

ADVERSE EFFECT FINDING

BRIDGEPORT BRIDGE
Wheeling, WV



June 2000

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STATEMENT OF DETERMINATION

The West Virginia Division of Highways (WVDOH) and the Federal Highway Administration (FHWA) are proposing to remove the old historic Bridgeport Bridge located adjacent to the new Military Order of the Purple Heart Bridge along US 40. Historically the Bridgeport Bridge carried traffic along US 40 between Wheeling and Wheeling Island from 1983 until 1992 when the bridge was replaced by the Purple Heart Bridge. The Bridgeport Bridge is listed on the National Register of Historic Places (Register) as one of three contributing structures for the Wheeling Island Historic District. Bridgeport Bridge is also independently eligible for its association with the National Road and its impressive architectural ironwork. The bridge location is shown on pages iii, iv, and v. In 1987 a MOA was developed through consultation with the West Virginia State Historic Preservation Office (WVSHPO) and FHWA (See Appendix A). The historic bridge was left in place after construction of the new structure as a way to minimize effects to cultural resources. An environmental assessment was also completed for this bridge replacement project to comply with the National Environmental Policy Act and a finding of no significant impacts was approved (See Appendix B).

The 1987 MOA designates monies allocated for demolition of the bridge to be used toward rehabilitation of the historic bridge. However, the cost to rehabilitate the bridge exceeds the cost of demolition. Therefore, WVDOH is proposing to remove the bridge. Removal of Bridgeport Bridge will cause an adverse effect to a historic resource.

In compliance with the Transportation Act, a Programmatic Section 4(f) has been completed for this project (see Appendix C). Recordation of the bridge per HABS/HAER standards has already been done and accepted by the National Park Service. This was a stipulation in the original 1987 Memorandum of Agreement.

This document is submitted pursuant to 36 CFR 800.11(e) (16 US 470) for comment by interested parties along with a proposed amendment to the original Memorandum of Agreement (MOA) (See Appendix D). Section 106 of the National Historic Preservation Act as amended, requires federal agencies with direct or indirect jurisdiction over a federally assisted or sponsored undertaking afford the Advisory Council on Historic Preservation a reasonable opportunity for comment. This undertaking will affect a property listed on the Register. This case report will provide such opportunity pursuant to 36 CFR 800.6.

DOCUMENTATION FOR CONSULTATION

Project Description

The proposed project is the removal of the Historic Bridgeport Bridge along US Route 40 connecting Wheeling Island in the state of West Virginia to Ohio. The Bridgeport Bridge spans the back channel of the Ohio River, a navigable waterway under jurisdiction of the USCG. The bridge is in a poor state of deterioration and not accessible to the public. Guardrails are positioned at both approaches of the structure to prevent entry.

Due to the poor condition of the bridge, WVDOH proposed to replace the bridge in the early 1980's. After a lengthy mediation process with resource agencies and the public the new Purple Hear Bridge was constructed downstream in 1992. Bridgeport Bridge was left standing after completion of the new bridge. As a result, a Memorandum of Agreement was signed in 1987 between the Federal Highway Administration and WVSHPO. In the MOA, a stipulation provided for the use demolition costs for the rehabilitation of old Bridgeport Bridge including pedestrian use. Stipulation #4 of the original MOA states that *rehabilitation of the existing bridge will be performed to a cost not to exceed the estimated cost of demolition*. However, the cost of demolition does not provide for sufficient cost to rehabilitate the bridge and since the time of the original MOA the bridge has

continued to deteriorate. In 1987, cost to rehabilitate the bridge was estimated to be \$2.5 million, while demolition of the bridge was estimated at \$750,000. Today the estimated cost of rehabilitation is \$6.8 million compared to \$1.2 million for demolition (See Appendix E). These estimates are based on rehabilitating the bridge to standards for pedestrian traffic. Without rehabilitation or removal, the bridge poses a risk to public safety. The liability associated with the public risk is the responsibility of the Division of Highways and the United States Coast Guard. Several deficiencies of the bridge are contributing factors to the need for removal. A copy of the (1982) Bridge Inspection Report is provided. This report was compiled prior to the incorporation of a mabey truss within the superstructure of the bridge and prior to construction of the new bridge. A 1996 bridge inspection report is also provided which identifies the deficiencies of the old bridge (See Appendix F).

The WVDOH in consultation with WWSHPO determined that the bridge was independently eligible for listing on the Register in the early 1980's. In 1992 the bridge was listed on the Register as a contributing resource for the Wheeling Island Historic District. The bridge is historically significant as a contributor to the National Road and for its architectural merit. The National Road began in Cumberland in 1815 and continued west reaching Wheeling around the 1850's. The Historic Wheeling Suspension Bridge, built in 1849, spans the Ohio River from Wheeling to Wheeling Island. Continuing west from Wheeling Island to Ohio a covered bridge was built on the back channel of the Ohio River. In 1893 the covered bridge was replaced by the Bridgeport Bridge, an impressive Camelback Pratt Thru Truss. The Bridgeport Bridge was built on the same existing abutments and piers of the former covered bridge. Removal of the Bridgeport Bridge will result in an adverse effect. (Refer to WWSHPO letters in Appendix G). A brief history of this project is summarized below:

Background

- An Environmental Assessment was approved by the FHWA in June of 1987.
- A public meeting with opportunity for a public hearing was held in Wheeling, WV in August 1987
- A memorandum of Agreement was approved by the ACHP in September 1987
- A finding of No Significant Impact was approved by the FHWA in September 1987
- The USDOl, accepts the HABS/HAER documentation of the Bridgeport Bridge, November 1987.
- Amendment of the 1987 Memorandum of Agreement to address Wheeling Island Historic District approved by the ACHP in March 1992
- The USDOl accepts the HABS/HAER documentation of the Wheeling Island contributing structures to District on October 1992
- A Section 4(F) evaluation was approved by the FHWA, for Wheeling Island contributing structures in December 1994.
- The US Coast Guard issues a permit for the construction of the new bridge in February 1995
- The new bridge is completed and opened to traffic in March 1998
- A public meeting was held June 1998 in Wheeling, WV

Interested Parties

In response to requests from the WVSHPO, WVDOH requested comments from interested parties. Several opportunities were provided to seek interested parties comments regarding the disposition of the old bridge. As a means of pursuing comments, WVDOH has corresponded with the following agencies: *OSHPO, Wheeling Historic Landmark Commission, Belomar Regional Council, Friends of Wheeling, Wheeling National Heritage Area Corp, Wheeling Area Historical Society, City of Wheeling, the National Alliance of West Virginia, and Victorian Wheeling Society.* Some organizations have expressed an interest for curation of architectural elements. In 1996, a bronze plaque from the bridge was promised to the Oglebay Institute for display in the museum. Most parties that have corresponded with WVDOH are supportive of the bridge's demolition. However, correspondence from the Wheeling Historic Landmarks Commission opposes demolition. (See copies of all correspondence in Appendix H).

Agency Involvement

The proposed demolition of the old bridge has been coordinated with the WVSHPO, OSHPO and will be reviewed by the Advisory Council on Historic Preservation. The USCCG has also been involved in the decision making process. In a letter to the WVDOH the coast guard expresses the need to remove the bridge. According to Condition No.6 of Bridge Permit No. 2-95-2, *Removed in its entirety or to an elevation deemed appropriate by the District Commander and the waterway cleared to the satisfaction of the District Commander.*" Coast Guard correspondence is attached. (See Appendix I).

Public Involvement

In the summer of 1998 a public meeting announcement was advertised in the local paper (see Appendix J). The meeting was held on June 23 of 1998 to present proposed plans to remove the bridge. Public comments were requested (See Appendix K for a copy of the public handout). Two local television stations covered the public meeting and aired segments concerning the proposed bridge demolition. The story was also covered by local newspaper reports. (An article from *The Intelligencer* is provided in Appendix L). Despite this media coverage interest from the general public was minimal. The majority of the comments support removal of the bridge. A copy of the attendance sheet is provided (See Appendix M). Comments received from the public are provided (Refer to public comments in Appendix N).

Need for Project

Removal of the bridge is necessary to address environmental concerns and provide for public safety. The deterioration of the bridge is not only a safety concern but a health risk to the public as well. The bridge is in poor condition and will continue to deteriorate adding to the metal contamination of the Ohio River.

The bridge has a 0.0 percent sufficiency rating. The formula used to

determine sufficiency ratings is derived by a method of evaluating data, based on the calculations of four separate factors to obtain a numeric value which is indicative of bridge sufficiency to remain in service. The four separate factors used in determining a sufficiency rating are as follows:

1. Structural adequacy and safety,
2. Serviceability and functional obsolescence,
3. Essentially for public use,
4. Special reductions.

The result of this method is a percentage in which 100 percent would represent an entirely sufficient bridge and zero percent would represent an entirely insufficient or deficient bridge.

Structure Deficiencies - In addition to the age of the structure, the deficiencies of the bridge are affected by the following conditions, as noted in the latest *detailed* bridge inspection dated 1982, prior to the addition of the mabey truss:

- The substructure was found in generally fair condition.
- The floor system has dangerously deteriorated. The floor system of span 3 is in the worst condition. The lower lateral bracing has deteriorated and has fallen in several areas.
- The stringers have heavy rust and corrosion with section losses in the flangers and the webs. There are holes up to 18 inches wide in the webs, extending along the entire lengths of some stringers.
- The floorbeams exhibit heavy rust and corrosion with heavy losses of section. The deckbeams are also in similar condition.
- The open steel deck is in fair condition.
- The lower chord members of the trusses have moderate to heavy rust.
- The diagonal eyebars are in poor condition with section losses of up to 50%.
- The verticals and the top chords are in fair condition.

Prior to and during construction of the Purple Heart Bridge, the existing Bridgeport Bridge was needed to maintain traffic. However, the bridge deck was completely deteriorated consequently, in order to maintain traffic, a mabey truss was constructed inside the superstructure of the historic bridge. This was only temporary to allow the bridge to carry traffic during construction of the new bridge. Since then, the Bridgeport Bridge has continued to deteriorate. Information obtained from the latest detailed bridge inspection report dated April 1996 identifies the following deficiencies:

- The concrete girders and underside of both approach spans exhibit major concrete deterioration with exposed reinforcing steel.
- Abutment No. 2 exhibits cracks and concrete deterioration.
- Concrete pedestals of the Mabey truss exhibit minor to moderate deterioration. There is also a minor accumulation of moisture retaining debris on several of the bearing pads.
- Structural steel components which support the upstream walkway exhibit severe deterioration.
- The mabey truss exhibits cracked welds on the top chord of the center truss frame on the downstream side, five floorbeams back from Abutment No. 2 and on the top chord of the center truss frame on the upstream side, five floorbeams out from Abutment No. 1 The upper chord pin snap ring is still missing on the upstream side of Span No. 3.
- There are potholes in the asphaltic overlay of span No. 4.
- Some of the ornamental iron work caps of the original truss exhibit deterioration.
- The full height cut stone abutments are in fair condition. The stones are weathered and exhibit minor cracks.
- The stone piers are in fair condition. The piers exhibit minor cracks in the stones and mortar above and below the waterline.

