

Appendix A
Bridge System Study History
Prepared by BHJ Staff

- May 21, 2003** Brooke-Hancock-Jefferson Metropolitan Planning Commission, BHJ Office. Upon a 14 yes and 1 no vote, the consultant's recommendations were accepted.
- March 19, 2003** The BHJ Technical Advisory Committee (TAC), BHJ Office. Upon a 12 yes and 0 no vote, the consultant's recommendations were accepted.
- March 12, 2003** Meeting #8 at the Wellsburg Fire Hall. Bridge Advisory Committee (BAC) considers the consultant's recommendation through an advisory vote. Upon a 22 yes and 0 no vote, the consultant's recommendations were accepted.
- January 15, 2003** Meeting #7 at the Steubenville Holiday Inn. BAC hears the consultant's recommended bridge scenario.
- November 18, 2003** DOT's bridge consultant and BHJ meet to review project status, expectations, predictable outcomes and next steps at Marietta, Ohio.
- November 13, 2002** Public Information Meeting for general public to review and provide comment upon project preliminary review at the Millsop Center, Weirton.
- October 22, 2002** Meeting #6 at the Millsop Center, Weirton. BAC evaluates the preliminary analysis for combined bridge alternatives.
- September 3, 2002** Meeting #5 at the Brooke County Library. BAC determines a northern bridge option and evaluates next steps.
- July 9, 2002** Meeting #4 at the Steubenville Holiday Inn. BAC discusses the results of the comparative analysis of bridge scenarios.
- July 1, 2002** Study Consultant, Pflum, Klausmeier & Gehrum (PKG) is merged with Edwards and Kelcey, Inc. (EK). No change in individuals on study staff.
- May 29, 2002** DOT', bridge consultant and BHJ meet to review preliminary bridge scenarios at Marietta, Ohio.
- April 10, 2002** Meeting #3 at the Millsop Center, Weirton. BAC reviews and discusses the proposed methodology for comparative analysis.
- March 13, 2002** Meeting #2 of Phase 2 BAC reviews and discusses evaluation criteria at the Brooke County Library.
- February 6, 2002** Phase 2 kick-off meeting held with the Bridge Advisory Committee at the Steubenville Holiday Inn.

- January 10, 2002** Consultant coordination meeting prior to Phase 2 kick-off held in Marietta, Ohio.
- August 1, 2001** PKG submits revised scope of work for Phase II.
- July 11, 2001** Twelve (12) attendees representative of BHJ, ODOT and WVDOT met in Marietta, Ohio to complete a final review of the Phase II scope of work. “It was agreed by July 27th the consultant would provide the final scope of services, a suggested amended consultant agreement and statement of cost.”
- November 15, 2000** A preliminary “Prospectus” (Revised Scope of Work), as reviewed by both state DOT’s is faxed to BHJ by WVDOT.
- August 25, 2000** Nino Brunello (ODOT) e-mails BHJ and states “... I’ve finished the validation process and handed the model over to Burgess and Niple (Bridge modeling consultant).”
- August 18, 2000** Elected Officials Meeting in Steubenville to review Phase 1 Study. BHJ Staff prepares and presents a 30 point question-answer document. Forty-seven (47) persons attend.
- August 11, 2000** Nino Brunello (ODOT) e-mails BHJ and indicates “the internal-external model and the updated external-external trip table for the base year are complete. I should be finished by the 25th.”
- July 31, 2000** BHJ forwards final draft Scope of Services to state DOT’s. Requests comment within five days.
- June 6, 2000** Letter from BHJ to PKG states “you are formally notified to commence work on Part 2 of the two-part study called the Ohio River Bridge System Needs and Location Study.”
- June 6, 2000** With ODOT representation (Greg Gurney), WVDOT representation (Don Bailey and Richard Warner), BHJ representation (John Brown, Lisa Kush, Mike Paprocki and Shawn Price), and PKG representation (Jack Pflum), a formal Notice to Proceed statement and letter for Phase 2 was provided to PKG Consultants.”
- May, 2000** Phase I Final Report. Upper Ohio Valley Bridge System Study forwarded to BHJ and funding agencies.
- May 25, 2000** BHJ Commission adopts Phase I Report.
- May 3, 2000** BHJ Bridge Advisory Committee recommends Draft Phase I Report.

