [Belvin, Michael L.](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Monday, March 17, 2025 1:10:00 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[FHWA Coordination Point 2 and 3 Letter.pdf](#)
[TAG Presentation 3.4.2025.pdf](#)

Ms. Greathouse,

KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization for the Tri-State area of West Virginia, Kentucky, and Ohio is currently conducting the Planning and Environmental Linkages (PEL) Study for a new bridge crossing over the Ohio River between West Virginia Route 2 and Ohio State Route 7 in Cabell County, West Virginia, and Lawrence County, Ohio. On November 1st, 2024, KYOVA provided Coordination Point 1 to FHWA.

The attached letter to this email provides FHWA with Coordination Point 2 – Purpose and Need as well as Coordination Point 3 – Alternatives to be evaluated during the PEL study. Furthermore, for your reference the Technical Advisory Group presentation (TAG) from March 4th is provided and includes information on the Purpose and Need as well as the Impact Matrix for the three corridors.

Please let us know if you have any questions or need further information.

Sincerely,

Larry Smith

Lawrence I. Smith, AICP, PP
Senior Environmental Planner
CDM Smith
110 Fieldcrest Avenue, 6th floor, Edison, NJ 08837
732.590.4590
cdmsmith.com





March 17, 2025

Ms. Kara Greathouse
Federal Highway Administration
West Virginia Division
300 Virginia Street East, Suite 7400
Charleston, West Virginia 25301

Subject: Coordination Point 2 - Purpose and Need and
 Coordination Point 3 - Alternatives to be evaluated for the Ohio River
 Bridge Crossing Planning and Environmental Linkages (PEL) Study

Dear Ms. Greathouse:

The KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization (MPO) for the Tri-State area of West Virginia (WV), Kentucky and Ohio (OH), in cooperation with the Federal Highway Administration (FHWA), is evaluating a new Ohio River bridge crossing connecting WV Route 2 and OH Route 7.

Four Coordination Points for the PEL study have been detailed in previous communications, including:

- Coordination Point 1 – Determining the reason for the PEL study (completed 11/1/24)
- Coordination Point 2 – Purpose and Need
- Coordination Point 3 – Alternatives to be evaluated during the PEL study
- Coordination Point 4 – PEL Document (draft and final review)

KYOVA has been working with the study team to develop and refine the Purpose and Need for the PEL study. The Purpose and Need was presented to KYOVA's Technical Advisory Committee (TAC) on December 2, 2024. It was also presented on January 29, 2025, to the Technical Advisory Group (TAG), which includes FHWA, WV DOT, ODOT, and stakeholders for the project.

On February 25, 2025, a TAC meeting and on March 4, 2025, a TAG meeting was held to present the three alternative corridors as well as the findings of the alternative screening matrix. The evaluation matrix for the three corridors included an assessment of the following:

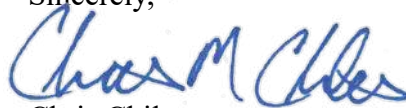
Purpose and <u>Need</u>
System Linkage
Improve Regional Connectivity
Improve Level <u>Of</u> Service
Improve heavy truck traffic on local network
Align with transportation plans
Economic Development
Does it provide opportunities for Economic Development?
Improve Access to Local Investments?
Improve Access to Jobs?

Engineering
Connection to SR 193 and SR7
Conflict Point Description
ROW (acres)
Social Economics
Residential Relocations (Potential Relocations)
Business Relocations (Potential Relocations)
Serves Traditional Underserved Populations
Environmental
Wetlands (Acres)
Streams (Linear Feet -LF)
Threatened and Endangered Species (T&E) (In Range)
Historic Resources (Potential Impact)

This letter provides FHWA with Coordination Point 2 – Purpose and Need as well as Coordination Point 3 – Alternatives to be evaluated during the PEL study. The TAG meeting presentation on March 4, 2025, containing the information regarding the Purpose and Need, as well as the Impact Matrix for the three corridors, is attached to the transmittal email.

KYOVA looks forward to your continued participation. Should you have any questions, please contact me at (304) 523-7434.

Sincerely,



Chris Chiles
Executive Director



March 17, 2025

Agency Representative

Subject: The Purpose and Need and Alternatives Screening Methodology for the proposed bridge crossing over the Ohio (OH) River between West Virginia (WV) Route 2 and OH State Route 7, Cabell County, WV and Lawrence County, OH

Dear Sir or Madam,

An invitation to participate letter was sent on November 1, 2024, informing your agency of the Planning and Environmental Linkages (PEL) Study for the WV Route 2 and OH State Route 7 bridge crossing project. This letter serves to update you on the study's continued progress and provide the Purpose and Need for your review. Also included is an overview of the screening criteria that have been developed and will be utilized for a comparison analysis between the No Build and the proposed alternative concepts that have been developed.

The Purpose and Need was presented at the January 29, 2025, Technical Advisory Group (TAG) meeting and provided the following regarding the project:

Provide a cross-river system linkage connecting WV 2 to OH 7 with connections to major US highways and I-64, as well as provide improved access for economic development and growth in the region.

The need for this project is to improve the highway system linkage of the area and economic development. Numerous transportation plans have recommended this new river crossing and by constructing this connection, the last link in the Outer-belt would be completed. Furthermore, the level of service (LOS) will be improved on the East Huntington Bridge. This new crossing will also reduce heavy truck traffic in the Huntington Urban Area. Furthermore, the proposed bridge crossing will provide opportunities for economic development and growth for Cabell and Lawrence Counties by providing improved access.

On March 4, 2025, a TAG meeting was held to present the three alternative corridors and the alternatives screening matrix. KYOVA evaluated and screened the three corridor options as well as the No Build option using the following screening criteria:

Purpose and <u>Need</u>
System Linkage
Improve Regional Connectivity
Improve Level <u>Of</u> Service
Improve heavy truck traffic on local network
Align with transportation plans
Economic Development
Does it provide opportunities for Economic Development?
Improve Access to Local Investments?
Improve Access to Jobs?

Engineering
Connection to SR 193 and SR7
Conflict Point Description
ROW (acres)
Social Economics
Residential Relocations (Potential Relocations)
Business Relocations (Potential Relocations)
Serves Traditional Underserved Populations
Environmental
Wetlands (Acres)
Streams (Linear Feet -LF)
Threatened and Endangered Species (T&E) (In Range)
Historic Resources (Potential Impact)

An open house public meeting will be held Tuesday, March 18, 2025, from 4:30 pm to 6:00 pm in the KYOVA offices at 400 Third Avenue in Huntington, WV. A brief project overview presentation will begin at 5:15 pm. Public meeting materials will be available after the meeting.

KYOVA looks forward to your continued participation. Should you have any questions, please contact me at (304) 523-7434.

Sincerely,



Chris Chiles

Executive Director

From: [Smith, Lawrence I.](#)
To: ["Susan.M.Pierce@wv.gov"](#)
Cc: [Belvin, Michael L.](#); [Stevenson, Mitchell B.](#); [Cosentino, Giovanni](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Monday, March 17, 2025 1:51:00 PM
Attachments: [Agency Coordination Letter.pdf](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization for the Tri-State area of West Virginia, Kentucky and Ohio is currently conducting a Planning and Environmental Linkages (PEL) Study. An invitation to participate letter was sent on November 1, 2024, informing your agency of the PEL Study for the WV Route 2 and OH State Route 7 bridge crossing project. This letter serves to update you on the study's continued progress. An open house public meeting on this project will also be held on Tuesday, March 18th, 2025, from 4:30 to 6:00 pm in the KYOVA offices at 400 Third Avenue in Huntington, West Virginia.

KYOVA looks forward to your continued participation. Should you have any questions, please reach out to Chris Chiles, Executive Director of KYOVA, at CChiles@kyovaipc.org or at (304) 523-7434.

