

SR 823, Portsmouth Bypass Project
Scioto County, Ohio, PID 19415

Draft Environmental Impact Statement

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*An Appalachian Development Highway***Summary**

This document summarizes impacts and consequences of the proposed development of the new divided, four-lane, limited access highway in Scioto County, Ohio, referred to as the Portsmouth Bypass (hereinafter "the Project"), designated as State Route 823, and to present appropriate measures to reduce adverse effects and augment the positive, long-term benefits of the project. This report details the preliminary development and alternatives evaluation process conducted to carry forward the "Airport Bypass" concept, identified as the concept that best satisfies the purpose of and need for the project as described in the Feasibility Study Report for US Route 23 Portsmouth Transportation Study (April 2001). It also details the process conducted to recommend a preferred alignment for the project. A summary of expected impacts by the Preferred Alternative includes:

- Displacement or landlock of 30 single-family residences, 1 apartment building, 10 mobile homes and 8 other residences
- 941 acres of private property for conversion to highway right-of-way
- 55 acres of active farmland
- 435 acres of property landlocked (from 45 properties)
- 5.55 acres of direct Category 1 and Category 2 wetland impact from 10 total wetlands
- 20,881 feet of natural stream channel lost from 37 total streams
- 493 acres of impacts to woodland habitats and 47.58 acres of floodplain crossed
- No impacts on any Sole Source aquifers and overall minor impacts to groundwater resources
- No impacts on any NRHP-eligible history/ architecture properties (no Section 4(f) applicability)
- No impacts to any NRHP-eligible archaeology sites
- No impacts on any Section 4(f) applicable public lands
- No impacts on any Environmental Justice communities or neighborhoods
- The project is in conformity with regional air quality attainment requirements
- Noise impacts possible warranting 1 structural noise abatement

Before completion of the proposed project, several federal actions will be required, including obtaining a federal 404/ 401 permit and authorization for purchase of right-of-way with federal money for construction.

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*An Appalachian Development Highway***List of Acronyms**

ADHS.....	Appalachian Development Highway System
ARC	Appalachian Regional Commission
ESA	Environmental Site Assessment
FEMA.....	Federal Emergency Management Agency
FHWA.....	Federal Highway Administration
FSA.....	Farm Services Administration
GIS	Geographical Information System
GPS	Global Positioning Systems
LOS	Level of Service
LUST	Leaking Underground Storage Tank
NWI.....	National Wetlands Inventory
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
ODNR.....	Ohio Department of Natural Resources
ODOT	Ohio Department of Transportation
OEPA.....	Ohio Environmental Protection Agency
OHPO	Ohio Historical Preservation Office
OVRDC.....	Ohio Valley Regional Development Commission
PCB	Polychlorinated Biphenyl
PREC.....	Preliminary Recognized Environmental Condition
USACE	United States Army Corp of Engineers
USDA.....	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USGS	United State Geologic Survey
USFWS.....	United States Fish and Wildlife Service
UST	Underground Storage Tank

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1.0 Purpose of and Need for Action

The Purpose and Need for the proposed Portsmouth Bypass was prepared as part of the planning study for the project and documented in *Feasibility Study Report for US Route 23 Portsmouth Transportation Study* (April 2001) prepared for the Ohio Department of Transportation by Gannett Fleming Engineers and Architects. Excerpts of the planning document are condensed and provided within this section.

The planning document was provided to the following agencies for review and comment in early 2001: U.S. Environmental Protection Agency (USEPA), Ohio Environmental Protection Agency (OEPA), Ohio Department of Natural Resources (ODNR), U.S. Fish and Wildlife Service (USFWS), and the U.S. Army Corps of Engineers (USACE). Their comments on the Purpose and Need and other aspects of the planning study are summarized in *Section 5.0 Comments and Coordination*.

1.1 Project Description

The purpose of the project is to increase access to the project area to attract potential economic development, and to increase mobility in the region by decreasing travel times.

1.2 Project Background

1.2.1 Regional Setting/Study Area

The proposed project is located in Scioto County, Ohio, approximately ninety miles south of Columbus, Ohio, and forty-five miles northwest of Huntington, West Virginia. Other nearby towns include Wheelersburg and Ironton, Ohio, and Ashland and Greenup, Kentucky. Existing transportation facilities in the region include US 23, US 52, SR 32, Kentucky's A-A Highway, Norfolk Southern Railway (one mainline), CSX (two mainlines), AMTRAK service, Scioto County Airport, and Ohio River barge shipping.

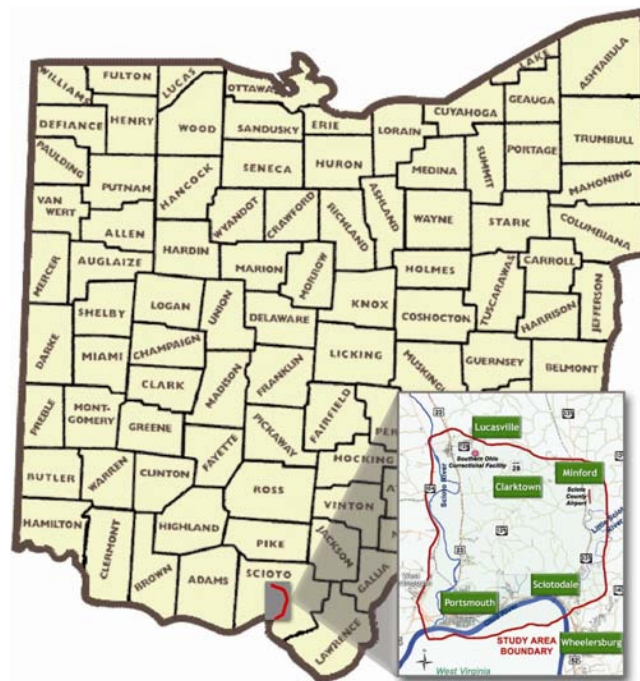
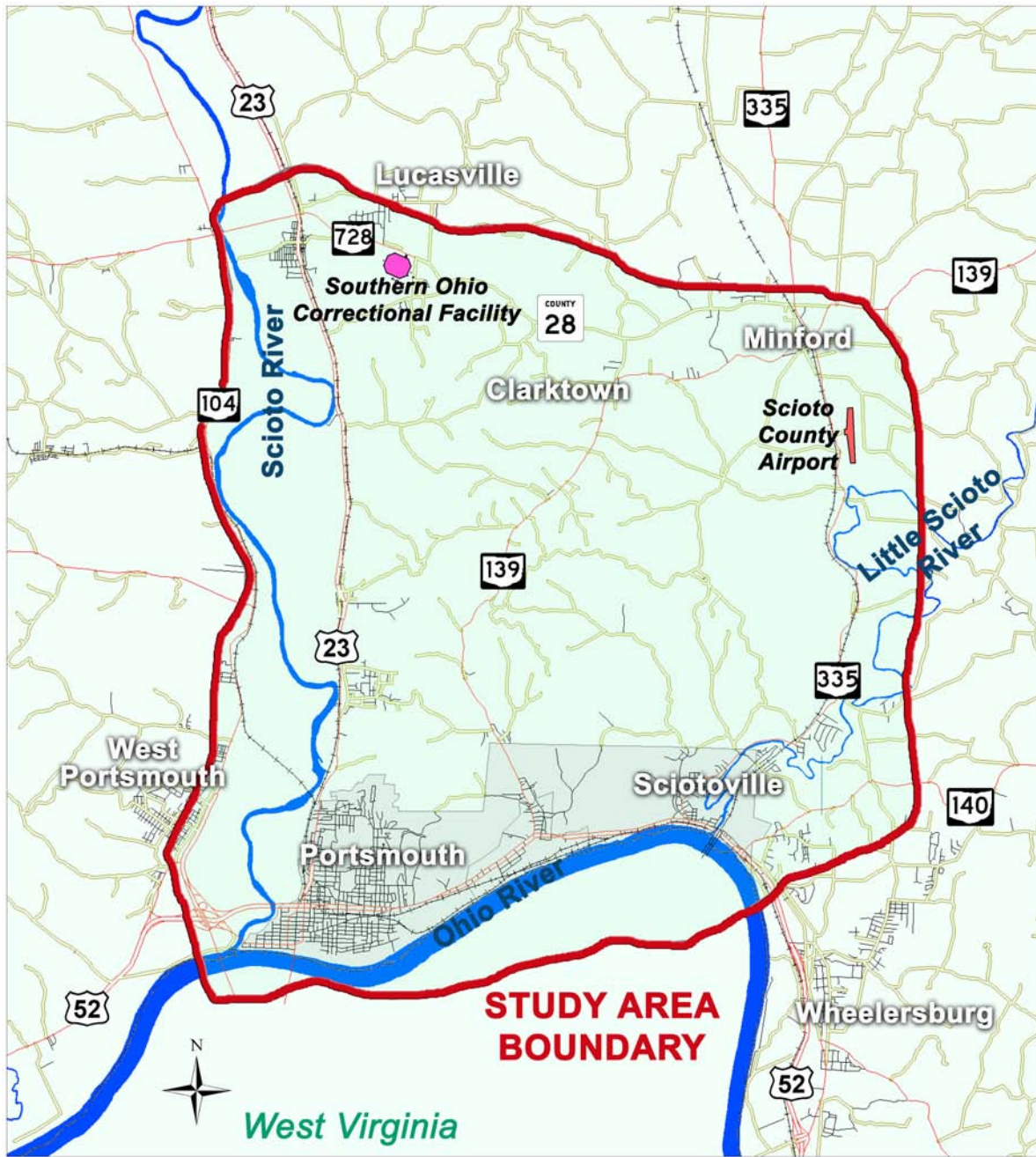


Figure 1-1: Regional Setting

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Figure 1-2: Planning Study Area



Scioto County contains a small urban area consisting of the City of Portsmouth and several surrounding towns. Much of the remaining county is hilly and forested. The geography of the Portsmouth area is important in its history. The City is built on a narrow strip of flat ground – less than one mile wide – adjacent to the Ohio River. The

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Scioto River Valley in the western portion of the study area is mostly floodplain and floodway. Only narrow strips of land are developable along existing US 23 and SR 104 in this valley. The hills north of Portsmouth are high, steep and undeveloped. Within the hills are narrow valleys that are fully developed with single family housing and small commercial sites where terrain allows. These developed valleys extend for five to ten miles outside of Portsmouth. These linear urban corridors resulted from the City's full development of land in areas adjacent to the Ohio River. An exception to the predominant hilly terrain, with narrow valleys, is the Little Scioto River Valley. This valley is over one mile wide and contains only small amounts of flood plain. Most of this valley is agricultural.

Historically, the idea of a Portsmouth Bypass has been to accommodate through traffic movements from US 23 north of Portsmouth to US 52 southeast of Portsmouth on the Ohio side of the Ohio River, or US 23 southeast of Portsmouth on the Kentucky side of the Ohio River. For the planning study, the Study Area boundary was defined to accommodate all reasonable alternatives to address this through movement. The Study Area is shown on Figure 1-2. The northern limit is the Lucasville area, as US 23 north of this point is four-lane, controlled access with few impediments to mobility. The southern and eastern limit was based upon the location of existing US 23 and US 52, which contain few deficiencies to the south and east.

1.2.2 The Appalachian Development Highway System

In 1964, the President's Appalachian Regional Commission (PARC) reported to Congress that economic growth in Appalachia would not be possible until the Region's isolation had been overcome. Because the cost of building highways through Appalachia's mountainous terrain was high, the Region had never been served by adequate roads. Its network of narrow, winding, two-lane roads, snaking through narrow stream valleys or over mountaintops, was slow to drive, unsafe, and in many places worn out. The nation's interstate highway system had largely bypassed the Appalachian Region, going through or around the Region's rugged terrain as cost-effectively as possible.

The PARC report and the Appalachian governors placed top priority on a modern highway system as the key to economic development. As a result, Congress authorized the construction of the Appalachian Development Highway System (ADHS) in the Appalachian Development Act of 1965. The ADHS was designed to generate economic development in previously isolated areas, supplement the interstate system, connect Appalachia to the interstate system, and provide access to areas within the Region as well as to markets in the rest of the nation.

US 23 is a designated Appalachian Corridor from Columbus, Ohio, to Asheville, North Carolina. The Appalachian Highway System is a dedicated mileage network with dedicated funding through the Appalachian Regional Commission (ARC). In Scioto

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County, ARC maps show two Appalachian corridors. These two corridors are a split of Corridor "B" (US 23) into two parallel corridors that rejoin into a single corridor (similar to I-70 and I-470 at St. Clairsville and Wheeling). The Appalachian Highways Program is intended to open up impoverished areas with transportation facilities that will facilitate economic development. Its purpose is to fund projects that, because of their cost, would have difficulty becoming a priority for the state.

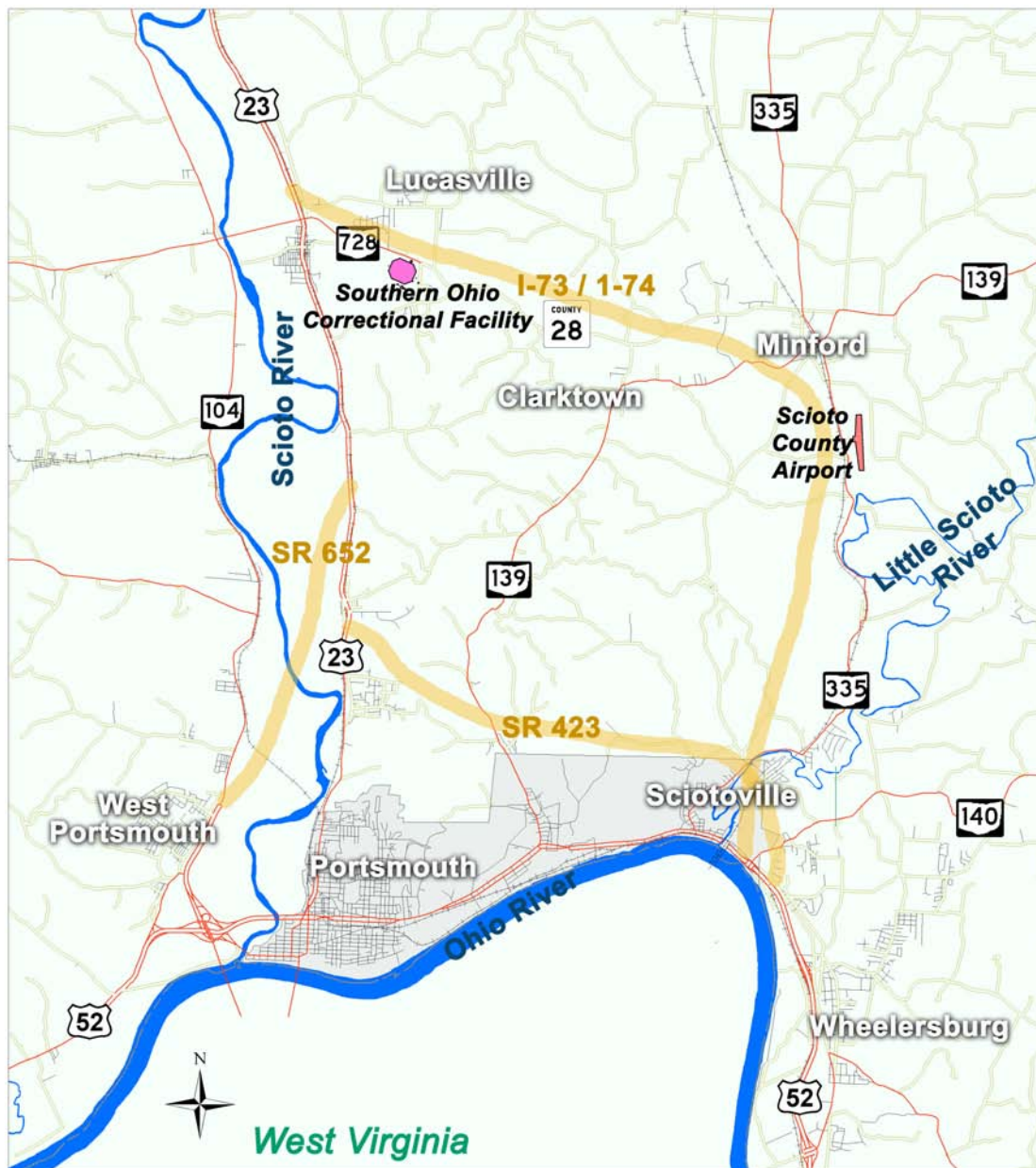
1.2.3 Project History/Previous Studies

As early as 35 years ago, various highway improvements, including a bypass around Portsmouth, were proposed. The approximate locations of these earlier proposals are shown on Figure 1-3 on the following page. The oldest proposal is the SR 423 northeast bypass, with construction plans developed in the 1960's. This project was not built due to shifting statewide priorities and emerging environmental concerns. A west bypass studied during the 1980s did not show progress for many years because of intensive studies required for a large number of Native American burial sites, and ultimately was canceled for lack of funding and changed priorities. Another effort was initiated in the early 1990s as part of the Intermodal Surface Transportation Efficiency Act (ISTEA) designation of a corridor called the Great Lakes/Mid-Atlantic High Priority Corridor, also known as I-73/I-74. This effort was taken over by the Ohio Turnpike Commission in 1994. The chosen route for a bypass of Portsmouth within that study was a northeast bypass that ran from Lucasville to Minford to Wheelersburg. This project failed in 1996 when the Ohio Turnpike Commission decided that it was not financially feasible for them to proceed with any of the I-73/I-74 projects. Prior to the Turnpike's abandonment of this project, there was substantial public support for the Turnpike's concept and alignment

On November 30, 1998, an agreement was reached between Congressman Ted Strickland and local transportation advocates to keep the pursuit of a Portsmouth Bypass alive. This *Southeastern Ohio Highway Compact* specified federal earmarks, Appalachian Regional Commission (ARC) funding, and ODOT monies to be allocated across four highway initiatives in the region. As part of this deal the Portsmouth project received \$55 million of funding within the Ohio Department of Transportation's (ODOT) current four-year construction program

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Figure 1-3: Previous Concepts Considered



Before these funds could be utilized fully, a project must first be determined to be feasible. In this case, a project would be considered feasible if: (1) transportation needs could be identified that would be solved by the project; (2) adequate traffic volumes would utilize the new facility; (3) the project would have no fatal flaws in terms of constructability, or social, economic and environmental impacts; and (4) the project would have a benefit/cost ratio of 1.0 or greater. As specified in the compact, ODOT initiated preliminary development activities in June of 1999. The Feasibility Study, of

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which this Purpose and Need is a component, was intended to quantify the transportation needs within the Study Area, analyze alternatives, and recommend a solution.

Historically, solutions proposed for Portsmouth transportation problems have included two alternatives. The first idea was to connect the existing four-lane divided US 23 north of Portsmouth to the US 52 freeway east of Portsmouth. The second idea was to continue the four-lane divided US 23 corridor from north of Portsmouth to the southwest crossing the Scioto River to connect to the Carl Perkins Bridge across the Ohio River where US 23 resumes as a four-lane divided highway to the southeast. Most new facility alternatives will probably fall into these two broad categories. Other ideas considered were improving the existing roads or making traffic operations improvements. An examination of planning-level alternatives is included in *Section 2.0 Alternatives*.

1.2.4 Status of Other Projects in the Region

There are several proposed or active transportation projects within or in proximity to the proposed Portsmouth Bypass. These projects were considered in the development and analysis of alternatives to address identified transportation needs. Each project below has independent utility and is expected to proceed without regard to the outcome of the proposed project.

SCI-23-5.35. This is a bridge and road project centered on the existing overpass of US 23 over the Norfolk Southern Railroad near Feurt Hill. The current geometry of the bridge and about one-half mile of approaches is lower than the adjoining sections of US 23.

SCI-23-1.72. This project involves the widening of a narrow four-lane city street section of US 23 in Portsmouth to a full standard width four-lane section. The project extends from approximately one-fourth mile north of US 52 to near the north city limits of Portsmouth.

SCI-23-0.00. This project involves the replacement of the U. S. Grant Bridge over the Ohio River. The replacement bridge will remain two lanes but will include 10-foot wide shoulders not found on the existing bridge.

SCI-335-6.050. This project involves the relocation of nearly one mile of SR 335 to eliminate one railroad underpass and one railroad overpass that are in poor condition and the substandard curves on the road approaches. This road will be two-lane rural. This project is within the immediate area of the Feasible Alternatives discussed in Section 5.0. Construction is anticipated to be complete in 2004.

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Industrial Parkway, Greenup and Carter Counties, Kentucky. This project involves a new four-lane divided highway that will extend from a new interchange on I-64, approximately two miles west of US 60, to US 23 at Wurtland, Kentucky. There are two reasons this project is important to the Portsmouth area. First, it provides a west bypass for US 23 of the Ashland, Kentucky area. Second, it may change travel patterns for travelers who can choose either to use US 23 on the Kentucky side of the Ohio River or US 52 on the Ohio side.

1.3 Description of Existing Facilities

1.3.1 US Route 23 and Alternative Through Routes

US Route 23 through the Study Area is a four-lane highway with divided and undivided sections. The sections north of the Portsmouth City limits are typical of four-lane construction prior to the development of Interstate and modern expressway standards. Large portions are four-lane divided, but many low-standard elements occur, such as curbs and inadequate shoulders. Also, various median treatments occur throughout, including center curbs, paved medians and undivided sections. In Lucasville, US 23 is a four-lane undivided urban section with a 25 mph speed limit. From the Carl Perkins Bridge in Kentucky to the south, US 23 is built to Kentucky's Appalachian Highway standards.

Portions of US 23 within the City of Portsmouth are split into one-way pairs, with two lanes southbound on one city street and two lanes northbound on another. Although posted speeds on US 23 are generally 55 mph, there are sections within Portsmouth that are reduced to 25 mph and 35 mph. A one mile length of US 23 on the north side of Portsmouth consists of four ten-foot lanes. There are numerous private access points within Portsmouth with no center two-way left-turn lane for storage of left-turning vehicles. Through traffic on US 23 must negotiate this urbanized area, tolerating reduced speed limits, turning vehicles and numerous traffic signals. Due to these conflicts, traffic may choose to use alternative routes through the Study Area.

Within the Study Area, there exists a network of roadways that form through routes. These include US 23 and portions of SR 104, SR 73, SR 852, SR 348, US 52, CR 377, SR 139, SR 728, CR 28, SR 335, CR 15 and SR 140. Six of these routings, including US 23 itself, carry a substantial portion of the through traffic (1000 ADT or more). These routes are described below from Lucasville to Greenup Dam.

US 23. This is the signed route which travels southerly through downtown Portsmouth, crosses the U. S. Grant Bridge and follows the Ohio River on the Kentucky side to the southeast.

SR 104. This route can originate in Waverly, or for purposes of connectivity, originate at Lucasville, follow SR 348 west to SR 104, follow SR 104 which becomes SR 73 and

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then SR 852, crosses the Carl Perkins Bridge, and then US 23 along the Kentucky side of the Ohio River.

US 23/US 52. This route follows US 23 to the intersection of US 52 immediately north of downtown Portsmouth then follows US 52 through New Boston and then follows the Ohio River on the Ohio side.

Rosemount. This route is the same as the US 23/52 routing except a shortcut is followed from Rosemount to New Boston via Rosemount Road and SR 139.

Airport. This route follows SR 728 and CR 28 to Minford. From Minford it follows SR 335 to US 52 and follows US 52 to the southeast. A popular sub alternative is to follow CR 15 and SR 140 for the southernmost 3 miles of the routing.

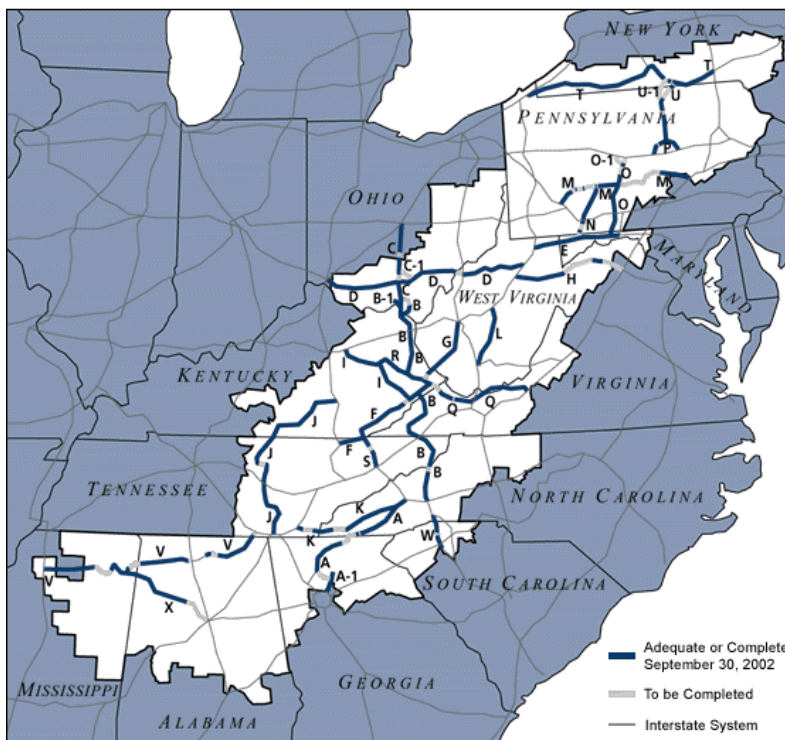
US 23/Truck Route. This route follows signed US 23 routes through the study area with the exception of a diversion across the Carl Perkins Bridge, which is the signed truck route. From the intersection of US 23 and US 52, it follows US 52, SR 852 and Kentucky SR 8 to the south end of the U. S. Grant Bridge.

1.4 Regional Mobility

1.4.1 Purpose of Appalachian Highways

The Appalachian Highway System is a dedicated mileage network with dedicated funding through the Appalachian Regional Commission (ARC). In Scioto County, ARC maps show two Appalachian corridors. These two corridors are a split of Corridor "B" (US 23) into two parallel corridors that rejoin into a single corridor (similar to I-70 and I-470 at St. Clairsville and Wheeling). On the ARC mapping, Corridor "B" forms a northeast bypass of Portsmouth more or less following the old SR 423 alignment. It continues

Appalachian Development Highway System Corridors



Source: Appalachian Regional Commission

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southeast of Wheelersburg along US 52 and rejoins US 23 by crossing the Ohio River over Greenup Dam. Corridor B-1 is the signed US 23 route between Rosemount and the south side of the Greenup Dam. The Carl Perkins Bridge and the earlier proposed SR 852 (west bypass) project would have completed Corridor B-1. Alternatives to be considered in this study included completion of one or the other Appalachian Corridor. (Note that the Appalachian Corridor designation on US 23 changes from “B” to “C” north of Lucasville.)

The Appalachian Highways Program is intended to open up impoverished areas with transportation facilities that will facilitate economic development. Its purpose is to fund projects that, because of their cost, would have difficulty becoming a priority for the state.

The need for basic mobility and access is defined in one of the five major goals established by the Appalachian Regional Commission (ARC). It states, “Appalachian communities will have the physical infrastructure necessary for self-sustaining economic development and improved quality of life.” (*Setting a Regional Agenda: ARC Strategic Plan 1997-2002.*) In their Strategic Plan, the ARC noted that progress is pushing some parts of the Region ahead, while continuing elements of isolation and neglect are keeping other parts from meeting the basic needs of their residents. The State of Ohio’s Governor’s Office of Appalachia (GOA), established in Ohio in 1988, echoes this need in its strategic plan, stating, “Transportation systems development is not only economically beneficial for the Region, but remains vital for people who should have uncomplicated access to community services, such as health care, proximity to employment and education, to name a few (*Strategic Plan*, p. 2).”

Access Ohio, ODOT’s long range plan, echoes many of the ideals in the ARC agenda in its goals for Ohio’s transportation system. Goal #2 states: “Enhance Ohio’s comparative economic advantage and quality of life, and promote the expansion and diversity of Ohio’s economy, by creating and maintaining a safe, convenient, and efficient multi-modal transportation system that is sensitive to regional differences and is socially and environmentally responsible.” Goal #2 was further refined into policy statements. Policy Statement A says, “Target the state’s financial and technical assistance to those transportation corridors, facilities, and services that will encourage economic growth and business development.” (*Access Ohio, Macro Phase*, p. 21)

US Route 23 is designated as a “macro-corridor” in *Access Ohio*. *Access Ohio* defines macro-corridor as “those corridors of statewide significance upon which rests the economic vitality of Ohio.” (p.36) Initiative 4 under Policy Statement A encourages ODOT to “Ensure that the macro-corridors...receive top priority for improvement and maintenance because of their overriding economic importance to Ohio. (p.22)

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Transportation's influence on economic development hinges on mobility. Poor regional mobility has been identified as a concern within the Study Area due to the "missing link" in the Appalachian Highway System.

