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THREE WAY WATER TIE-IN INCREASES SYSTEM RELIABILITY

An approximately \$180,000 three-way water tie-in project between Hammond PSD, the Village of Beech Bottom and the City of Wellsburg is scheduled to begin mid-July. The cost includes the bid, engineering fees and a 5% construction contingency.

The project will interconnect the three water systems to enable water from one system to be safely transferred to another system in times of emergency. Over the past few years, the need for the transfer has become apparent due to either drought conditions affecting the water source or mechanical breakdowns.

Currently the systems perform this transfer during emergency operations using fire hose from one hydrant in a system to a hydrant in the adjacent system. This method is subject to vandalism and freezing conditions and technically does not provide potable water since the fire hoses cannot be adequately disinfected. The proposed system will offer a permanent metering system through underground water lines installed in accordance with West Virginia Department of Health requirements.

The first water tie-in between Hammond PSD and the City of Wellsburg consists of approximately 715 linear feet of waterline. These two systems operate at nearly the same hydraulic grade lines which ensures an uneventful water transfer.

The second tie-in between Hammond PSD and Beech Bottom consists of approximately 234 linear feet of waterline, 40 feet of which is a stream crossing. Since Hammond PSD operates at a much higher pressure than the Beech Bottom system, this connection will be a one way flow from the PSD to Beech Bottom. A pressure reducing valve is located near the tie-in point that will enable the water pressure from the PSD to be reduced to match closely with the Beech Bottom pressure.

Brooke County Commission submitted a request for \$85,000 through an IJDC application. Other funding sources include a Brooke County EDA grant (\$3,000), City of Wellsburg (\$5,250), Village of Beech Bottom grant (\$9,250), Hammond PSD grant (\$9,291.62), Wheeling Island Gaming grant (\$500.00), Business Development Corporation of the Northern Panhandle grant (\$5,000), Chesapeake Energy grant (\$10,000), Brooke County Commission grant (\$5,000) and Governors Community Partnership grants (\$37,500). Because funding came up short, the Brooke County Commission provided an additional \$2,500.

James White Construction is the contractor with an actual bid of \$167,864. It is anticipated the project will be completed within two weeks once all material is on site.

BHJ METROPOLITAN
PLANNING COMMISSION
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FROM THE EXECUTIVE DIRECTOR

One door closes and another opens. I'm sitting here reflecting back on what we've collectively accomplished over the last five months since I've assumed the leadership at BHJ.

First, a new four-year Transportation Improvement Program and the Overall Work Program and Budget for Fiscal Year 2016 were adopted in May.

Secondly, through the strategic partnership with the Brooke-Hancock Brownfields Task Force, the Business Development Corporation of the Northern Panhandle was able to secure three US EPA Cleanup Grants for Brownfield Sites in Brooke and Hancock counties.

Third, by engaging in meaningful conversation and cooperation, the Brooke-Hancock Regional Planning and Development Council adopted a list of Regional Transportation Priorities.

The new Transportation Improvement Program, or TIP, entails approximately \$60 million in obligations over a four year period (FY 2016 through 2019; beginning July 1, 2015 and ending June 30, 2019) for highway, bridge, and public transportation projects in our three-county region. The TIP also includes a Bicycle Planning Project for Jefferson County and promotion of the Commuteinfo.org® Program, our commuter rideshare/vanpool partnership with Southwestern Pennsylvania Commission in Pittsburgh, PA.

Although the US EPA did not award an \$800,000 request in program funds for Phase 1 & 2 assessments in Brooke and Hancock counties, the Business Development Corporation of the Northern Panhandle was successful in obtaining a Cleanup Grant for three sites: former Wheeling Corrugated Plant, Beech Bottom, Brooke County, WV; Brooke Glass, Wellsburg, Brooke County, WV; and Taylor Smith & Taylor, Chester, Hancock County, WV. Good news indeed, the award continues our quest to create new revenue producing sites and generate jobs through the redevelopment of older non-functioning commercial and industrial sites in the Upper Ohio Valley.