Sincerely,

Larry Smith

Lawrence I. Smith, AICP, PP
Senior Environmental Planner
CDM Smith
110 Fieldcrest Avenue, 6th floor, Edison, NJ 08837
732.590.4590
cdmsmith.com



From: [Smith, Lawrence I.](#)
To: ["pelloso.elizabeth@epa.gov"](mailto:pelloso.elizabeth@epa.gov)
Cc: [Belvin, Michael L.](#); [Stevenson, Mitchell B.](#); [Cosentino, Giovanni](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Monday, March 17, 2025 1:51:00 PM
Attachments: [Agency Coordination Letter.pdf](#)
[image002.png](#)
[image003.png](#)
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Sincerely,

Larry Smith

Lawrence I. Smith, AICP, PP

Senior Environmental Planner

CDM Smith

110 Fieldcrest Avenue, 6th floor, Edison, NJ 08837

732.590.4590

cdmsmith.com



From: [Smith, Lawrence I.](#)
To: FW5_WVFO@FWS.gov
Cc: [Belvin, Michael L.](#); [Stevenson, Mitchell B.](#); [Cosentino, Giovanni](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Monday, March 17, 2025 1:53:00 PM
Attachments: [Agency Coordination Letter.pdf](#)
[image002.png](#)
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[image004.png](#)
[image005.png](#)
[image006.png](#)

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Sincerely,

Larry Smith

Lawrence I. Smith, AICP, PP

Senior Environmental Planner

CDM Smith

110 Fieldcrest Avenue, 6th floor, Edison, NJ 08837

732.590.4590

cdmsmith.com



From: [Smith, Lawrence I.](#)
To: westlake.kenneth@epa.gov
Cc: [Belvin, Michael L.](#); [Cosentino, Giovanni](#); [Stevenson, Mitchell B.](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Monday, March 17, 2025 1:48:00 PM
Attachments: [Agency Coordination Letter.pdf](#)
[image002.png](#)
[image003.png](#)
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[image005.png](#)
[image006.png](#)

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Larry Smith

Lawrence I. Smith, AICP, PP

Senior Environmental Planner

CDM Smith

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732.590.4590

cdmsmith.com



From: [Smith, Lawrence I.](#)
To: sarah.m.workman@usace.army.mil
Cc: [Belvin, Michael L.](#); [Cosentino, Giovanni](#); [Stevenson, Mitchell B.](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Monday, March 17, 2025 1:48:00 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
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[Agency_Coordination_Letter.pdf](#)

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Larry Smith

Lawrence I. Smith, AICP, PP

Senior Environmental Planner

CDM Smith

110 Fieldcrest Avenue, 6th floor, Edison, NJ 08837

732.590.4590

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From: [Smith, Lawrence I.](#)
To: patrice_ashfield@fws.gov
Cc: [Belvin, Michael L.](#); [Cosentino, Giovanni](#); [Stevenson, Mitchell B.](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Monday, March 17, 2025 2:03:00 PM
Attachments: [Agency Coordination Letter.pdf](#)
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[image005.png](#)
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Larry Smith

Lawrence I. Smith, AICP, PP

Senior Environmental Planner

CDM Smith

110 Fieldcrest Avenue, 6th floor, Edison, NJ 08837

732.590.4590

cdmsmith.com



From: [Smith, Lawrence I.](#)
To: mary.mertz@dnr.ohio.gov
Cc: [Belvin, Michael L.](#); [Cosentino, Giovanni](#); [Stevenson, Mitchell B.](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Monday, March 17, 2025 2:05:00 PM
Attachments: [Agency Coordination Letter.pdf](#)
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Lawrence I. Smith, AICP, PP

Senior Environmental Planner

CDM Smith

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732.590.4590

cdmsmith.com



From: [Smith, Lawrence I.](#)
To: Eric.Washburn@uscg.mil
Cc: [Belvin, Michael L.](#); [Cosentino, Giovanni](#); [Stevenson, Mitchell B.](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Monday, March 17, 2025 2:06:00 PM
Attachments: [Agency Coordination Letter.pdf](#)
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From: [Smith, Lawrence I.](#)
To: Brett.W.McMillion@wv.gov
Cc: [Belvin, Michael L.](#); [Cosentino, Giovanni](#); [Stevenson, Mitchell B.](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Monday, March 17, 2025 2:17:00 PM
Attachments: [Agency Coordination Letter.pdf](#)
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CDM Smith

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From: [Smith, Lawrence I.](#)
To: ohio@fws.gov
Cc: [Belvin, Michael L.](#); [Cosentino, Giovanni](#); [Stevenson, Mitchell B.](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Monday, March 17, 2025 2:20:00 PM
Attachments: [Agency Coordination Letter.pdf](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization for the Tri-State area of West Virginia, Kentucky and Ohio is currently conducting a Planning and Environmental Linkages (PEL) Study. An invitation to participate letter was sent on November 1, 2024, informing your agency of the PEL Study for the WV Route 2 and OH State Route 7 bridge crossing project. This letter serves to update you on the study's continued progress. An open house public meeting on this project will also be held on Tuesday, March 18th, 2025, from 4:30 to 6:00 pm in the KYOVA offices at 400 Third Avenue in Huntington, West Virginia.

KYOVA looks forward to your continued participation. Should you have any questions, please reach out to Chris Chiles, Executive Director of KYOVA, at CChiles@kyovaipc.org or at (304) 523-7434.

Sincerely,

Larry Smith

Lawrence I. Smith, AICP, PP

Senior Environmental Planner

CDM Smith

110 Fieldcrest Avenue, 6th floor, Edison, NJ 08837

732.590.4590

cdmsmith.com



From: [Smith, Lawrence I.](#)
To: dwellin@ohiohistory.org
Cc: [Belvin, Michael L.](#); [Cosentino, Giovanni](#); [Stevenson, Mitchell B.](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Monday, March 17, 2025 2:01:00 PM
Attachments: [Agency Coordination Letter.pdf](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization for the Tri-State area of West Virginia, Kentucky and Ohio is currently conducting a Planning and Environmental Linkages (PEL) Study. An invitation to participate letter was sent on November 1, 2024, informing your agency of the PEL Study for the WV Route 2 and OH State Route 7 bridge crossing project. This letter serves to update you on the study's continued progress. An open house public meeting on this project will also be held on Tuesday, March 18th, 2025, from 4:30 to 6:00 pm in the KYOVA offices at 400 Third Avenue in Huntington, West Virginia.

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Larry Smith

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CDM Smith

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732.590.4590

cdmsmith.com



From: [Smith, Lawrence I.](#)
To: ["Nancy.J.Dixon@wv.gov"](#)
Cc: [Belvin, Michael L.](#); [Stevenson, Mitchell B.](#); [Cosentino, Giovanni](#)
Subject: RE: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7
Date: Monday, March 17, 2025 1:59:00 PM
Attachments: [Agency Coordination Letter.pdf](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Apologies forgot the attachment.

Lawrence I. Smith, AICP, PP
Senior Environmental Planner
CDM Smith
110 Fieldcrest Avenue, 6th floor, Edison, NJ 08837
732.590.4590
cdmsmith.com

From: Smith, Lawrence I.
Sent: Monday, March 17, 2025 1:57 PM
To: [Nancy.J.Dixon@wv.gov](#)
Cc: [Belvin, Michael L. <belvinml@cdmsmith.com>](#); [Stevenson, Mitchell B. <stevensonmb@cdmsmith.com>](#); [Cosentino, Giovanni <cosentinog@cdmsmith.com>](#)
Subject: Planning and Environmental Linkages (PEL) Study for the bridge crossing over the Ohio River between WV Route 2 and OH Route 7

KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization for the Tri-State area of West Virginia, Kentucky and Ohio is currently conducting a Planning and Environmental Linkages (PEL) Study. An invitation to participate letter was sent on November 1, 2024, informing your agency of the PEL Study for the WV Route 2 and OH State Route 7 bridge crossing project. This letter serves to update you on the study's continued progress. An open house public meeting on this project will also be held on Tuesday, March 18th, 2025, from 4:30 to 6:00 pm in the KYOVA offices at 400 Third Avenue in Huntington, West Virginia.

KYOVA looks forward to your continued participation. Should you have any questions, please reach out to Chris Chiles, Executive Director of KYOVA, at CChiles@kyovaipe.org or at (304) 523-7434.

Sincerely,

Larry Smith

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Senior Environmental Planner
CDM Smith
110 Fieldcrest Avenue, 6th floor, Edison, NJ 08837
732.590.4590
cdmsmith.com





November 1, 2024

Mr. Jason Workman, Director
Federal Highway Administration
West Virginia Division
300 Virginia Street East, Suite 7400
Charleston, West Virginia 25301

Subject: Proposed Planning and Environmental Linkages Study for
the bridge crossing over the Ohio River between West
Virginia Route 2 and Ohio State Route 7, Cabell County
West Virginia and Lawrence County, Ohio

DeAnna Holliday
Chair

Christopher M. Chiles
Executive Director

Dear Mr. Workman:

The KYOVA Interstate Planning Commission (KYOVA), the Metropolitan Planning Organization (MPO) for the Tri-State area of West Virginia (WV), Kentucky and Ohio, in cooperation with the Federal Highway Administration (FHWA), is evaluating a new Ohio River bridge crossing connecting WV Route 2 and Ohio (OH) Route 7. This letter serves to confirm coordination with the FHWA on the WV Route 2 and OH Route 7 bridge crossing project.

