

**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

## Public Meeting Frequently Asked Questions

### WV SR 2 / OH SR 7 Bridge – PEL Study

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?**

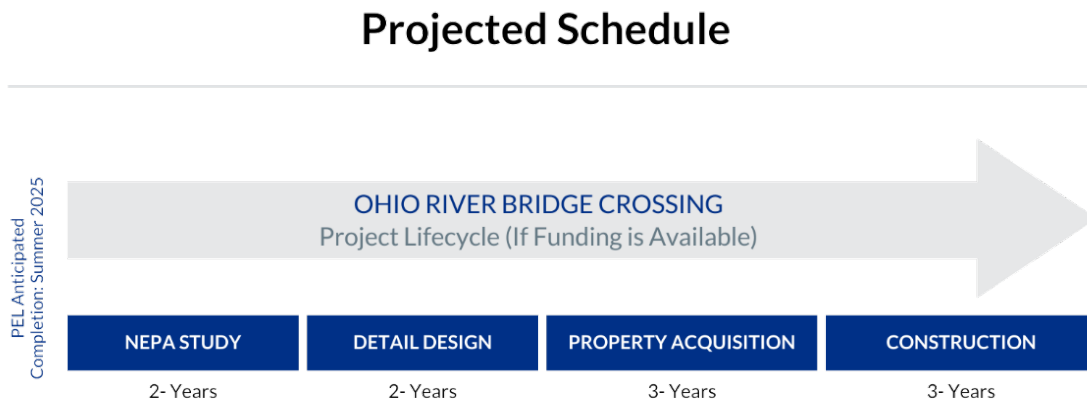
- A. No, in general, and only if the project moves forward through the NEPA process, any acquisitions that are deemed necessary due to final bridge design would comply with guidance as is stated in the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA). Acquisition would only 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:



**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?**



## **Public Meeting Frequently Asked Questions**

### **WV SR 2 / OH SR 7 Bridge – PEL Study**

- A. If the project moves into the NEPA Phase, an EIS would likely be required. 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 EIS for comment. You can sign up to receive project updates at the project website <https://ohioriverbridgecrossing.com/> using the “Stay Connected” tab.