1.4.2 Missing Link

US 23 is a designated Appalachian Corridor from Columbus, Ohio to Asheville, North Carolina. South of Asheville, the corridor continues as I-26 to Charleston, S. C. and from there continues along I-95 into Florida. North of Asheville, the Appalachian Corridor is being constructed to Interstate standards in North Carolina and Tennessee. This road is, or will shortly, be signed as Interstate 26. This corridor is located parallel and approximately one-half way between I-75 and I-77.

On a trip from Columbus, Ohio to Orlando, Florida this corridor saves seventy-six miles over commonly used I-75 or I-77 routings. (Source: Rand McNally Road Atlas) In addition to time and gasoline savings, traffic would be removed from large urban areas where decreased traffic is considered a benefit. These, urban areas include Cincinnati, OH, Knoxville, TN, Atlanta, GA, and Charlotte, NC. The 1997 statewide origin and destination surveys show about 1,100 vehicles per day at Marietta that could divert to this routing.

Historically, this route has not been in public favor due to two-lane mountainous stretches in Kentucky and North Carolina. However, the Kentucky link has been recently completed and the North Carolina link is currently being reconstructed to Interstate standards. (*Engineering News Record*, September, 1999.) Kentucky is also currently constructing a west bypass of Ashland Kentucky. Known locally as the Industrial Parkway, this project would allow US 23 traffic to bypass one of the lower quality sections of US 23 that is not designated for improvements.

Appalachian highways can be either full freeways or expressways with at-grade intersections. Many states have built some or all of their Appalachian Highways to full freeway standards amounting to about one-fourth of the system. The remaining system mileage is mostly built to expressway standards. Even lower standards, characterized by uncontrolled access and 1940s/1950s vintage geometrics, occur on Corridor "C" (US 23) in Franklin, Pickaway, Pike, and Scioto Counties in Ohio. This section of US 23 constitutes one of the lowest quality Appalachian Highways in the country that is not designated for further improvement.

There is no activity at the current time on a Waverly or South Bloomfield Bypass. South Bloomfield has only two traffic lights and would not likely be considered a major impediment on the utilization of the full 930-mile corridor. An improvement to the existing arterial through Waverly, widening the existing road to five lanes, will help alleviate congestion and unsafe conditions in that city. It, along with Portsmouth, will be

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the only city along the entire 930-mile corridor which does not have a bypass or controlled access facility through town.

1.5 Economic Issues

1.5.1 Existing Economic Conditions

The City of Portsmouth was founded on a location favored for settlement by Native Americans due to its strategic location at the mouth of the Scioto River. European settlers were drawn to the area upon completion of the Ohio and Erie Canal in the 1800s. Portsmouth grew into a thriving manufacturing town with its peak population of over 50,000 occurring in the early 1900s. Since then the population of Portsmouth has declined substantially to its current population of 22,676. Most manufacturing has left the area. Scioto County's population has kept at a constant 80,000 level since 1930.

Scioto County experiences an above average unemployment rate. For August 2000, unemployment in the County reached 8.3%, nearly twice the statewide average of 3.9% for the same period. At a public meeting held by ODOT in February of 1999, several written comments received expressed concern about the lack of employment opportunity in the county. In January 2004, unemployment in Scioto County was 10.2%, compared to the statewide average of 6.2% (Bureau of Labor Statistics, 2004).

In addition to an above average unemployment rate, Scioto County has a below average per capita income. Based on income statistics from the 2000 Census, the average annual income per capita in Scioto County was \$15,408 in 1999, compared to the statewide average of \$21,003. This low income is reflective of the employment mix in the County. Published employment data indicates that "services" and "trade" (wholesale and retail) are the largest employment sectors in Scioto County. This is not unexpected, as these are the largest two sectors in Ohio overall, but Scioto County has a relatively low share of "manufacturing." Manufacturing is a typically higher paying sector that forms the export base of a region's economy. Low manufacturing share suggests a weakness in the County's economy.

On October 14, 1999 Ohio's Governor Robert Taft persuaded the Appalachian Regional Commission to find methods to direct Appalachian funding to the neediest communities. A motion requesting the Commission to modify the commission's spending policies was unanimously passed by the Commission on this date. Scioto County fits both national and state criteria as a "neediest community."

Scioto County is one of Ohio's poorest counties. It includes the New Boston School District which is one of Ohio's poorest school district. Scioto County is one of twenty nine counties under jurisdiction of the Appalachian Regional Commission. It is one of nine counties that received the lowest status rating category of "distressed." The Portsmouth Transportation Study stakeholders blame the continuing poverty on the lack

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of infrastructure investment by the State of Ohio, both in the immediate area and connecting routes to areas of economic prosperity, such as Columbus, Ohio, and Huntington, West Virginia.

1.5.2 Lack of Business Investment

The Portsmouth Transportation Study stakeholders group emphasized the distressed economic condition of Scioto County as indicative of the need for additional transportation investment in the area. The group asserted that improved transportation infrastructure would enhance Scioto County's competitive position in attracting new business. Their intuitive stance is supported by Roger Schmenner's "Making Business Location Decisions" (1989), which presents results of a survey of 159 companies that had opened new plants. For new plant openings, 42% of the surveyed companies said that location on an expressway was a prerequisite. Another 35% stated that an expressway was desirable.

Steve Carter, with the Scioto County Department of Economic Development, shares this anecdote to illustrate the importance of good highway accessibility in attracting a manufacturer to a development site. In 1998, Executives with a Honda parts supplier drove south on US 23 from Marysville to a site at the Ohio River Industrial Park in the southeastern portion of Portsmouth. The site had all the characteristics the company required except good highway access. During the drive, the company president grew visibly more impatient with each traffic light. In the end, the company decided not to locate at the industrial park, but instead remains interested in a site along US 23 near Lucasville that would provide them the desired accessibility to the north.

In a 1998, a survey of manufacturing, distribution and business services firms was conducted by Area Development Magazine. Of the 288 companies responding to the survey, 91.5% ranked "highway accessibility" as "important" or "very important" in site selection. No other site selection factor was labeled as important by as many respondents. Survey analysts attributed this widespread importance to the increasing prevalence of inventory reduction and just-in-time manufacturing approaches. The second most cited factor (88% of respondents) was availability of skilled labor.

With Scioto County's elevated unemployment rates, the County currently has the opportunity to attract new and expanding employers, provided these employers can find sites with the desired access and land characteristics. The regional geography is an impediment. Most available land along existing improved highways is too steeply sloped or within a floodway or floodplain.

An exception to the predominant hilly terrain, with narrow valleys, is the Little Scioto River Valley. This valley is over one mile wide and contains only small amounts of flood plain. Most of this valley is agricultural. Local government and business leaders view this valley as the most feasible area for growth of the community. It appears that the

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primary impediment to further growth of Portsmouth and Scioto County into this valley is lack of adequate roads to the area.

1.6 Traffic Volumes and Levels of Service

1.6.1 Goals of Traffic Study

A detailed traffic planning study was conducted on the study area with an emphasis on the routes that handle the US 23 through movements. The purpose of this traffic study was to accomplish the following five goals.

- Determine the routes that are heavily utilized by through traffic. Identify the traffic loadings on each.
- Identify existing congestion on each route for both mainline links and signalized intersections.
- Identify design year congestion for the no build alternative.
- Provide a traffic database that will allow traffic assignments to be made on proposed alternatives.
- Provide traffic data that will allow calculations of benefit cost ratios for any build alternative.

The results of the traffic study are summarized below.

1.6.2 Capacity Analysis

Traffic counts (24-hour) and turning movement counts were taken at strategic locations on the six through routes within the Study Area. The purpose of these counts was to establish existing and design year (2025) levels of service on the existing facilities. This information provides the database for calculations of benefits on proposed alternatives.

Existing and projected traffic volumes were used to calculate Level of Service (LOS) on each of the fourteen links. Level of Service is a qualitative measure of the level of congestion on a highway. It is defined in the *Highway Capacity Manual*, ranging from A to F. LOS A is the best rating, indicating free flow conditions. LOS B represents essentially free flow. LOS C indicates nearly free flow speeds, but freedom to maneuver is beginning to be restricted. At LOS D, travel speeds are reduced and the ability to maneuver is limited. At LOS E, the roadway is near capacity and traffic flow is unstable. At LOS F, the traffic volumes exceed the roadway's capacity, which may result in queues and stop-and-go conditions. Improvements are typically designed to achieve LOS C or better for the design year in rural areas. The LOS results for the six through routes can be found in the *Feasibility Study Report*.

*An Appalachian Development Highway***1.6.3 Origin-Destination Survey**

To accomplish goals one and five of the traffic study, origin-destination surveys were conducted around the perimeter of the study area. Motorists were asked a series of questions. The two most important traffic-related questions were: (1) where did the trip originate and (2) which route did the motorist take through the study area (for through trips only). A map was shown to the motorists to help them identify their origination point.

The results of the origin-destination surveys are presented in the *Feasibility Study Report*. The origin-destination survey shows substantial diversions away from the signed US 23 route.

1.6.4 Diversions of Through Traffic

The Scioto County Engineer expressed concerns that county roadways were subjected to large volumes of through traffic that diverted from US 23 through Portsmouth. The results of the origin-destination survey, shown in the *Feasibility Study Report*, quantify this problem (Gannett Fleming 2001).

The traffic study concludes that considerable volumes of through traffic utilize alternative routes to US 23 through the Study Area, including county roads and poor quality state highways. To determine if this situation is unique, the Study investigated areas with existing or proposed bypasses on non-interstate routes for towns smaller than MPO size since the Interstate Highway Program began in Ohio. Based upon a review of available alternative routes and traffic volumes in these areas, no evidence could be found to suggest that diversions from the signed through route of 1,000-3,000 ADT occur elsewhere in the State of Ohio.

Based upon the substantial volume of through traffic that diverts to alternative routes, drivers perceive impediments to mobility along existing US 23. To quantify this, travel time was measured by the Scioto County Engineer along each of the through routes. These results are shown in the *Feasibility Study Report* (Gannett Fleming 2001). The travel times were measured during off-peak hours to assess mobility when traffic volumes are not heavy. This informal study demonstrated that the signed US 23 route through Portsmouth did not offer a substantial travel time savings over other available routes even in off-peak hours. This simple exercise indicated that the US 23 route takes longer than three other available options, and over five minutes longer than the Rosemount route that uses poor quality county roads.

Rosemount Road is an ideal site for interviewing motorists to find out perceptions of mobility needs for through traffic. Rosemount Road has grades exceeding 10%, and contains a switchback. (Switchbacks occur where a roadway must climb a steep grade by zig-zagging up the mountainside.) It is not shown on any commercial or state issued

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road maps. It is clearly inferior to the signed state routes through Portsmouth; yet over 3,000 of the 10,529 through trips on the east side of Portsmouth use it daily.



Rosemount Road - Excessive horizontal curves and steep grades make this route undesirable for truck traffic and impassable in severe weather.

Source: *Feasibility Study Report for US Route 23 Portsmouth Transportation Study*, Gannett Fleming, April 2001

An additional origin-destination type traffic survey was conducted on Rosemount Road. At this site several questions were asked of motorists to ascertain why they chose this route instead of the higher quality routes. The conclusions from these questions were as follows:

- ❑ Rosemount Road was chosen by most respondents because of the five or more minutes of time savings gained compared to the signed state routes.
- ❑ Motorists would only divert to one of the other five through routes if they were improved to take a shorter time. This is also true for a new alignment alternative.
- ❑ Time savings concerns appeared to be much more important than any concerns about poor geometrics and safety hazards.
- ❑ Most of the through trips are regional commuters who are forced to travel through Portsmouth. Longer trip motorists seem to have not discovered Rosemount Road.
- ❑ Even with acceptable levels of service, the thirty signals on the signed route are perceived as a mobility hindrance.

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Based upon observed travel times for alternative through routes and results of the origin-destination survey at Rosemount Road, traffic cannot be diverted to US 23 (or another route) unless it is improved to provide a travel time savings over the local road system.

1.7 Safety

1.7.1 Accident Analysis

An accident analysis for the period of 1996-1998 was conducted for several state and local routes within the limits of the Study Area. These routes were broken down into 14 links, further subdivided into a total of 31 sub-links. Accident data for these sub-links, along with statewide crash statistics, were obtained from the Ohio Department of Public Safety. The analysis examined the accident experience of each sub-link in terms of accident frequency, crash type, light condition, pavement condition (wet, dry, snow/ice) and accident severity and compared the results to statewide averages.

Accident data for US 23 in Kentucky was not available in the same format or level of detail as for the Ohio routes. However, the general information demonstrates that the accident rate in Kentucky on US 23 is lower than Kentucky's statewide average for similar facilities. Therefore, US 23 in Kentucky was not examined further.

The Ohio Department of Transportation calculates statewide average accident rates by the type of roadway - rural or urban, two- or four-lane, divided or undivided. For example, a rural two-lane undivided roadway would have a different average accident rate than an urban four-lane divided facility. The following analysis compares the calculated accident rates for the routes within the study area to the appropriate statewide accident rate for that facility type.

The accident analysis found that a total of 2,435 accidents were reported from 1996-1998 on the Ohio routes studied. In comparison to statewide figures, the following conclusions were drawn.

Accident severity. Crashes were grouped into two categories, those that produced injuries and/or fatalities and those that produced property damage only. The severity of both rural and urban crashes within the study area nearly mirrors statewide averages.

Pavement condition. Accident rates by pavement condition generally fit the statewide norms, with a slightly higher percentage of wet and snow/ice accidents on the rural sub-links.

Light condition. Most crashes in Ohio occur during daylight hours and that is also true of the study area sub-links. However, rural nighttime crashes are slightly higher than the statewide average.

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Crash type. In urban sub-links, rear end crashes were over-represented in comparison to statewide norms. Approximately 50% more rear end accidents occurred on the urban links than on a typical urban roadway. For rural sub-links, crash types fit the statewide norm, except that animal crashes are over-represented. This may reflect the wooded nature of the study area with its high deer population.

Accident frequency. Crash rates in terms of Accidents per Annual Million Vehicle Miles Traveled were calculated for each link, and the results are shown in the *Feasibility Study Report*. The rates for urban links are much higher than the statewide average rates. Rural crash rates are lower than the statewide average on routes with good alignments but are worse than average on several routes with poor geometry.

1.7.2 Examination of Contributing Factors

An analysis of the accident types occurring on the high-accident sub-links, completed in the *Feasibility Study Report*, revealed a similar pattern among the rural routes and a different commonality among the urban routes (Gannett Fleming 2001). The high-accident rural routes, including CR 377 and portions of SR 104, CR 28, SR 728 and SR 335, appear to possess a high concentration of fixed-object and animal accidents. Fixed-object accidents typically result from poor highway alignment, inadequate shoulders, and lack of clear zone. Animal accidents occur most frequently in areas with high deer populations, but the likelihood is increased further by lack of clear zone which prevents early detection of the animal's presence along the roadway. Examination of these roadway segments confirms that these contributing factors are present. (See the *Feasibility Study Report*).

The high-accident urban links possess an elevated concentration of rear end and angle accidents. Rear end accidents typically occur in areas with traffic congestion and/or traffic signals, and in areas with numerous access points and notable volumes of turning traffic. Angle accidents also occur often in areas with numerous driveways, at highly congested intersections, or in areas with poor intersection sight distance. Examination of the urban roadway segments confirms that these contributing factors are present. (See the *Feasibility Study Report*).

Safety problems appear to be widespread within the study area. All six of the through routes experience higher than average accident rates in at least one link. The rates in some of these links are more than twice the statewide average for similar facilities. These include US 23 and US 52 in Portsmouth and several rural routes with poor alignments including CR 377 and portions of SR 104, CR 28, SR 728 and SR 335.

1.8 Summary and Conclusions

Deficiencies of Existing System. US 23/US 52 through the study area contains several physical limitations. These 24.6 miles of roadway contains 3 steep grades, 7

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excessive curves, 88 intersections, 512 driveways, and 4 field drives. Thirty (30) of these intersections are signalized. 10.6 miles have a speed limit of less than 55 mph. By the large number of access points and traffic signals, US 23/US 52 is restricted in its ability to serve the intended function of a primary arterial -- movement of through traffic. Five other through routes were examined and found to have similar deficiencies. Those with fewer conflict points possessed a greater degree of substandard design features, such as steep grades and excessive curves. There is no roadway through the study area that substantially meets design standards without numerous intersections, traffic signals and access points.

Regional Mobility. Appalachian Regional Commission funding of the Appalachian Highway System is intended to provide improved transportation infrastructure to impoverished areas. *Access Ohio*, ODOT's long range plan, contains similar goals to improve mobility and foster economic development. Within the Study Area, there exists a "missing link" in the Appalachian corridor from Asheville, North Carolina, to Columbus, Ohio. The goal of the project is to close this gap in a multi-state corridor and provide a nearly complete controlled-access alternative to I-77 and I-75 between Orlando, Florida, and Columbus, Ohio.

Economic Issues. Scioto County is economically distressed with above average unemployment rates and below average per capita income compared to Ohio overall. This condition results from a comparatively low share of manufacturing within the County. Citizens and local economic development officials, supported by surveys of site selection criteria, assert that inadequate transportation infrastructure impedes the area's ability to attract industrial investment. In order to enhance the region's competitive advantage for new and expanding businesses, the goal of the project is to provide improved highway access within the region. While the construction of a new roadway does not guarantee that this business investment will occur -- local development officials will still need to be concerned with other factors -- the goal is to meet the intent of the Appalachian Highway Development System by providing Scioto County with the necessary transportation infrastructure to help them compete in the marketplace.

Traffic Volumes and Levels of Service. If all the through trips were concentrated on US 23, it would function at Level of Service F, with frequent traffic jams. This situation is averted by traffic distributing itself over a six route network, including substandard county and state routes. US 23/US 52 and the five other through routes are not currently operating over capacity, except at one intersection. By design year 2025, only two links will be operating below LOS C, but one unsignalized and 9 signalized intersections will operate at LOS D or worse. Six of these poorly functioning intersections are on US 23. Based upon observed travel times for alternative through routes and results of the origin-destination survey at Rosemount Road, drivers will not divert to US 23 (or another route) unless it is improved to provide a travel time savings over their present route. The goal of the project is to provide a shorter travel time for

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through traffic, provide an acceptable level of service on the new facility and draw traffic from existing congested routes.

Safety. Safety problems appear to be widespread within the study area. All six of the through routes experience higher than average accident rates in at least one link. The rates in some of these links are more than twice the statewide average for similar facilities. These include US 23 and US 52 in Portsmouth and several rural routes with poor alignments including CR 377 and portions of SR 104, CR 28, SR 728 and SR 335. The goal of the project is to draw traffic from the high accident routes and decrease the likelihood of collisions on the existing routes. Therefore, the accident rate of the system overall is likely to decrease. However, the accident rate on individual existing links will likely remain the same as no improvements are planned for existing facilities.

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2.0 Alternatives

2.1 Conceptual Alternatives

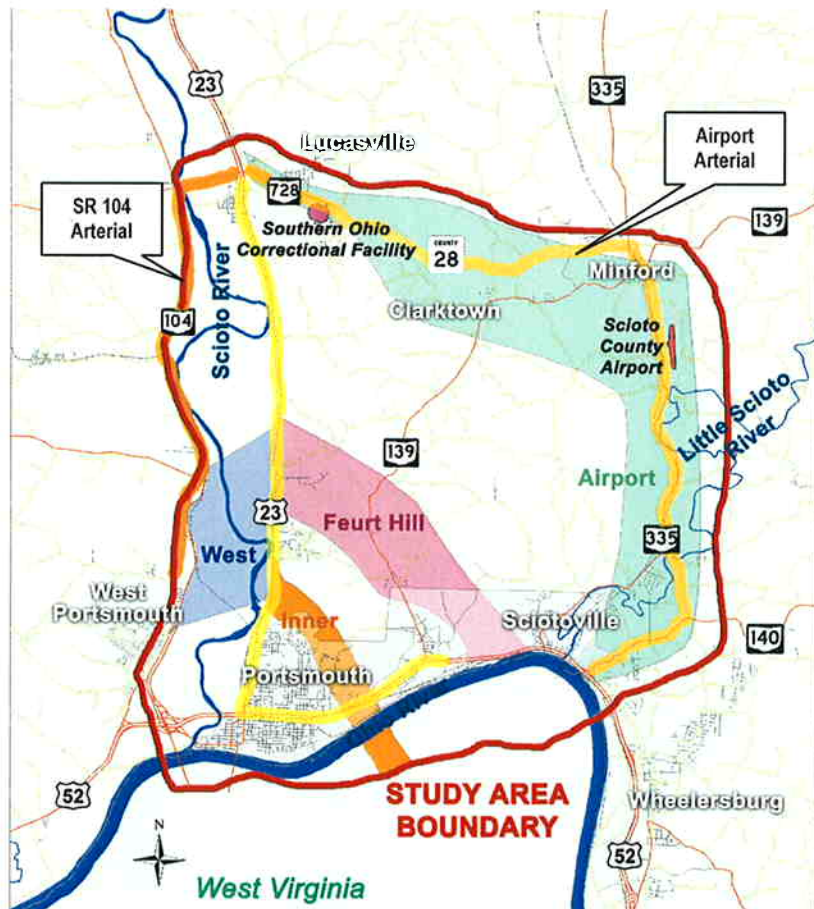
2.1.1 Development of Conceptual Alternatives

The US Route 23 Portsmouth Transportation Study considered multiple needs of the Portsmouth area. During the study, various Conceptual Alternatives were considered that would meet these needs to varying degrees, as documented in the *Feasibility Study Report for US Route 23 Portsmouth Transportation Study* (April 2001). For the purposes of the feasibility study, Conceptual Alternatives are defined as potential solutions for addressing one or more of the identified needs. These are graphically depicted to represent ideas or concepts that differ from one another in the extent to which they would address a specific need, as

opposed to representing a specific location.

These concepts included four bypass concepts (Airport, Feurt Hill, West and Inner), three arterial concepts (upgrades of US 23/US 52, SR 104, or the existing Airport Route), and the No Action Alternative or “No Build” option. It should be noted that Portsmouth also is located on a major east-west corridor. The external nodes of this movement are Cincinnati, Ohio, and Huntington, West Virginia. The origin-destination survey shows this movement to be approximately 2,000 vehicles per day utilizing several routes, including US 52 and SR 73 to US 52. This relatively low volume suggest that a substantial diversion of long distance east-west traffic may have occurred when Kentucky opened the A-A Highway that

Figure 2-1: Conceptual Alternatives



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provides a direct connection from Cincinnati to I-64. Therefore, the east-west movement is not further considered in this action. Each of the above Conceptual Alternatives is described below.

During the development of conceptual alternatives, it was recognized that each option would meet different needs to a different extent. However, the intent was to examine a wide range of potential solutions with the knowledge that each option would: 1) have different costs and impacts; and 2) the impacts of each alternative would be weighed against the degree to which it met various transportation needs.

The findings of the planning study evaluating the Conceptual Alternatives are summarized here. For additional details regarding the analysis of various performance measures comparing the concepts, please refer to the *Feasibility Study Report* (Gannett Fleming 2001), which is on file at ODOT Central Office and ODOT District 9 Office. The airport bypass and Feurt Hill bypass were the two alternatives that best met the purpose and need of the project. For this reason, they are discussed in much more detail than the other alternatives.

2.1.1.1 No Action Alternative

The No Action alternative would involve making no improvements other than routine maintenance. The other active and proposed projects in the region listed in Section 1.2.4 are also considered part of the No Action alternative. This option would not address the identified safety, operational or economic needs of the Scioto County area.

The existing transportation system within the Study Area was examined to quantify any physical deficiencies, such as narrow lanes, steep grades, tight curves, sight distance restrictions, conflict points, speed reductions and no passing areas. A summary of the deficiencies of each link can be found in the *Feasibility Study Report for US Route 23 Portsmouth Transportation Study* (Gannett Fleming 2001). The data for excessive curves, excessive grades, passing restrictions and sight distance restrictions, and pavement width was obtained from ODOT's *State Supplemental Inventory* and *State System Basic Road Inventory*. ODOT's data defines an excessive grade or curve as exceeding the ODOT standard for the speed limit. Other factors were obtained from field observations.

By combining the information on roadway deficiencies by each through route, as shown in the *Feasibility Study Report*, the following general conclusions can be drawn.

US 23/US 52 through the study area contains several physical limitations. This 24.6 miles of roadway contains 3 steep grades, 7 excessive curves, 88 intersections, 512 driveways, and 4 field drives. Thirty of these intersections are signalized. One 3.8 mile link, US 23 downtown, contains 24 intersections (7 with signals) and 172 driveways. This is an average of over 51 access points per mile in that section.

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Approximately 6.1 miles has speed limits below 55 mph. These speed reductions, coupled with the large number of access points and traffic signals, restricts US 23/US 52's ability to serve the intended function of a primary arterial – movement of through traffic. Five other alternative through routes were examined and found to have similar limitations.

The shortest through route is 22.0 miles, using US 23 to Rosemount Road to US 52. Although shortest in length, Rosemount Road introduces 4.9 miles with 45 intersections and 184 driveways, with no-passing allowed for that length. Approximately 1.9 miles has a pavement width of 20 feet or less and 8.0 miles has a speed limit of 35 mph

Another possible through route is the Airport Route to US 52. This route is 24.9 miles long with only 7 traffic signals, but it contains 25 steep grades, 25 excessive curves, long lengths of no-passing, 6.7 miles with a speed limit of 45 mph, 7.4 miles of narrow pavement, and 385 conflict points.

Another potential through route is US 23 from Ohio through Kentucky. This route is 23.6 miles long and contains 6.1 miles with a speed limit under 55 mph, 20 traffic signals, 88 intersections and 309 private access points.

A possible through route uses State Route 104, which essentially parallels US 23. This option is 26.1 miles long and involves using SR 104 to SR 852 to US 23 via the Perkins Bridge. This through route contains 3 excessive grades, 10 excessive curves, and 5.4 miles with passing restrictions.

The final alternative through route is also 26.1 miles long. It is the US 23/Truck Route option, following US 23, then US 52 west to the Perkins Bridge, rejoining US 23 in Kentucky. This is the signed truck route, bypassing a short length of existing US 23 in downtown Portsmouth, avoiding 11 intersections, 5 signals and 33 driveways. It contains 77 intersections, 15 traffic signals, 276 drives, and 5.5 miles with speed reduction under 55 mph.

In conclusion, the US 23/US 52 route possesses numerous conflict points that reduce its ability to move through traffic. Of the five alternative routes examined, those with fewer conflict points possessed a greater degree of substandard features, such as poor horizontal and vertical alignment, no passing, and lack of shoulders. Therefore, no through route exists that substantially meets design standards without numerous intersections, signals and driveways.

2.1.1.2 US 23/US 52 Upgrade – Transportation Systems Management Alternative

This concept included performing a detailed traffic operations study, with improvements to consist of traffic signal optimization and potential construction of additional turn lanes. Two larger projects were also to be included in this concept: 1) the widening of US 23

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for about one mile on the north side of Portsmouth to a full four-lane width; and 2) the reconstruction of about one-half mile of substandard roadway in the vicinity of the Feurt Hill Railroad Overpass.

2.1.1.3 New Construction Alternatives

Several alternatives were developed to address the identified needs, including four bypass concepts, two arterial concepts, and an upgrade of the existing US 23/US 52 Route through the study area. These options did not represent specific roadway alignments, but instead were broad concepts that were intended to encompass many potential alignments or design options that would serve similar purposes. The preliminary concepts within each category are described briefly below and are shown graphically in Figure 2-1. More information on each of the preliminary concepts can be found in the *Feasibility Study Report for US Route 23 Portsmouth Transportation Study* (April 2001).

Airport Bypass

This concept anticipated a freeway route from Lucasville to Minford to Wheelersburg, and would provide access to the Scioto County Airport, Little Scioto Valley, and the Minford area.

Feurt Hill Bypass

This concept provided a diagonal corridor that began on US 23, approximately two miles north of Rosemount, and extended to a point on US 52 immediately east of New Boston.

Inner Bypass

This concept provided a bypass immediately outside the built up areas of Portsmouth, and was bounded on the northeast by Rosemount Road and SR 335. Because this alternative did not bypass New Boston, it was extended across the Ohio River to US 23 east of South Shore, Kentucky.

West Bypass

This concept provided a direct connection from US 23 to the existing four-lane portion of SR 73 near West Portsmouth, and would connect to US 23 as far south as the northern city limits of Portsmouth.

SR 104 Arterial

This concept provided a modern five-lane rural arterial from the end of the four-lane section near West Portsmouth to SR 348; if traffic warrants, additional spot improvements would be required at both ends of the Carl Perkins Bridge and the intersections of SR 348 with SR 104 and US 23.