In coordination with FHWA staff, KYOVA has determined that a Planning and Environmental Linkages (PEL) Study will be prepared for the WV Route 2 and OH Route 7 bridge crossing project. A PEL study is a collaborative approach to decision-making used to identify transportation issues and environmental concerns. This integrated approach considers environmental, community, and economic goals early in the planning process and uses this information to streamline the transportation project development and environmental review process. The resulting information of a PEL study can be carried forward into the next phase of the project development process, the National Environmental Policy Act (NEPA) process.

*KYOVA Interstate
Planning Commission*

400 Third Avenue
Huntington, WV 25701
P.O. Box 939
Huntington, WV 25712
Tel: (304) 523-7434
Fax: (304) 529-7229

Four formal Coordination Points are proposed for this PEL Study:

- Coordination Point 1 - Determining the reason for the PEL study
- Coordination Point 2 - Purpose and Need
- Coordination Point 3 - Alternatives screening
- Coordination Point 4 - PEL Document (draft and final review)

The Coordination Points are check-in points that confirm the progress to date, review any issues or concerns, and lay out next steps to achieve the next coordination point. The Coordination Points coincide with project milestones summarized below:

- **Coordination Point 1 - Determining Reason for PEL.** A Feasibility Study was completed for this project in 2020. FHWA commented that the level of documentation for the Feasibility Study did not meet the requirements for a PEL study. Additionally, FHWA commented a specific purpose and need that includes more than general statements about regional traffic issues is needed. It was determined that the WV Route 2 and OH Route 7 bridge crossing project will move forward as a PEL Study. The output of this Coordination Point will be concurrence on conducting a PEL Study.
- **Coordination Point 2 - Purpose and need.** The draft purpose and need statement will be presented to the Technical Advisory Group (TAG) for agency review and comment. The purpose and need statement will also take into consideration public comments received following the Public Meeting Workshop. The output of this Coordination Point will be concurrence on the purpose and need statement.
- **Coordination Point 3 - Alternatives screening.** The FHWA and TAG will have an opportunity to provide input on alternative concepts, refinement, evaluation, and recommendation of alternatives to be evaluated in future NEPA studies. The output of this Coordination Point will be concurrence on:
 - Concept alternatives evaluated in the PEL study
 - Documentation of alternatives development, refinement, and evaluation
- **Coordination Point 4 - PEL Document.** Based on the inputs of Coordination Points 1, 2, and 3, the PEL document will be prepared. The output of Coordination Point 4 is concurrence on:
 - The documentation required for incorporation into future NEPA processes
 - Specification for changes or additional information needed for the final document
 - Recommendations for future projects and/or NEPA processes that may arise from the PEL study

Mr. Jason Workman, Director

November 1, 2024

Page 3

At the conclusion of Coordination Point 4, KYOVA will request a final project acceptance letter from FHWA to document FHWA's involvement with the study. The FHWA acceptance letter will document the accomplishments of the PEL study, next steps necessary for the project to move forward into NEPA, and acknowledgement of the decisions made in the PEL study.

With this letter, KYOVA is formally requesting concurrence from FHWA on Coordination Point 1 - Determining the reason for the PEL study. Should you have any questions, please contact me at (304) 523-7434.

Sincerely,



Chris Chiles

KYOVA Interstate Planning Commission

Executive Director

400 Third Avenue

Huntington, WV 25701

CChiles@kyovaipc.org

WV FHWA Division Office concurs with the above referenced coordination point. Based on the information provided to date, the planning products (decisions and/or analysis) associated with this coordination point meets the intent of 23 U.S.C. 168 and pending any substantive changes, would be available for inclusion in future NEPA documents. Planning products must be included by adoption or reference in a final NEPA decision within 5 years of completing the PEL effort.

FHWA Signature

cc:

Ohio Division/FHWA, David Snyder, Division Administrator, David.Snyder@fhwa.dot.gov

West Virginia Department of Transportation, Jimmy Wriston, Cabinet Secretary/Commissioner of Highways, Jimmy.D.Wriston@wv.gov

Ohio Department of Transportation, Pamela Boratyn, Director, Pamela.Vest-Boratyn@dot.ohio.gov

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Ohio and West Virginia



Local offices

West Virginia Ecological Services Field Office

☎ (304) 866-3858

📠 (304) 866-3852

6263 Appalachian Highway

Davis, WV 26260-8061

Ohio Ecological Services Field Office

☎ (614) 416-8993

📠 (614) 416-8994

4625 Morse Road, Suite 104

Columbus, OH 43230-8355

NOT FOR CONSULTATION

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

-
1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
 2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Gray Bat <i>Myotis grisescens</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/6329	Endangered
Indiana Bat <i>Myotis sodalis</i> Wherever found There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/5949	Endangered
Tricolored Bat <i>Perimyotis subflavus</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

Clams

NAME	STATUS
Clubshell <i>Pleurobema clava</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/3789	Endangered
Fanshell <i>Cyprogenia stegaria</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/4822	Endangered
Longsolid <i>Fusconaia subrotunda</i> Wherever found There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/9880	Threatened
Northern Riffleshell <i>Epioblasma rangiana</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/527	Endangered

Pink Mucket (pearlymussel) *Lampsilis abrupta* Endangered

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/7829>

Round Hickorynut *Obovaria subrotunda* Threatened

Wherever found

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.

<https://ecos.fws.gov/ecp/species/9879>

Sheepnose Mussel *Plethobasus cyphus* Endangered

Wherever found

There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat.

<https://ecos.fws.gov/ecp/species/6903>

Snuffbox Mussel *Epioblasma triquetra* Endangered

Wherever found

There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat.

<https://ecos.fws.gov/ecp/species/4135>

Insects

NAME

STATUS

Monarch Butterfly *Danaus plexippus* Proposed Threatened

Wherever found

There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat.

<https://ecos.fws.gov/ecp/species/9743>

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act ² and the Migratory Bird Treaty Act (MBTA) ¹. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds
<https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds
<https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC
<https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

There are Bald Eagles and/or Golden Eagles in your [project](#) area.

Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the [National Bald Eagle Management Guidelines](#). You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#).

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

If disturbance or take of eagles cannot be avoided, an [incidental take permit](#) may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the [Do I Need A Permit Tool](#). For assistance making this determination for golden eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

Ensure Your Eagle List is Accurate and Complete

If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the [Supplemental Information](#)

[on Migratory Birds and Eagles](#), to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

Review the FAQs

The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Sep 1 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read ["Supplemental Information on Migratory Birds and Eagles"](#), specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the

maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.

3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Bald & Golden Eagles FAQs

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are an eagle ([Bald and Golden Eagle Protection Act](#) requirements may apply).

Proper interpretation and use of your eagle report

On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low

survey effort line or no data line (red horizontal) means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide you in knowing when to implement avoidance and minimization measures to eliminate or reduce potential impacts from your project activities or get the appropriate permits should presence be confirmed.

How do I know if eagles are breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the [RAIL Tool](#) and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If an eagle on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:

The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Migratory birds

The Migratory Bird Treaty Act (MBTA) ¹ prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service). The incidental take of migratory birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds
<https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC
<https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

Measures for Proactively Minimizing Migratory Bird Impacts

Your IPaC Migratory Bird list showcases [birds of concern](#), including [Birds of Conservation Concern \(BCC\)](#), in your project location. This is not a comprehensive list of all birds found in your project area. However, you can help proactively minimize significant impacts to all birds at your project location by implementing the measures in the [Nationwide avoidance and minimization measures for birds](#) document, and any other project-specific avoidance and minimization measures suggested at the link [Measures for avoiding and minimizing impacts to birds](#) for the birds of concern on your list below.

Ensure Your Migratory Bird List is Accurate and Complete

If your project area is in a poorly surveyed area, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the [Supplemental Information on Migratory Birds and Eagles document](#), to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

Review the FAQs

The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Sep 1 to Aug 31
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Black-capped Chickadee <i>Poecile atricapillus praticus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Apr 10 to Jul 31
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
Cerulean Warbler <i>Setophaga cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 27 to Jul 20
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Eastern Whip-poor-will <i>Antrostomus vociferus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Aug 20
Kentucky Warbler <i>Geothlypis formosa</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 20
Northern Saw-whet Owl <i>Aegolius acadicus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 1 to Jul 31

Prairie Warbler *Setophaga discolor*

Breeds May 1 to Jul 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Red-headed Woodpecker *Melanerpes erythrocephalus*

Breeds May 10 to Sep 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Rusty Blackbird *Euphagus carolinus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Wood Thrush *Hylocichla mustelina*

Breeds May 10 to Aug 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read ["Supplemental Information on Migratory Birds and Eagles"](#), specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.