- September 22, 1999** Pflum, Klausmeier & Gehrum Consultants, Inc. and the BHJ execute an agreement to complete Phase I Needs Analysis for the Upper Ohio River Needs and Location Study.
- August 24, 1999** WVDOT, ODOT and BHJ select a preferred consultant to complete the regional bridge study.
- July 20, 1999** Project review meeting #3 in Charleston to determine consultant short-list.
- June 17, 1999** Project review meeting #2 in Steubenville to solidify project financing.
- June 14 and 21, 1999** Legal advertisement in Charleston Daily Mail and Columbus Dispatch. Individualized mailings sent to 37 consultants.
- April 29, 1999** Project review meeting #1 in Charleston.
- April 28, 1999** WVDOT submits Project Prospectus.
- March 2, 1999** BHJ submitted consultant scope of work and advertising statements to the West Virginia Department of Transportation (WVDOT).
- February 9, 1999** BHJ met with Richard Warner, WVDOT Director of Urban Studies, to review bridge study history and needs to finalize a contract.
- December 30, 1998** BHJ met with the Suzann Gad, ODOT Planning Administrator. A list of consultants was provided. Technical service costs were estimated. Advertising requirements were evaluated.
- December 3, 1998** John Brown met with WVDOT staff in Charleston to overview proposed Bridge Study.
- September 16, 1998** BHJ Commission directed staff (1) to finalize a scope of study (2) to prepare a request for proposal and (3) to determine funding source(s) for a “Bridge System Needs and Location Analysis for the Steubenville-Weirton Metropolitan Statistical Area.”
- June 18, 1998** BHJ Commission postponed “Bridge System Needs” discussion until a new Executive Director was in place. Mr. Schwertfeger asked Brooke County be kept apprized of progress.
- March 19, 1998** The BHJ Technical Advisory Committee recommended BHJ staff pursue discretionary funds with WVDOT and ODOT for a consultant study for a regional bridge study.
- February 18, 1998** Funding/RFP preparation meeting for a Bridge System Study held in Charleston, WV. WVDOT, ODOT and BHJ representatives were in

attendance. It was concluded the Study would be prepared by a consultants.

- February, 1998** BHI staff prepared a Scope of Study Outline to be discussed with WVDOT. The narrative to the outlined stated “BHI staff does not have the financial nor technical resources to adequately address all issues. It is anticipated the proposed study will be designed to meet the requirements of a Major Investment Study (MIS) and will serve as the proposed Corridor Study referenced in BHI’s Overall Work Program.”
- February 6, 1998** Preliminary draft letter from Samuel Beverage (Commissioner/Ohio Department of Transportation) stated, “Our verbal commitment to assist in this effort was given during BHI’s meetings on September 18, 1997. The approach discussed for the location study has been to pick up where the new plan leaves off, and take the proposal to the next level. This would complete the planning phase and would provide for an easy transition to project development when we are able to direct financial resources to the project.”
- January 29, 1998** BHI 2020 Regional Transportation Plan adopted. Plan stated, “It is recommended BHI continue to pursue the implementation of this project in several ways. First, a study should be implemented which will identify the best location and a more accurate cost of the proposed structure. This study should be conducted jointly with both Ohio and West Virginia Departments of Transportation. Along with the study, it is recommended that BHI staff work closely with the local elected officials to pursue a dedicated source of funding and funding options such as a bridge toll for this structure.”
- October 29, 1997** The Ohio Department of Transportation held a public meeting with BHI and representatives of Steubenville, Weirton, and Jefferson County to explain the current condition and future plans for the Ft. Steuben Bridge.
- September 1997** BHI staff prepared “Preliminary Report on the Impact of Closing the Fort Steuben Bridge.” Staff concluded “the information provided by the travel demand model has indicated that the closure of the Fort Steuben Bridge will result in increased congestion, more restricted traffic flows, and therefore have negative impact on regional transportation flow and air quality.”
- September 24, 1997** The Wells Township Civic League (Brilliant, Ohio) submitted a letter to BHI in support of the proposed bridge study.
- September 18, 1997** At a regular meeting of the BHI Policy Committee, a motion was passed requesting WVDOT initiate a “Bridge Location Study.” The study

purpose was “to identify a site for the proposed new Ohio River crossing somewhere near Wellsburg, WV.”