*An Appalachian Development Highway****Airport Arterial***

This concept provided a modern five-lane rural arterial from the end of SR 728, near the Lucasville Prison, along CR 28 to SR 335 at Minford. It then followed SR 335 south to US 52 or SR 335 south to CR 15, followed CR 15 to SR 140, and followed SR 140 to US 52, and would incorporate a one-mile reconstruction of SR 335 scheduled for 2002.

2.1.2 Performance Measures

Each of the preliminary alternatives was analyzed for comparison in several categories, including project cost, traffic using the route, safety benefits, travel time savings, economic development potential, and benefit/cost. Based upon the identified needs, two alternatives stood out from among the others --- the Feurt Hill Bypass and the Airport Bypass Concepts. The Airport Bypass performed better than the Feurt Hill Bypass on all the identified needs; however, the Feurt Hill Bypass, with its lower cost, performed better in the benefit/cost computation. These two options will be discussed in more detail below. More information on the performance of each Conceptual Alternative can be found in Appendix I.

Based upon the primary needs of economic development and regional mobility, and the results of the Origin-Destination Study that showed the diversion of through trips, the appropriate termini for the Portsmouth Bypass were chosen to be US 52 just west of Wheelersburg and US 23 just north of Lucasville. These termini were selected in order to bypass the traffic signals and low speed limits contained within the 26 miles along US 23 and US 52 between these points. US 52 east of this location is a four-lane divided freeway with interchanges. US 23 north of this point is a four-lane divided expressway with no traffic signals.

While the Airport Bypass and Feurt Hill Bypass options were found to be substantially superior to the other alternatives under consideration in terms of addressing identified needs, additional analysis was required to determine which of the two conceptual alternatives to carry forward into the environmental process. In order to compare the Feurt Hill and Airport Bypass options equally to one another, the Feurt Hill Bypass option was modified to reflect the same termini as the Airport Bypass concept. In other words, it is assumed that improvements would be made along US 23 to eliminate at-grade intersections and the traffic signals in Lucasville to meet the same needs that the Airport Bypass concept would meet. The safety benefits, the cost estimates and benefit/cost calculations were then revisited, including a detailed examination of the cost estimates to account for the severe terrain. Additionally, the alternatives were compared against the project purpose. Table 2-1 presents the updated cost estimates and comparison of the two alternatives to the existing roadway facilities. The revised numbers are highlighted in blue. The better alternative in each category is shaded.

*An Appalachian Development Highway***TABLE 2-1: Comparison of Feurt Hill Bypass and Airport Bypass Alternatives to Existing Roadway Facilities**

Project Needs		Feurt Hill Bypass	Airport Bypass
Project Cost (2005 dollars)		\$217,000,000	\$157,000,000
Travel Time Savings (minutes)		12.22	15.72
Traffic on Bypass (2025)		16,700	25,000
Accident Savings (millions)		\$23.6	\$36.6
Financial	Benefit/Cost	1.1	1.9
	25-year Total Benefits (millions)	\$161	\$189
	Net Benefits (millions)	\$20	\$92
Development Potential	Acreage	916	2,016
	Jobs	1,948	5,798
	Payroll (millions)	\$60	\$156

Source: *Feasibility Study Report for US Route 23 Portsmouth Transportation Study*, Gannett Fleming, April 2001.

Based upon updated cost estimates and comparison to the needs of the project, the Airport Bypass substantially outperformed the Feurt Hill Bypass on each measure. A summary of the Airport Bypass Concept performance measures is presented below.

Economic Development Potential. Public input and the technical analysis both pointed to economic distress as the most critical need that the project should be designed to address. A detailed analysis of the economic development potential of the alternatives indicated that the Airport Bypass provides new opportunities that the other alternatives do not. The Airport Bypass improves the marketability of the existing economic development sites, totaling approximately 916 acres. Beyond these acres that would be readily developable, there are approximately 3,000 acres within one-half mile of the potential Airport Bypass that are relatively flat, not in floodplain, utilities available, and airport and rail nearby. North from the airport area is a wide valley of similar property, several miles long, that is the only large concentration of such property in the county. Other areas of flat ground are located within the wide floodplain of the Scioto River and do not lend themselves to development. Local community leaders have stated that the property near the airport and the valley to the north is the future of their county in terms of potential job creation. These additional acres translate to 3,850 potential jobs, nearly twice the potential job creation of the existing sites. Based upon this improved access to developable property, the Airport Bypass provides a calculated economic development potential of 2,016 acres of land, which translates into 5798

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potential jobs, and enables community leaders to explore other possibilities northeast of Portsmouth.

When presented with the preliminary findings of the study, the Governor's Office of Appalachia (GOA) provided comments, included in a letter found in the *Feasibility Study Report* (Gannett Fleming 2001). The GOA quoted economic indicators for the area, stating "For January 2001, the unemployment rate of the United States was 4.7%. . . . For the same period, the State of Ohio experienced a similar unemployment rate of 4.8%. In contrast, Scioto County's unemployment rate was 9.8% -- more than twice the statewide average. The surrounding counties of Adams, Pike and Jackson experienced even more dismal unemployment rates of 13.3%, 11.5% and 9.3% respectively. In 1995, 21.4% of the Scioto County population lived in poverty."

The GOA emphasized, "The purpose of the Appalachian Development Highway System (ADHS) is to provide the catalyst for economic development of the Appalachian Region...Economic Development is the primary purpose of the ADHS." Based upon these comments, the existing economic condition of Scioto County, and the overwhelming opinion of the local community, economic distress is the greatest need that the project should be developed to address. With the added consideration of economic development potential as the primary purpose, the Airport Bypass concept was the only alternative that substantially addressed the goals of the project.

Travel Time. The Airport Bypass will save 15.72 minutes over the existing facilities. At approximately 10,000 through trips per day in the opening year, this is over 2600 hours in travel time saved per day for through travelers alone – over 940,000 hours per year.

Traffic Volumes. The Airport Bypass will carry the highest volume of traffic, at approximately 25,000 vehicles per day in 2025. The Airport Bypass draws more local trips – numerous local trips on the existing airport route of SR 728, CR 28, SR 335 and SR 140 would divert to the Airport Bypass due to the savings in travel time. The Airport Bypass traverses an area that contains local trip destinations, such as Minford, the county airport and residential developments, and would be expected to have intermediate interchanges. The Airport Bypass, by definition, essentially parallels the existing airport route and would draw virtually all through traffic and the majority of local traffic from this route, in addition to the through traffic drawn from the other existing through routes, such as existing US 23/US 52 and the Rosemount route. In addition, local trips currently using SR 139 to cross the study area diagonally from the southwest to northeast would divert to the Airport Bypass. Despite a slight increase in length, the predicted travel time savings would draw these travelers to the Bypass. As such, the Airport Bypass provides an improved route for through traffic and for local trips currently using the existing airport route, carries 25,000 vehicles per day, and therefore, provides benefits to a great number of motorists. While no improvements are planned for the existing facilities, the Airport Bypass alternative would substantially reduce traffic volumes on SR 139 and on the majority of the routes with deficient intersections, as

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shown in the *Feasibility Study Report* (Gannett Fleming 2001). It would also provide minor traffic reduction for SR 104.

Accident Reduction. The safety benefit for the Airport Bypass was computed to be \$36.6 million in accident savings over the existing facilities. The reason for the large safety benefit of the Airport Bypass hinges on two factors – the amount of traffic drawn to the Airport Bypass and the conditions of the facilities from which this traffic is diverted. The Airport Bypass draws the greatest amount of total traffic of all the alternatives, including the greatest volume from the links with the highest accident rates. In 2025, over 8,000 more vehicles per day would use the Airport Bypass than the Feurt Hill Bypass, which means, in the most basic terms, 8,000 fewer vehicles on high-accident routes.

Benefit/Cost. The amount of earthwork is the primary distinction between the locations of the Airport Bypass and the Feurt Hill Bypass. One mile of the Airport Bypass at the southern end is located in hilly terrain while the Feurt Hill Bypass would be entirely located in more severe terrain than any of the projects recently constructed in Ohio. The Airport Bypass was estimated to cost \$157 million at the time of the feasibility study. Based upon the benefit calculations and cost estimates, the Airport Bypass was found to have a benefit/cost ratio of 1.9. As such, the Airport Bypass was considered to be a better financial investment than the Feurt Hill Bypass.

2.1.3 Summary

An environmental overview was conducted by reviewing available land use and topographic mapping and the results of literature searches. This analysis was used to determine if the Feurt Hill Bypass concept should be carried forward despite the fact that it fails to fully satisfy the purpose and need of the project based upon its economic development potential as discussed in the *Feasibility Study Report* (Gannett Fleming 2001). Based upon this review, the Feurt Hill Bypass was found to have greater impacts per mile, and with likely similar impacts overall in comparison to the Airport Bypass. Due to substantial cuts and fills, the Feurt Hill Bypass would require a wider right-of-way. In addition, it would traverse extremely rugged terrain that would limit opportunities for avoidance of impacts without substantially increased costs. As the Feurt Hill Bypass is unlikely to offer an alternative alignment with few impacts and fails to fully satisfy the purpose and need of the project, it was determined that it was no longer considered a reasonable alternative and should not be carried forward into the environmental process.

Based upon the identified needs, the performance of each alternative in meeting those needs, and the primary goals of the project, the Airport Bypass concept was carried forward in the project development process as the conceptual alternative which best satisfies the purpose and need of the project.

*An Appalachian Development Highway***2.2 Feasible Corridors and Alternatives****2.2.1 Preliminary Corridors****2.2.1.1 Development of Initial Corridors**

Under ODOT's Project Development Process, the development of specific alternatives typically begins with the identification of several wide bands or corridors within which field studies will be conducted and alignments can be developed to avoid and minimize impacts. With the topography of the project Study Corridor, the approach of developing two or three 1000- or 2000-foot corridors would require additional engineering analysis in order to find a place to begin.

Preliminary Corridors are defined as potential roadway alignment locations. These are developed at a minimal level of detail for the purpose of efficiently evaluating a large number of potential locations during the process of developing the Feasible Alternatives. ODOT's process does not contain a formal step for Preliminary Corridors, which is typically part of the preliminary design process. However, the potential roadway locations for the Portsmouth Bypass are numerous and the likely impacts and costs of those locations are so different from one another due to the terrain and land cover that this process is documented here to assist in understanding of the extent to which the planning considered multiple locations.

The following section explains the process for developing the Preliminary Corridors and evaluating them to arrive at Feasible Corridors. Feasible Corridors are wide bands around the most promising Preliminary Corridors, within which more detailed engineering and environmental field studies were conducted in order to develop the preliminary feasible alternatives, which are described in Section 2.2.3.

Following the Scoping Meeting, the project team began developing preliminary alignments within the refined Study Corridor. The goal was to identify possible alignments in consideration of both the natural topography and avoidance of critical socioeconomic resources, including concentrated locations of homes, businesses, schools, and cemeteries. After the preliminary alignments were mapped, it was observed that a number of preliminary alignments merged and diverged at several points ("nodes"). The preliminary alignments were subsequently divided into 95 individual roadway segments representing different options for traveling from one "node" to another. Additionally, several roadway segments were found to traverse a common area in close proximity. This occurrence suggested that these common areas ("junctions") were estimated to be the best general location for the roadway, and designation of individual roadway segments at these junctions would yield little comparative information. As such, these areas were viewed collectively as single, representative roadway segments (Junctions I through IX). The 95 roadway segments and 9 junctions are summarized in are shown in Figure 2-2.

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Upon initial evaluation, it was quickly determined that over 55,000 potential alignments were possible when linking individual roadway segments at nodes. As such, the overall Study Corridor was divided in two, the northern half and the southern half. Individual roadway segments, including the junctions, were then "linked" to provide feasible alignments between SR 52 and midway through the Study Corridor, and from midway through the Study Corridor to US 23, to accommodate evaluation of the roadway segments on a broader basis relative to earthwork (i.e., cut and fill). This was conducted so that the roadway segments were not evaluated as stand-alone segments, but considered how segments would join the preceding and following segments to create a logical and feasible profile.

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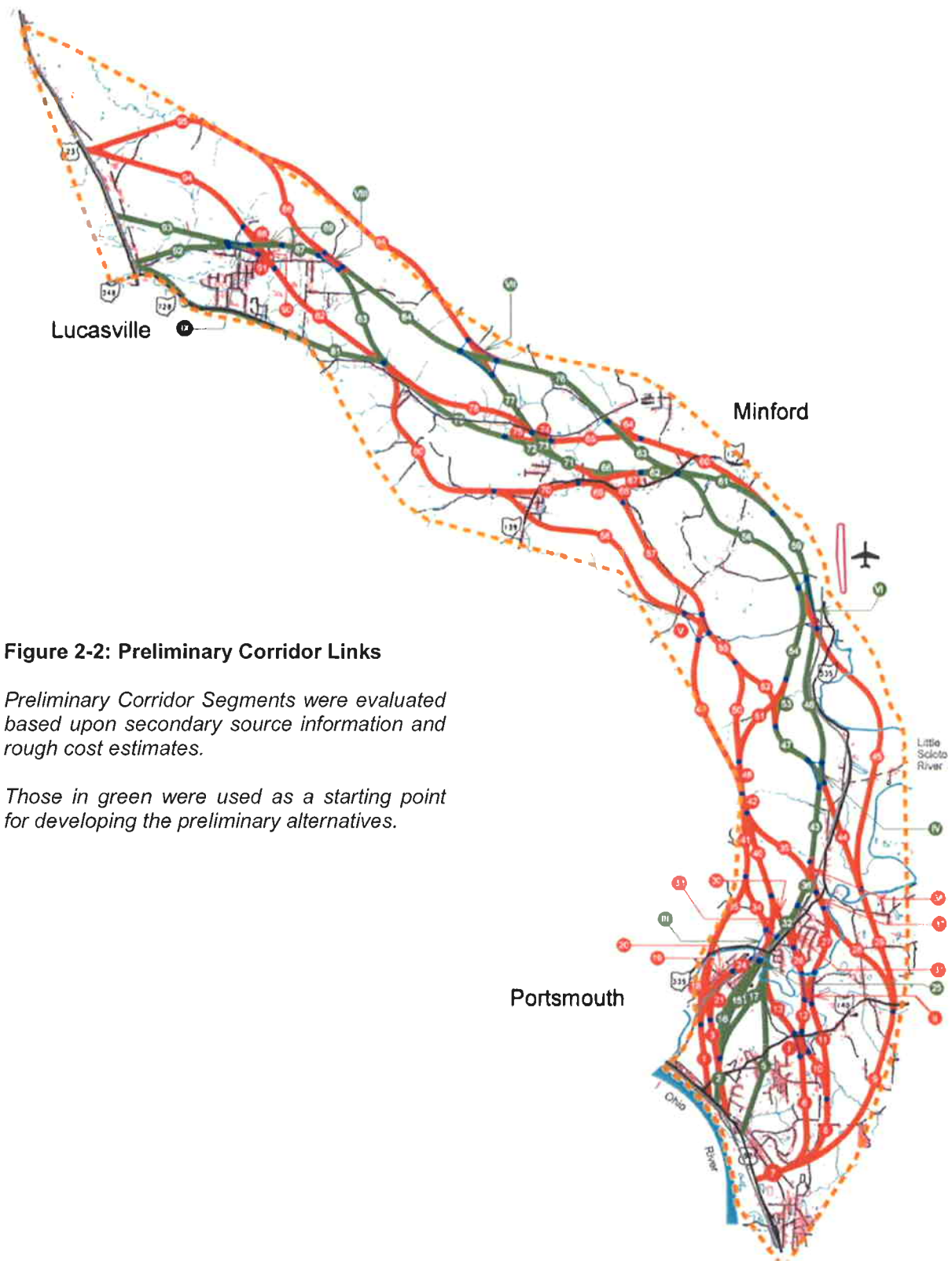


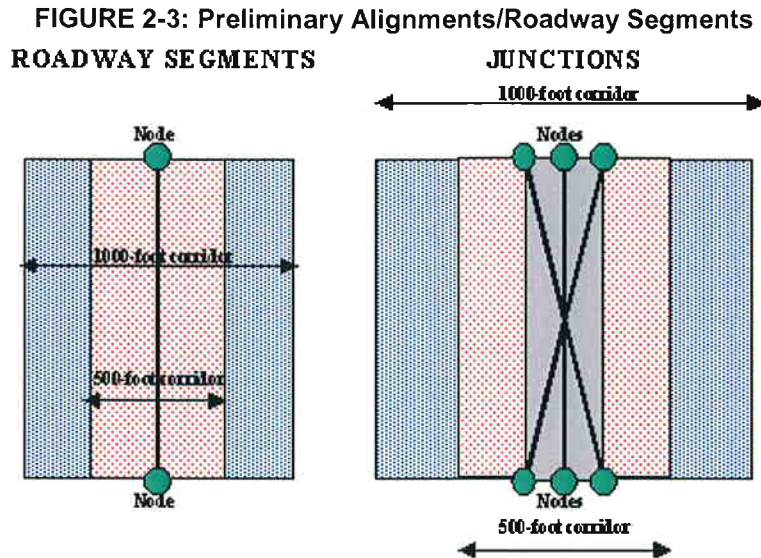
Figure 2-2: Preliminary Corridor Links

Preliminary Corridor Segments were evaluated based upon secondary source information and rough cost estimates.

Those in green were used as a starting point for developing the preliminary alternatives.

*An Appalachian Development Highway***2.2.1.2 Evaluation Process and Criteria**

After the links had been established, shape files were created in the GIS to represent a 500-foot corridor and a 1,000-foot corridor outside each roadway segment.



Using the results of the Scoping Meeting as a guide, the project team discussed the resources that should be considered during the impact analyses. Following substantial consideration by an interdisciplinary team, critical resources were established as the following (not in any particular order): residential relocations; other relocations; documented wetlands; speculative wetlands; cemeteries; historic properties; stream crossings; parallel streams; productive soils; 100-year floodplain; 500-year floodplain; parks and recreation; and comparative cost.

Shape files that represented the locations of these resources were created and imported in the GIS. These data were obtained through the literature review and field reconnaissance developed in preparation for the scoping and ongoing investigations conducted to support preliminary development. The mapped shapes were then generated as a thematic map layer that was overlain by the 500-foot and 1,000-foot corridors for the links described above to estimate impacts to critical resources.

Residential and Other Relocations

Digital tax map data from the Scioto County Engineer's Office was incorporated into the GIS system so that a query could be run to provide a list of parcel numbers within the 500-foot and 1,000-foot corridors. Parcel type (i.e., residential, commercial, etc.) was determined through comparison of the parcel numbers affected to metadata files managed and updated for the Scioto County Auditor by Manatron, Inc. to support their website (www.sciotocountyauditor.org).

*An Appalachian Development Highway****Documented Wetlands and Speculative Wetlands***

Documented wetlands were defined as areas comprised of wetland features identified on either the NWI or the OVRDC land use mapping. Speculative wetlands were defined as areas comprised of mapped non-urban land with hydric soil units with slopes between 0 and 6 degrees. Aerial photography was used to determine if any of the documented and/or speculative wetlands were clearly not wetlands, which were removed from the final version of the data theme/layer in the GIS.

Cemeteries

Cemetery locations within the Study Corridor were identified through literature review, the NEPA database search obtained for the ESA Screening and field review for social and economic resources. Churches present within the Study Corridor were visited to determine if cemeteries were associated with the parcel. Twenty-nine shape files representing the locations of cemeteries were created after defining the areas historically or actively being utilized for interment.

Historic Properties

Project historians identified known NRHP listed or eligible properties and potential NRHP structures in a *Phase I History/Architecture Report* (ASC Group, 2002). Known NRHP-listed or eligible structures along with structures that were still under evaluation by the team at the time of this analysis were located and were used as the basis for creating shape files within the GIS.

Stream Crossings and Parallel Streams

The locations of streams within the study area were determined from existing aerial photography and USGS mapping. USGS Digital Line Graph (DLG) data, supplemented by watershed calculations and representative sampling, was used to identify the locations of perennial and intermittent streams. The number of stream crossings was subdivided as follows: 1) number of crossings by the roadway segment; 2) number of crossings within the 500-foot corridor; and 3) number of crossings within the 1,000-foot corridor. Parallel streams were calculated as the number of linear feet the roadway segment traversed parallel to a stream within the 500-foot and 1,000-foot corridors.

Productive Soils

Boundaries of productive soils, as provided by the NRCS, were identified on the project mapping. Productive soils were calculated as the number of acres present within the 500-foot and 1,000-foot corridors for each roadway segment and junction.

100-year and 500-year Floodplains

Existing floodplain data available from the Federal Emergency Management Agency (FEMA) through published Flood Insurance Rate Maps were used to establish floodplains and floodways shape files within the Study Corridor.

An Appalachian Development Highway**Parks and Recreation**

Field studies confirming the locations of school, public, and commercial recreation facilities were used to identify the number of parks and recreation facilities present within the 500-foot and 1,000-foot corridors.

Comparative Cost

Comparative costs were developed for each roadway segment by evaluating those factors determined to have the most impact on cost of construction including basic roadway length, amount of earthwork, soil type, bridgework, and residential and business relocations. These broad categories were further subdivided in to planning-level estimates established for quick comparisons, as follows:

Roadway Length. The basic roadway construction cost was estimated at a unit price of \$625/foot or \$3,300,000/mile.

Earthwork (Terrain). The quantity of earthwork (i.e., cut and fill) was estimated by comparing the existing ground profile to the proposed profile along each roadway segment. The type of earthwork was further quantified as either cut or fill under four categories: 1) 0-16 feet; 2) 16-35 feet; 3) 35-60 feet; and 4) >60 feet. A unit price factor (UPF) per foot was applied for fill or cut in each of the four categories, resulting in eight possibilities for each foot of roadway:

Fill 0-16'	Cut 0-16'	Fill 16-35'	Cut 16-35'	Fill 35-60'	Cut 35-60'	Fill >60'	Cut >60'
UPF 1	UPF2	UPF3	UPF4	UPF5	UPF6	UPF7	UPF8

Soil Type. The geological and geotechnical information summarized in the *Stage I Subsurface Investigation Report* (DLZ, 2001) was used to identify the presence and horizontal extent of highly plastic soils (Minford Complex) that often require subgrade treatment, rock, and areas along hillsides identified as historical landslides or residual and colluvial soils having the potential for slope instability. The type of earthwork in these three areas was further quantified as follows: 1) fill in the Minford Complex from 0-16 feet, 16-35 feet, 35-60 feet, and >60 feet; 2) cut in rock from 0-16 feet, 16-35 feet, 35-60 feet, and >60 feet; and 3) landslide areas. A UPF per foot was applied for each of the three categories, resulting in nine possibilities for each foot of roadway:

Fill 0-16' Minford	Fill 16-35' Minford	Fill 35-60' Minford	Fill >60' Minford	Cut 0-16' Rock	Cut 16-35' Rock	Cut 35-60' Rock	Cut >60' Rock	Landslide
UPF1	UPF2	UPF3	UPF4	UPF5	UPF6	UPF7	UPF8	UPF9

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Bridgework. The cost associated with the construction of bridges over roads, railroads and watercourses was estimated as follows: 1) elevated structures crossing roads from 16-35 feet, 35-60 feet, 60-100 feet, and >100 feet; 2) at grade railroad crossings; and 3) major and minor stream crossings. A unit price per each of the seven structure types was calculated and added to the basic roadway + applicable UPFs for each roadway segment:

Crossroad 16-35'	Crossroad 35-60'	Crossroad 60-100'	Crossroad >100'	Railroad	Major Stream	Minor Stream
\$2,500,000	\$4,100,000	\$4,900,000	\$7,600,000	\$2,200,000	\$7,600,000	\$500,000

Relocations. The number of residential and business relocations required was estimated at a unit price of \$100,000/residence and \$150,000/business.

2.2.1.3 Evaluation Matrix

Impacts to resources were used to develop a matrix to better predict the overall impacts of the links. The major use of the matrix was to indicate cause and effect by listing the links along the horizontal axis and the resources under consideration along the vertical axis. The matrix was purely objective – no subjective weightings, rankings, and/or pairwise comparisons were utilized to dictate that some impacts to resources were of higher order than others (i.e., economic vs. environmental). The preliminary impact matrix, a complex spreadsheet, was used to identify feasible corridors, each comprised of both a northern and southern link, that were estimated to have the fewest impacts to resources and the lowest cost to construct.

The potential alignment corridors suggested by the results of the preliminary impact matrix were presented for discussion at a meeting held with ODOT District 9 and the Office of Environmental Services on February 21, 2002. The purpose of the meeting was to reach consensus on up to three feasible corridors to be carried forward into value engineering and through Stage I development. Following discussion of the impact matrix results, several links were chosen to represent the alternatives. These chosen “best” links are highlighted in green on Figure 2-2.


2.2.1.4 Feasible Corridors July 2002

The design team used the resulting links from the above evaluation as a starting point for developing the Feasible Corridors. In order to have two options in critical locations (both from an engineering and impact perspective at the southern end of the project), an additional preliminary corridor was added passing through the Little Scioto Valley area. The resulting feasible corridors, shown on Figure 2-4, were used for field studies and provided to the public by mailing and website announcement in July of 2002.


Figure 2-4
Feasible Corridors, July 2002




PORTSMOUTH BYPASS PROJECT
STUDY CORRIDORS
July 2002



TRANSYSTEMS
CORPORATION



CH2MHILL



0 8000 16000 FEET

*An Appalachian Development Highway***2.2.1.5 Value Engineering Study**

A Value Engineering Study was conducted by Lewis & Zimmerman Associates, Inc. in 2002 for the proposed bypass project using the feasible corridors from July 2002. The study made several recommendations that were used to modify the alternatives. Preliminary feasible alternatives were developed and are discussed in Section 2.2.3 below partially based on results of this study. A response to this study can be found in a memo titled "VE Response", which is available upon request.

2.2.2 Preliminary Engineering**2.2.2.1 Preliminary Feasible Alternative Development**

Preliminary feasible alternatives are roadway design locations, developed through preliminary engineering, that consider traffic data, horizontal and vertical alignments, topography, drainage, utilities, traffic maintenance, cost, right-of-way, and potential environmental impacts. These alignments are developed to become the Feasible Alternatives. Using the results of prior studies to avoid and minimize impacts, the design team began the development of alternative alignments within the July 2002 corridors.

2.2.2.2 Design Criteria

The design criteria applied to this project followed the current ODOT Location and Design (L&D) Manual, applicable FHWA requirements and the American Railway Engineering and Maintenance-of-Way Manual (AREMA), 2002 edition for railroad clearances. Table 2-2 summarizes the design criteria applied to the development of the feasible alignments.

TABLE 2-2: Preliminary Design Criteria

Design Designation	
Direction Distribution	55%
Current (Opening) Year	2008
Design Year	2028
Design Vehicle	WB-50
Design LOS	B
Current (Opening) Year ADT	19,350
Design Year ADT	23,600
Trucks B&C	14%

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Design Element	Description	L&D Reference
Functional Classification	Rural Freeway	
Terrain	Rolling	
Access Permit	State	
Design Speed	70 MPH	
Horizontal Alignment		
Max Centerline Deflection w/o Horizontal Curve	0° 45'	202-1
Maximum Degree of Curve	3° 15'	202-2
Maximum Super-Elevation	8.33%	202-3
Vertical Alignment		
Maximum Grade	4%	203-1
Max Vertical Deflection without a Vertical Curve	0.25%	203-2
K-Values		
Crest Vertical Curve	294 / 544	203-3
Sag Vertical Curve	151 / 214	203-6
Sight Distance		
Stopping Sight Distance	625' / 850'	201-1
Decision Sight Distance	1100', K= 910 1450', K= 1582	201-5
Design Element	Description	L&D Reference
Passing / Intersection	2500', K = 2021 950', K = 292	201-3
Vertical Clearance		
Under Over Pass	17.0'	302-1
Clear Zone	30.0'	600-1
Cross Section Elements		
Number of Lanes	4	
Lane Width	12.0'	301-2
Ditches		
Width	Safety Grading Per 307-1 (20' Rad.)	
Minimum Ditch Grade	0.48% (Pref. Min.)	0.24 (Abs. Min.)
Shoulders / Grading		
Treated Width	4' Lt.	10' Rt. 301-3
Graded Aggregate	N/A	
Graded Width	9' Lt.	15' Rt. Foreslope 6:1 or flatter, >6:1
Normal Barrier Offset	6' Lt.	12' Rt.
Median Width	60'	
Interchange Elements		
Ramp		
Lane Width	16'	303-1
Paved Shoulder	3' Lt., 6' Rt.	
Graded Shoulder	6' Lt., 8' Rt.	
1 Lane Directional		
Lane Width	16'	303-1
Paved Shoulder	4' Lt., 6' Rt.	
Graded Shoulder	6' Lt., 8' Rt.	
2 Lane Directional		
Lane Width	24'	303-1
Paved Shoulder	4' Lt., 10' Rt.	
Graded Shoulder	6' Lt., 10' Rt.	