3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (🟡)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (I)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

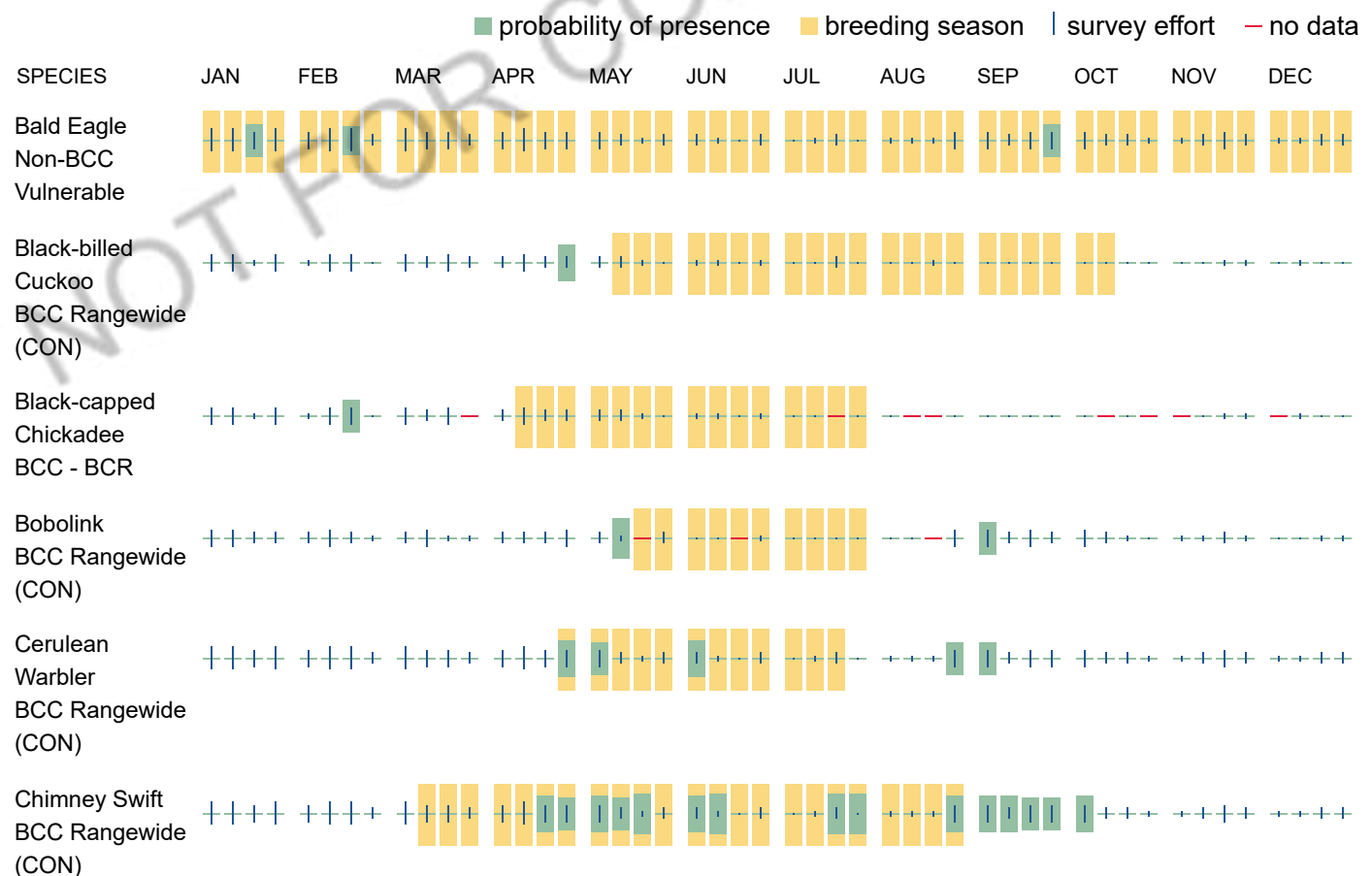
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

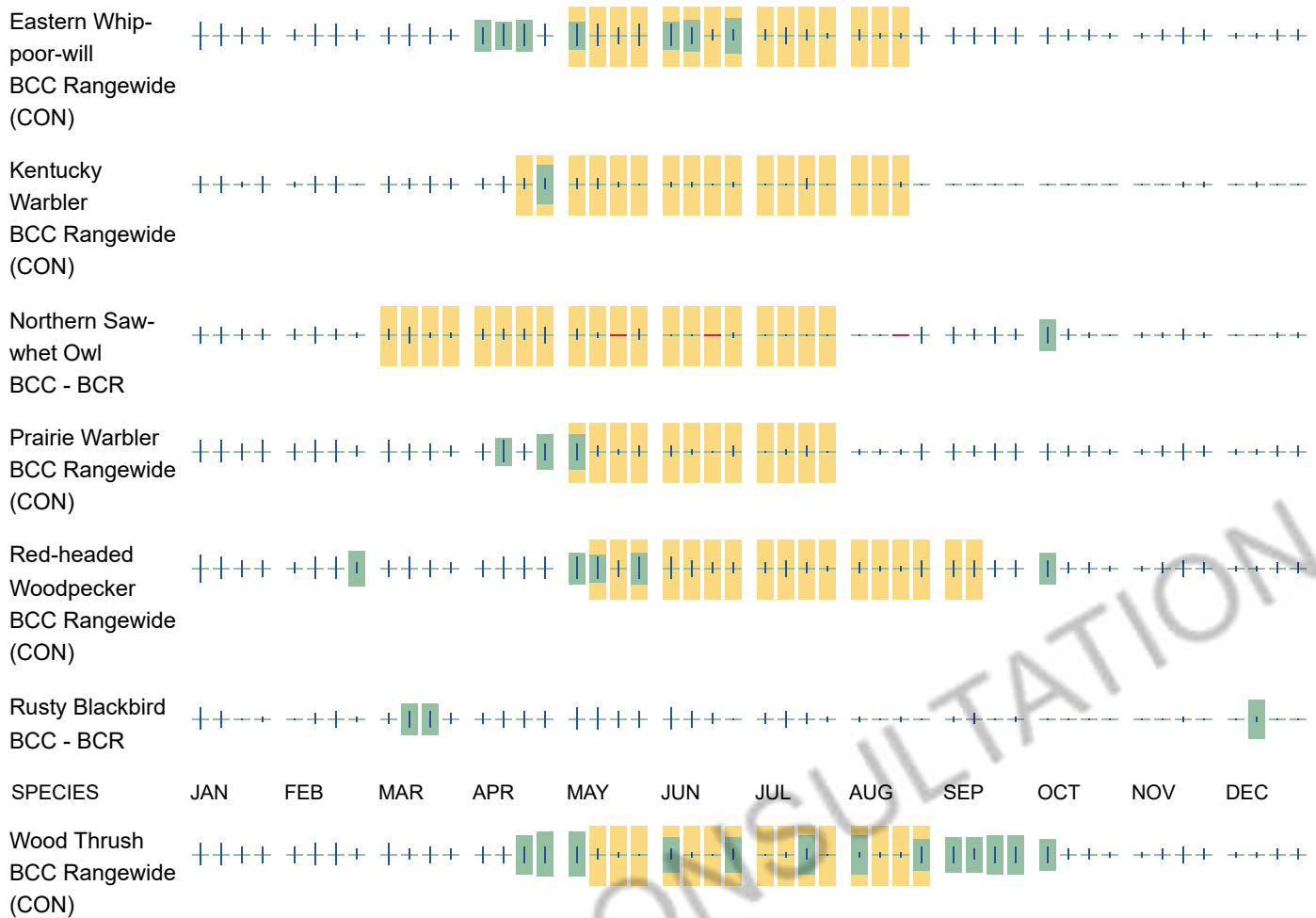
No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Migratory Bird FAQs

Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Avoidance & Minimization Measures for Birds](#) describes measures that can help avoid and minimize impacts to all birds at any location year-round. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is one of the most effective ways to minimize impacts. To see when birds are most likely to occur and breed in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location, such as those listed under the Endangered Species Act or the [Bald and Golden Eagle Protection Act](#) and those species marked as “Vulnerable”. See the FAQ “What are the levels of concern for migratory birds?” for more information on the levels of concern covered in the IPaC migratory bird species list.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) with which your

project intersects. These species have been identified as warranting special attention because they are BCC species in that area, an eagle ([Bald and Golden Eagle Protection Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, and to verify survey effort when no results present, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

Why are subspecies showing up on my list?