- The expansion joints at abutment No. 1 and Pier No. 3 allow large volumes of debris and moisture to pass onto the bearing areas.
- The sidewalks are in poor condition. The supporting sidewalks stringers of the upstream walkway continue to exhibit major deterioration.

Description of National Register Property

Bridgeport Bridge

Built in 1893 by the Wrought Iron Bridge Company, the structure consists of three 209 foot through trusses spanning the back channel of the Ohio River between Wheeling Island and the State of Ohio. The length of the structure is approximately 640 feet between the front faces of the abutment backwalls. The bridge roadway is 28 feet –10.5" wide between curbs, with a sidewalk on each side. The superstructure consists of a 5 foot deep open grid steel deck supported on deckbeams at approximately 4 foot centers. The deckbeams are supported on eight lines of longitudinal stringers. Which are supported by the floorbeams at each truss panel point. The structure is supported by two full-height masonry abutments and two masonry piers.

Evaluation of Alternatives

General Overview

Rehabilitation, do-nothing, and demolition alternatives were considered for this study. Rehabilitation would restore the bridge to standards used for foot traffic. However, the new Purple Heart Bridge has two sidewalks, one on each side. The need to provide access for additional foot traffic is not necessary. The do-nothing alternative will leave the bridge standing allowing it to continue to deteriorate. The demolition alternative will remove the historic bridge but also eliminate potential injury and liability concerns. Demolition is considered the most favorable due to the reasons discussed in the subsequent text.

Summary of Alternatives

Rehabilitate – This alternative is the most costly of all the alternatives considered, \$6.8 million. This is considered an excessive cost to WVDOH, FHWA and ultimately the public. The majority of comments received by the public and interested organizations do not support rehabilitation.

Demolition – This alternative removes a potential risk of injury and liability and clearly responds to public comments. The cost of demolition is estimated at \$1.2 million. Although this alternative does cost more than the Do-Nothing alternative, it addresses public safety issues and responds to public sentiment.

Do-Nothing – would eventually result in the possibility of the bridge collapsing into the Ohio River. This constitutes a public nuisance. The potential for injury is of great concern to the USCG and the FHWA.

Description of the Impacts of the Different Alternatives and Proposed Mitigative Measures

Demolition - This alternative effects an historic resource. Measures to minimize this impact have been completed. The documentation of this bridge includes the Historic American Engineering Record (HAER) in compliance with the standards of the National Park Service. This was done in 1987 during the time of the original MOA. A copy of the HAER recordation containing twenty-eight photographs of Bridgeport Bridge is provided (See Appendix O). These photographs are also accessible from the Internet, <http://lcweb.loc.gov/>. A letter from the Department of Interior accepting the recordation is provided (See Appendix P). Also, organizations that have expressed an interest in the salvage of architectural elements will be provided such opportunity prior to demolition. Photographs of Bridgeport Bridge, shot in fall of 1999 are provided (See Appendix Q).

Rehabilitate – Although this alternative will maintain an existing historic resource and not take any structures, the service life of the rehabilitated bridge will be significantly less than the service life of the replacement structure. Estimated life of a rehabilitated bridge is only 25-30 years. The newly built replacement structure has pedestrian access and the cost of maintaining this bridge for additional pedestrian access exceeds any benefits. The cost is excessive to and does not provide needed access across the waterway.

Do-Nothing - would not require the demolition of any properties but would result in continual deterioration of the bridge allowing the bridge to possibly fall into the Ohio River. Thus, resulting in the loss of an historic resource as does the demolition alternative. The Do-Nothing alternative is the least favorable.

TABLE OF ALTERNATIVES

Alternative	Do-Nothing	Demolish bridge	Rehabilitate bridge
Project Cost	\$0.00	\$1.2 million	\$6.8 million
Public Safety Risk/liability issues	High	minimal	minimal
Public Interest/support	unknown	high	minimal

Conclusion

Based on the considerations presented in the sections of this document, there is no feasible and prudent alternative to the removal of a National Register Resource.



United States Department of the Interior

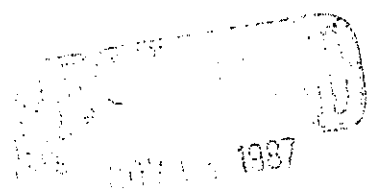
NATIONAL PARK SERVICE

MID-ATLANTIC REGION
143 SOUTH THIRD STREET
PHILADELPHIA, PA. 19106

IN REPLY REFER TO:

H40(MAR-CRP)

NOV 03 1987



PLANNING DIVISION

Norse Angus
West Virginia Department
of Highways
1900 Washington St. East
Charleston, WV 25305

Dear Mr. Angus:

The Mid-Atlantic Regional Office of the National Park Service acknowledges the receipt of and accepts the documentation for the Bridgeport Bridge, Ohio County, West Virginia (Project #434).

This documentation meets Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) standards, conforms to specifications provided by this office and complies with the Memorandum of Agreement among the Advisory Council on Historic Preservation, the Federal Highway Administration and the West Virginia State Historic Preservation Officer.

After editorial review and the preparation of support materials, the documentation will be transmitted to the HABS/HAER Collections of the Library of Congress. The records are in the public domain and will be accessible through the Library.

Thank you for your cooperation in the completion of this project.