And lastly, the transportation priorities adopted by the BH Regional Council and the BHJ Transportation Study Policy Committee. Ranked by order of priority, these include the realignment of State Route 2 through New Cumberland, widening the intersection of State Route 2 at Washington Pike in Wellsburg, and eliminating the threat of rock and landslides throughout all of State Route 2 in Brooke and Hancock counties. Other important projects include two in Weirton; the continued widening of Pennsylvania Avenue and eliminating the traffic signal at the Freedom Way-Birch Drive intersection.

Stay in touch and let's keep looking ahead to another productive New Year.

Your faithful and humble servant,

Michael J. Paprocki



MEET OUR SUMMER INTERN



BHJ's co-op intern this summer is Shawn Dienger. He is a student at the College of Design, Art, Architecture and Planning at the University of Cincinnati majoring in Urban Planning. Previously he interned with the City of Sharonville Building & Zoning Department and the Spring Grove Cemetery and Arboretum in Cincinnati.

Shawn is a member of the Class of 2015 and will graduate at the end of the summer. With no firm plans in place yet, Shawn said, "Post-graduation I will be looking for an Urban Planning job. No idea where. Pretty much wherever I can find a job I will enjoy." Shawn has much to offer with his proven leadership skills and ability to work well in groups. In addition, he is a creative thinker and has outstanding technical and communication skills.

He is the second youngest of 5 children and grew up in Loveland, a northeastern suburb of Cincinnati. His sister, Maria, is also an Urban Planning Major and graduated from the same program as Shawn this past semester.

Shawn is an avid sports fan, especially soccer. His favorite team is Manchester United. He also like the Reds and the Bengals (Remember—he is from Cincinnati). He also ran cross country in

high school and continues to run on his own on a regular basis.

FOUR LANE RESURFACING PROJECT IN STEUBENVILLE

ODOT District 11 reports that work is under way on a \$3.9 million project to resurface the four-lane section of U.S. Route 22/State Route 7 at Steubenville in Jefferson County. U.S. 22/SR 7 will be resurfaced from University Boulevard to the southern SR 213 intersection. Additionally, work includes concrete joint repairs, full-depth concrete pavement repairs, and barrier wall replacement.

Work the first week included an eastbound shoulder closure on U.S. 22 for saw cutting by the barrier wall, and a temporary lane closure on SR 7 northbound to allow for measurements of the barrier wall inlets. One-lane will be maintained in each direction during construction.

ODOT's contractor is Shelly & Sands, Inc., from Columbus, Ohio, and the completion date is mid-October 2015.



BDC HAS AN AGGRESSIVE MARKETING PLAN

The Business Development Corporation of the Northern Panhandle (BDC) has developed a unique means to market their brown-field sites. The BDC recently created a Site Portfolio of available real estate on YouTube.

Patrick Ford, executive director of the BDC, explains the advantage of using social media.

“YouTube videos have allowed us to reach prospects on a very personal level, giving them a flavor of our sites and community as well as connecting them with our local market. Social media provides a way to further connect with our prospects and boost our real estate marketing efforts. Most real estate site location consultants are relying heavily on social media, because it allows the consultants to digest a lot of information in a short period of time, which, in turn, allows them to narrow their scope of sites from hundreds to a dozen much quicker. This is important, considering we are marketing to prospects nationally and internationally. Then, the site consultants can visit the sites.

Understanding this, we need to tell our story in 3 minutes. We also need to convey the following with each video:

1. Why they should pick our site and community.
2. How they can contact us.
3. We are authentic. Our personality needs to show in the videos.
4. Something that will be unique, excite, or surprise the prospect.
5. Tell a story.

All prospects interested in our area can now receive a brochure, YouTube video, and demographic and labor statistics. Since time is of the essence in most real estate transactions, this approach keeps us at the forefront of best practices and marketing techniques.

We received a marketing grant from the West Virginia Development Office. The grant is being used to fund a consultant, Alexa Frankovitch, to prepare marketing videos and brochures for major sites that bode well for employment generators in Brooke and Hancock counties. Alexa is a graduate of Wheeling Jesuit College and will be attending Chatham College in Pittsburgh for graduate school.”