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Ramp Design Speed		
Upper Range	60 MPH	404-1
Lower Range	35 MPH	
Terminal Classification		
Movement from Mainline to US 23 or US 52	Class III	404-4
Movement from US 23 or US 52 to Mainline	Class I	404-2
Intermediate Diamond Interchanges	Class I	404-2
Horizontal Alignment		
Max Centerline Deflection without a Horizontal Curve		
60 MPH	1° 00'	202-1
35 MPH	2° 45'	
Maximum degree of Curve		
60 MPH	4° 45'	
35 MPH	16° 30'	202-2
Maximum Super-Elevation	8.33%	202-3
Design Element	Description	L&D Reference
Vertical Alignment		
Maximum Grade	4%	203-1
Max Vertical Deflection without a Vertical Curve		
60 MPH	0.30%	203-2
35 MPH	0.95%	
K-Values		
Crest Vertical Curve		
60 MPH	207 / 318	203-3
35 MPH	38 / 47	
Sag Vertical Curve		
60 MPH	130 / 179	203-6
35 MPH	43 / 49	
Sight Distance		
Stopping Sight Distance		
60 MPH	525' / 650'	201-1
35 MPH	225' / 250'	
Decision Sight Distance	1000', K = 752 1275', K = 1223	201-5
60 MPH		
Passing / Intersection		
60 MPH	2100', K= 1426 825', K =220	201-3

Design criteria for side roads are based on an assumed 55 MPH design speed for rural locations and 40 MPH in urban areas. Certain relocated roadways at main line crossings have lower speed curves for reducing property impacts. These curves will likely require posting a cautionary speed.

*An Appalachian Development Highway***2.2.2.3 Typical Sections**

Figures 2-5 and 2-6 below illustrate the preferred typical sections for detailed dimensions of the main line. Side roads were generally assumed to have 11-foot lanes and 8-foot treated shoulders.

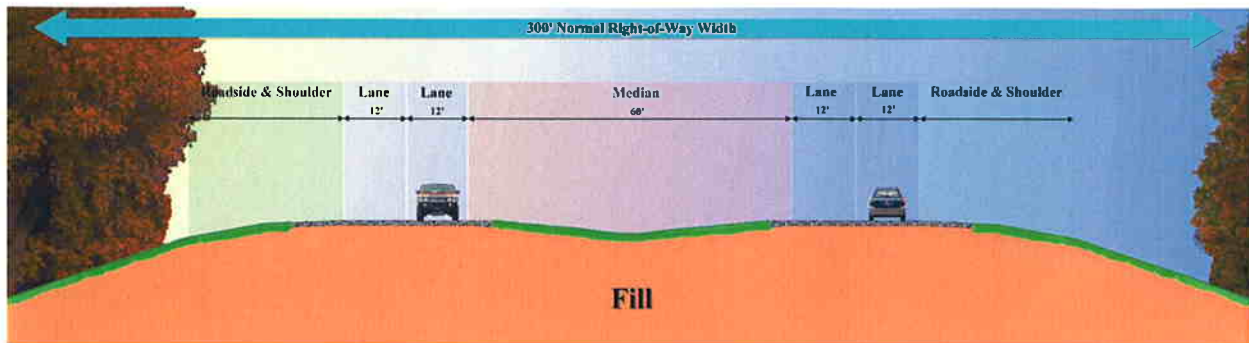


Figure 2-5: Typical Fill Section

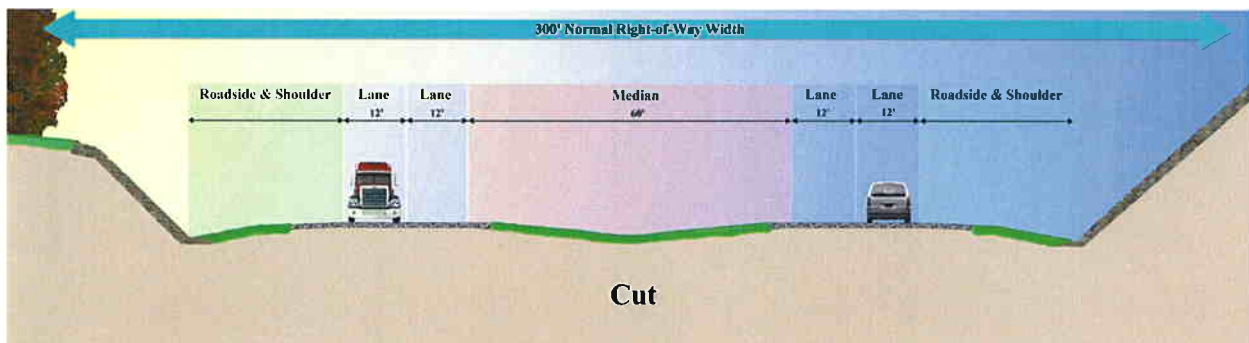


Figure 2-6: Typical Cut Section

2.2.2.4 Transportation Demand

A feasibility study was performed for this project in 2001 that included documentation of origin-destination (O-D) studies, traffic forecasts, future development and travel demand modeling for this project. Traffic assigned to the alternatives evaluated in the feasibility study represented a combination of diverted through trips, identified from the previous O-D studies and demand modeling, and new trips associated with future economic development in areas near the proposed bypass. This study was used as the basis for the estimation of travel demand for SR 823.

The demand modeling results from the feasibility study did not account for the new trips generated by potential economic development areas. Collectively, the economic development areas may generate approximately 11,600 new trips on a daily basis.

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These development areas can be grouped into three general locations: Lucasville (8% of new trips), Airport (66%) and Ohio River (26%). These trips were geographically assigned to the bypass and adjacent road network using recent traffic counts combined with familiarity of the area and engineering judgment. The relocation of the SR 139 interchange to Shumway Hollow also impacted the assignment of these trips to the road network. As a result of changing these assumptions, traffic assigned to the network was increased in some areas and reduced in others compared to earlier studies.

A compound growth rate of 1.0% per year was applied to the background traffic to obtain the opening and design year traffic volumes. This growth rate is comparable to the ODOT-supplied rates of 1.0% for external-external (E-E) trips and 0.50% for all other trips as specified in the Portsmouth Bypass Feasibility Study. Trips associated with the new economic development areas were added to the projected design year background volumes; based on current economic patterns in Portsmouth and the surrounding areas, new economic development was not assumed to occur by 2008, thus, additional trips were not added to the opening year traffic forecasts.

The 2008 opening year traffic volumes were determined by assimilating data from the 1999 O-D studies and the 2025 demand models. Traffic was increased using a 1.0% growth rate and smoothed across the network to eliminate mismatches at intersections and interchanges. Manual adjustments were made to the assignments generated by the demand models since actual interchange locations had not been verified during the feasibility study. The design year volumes were generated using the same approach except that new traffic associated with the economic development areas was added to the network prior to applying the smoothing process. This process generated the final 2008 and 2028 ADT volumes presented in Figures 2-7a and 2-7b, respectively.

2.2.2.5 Capacity and LOS

An operational analysis of the proposed SR 823 in the opening year and design year was performed. This analysis indicated that the proposed geometry for the project will operate at acceptable levels of service (LOS). The following table summarizes the results of the analysis. Comparisons of several operations scenarios were made during the analysis, such as the need for signals at interchange ramp termini and are outlined in the summary, Table 2-3. Segments in the table correspond to the corridors listed in grey in the table.

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TABLE 2-3: Level of Service Results

	Unsignalized Intersection Analyses*				Signalized Intersection Analyses^			
	2008		2028		2008		2028	
	AM DHV	PM DHV	AM DHV	PM DHV	AM DHV	PM DHV	AM DHV	PM DHV
SR 140 at:								
US 52 S/B Ramps	F	F	F	F	B	B	B	C
US 52 N/B Ramps	B	C	C	C	--	--	--	--
Gallia Street	--	--	--	--	C	C	D	C
Gallia Street (improved)	--	--	--	--	--	--	C	C
SR 823 S/B Ramp**	D/F	D/F	F/F	F/F	B/B	B/B	B/B	C/C
SR 823 N/B Ramp	B	B	C	B	--	--	--	--
Shumway Hollow at:								
SR 823 S/B Ramps	C	C	F	F	--	--	C	C
SR 823 N/B Ramps	B	B	C	C	--	--	--	--
SR 335 (all-way stop)	C	B	F	F			F (ex geom)	F (ex geom)
SR 335 (N-S stop)	D	C	F	F	--	--	C	C
SR 335 (E-W stop)	C	C	F	F			w/ E-W LTs & SB RT	w/ E-W LTs & SB RT
US 23 at:								
SR 348/SR 728	--	--	--	--	C	C	C	C
SR 823 N/B Off-Ramp	B	B	B	B	--	--	--	--
SR 728 at:								
SR 823 S/B On-Ramp	A	A	A	A	--	--	--	--

* Results reflect critical approach(es)/movement(s) only (unless all-way stop control)

^ Results reflect overall intersection performance

** The exit ramp was analyzed with both one and two lanes on the ramp at the intersection with SR 140 (two lanes/one lane)

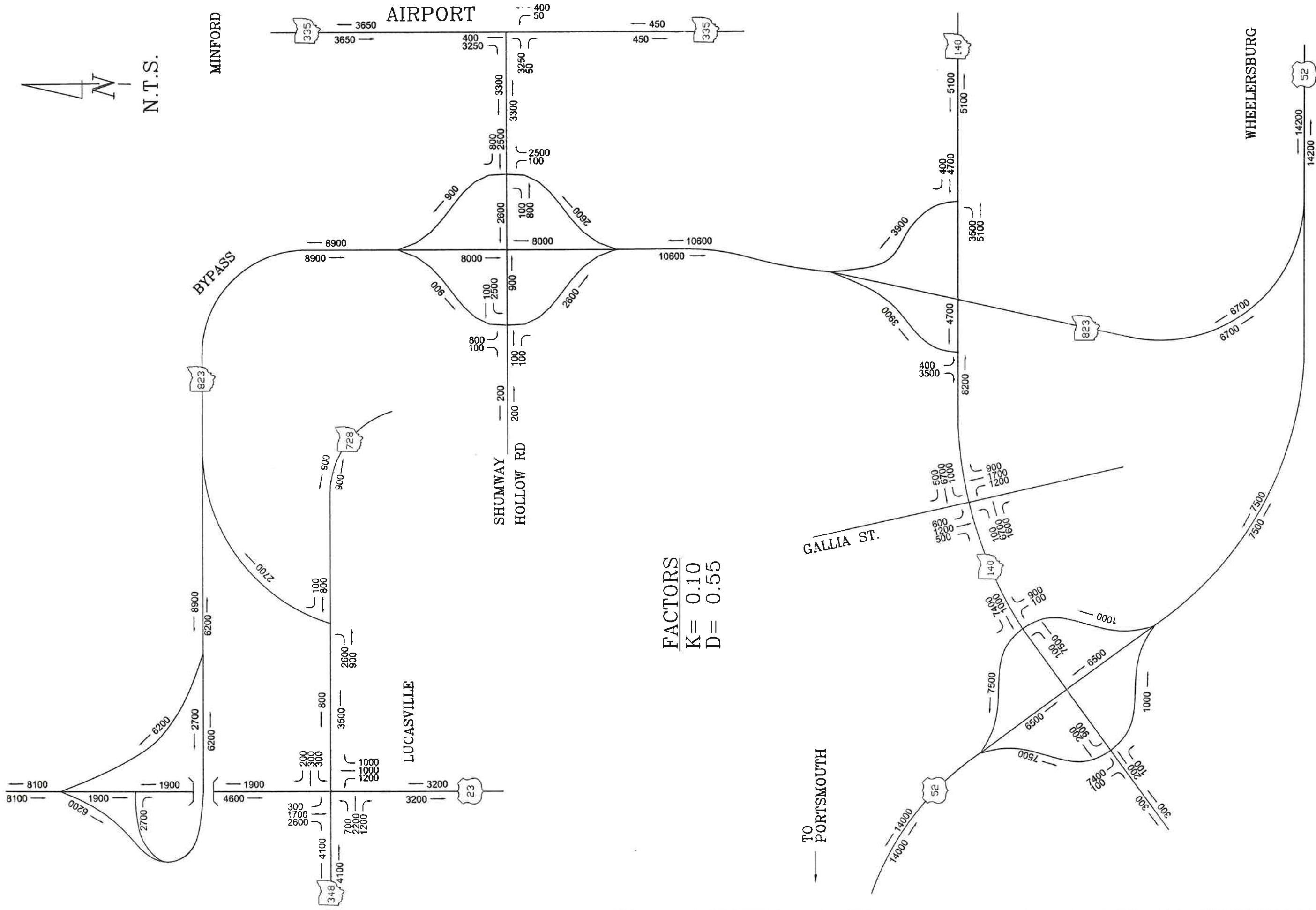


Figure 2-7a
 Average Daily Traffic
 2008

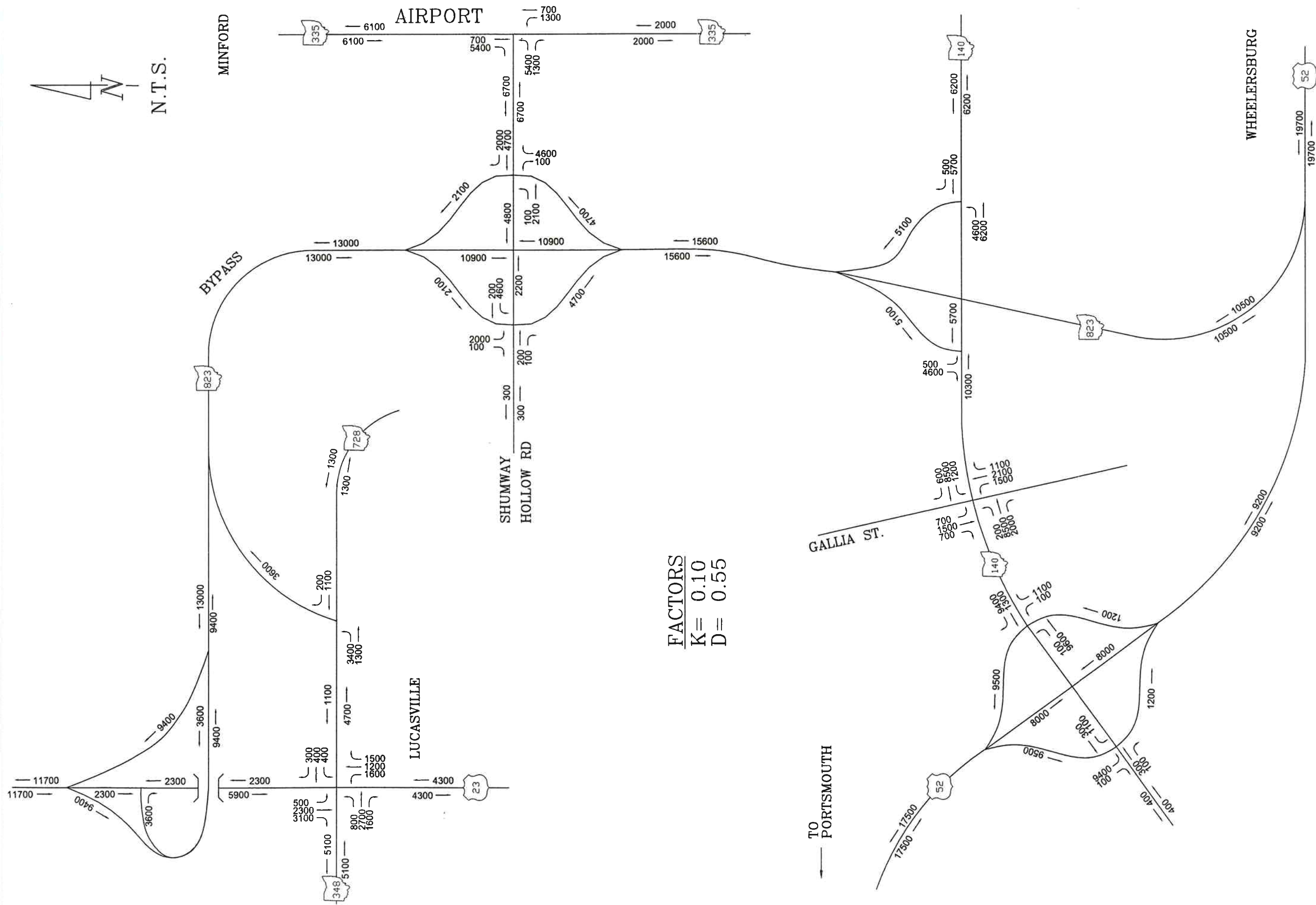


Figure 2-7b
 Average Daily Traffic
 2028

*An Appalachian Development Highway***2.2.3 Preliminary Feasible Alternatives – November 2002**

Several preliminary feasible alternatives within the Feasible Corridors were developed in detail during 2002. These are shown in Figure 2-8 on the following page. These options were evaluated for social, economic and environmental impacts in the fall of 2002. Based upon the similarity in quantifiable environmental impacts and the substantial difference in cost, ODOT presented the preliminary opinion that some of these alternatives may not be reasonable to construct due to cost. The November 2002 comparison matrix for the Preliminary Feasible Alternatives is shown as Table 2-4. A public meeting was held November 13, 2002, to present these alternatives to the public, with the information that several had been eliminated from consideration for this reason.

Table 2-4: Portsmouth Bypass Preliminary Impacts, November 2002

PORTSMOUTH BYPASS PRELIMINARY PROJECT IMPACTS				Alternative AC+A+B	Alternative AC+C+B
		ISSUE/CONCERN			
DESIGN ISSUES	Length (miles)			16.7	16.7
	Probable Cost (millions)			\$166.4	\$171.3
		Construction		\$149.7	\$154.3
		Right-of-Way		\$16.7	\$17.0
PROPERTY IMPACTS	100-Year Floodplain Encroachments (acres)			94	99
	Relocations			79	84
		Single-Family Residences		62	67
		Apartments (one building)		10	10
		Churches		2	2
		Businesses		6	6
	Property Impacts (acres)			877	843
		Urban/Developed (acres)		152	160
		Woodlands (acres)		354	312
		Shrub-Scrub/Logged (acres)		66	22
		Active Agriculture (acres)		141	177
		Passive Agriculture (acres)		165	173
	Potential Landlocked Properties*				
		Number of Parcels (number)		50	45
	Acreage (acres)		1,070	1,007	
ECOLOGICAL RESOURCES	Number of Stream Crossings			113	95
	Total Length Stream Culverted/Relocated (feet)			49,442	42,714
		Perennial (lineal feet)		10,088	8,579
		Intermittent (lineal feet)		18,222	15,782
		Ephemeral (lineal feet)		21,132	18,353
	Total Length Stream - Bridged (feet)			1,208	1,894
	Total Wetlands Impacted (acres)			5.25	6.38
		Category I (acres)		2.51	2.39
		Category II (acres)		2.74	3.99
Ponds (acres)			5.70	13.10	

*These properties may be landlocked, as no access was apparent and no service road appeared feasible. Access

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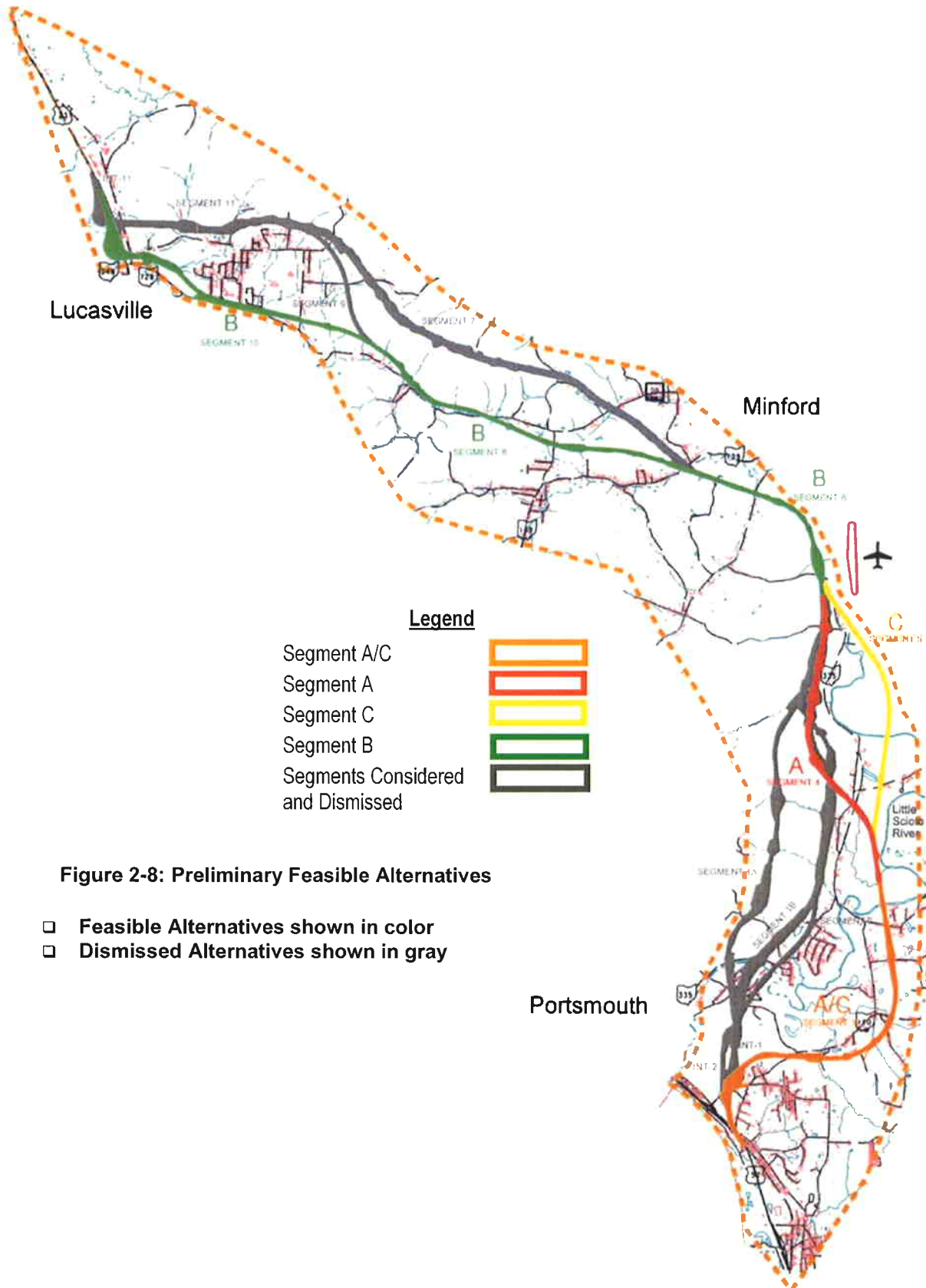


Figure 2-8: Preliminary Feasible Alternatives

- Feasible Alternatives shown in color
- Dismissed Alternatives shown in gray

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Public comments were accepted and reviewed. (A summary is included in Section 5.0 Comments and Coordination.) Based upon concerns from citizens and local public officials, ODOT agreed to revisit the dismissed preliminary feasible alternatives to address comments and to employ more design detail in critical areas to estimate the costs and impacts with more precision.

2.2.4 Feasible Alternatives – November 2003

In 2003, the design team worked with the Ohio Department of Transportation to incorporate revisions to the previous alternatives (November 2002) to address public comments. The resulting Feasible Alternatives are shown in Figure 2-9 and in more detail in Sheets P1-P25 at the end of Section 5.0. The proposed Portsmouth Bypass broken up into four sections. Currently, there are two alternatives under consideration for Sections 1, 3 and 4, while only one option is shown for Section 2. One alternative in each section generally passes through the valley, while the other generally passes through the hills. Ultimately, seven (7) individual segments were developed that could be combined to form eight (8) Feasible Alternatives. The segments are labeled H1, V1, HV2, H3, V3, H4, V4. Those segments which begin with an "H" denote segments that utilize the area's more rugged, undeveloped and hilly terrain. Segments which begin with a "V" denote segments that utilize the area's more level terrain, generally following Lucasville-Minford Road and the lands adjacent to the Little Scioto River. The Feasible Alternatives are thus identified by the segments that comprise them, for example, H1+HV2+H3+H4. An additional small segment, labeled "Crossover", includes the area where Segment H3 could connect to V4, or H4 could connect to V3. Segments H3 and V3 each incorporate the area of a tentative interchange at Lucasville- Minford Road or Glendale Road, respectively. Below is a list explaining all the possible combinations of segments; thus, each represents one feasible alternative.

- Alternative H1 + HV2 + H3 + H4 – All hill segments
- Alternative H1 + HV2 + V3 + V4 – Valley Segments north of the Minford Airport, hill segments south
- Alternative H1 + HV2 + H3 + V4 – Northern-most segment follows Lucasville- Minford Road, other wise all hill segments
- Alternative H1 + HV2 + V3 + H4 – A single valley segment (between Lucasville- Minford Road and SR 139)
- Alternative V1 + HV2 + V3 + V4 – All valley segments
- Alternative V1 + HV2 + H3 + H4 – Hill segments north of the Minford Airport, valley segments south

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- Alternative V1 + HV2 + H3 + V4 – A single hill segment (north of Lucasville- Minford Road), otherwise valley segments
- Alternative V1 + HV2 + V3 + H4 – Northern-most segment along hills, otherwise all valley segments.

The comparison of impacts and costs by section is included as Table 3-31 at the end of Section 3.0.

Table 3-32 shows the total impacts by alternative for each of the eight potential combinations. This is also located at the end of Section 3.0.

These revised Feasible Alternatives were used as the basis for environmental impact analysis and coordination and are examined in Section 3.0 Affected Environment/Environmental Consequences. These options and their associated impacts were presented at a public meeting held November 17, 2003. The results of the public comment are summarized in Section 5.0 Comments and Coordination.

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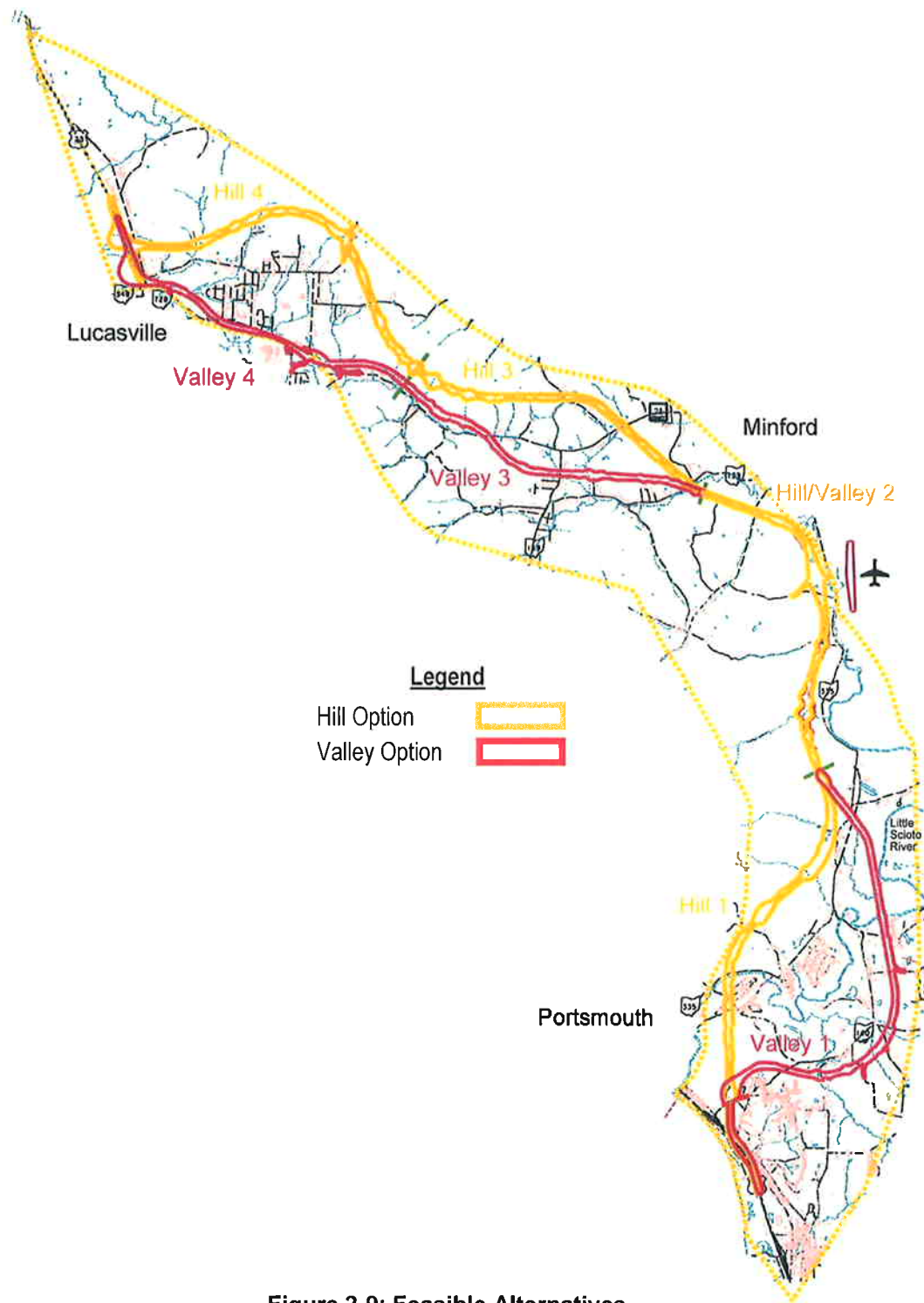


Figure 2-9: Feasible Alternatives

*An Appalachian Development Highway***2.2.5 Preferred Alternative- August 2004**

In 2004, the Ohio Department of Transportation chose a preferred alternative based on studies conducted to date and public comments from the November 2003 public meeting. The Preferred Alternative is defined as the alternative that ODOT prefers to be carried forward to detailed design and construction. The preferred alignment consists of the Hill 1, Hill/Valley 2, Hill 3, and Hill 4 segments, with two modifications. First, the Hill 1 segment was adjusted to avoid an AEP tower, pulling it away from several residences and saving money. Additionally, an interchange was added at Lucasville-Minford Road. The interchange was added to give greater local access to the bypass. Residents in the area will have a greater opportunity to use the bypass, and public comments suggested that residents were in favor of the interchange. The resulting Preferred Alternative is shown in more detail in Sheets P26-P43 at the end of Section 3.0. Table 3-33 shows the total impacts for the preferred alternative. This is also located at the end of Section 3.0.