Sincerely,

Tina C Van Dyke

for Lloyd N. Chapman
Acting Chief
Preservation Planning Branch
Cultural Resource Management



U.S. Department
of Transportation

Federal Highway
Administration

West Virginia Division

Geny Plaza, Suite 200
700 Washington Street, East
Charleston, West Virginia 25301
(304) 347-5928

February 7, 2007

IN REPLY REFER TO:
State Project S335-40-0.02
Bridgeport Bridge Removal
Ohio County

Gregory L. Bailey, P.E.
Director - Engineering Division
West Virginia Division of Highways
Charleston, West Virginia 25305

Dear Mr. Bailey:

Enclosed please find an approved copy of the Categorical Exclusion for the above referenced undertaking. Should you have any questions regarding the enclosed information, please contact me at (304) 347-5268 or via e-mail at henry.compton@fhwa.dot.gov.

Sincerely yours,

Henry E. Compton, P.E.
Director - Program Development

Enclosure

CATEGORICAL EXCLUSION EVALUATION

I. Project Description: Bridge Removal
A. Project Numbers: State:
 Federal:
B. Name: Bridgeport Bridge
C. Route: US RT 40
D. County: Ohio County
E. Category: Identified in 23 CFR 771.177
F. ADT: Existing -0
 Projected -0

Prepared By: Tina McClung

Tina McClung 1/8/07
 (Signature & Date)

Approved: Feb 7, 2007
 DATE

[Signature]
 Division Administrator

G. Existing Conditions: Bridgeport Bridge spans the back channel of the Ohio River. The bridge is closed and has been since it was replaced in 1998 with the Purple Heart Bridge located immediately downstream. Due to its historical significance, Bridgeport Bridge was not demolished when the new bridge was opened but was left standing with the intention of being rehabilitated for foot traffic. Since funding was unable to be obtained to perform a successful rehabilitation and WVDOT was not able to locate a buyer, all interested parties have agreed that the bridge needs to be removed. The bridge is in critical condition and although the bridge is barricaded at both approaches, it is a liability and public nuisance.

H. Preferred Alternative: To dismantle the structure by stripping down all non-structural components and then utilizing explosives to drop the remaining structure into the river. The structure will then be cut into smaller pieces that can be more easily handled and removed from the river using a crane. If the crane is unable to remove all of the pieces from the riverbank, a barge will be utilized to extract any remaining pieces from the river. The work will be at the existing location, within existing rights of way, and no temporary bypass will be built.

I. Other Alternatives Considered: Do nothing and leave the bridge standing.

II. Impact Evaluation	Sig	Min	No	Comments, Correspondence, and/or Mitigation proposed
A. SOCIOECONOMIC IMPACTS -----				
1. Right of Way Required	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
a. Businesses	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Residences	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c. Vacant Property	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
B. CULTURAL IMPACTS -----				
1. Churches, Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See attached MOA dated 11-17-06. Commitments have been made regarding some architectural elements of the existing bridge. The environmental section needs to be contacted prior to demolition to assure that decorative bridge elements are made available to designated parties.
2. Parks, Recreational	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Historic Property	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Archaeological Site	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
C. NATURAL ENVIRONMENT -----				
1. Wetland Involvement	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See attached WVDNR letters dated 12-11-06 & 12-12-06. See also, ODNR small dated 1-4-07. A freshwater mussel survey will have to be conducted within the direct impact area prior to construction.
2. Floodplain Encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Endangered Species	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Farmland Involvement	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Wild & Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
D. PERMITS REQUIRED -----				
1. 404	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	US Fish and Wildlife Letter- not required due to blanket approval
2. USCG	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Section 10 DNR	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nationwide 404 Existing Coast Guard Permit in effect. Demo plans will need to be provided to USCG prior to implementation.
E. NOISE (FROM 7-7-3) -----	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
F. AIR QUALITY (FROM 7-7-9)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
G. WATER QUAL/STREAM IMPACT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Temporary Demolition Impacts Temporary Demolition Impacts DEP/DOH approved generic sediment and erosion control plan
H. HAZ WASTE/UNDERGRD TANKS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
I. CONSTRUCTION IMPACTS -----				
1. Maintenance of Traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