- September 5, 1997** Brooke County Commissioners submitted a request to be placed on the BHI Policy Committee agenda to support a resolution for a “Bridge Location Study.”
- August 29, 1997** The West Virginia Division of Highways Commissioner, Fred VanKirk, submitted a letter to Brooke County Commissioners and stated “...the proposed bridge has been included in BHI’s long-range transportation plan for your area since 1994. The Department of Transportation and the Division of Highways cooperated with BHI in the development of the plan, and we concur with its contents. Both offices will assist BHI in revising the plan, in fact, that effort is already underway. I would suggest that you ask the BHI staff to include your proposal on the agenda for the next meeting.”
- August 11, 1997** BHI submitted a letter to the West Virginia Division of Highways Commissioner, Fred VanKirk, outlining the history of the proposed bridge and reaffirming BHI’s support for such a project.
- July 17, 1997** At the last BHI public hearing for the Year 2020 Transportation Plan, officials from Follansbee and Mingo Junction lent their support to the possible construction of a bridge linking Mingo to an area of Brooke County between Follansbee and Wellsburg.
- July 3, 1997** Governor Underwood acknowledged receipt of the Brooke County Commissioner letter and the forwarding of his request to the West Virginia Division of Highways, Fred VanKirk.
- June 23, 1997** Brooke County Commissioners submitted a letter to West Virginia Governor Underwood and requested consideration of a new bridge in the Northern Panhandle to connect at either Cross Creek or Buffalo Creek. The letter was forwarded to the Commissioner of the Division of Highways, Fred VanKirk.
- July 28, 1995** WVDOT rated the Market Street Bridge in “poor” condition and the Veterans Bridge in “good” condition. ODOT rated the Fort Steuben Bridge in “fair” condition. “When something is to poor condition, according to the state rating system, it is still doing the job, but only barely. Structures in poor condition are not in imminent danger of collapsing, but they should be repaired.” (Herald-Star July 28, 1995, Page 1B).
- May 31, 1994** The BHI Year 2015 Transportation Plan was adopted. The Plan identified the construction OF A NEW Ohio River Bridge crossing between

Follansbee and Wellsburg as a primary project. “It would serve to alleviate much of the congestion currently realized on State Route 2 through Follansbee and Wellsburg.”

June 3, 1993

The West Virginia Division of Highways lowered the weight limit on the Market Street Bridge from 13 tons to 5 tons after reviewing the results of an inspection by Burgess & Niple Ltd. of Parkersburg.

July, 1993

Community resolutions in support of retaining the Market Street Bridge were passed by the communities of Steubenville and Wintersville.

December 22, 1993

A press release from the office of U.S. Representative Douglas Applegate of Steubenville indicated Governor Gaston Caperton has assured Mr. Applegate there is no effort being made to close the bridge linking Steubenville and West Virginia, between Follansbee and Weirton. (Herald-Star). Mr. Applegate said, “Plans for the construction of a new bridge to link Brilliant with Wellsburg would not be affected by plans to keep the Market Street Bridge open.” Dennis Carpenter, Administrative Assistant to the District Six Engineer of the Division of Highways said, “We have announced we are interested in building a new bridge and that we will make such plans, but that is just about the only thing that is definite at this point. The Market Street Bridge can last for many, many years. It’s a very sound bridge.” (Dec. 22, 1993, Page 1).

July 22, 1993

Fred VanKirk (Commissioner/WV State Highway Engineer) in response to Mark Baldwin (City Manager/City of Wellsburg), stated in letter form, “The existing bridge is safe for its posted load limits. For future travel needs, however, we are preparing to perform a study which will include consideration of major renovation of the existing structure, replacement at the existing site or construction of a new bridge at another location. A major consideration in our study will be a new bridge near Cross Creek.”

January 19, 1993

Fred VanKirk (Acting Commissioner/WV State Highway Engineer) in response to Robert Sandercox (V.P. Bethany College) stated in letter form, “... such a bridge would also help alleviate the congestion on WV 88 as you have mentioned. We will consider the possibility of a new transriver crossing at Wellsburg, as well as other sites, during our study of West Virginia Route 2.”