The Preferred Alternative is examined in more detail in Section 3.0 Affected Environment/ Environmental Consequences. The reasons it was chosen as the preferred alternative are summarized in Section 6.0 Preferred Alternative. It was presented, along with its associated impacts, at a public meeting held August 19, 2004.

While a preferred alternative has been chosen, the final selection of an alternative will not be made until the alternatives' impacts and comments on the draft EIS from the public hearing have been fully evaluated.

3.0 Affected Environment/Environmental Consequences

This section of the document will provide information on the potential social, economic and environmental effects of the alternatives under consideration. The information is grouped by subject area. For a summary of impacts for each alternative, please refer to the Feasible Alternatives section of the document. In several cases, a specialized technical report is available that provides additional detail. In these subject areas, the results are summarized here and the reader is provided a reference to the available document for more information. These documents are available for review at the offices of the Ohio Department of Transportation.

3.1 Scoping Process

Beginning with the Airport Bypass study area defined by the Portsmouth Transportation Study, the project team initiated development of the scope for the environmental phase. The initial study corridor map was developed based upon the Airport Bypass concept from the planning study and used for mapping data for the Scoping Meeting. (This initial boundary is used in all figures within this section of the document.) The environmental scoping process began with an examination of each resource area with two goals in mind:

- Determine if there are areas of such importance as to make it reasonable to modify the study area to avoid them from the outset.
- Establish the appropriate level of effort for future data collection, fieldwork and analysis --- to minimize cost and time while also advancing the goals of resource avoidance and impact minimization.

3.2 Environmental Scoping

Initial recommendations were developed for each resource category based upon available information and input from specialists. These preliminary recommendations were presented to resource and regulatory agencies for comment at an Environmental Scoping Meeting and Field Review held on October 3, 2001. In addition to project team members, the following agencies were represented at the meeting:

- ODOT Central Office and District 9
- Federal Highway Administration, Ohio Division Office (FHWA)
- U.S. Environmental Protection Agency, Region 5 (USEPA)
- Ohio Environmental Protection Agency (OEPA)
- U.S. Fish and Wildlife Service (USFWS)
- U.S. Department of Agriculture, Natural Resources Conservation Service (USDA)

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- Ohio Department of Natural Resources (ODNR)
- Ohio Historic Preservation Office (OHPO)

The U.S. Army Corps of Engineers (USACOE) was also invited but was unable to attend the meeting. The invitation letters, meeting agenda, presentation materials and sign-in sheet are available in the project file.

The Scoping Meeting was opened with an explanation of the objectives of the meeting, which was to achieve consensus on: 1) the specific study area to be carried forward for environmental studies and the development of potential alignment locations (hereafter referred to as the Study Corridor); and 2) the methodologies to be utilized for identifying resources and assessing potential impacts within the Study Corridor. The project team then presented the project's Purpose and Need, as developed during the planning study, and explained the overall approach to be used for the environmental process. Following presentation of recommendations by the leader for each discipline, the attendees boarded a bus for a tour of the project area. Upon returning from the tour, the group discussed their concerns and suggestions for the Study Corridor and the analytical methodologies to be utilized. The findings are summarized in the remainder of this section.

The preliminary findings and ultimate conclusions for each resource category are described in detail below. The presentation of each resource category is divided into four parts:

- Description of the data that was available or was collected during the scoping process and analyses conducted from that data.
- Preliminary findings based upon the available data and analyses.
- Summary of the concerns and suggestions discussed at the Scoping Meeting.
- Description of recommended procedures followed regarding further data collection, development of alternatives, and evaluation of impacts, including any factors influencing the location of the Study Corridor boundary.

For resource categories that are not specifically discussed below, the project team followed ODOT's currently established process for data collection and evaluation of impacts. All referenced figures for Sections 3.2 and 3.3 are included at the end of Section 3. To view in more detail, refer to electronic copies on CD in Appendix C.

3.2.1 Geology

Preliminary Findings

Based upon known soils information, there were no suggested changes to the Study Corridor. The project team recommended that areas of slope instability be considered in the location of alignments as well as the potential limitation on the proposed profile (embankment heights) due to poor subgrade materials in the Teays Valley. This

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information supported the project team's efforts to identify a southern terminus of a study corridor that would allow alternatives to be developed in both the relatively flat area and also in the hills.

Summary of Scoping Meeting Discussion

During the Scoping Meeting, ODOT's historical use of geotechnical information in preliminary project development was discussed. ODOT noted several recent projects where geotechnical issues introduced surprises during detailed design or construction. For one project, the team made inaccurate slope assumptions based on little or no geotechnical data during the environmental process, such that the final design footprint was wider than that considered in the environmental document. On another project, the assumed footprint was correct, but the ultimate cost of the roadway was 25-30% higher than anticipated due to the amount of cut and fill. For this project, ODOT desired to have more geotechnical data available during preliminary development to aid in decision-making and prevent such surprises. The group agreed that this was a valid approach.

3.2.2 Floodplains***Preliminary Findings***

Based upon available data, no areas within the initial study area were recommended for exclusion based on the pattern of floodplains/floodways. Rather than being a resource protection issue, the exclusion of portions of the study area on the basis of floodplain involvement were based upon cost/engineering constraints. Exclusion would be reasonable in cases where excessive costs are determined to be unavoidable. Based upon the information available during scoping (i.e., FEMA maps and USGS topography), no areas were identified where floodplains should be avoided from the outset.

Summary of Scoping Meeting Discussion

At the Scoping Meeting, the project team described their findings. There were no concerns or suggestions discussed on this topic. For preliminary development purposes, it was determined that the FEMA data provided enough data and eliminated the need for fieldwork to determine the location/configuration of flood-related data.

3.2.3 Wetlands***Preliminary Findings***

Based upon the existing available data, the project team did not identify any specific wetland resources that should be excluded from the Study Corridor from the outset.¹

¹ While the predictive modeling has not excluded any areas from the Portsmouth Bypass study area, we believe that the documented presence of important/unique wetland resources is a reasonable basis to use in general. For example, the following NWI wetlands can be reasonable excluded: Palustrine: Moss-Lichen (PML) as well as any wetland with an acidic (a) water chemistry modifier or an organic (g) soil modifier. This assumes that the wetland has no other disturbance-related modifier. Additionally, any wetlands identified in the Ohio Natural Heritage Database or other similar (local) databases should also be eligible for exclusion.

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Due to the severe terrain throughout most of the area, wetland impacts were expected to be insubstantial compared to other issues such as property impact, relocations, stream impacts and loss of wooded areas. Given the nature of the resource, the project team did not propose to alter the currently accepted methodologies for identifying and classifying wetlands.

Summary of Scoping Meeting Discussion

The project team presented the above analyses and findings, acknowledging that this methodology would provide more meaningful results and could be used to influence the location of corridors if used for projects in parts of the state with flat or rolling terrain. Those present stated that the largest area of concerns for wetlands appeared to be in the floodplain areas. Other than this issue, the group acknowledged that other resource categories were likely to have a larger impact in determining the best alignment for the new roadway.

Due to the small influence that wetland issues were likely to have for this project, ODOT suggested that the existing data and preliminary analyses should be adequate information to use in locating and comparing alignments – and that field delineations should be completed for the preferred alternative only. The OEPA representative did not feel that the modeling approach had yet been validated and did not feel it would be sufficient to compare alternatives. However, the group accepted that the data could be used to demonstrate the potential consequences of the infinite number of potential alignments within the area and that field studies could be conducted for the impact areas of the proposed alternatives only.

3.2.4 Streams, Rivers and Water Bodies***Preliminary Findings***

Based upon the locations of streams and the predicted locations of ephemeral streams, no portions of the study area were recommended for exclusion based upon this resource.

Summary of Scoping Meeting Discussion

The results of the predictive model for ephemeral streams were presented at the Scoping Meeting. It was suggested that impacts to these streams are typically underestimated in the early stages of project development, with surprising results in the number of smaller streams impacted higher in the watershed while attempting to avoid impacts to headwater streams. Some recent roadway projects appeared to have disproportionate impacts on waterways higher in the landscape. The group acknowledged that this information would be useful in locating alignments.

A larger concern of the attendees was the initial study area boundaries, particularly the easternmost boundary line. This concern was the subject of substantial discussion, and several attendees raised the concern that the preliminary eastern boundary included

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portions of the Little Scioto River that would suffer a lateral encroachment if the easternmost possibility of an alignment were pursued. The initial limit appeared to be a straight line, inadequately influenced by the location of the river itself. The group decided that it was necessary to revise this boundary south of the county airport to permit perpendicular stream crossings and allow additional opportunities for avoidance of lateral encroachments or channel modifications.

3.2.5 Wildlife, Vegetation and Threatened & Endangered Species***Preliminary Findings***

The exclusion of areas from the study corridor based solely on this issue was not justified based upon the available data.

Summary of Scoping Meeting Discussion

Threatened, potentially threatened, and special interest species occurrences within the study area, including Feather-bells, Bird-foot violet, Pale green panicgrass, Rosyside dace, Spanish Oak, Fern-leaf scorpion weed, and Salamander mussel, are presented on Figure 3-3. Each potentially impacted species was discussed. With regard to the Indiana Bat, the project team acknowledged that the routine process is to plan the project to remove trees that would be suitable habitat during the winter months when the bats are not present. USFWS stated that avoidance would be preferred to simply the removing of trees. The project team noted that total avoidance of all wooded areas is unreasonable given the nature of the Study Corridor. ODOT requested that USFWS provide a better definition of the most critical habitat areas. USFWS agreed to provide additional information on the habitat suitability index for the Indiana Bat. The group agreed that the consideration of avoiding “potential” habitat would be difficult to weigh against other “actual” resources, such as homes. With regard to the small whorled pogonia, the group agreed that a specialist should conduct surveys for this species during the appropriate season on the impact area of the preferred alternative.

3.2.6 Agriculture/Farmlands***Preliminary Findings***

As a result of coordination with local farming representatives, the project team recommended establishing the Study Corridor boundaries to avoid the farm store, in addition to other resources (Refer to Section 3.2.9, Social, Community & Environmental Justice for further discussion on this topic). No other modifications were deemed to be necessary.

Summary of Scoping Meeting Discussion

The project team described the preliminary findings and proposed procedure for consideration of agricultural impacts. The NRCS stated that the most productive farmland in the county is not within the study corridor. The group discussed that the

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greatest impacts to farmland may result from development. (Refer to Section 3.2.8, Land Use and Growth Trends for further discussion on this topic.)

3.2.7 Municipal, Industrial and Hazardous Waste***Preliminary Findings***

The ESA Screening identified industrial and commercial parcels visually or reported as containing deleterious and/or hazardous materials. The majority of the sites were underground storage tank (UST)/leaking underground storage tank (LUST) sites or auto service and repair garages. Based upon the available data, no areas within the initial Study Corridor were recommended for exclusion. No issues were identified that would suggest a change to the Study Corridor, and no areas were identified where municipal, industrial and hazardous waste sites should be avoided from the outset based upon this issue.

Summary of Scoping Meeting Discussion

At the Scoping Meeting, the project team discussed their findings and described the nature of the sites recommended for Phase I ESA. Due to the minimal influences that sites of potential environmental concern are likely to have for this project, the project team acknowledged that none of the information collected to date would be a limiting factor in locating alignments.

3.2.8 Land Use and Growth Trends***Preliminary Findings***

No particular issues were identified that would affect the location of the Study Corridor boundaries, other than resources discussed in the Social, Community & Environmental Justice and Agriculture/Farmland sections described in this section. It was recognized that the potential land use changes within the area resulting from any alternative that may be pursued have the potential to create both positive and negative outcomes. As a result, the project team proposed that land use issues should not be considered in terms of impacts, but should be approached in a proactive manner.

Summary of Scoping Meeting Discussion

The project team acknowledged that the ability of the project to achieve its full purpose centers on future land use and development potential. The project team proposed to identify the legally responsible parties for zoning and lane use planning in the affected townships and communities and convene a committee to discuss land use goals and concerns with these individuals and other interested parties. The USEPA representative volunteered to participate in this effort.

*An Appalachian Development Highway***3.2.9 Social, Community & Environmental Justice*****Preliminary Findings***

Based upon the known information regarding community resources and low-income populations, a few areas were recommended for removal from the Study Corridor. The densely developed portions of Minford and Muletown were recommended for exclusion due to the high density of local meeting places, including three schools, the farm supply store and the Legion Hall.

Summary of Scoping Meeting Discussion

The project team presented the available information on community resources and pointed out several such properties during the field review portion of the Scoping Meeting. The team explained the recommended boundaries for the Study Corridor to avoid the area most densely populated with these resources. The group acknowledged that not all resources might be avoidable in other areas. The USEPA representative suggested that the project team coordinate with social service agencies to better quantify the extent and location of low-income populations, and also suggested that their expert on Environmental Justice be consulted during the evaluation of impacts.

3.2.10 Parks & Recreation Areas***Preliminary Findings***

The 9-hole Riverbend Golf Course is located between CR 241 (Tick Road) and the CSX railroad, east of Ford Creek. Other commercial recreation areas include the Indian Valley Swim Club on Thomas Hollow Road north of Tomlinson Addition, and the Tan Lan Swim Club on Shela Boulevard north of Wheelersburg. There are four school properties within the Study Corridor that will need to be considered for their recreational value including: Valley Elementary, Valley Junior High School, and Valley Local High School in Lucasville; and the Scioto Christian School northeast of Sciotodale.

Neither the size nor the location of these properties requires modification of the study area. They are small enough that they may be considered for avoidance during the development of alternatives.

Summary of Scoping Meeting Discussion

The project team described the known resources. There was no discussion on this topic.

3.2.11 Archaeology***Preliminary Findings***

The literature search found no known archaeological features in the study area which would favor any particular alignment.

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Due to the nature of the resource, no areas were recommended for exclusion from the Study Corridor. Sites that warrant preservation in place (such as mounds) will be avoided by the alternatives once their locations are accurately shown on the mapping.

Summary of Scoping Meeting Discussion

The project team described the predictive model and proposed procedure for archaeological investigations. The OHPO representative stated that they were comfortable with the model, but noted that more areas would be classified as previously disturbed based upon the field review.

3.2.12 History/Architecture***Preliminary Findings***

Due to the tight project schedule and large Study Corridor, consultant historians began their fieldwork based upon the initial study area prior to the scoping meeting. As was typical practice, they began inventorying every structure over 50 years of age. Due to the density of structures of this vintage, the work was painstakingly slow and costly. Unfortunately, this expense was not accomplishing much toward the goals of highway planning nor historic preservation. Of the nearly 350 structures recorded in the field by the time of the Scoping Meeting, only a handful was felt to be worthy of any type of investigation. ODOT had never pursued a project with a field survey area of this size where the density of older structures was so high, so the practice of inventorying all older structures was never previously brought into question.

The project team suggested that these new circumstances required a modification of the process. ODOT historians worked with OHPO and the project team to establish a new protocol. Instead of inventorying each property without concern to its potential significance or integrity, it was suggested that the project historians prepare a photographic record of the properties within the Study Corridor. ODOT requested the use of the new History/ Architecture Resource Table and photographs of properties over 50 years old along with a prepared historic context to evaluate the numerous structures in the project area. This information will be reviewed, along with the historic context provided within the literature, to identify which structures were worthy of formal inventory and potential evaluation.

Summary of Scoping Meeting Discussion

The project team explained the proposed thematic model to be used for evaluation of properties for determination of historic/architectural significance. The team, along with OHPO, discussed the proposed change in the methodology to address such a large pool of structures over 50 years in age. The group had no comments on this proposal.

*An Appalachian Development Highway***3.3 Revisions to the Study Corridor**

Based on the data collection/analyses efforts and the comments received during the Environmental Scoping Meeting and Field Review held October 3, 2001, the project team made several revisions to the initial study area. The modifications were intended to address specific Agency concerns, remove ambiguities/inconsistencies and improve the opportunity to develop alternatives to avoid and minimize impacts, while still achieving the project's purpose. Each revision is described below.

Lucasville

The initial study area included a substantial portion of the developed area of Lucasville. The Study Corridor carried forward excluded the majority of this area, including the Lucasville prison, the Scioto County Engineer's Office/Depot, and the developed section of US 23 south of the intersection with SR 728.

Removal of Minford From The Study Corridor

There were several reasons for the removal of substantial portions of Minford from the Study Corridor. The regional airport and its expansion area were excluded, as were the essential community services within the Minford town center. This area represents the heart of the region's marketed development area.

Modification of the Corridor's East/West to North/South Transition

Partially in response to the removal of Minford from the Study Corridor, and partially to have the project's east/west to north/south transition more realistically represent potential curve profiles, the Study Corridor was expanded in the Harrison Furnace area. An existing power line was selected as a practical boundary for this area.

Revisions In The Vicinity Of Highland Bend

The initial study area divided the village of Highland Bend. The Study Corridor was revised to eliminate the arbitrary nature of the previous boundary. The new boundary will provide avoidance options both to the east and west of Highland Bend. Additionally, this configuration is based on existing constraints. It allows for the possible development of "reasonable" alignments along the western edge of the Study Corridor boundary. It also excludes the sinuous sections of the Little Scioto River in the vicinity of Sciotoville, as well as avoiding non-perpendicular crossings of the existing rail lines.

Utilization Of The Sparsely Developed Areas Between Sciotodale And Wheelersburg

The project's southern terminus was revised to include the entire area between Sciotodale and Wheelersburg. This revision includes expanding the Study Corridor to the Ohio River in order to accommodate potential ramp alignments.

*An Appalachian Development Highway****Modifications In The Vicinity Of The Little Scioto River***

Within the Teays Valley, the Study Corridor was uniformly widened by approximately 600 feet to allow for an alignment that consists of perpendicular crossings of the Little Scioto River. As previously configured, it was impossible to develop an alignment (along the eastern boundary) that avoided large-scale, non-perpendicular river crossings. Even larger Study Corridor expansions were rejected because it was not possible to avoid multiple crossings of the Little Scioto River.

Expansion of US-23 Interchange Area

In order to develop a reasonable terminus with US-23, the Study Corridor was reconfigured to include the area between State Route 728 (Lucasville) and Cockrell Run Road (Clifford). The area west of US 23 was added to accommodate potential interchange ramps. This reconfiguration avoids Lucasville, as well as providing the opportunity for alignments on either side of the Scioto County Fairgrounds.

The resulting Study Corridor is presented in Figure 3-1.

3.4 Natural Environment

3.4.1 Geology, Soils and Erosion

Methodology

Information regarding the physiography, geology and soils within the project area was obtained through review of field conditions and available secondary source materials, and was presented in a *Phase I Subsurface Investigation: Portsmouth Bypass Transportation Study: Geotechnical Literature Review and Field Reconnaissance* (DLZ Ohio, Inc, February 2002). In addition, geotechnical investigations were conducted for the project study corridor by DLZ Ohio in 2002 and 2003. Excerpts from this study are provided within this section. The findings of these studies are summarized here. The locations of borings (PB#) are shown on the Feasible Alternatives exhibits (sheets P1-P25) at the end of this section.

Geology

The project study corridor is located in the Shawnee-Mississippian Plateau of the unglaciated portion of the Appalachian Plateau Physiographic Region. This region is characterized by Devonian aged to Pennsylvanian aged rocks and soils consisting of residual and colluvial, glacial, alluvial, and lacustrine. The region is typified by rough, steep, broken, and severely dissected topography within the preglacial drainage system. The study corridor is characterized by the general absence of continuous ridges due to the highly dissected nature of the topography. The natural slopes are generally very steep, rising abruptly from the valley bottoms. The regional dip of the bedding within Scioto County ranges between 13 and 43 feet per mile to the east southeast.

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Review of the geologic mapping shows that the lithology of the project study corridor is primarily composed of Pennsylvanian, Upper Mississippian, and Lower Mississippian and Upper Devonian-Undivided formations. Pennsylvanian-aged rocks from the Pottsville Group are found capping the higher ridgelines seen throughout the study corridor, except to the north in Valley Township.

Upper Mississippian aged rocks from the Waverly Series, Cuyahoga and Logan Formations comprise the majority of the rocks within the study corridor. The Mississippian aged rocks lie underneath the Pennsylvanian aged formations. The underlying Logan Formation varies in thickness in part due to the erosional unconformity at its upper boundary and consists primarily of gray to brown fine-grained sandstone, siltstone, and sandy shale, but is characterized by the dominance of sandstone. The Logan Formation is the dominant rock strata found within the study corridor. Examples of the rock strata can be seen within several rock cuts throughout the study corridor along the Ohio River and the Lower Little Scioto River in which the cuts are composed entirely of the Logan Formation. The Cuyahoga Formation, underlying the Logan Formation, contains gray and brown shale interbedded with minor amounts of sandstone and siltstone with occasional massive sandstone beds. Areas within the northwestern portion of the study corridor underlain by the Portsmouth Shale of the Cuyahoga Formation exhibit undulating, hummocky terrain indicative of landslides and earthflow due to the high clay content of the weathered shale. The contact between the Logan and Cuyahoga Formations is generally transitional and may be up to 25 feet in thickness.

Mississippian aged Sunbury Shale, Berea Sandstone, Bedford Shale, and Upper Devonian aged rocks lie underneath the Upper Mississippian aged rocks. Generally these rocks are not seen outcropping within the corridor and are primarily found beneath the overburden of the larger stream channels. The Mississippian aged Sunbury Shale is located at the contact with the overlying Mississippian Cuyahoga Formation. The Sunbury ranges in thickness from 10 to 50 feet. Underlying the Sunbury Shale, the Mississippian Berea Sandstone ranges in thickness from 10 to 50 feet with thin to thick bedding. The bottom of the group is composed of the Mississippian/Devonian Bedford Shale ranging from two to three feet in thickness. The Bedford Shale overlies the Devonian aged Ohio Shale.

Soils

Soils found within the study corridor can be divided into three groups: residual and colluvial soils derived from weathering of underlying rock and downslope transport, lacustrine and outwash deposits of glacial origin, and recent alluvial deposits. The residual and colluvial soils are found along the ridge tops and hillsides, glacial soils are typically found within the major stream valley and their tributaries, and recent alluvial deposits are found along and within stream channels and valleys.

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Residual and colluvial soils are generally thin to moderately deep, covering moderate to very steep slopes. On hillsides, they are prone to landslides. The lacustrine soils are commonly known as the Minford Complex and are primarily found within the Little Scioto River valley and its tributaries in the central and southern portions of the study corridor. The Minford Complex soils are generally found between elevations of 650 to 780 feet. Thin alluvial and/or glacial outwash deposits are frequently found overlying the Minford Complex soils. The largest deposits of alluvial soils are found along the Little Scioto River and the Ohio River.

Landslide Susceptibility

The hillsides and natural slopes within the majority of the study corridor are generally very steep with a thin soil cover. The steeper slopes are prone to surficial landslides. The dominant rock type in the study corridor is sandstone of the Mississippian aged Logan Formation. Siltstone and shale are commonly found interbedded with the sandstone. These siltstones and shales generally weather to clay with low shear strength. The low shear strength of the residual and colluvial soils combined with the steep topography make the hillsides within the study corridor prone to shallow surficial landslides. These shallow surficial landslides are generally easily corrected by removal of the slide mass. Deep-seated landslides within the rock are generally not observed within the majority of the study corridor underlain by the Logan Formation.

Project Impacts

Expected project impacts to (or resulting from) geology and soil issues are discussed in this section. Areas identified by DLZ Ohio, Inc, in February 2002 as active landslides should be avoided or minimized within the alignment. Landslides within a potential alignment would not preclude the alignment but may require additional costs for stabilization. Cuts, side hill fills, and embankments associated with alignments crossing areas identified as historic landslides or as having the potential for landslides may require extensive remediation. Costs are estimated to be moderately high to high for alignments crossing these areas.

Erosional remnants of Minford Complex soils are common within the study corridor. Due to their high water content and normal consolidation, Minford Complex soils are prone to considerable settlement and/or base instability when subjected to surcharge loads from an embankment or other highway structure.

Dependent upon subsurface conditions including thickness and moisture content of Minford Complex soils, embankments along potential alignments less than 5 feet in height may require undercutting and/or minimal subsurface improvements including geotextile or geogrid reinforcement, lime stabilization or other subsurface improvements. Embankments between 6 and 15 feet in height may require undercutting and/or moderate subsurface improvement including geotextile or geogrid reinforcement, lime stabilization, preloading, or shallow slopes of 3H:1V or 4H:1V or a combination of improvement efforts. Embankments higher than 16 feet may require

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undercutting and/or extensive subsurface improvements including geotextile or geogrid reinforcement, lime stabilization, preloading, wick drains and sand blankets, or shallow slopes of 3H:1V or 4H:1V or a combination of efforts.

Summary

A detailed field reconnaissance of the final alignment should be completed to determine the optimum field boring program necessary to successfully identify the location and extent of durable and non-durable rock along the alignment. It is anticipated that several embankments along potential alignments will be located in areas with thick deposits of Minford Complex soils that may be prone to excessive settlement and base instability. Shear strength of foundation soils should be obtained for distinct cohesive soil strata along the alignment to assist in stability analyses of proposed embankments. Stability analyses can be used to assist in the design of proposed embankments within the study corridor.

Potential mitigation costs associated with geotechnical conditions have been evaluated for each of the Feasible Alternatives and have been incorporated into the project cost estimates for comparison of alternatives. The potential mitigation costs by segment are listed in Table 3-1 below.

Table 3-1: Potential Geotechnical Mitigation Costs (in millions)

SECTION 1		SECTION 2	SECTION 3		SECTION 4	
Segment	Segment	Segment	Segment	Segment	Segment	Segment
H1	V1	HV2	H3	V3	H4	V4
\$2.3	\$4.2	\$1.3	\$0.7	\$0	\$0	\$3

Potential mitigation measures could include wick drains and instrumentation, staged embankment construction, over-excavation, and drainage blankets.

Preferred Alternative

Potential Geotechnical Mitigation Costs for the preferred alternative have been evaluated. Based on Table 3-1 above, the estimated potential cost for geotechnical mitigation is \$4.3 million.

Secondary Impacts

At this time, no major secondary impacts related to geology, soils or erosion potential are expected by this project.

*An Appalachian Development Highway***3.4.2 Floodplains*****Methodology***

The locations of floodplains were identified on base mapping based upon existing Flood Insurance Rate Maps from the Federal Emergency Management Agency (FEMA). Floodplain areas are shown in Figure 3-2 at the end of Section 3. The floodplains are also shown on the Feasible Alternatives exhibits (sheets P1-P25) at the end of this section as blue cross-hatched areas.