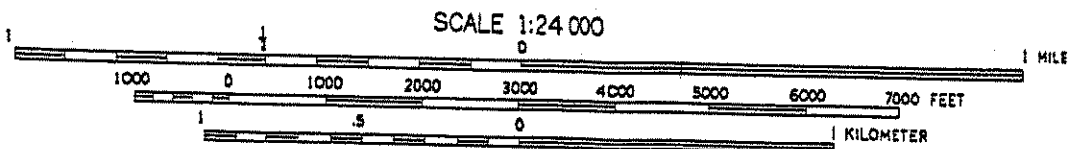
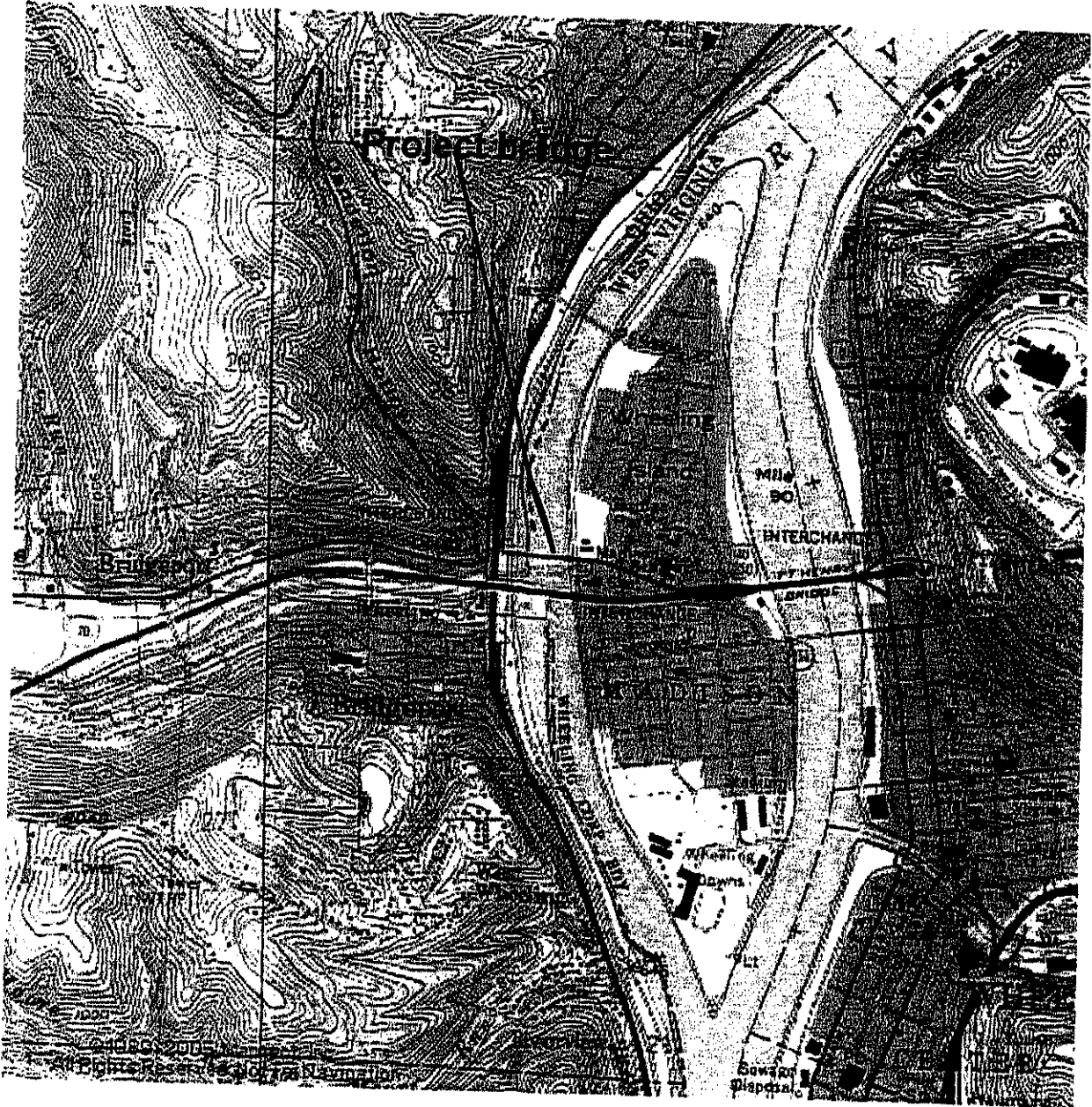
III. PUBLIC INVOLVEMENT: 6-23-98, 8-6-87, interested parties meeting 2-27-01.

IV. ACTION(S) REQUIRED:
 A. Programmatic 4(f) B. 106 Process C. Noise Study
 D. Phase I Archaeological Survey E. Biological Assessment

5

Topographic Map

Wheeling 7.5" Quadrangle



Bridgeport Bridge

Ohio County

Proposed Removal of Bridgeport Bridge Ohio County

Background

The Bridgeport Bridge was opened in 1893. The structure was originally used to carry US Route 40 over the back channel of the Ohio River between Wheeling Island and Bridgeport, Ohio. The bridge is a three-span, 640-foot-long, modified camelback Pratt truss. Due to the deteriorating condition of the structure, it has been closed to traffic since March 30, 1987. An adjacent replacement bridge, located immediately downstream, was opened to traffic in March 1998.

Although, the bridge is barred with guardrails positioned at both of its approaches, the bridge continues to deteriorate causing a concern for public safety.

Proposed Alternatives

- 1) Removal - dismantling of the structure will be done by stripping down all non-structural components (i.e. deck, guardrails, parapets, etc.) and then utilizing explosives to drop the remaining structure into the river. The structure will then be cut into smaller pieces that can be more easily handled and removed from the river using a crane. If the crane is unable to remove all of the pieces from the riverbank, a barge will be utilized to extract any remaining pieces from the river.
- 2) Do-Nothing - leave the bridge standing

Recommendation

Due to the deteriorating condition of the bridge, alternative 1, is preferred. An additional consideration to consider when dismantling the bridge is the presence of lead-based paint on the structure. Containment of the lead-based paint will require the contractor to exercise additional safety precautions.



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DEC 12 2006

Environmental Section
Engineering Division
WV DOT/DOH

DIVISION OF NATURAL RESOURCES
Wildlife Resources Section
Operations Center
P.O. Box 67
Elkins, West Virginia 26241-3235
Telephone (304) 637-0245
Fax (304) 637-0250

Joe Manchin III
Governor

Frank Jezioro
Director

December 11, 2006

Gregory L. Bailey, P.E.
Director Engineering Division
WV Division of Highways
1900 Kanawha Blvd. East
Building 5, Room 110
Charleston, WV 25305-0430

RECEIVED

DEC 12 2006

ENGINEERING DIVISION
WV DOH

Subject: Removal of Bridgeport Bridge, Ohio River, Wheeling, West Virginia

Dear Mr. Bailey:

I recently received a letter informing me of your intent to remove the above bridge on the Ohio River by directly dropping it into the river. Due to the potential impacts to the stream bottom and mussels that may occur there, a mussel survey and possible translocations will be required within the direct impact area.

Should you have any questions, please feel free to contact me at the above address or phone number.