Subspecies profiles are included on the list of species present in your project area because observations in the AKN for **the species** are being detected. If the species are present, that means that the subspecies may also be present. If a subspecies shows up on your list, you may need to rely on other resources to determine if that subspecies may be present (e.g. your local FWS field office, state surveys, your own surveys).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the [RAIL Tool](#) and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Bald and Golden Eagle Protection Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially BCC species. For more information on avoidance and minimization measures you can implement to help avoid and minimize migratory bird impacts, please see the FAQ "Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Proper interpretation and use of your migratory bird report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list does not represent all birds present in your project area. It is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide implementation of avoidance and minimization measures to eliminate or reduce potential impacts from your project activities, should presence be confirmed. To learn more about avoidance and minimization measures, visit the FAQ "Tell me about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:

The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Wetland information is not available at this time

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the [NWI map](#) to view wetlands at this location.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Appendix H – WV 2 / OH SR 7 Bridge Project Questionnaire

PEL Questionnaire

This questionnaire is intended to act as a summary of the Planning and Environmental Linkages process and ease the transition from planning to a National Environmental Policy Act (NEPA) analysis. Often, there is no overlap in personnel between the planning and NEPA phases of a project, so consequently much (or all) of the history of decisions made in the planning phase is lost. Different planning processes take projects through analysis at different levels of detail. NEPA project teams may not be aware of relevant planning information and may re-do work that has already been done. This questionnaire is consistent with the 23 Code of Federal Regulations (CFR) 450 (Planning regulations) and other Federal Highway Administration (FHWA) policy on Planning and Environmental Linkage (PEL) process.

'PEL study' is used in this questionnaire as a generic term to mean any type of planning study conducted at the corridor or subarea level which is more focused than studies at the regional or system planning levels. Many states may use other terminology to define studies of this type and those are considered to have the same meaning as PEL study.

At the inception of the PEL study the study team should decide how the work may later be incorporated into subsequent NEPA efforts. A key consideration is whether the PEL study will meet standards established by NEPA regulations and guidance. One example is the use of terminology consistent with NEPA vocabulary (ex. Purpose and Need, alternatives, affected environment, environmental consequences).

Instructions: These questions should be used as a guide throughout the planning process, not just answered near completion of the process. When a PEL study is started, this questionnaire will be given to the project team. Some of the basic questions to consider are: "What did you do?," "What didn't you do?," and "Why?". When the team submits a PEL study to FHWA for review, the completed questionnaire will be included with the submittal. FHWA will use this questionnaire to assist it in determining if the study meets the requirements of 23 CFR §§ 450.212 or 450.318. The questionnaire should be included in the planning document as an executive summary, chapter, or appendix.

1.0 Background

1.1 Who is the sponsor of the PEL study?

The KYOVA Interstate Planning Commission (KYOVA)

1.2 What is the name of the PEL Study document and other identifying project information?

The West Virginia State Route 2 and Ohio State Route 7 Bridge Project (WV 2 / OH SR 7 Bridge Project) PEL Study

1.3 Who was included on the PEL Study team?

Project Management Team

- Federal Highway Administration
 - David Snyder, Division Administrator, Ohio
 - Jason Workman, Director, West Virginia
- KYOVA Interstate Planning Commission
 - Chris Chiles, Executive Director
 - Saleem Saleemeh, Deputy Director
 - Terri Sicking, Senior Transportation Planner
 - Bethany Wild, Planner
- Ohio Department of Transportation
 - Pamela Boratyn, Director
- West Virginia Department of Transportation
 - Stephen Todd Rumbaugh, Cabinet Secretary and Commissioner of Highways

Consultant and Contractor Team

- CDM Smith
 - Michael Belvin, Project Manager
 - Giovanni Cosentino, Project Technical Lead

- Eric B. McClellan, Economist
- Kevin Cole, Traffic Engineer
- Lance Estep, Planner
- Larry Smith, Planner
- Mitchell Stevenson, Planner
- Clune Consulting Services
 - Nicole Clune, Environmental Analysis Lead
 - Samuel Stachler, Environmental Planner
- Edward Tucker Architects
 - Phoebe Patton Randolph, Public Involvement Lead
 - Sydney Webster, Public Involvement Planner

1.4 Provide a description of the existing transportation facility within the corridor, including project limits, modes, functional classification, number of lanes, shoulder width, access control, and type of surrounding environment.

The Study Area exists approximately five miles northeast of the 31st Street Bridge (East Huntington Bridge) in Huntington, WV. The Study Area includes a 75 foot buffer from each of the alternative alignments considered in the Project. The Study Area is approximately two square miles.

Land uses in the Project's Study Area (Study Area) vary and include residential, commercial, agricultural, and rural parcels. The OH side of the Study Area is more sparsely populated than the side in WV. There is an airfield, a golf course, and an elementary school on the WV side of the Study Area, among other buildings. There is one elementary school on the OH side of the Study Area, among other buildings.

The existing facilities that would be impacted by construction include WV 2 and OH SR 7 which are both state highways. Both WV 2 and OH SR 7 are two lane facilities, except for turn lanes and entrance/exit ramps in places. WV 2 is approximately 35 feet wide throughout the Study Area

with 6-foot shoulders. OH SR 7 is approximately 35 feet wide throughout the Study Area with a 12-foot shoulder on the northbound side of the road. Other roads that could be impacted by construction based on the build alternative selected include WV 193 and a variety of local roads in Lesage and Rome. WV 193 is also a state highway and is a four-lane facility with a width of approximately 150 feet, including a 30-foot median and 12-foot shoulders.

1.5 Provide a brief chronology of the planning activities (PEL Study) including the year(s) studies were completed.

Engineering and Traffic Studies

- Ohio River Bridge Crossing Feasibility Study (2020)
- West Virginia State Route 2 and Ohio State Route 7 Bridge Traffic Evaluation Memo (October 2024)

Environmental Studies

- WV 2 / OH SR 7 Bridge Project PEL Study Environmental Conditions Memo (April 2025)
- WV 2 / OH SR 7 Bridge Project PEL Study Existing Transportation Conditions Summary Memo (April 2025)
- WV 2 / OH SR 7 Bridge Project PEL Study Social, Economic, and Equity Analysis Memo (April 2025)

Other Studies

- Benefit Cost Analysis and Supplemental Economic Analysis Memo for the West Virginia State Route 2 and Ohio State Route 7 Bridge Project PEL Study (April 2025)

1.6 Are there recent, current, or near future planning studies or projects in the vicinity? What is the relationship of this project to those studies/projects?

The planning studies that have been completed and included in this study are listed in the table below and described further in **Section 2.0** of the **WV 2 / OH SR 7 Bridge Project PEL Study** (the PEL Study).

Previous Transportation Studies
Study: Environmental Impact Statement for WV 193 (1998) Study Location: US 60 to WV 2 in Lesage

Previous Transportation Studies	
Contact:	
Project Website: N/A	
Study: KYOVA Interim Congestion Management Process (2014)	
Study Location: KYOVA Region	
Contact: KYOVA info@kyovaipc.org	
Project Website: https://www.kyovaipc.org/CMP_Final_Report_reduced.pdf	
Study: Lawrence County Bicycle and Pedestrian Plan (2018)	
Study Location: Lawrence County	
Contact: KYOVA info@kyovaipc.org	
Project Website: https://www.kyovaipc.org/LawrenceCountyBicycle&PedestrianPlan.pdf	
Study: Traffic and Safety Study for United States Route 52 and Ohio State Route 7 (2020)	
Study Location: US 52 and OH SR 7 in the KYOVA Region	
Contact: KYOVA info@kyovaipc.org	
Project Website: https://kyovaipc.org/US_52_SR_7_Corridor_Safety_Plan_Report_Final_8_22_22_reduced.pdf	
Study: KYOVA Metropolitan Transportation Plan (2022)	
Study Location: KYOVA Region	
Contact: KYOVA info@kyovaipc.org	
Project Website: https://www.kyova2050.com/	
Study: West Virginia State Route 2 Study (2025)	
Study Location: WV 2 in the KYOVA Region	
Contact: KYOVA info@kyovaipc.org	
Project Website: Not published at this time	

2.0 Methodology Used

2.1 What was the scope of the PEL Study and reason for completing it?

This PEL Study is a planning-level analysis aimed at identifying transportation improvements to establish a cross-river connection between WV 2 and OH SR 7, with links to major U.S. highways and I-64. The study also seeks to enhance access to support economic development and regional growth. The steps that were taken to accomplish the study's objective included:

- Identification of a Purpose and Need statement
- Evaluation of alternatives
- Coordination with agencies
- Engagement with the public throughout the planning process
- Identification and evaluation of potential environmental impacts
- Recommendation of reasonable alternatives for additional evaluation in the NEPA process

In coordination with FHWA staff, KYOVA determined that a PEL study would be developed for the WV 2 and OH SR 7 Bridge Project, as documented in FHWA Coordination Point 1 – PEL Initiation (November 1, 2024). A Feasibility Study was completed for this project in 2020. FHWA commented that the level of documentation for the Feasibility Study did not meet the requirements for a PEL study. It was determined that the WV Route 2 and OH Route 7 bridge crossing project will move forward as a PEL Study.