Existing Conditions

The northern terminus of the proposed project is on US Route 23 just north of Lucasville, Ohio. Adjacent to existing US 23 is the Scioto River and associated floodplain, which is up to one mile wide near the project area. It has relatively defined boundaries, with the embankments for US Route 23 on the east side and SR 104 on the west. Portions of the wide floodplain have been designated as floodway.

Other floodplains exist within the area of the Feasible Alternatives, including the floodplain associated with the Little Scioto River and its tributaries. Unlike the Scioto River Valley bounded by US 23 and SR 104, the floodplain of the Little Scioto River is not in a defined channel and meanders throughout the valley.

Project Impacts

Each Feasible Alternative will require impacts within the 100-year floodplain. Both locations for an interchange with US 23 will require fill within the floodplain of the Scioto River, although impacts within the floodway are not anticipated. Due to the extremely large floodplain in this area, no impacts to the 100-year flood elevation would be anticipated, however detailed analyses will not be completed until the design phase of the project.

Impacts to the floodplain of the Little Scioto River are expected to be minimal, as the encroachments are crossings that will be bridged with the appropriate structure size to convey the 100-year flood. The largest area of Little Scioto River floodplain in the vicinity is just north of Scioto Dale and has been avoided by both options (H1 and V1) in this area.

Total floodplain impacts have been estimated based upon preliminary right-of-way limits overlain on the floodplain boundaries and are shown in Table 3-2. Actual impacts are likely to be less than these estimates as some crossings will be bridged and fill will not extend as far as the proposed right-of-way lines.

*An Appalachian Development Highway***Table 3-2: Estimated Floodplain Impacts by Segment (acres)**

SECTION 1		SECTION 2	SECTION 3		SECTION 4	
Segment H1	Segment V1	Segment H2	Segment H3	Segment V3	Segment H4	Segment V4
19.83	34.91	0.00	6.55	6.64	21.20	31.65

Table 3-3 and 3-4 show perpendicular and longitudinal encroachments, respectively. Due to the size of the floodplains, these encroachments are relatively small and should not significantly affect the probability of flooding.

Table 3-3: Estimated Perpendicular Encroachments by Segment (acres)

SECTION 1		SECTION 2	SECTION 3		SECTION 4	
Segment H1	Segment V1	Segment H2	Segment H3	Segment V3	Segment H4	Segment V4
4.08	17.49	0.00	6.55	6.64	0.00	0.00

Table 3-4: Estimated Longitudinal Encroachments by Segment (acres)

SECTION 1		SECTION 2	SECTION 3		SECTION 4	
Segment H1	Segment V1	Segment HV2	Segment H3	Segment V3	Segment H4	Segment V4
15.75	17.42	0.00	0.00	0.00	21.20	31.65

Preferred Alternative

The estimated floodplain impacts, perpendicular encroachments, and longitudinal encroachments for the Preferred Alternative are 47.58 acres, 10.63 acres, and 36.95 acres, respectively. The floodplain impacts for the Preferred Alternative are smaller than the impacts of any other feasible alternative.

Mitigation/Additional Coordination Required

Coordination will be conducted with the local community floodplain administrator during development of the preferred alternative, once chosen. A description and mapping of the preferred alternative, including available details on any fill material to be placed in the floodplain, will be provided to the local community Floodplain Administrator for review and comment. This coordination will determine if a Flood Hazard Development Permit will be required prior to construction activities.

Due to the terrain of the study area and the size and location of the floodplains, some longitudinal encroachments in both Hill and Valley segments are unavoidable.

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However, as shown in Tables 3-3 and 3-4 above, the longitudinal encroachments are minimal and should not affect the probability of flooding in the area.

Secondary Impacts

At this time, no secondary floodplain impacts attributable to the proposed project are anticipated. As stated above, due to the size of the floodplains and the minimal encroachment of the preferred alternative, the probability of flooding in the area should not be negatively affected.

3.4.3 Ground Water / Sole Source Aquifer***Methodology***

Aquifer information was obtained through review of available secondary source materials (groundwater/ aquifer maps and reports) and other information obtained by DLZ Ohio, Inc from the Ohio Department of Natural Resources, mapping from the Ohio EPA on public water systems and drinking water source protection areas, and mapping from the USEPA for the location of sole source aquifers. Field reconnaissance was used to locate any private, residential drinking water systems within the study area. Additionally, property owners were contacted and asked to report any private wells within the study area.

Existing Conditions

The groundwater resources of Scioto County are obtained from two general aquifer types within the region. Along the major streams, water is obtained from surficial aquifers, and the remainder of the region obtains water from bedrock aquifers. Well yields from across Scioto County are reportedly as much as 1000 gallons per minute to yields of less than 3 gallons per minute. Six yield categories are reported for the region with five categories being from surficial deposits, and the sixth category being from bedrock wells, as seen in Table 3-5 below.

Within the study corridor, water resources are derived from four of the categories previously discussed. The category that encompasses the majority of the area within the study category is the bedrock aquifer Category F. Several of the wells installed into this aquifer category extend through the overburden which is primarily Category E material before extending into bedrock. This is typical along Lucasville-Minford Road where the water resources map indicates Category F materials from which groundwater is obtained. However, up to 68 feet of overburden was reported on the well installation forms provided on the Ohio Department of Natural Resources- Division of Water. Isolated wells from this area are reported as being completed within the Category E materials. Along the major streams throughout the study corridor, wells are located within Category B, C, and E material. Most of the wells installed into the Category E material (along the Little Scioto River and Miller Run) were extended slightly into bedrock. The wells installed within the Category B and C materials (along the Ohio and Scioto River) were completed in the overburden material consisting of sand and gravel.

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TABLE 3-5: Groundwater Resource Categories		
Well Yields (gpm)	Category Designation	Description
500-1000	A	Permeable sand and gravel deposits adjacent to or beneath the Scioto River. These deposits are derived from glacial outwash and are recharged by infiltration from the Scioto River
100-500	B	Permeable sand and gravel deposits, which are beyond the Scioto River recharge, but may be affected by the Ohio River recharge.
25-100	C	Sand and gravel deposits adjacent to the Ohio River, but beyond the recharge zones.
10-25	D	Thick clay, silt, and fine sand deposits, which contain sand and gravel interbeds. These deposits are primarily found along Brush Creek upstream of the Scioto River Valley.
3-10	E	Silt and clay deposits with thin sand and gravel interbeds primarily found within the pre-glacial Teays drainage and major Scioto River tributaries. These deposits are believed to consist of the Minford Complex soils.
0-3	F	Thin clay and silt deposits overlying shale, sandstone, siltstone, or limestone bedrock yielding minor quantities of water.

Source: *Ground-Water Resources of Scioto County*
Ohio Department of Natural Resources Division of Water, Columbus, Ohio

There are no public water systems within the study area. However, a small portion of the drinking water source protection area for the Scioto County Regional Water Authority's well field (located just east of Lucasville) is within the study area. No sole source aquifers are located in the study area

Project Impacts

No impacts to drinking water resources, and specifically, the Scioto County Regional Water Authority's well field, are expected. Although no small, private wells have been reported by the public as within the limits of the Feasible Alternatives, some may be identified during the design process and be impacted by the project. If a residential water well is identified to be impacted during detailed design or construction activities, the well will be properly closed. Impacted properties with private water wells may have a new well drilled or be connected to an existing water service line. If this is not feasible, the property may be acquired.

*An Appalachian Development Highway****Preferred Alternative***

No impacts to drinking water resources, and specifically, the Scioto County Regional Water Authority's well field, are expected. Although no small, private wells have been reported by the public as within the limits of the preferred alternative, some may be identified during the design process and be impacted by the project. If a residential water well is identified to be impacted during detailed design or construction activities, the well will be properly closed. Impacted properties with private water wells may have a new well drilled or be connected to an existing water service line. If this is not feasible, the property may be acquired.

Mitigation/Additional Coordination Required

A final listing of mitigation measures related to groundwater impacts by the project will be reported in the final environmental documentation and will be included in the final project design plans, as necessary. Preliminary mitigation measures (and/or commitments) for groundwater resources and potential impacts include:

- Property owners with impacted wells may have a new well drilled or be connected to the local public water system
- Any impacted wells will be removed and properly abandoned in accordance with State and local requirements.
- Mitigation measures addressing potential contamination impacts will be further developed and incorporated into the project design plans, if necessary.
- This project will be coordinated with the Scioto County Regional Water Authority regarding the small portion of its drinking water source protection area located within the project area
- Inclusion of a plan note which restricts project-related refueling and maintenance activities over the drinking water source protection area

Secondary Impacts

A secondary impact concern to groundwater resources as a result of the project is the potential for contamination due to construction activities and accidental spills of hazardous materials from trucks and other vehicles using the highway facility, especially adjacent to surficial aquifers.

In general, construction of the project is expected to provide a safer transportation route through the project area by improving capacity, reducing congestion and reducing the potential for serious accidents, hazardous spills and aquifer contamination. Furthermore, the feasible and preferred alternatives would act to shift more traffic away from US 23, which crosses the drinking water source protection area for the Scioto County Regional Water Authority's well field, so the risk of well field contamination from a hazardous spill also will be reduced by this project. In addition, minimization and mitigation measures addressing potential contamination impacts, which have only been developed on a preliminary level to date, will be further developed and incorporated into detailed project design plans, as necessary.

*An Appalachian Development Highway***3.4.4 Wetlands**

Wetland determinations were performed by CH2M Hill and presented in the *Ecological Survey Report, Portsmouth Bypass Project, Scioto County, Ohio, SCI-823-0.00, PID 19415, May 2004*. The findings are presented through direct excerpts from the CH2M Hill report.

Methodology

The wetlands were identified according to the *Corps of Engineers Wetland Delineation Manual* (Department of the Army, 1987) with subsequent guidance from the Corps of Engineers. In accordance with the manual, each wetland area was identified based on the occurrence of wetland vegetation, hydric soils, and wetland hydrology. Indicators of all three parameters are required to deduce that a regulated wetland is present. These indicators were determined based on methods described in the *Ecological Survey Report* (CH2M Hill, 2004).

The extent of each identified wetland was determined by a noticeable change in the vegetation toward an upland community and indicators of better drainage in the soils. These changes often corresponded to a topographic gradient. The boundaries were annotated on aerial photos and/or topographic maps in the field for later transcription into the project GIS.

The connectivity of each wetland to the tributary system (streams) of the study area was determined. Those wetlands that had indicators of at least annual surface water connection to a stream were considered “tributary,” and those with no apparent surface water connection to a stream were considered “isolated.” “Tributary” wetlands were typically located adjacent to or at the head of a channel, even though the channel was dry during the field investigation. Wetlands within the Federal Emergency Management Agency (FEMA) mapped 100-year floodplains of the Scioto, Little Scioto or Ohio Rivers were also considered “tributary” wetlands whether or not there was a direct channel connection with a stream. “Tributary” wetlands are regulated as waters of the US under the Clean Water Act. “Isolated” wetlands are not regulated under the Clean Water Act, but are regulated under the Ohio Isolated Wetlands Law.

Each of the identified wetlands was evaluated in accordance with the Ohio Rapid Assessment Method (version 5.0), developed by the Ohio EPA.

Existing Conditions

The field investigation identified 92 wetland areas in the study area with a combined area of approximately 30 acres (Table 3-6). Locations of the wetlands near the Feasible Alternatives can be seen on the Feasible Alternative Exhibits (sheets P1-P25) at the end of this section. Wetlands are identified according to the watershed in which they occurred (W#), and a wetland number (WL#). As some potential wetlands were eliminated or fell outside of the study area, the wetlands are not numbered sequentially.

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Because the Feasible Alternative Exhibits show only the parts of the study area that are in close proximity to the feasible alignments, some wetlands listed in Table 3-6 are not on sheets P1-P25 as they were outside the P-sheet area. Owing to the steep topography over most of the study area, only five wetlands are larger than one acre and only ten are larger than one-half acre.

Approximately one third of the wetlands are driven by groundwater discharge or “seeps.” Groundwater frequently springs along the steep slopes in the study area. In some cases, the water is not quickly concentrated into a channel or streambed, and causes saturation of a substantial area of the soil, leading to the development of hydric soils and wetland vegetation. In many cases, the wetlands are drained by a channel at their lower ends, mostly manmade, and are therefore linked to the tributary system. In some locations, the groundwater percolates at the lower end of the wetland without entering a channel. These wetlands are thereby considered isolated. About six percent (by area) of the wetlands in the study area are isolated.

About half of the wetlands have formed along open drainageways that are channelized natural streams, remnant ditches from drainage attempts or in some cases may be eroded gullies. In each case, the channels are small. Many of these wetlands are driven by a combination of flow along the channels and groundwater seepage. All of these wetlands are connected to the tributary system.

One fifth of the wetlands formed in manmade or natural depressions, including the largest wetland in the study area (W21 WL5). A few of the Category 1 wetlands are located in small isolated depressions, that is, they have no apparent surface connection with the tributary system. Five wetlands are located in and around old farm ponds. Many of the farm ponds included some peripheral wetland vegetation. Those that are identified as wetlands are only those where the vegetation comprises more than half of the area of the pond, due to natural succession in the pond (gradual filling with sediment and organic matter), or due to a historical partial failure or drainage of the pond. In any case, the wetland condition appeared to be the “normal circumstance” of the area (i.e., permanent) and not a temporary condition that resulted from a recent change (such as a recent failure of an embankment that may be repaired) or that would foreseeably be corrected by maintenance dredging. Typically, the vegetation is dominated by cattails (*Typha* spp.), soft rush (*Juncus effusus*), and bulrushes (*Scirpus* spp.).

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TABLE 3-6

Summary of Wetlands Within the Study Area
Portsmouth Bypass Project

WETLAND ¹	Total Area (acres)	Area within the Study Area (acres)	Cowardin Classification ²	Hydrology	Isolated or tributary to surface waters	ORAM ³ score	Category ⁴
W1 WL8	0.64	0.64	PEM	drainage	Tributary	20	C 1
W1 WL9	0.07	0.07	PEM	depression	Tributary	30	C 2
W1 WL10	0.68	0.68	PF01	oxbow	Tributary	39	C 2
W2 WL1	0.17	0.09	PEM	depression	Tributary	19	C 1
W2 WL2	2.98	1.40	PSS1	depression	Tributary	46	C 2
W2 WL3	2.15	2.15	PEM	drainage	Tributary	43	C 2
W2 WL4	1.93	0.14	PF01	depression	Tributary	42	C 2
W3 WL1	0.04	0.04	PF01	depression	Isolated	35	C 2
W3 WL3	0.03	0.03	PEM	seep	Tributary	25	C 1
W3 WL4	0.23	0.12	PSS1	seep/drainage	Tributary	30	C 2
W3 WL5	0.13	0.04	PEM	drainage	Tributary	26	C 1
W3 WL7	0.27	0.27	PEM	old pond	Isolated	19	C 1
W3 WL8	0.02	0.02	PEM	seep	Tributary	17	C 1
W3 WL13	1.15	1.15	PEM	old pond	Tributary	37	C 2
W4 WL1	0.27	0.27	PEM	drainage	Tributary	23	C 1
W4 WL2	0.03	0.03	PEM	seep	Isolated	20	C 1
W4 WL3	0.17	0.17	PEM	depression	Tributary	14	C 1
W4 WL6	0.30	0.30	PEM	seep	Tributary	26	C 1
W4 WL7	0.07	0.07	PEM	seep	Tributary	18	C 1
W4 WL8	0.39	0.39	PEM	seep	Tributary	22	C 1
W4 WL9	0.03	0.03	PSS1	drainage	Tributary	54	C 2
W5 WL1	0.11	0.11	PEM	seep	Tributary	32	C 2
W8 WL1	0.24	0.14	PEM	seep	Tributary	30	C 2
W8 WL2	0.20	0.20	PEM	old pond	Isolated	34	C 2
W8 WL5	0.01	0.01	PEM	drainage	Tributary	28	C 1
W8 WL6	0.07	0.03	PEM	seep	Isolated	29	C 1
W8 WL7	0.03	0.03	PEM	drainage	Tributary	26	C 1
W8 WL8	0.13	0.13	PEM	drainage	Tributary	28	C 1

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TABLE 3-6

Summary of Wetlands Within the Study Area
Portsmouth Bypass Project

WETLAND ¹	Total Area (acres)	Area within the Study Area (acres)	Cowardin Classification ²	Hydrology	Isolated or tributary to surface waters	ORAM ³ score	Category ⁴
W8 WL9	0.31	0.31	PEM	drainage	Tributary	30	C 2
W8 WL10	0.01	0.01	PEM	drainage	Tributary	26	C 1
W8 WL11	0.18	0.18	PEM	seep	Tributary	30	C 2
W8 WL12	0.07	0.07	PSS1	seep	Tributary	36	C 2
W8 WL13	0.10	0.10	PEM	drainage	Tributary	27	C 1
W8 WL14	0.63	0.63	PEM	drainage	Tributary	43	C 2
W8 WL15	0.13	0.13	PEM	drainage	Tributary	26	C 1
W8 WL16	0.08	0.08	PEM	drainage	Tributary	24	C 1
W8 WL17	0.33	0.33	PSS1	drainage	Tributary	20	C 1
W8 WL18	0.11	0.11	PEM	old pond	Isolated	34	C 2
W8 WL19	0.16	0.16	PEM	drainage/seep	Tributary	35	C 2
W8 WL20	0.03	0.03	PEM	drainage	Isolated	27	C 1
W8 WL21	0.09	0.09	PEM	seep	Tributary	26	C 1
W8 WL22	0.08	0.08	PEM	drainage	Tributary	32	C 2
W8 WL23	0.06	0.06	PEM	seep	Isolated	27	C 1
W8 WL24	0.16	0.16	PEM	seep	Tributary	27	C 1
W8 WL25	0.13	0.13	PEM	drainage/seep	Tributary	28	C 1
W8 WL26	0.14	0.14	PEM	drainage	Tributary	20	C 1
W8 WL27	0.03	0.03	PEM	Drainage	Tributary	27	C 1
W8 WL28	0.11	0.11	PEM	Seep	Tributary	24	C 1
W8 WL29	0.10	0.10	PF01	depression	Tributary	24	C 1
W9 WL1	0.73	0.73	PSS1	depression/ drainage	Tributary	30	C 2
W9 WL2	0.12	0.12	PEM	drainage/seep	Tributary	32	C 2
W9 WL3	0.05	0.05	PEM	old pond	Isolated	47	C 2
W9 WL4	0.17	0.17	PEM	seep	Tributary	21	C 1
W9 WL5	0.39	0.39	PEM	depression	Isolated	24	C 1
W9 WL6	0.17	0.17	PEM	depression	Tributary	32	C 2
W12 WL 1	2.61	0.72	PEM	seep	Tributary	40	C 2

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TABLE 3-6
Summary of Wetlands Within the Study Area
Portsmouth Bypass Project

WETLAND¹	Total Area (acres)	Area within the Study Area (acres)	Cowardin Classification²	Hydrology	Isolated or tributary to surface waters	ORAM³ score	Category⁴
W12 WL2	0.42	0.42	PEM	seep	Tributary	51	C 2
W12 WL3	0.48	0.48	PEM/PSS1	depression	Tributary	37	C 2
W13 WL1	0.09	0.09	PEM	drainage	Tributary	24	C 1
W13 WL5	0.52	0.52	PEM	seep/drainage	Tributary	35	C 2
W13 WL6	0.07	0.07	PF02	seep	Tributary	29	C 1
W14 WL1	0.02	0.02	PEM	drainage	Tributary	31	C 2
W14 WL2	0.03	0.03	PEM	drainage	Isolated	22	C 1
W14 WL6	0.21	0.05	PEM	seep/drainage	Tributary	21	C 1
W14 WL7	0.08	0.02	PEM	seep	Isolated	20	C 1
W14 WL10	0.16	0.16	PF01	Depression	Isolated	35	C 2
W14 WL11	0.05	0.05	PF01	Depression	Isolated	23	C 1
W14 WL12	0.36	0.36	PEM	seep/drainage	Tributary	30	C 2
W14 WL13	0.11	0.11	PEM	seep/drainage	Tributary	24	C 1
W14 WL14	0.04	0.04	PEM	seep/drainage	Tributary	20	C 1
W14 WL16	0.12	0.12	PEM	drainage	Tributary	23	C 1
W15 WL1	0.07	0.07	PEM	old pond	Isolated	22	C 1
W15 WL2	0.08	0.08	PEM	old pond	Isolated	26	C 1
W16 WL3	0.05	0.05	PF01	depression	Isolated	29	C 1
W21 WL1	3.69	3.69	PSS1	drainage	Tributary	50	C 2
W21 WL2	0.14	0.14	PEM	drainage	Tributary	34	C 2
W21 WL3	0.26	0.26	PEM	drainage	Tributary	24	C 1
W21 WL4	0.59	0.59	PF01	seep	Tributary	46	C 2
W21 WL5	12.35	3.92	PF01/PSS1	oxbow	Tributary	54	C 2
W21 WL6	0.74	0.74	PSS1	drainage	Tributary	39	C 2
W21 WL7	0.19	0.19	PSS1	drainage	Tributary	27	C 1
W21 WL13	0.63	0.63	PF01	seep/drainage	Tributary	28	C 1
W21 WL16	0.35	0.35	PSS1	depression	Isolated	42	C 2
W22 WL2	0.04	0.04	PSS1	drainage	Tributary	31	C 2
W23 WL1	0.41	0.41	PEM	depression	Tributary	29	C 1

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TABLE 3-6

Summary of Wetlands Within the Study Area
Portsmouth Bypass Project

WETLAND ¹	Total Area (acres)	Area within the Study Area (acres)	Cowardin Classification ²	Hydrology	Isolated or tributary to surface waters	ORAM ³ score	Category ⁴
W23 WL2	0.57	0.57	PF01	depression/drainage	Tributary	32	C 2
W23 WL3	0.32	0.32	PEM	drainage	Tributary	35	C 2
W23 WL4	0.04	0.04	PEM	seep/drainage	Tributary	18	C 1
W23 WL10	0.01	0.01	PEM	drainage	Tributary	28	C 1
W24 WL4	1.55	1.55	PSS1	seep/storm basin	Tributary	34	C 2
W24 WL5	0.17	0.16	PEM	drainage	Tributary	19	C 1
W24 WL6	0.24	0.24	PEM	drainage	Tributary	22	C 1
TOTAL	45.07	30.73					

¹ Wetlands are identified by watershed (W#) and a wetland number (WL#). As some potential wetlands were eliminated or fell outside the study area, the wetlands are not necessarily numbered sequentially. These wetlands are shown on the P-sheets at the end of this section. Wetlands not in close proximity to the alignments do not show up on the P-sheets as they do not fall within the area covered by the sheets.

² Cowardin classification: PEM=palustrine emergent marsh; PSS1 = palustrine scrub-shrub, deciduous; PF01 = palustrine forest, broad-leaf deciduous; PF02 = palustrine forest, needle-leaf deciduous.

³ ORAM = Ohio Rapid Assessment Method for wetlands.

⁴ Categorization according to the Ohio Wetland Water Quality Standards.

The majority of the wetlands are palustrine emergent marsh (PEM), dominated by common emergent species including cattails, fox sedge (*Carex vulpinoidea*), soft rush and rice cut-grass (*Leersia oryzoides*). A number are scrub-shrub (PSS1), dominated by shrubs such as buttonbush (*Cephalanthus occidentalis*), sandbar willow (*Salix exigua*) and elderberry (*Sambucus canadensis*). Twelve are considered forested or partially forested. Most of these are dominated by deciduous trees including silver maple (*Acer saccharinum*), American elm (*Ulmus americana*), and green ash (*Fraxinus pennsylvanica*). One of the forested wetlands (W13 WL6) is dominated by bald cypress (*Taxodium distichum*). This forested wetland is located on a horse farm, and it is presumed that the bald cypress was planted.

The ORAM scores correlate less to size and more to the consistency of hydrology, the width of the buffer, and the intensity of surrounding land use. No Category 3 wetlands were identified in the study area. A total of 40 wetlands were assigned Category 2. Only seven of the wetlands identified clearly score in the range of Category 2 (45 or greater),

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as defined by Mack (2000). These wetlands range in size from 0.03 acre to 12.35 acre. Four of these seven wetlands are located in the Little Scioto and Scioto River floodplains. Fifteen of the Category 2 wetlands scored in the range of Modified Category 2 (35 to 44), and range in size from 0.04 to 0.74 acres. Eighteen of the Category 2 wetlands score in the Category 1 to 2 “gray zone” (30 to 34), ranging in size from 0.04 to 1.55 acres.

A description for each of the inventoried wetlands can be found in the *Ecological Survey Report* (CH2M Hill, 2004).

Project Impacts

In general, the wetlands within the study area are small and widely dispersed. Therefore, impacts to wetlands of any Feasible Alternative are relatively minor (Table 3-7). These numbers include the area within the right-of-way. The habitat quality of the wetlands affected by the Feasible Alternatives is also very similar. No Category 3 wetlands are affected by the Feasible Alternatives. The alternatives do vary on the types of wetlands they affect. Approximately 80% of wetland area impacted by “H” segments are wooded wetlands (PF01 and PSS1), while 75% of the wetland area impacted by “V” segments are emergent (PEM).

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TABLE 3-7
Summary of Wetland Impacts
Portsmouth Bypass Project

Segments: Number of Wetlands/Total Area within ROW (acres)								
	Segment H1	Segment V1	Segment HV2	Segment H3	Segment V3	Segment H4	Segment V4	Cross-over
Category 1 (Isolated)	0/0	1/0.08	0/0	1/0.03	0/0	0/0	2/0.30	0/0
Category 1 (Tributary)	1/0.04	2/0.16	1/0.17	3/0.20	2/0.24	1/0.09	2/0.36	0/0
Category 2 (Isolated)	1/0.35	0/0	0/0	1/0.05	0/0	0/0	1/0.03	0/0
Category 2 (Tributary)	2/0.88	3/1.47	1/0.18	0/0	1/0.138	2/1.973	0/0	0/0
TOTAL	4/1.27	6/1.71	2/0.35	5/0.28	3/0.31	3/2.06	5/0.69	0/0

Feasible Alternatives: Number of Wetlands/Total Area within ROW (acres)								
	H1+HV2+H3+H4	H1+HV2+V3+V4	H1+HV2+V3+H4	H1+HV2+H3+V4	V1+HV2+V3+V4	V1+HV2+H3+H4	V1+HV2+V3+H4	V1+HV2+H3+V4
Category 1 (Isolated)	1/0.03	2/0.30	0/0	3/0.33	3/0.38	2/0.11	1/0.08	4/0.41
Category 1 (Tributary)	6/0.50	6/0.81	5/0.54	7/0.77	7/0.93	7/0.62	6/0.66	8/0.89
Category 2 (Isolated)	2/0.40	2/0.38	1/0.35	3/0.43	1/0.03	1/0.05	0/0	2/0.08
Category 2 (Tributary)	5/3.03	4/1.13	6/3.1	3/1.06	5/1.72	6/3.62	7/3.69	4/1.65
TOTAL (isolated)	3/0.43	4/0.68	1/0.35	6/0.76	4/0.41	3/0.16	1/0.08	6/0.49
TOTAL (tributary)	11/3.53	10/1.94	11/3.64	10/1.83	12/2.65	13/4.24	13/4.35	12/2.54
TOTAL	14/3.96	14/2.62	11/3.99	16/2.59	16/3.06	16/4.40	14/4.43	18/3.03

Preferred Alternative

The preferred alternative is composed of the H1, HV2, H3 and H4 segments (collectively, the Hill Alternative). Wetland delineation fieldwork was completed by TranSystems Corporation between April and June, 2004, for the Hill Alternative. The work followed the procedures outlined in the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and the ODOT *Ecological Manual* (2004).

During the field work, fifteen wetlands identified to be within the Hill Alignment in the *Ecological Survey Report* were examined. Five of these wetlands were determined not to be wetlands during the delineation, but rather drainage ditches through uplands or they have been recently effectively drained. The remaining 10 are listed in Table 3-8 below.

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Table 3-8: Wetlands within the SCI-823-0.00 Hill Alignment Project Area

Wetland Identifier	ORAM Score/ Category	Isolated or Tributary	Area (Acres)
W2WL4	42/2	Tributary	4.30
W8WL17	20/1	Tributary	0.01
W8WL6	29/1	Tributary	0.09
W8WL7	26/1	Tributary	0.05
W8WL8	28/1	Tributary	0.10
W9WL2	32/2	Tributary	0.06
W9WL4	21/1	Tributary	0.13
W21WL16	42/2	Tributary	0.40
W23WL2	32/2	Tributary	0.16
W23WL3	35/2	Tributary	0.25

A total of ten wetlands comprising 5.55 acres were delineated within the construction limits of the Portsmouth Bypass Hill Alignment. Five of these wetlands were considered provisional Category 2 and the other five were considered provisional Category 1 wetlands. All of the wetlands within the Hill Alignment project area were determined to be “tributary” wetlands, meaning they have a surface water connection to another “water of the U.S.” and therefore fall under the jurisdiction of the U.S. Army Corps of Engineers and the Ohio EPA.