Sincerely,

Janet L. Clayton
Wildlife Diversity Biologist

cc: Craig Stihler, Roger Anderson, Barbara Douglas

Amendment #2 to the
MEMORANDUM OF AGREEMENT
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO 36 CFR 800.5(e)(5)

WHEREAS the Federal Highway Administration (FHWA) and the West Virginia Division of Highways (WVDOH), in consultation with the West Virginia State Historic Preservation Office (WVSHPO), have determined that the Bridgeport Bridge Replacement Project would have an adverse effect upon the Bridgeport Bridge, a resource eligible for inclusion on the National Register of Historic Places;

WHEREAS the FHWA, the WVDOH, the WVSHPO, and the Advisory Council on Historic Preservation (Council) executed an initial Memorandum of Agreement (MOA) for the Bridgeport Bridge Replacement Project on September 1, 1987 (see Appendix A to address adverse effects of the project on the Bridgeport Bridge, pursuant to the regulations (36 CFR 800) implementing Section 106 of the National Preservation Act [16 USC 470(f)];

WHEREAS the City of Wheeling subsequently completed a nomination to the National Register of Historic Places for the Wheeling Island Historic District, of which the Bridgeport Bridge and six residences to be taken by the project were determined contributing resources;

WHEREAS the FHWA and the WVDOH, in consultation with the WVSHPO, determined that the Bridgeport Bridge Replacement Project would have adverse effects on the six contributing residences to the Wheeling Island Historic District to be acquired;

WHEREAS the FHWA, the WVDOH, the WVSHPO, and the Council executed an amendment to the original MOA for the Bridgeport Bridge Replacement Project on March 19, 1992 (see Appendix A) to address mitigation of adverse effects to the six residences to be acquired that were determined contributing resources to the Wheeling Island Historic District;

WHEREAS the WVDOH satisfied Stipulations 1 through 3 of the original MOA for the Bridgeport Bridge Replacement Project, including;

1. Performing photographic recordation of the Bridgeport Bridge according to standards established by the Historic American Engineering Record (HAER), which was subsequently accepted by the National Park Service (NPS);
2. Coordinating design and placement of the temporary span to be installed within the Bridgeport Bridge with the WVSHPO; and
3. Coordinating the new bridge design and plan development with the WVSHPO;

WHEREAS the new Bridgeport Bridge (Purple Heart Bridge) was completed and opened to traffic in March, 1998, with the old Bridgeport Bridge being barricaded due to public safety concerns caused by the continued physical deterioration of the span;

WHEREAS Stipulation 4 of the 1987 MOA for the project included WVDOH rehabilitation of the old Bridgeport Bridge upon completion of the new structure, with rehabilitation costs not to exceed the estimated cost of demolition of the old bridge.

WHEREAS the current estimate for rehabilitation of the old Bridgeport Bridge totals approximately \$6.8 million, with demolition estimated to cost \$1.2 million;

WHEREAS the United States Coast Guard has mandated that the old Bridgeport Bridge be removed from the Back Channel of the Ohio River if the span is no longer used for transportation purposes (see Appendix B);

WHEREAS the WVDOH, in consultation with the WVSHPO, has contacted with local historical organizations and held a public meeting on June 23, 1998 to elicit area public opinion toward disposition of the old Bridgeport Bridge;

WHEREAS the WVDOH, in consultation with the WVSHPO, has coordinated with local historical organizations and other interested parties on February 27, 2001 to determine if potential entities exist who would assume responsibility and liability for the preservation of the bridge.

WHEREAS local public sentiment supports removal of the old Bridgeport Bridge due to safety concerns if rehabilitation of the structure is not prudent;

WHEREAS the Wheeling National Heritage Area Corporation has expressed interest in salvaging the cupolas/finials from the old Bridgeport Bridge for interpretive reuse in association with the Wheeling Heritage Port Riverfront development project;

WHEREAS the FHWA and the WVDOH have determined that due to excessive rehabilitation costs the prudent disposition of the old bridge would be removal from the Back Channel of the Ohio River;

WHEREAS the FHWA and the WVDOH have determined that removal of the old Bridgeport Bridge would constitute an adverse effect to the bridge, which is listed on the National Register of Historic Places as a contributing resource to the Wheeling Island Historic District, and the FHWA and the WVDOH have consulted with the WVSHPO pursuant to the regulations (36 DFR 800) implementing section 106 of the National Historic Preservation Act [16 USC 470(f)];

NOW, THEREFORE, the FHWA, the WVDOH, and the WVSHPO agree that the original MOA for the Bridgeport Bridge Replacement Project should be amended to provide for removal of the old Bridgeport Bridge due to excessive costs associated with rehabilitating and maintaining the structure for preservation and pedestrian purposes. Upon acceptance of this amendment #2 to the original MOA by the Council, the FHWA and the WVDOH shall ensure that the following stipulations are implemented in order to take into account the effects of removal of the old Bridgeport Bridge on historic properties.

STIPULATIONS

The FHWA and the WVDOH will ensure that the following measures are carried out:

1. Salvage of Architectural Elements

The WVDOH will provide architectural elements of the old Bridgeport Bridge for curation or reuse to the Wheeling National Heritage Area Corporation or its designee. As requested, the finials atop the bridge columns will be donated for reuse in the Wheeling Waterfront Park. The WVDOH shall ensure that the items selected are removed in a manner that minimizes damage. Selected elements will be delivered to the Wheeling National Heritage Area Corporation or its designee.

2. Unanticipated Discovery of Historic Materials

In the event of any unanticipated discovery of historic or potentially historic materials during removal of the old Bridgeport Bridge, activity will be suspended in the area of discovery until the WVDOH has developed and implemented an appropriate treatment plan in consultation with the WVSHPO pursuant to 36 CFR 800.11(b)(2)(ii).