2.2 Did you use NEPA-like language? Why or why not?

Yes, NEPA-like language was used throughout the PEL Study to streamline the transition between the planning study and NEPA.

2.3 What were the actual terms used and how did you define them? (Provide examples or list)

- i. **Study Area:** As described in Section 1.4 above.
- ii. **Purpose and Need:** A Purpose and Need statement was prepared in coordination with FHWA and KYOVA and refined with input from the resource agencies, general public and project

stakeholders. In addition to key partner input, existing condition data was utilized to define vital issues in the study area. Refer to the Section 3.0 in the PEL Study for additional details.

iii. **Alternatives Development & Evaluation:** The alternatives evaluation process applied both quantitative and qualitative screening methods. It began with a set of alternatives carried forward from the 2020 Feasibility Study. These alternatives were further evaluated using criteria that considered transportation performance, environmental impacts, consistency with regional plans, and stakeholder input. Refer to the Section 7.0 in the PEL Study for additional details.

iv. **Reasonable Alternatives:** A screened set of alternatives that are the result of the alternative analysis evaluation process to be moved forward and further evaluated in subsequent NEPA documentation.

v. **No-Build Alternative:** The No-Build alternative presents the anticipated future condition if no action is taken. This concept includes the planned mobility improvements in the region within the 2050 regional planning horizon. The No-Build alternative provides a foundation for a comparison of traffic, environmental, and human conditions against the proposed build alternatives through all levels of analysis.

vi. **Environmental Consequences:** The potential environmental impacts that would result from the implementation of the recommendations from the WV 2 and OH SR 7 Bridge Project. The potential environmental consequences associated with this study are summarized in Chapter 5 of this PEL study and detailed in the WV 2 / OH SR 7 Bridge Project PEL Environmental Inventory (**Appendix A** of the **PEL Study Report**).

vii. **Next Steps:** Describes the next steps necessary for the Project to move forward into the NEPA process as well as potential funding sources as outlined in **Section 10** of the **PEL Study Report**.

2.4 How do you see these terms being used in NEPA documents?

The terms used in the **PEL Study Report** are consistent with terms commonly used in the NEPA process and are intended to make inclusion into future NEPA documents seamless.

2.5 What were the key steps and coordination points in the PEL decision-making process? Who were the decision-makers and who else participated in those key steps? For example, for the corridor vision, the decision was made by state DOT and the

local agency, with buy-in from FHWA, the USACE, and USFWS and other resource/regulatory agencies.

Key steps in the study process included:

- Coordination Point 1 – PEL Initiation (November 1, 2024)
- Coordination Point 2 – Purpose and Need Statement (March 17, 2025)
- Coordination Point 3 – Alternatives Screening (March 17, 2025)
- Coordination Point 4 – PEL Document (Summer 2025)

The primary decision-makers in the study process were KYOVA, the FHWA, the OH Department of Transportation (ODOT), and the WV Division of Highways (WVDOT). These decision-makers were kept informed and involved through the Technical Advisory Group meetings. Resource agencies were also coordinated with during the study through the coordination point correspondence.

2.6 How should the PEL information be presented in NEPA?

The information and results developed in the **PEL Study Report** can be included in the NEPA process as appendices and referenced as a previous study. The information presented in the **PEL Study Report** is intended to serve as a foundation for additional analysis and refinement during the NEPA phase.

3.0 Agency Coordination

3.1 Provide a synopsis of coordination with Federal, tribal, state and local environmental, regulatory and resource agencies. Describe their level of participation and how you coordinated with them.

The PEL Study was coordinated with regional, state, and federal resource agencies.

KYOVA and FHWA Coordination

Project coordination meetings were held with KYOVA and FHWA during the development of the PEL Study through Technical Advisory Committee (TAC) and Technical Advisory Group (TAG) meetings. In addition, formal coordination with FHWA as well as the resource agencies occurred during four coordination points that served as check-in points to confirm progress to date, review any issues or concerns, and lay out next steps to achieve the next coordination point. The coordination points coincided with the following milestones:

- Coordination Point 1 – PEL Initiation (November 1, 2024)
- Coordination Point 2 – Purpose and Need Statement (March 17, 2025)
- Coordination Point 3 – Alternatives Screening (March 17, 2025)
- Coordination Point 4 – PEL Document (Summer 2025)

Key State and Federal Agencies

KYOVA distributed an Invitation to Participate in the PEL Study to the agencies listed below in November 2024. The invitation included a project location map. These agencies were specifically engaged in the PEL process based upon the identified resources that are anticipated to be affected. Agencies were asked to provide comments and provide information that may be helpful in evaluating potential environmental impacts of the Project. The invited agencies include:

- United States Environmental Protection Agency (USEPA)
- ODOT
- OH Department of Natural Resources (ODNR)

- OH State Historic Preservation Office (OH SHPO)
- OH United States Fish and Wildlife Service (USFWS)
- WV Department of Environmental Protection (WVDEP)
- WV Department of Natural Resources (WVDNR)
- WV USFWS
- WV SHPO
- WVDOH
- United States Coast Guard (USCG)
- United States Army Corp of Engineers (USACE)

Additional information regarding agency coordination can be found in **Section 9.5** of the **PEL Study Report** and the **Public Involvement Diary (Appendix F)** of the **PEL Study Report**.

3.2 What transportation agencies (e.g., for adjacent jurisdictions) did you coordinate with or were involved during the PEL study?

The following transportation agencies were involved throughout the PEL process:

- FHWA
- KYOVA
- ODOT
- WVDOH

3.3 What steps will need to be taken with each agency during NEPA scoping?

It is expected that the agencies involved in the PEL Study will continue to be engaged throughout the NEPA process. All agencies will be provided access to the final PEL Study Report. If possible, the current agency contacts will be preserved once NEPA is initiated to leverage previous project knowledge and streamline the NEPA process.

4.0 Public Coordination

4.1 Provide a synopsis of your coordination efforts with the public and stakeholders.

In an effort to engage and receive input from the public and stakeholders, the WV 2 / OH SR 7 Bridge Project Public Involvement team established several avenues to facilitate community involvement that included:

- KYOVA maintains a Technical Advisory Committee (TAC). The Policy Committee (PC) appoints the TAC to provide technical, legal, and financial advice to the PC. Membership includes representation from the operating units of the agencies represented on the PC as well as other professional and technical personnel in the area working closely with the governmental agencies.
- Stakeholder group meetings were held during the development of the PEL Study. The list of participants was drawn from local public agencies, county representatives, state agencies, and federal agencies. The stakeholders' role is to provide information and concerns to the Project team and to share project information with their constituencies. During stakeholder meetings, updates were provided on the Project. Two stakeholder meetings were held throughout the Project's development process.
- A public involvement meeting (PIM) was held on Tuesday, March 18, 2025, from 4:30 PM to 6:00 PM at the KYOVA Office in Huntington (400 3rd Avenue, Huntington, WV 25701). The meeting was conducted in an open house format with a presentation that was given at 4:15 PM and 5:15 PM. The presentation explained the PEL Study's Purpose and Need and discussed initial results of environmental analysis. Additionally, attendees were invited to ask questions and provide comments via a link on a fact sheet provided to all attendees.

The PIM was advertised through a newspaper advertisement and on the KYOVA website. Refer to **Section 9, Appendix F (Public Information Diary)**, and **Appendix G (Agency Coordination)** of the **PEL Study Report** for additional information.

5.0 Purpose and Need for the PEL Study

5.1 What was the scope of the PEL study and the reason for completing it?

The scope and reason for completing the PEL Study is outlined in **Question 2.1** above.

5.2 Provide the purpose and need statement, or the corridor vision and transportation goals and objectives to realize that vision.

Purpose

The purpose of the Project is to provide a cross-river system linkage connecting WV 2 to OH SR 7 with connections to major US highways and I-64, as well as to provide improved access for economic development and growth in the region.