A wetland determination was also completed on four vernal pools identified outside the project area. These pools were determined to be high Category 2 isolated wetlands with good amphibian breeding habitat. These vernal pools will not be impacted. Additionally, all roadside ditches within the project area have been investigated to determine the presence of any of the criteria listed in the *Standard Operating Procedures for the Regulatory Program* (U.S. Army Corp of Engineers, 1999). It was determined that the roadside ditches within the project area did not meet any of the required criteria and therefore are considered non-jurisdictional.

During the wetland delineation, it was determined that the area of wetlands affected by the preferred alternative was less than predicted in the *Ecological Survey Report* (CH2M Hill 2004). This was mostly due to the 5 wetlands determined during the delineation to be drainage ditches. 1.27 acres of wetlands will be impacted by the roadway; 0.23 acres are Category 1 wetlands, while 1.04 acres are Category 2 wetlands.

Mitigation/Additional Coordination Required

All of the streams and wetlands that have a direct water connection to streams or other surface waters are regulated as waters of the United States pursuant to the Clean Water Act (CWA). Therefore, all crossings of these waters will require permission from the Army Corps of Engineers under Section 404, and the Ohio EPA under Section 401 of this law. Some of the ponds are also regulated under the Clean Water Act, but many

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that have been created as stock watering ponds or aesthetic pools will not be, provided they were not created along a regulated stream. The impacts to all streams and tributary wetlands and ponds by the project will likely be considered as a whole under a single Individual Section 404/401 permit. Impacts to the Little Scioto River, as a State Resource Water, are prohibited from authorization under Nationwide Permits by the Ohio EPA.

Isolated wetlands do not have a surface water connection to a stream and are not regulated under the Clean Water Act. However, they are regulated under the Ohio Isolated Wetlands Law. Impacts to isolated wetlands up to one half acre are permissible under a General Permit with notification of the Ohio EPA.

Under both the Clean Water Act and the Ohio Isolated Wetlands Law, permits typically require mitigation for the wetland and stream impacts. The proposed mitigation will be developed in consultation with the US Army Corps of Engineers and the Ohio Environmental Protection Agency.

Secondary Impacts

The Preferred Alternative, as stated above, is expected to directly impact 1.27 acres of wetlands. However, the project area goes through ten wetlands comprising 5.55 total acres. It is possible that some of these residual wetland areas may not be able to be salvaged due to drainage modifications resulting from highway construction. In this event, the wetland impact for the Preferred Alternative could increase. These impact determinations will be made during final project design, once more detailed design and drainage information becomes available.

Additionally, impacts to wetlands by secondary development attributable to this project are possible. One of the purposes of this project is to provide access to land suitable for industrial development. If land close to the project area is developed, some impacts to wetlands may be expected.

3.4.5 Streams, Rivers, and Water Bodies

Stream surveys were performed by CH2M Hill and presented in the *Ecological Survey Report, Portsmouth Bypass Project, Scioto County, Ohio, SCI-823-0.00, PID 19415, May 2004*. The findings are presented below through direct excerpts from the CH2M Hill report. Please note that the discussion examines the Hill and Valley alternatives, but does not discuss impacts by segment. Impacts by segment can be found in the alternative comparison matrix Table 3-32 at the end of this section. Stream locations can be found on Figure 3-3 at the end of Section 3.

Methodology

Field investigations were performed from October 30, 2001 through August 9, 2002 to identify and characterize wetlands, characterize the regulated streams in the project

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area and to survey vegetation, wildlife, and aquatic biota across the entire the study area. Investigations that were centered on the two Feasible Alternatives (mostly as part of threatened and endangered species surveys) were performed April through August 2003. Details of these investigations can be found in the *Ecological Survey Report* (CH2M Hill, 2004).

Jurisdictional streams were identified as those waters that had an ordinary high water mark, definable beds and banks, and evidence of stream flow. Any channel that parallels a roadway, was apparently created in a non-hydric soil, and does not represent a relocation of a natural channel was eliminated as jurisdictional. That is, these latter channels were considered “drainage ditches” or “ditches through uplands,” which are generally not regulated as waters of the US under the Clean Water Act (Department of the Army, Corps of Engineers, 1999).

Each identified stream was labeled according to watershed number and a tributary alphanumeric code that includes an abbreviation for the named stream to which it drains and a tributary number. Stream segments were categorized as perennial, intermittent or ephemeral, as defined by the Corps of Engineers (Department of the Army, 2002).

Streams with a drainage area of greater than one square mile were evaluated using the Ohio EPA’s Qualitative Habitat Evaluation Index (QHEI). Details of this index can be found in the *Ecological Survey Report* (CH2M Hill, 2004).

Streams with drainage areas less than one square mile were evaluated using the OEPA draft Headwater Habitat Evaluation Index (HHEI) (Final Draft V2.0 April 2001), which is used to determine the status of smaller streams as one of three classes of Primary Headwater Habitats (PHWH). Class I streams offer limited aquatic habitat (namely, ephemeral streams), Class II offer appreciable but seasonal aquatic habitat (warm water adapted community), and Class III stream offer substantial invertebrate, fish and amphibian habitat (cool water adapted community).

Existing Conditions

The project is within two major watersheds: the Scioto River (USGS Hydrologic Cataloging Unit 05060002) and the Little Scioto River (USGS Hydrologic Cataloging Unit 05090103). These watersheds discharge directly into the Ohio River. Additionally, there are small intermittent streams, within the study area, that drain directly to the Ohio River. The *Ecological Survey Report* (CH2M Hill, 2004) presents a summary of the stream systems within the study area.

The Scioto River runs generally parallel to US Route 23 approximately 4000 feet from the northern termini of the study area. In this area, the Scioto River has a wide floodplain which is mostly used for agricultural row crops. Approximately the western third of the study area drains to the Scioto River. Within the study area, there are four sub-watersheds of the Scioto River:

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- **Miller Run** – northern-most stream system within study area
- **Thomas Hollow** – unnamed stream system that flows through Lucasville
- **Lake Margaret System** – unnamed stream system that flows to Lake Margaret
- **Candy Run** – largest of the Scioto River tributaries within the study area.

The Little Scioto River runs northeast to southwest through the southern portion of the study area. The Ohio Water Quality Standards (WQS) includes the Little Scioto River in its “South East Ohio River Tributaries” watershed. Within the study area, there are 8 sub-watersheds of the Little Scioto River:

- **Blue Run** – Northern-most Little Scioto tributary, the Blue Run itself is not in the study area
- **Long Run** – Large perennial stream which drains the Minford area
- **Shumway/Blake/Dan White Hollows** – Steeply sloped and wooded system of hollows south of Minford
- **Slab Run** – Small intermittent watershed immediately south of Dan White Hollow
- **Shoumberg Hollow** – Perennial stream draining a steeply sloped and wooded area
- **Mansfield Hollow** – Intermittent stream which joins the Little Scioto River at Tick Ridge Road
- **Stout Hollow** – Small perennial stream in the vicinity of Highland Bend
- **Wards Run** – Large perennial stream draining much of Porter Township, the southeast corner of the study area. The Oven Lick and the Shell Creek are large Wards Run tributaries.

The use designations per the WQS are shown on Table 3-10. The Little Scioto River is identified as a State Resource Water. Another State Resource Water in the vicinity of the study area is the Rocky Fork. While the Rocky Fork is not within the study area, a main tributary to Rocky Fork, namely Long Run, passes through the center of the study area, parallel to Lucasville-Minford Road.



Little Scioto River – Looking North from Tick Ridge Road

All of the streams in the study area that are cited

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in the WQS have been given a Warm water Habitat use designation, as well as designations that they are suitable as agricultural and industrial water supplies and for primary contact recreation.

According to the Ohio EPA website, no studies of either the Little Scioto River or the Scioto River in the study area have been published by Ohio EPA within the past 10 years.

TABLE 3-9: Summary of Watershed Structure Used For Portsmouth Bypass

Stream Name	Ohio Water Quality Standards Aquatic Life Use Designation	Other Use Designations per Water Quality Standards ¹
Scioto River Basin		
Scioto River near Study Area	Warmwater Habitat	AWS, IWS, PCR
Miller Run	Warmwater Habitat	AWS, IWS, PCR
Thomas Hollow System	No designation	No designation
Lake Margaret System	No designation	No designation
Candy Run	Warmwater Habitat	AWS, IWS, PCR
Little Scioto River Basin		
Little Scioto River	Warmwater Habitat	State Resource Water, AWS, IWS, PCR
Blue Run	Warmwater Habitat	AWS, IWS, PCR
Long Run	Warmwater Habitat	AWS, IWS, PCR
Shumway/Blake/Dan White Hollows	No designation	No designation
Slab Run	No designation	No designation
Shoumberg Hollow	No designation	No designation
Mansfield Hollow	No designation	No designation
Stout Hollow	No designation	No designation
Wards Run (Plum Fork)	Warmwater Habitat	AWS, IWS, PCR
Small Ohio River Tributaries		
Stewart Hollow and 3 other small tributaries	No designation	No designation

¹ AWS = Agricultural Water Supply; IWS = Industrial Water Supply; PCR = Primary Contact Recreation

The stream network through the study area is typified by relatively steep ephemeral streams, leading to intermittent and small perennial streams with moderate to low gradient, to the larger streams (rivers) that are low gradient. Many of the ephemeral,

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intermittent and smaller perennial streams typically have substrates comprised of cobble, gravel, and bedrock (sandstone and shale). Sand and boulders are lesser components of the stream substrates. Except for the rivers, the steepness of the adjacent topography and the stream gradients provide high velocity flow conditions that minimize the accumulation of silt. Although embeddedness is locally present (typically from sand accumulation instead of silt), it is also somewhat controlled by the higher velocity flows in these streams. Given their steepness, many streams appear to be subject to extremely low flow conditions during dry periods.

Primary direct impacts to streams in the study area are cattle grazing, canopy removal, channelization (particularly near roadways) and debris accumulation. Land development and topography may also contribute to the “flashiness” of some streams, which leads to greater bank destabilization and greater flow variation. The greatest impact to streams from sedimentation occurs in recently logged areas.

The HHEI and QHEI stream habitat evaluations were performed selectively throughout the study area to characterize the streams in each watershed. Many of the smallest ephemeral streams were not evaluated, simply because they contained no water, and therefore almost invariably score in the Class I (lowest) headwater habitat range. Table 3-10 summarizes the QHEI/HHEI scores by watershed. The data forms are presented in the *Ecological Survey Report* (CH2M Hill, 2004). Both scoring methods were designed for low flow periods, and the scores are influenced by the average and maximum water depths. Thus, forms completed during wet periods may rate some streams slightly higher. On the other hand, the scores are also largely dependent on parameters that remain consistent throughout the year, such as the abundance of coarser substrates (gravel and cobble) and other physical characteristics. The scores reflect generally good physical characteristics in the majority of the streams in the study area.

The intermittent streams in the study area were typically evaluated using the HHEI forms. For those streams where both a QHEI and a HHEI form were completed, the HHEI was completed for the upper reach of the stream, and QHEI on the lower reach. Streams which contained no water were not evaluated and almost invariably scored in the Class I (lowest) headwater habitat range. The HHEI scores ranged from 11 to 73. All but one intermittent stream scored in the Class II to Class III headwater habitat range (16 or greater). QHEI scores for most of the lower intermittent streams were in the Modified Warm Water Habitat to Warm Water Habitat range (46 or greater). One intermittent tributary of the Long Run scored as a Limited Resource Water, mainly because of cattle grazing in and around the stream, leaving almost no stream bank vegetation and a nearly ubiquitous bedrock substrate and vertical banks. The small Ohio River tributaries also scored low because of heavy (several feet thick) sediment accumulation along the river floodplain (compromising the stream banks and substrate diversity) and the impacts of adjacent development.

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TABLE 3-10
Summary of QHEI / HHEI Data
Portsmouth Bypass

Basin/watershed	QHEI	HHEI
Scioto River Basin		
Miller Run Watershed	45 – 61.5	-
Thomas Hollow Watershed	52.5 - 66	11 - 52
Lake Margaret Watershed	62	16 - 27
Candy Run Watershed	54 - 62	26 -61
Little Scioto River Basin		
Little Scioto River & direct tributaries	65 – 70	12 – 25
Blue Run Watershed	-	16 - 34
Long Run Watershed	45.5 – 68.5	35 – 60
Dan White/Shumway/Blake Hollows	66.5	60
Slab Run Watershed	70.5	36 – 42
Shoumberg Hollow	53	30 – 41
Mansfield Hollow	-	44
Stout Hollow	66	55 – 57
Wards Run Watershed	69 – 74.5	21
Ohio River Basin		
Small tributaries to Ohio River	19 -54	30 - 73

The QHEI scores for the perennial streams ranged from 52.5 to 74.5. These scores generally indicate that many of the perennial streams in the study area would be able to support macroinvertebrates and fish communities typical of a Warm Water Habitat (WWH) rating. One exception, the upper portions of the Thomas Hollow, had a Modified Warm Water Habitat (MWH) score of 52.5 because of impacts of adjacent developments.

Project Impacts

Table 3-11 summarizes the impacts to aquatic habitats associated with the Feasible Alternatives. For streams, the total number of crossings and the approximate total linear feet of stream within the anticipated project right-of-way are presented. The total number of impacted ponds and their total area are also presented. The precise length of stream affected may vary depending on the final roadway design.

*An Appalachian Development Highway***TABLE 3-11: Summary of Aquatic Habitat Impacts**Summary of Aquatic Habitat Impacts
Portsmouth Bypass Project

	Segments: Number of Crossings/Approximate Length of Impact (feet)							
	Segment H1	Segment V1	Segment HV2	Segment H3	Segment V3	Segment H4	Segment V4	Cross-over
Ephemeral Streams	16/3,400	23/8,100	12/3,500	13/4,800	10/4,000	15/8,000	9/2,500	2/700
Intermittent Streams	11/7,500	9/6,400	9/5,200	7/5,000	7/4,300	6/2,800	5/2,000	2/800
Bridge crossings – Little Scioto/Long Run	1/660	1/440	0/0	1/400	1/400	0/0	0/0	0/0
Perennial Streams	1/400	4/2,400	2/1,400	0/0	1/700	2/200	3/3,600	0/0
Total Stream Impacts	29/11,960	37/17,340	23/10,100	21/10,200	19/9,400	23/11,000	17/8,100	4/1,500
Ponds (acres)	4/1.9	5/1.6	5/3.2	4/1.2	1/0.4	3/5.6	5/0.6	1/0.1
Feasible Alternatives: Number of Crossings/Approximate Length of Impact (feet)								
	H1+HV2+H3+H4	H1+HV2+V3+V4	H1+HV2+V3+H4	H1+HV2+H3+V4	V1+HV2+V3+V4	V1+HV2+H3+H4	V1+HV2+V3+H4	V1+HV2+H3+V4
Ephemeral Streams	56/19,700	47/13,400	55/19,600	52/14,900	54/18,100	63/24,400	62/24,300	59/19,600
Intermittent Streams	33/20,500	32/19,000	35/20,600	34/20,500	30/17,900	31/19,400	33/19,500	32/19,400
Bridge crossings – Little Scioto/Long Run	2/1,060	2/1,060	2/1,060	2/1,060	2/840	2/840	2/840	2/840
Perennial Streams	5/2,000	7/6,100	6/2,700	6/5,400	10/8,100	8/4,000	9/4,700	9/7,400
Total Stream Impacts	96/43,260	88/39,560	98/43,960	94/41,860	96/44,940	104/ 48,640	106/ 49,340	102/ 47,240
Ponds (acres)	16/12.0 acres	15/6.0 acres	14/11.2 acres	19/7.0 acres	16/5.8 acres	17/11.6 acres	15/10.9 acres	20/6.7 acres

In general, the alternatives impact a comparable total length of streams. As their names indicate, the Hill segments follow a course higher in the watersheds and the Valley segments lower in the watersheds. Consequently, the Hill segments impact a greater length of intermittent streams, while the Valley segments impact a greater length of perennial streams. Impacts of the two alternatives on the larger perennial streams (Little Scioto River and Long Run) and ephemeral streams are comparable.

The largest and most diverse aquatic habitats in the study area are the Little Scioto River, Long Run and Candy Run. Depending on the specific stream crossing, the construction of road crossings over these streams could impact fairly diverse freshwater mussel communities and large fish communities. The Little Scioto River supports a

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diverse fish and invertebrate community throughout its length in the study area. The presence of a large number of mudpuppies and salamander mussels in the lower reaches of the Little Scioto River is both regionally and nationally important, while the large numbers of breeding plain pocketbook mussels, and larger species diversity of mussels in the upper reaches of the river within the study area, are also regionally important. The occurrence of the Ohio Special Interest sand darter in the upper reach of river sampled here also speaks to the importance of this reach of stream. In addition, the occurrence of the Ohio Threatened rosyside dace in Long Run indicates the regional importance of the aquatic communities in this stream.

Each Feasible Alternative will require one crossing of the Little Scioto River. The Little Scioto River crossing will be a bridge, thereby minimizing impacts. The bridge would include concrete abutments stabilized with rock channel protection and possibly piers in the river. The impacts calculations include the entire length of the river within the anticipated right-of-way (660 feet for the Hill Alternative, 440 feet for the Valley Alternative) even though bridge impacts are generally less severe.

The Long Run crossing is identical for both Feasible Alternatives. This crossing is also expected to be a bridge. The crossing will occur at the point where State Route 139 parallels the main stem of the Long Run. The total impacted area for the bridge will be approximately 400 feet. The Feasible Alternatives will also cross several Long Run tributaries using standard culvert crossings.

The Candy Run lies within a relatively narrow corridor surrounded by steeply sloped woodlands. Lucasville-Minford Road runs through this corridor. The Valley Alternative will also utilize this corridor, crossing Candy Run once in its upper (intermittent) reaches. Both Alternatives will also cross numerous Candy Run tributaries. All of these stream crossings will likely be accomplished via standard culverts.

In addition to the larger systems (Little Scioto, Long Run and Candy Run), each Feasible Alternative will also encroach upon many of the other sub-watersheds within the study area. As shown on Figure 2-9, the Hill Alternative takes an upland course between Lucasville and Minford, while the Valley Alternative generally follows the Lucasville-Minford Road corridor. This results in a set of stream encroachments within different places of the same watersheds, the Hill Alternative having crossings higher in the stream profile and the Valley Alternative lower in the stream profile. Encroachments of this type include Thomas Hollow and the Lake Margaret system. All of these stream crossings will likely be accomplished via standard culverts.

South of Long Run, the Feasible Alternatives run almost identical courses for approximately 4 miles and would have comparable perpendicular crossings of the stream that parallels Swauger Valley Road, Shumway Hollow, Blake Hollow, Dan White Hollow, and Slab Run.

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South of Slab Run, the Hill Alternative follows the hill country, while the Valley Alternative follows a course through the Little Scioto River valley. From this point south to Scioto Dale, the impacts of the alternatives vary considerably. The Hill Alternative encroaches upon the upper reaches of Shoumberg Hollow, Mansfield Hollow, and Stout Hollow, all west of the Little Scioto River. Conversely, the Valley Alternative encroaches upon the lower Shoumberg Hollow (prior to crossing the river) and the Wards Run system (including Shell Creek and Oven Lick) east of the river. Near Scioto Dale, the two alternatives vary slightly in their impacts to small Ohio River tributaries.

The non-bridge crossings will include installation of culverts, concrete headwalls/aprons, stone stabilization at outlets of the culverts, and possibly channel relocations. Physical impacts to the streams will include loss of stream habitat, streambank alterations, substrate alteration, and removal of riparian vegetation. The length of each stream affected depends on topography and the orientation of the highway alignment relative to the stream. The culverts will represent permanent loss of aquatic habitat. Areas of stream realignment and stone stabilization at the outfalls will likely revert to viable habitat over time with the accumulation of bedload (sand, silt, gravel and cobbles), creating a more natural stream substrate. Removal of riparian vegetation will expose these aquatic habitats to increased illumination and temperature, possibly adversely affecting the aquatic animal populations during the summer months. This impact will eventually be lessened with regrowth along the banks. Such regrowth will take several years.

The impacts to aquatic communities associated with construction are well known and mostly short-lived. However, some long-term impacts can also be anticipated as a result of this project. Impacts to aquatic species within the primary impact zone will include the elimination of some species within the impact area, especially those that are sensitive to excessive siltation (lithophilic species) and the rare species if construction occurs within the reaches where these species occur. Given that these alterations will be localized, they are not expected to result in a permanent change in the diversity of the component species of any stream system. However, the loss of habitat could theoretically cause a proportional decrease in the populations.

Construction activities in the streams will also cause some sedimentation in downstream reaches. These streams currently do not have very high turbidities and any increase in turbidity levels could have significant impact on the fish and invertebrate communities. The extent of that impact will depend on the implementation of standard ODOT erosion control methods. The existing upstream and downstream reaches of each stream will provide refugia for the more mobile aquatic species during construction, which will lessen the impact to these species. Less mobile and more sensitive species, such as freshwater mussel populations, could be smothered if sedimentation, albeit temporary, is abundant. However, once the streambanks have become re-vegetated and the stream work has ceased, it is anticipated that silt loads will return to normal and these impacts would be eliminated. Over the long term,

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sediment will be flushed from the stream during rain events following completion of the construction. It is not anticipated that the smaller streams would be affected as greatly as the larger streams in this corridor as they currently do not support the same level of community development or diversity of habitats.

The new roadway will include a substantial increase in pavement area and possibly traffic volume. Therefore, it will likely lead to an increase in roadway runoff volumes and contaminants into the streams. The impact of this contamination will depend on the impact of current runoff contamination from current land uses, primarily cattle farming and existing roadways. Smaller streams are already subject to some pollution, mostly an increase in nutrient loadings, which may impair the aquatic biota in these streams. Long Run and Candy Run are generally parallel to existing roadways, and these streams are presumably already subject to existing roadway runoff. Despite the adjacent roadways, current contamination appears to have only slight affect on Long Run and Candy Run, as well as the Little Scioto River, which sustain diverse populations of aquatic macroinvertebrates and fish, including pollution intolerant species. These streams benefit from dilution of contamination afforded by their higher flow volumes. Consequently, while the potential impact to aquatic diversity from runoff from the new roadway is greatest for these streams, they may also be buffered from the impacts by their sizes.

Each Feasible Alternative will also impact some ponds. Tables 3-31 and 3-32 show impacts to the ponds by segment and by alignment. Each of the affected ponds would be partially or completely filled to accommodate the highway. Given that the water quality and habitat quality of many of the ponds are strongly influenced by human activities (such as agricultural uses of the ponds and adjacent lands and fish stocking), the impact on the local biotic populations from filling of some ponds is expected to be minimal.

Preferred Alternative

All of the streams identified in the *Ecological Survey Report* (CH2M Hill, 2004) within the Hill Alignment construction limits were studied during the wetland delineation field work completed by TranSystems Corporation between April and June 2004. The field work, along with studies completed for the *Ecological Survey Report*, showed that the Hill Alignment will cross a total of 37 streams, of which 34 are considered to be primary headwater habitat (PHWH) streams with drainage areas generally less than 1 mi². Of these 34 PHWH streams, six are classified as Class I (one is classified as Modified Class I), ten are classified as Class II (three of which are classified as Modified Class II), and eighteen are classified as Class III PHWH streams. The PHWH streams were evaluated using the most current version of the HHEI form. The other three streams had drainage areas greater than 1 mi² upstream of where the proposed roadway will bisect the stream, and therefore were either evaluated with the QHEI or data was gathered from Ohio EPA. Two streams were assigned a provisional use designation of Exceptional Warmwater Habitat (EWH) and the third stream was given a use

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designation of Warmwater Habitat (WWH) (Ohio EPA, 1999). Table 3-12 below shows the streams in the Hill Alignment Project Area and characteristics of the streams.

Table 3-12: Streams within the SCI-823-0.00 Hill Alignment Project Area

Stream #	Name	HHEI/QHEI	Score	Classification	Drainage Area mi ²	PHWH Biological Evaluation Performed ?	Fish Observed	Salamanders Observed? Larvae or Juv/Adult or both	Temp °C	DO mg/L	pH	Conductivity µmhos/cm
1	UT to Scioto River	HHEI	51	III	0.330	Yes	No	No	22.93	40.1	8.05	1.167
2	UT to Scioto River	HHEI	50	II	0.025	Yes	No	Juv	14.89	17.6	6.06	0.156
3	UT to Scioto River	HHEI	52	II	0.043	No	No	No	17.51	28.7	6.64	0.554
4	UT to Scioto River	HHEI	84	III	0.397	No	Yes	Both	22.48	39.4	7.31	0.301
5	UT to Scioto River	HHEI	71	III	0.072	Yes	No	Both	14.60	32.8	7.11	0.236
6	UT to Candy Run	HHEI	68	III	0.046	Yes	No	Both	15.92	30.2	7.01	0.398
7	UT to Candy Run	HHEI	61	III	0.038	No	No	Larvae	17.33	19.4	6.32	0.389
8	UT to Candy Run	HHEI	72	III	0.211	No	No	Larvae	21.05	34.3	7.63	0.377
9	UT to Candy Run	HHEI	48	II	0.034	No	No	No	12.85	25.3	6.28	0.256
10	UT to Candy Run	HHEI	67	III	0.078	No	No	Larvae	14.84	21.4	6.32	0.208
11	UT to Candy Run	HHEI	24	I	0.024	No	No	No	na	na	na	na
12	UT to Candy Run	HHEI	31	I	0.073	Yes	No	No	na	na	na	na
13	UT to Candy Run	HHEI	39	I	0.066	Yes	No	No	na	na	na	na
14	UT to Long Run	HHEI	22	I	0.062	No	No	No	na	na	na	na
15	UT to Long Run	HHEI	52	Modified I	0.101	Yes	No	No	15.02	27.8	6.96	0.223
16	UT to Long Run	HHEI	46	II	0.039	Yes	No	No	19.14	31.1	6.78	0.093
17a	UT to Long Run	HHEI	66	III	0.300	Yes	Yes	No	18.81	36.4	6.66	0.126
17b	UT to Long Run	HHEI	38	II	0.349	No	Yes	No	22.51	20.1	7.09	0.229
17c	UT to Long Run	HHEI	53	II	0.021	No	No	No	20.62	27.6	7.45	0.110
18	Long Run	QHEI	83.5	EWH	14.130	No	Yes	No	19.69	36.6	7.48	0.179
19	UT to Long Run	HHEI	71	II	0.207	Yes	Yes	Adult	20.40	31.3	7.25	0.131

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Stream #	Name	HHEI/ QHEI	Score	Classification	Drainage Area mi ²	PHWH Biological Evaluation Performed ?	Fish Observed	Salamanders Observed? Larvae or Juv/Adult or both	Temp °C	DO mg/ L	pH	Conduc tivity µmhos/ cm
20	UT to Long Run	HHEI	80	III	0.880	Yes	Yes	Juv	20.99	36.3	7.22	0.182
21	UT to Long Run	HHEI	70	III	0.139	No	No	Larvae	17.62	32.6	6.07	0.093
22a	UT to Little Scioto River	HHEI	57	Modified II	0.172	Yes	Yes	No	23.40	35.6	7.09	0.173
22b	UT to Little Scioto River	HHEI	67	III	0.103	No	Yes	Larvae	25.63	40.1	7.54	0.398
23	UT to Little Scioto River	HHEI	62	III	0.045	Yes	No	No	15.87	41.5	7.29	0.006
24	UT to Little Scioto River	HHEI	85	III	0.496	No	Yes	Both	15.60	34.3	7.29	0.156
25	UT to Little Scioto River	HHEI	34	Modified II	0.128	No	No	No	18.83	35.3	6.88	0.103
25	UT to Little Scioto River	HHEI/ QHEI	84/ 79.5	III/EWH	1.479	No	Yes	Larvae	17.36	35.5	6.49	0.112
27	UT to Little Scioto River	HHEI	81	III	0.471	No	No	Larvae	17.36	29.8	6.09	0.097
28	UT to Little Scioto River	HHEI	44	I	0.054	Yes	No	No	na	na	na	na
29	UT to Little Scioto River	HHEI	67	III	0.104	No	No	Both	14.81	30.0	6.09	0.102
30	UT to Little Scioto River	HHEI	71	III	0.222	No	No	Larvae	14.58	23.5	6.00	0.146
31	Little Scioto River	QHEI	*	WWH	111.00							
32	UT to Ohio River	HHEI	67	III	0.155	No	No	Larvae	20.24	27.0	7.06	0.296
33	UT to Ohio River	HHEI	37	Modified II	0.046	No	No	No	16.09	29.6	7.01	1.701
34	UT to Ohio River	HHEI	84	III	0.659	No	No	Larvae	21.59	31.8	7.44	0.311

* Stream was too high and muddy during every attempt at sampling. Ohio EPA Water Quality Standards reveal that the Little Scioto River meets the Warmwater Habitat (WWH) use designation, and is listed as a State Resource Water, AWS, IWS, PCR.
na = not applicable (usually due to the lack of water in the stream)

Based on the wetland delineation fieldwork completed in June 2004, the total stream impacts of the preferred alignment were less than half of what was predicted in the *Ecological Survey Report* (CH2M Hill 2004). Several of the ephemeral streams identified in that report were determined in the field to be only a dry swale or ravine and

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not necessarily a stream based on the lack of an ordinary high water mark, definable beds and banks and evidence of stream flow. Table 3-13 below shows the impacts of the roadway on perennial, intermittent and ephemeral streams.