3. Dispute Resolution

Should the WVSHPO object within 30 days to any actions proposed pursuant to this agreement, the FHWA will consult with the WVSHPO to resolve the objection. If the FHWA determines that the objection cannot be resolved, the FHWA shall forward all documentation relevant to the dispute to the Council. Within 30 days of receipt of all pertinent documentation, the Council will either:

- Provide the FHWA with recommendations, which the FHWA will take into account in reaching a final decision regarding the dispute; or
- Notify the FHWA that it will comment pursuant to 36 CFR 800.6(b), and proceed to comment. Any Council comment provided in response to such a request will be taken into account by the FHWA in accordance with 36 CFR 800.6(c)(2) with reference to the subject of the dispute.

Any recommendation or comment provided by the Council will be understood to pertain only to the subject of the dispute; FHWA and WVDOH responsibility to carry out all actions under this agreement that are not the subjects of the dispute will remain unchanged.

Execution of this second amendment to the original Memorandum of Agreement by the FHWA, WVDOH, and the WVSHPO, subsequent acceptance by the Council, and implementation of its terms provide evidence that the FHWA has afforded the Council an opportunity to comment on the amended Bridgeport Bridge Replacement Project and its effects on historic properties, and that the FHWA has taken into account the effects of the amended project on historic properties.

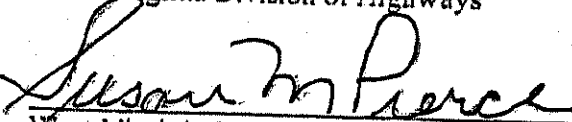
AGREED:


Federal Highway Administration

11/17/06
Date


West Virginia Division of Highways

5-19-06
Date


West Virginia State Historic Preservation Office

5-16-06
Date

Bridgeport Bridge Replacement Project
Amendment to the Original Memorandum of Agreement
Page 5 of 6

Brandon Foster - QED
Ohio Department of Transportation

6/7/06
Date

Bridgeport Bridge Replacement Project
Amendment to the Original Memorandum of Agreement
Page 6 of 6

Ohio State Historic Preservation Office

Date

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DEC 13 2006

ENGINEERING DIVISION
WV DOH



DIVISION OF NATURAL RESOURCES

Wildlife Resources Section
Operations Center
P.O. Box 67

Elkins, West Virginia 26241-3235
Telephone (304) 637-0245
Fax (304) 637-0250

Joe Manchin III
Governor

Frank Jezioro
Director

December 12, 2006

RECEIVED

DEC 13 2006

Environmental Section
Engineering Division
WV DOT/DOH

Mr. Gregory L. Bailey
Division of Highways
1900 Kanawha Boulevard, East
Building Five, Room 110
Charleston, WV 25305-0430

Dear Mr. Bailey:

We have reviewed our files for information on rare, threatened and endangered (RTE) species and natural trout streams for the areas of the proposed highway projects:

TM Removal of Bridgeport Bridge
Wheeling, West Virginia

Our records indicate no known occurrences of RTE species or natural trout streams at this site; however, surveys for freshwater mussels are required at this site.

JW Island Lick Run Box Culvert
Watoga State Park
Pocahontas County

Our records indicate no known occurrences of RTE species or natural trout streams at this site.

SW State Project S342-219-8.40
Valley Head - Elkwater Road
Culvert Replacement
Randolph County

Our records indicate no known occurrences of RTE species or natural trout streams at this site.

SG CR 15, MP 5.48
5 & 20 Mile Creek Culvert Replacement
Putnam County

Our records indicate no known occurrences of RTE species or natural trout streams at this site.

SG CR 1/2
Sugar Camp Run Structure Replacement
Roane County

Our records indicate no known occurrences of RTE species or natural trout streams at this site.

SG State Project S343-6/2-2.41
Hushers Run Road Arch Bridge
Ritchie County

Our records indicate no known occurrences of RTE species or natural trout streams at this site.

SG State Project S325-25-3.41
Chunk Run Bridge
Marion County

Our records indicate no known occurrences of RTE species or natural trout streams at this site.

- 56 State Project S325-54/5-1.36
Little Mill Fall Run Structure Replacement
Marion County
Our records indicate no known occurrences of RTE species or natural trout streams at this site.
- 56 State Project S314-45/5-5.17
Croston Road Bridge Replacement
Hampshire County
Our records indicate no known occurrences of RTE species or natural trout streams at this site.
- 56 State Project S329-28-9.98
Furnace Acres Road Bridge Renovation
Mineral County
Our records indicate no known occurrences of RTE species or natural trout streams at this site.
- 56 State Project S316-11/3-0.42
Cladwell Hollow Bridge Replacement
Hardy County
Our records indicate no known occurrences of RTE species or natural trout streams at this site.
- 56 State Project S333-8/18-2.11
Packing House/Shed Road
Morgan County
Our records indicate no known occurrences of RTE species or natural trout streams at this site.
- 56 State Project S302-15/1-0.44
Showers Lane Bridge
Berkeley County
Our records indicate no known occurrences of RTE species or natural trout streams at this site.
- 56 CR 16, MP 0.20
Anthony Road Culvert Replacement
Greenbrier County
Our records indicate no known occurrences of RTE species or natural trout streams at this site.
- 56 State Project S339-7/27-0.57
Country Club Road Bridge
Preston County
Our records indicate no known occurrences of RTE species or natural trout streams at this site.
- 56 WV 41, MP 25.360-25.426
Shoulder Stabilization
Fayette County
Our records indicate no known occurrences of RTE species or natural trout streams at this site.
- 56 State Project S314-08-9.67
River Road Bridge Renovation
Hampshire County
Our records indicate no known occurrences of RTE species or natural trout streams at this site.
- 56 CR 60/32, MP 1.868
Kanawha Turnpike Culvert Replacement
Greenbrier County
Our records indicate no known occurrences of RTE species or natural trout streams at this site.
- 56 State Project S302-7/29-0.04
Elk Branch Bypass Bridge Demolition
Berkeley County
Our records indicate no known occurrences of RTE species or natural trout streams at this site.
- 56 State Project S301-40/5-0.01
Sugar Creek Box Beam
Barbour County
Our records indicate no known occurrences of RTE species or natural trout streams at this site.
- 56 State Project S250-152-40.39
Federal Project BR-0152(042)E
Beech Fork Concrete Beam Bridge
Wayne County
Our records indicate no known occurrences of RTE species or natural trout streams at this site; however, surveys for freshwater mussels are required at this site.