These videos were made possible from a marketing grant from WV Governor Earl Ray Tomblin and WV Secretary of Commerce Keith Burdette. All of the are buildings and sites were abandoned, dilapidated, and contaminated.

Wheeling Corrugating Plant

<https://www.youtube.com/watch?v=y7qMfg5EgFg>

Jimmy Carey Stadium

<https://www.youtube.com/watch?v=AcgA7SwDeUU>

Brooke Glass

<https://www.youtube.com/watch?v=NXemLrUWQck>

Taylor, Smith & Taylor Pottery Site

<https://www.youtube.com/watch?v=dTrCJ7wJ4ZA>

Weirton Heights Volunteer Fire Station

<https://www.youtube.com/watch?v=Ddjavb3jO1Y>

The Beech Bottom House

<https://www.youtube.com/watch?v=5DienDusDwo>



Additional videos are being produced for Colliers Steel, Before and After video of the repurposed Weirton Heights Fire Station (now a restaurant), Two BAD houses that we are deeding to the Salvation Army and Weirton Christian Center for community parks, Two abandoned buildings in Weirton for commercial/light industrial use and Memorial Stadium repurposed into a \$5 million Chrysler Dealership

PHOTOS OF AVAILABLE BROWNFIELD SITES

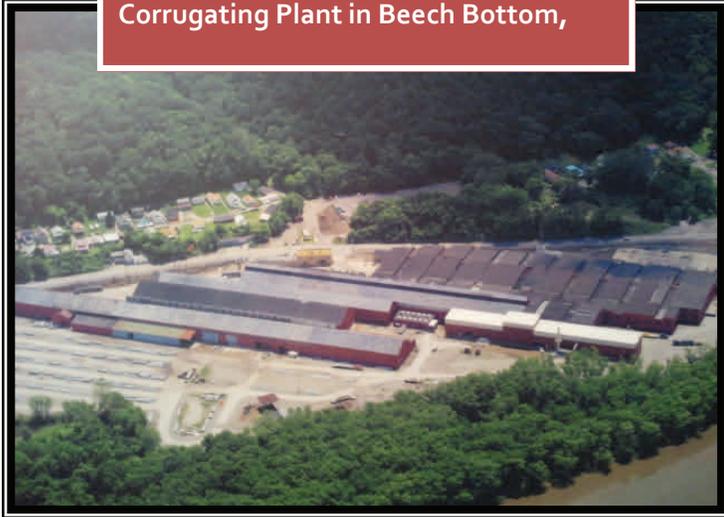


TS&T Site in Chester After Demolition



The 2015 Weirton Leadership Class tours a home in Beech Bottom and learns what is involved in renovating abandoned housing.

Aerial View of the former Wheeling Corrugating Plant in Beech Bottom,



A repurposed volunteer fire house is transformed into Domino's. A YouTube video is currently in production.

Inside Corrugating Plant showing one tenant—Jupiter Aluminum. Photo includes Senator Manchin, Ron Nuckles, plant manager, David Smith, sole investor & Pat Ford.



OUT OF THE PAST

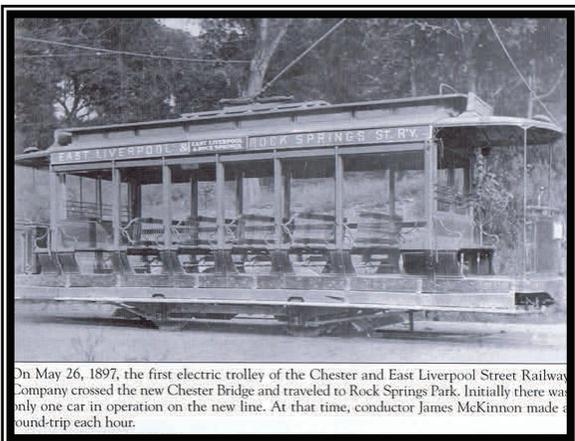
Information for this article was obtained from Wikipedia and the East Liverpool Historical Society and the Rock Springs Park facebook page (used by permission)

In Chester, WV where land was bought by the state of West Virginia for the rerouting of U.S. Route 30 and the construction of the Jennings Randolph Bridge over the Ohio River, there once stood a popular entertainment center known as Rock Springs Park.

