

Muskingum County Road 32—Bridge Street over Muskingum River (Philo-Duncan Falls Bridge)

Alternative C—Preferred Alternative - Bridge Street



Alternatives Developed and Considered

Four bridge alternative locations and a no-build option were evaluated. Specifically, we want input on the proposed preferred alternative location. A matrix of impacts for each alternative was developed. The bridge carries 4500 vehicles per day; the nearest alternate crossing is 5 miles to the south at Gaysport. The current bridge connection is vital to the communities of Philo and Duncan Falls. When the bridge is closed the community and school district is bisected and forced into 10 mile detours between their facilities and travel along Old River Road (County Road 6) which is curvy and closely follows the river. Any closures also greatly impact businesses and availability of goods and EMS coverage.

No-Build Option—Due to the connectivity needs of the community and transportation network, the no-build option is not recommended. When the bridge reaches an unsafe condition, it would require permanent full closure.

Existing Alignment at Bridge Street — Due to the costs associated with the detour costs and impacts to the school district and EMS service of an extended construction project, the existing alignment is not recommended.

Alternative A at Mound Road— Due to the potential settlement issues, increased pedestrian route of nearly 1/2 mile, Old River Road deficiencies, and impacts to Ohio Ferro Alloys site this alternative is not recommended.

Alternative B at Millers Lane— Due to the extended pedestrian distance of over 1/2 mile, changes to traffic patterns, Old River Road deficiencies, 11 potential right of way impacts, impacts to Ohio Ferro Alloys site and underground storage tank potential this alternative is not recommended.

Preferred Alternative

Alternative C at Bridge Street/adjacent to existing bridge— This is the preferred alternative because it has no changes to the traffic patterns, offers an improved pedestrian route, does not have settlement issues or impacts to Ohio Ferro Alloy site. Alternative C doesn't require additional work on Old River Road (CR 6) to maintain community connectivity.

Proposed Project Schedule:

Public Meeting—June 2016

Evaluate & Summarize Comments—July 2016

Environmental permits & evaluations— Complete Spring 2017

Right of Way Purchase process — Begin Spring 2017

Prepare final construction plans—Complete early 2018

Start construction—2018

Project completion—2020

Welcome to tonight's public meeting. We will provide project information and gain public input on the proposed bridge replacement over the Muskingum River. Thank you for attending this important project meeting.

Project Purpose

The existing bridge, which was built in 1953, is 5-spans with a total length of 828 feet and a width of 26 feet. Currently, the bridge is rated a 2 out of 10, meaning it is in serious condition. It is also load restricted and only able to carry 15 tons. This load restriction impacts the ability to move goods and services across the river. Because of the condition and load rating, the existing bridge is considered structurally deficient and functionally obsolete, and eligible for replacement with federal funds. The intent is to build a new bridge that:

- Is structurally able to carry loads up to 150% of legal
- Meet current and future traffic needs, both vehicular and pedestrian
- Provide a major river crossing to maintain a critical link in the transportation network

Give us your Comments:

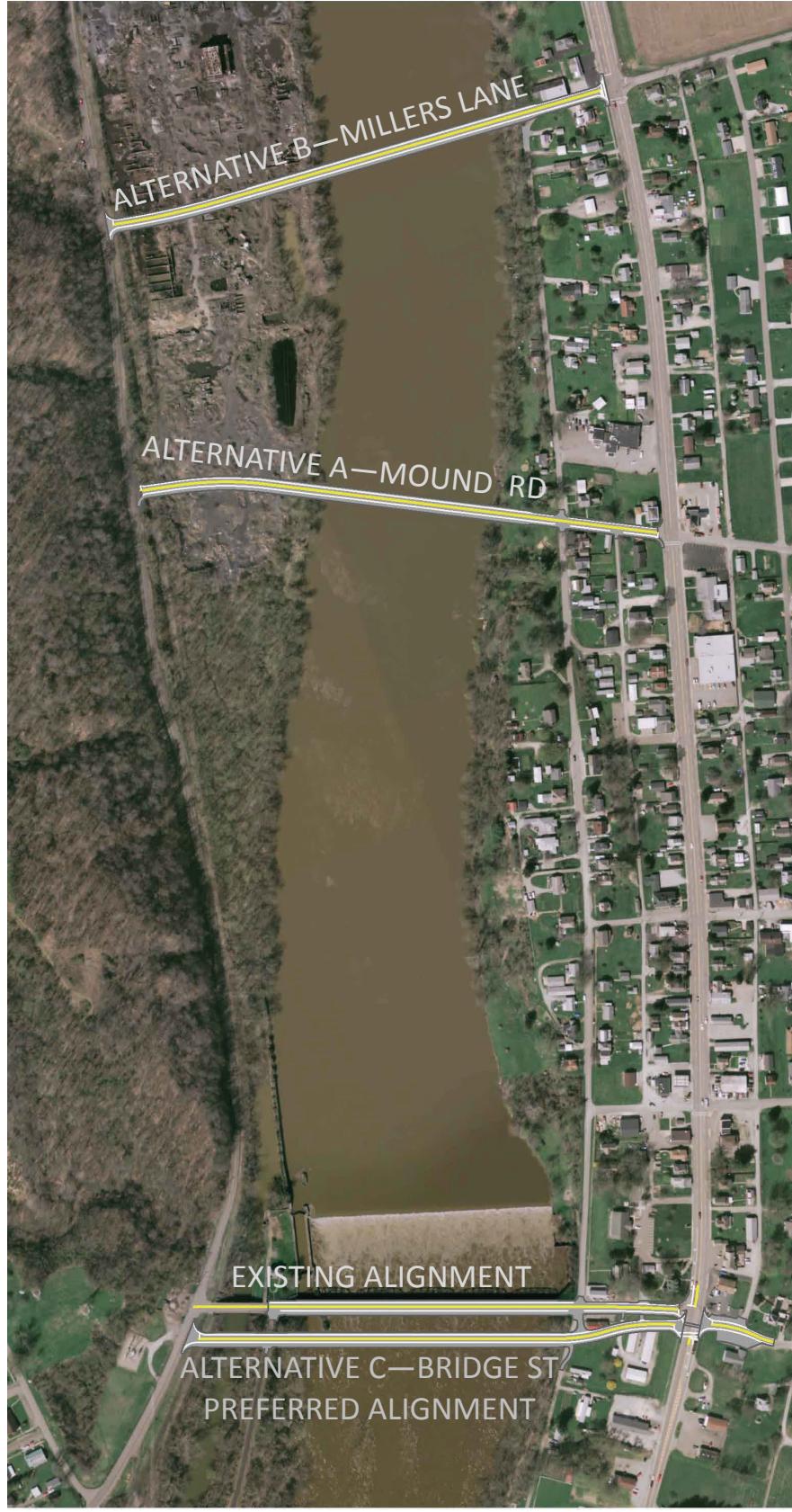
We are interested in your comments concerning the proposed recommended alternative. You may give verbal comments at the podium tonight, by writing on the comment sheet or via email to philobridge.mceo@rrohio.com. We will accept comments until July 16, 2016. After that, comments will be summarized and posted to our website. Anyone who provides a name and USPS address or email will receive a response.

Ongoing Info :

The summary of comments, future meeting announcements and periodic updates will be posted to our website at www.mceo.org. If you want to receive updates when we make any announcements, please sign up for our email list on the comment sheet or send an email to philobridge.mceo@rrohio.com.



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Alternative Comparison Matrix