Need

Improve System Linkage

The WV 2 / OH SR 7 Bridge would provide the last component of the outer-belt of the HUA. With the completion of the Chesapeake Bypass, the bridges convenient connection from OH SR 7 to WV 193 would provide a seamless through route for travelers and freight to bypass the HUA. Further, with the Nucor Plant built nearby, this bridge would make living and accessing amenities in Proctorville, Rome, Huntington, and beyond more accessible for Nucor employees and residents of the KYOVA Region.

There is an additional need to improve safety on the roads throughout the HUA. It is anticipated that by allowing through travelers and freight to use this bridge, it will lessen congestion-induced accidents that occur on existing bridges and roadways. Traffic analysis and traffic impacts will be discussed more in **Section 6.1** of the **PEL Study Report**.

Improved Network Connectivity

The primary need is a connection for residents and relief of congestion in the eastern portion of the HUA. According to KYOVA's CMP, major routes in this area currently operate under congested conditions, including I-64, SR 7, and the East Huntington Bridge. The Project is expected to alleviate some of this congestion for each of these transportation assets. The addition of the WV 2 / OH SR 7 bridge would provide an alternative river crossing point for traffic

east of Huntington, allowing traffic to avoid congested Huntington roadways and low-speed local roads in the Proctorville and Barboursville areas. The bridge will also improve connectivity between commercial centers in the Barboursville area and communities on the northeastern side of the Ohio River.

Expanded Multimodal Mobility Connections

Existing plans in both OH and WV identify improving multimodal mobility as a priority. WV 193 and WV 2 were identified as priority corridors where multimodal infrastructure could be provided.¹

Of the three existing bridges in HUA, only the Robert C. Byrd Bridge provides pedestrian accommodation, connecting OH with WV in the center of downtown Huntington. This bridge is approximately eight miles from the WV 2 / OH SR 7 Bridge Study Area

. Providing pedestrian and bicycle accommodation with the Project will allow linking the planned improvements of these communities and enhance the opportunities for multimodal travel in the eastern portion of the HUA.

Enhanced Safety

A total of 16,133 crashes occurred in five years from 2018 to 2022 in WV while 5,178 crashes occurred in OH from 2019 to 2023. Both WV and OH report that approximately 0.6% of all crashes are fatal. About 67% of the crashes on the WV side occurred in the Huntington area.

Figure 3-1 shows the crash hotspot locations and the locations of fatal crashes. The area around the three Huntington bridges experienced more crashes and fatalities than other parts of the Region.

Resilient Regional Connectivity

Transportation resiliency is defined as a transportation system's ability to adapt, withstand, and recover from changing conditions, infrastructure failures, and disruptions. The Project would help provide and maintain an acceptable LOS for the continued movement of people and goods during roadway incidents and after extreme weather events by providing an additional river crossing. It would also include the design of facilities that would accommodate future growth, travel demands, and travel patterns, which is further discussed in **Appendix D**

¹ KYOVA. Downtown Huntington Access Study (2013). Available: <https://www.kyovaipc.org/HuntingtonDT/documents/FinalDowntownHuntingtonAccessStudy.pdf> as of April 1, 2025).

Additionally, modeled truck volumes for future years (including both single-unit and combination-unit trucks) indicate that by 2050, truck traffic on WV 106 and the East Huntington Bridge would increase. The Project would divert these trucks, reducing truck impacts on local roads in the HUA and resulting in improved mobility throughout the area.

Provide Opportunity for Economic Development

The Study Area includes a part of the HUA that is less served by regional transportation infrastructure. Improved transportation connections could increase opportunities for economic development. The Project would provide a fourth access point in the HUA. Adding this crossing would lessen barriers to local businesses to the northeast of Huntington along the Ohio River. The increased access provided could allow for increased economic development opportunities in Cabell and Lawrence Counties along the Ohio River. Residents of Athalia, Proctorville, and Rome would have access to WV 2, establishing improved connection to the new Nucor facility to the north, the growth corridor along I-64, and resources in eastern Huntington and Barboursville.

Project Goal

In addition to the Purpose and Need of this project, a goal was established to further define anticipated project outcomes. The Project's goal is to create a more resilient transportation system in the region by addressing needs for improved system linkages and opportunities for economic development.

5.3 What steps will need to be taken during the NEPA process to make this a project-level Purpose and Need statement?

The Purpose and Need for the PEL Study was established following the FHWA PEL guidance, which encourages the integration of transportation planning and the NEPA process to provide information for incorporation into future NEPA documents (23 CFR 450).

KYOVA will coordinate with FHWA, ODOT, and WVDOH for refinement of the Project-level Purpose and Need, if needed, during the NEPA phase of a recommended project improvement.

6.0 Range of Alternatives

Planning teams need to be cautious during the alternative screening process; alternative screening should focus on purpose and need/corridor vision, fatal flaw analysis, and possibly mode selection. This may help minimize problems during discussions with resource agencies. Alternatives that have fatal flaws or do not meet the purpose and need/corridor vision will not be considered reasonable alternatives, even if they reduce impacts to a particular resource. Detail the range of alternatives considered, screening criteria, and screening process, including:

6.1 What types of alternatives were looked at? (Provide a one or two sentence summary and reference document)

The range of concepts evaluated in the Alternative Analysis were comprised of:

- No-Build: The No-Build Alternative presents the anticipated future conditions if no action is taken.
- Build Alternatives: Three build alternatives were assessed, each including a bridge and necessary roadway improvements, at three locations within the Study Area.

Each of the alternatives are described in depth in the **PEL Study Report Section 4.0**.

6.2 How did you select the screening criteria and screening process?

The three alternatives were based on engineering considerations and public feedback provided during the 2020 Ohio River Bridge Crossing Feasibility Study.² The alternative analysis was conducted using up-to-date environmental and traffic data. Each alternative was assessed based on:

- Alignment with the Project's Purpose and Need (see **Section 5.0** of this questionnaire)
 - Alignment with local transportation plans
 - Provision of opportunities for economic development

² KYOVA Interstate Planning Commission (2020). Ohio River Bridge Crossing Study. Available: https://www.kyovaiipc.org/ohio_river_bridge_crossing_study.php. Accessed May 8, 2025.

- Potential impacts to the KYOVA Region transportation network and local traffic (see **Section 6.1** of the **PEL Study Report** and **Appendix D: West Virginia State Route 2 and Ohio State Route 7 Bridge Traffic Evaluation Memo**)
 - Improvement of system linkage
 - Improvement of regional level of service
 - Diversion of heavy truck traffic from Huntington
 - Provision of access to local investments
 - Provision of access to jobs
 - Connection between WV 193 and OH SR 7
 - Mitigation of conflict point issues
- Potential impacts to a variety of social, natural, and cultural resources (see **Section 5.0** of the **PEL Study Report**)
 - Right of way needed
 - Number of residential relocations
 - Number of business relocations
 - Provision of benefits to traditionally underserved populations
 - Number of impacts to wetlands
 - Number of impacts to streams
 - Presence of threatened and endangered species
 - Number of impacts to historic resources

6.3 For alternative(s) that were screened out, briefly summarize the reasons for eliminating the alternative(s). (During the initial screenings, this generally will focus on fatal flaws)

No alternatives were screened out in this PEL Study.

6.4 Which alternatives should be brought forward into NEPA and why?

The following alternatives should be considered in NEPA:

- No-Build: The No-Build Alternative should be assessed in NEPA to establish projected conditions should the Project not be constructed.
- Alternative 1: Construct a bridge continuing the alignment of WV 193 directly across the Ohio River. This alternative meets the Purpose and Need of the Project.
- Alternative 2: Construct a bridge aligned approximately with the Cox Landing Road in Lesage. This alternative meets the Purpose and Need of the Project.
- Alternative 3: Construct a bridge aligned approximated with Douthat Lane in Lesage. This alternative meets the Purpose and Need of the Project.

6.5 Did the public, stakeholders, and agencies have an opportunity to comment during this process?

The public involvement efforts of the PEL Study included meetings with the public, stakeholders, and agencies. Public involvement efforts are summarized in **Section 3.0** and **Section 4.0** of this questionnaire.

KYOVA, FHWA, ODOT, and WVDOT were coordinated with during the process. At each meeting, an opportunity was provided to discuss Project updates.

The public has the opportunity to provide comments and feedback at one public meeting during the process. This meeting informed the public on Project updates, including the Purpose and Need, Alternative Analysis findings, and Project schedule.

The public was asked to provide input on the Project during a comment period that lasted from February 27, 2025 to April 18, 2025.