The area actually began attracting people as early as 4,000 years ago. The Archaic Indians once thought of the spot as a sacred hunting ground. In early Colonial America, George Washington visited the vicinity on two separate occasions. In July 1758, his journal states that he was on Babb's Island, just across from the site on the Ohio River. Later, in October 1770, he reportedly camped near the park entrance and drank from the mineral waters of Rock Springs

In 1857, before becoming an amusement park, Rock Springs Grove (as it was known at the time) was donated by the Marks Farm for church picnics. Wharfmaster Patsy Kernan then leased the property and arranged for his ferryboat, the Ollie Neville, to carry picnickers from East Liverpool, Ohio across the Ohio River to the grove.

During the late 1880s and early 1890s, the park continued to be operated as a picnic grounds and was slowly improved by the addition of a dancing pavilion, eating areas, and a small merry-go-round. In 1896 the park was purchased by the owners of the East Liverpool Bridge Company and plans were adopted to construct a huge amusement park covering the bulk of the property. The new proprietors spent over twenty-five thousand dollars on a new enclosed dancing pavilion which could accommodate five thousand people. They also built a modern cafe, a shooting gallery and bowling alley, and three roller coasters. With the opening of the Chester Bridge in January of 1897 and the new street-car line, an estimated five thousand people flocked to the new park on its Memorial Day opening. Rock Springs Park officially opened on May 26, 1897, when the first trolley of the East Liverpool Street Railway Company crossed the new Chester Bridge and traveled to the park. New structures included a main pavilion, a midway, a new merry-go-round, and bathhouses.



On May 26, 1897, the first electric trolley of the Chester and East Liverpool Street Railway Company crossed the new Chester Bridge and traveled to Rock Springs Park. Initially there was only one car in operation on the new line. At that time, conductor James McKinnon made a round-trip each hour.

In 1900 C.A. Smith purchased the park and in subsequent years added numerous new attractions. A ". . . magnificent 150-light, multicolor electrical fountain ..." was added in 1901. Two years later he added the "Old Mill," a boat ride in a zig-zag course through a building fifteen hundred feet long divided into seven large rooms; a "laughing gallery;" "mechanical wings;" and a "pleasure palace" containing electric machines and music boxes. When the new fourteen hundred seat vaudeville theatre with a stage 40 by 70 feet was opened in May of 1903, it inspired the editor of the Tribune to state that the improvements had made the park ". a veritable paradise of cool comfort, green grass, delightful shade by day and an electric wonder by night" In 1904 an artificial lake, a bath house, and a swimming pool measuring 70 by 170 feet were constructed.

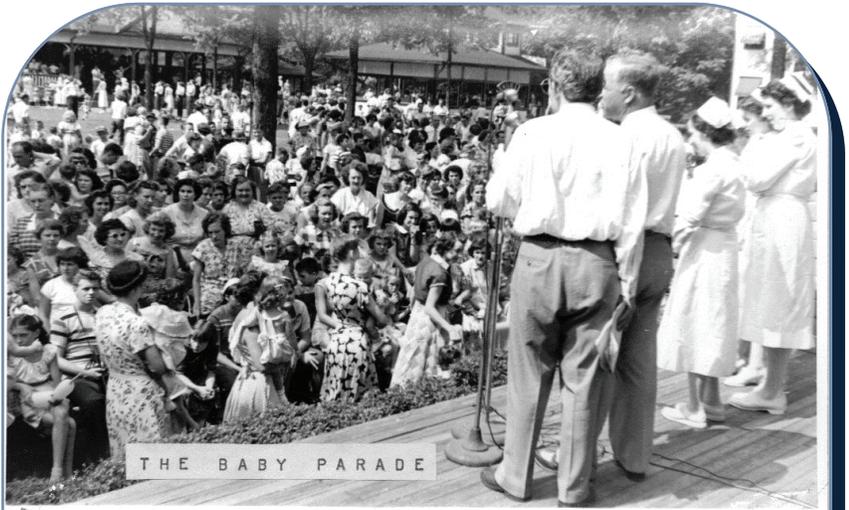
Throughout the balance of the decade, new rides, including the "shoot-the chutes," the scenic railway, and a larger roller coaster and merry-go-round were added. Special excursion rates on the railroad from Pittsburgh, Wheeling, and other tri-state locations encouraged visitation; tourists kept the park crowded throughout its summer seasons. Following the annual closing of the park