Evaluation Factor	No Build Option	Existing Alignment	Alternative A—Mound Road	Alternative B—Millers Lane	Preferred Alternative C—Bridge Street
Roadway					
Length of Work	No Work Performed	1285' on Bridge Street	1640' on new alignment and 2500' on CR 6	1600' on new alignment and 3600' on CR 6	1800' on new alignment
Connection with Water St.	Yes, Existing Remains	Yes, Existing Improved	Yes, Existing Improved	No, Water St. Dead Ends	Yes, Existing Improved
Traffic					
Traffic Impacts	None initially, significant when bridge deteriorates to point of closure	Closure of existing bridge requiring detour; minor closures on SR 60	Existing bridge remains open; minor closures on SR 60 and CR 6; part width construction on Mound Road between Water Street and SR 60	Existing bridge remains open; minor closures on SR 60 and CR 6; short term closure of Millers Lane between Water Street and SR 60	Existing bridge remains open; short duration closures for intersection tie-ins at SR 60; minor closures on Circular Street
Construction Duration	None	2 seasons	2 seasons	2 seasons	2 seasons
Can the Existing Philo Bridge Remain Open?	Yes, except during repairs and eventual closure	No	Yes	Yes	Yes
Detour Duration	None	2 years	None	None	Short term to connect to road
Can Emergency Services Access be Maintained?	Yes	No	Yes	Yes	Yes
User Cost Associated with Detour	Very Substantial upon eventual closure	Very Substantial	None	None	Minimal
Signal at Intersection with SR 60?	Due to the limited sight distance, the signal will remain.	Due to the limited sight distance, the signal will remain.	Due to the limited sight distance, the signal will remain.	SR 60 and Miller's Lane signal will be removed; it does not meet warrants.	Due to the limited sight distance, the signal will remain.
Structure & Geotechnical					
Preliminary Length of Proposed Structure	None	790'	795'	830'	825' over Muskingum River, New culvert over canal water inlet
Roadway Subgrade/Embankment Issues	None	Existing embankment used; No settlement issues	Large amount of embankment; Greatest potential for settlement	Moderate amount of embankment, Moderate potential for settlement	Existing embankment used; No settlement issues
Parcels Impacted	None	5	5	10	11
Type of Impacted Parcels	None	4 Commercial, 1 Industrial	3 Commercial, 4 Residential, 2 Agricultural, 1 Industrial	4 Commercial, 4 Residential, 2 Agricultural, 1 Industrial	5 Commercial, 2 Industrial
Preliminary Total Takes	None	Fondales II, Former B&B Bait and Tackle	2 residences, 1 vacant lot, Gift Shop business	Former Hamilton Antiques Building	Former B&B Bait and Tackle, Storage Units
Permanent Right of Way	None	0.52 acres	3.51 acres	2.39 acres	2.2 acres
Temporary Right of Way	None	0.05 acres	0	0.01 acres	0.14 acres
Impacts to AEP Tower	None	None	None	None	Yes
Possible Hazardous Material / Petroleum Sites	None	None	Ohio Ferro Alloys Site	Ohio Ferro Alloys Site, 524 Main St (Potential LUST)	None
Wetlands or Streams Impacted	None	Muskingum River	Muskingum River	Sycamore Hollow	Muskingum River
Waterway Impact Length (For Causeway)	None	135'	260'	260'	135'
Public Impact After Construction					
Impacts to Pedestrians Between Philo and Duncan Falls	No Changes	Improved Pedestrian Facilities Along Bridge Street	2500' Walk Along Old River Road to Access Proposed River Crossing	3600' Walk Along Old River Road to Access Proposed River Crossing	100' Shorter Walk, Improved Pedestrian Facilities Along Bridge St
Impacts to Businesses	No Changes in Traffic Patterns	No Changes in Traffic Patterns	Changes in Traffic Patterns	Changes in Traffic Patterns	No Changes in Traffic Patterns
Impacts to Schools	No Changes in Bus Routes	No Changes in Bus Routes	Improved Access to Duncan Falls Elem.; Reduced Access to Athletic Fields	Improved Access to Philo High School; Reduced Access to Athletic Fields	No Changes in Bus Routes
Construction Costs	\$0.00	\$15,354,000.00	\$16,504,000.00	\$16,690,000.00	\$17,386,000.00
Right of Way Costs	\$0.00	\$163,000.00	\$432,000.00	\$182,000.00	\$260,000.00
Total Bridge Project Costs	\$0.00	\$15,517,000.00	\$16,936,000.00	\$16,872,000.00	\$17,646,000.00
CR 6 Costs (No \$ available)	\$0.00	\$0.00	\$739,000.00	\$938,000.00	\$0.00
Grand Total	\$0.00	\$15,517,000.00	\$17,675,000.00	\$17,810,000.00	\$17,646,000.00