6.6 Were there unresolved issues with the public, stakeholders, and/or agencies?

Residents raised concerns about:

- Property acquisitions
- Impacts on residents
- Increased local traffic
- Impacts on environmental resources

Continued engagement with the public, stakeholders, and resource agencies will be required during the NEPA process.

7.0 Planning Assumptions and Analytical Methods

7.1 What is the forecast year used in the PEL study?

2050.

7.2 What method was used for forecasting traffic volumes?

The KYOVA Travel Demand Model (TDM) was used for 2050 (design year) traffic demand and to evaluate the performance of capacity modifications (two-lane or four-lane) at the regional level.

7.3 Are the planning assumptions and the corridor vision/Purpose and Need statement consistent with each other and with the long-range transportation plan? Are the assumptions still valid?

The Purpose and Need aligns with the goals of the 2050 KYOVA Metropolitan Transportation Plan. The proposed WV 2 / OH SR 7 Bridge Crossing is listed as a Priority Tier 3 Candidate Project, with Tier 1 being the highest priority and Tier 3 being the lowest priority.

Additionally, the Ohio River Bridge Crossing is referenced in the FY 2040-2050 OH Phase 3 Recommendations Section as follows:

- LAW-08: Partner with WV Department of Transportation (WVDOT) to help fund a proposed bridge across the Ohio River at Merritt's Creek and construct an interchange connecting the new bridge to SR 7.
- LAW-32: Construct remaining portion of Chesapeake Bypass in Phases 1C and 2 to provide a four-lane divided facility, with interchanges at all access points between US 52 and the proposed Merritt Creek Ohio River Crossing

7.4 What were the future year policy and/or data assumptions used in the transportation planning process related to land use, economic development, transportation costs, and network expansion?

Future economic and demographic trends were used to develop the KYOVA TDM. Additionally, the TDM assumes that the Chesapeake Bypass Phase 2 is complete.

8.0 Environmental resources reviewed.

For each resource or group of resources reviewed, provide the following:

8.1 In the PEL study, at what level of detail was the resource reviewed and what was the method of review?

The primary methodology used to identify social, natural, and cultural resources included a desktop analysis. Further information on environmental resources identified in the Study Area can be found in **Appendix A: Environmental Inventory**, **Appendix B: Socioeconomic, Analysis Memo**, and **Appendix C: Existing Conditions Summary Memo**. Impacts to resources associated with the PEL recommendations are outlined in the **PEL Study Report Section 7.0**.

8.2 Is this resource present in the area and what is the existing environmental condition for this resource?

The resources described below were assessed for presence in the Study Area. The **PEL Study Report Section 5.0** contains detailed environmental resource information and mapping for these resources.

■ Social Resources

- Land Use: Land use in the Study area is composed primarily of residential and commercial uses or undeveloped land.
- Community Cohesion: Community resources exist on both the WV and OH sides of the Study Area and should be considered in the NEPA process.
- Schools and Places of Worship: Two schools and four places of worship are documented in the Study Area.
- Parks and Recreational Facilities: Two Section 4(f) resources are documented in the Study Area: Fairland East Elementary School Playground and Cox Landing Elementary School playground
- Noise: 195 noise-sensitive receptors are located within 500 feet of Alternative 1. 225 noise-sensitive receptors are located within 500 feet of Alternative 2. 330 noise-sensitive receptors are located within 500 feet of Alternative 3.
- Underserved Populations: The study area contains minority, low-income, and senior households.

■ Natural Resources

- Physiography and Topography: The Study Area is located within the Western Allegheny Plateau ecoregion with consists of temperate broadleaf and mixed forests. The main topographic characteristics of the Study Area are the hills present on both sides of the Ohio River and the Ohio River itself.
- Soils and Farmlands: 10 of the 23 soil series identified in the Study Area are designated by the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) as prime farmland soils. These soil series are located on either side of the Ohio River.
- Air Quality: The KYOVA Region is in attainment as established by the National Ambient Air Quality Standards.
- Aquatic Resources: Aquatic resources found in the Study Area include streams, freshwater emergent wetlands, freshwater forested/shrub wetlands, freshwater ponds, and the Ohio River.
- Floodplains: The Project passes through the 100-year floodplain and the Federal Emergency Management Agency (FEMA) designated floodway. The Project is a bridge and would be built to all updated codes and regulations.
- Hazardous Materials Sites: An Environmental Record Search report was compiled for the Study Area to determine the presence of hazardous materials sites. A total of 175 records were identified in the Study Area.
- Protected Species: The unofficial Information for Planning and Consultation (IPaC) tool identified 13 federally protected species in the Study Area. Based on the ODNR Natural Heritage Database Program (as of January 14, 2025) and WVDNR Natural Heritage Program (as of January 14, 2025), 24 state protected species occur in the Study Area.
- Drinking Water: Based on information gathered from the OH Environmental Protection Agency (OEPA) and WV Department of Health and Human Resources, no sole source aquifers are located within the Study Area. However, all three alternative alignments contain Public Water Supply Protection Areas, specifically zones of critical concern.

- Cultural Resources: 24 architecture sites and 12 archaeological sites were identified within the Study Area.

8.3 What are the issues that need to be considered during NEPA, including potential resource impacts and potential mitigation requirements (if known)?

The resources that will require further analysis and evaluation for potential impacts during NEPA are outlined in the **PEL Study Report Section 5.0**. An updated assessment of the above listed social, natural, and cultural resources will be necessary, along with an assessment of any emerging factors that will play a part in decision making.

Mitigation coordination is anticipated for the following resources:

- Aquatic resources
- Wetland and stream habitat
- Parks and recreation resources, Sections 4(f) and 6(f)
- Noise
- Conservation easements
- Community resources
- Threatened and endangered species
- Viewsheds

Federal, state, and local agencies that are responsible for a specific resource would be coordinated with and mitigation would be determined on a case-by-case basis.

8.4 How will the planning data provided need to be supplemented during NEPA?

Environmental data were reviewed using a planning level of detail to evaluate potential impacts to resources that included GIS desktop reviews, freely available database inquiries, and imagery review. Additional analysis will be required for the limits of the alternatives during NEPA to examine the potential resource impacts and potential mitigation requirements. Consultations with appropriate agencies and continued public involvement will also be required.

9.0 List environmental resources you are aware of that were not reviewed in the PEL study and why.

Indicate whether or not they will need to be reviewed in NEPA and explain why.

The following resources were not reviewed or not reviewed in depth as part of the PEL Study and may need to be evaluated in the NEPA phase depending on the NEPA class of action and the context of the preferred alternative:

- Energy
- Utilities
- Visual resources
- Traffic noise analysis

These resources were not reviewed as it was determined that their review would not assist in the development of the PEL Study Alternative Analysis.

10.0 Were cumulative impacts considered in the PEL study?

If yes, provide the information or reference where the analysis can be found.

The PEL Study did not consider cumulative impacts.

11.0 Describe any mitigation strategies discussed at the planning level that should be analyzed during NEPA.

Completing any of the build alternatives would be anticipated to result in unavoidable impacts to the wetlands and other aquatic resources that are presumed to be waters of the US. Construction of build alternatives would potentially impact the Ohio River and multiple nearby streams.

A proposal for the purchase of compensatory mitigation credits from a combination of USACE approved mitigation banks to offset unavoidable impacts to wetlands and other aquatic resources will be explored during NEPA. Mitigation strategies are further discussed in the **PEL Study Report Section 5.7**.

12.0 What needs to be done during NEPA to make information from the PEL study available to the agencies and the public? Are there PEL study products which can be used or provided to agencies or the public during the NEPA scoping process?

The PEL Study and appendices produced during the PEL process will be integrated into NEPA to reference the study's decision-making process. Project information contained in the PEL reports have been published on the Project's website and presented to the public and agencies at various meetings throughout the PEL process.

13.0 Are there any other issues a future project team should be aware of?

There are no additional issues at this time that a future project team should be made aware of other than what has been detailed in this PEL Study and associated appendices.

14.0 Provide a table of identified projects and/or a proposed phasing plan for corridor build out.

The proposed corridor build-out is anticipated to be implemented in phases based on funding availability, priority needs, and constructability. The table below summarizes each major project component and the anticipated phasing strategy.

Phase	Project Component
Phase 1	Preliminary Engineering and NEPA
Phase 2	Right-of-Way Acquisition and Utility Coordination
Phase 3	Bridge Construction

15.0 Provide a list of what funding sources have been identified to fund projects from this PEL.

Funding for the proposed improvements has not been identified and most likely will require a mix of federal and state sources to implement the full corridor improvements. Potential federal and state funding sources are summarized in the **PEL Study Report Section 10.0**.

End of Report