ROCK SPRINGS PARK—CHESTER, WV

in September of 1906, park officials reported that approximately 125,000 people had taken advantage of the excursion fares. In addition to providing a place for children and adults to picnic, frolic, and experience the thrilling rides, the park was an economic benefit to East Liverpool and the surrounding area. By 1906 Rock Springs Park employed over 350 workers at its numerous attractions. In addition, local potteries received many orders for dinnerware sets from out-of-town visitors and supplied souvenir plates for the park. (Source of Information: The City of Hills and Kilns. Life and Work in East Liverpool, Ohio William C. Gates, Jr. East Liverpool Historical Society, (1984)pp. 244-45.)

In later years, the park was the scene of sporting events as well as beauty, talent and dance contests.

In the years of 1914, 1915, and 1917, fires destroyed the Casino, the Old Mill, and structures near the lower gate entrance, respectively.



Robert Hand, the final owner, passed away after the 1970 season and the Park never opened again. After his death, many of the portable flat rides were sold and removed with the exception of the Cyclone roller coaster, Aeroplane circle swing, carousel, and kiddie rides remained along with empty buildings as a reminder of what once was.

On June 26, 1974, the Last Dance at Virginia Gardens (the park's dance hall) was held as the final event at Rock Springs Park before the rerouting of U.S. Route 30 began which would take the highway straight through the old park. More than 1,000 people attended the Last Dance, bringing life to the park one last time.

By the end of July 1974, the 21 structures still remaining were auctioned off. Once the site was clear and the lake drained, earthmovers came in and cut the mountain into two, effectively wiping out almost any recognizable trait of what was once Rock Springs Park. Soon, the project was complete and the new Jennings Randolph Bridge crossed the Ohio River, replacing the old Chester Bridge that once brought in park patrons.

To read more go to the East Liverpool Historical Society website (<http://www.eastliverpoolhistoricalsociety.org/rockspringspark>) and learn about the owners and how the park grew and the fire in 1915 that left three dead. Also take a look at the Rock Springs Park Facebook page.

CALENDAR

August 3	Executive Committee	Noon
August 12	Brooke-Hancock Regional Council	4:30
September 7	Labor Day—BHI Office Closed	
September 8	Executive Committee	Noon
September 23	Technical Advisory Committee Meeting Full Commission Meeting	10:30 Noon
September 30	Brooke-Hancock Task Force	Noon

Appalachian Regional Commission
www.arc.gov

Brooke County Economic Development Authority
www.brookewv.org

Brooke Pioneer Trail Assoc. Inc
www.brookepioneertrail.org

**Business Development Corporation
of the Northern Panhandle**
www.bhbdc.org

CHANGE, Inc.
www.changeinc.org

City of Steubenville
www.cityofsteubenville.us

CommuterInfo
www.commuterinfo.org

Jefferson County Chamber of Commerce
www.jeffersoncountychamber.com

Ohio Department of Transportation
www.dot.state.oh.us

State of Ohio Government Information
www.ohio.gov

State of West Virginia Government Info.
www.wv.gov

Top of WV Convention and Visitors Bureau
www.topofwv.com

U.S. Census Bureau
www.census.gov

U.S. Department of Transportation
www.dot.gov

U.S. Economic Development Administration
www.commerce.gov

Village of Wintersville
www.wintersville.net

Weirton Chamber of Commerce
www.weirtonchamber.com

West Virginia Department of Transportation
www.transportation.wv.gov

West Virginia Development Office
www.wvdo.org

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