The Wildlife Resources Section knows of no surveys that have been conducted in these areas for rare species or rare species habitat. Consequently, this response is based on information currently available and should not be considered a comprehensive survey of the areas under review.

Thank you for your inquiry, and should you have any questions please feel free to contact me at the above number, extension 2048.

Sincerely,



Barbara Sargent
Environmental Resources Specialist
Wildlife Diversity Program

Tina McClung

From: Bankey, Mindy [Mindy.Bankey@dnr.state.oh.us]
Sent: Thursday, January 04, 2007 10:40 AM
To: greg.bailey@dot.state.wv.us; tina.mcclung@dot.state.wv.us
Subject: 06-0315; Removal of Bridgeport Bridge Removal

ODNR COMMENTS TO Gregory L. Bailey, West Virginia Department of Transportation, Division of Highways, 1900 Kanawha Boulevard East, Bldg. 5, Room 110, Charleston, West Virginia 25305-0430

Location: The site is located in Section 28, Pease Township, Belmont County, Wheeling Quadrangle.

Project: The West Virginia Department of Transportation, Division of Highways is proposing the removal of the Historic Bridgeport Bridge, over the Ohio River, connecting Wheeling Island to Bridgeport in Belmont County. The WVDOT, Division of Highways is seeking comments on the possible environment effects resulting from this proposed project.

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.

Rare and Endangered Species: The ODNR, Division of Natural Areas and Preserves, Natural Heritage Database contains no records of rare species or unique natural features within the proposed project, and there are no state nature preserves or scenic rivers in the vicinity of the site.

Fish and Wildlife: The ODNR, Division of Wildlife (DOW) recommends no impacts should occur to freshwater mussels of the Ohio River as a result of the project. Additionally, the DOW recommends no in-water work from March 15 to June 30 to reduce impacts to aquatic species.

ODNR appreciates the opportunity to provide these comments. Please contact Mindy Bankey at 614.265.6836 if you have questions about these comments or need additional information.

Mindy Bankey

Environmental Administrator

Division of Real Estate & Land Management

Ohio Department of Natural Resources

2045 Morse Rd, C4

Columbus, Ohio 43229-6693

614.265.6836

Fax 614.267.4764

Tina McClung

From: Norse Angus
Sent: Thursday, February 08, 2007 10:34 AM
To: Tina McClung
Subject: FW: FYI on Bridgeport Bridge

From: Tina McClung
Sent: Wednesday, December 06, 2006 11:50 AM
To: Greg Bailey
Cc: Frank Liss; Norse Angus; Dave Sada; Henry Compton
Subject: FYI on Bridgeport Bridge

Greg,

I spoke with Frank Liss this week regarding the disposition of Bridgeport bridge. He requested that I send out an email message to let you know the Maintenance Division has tentatively planned to remove the Mabey truss from the historic Bridgeport bridge during the summer of 2007, if funding allows. Since WVDOH has invested considerable money in the construction of the Mabey truss they would like to salvage as much of the structure as possible. Earlier this year, the Maintenance Division consulted with a third party to determine how much of the Mabey truss is retrievable while leaving the old bridge in place. It appears from their studies that not all of the Mabey truss is salvageable but a considerable portion is. Therefore, Frank would like to make sure that they have the opportunity to retrieve the Mabey truss prior to any dismantling of Bridgeport Bridge. So given the likelihood that we will enter into an agreement with a contractor to dismantle the bridge, we want to make sure we don't inadvertently give away the Mabey truss. I also followed up with Dave Sada about the possibility of a contractor interested in dismantling Bridgeport bridge for the scrap metal. Dave informed me that he heard mention of it at one time, a while back, but has heard nothing of it since.

I am nearing the end of the NEPA process which will allow for the removal of Bridgeport bridge. NEPA clearance is not necessary for the removal of the Mabey truss as long as the process does not adversely affect Bridgeport Bridge or affect any other environmental resources (i.e. freshwater mussels). Once I have a NEPA document signed by Federal Highways I will forward it on to Maintenance and the District. I request that after a demolition plan has been developed, and prior to the contract being let, that not only Frank and the District be notified, but myself as well. There are some mitigation commitments that I have to take care of prior to demolition. The mitigation commitments consist of providing demolition plans to the US Coast Guard, handing over some of the decorative elements of the old bridge to third parties and performing a mussel survey.

I am aware that no funding has been programmed for the demolition and no dates have been set at this time. Therefore, just a reminder that the NEPA document is only valid for three years from the date of FHWA's signature before an environmental reevaluation has to be performed.

Tina McClung
Transportation Systems Analyst III
State Capitol Complex
1900 Kanawha Blvd E
Bldg 5 Rm 454
Phone 304-558-9672