Table 3-13: Stream Impacts of Preferred Alternative [Number of Crossings/Approximate Length of Impact (feet)]	
	Preferred Alternative
Ephemeral Streams	5/3,533
Intermittent Streams	26/14,495
Perennial Streams	6/2,853
Total Stream Impacts	37/20,881
Bridge crossings – Little Scioto/Long Run	2/1,047
Ponds (acres)	2.93 acres

Mitigation/Additional Coordination Required

Throughout the alternative development and refinement process for this project, efforts have been made to avoid and minimize encroachment on surface stream features to the extent practicable, while still meeting engineering design criteria and project Purpose and Need, and while considering other environmental impacts and public input. Therefore, impacts to the most ecologically valuable stream features have been avoided or minimized, to the extent practicable.

No mitigation regarding stream impacts has been developed at this time. Specific stream mitigation measures will be developed during coordination with the U.S. Army Corps of Engineers and Ohio Environmental Protection Agency during the pre-application process for Section 404 and Section 401 permits required by the Clean Water Act.

Secondary Impacts

At this time, secondary development impacts to surface streams (through the loss of natural channel or through degradation due to riparian clearing and runoff) attributable to the proposed project are expected to be minor.

3.4.6 Wildlife, Vegetation and Threatened and Endangered Species

Endangered species issues were investigated by CH2M Hill and presented in the *Ecological Survey Report, Portsmouth Bypass Project, Scioto County, Ohio, SCI-823-0.00, PID 19415, May 2004*. The findings are presented below through direct excerpts from the CH2M Hill report. Please note that the discussion examines the Hill and Valley

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alternatives, but does not discuss impacts by segment. Impacts by segment can be found in the alternative comparison matrix Table 3-32 at the end of this section.

In addition, specific studies have been conducted for Indiana Bat and Timber Rattlesnake. Neither of these studies found the presence of these species within the project limits.

Methodology

The potential for endangered species was first determined through contacting the Ohio Department of Natural Resources, Division of Natural Areas and Preserves regarding current and historic records of populations of state and federally listed species or other outstanding habitats, features, or preserves in the study area. The locations of the Natural Heritage Database records whose target area intersected with the study area were searched for in the field. The US Fish and Wildlife Service list of federally protected species was also checked to determine the species whose known ranges extend into Scioto County. Species and habitat descriptions provided by these resource agencies, various field guides and other references were used during the field investigations to identify or eliminate potential specimens or habitats encountered. None of the Natural Heritage Database species were found within the feasible alternatives.

In response to requests by the USFWS, specific surveys were undertaken along the Feasible Alternatives for several federally listed species that have been historically recorded in Scioto County: the endangered Indiana bat (*Myotis sodalis*), the endangered Small Whorled Pogonia (*Isotria medeoloides*), the threatened Virginia spiraea (*Spiraea virginiana*), and the timber rattlesnake (*Crotalus horridus horridus*), which is being given pre-listing consideration. To date, none of these species have been identified in the project area.

Indiana Bat surveys were conducted by Environmental Solutions and Innovations, Inc. of Cincinnati, Ohio in accordance with the USFWS guidelines (USFWS, 1999), from June 9, 2003 through August 6, 2003. Twenty-one survey sites were selected throughout the project area in coordination with the USFWS, Reynoldsburg Field Office. At each site, two mist net sets were set up across likely migratory routes through woodlands (such as a stream corridor, logging road, or trail) and monitored continuously for a minimum of five hours per night, beginning at dusk. Each site was netted for two nights, for a total of four net-nights at each site. Each captured bat was identified to species and gender, measured, and weighed, its reproductive status determined, and then released.

Field studies for the Small Whorled Pogonia (SWP) were conducted from June 20 to July 16, 2003 (CH2M HILL, 2004). On June 27th, 2003, representatives of OES, USFWS and CH2M HILL visited the known Hocking County habitat of the SWP. During May 2003, two specimens of the SWP were present at that site in vegetative state as

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reported by the ODNR. These plants had senesced by June 27 and could not be found. Therefore, it was agreed by all parties that the Portsmouth Bypass study would continue through the remainder of June and early July 2003 to define those woodlands with potential habitat for the SWP. As agreed to by ODOT and USFWS, lower and middle slope positions were emphasized, as upper slopes are generally considered too dry for the species.

Areas of the Feasible Alternatives were selected for study based on the extent of acid soil types (*CH2M Hill, 2004*), and successional, pine or mature woodlands as determined during previous fieldwork. This definition included approximately 90% of the 900 acres of woodlands (excluding active logging areas) along the Feasible Alternatives. In each identified area, a meandering search was conducted along the Feasible Alternative to search for the SWP or populations of associate species (all of which would remain vegetatively identifiable through that period) that might indicate a suitable habitat. Where a substantial population (that is, more than a few individuals) of associate species were found, a minimum one-quarter acre plot was established and recorded. Plots were expanded if the population of the associates extended beyond the one-quarter acre. A list of species present in three strata (canopy - greater than 4-inch dbh, subcanopy - less than 4-inch dbh and greater than one meter high, and ground layer) was assembled for each plot. Also at each plot, the physical characteristics recorded included the slope position (upper, middle, lower), the slope aspect (north, northeast, east, southeast, south, southwest, west, northwest), slope angle, and soil characteristics in the upper 6 to 12 inches including color, texture, and depth of litter.

Based on this survey, the most likely habitats for the SWP along the Feasible Alternatives were identified for revisitation during peak flowering period (Spring 2004) to determine the presence or absence of the SWP.

The survey for the Virginia Spiraea was conducted June 30 through July 16, 2003. The timing of the survey corresponded to the normal flowering period of this shrub species (late June through July). Perennial stream crossings along each Feasible Alternative were identified from previous field investigations. Each of these stream crossings was searched for the plant, a plant list was assembled, and the streambed, banks and canopy closure documented relative to the preferred habitat conditions of the Spiraea.

Timber rattlesnake surveys were conducted for 30 days between March 24 and September 27, 2003, by herpetologist Doug Wynn of Lewis Center, Ohio (2003). Maps were examined to determine where suitable elevation and aspect were present. In these areas, the Feasible Alternatives were surveyed by foot and by car for the snake and evaluations made on the suitability of the habitat. Twenty-four areas within the alternatives were identified as likely rattlesnake habitats and were examined more closely.

*An Appalachian Development Highway***Existing Conditions**

The *Ecological Survey Report, Portsmouth Bypass Project* provides an overview of the terrestrial habitats within the study area (CH2M Hill, 2004). Table 7 in the *ESR* breaks the land use types down by percent of total and by total area. Figure 7 in the *ESR* provides a map of land use types in the study area. Standing second growth forest comprises approximately 53 percent of the study area, while 10.5 percent is scrub-shrub and logged forest, 9 percent is in active agricultural use, and another 17.1 percent of the study area is urban/ residential. Less than one third of the standing forest is mature, being dominated by sugar maple (*Acer saccharum*), tulip-tree (*Liriodendron tulipifera*), white oak (*Quercus alba*), red oak (*Q. rubra*) and chestnut oak (*Q. prinus*). Immature woodlands are dominated by green ash (*Fraxinus pennsylvanica*), white ash (*F. americana*), sugar maple, osage orange (*Maclura pomifera*) and black locust (*Robinia pseudoacacia*), with invasive amur honeysuckle (*Lonicera maackii*) as a frequent shrub layer component, in some places nearly excluding other shrubs and herbaceous plants. Riparian woodlands are mostly dominated by silver maple (*Acer saccharinum*) and American elm (*Ulmus americana*) and are a very small proportion of the study area; this is due to most of the stream valleys being narrow and steep and most of the larger flood plains having been cleared for agriculture and/or development, with only narrow wooded corridors left along the banks. Wildlife observed during the ecological survey of the study area included 76 bird species, 11 reptile species, 12 amphibian species and 22 mammal species. More detail on species present in the study area can be found in the *ESR*.

The Ohio Department of Natural Resources, Division of Natural Areas and Preserves was contacted regarding records of rare species in the study area. According to their records, there are several species that are considered potentially threatened, threatened or endangered in the state and that are known to occur in or near the study area. These species are listed in Table 3-14 and their locations in the study area are identified in Figure 3-3 along with the location for a state threatened species (the rosieside dace) found during the survey of the area. The closest sighting of a species in Table 3-14 was Pale Green Panic grass located in the northwestern quadrant of SR 728/ Flowers-Ison Road intersection. No state-listed species were found.

*An Appalachian Development Highway***TABLE 3-14: Natural Heritage Database- Occurrences within Study Area**

Scientific Name	Common Name	State Status	Federal Status	Year of most Recent Record
<i>Panicum laxiflorum</i>	Pale-green Panic Grass	Potentially Threatened	---	1993
<i>Phacelia bipinnatifida</i>	Fern-leaf Scorpion Weed	Potentially Threatened	---	1990
<i>Quercus falcata</i>	Spanish Oak	Threatened	---	1961
<i>Simpsonaias ambigua</i>	Salamander Mussel	Special Interest	---	
<i>Stenanthium gramineum</i>	Feather-bells	Threatened	---	1989
<i>Viola pedata</i>	Bird-foot Violet	Threatened	---	1989

The US Fish and Wildlife Service maintains a list of federally listed threatened and endangered species in Ohio by county. According to that list, Scioto County is included in the range of five federally listed species, namely the endangered Indiana bat (*Myotis sodalis*), the threatened Virginia spiraea, (*Spiraea virginiana*), the threatened small whorled pogonia (*Isotria medeoloides*), and two candidate species, the rayed bean mussel and the sheepsnose mussel. The timber rattlesnake (*Crotalus horridus horridus*) is not federally listed but it is declining and is receiving pre-listing consideration.

According to the USFWS, Indiana bats hibernate during winter in caves and abandoned mines, often along with many other species of bats. Areas in caves that are suitable for hibernation are draft free and have a constant winter temperature. After hibernation, Indiana bats migrate to their summer habitats. Based on recent trap and release studies, suitable summer (roosting and brood-rearing) habitat for the Indiana bat is living or standing dead trees or snags with exfoliating, peeling or loose bark, split trunks and/or branches, or cavities. There appears to be no tree size threshold, and both lowland and upland locations may be utilized.

Habitat for the small whorled pogonia consists of middle-aged, dry hardwood or mixed pine-hardwood forests with an open canopy, open understory and sparsely covered ground surface. Preferred habitat is near long-term canopy gaps such as streams, vine gaps and old roads. This species has been confirmed in Hocking County, approximately 50 miles north of the study area, and there is a 1985 record in Scioto County approximately five miles from the study area.

Habitat for the Virginia spirea is usually rocky, flood scoured banks of high-energy (high gradient) streams or rivers. Flood scouring may be important to this species by preventing canopy closure and creating river wash deposits, thereby decreasing competition from larger trees and providing an appropriate rooting medium. This

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species is only known in Scioto County along Scioto Brush Creek, west of the Scioto River.

The timber rattlesnake occupies a variety of habitats depending on the time of year. Summer ranges include heavily forested areas, rocky hillsides, and fields bordered by forests. The nearest known populations of the timber rattlesnake are in Shawnee State Forest, 4-5 miles west of the Scioto River.

To date, no federally listed threatened or endangered species have been observed in the project area. The following is a summary of the results of these surveys to date.

The Indiana bat (*Myotis sodalis*) survey collected 83 bats of seven species from 21 sites located throughout the study area from June 9 through August 6, 2003 (see *Ecological Survey Report*). No Indiana bats have been found. The majority of the bats captured were of three species which are commonly found in open/edge, developed areas: big brown bats (*Eptesicus fuscus*), eastern red bats (*Lasiurus borealis*), and eastern pipistrelles (*Pipistrellus subflavus*). These species do not form maternity colonies in large trees as does the Indiana bat. The little brown bat (*Myotis lucifugus*) and northern bat (*Myotis septentrionalis*) were the only two species caught during this netting effort that form maternity colonies in trees and utilize habitat similar to that of the Indiana bat, although little brown bats often use man-made structures. Of these two species, 10 males and 4 females were captured, which is significantly different than random. A low female capture rate may indicate poor quality habitat.

Although there are some large trees with loose bark in woodlands throughout the study area that could be used for roosts, mainly shagbark hickory, sugar maple, and dead snags, the habitat within the project area at net sites appeared to be of relatively low value for the Indiana bat. In addition to man-made disturbances (such as logging), an ice storm during the previous spring destroyed the forest canopy in many areas. In these areas, understory clutter was usually high and unfavorable for bat activity. The storms also felled many snags that could have served as potential roost sites.

The small whorled pogonia (SWP) survey included re-inspection of most woodland habitats along the Feasible Alternatives, except those woodlands that were eliminated based on prior investigations (such as forests with dense understory or active logging areas). A total of 28 plots were documented at sites where considerable populations of associates were found or to document forest communities at sites which otherwise appeared to be potential habitats based on previous studies, background information, or general forest aspect. None of the study area closely matches the conditions of the known SWP site in Hocking County, namely a canopy predominated by Eastern hemlock in association with Indian cucumber root (*Medeola virginiana*) and partridge berry (*Mitchella repens*) at the ground layer. However, ten sites were found which supported populations of the large whorled pogonia (*Isotria verticillata*), which the recovery plan (von Oettingen, 1992) reports has been found intermixed with the SWP at several locations, and/or one or more of the other associate species. The primary associates that were found in abundance at several locations were Indian cucumber

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root and rattlesnake plantain (*Goodyera pubescens*). Some of the listed associates were absent (namely *Gaultheria* and *Maianthemum*) or were fairly widespread and not so indicative of specific habitat conditions (such as *Vaccinium vacillans*). Partridge berry was found in abundance at only one site. Nine of the 10 sites are located in the northern half of the study area, along both alternatives. A single site, where Indian cucumber root was found in abundance, was located near the southern end of the study area along a segment common to both alternatives.

9 of the 10 sites where populations of associates were particularly abundant, and therefore may indicate the most favorable habitats for the SWP, were revisited on June 3 and 4, 2004. The tenth site, referred to as Plot 2, was not re-surveyed because permission to enter the property had been denied by the landowner, the property was not located within any alternative, and the area has been actively logged and substantially cleared since the 2003 SWP survey.

In each plot, the ground layer vegetation was visually re-surveyed by two scientists to the extent of the associate species' populations and suitable habitat. Most plots were found to be in a condition comparable to the 2003 survey, with essentially the same species composition as previously noted. However, two of the plots had been subjected to canopy opening after the 2003 survey, making the plots less suitable for the SWP.

While the SWP was not found during either survey year, some areas may still represent unoccupied, potentially suitable habitats. Further, the plant may be present but may not have been found because it may lie dormant for several years. Therefore, there remains a possibility for effects to potential unoccupied habitat and dormant individuals no matter which alternative is selected. Consequently, a "May Affect, Not Likely to Adversely Affect" determination is appropriate for construction along all alternatives.

The timing of future work will be coordinated with the ODNR personnel who are monitoring the known population of the SWP in Hocking County.

Each of the perennial streams that are crossed by each alternative were considered and reviewed for habitat for the Virginia spiraea. The conditions along the Little Scioto River at the proposed crossings do not appear suitable for the plant. In both locations, the river has a silt substrate and silt-laden banks and floodplain, and the river is subject to wide fluctuation in flood levels. There are none of the key habitat features of the Virginia spiraea as described in the recovery plan (Ogle, 1992), such as stable gravel bars and exposed bedrock banks, at these crossing locations. While several of the perennial streams appeared to have satisfactory habitat conditions for this shrub species, none of the plants were found. This survey was conducted during the peak flowering period. The lack of evidence of the plant during this study appears to be adequate documentation that this species is not present in the study area.

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The rayed bean mussel is listed in Scioto County only for Scioto Brush Creek, which is on the opposite side of the Scioto River from the project, while the sheepsnose mussel is listed only for the Ohio River. As both Scioto Brush Creek and the Ohio River are outside the study area, neither of these species would be expected to be present in the area.

The nearest known habitat for the timber rattlesnake is Shawnee State Forest, some 4-5 miles west of the Scioto River. While surveys to date in the Portsmouth Bypass study area for the timber rattlesnake have located a number of physically suitable den habitats, none of these animals have yet been found in the study area. The degree of human activity (including logging and all-terrain-vehicle trails) likely reduces the suitability of the area for the rattlesnake. Of the twenty-four sites closely surveyed, most showed signs of human disturbance.

One unusually large but unhealthy specimen of American chestnut (*Castanea dentata*) was found along a fence line in an actively grazed pasture, between SR 335 and the Little Scioto River south of Batterson Cemetery Road. American chestnut is not federally listed but is listed as Potentially Threatened in Ohio. The tree was approximately 25 feet in height, which is about the maximum size before they are lost to the chestnut blight. Despite its degraded condition, the tree did bear fruit. Several chestnut saplings, likely suckers from remnant tree roots, were found at various locations in mature woods.

State species encountered during the aquatic study were the Ohio Threatened rosyside dace in Long Run, and the Ohio Special Interest eastern sand darter and the Ohio Special Interest salamander mussel in the Little Scioto River. Sanders *et al.* (1999) state that rosyside dace are restricted to 34 stream systems in Ohio and that the species is found in small streams (mean drainage area = 9 square miles). Eastern sand darters are known from 15 stream systems in Ohio including the Little Scioto River (Rice and Barnes, 1983) and is usually found in large streams (average drainage area = 3,978 square miles). This species is currently being evaluated for possible status as a candidate for federal listing. Watters (1988) found the salamander mussel at a few sites on the lower Little Scioto River, but not in the same numbers as at Site 7 in the current study.

There is a 1987 Natural Heritage Database record for the deertoe mussel, a state Species of Concern, approximately 1.1 miles downstream of the proposed crossing of the Little Scioto River, and there is a 1988 record for the eastern hellbender, a state Endangered species currently being evaluated for possible status as a candidate for federal listing, in the Little Scioto River over five river miles upstream of the project area. Neither of these species was found during the ecological survey. The bobcat and black bear may occur in the study area but were not confirmed. Both of these species is considered Endangered in the state. However, the rough green snake and the eastern box turtle, both Ohio Species of Concern, were found during the terrestrial survey.

*An Appalachian Development Highway***Project Impacts**

As trees providing suitable roosting habitat for the Indiana bat are present in the project area, the potential for impacting the species exists. Depending upon which alternative is selected, the project will require the removal of 360 to 560 acres of potential roosting (forest) habitat and 200 to 300 acres of potential foraging (open field) habitat. However, this is small in proportion to the amount of available habitat within the action area (the area within a radius of 2.5 miles around the project right-of-way limits) and on a landscape scale, and both roosting and foraging habitat will remain plentiful in the area. There are no known hibernacula within the action area, so impacts to Indiana bats during the winter are not anticipated, and impacts from noise and contaminants will be negligible. To minimize possible impacts to this species, potential roost trees (i.e. living or standing dead trees or snags with exfoliating, peeling or loose bark, split trunks and/or branches, or cavities) will be cleared within the project construction limits and ancillary work areas only between September 15 and April 15 when the species would not be using such habitat. USFWS concurred on August 25, 2004 (Appendix A) with the determination that the project may affect but is not likely to adversely affect the Indiana bat.

While neither the small whorled pogonia nor the Virginia spiraea were found during the ecological survey, potentially suitable habitat for both species exists within the project area and the presence of dormant individuals of the first species in the project area is possible. USFWS concurred on August 25, 2004 (Appendix A) with the determination that the project may affect but is not likely to adversely affect these two species.

As the rayed bean mussel is listed in Scioto County only for Scioto Brush Creek and the sheepsnose mussel is listed only for the Ohio River, neither would be directly impacted by the proposed construction. Indirect impacts to the rayed bean due to precipitation runoff from construction would not occur as Scioto Brush Creek is west of the Scioto River while the project is entirely east of the river. Likewise, the project will have no direct impact on the Ohio River from which the sheepsnose mussel is known, and therefore there will be no direct impacts on that species. While the southern terminus of the project parallels the Ohio River, the proposed construction limits are over 500 feet from the river, and any sedimentation and siltation due to storm water runoff into the Ohio River via small tributaries during construction would be minimized by strict adherence to best management practices, by strict application of erosion and sedimentation control items in ODOT's Construction and Material Specifications (ODOT, 2002), and by adherence to the conditions of the required storm water permit. Moreover, there are no records for the sheepsnose in the portion of the river near the southern terminus of the project. For these reasons, no indirect impacts on this species would be expected.

The American chestnut sighted during the field investigation is located some 200 feet east of the closest alignment and would not be directly affected by any alternative.

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However, it is close enough that it should be clearly identified prior to construction to avoid inadvertent impacts.

At least two fish species listed as rare in the state were found in study area streams, the rosyside dace in Long Run and the eastern sand darter in the Little Scioto River. There is potential for the project to affect these species, primarily from siltation during construction. It is expected that the project will not have a permanent impact on the populations of these species.

The project study area has many sites that would be geologically suitable for timber rattlesnake. However, telemetric studies of the snakes indicate that they are capable of movements up to 4.5 miles, and no sightings have occurred within this distance of the bypass corridor. The proximity of humans also suggests that if Timber rattlesnakes were present in the area, sightings would be common and often reported. It is very unlikely that the species inhabits or utilizes the surveyed area. Therefore, no impacts are expected from the project. USFWS concurred with this determination on August 25, 2004 (Appendix A).

The Rocky Fork mussel bed is outside of the project area. However, Long Run, a tributary to the Rocky Fork, is bridged by the proposed project 3.87 miles upstream of the Rocky Fork. Due to the project area's great distance from the Rocky Fork, no impacts are expected to the mussel bed.

The Little Scioto River will be spanned by the proposed roadway. No structures will be placed below the ordinary high water mark of the Little Scioto River. At this time, preliminary plans indicate that the river at this location will be spanned with piers; therefore, only minor impacts are anticipated. Impacts to the Little Scioto River are anticipated to be the least severe primary aquatic impacts which generally occur during construction in uplands within a stream watershed and not necessarily within a stream. These impacts result from vegetation removal along stream banks that will indirectly affect aquatic habitats. These indirect habitats include stream water temperature increases due to removal of shading vegetation, and reduction of stream bank stability due to loss of soil-binding tree and shrub roots. Downstream siltation and sedimentation impacts on the deertoe mussel and on any habitat suitable for the eastern hellbender will be minimized by strict adherence to best management practices and ODOT's Construction and Material Specifications.

Mitigation/Additional Coordination Required

Ecological coordination with USFWS and ODNR has been completed and those agencies recommended no specific conservation measures for protection of federally and state listed species. Those agencies did, however, recommend measures to minimize impacts on listed species, which are discussed above in *Project Impacts*. In addition, USFWS recommended tree planting to compensate for lost forest habitat; a

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response to that recommendation is included in Section 5.3.4 *Pre-DEIS Agency Comments*.

Secondary Impacts

Secondary impacts to natural terrestrial habitats are expected to be minor. This is based on the fact that most of the developable land that will be opened up by the roadway is located in the valley area and is currently used as farmland. Most of the wooded area located in the project area is located on hill terrain and is not suitable for large-scale development. Secondary aquatic impacts will be limited to siltation during periods when soils in a stream's watershed are exposed during construction. These impacts can be limited through installation of temporary erosion protection during construction. However, some permanent aquatic habitats may receive additional silt during storms.

3.4.7 Forest Fragmentation**Existing Conditions**

The project study area is located in Scioto County, Ohio, and is dominated by rural communities, timberland and small agricultural farms, much like the rest of the county. According to the Ohio Department of Development's 2003 profile of Scioto County, 71.7% of the county is wooded, while 20.9% is agricultural or open urban space. The Shawnee State Forest also falls mostly in Scioto County, though the project study area does not fall within the forest. According to the *Ecological Survey Report* (CH2M Hill 2004), standing forest comprises approximately 53% of the study area. However, none of the forest in the study area can be considered "virgin" or "old growth" forest. It is likely that most or all of the forest in the study area has been logged during the past century.

Project Impacts

When large forested tracts of land are fragmented into smaller tracts, the amount of edge habitat is increased. While this is good for species that prefer open habitats, it reduces the amount of habitat available to species that prefer or require interior conditions. In addition, edge habitats tend to favor common opportunistic species, many of which are non-native invasive species such as Japanese and amur honeysuckles, multiflora rose, and garlic mustard, or native nest parasites such as the brown-headed cowbird. These invasive species tend to dominate areas where they become established and out-compete local species for resources. As a result, the compositions of the communities change to more non-native species and diversity is reduced.

Depending on which alternative is chosen, between 351 acres and 528 acres of woodlands would be impacted. Additionally, much of the roadway will be adjacent to woodland area. However, all of this land is privately owned, and most of it has been logged during the past century and has therefore been disturbed and is not "old growth"

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forest. No federally-owned land will be affected. No state or national forests or parks fall within the project area. Because there are already roads throughout the project area, the addition of the bypass will do little to fragment the forested areas more than they have already been fragmented.

Mitigation

ODOT will continue to work with stakeholders to minimize impacts from invasive species and to the maximum extent possible use native vegetation in revegetation plans.

Preferred Alternative

The preferred alternative utilizes the hill alignment (H1 + HV2 + H3 + H4), which mostly passes through wooded areas. 493 acres of woodland area will be impacted by this alignment. However, as stated above, most of this woodland has been logged in the past century, and no national or state forests will be affected. The forest acreage impacts for each segment are listed in Table 3-31 while the impacts for each alternative are listed in Table 3-32.

Secondary Impacts

At this time, secondary impacts due to forest fragmentation are expected to be minor because there are already roads throughout the project area, and adding a bypass will do little to fragment the forested areas more than they have already been fragmented.

3.4.8 Farmlands

Methodology

Existing land use and land cover data was reviewed in an effort to identify agricultural lands within the ArcGIS software platform from the planning phase (Source: Scioto County Auditor and Ohio Department of Development). This information was supplemented through interviews with personnel from the USDA Natural Resources Conservation Service (NRCS) and Farm Services Administration (FSA). The NRCS provided soil productivity rankings for use in evaluating the alternatives. The FSA provided data regarding which persons are operating farms on the parcels within the study area (since much farmland is leased in this area) so that impacts to individual farm operations may be better identified. Neither organization felt that these issues warranted eliminating any particular areas from consideration for an alternative, but should be considered alongside other factors during the comparison of alternatives. However, both organizations identified a particular farming resource, the farm supply store/grain elevator near Minford, which is the nearest source of support services for farmers in the area. In addition, this business provides custom-mixed feed, which is not commonly available in the area.

Existing Conditions

Active farmland (cropland and pastureland) and timberland are the dominant land uses in the project study area. Total available farmland in Scioto County is approximately

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106,000 acres (Ohio Department of Development, Ohio County Profiles), and the average farm size is 143 acres. Large tracts of active farmland are located east of existing SR 335 in the project study area, generally south of Portsmouth County Airport and north of the Highland Bend area. Further active farmland is located around the Lucasville Correctional Facility just south and east of the Lucasville High School campus. A review of property maps and agricultural land in the project study area indicates that there are relatively few larger farms (250+ acres) and moderate sized farms (100 to 200 acres), and a majority of smaller farms (up to 100 acres) in the project study area. Overall, the average farm size in the project study area is approximately 60 acres. Crops currently grown include corn, wheat, soybeans, and hay, while pastureland is grazed primarily by cows and beef cattle.

According to the Scioto County Auditor's office, farmable land covers approximately 27 percent of Scioto County (Scioto County Auditor's Website). Based on review of Scioto County soil surveys (U.S. Department of Agriculture Soil Conservation Service and ODNR, compiled 1986), there are three dominant soils in the project study corridor (Brownsville Sandy Loam, Shelocta Silt Loam, and Monongahela Silt Loam). The Monongahela Silt Loam is considered as prime farmland.

Land Evaluation Site Assessment (LESA) Scoring

The National Resource Conservation Service (NRCS) uses the Land Evaluation Site Assessment/Farmland Conversion Impact Rating (LESA/FCIR) rating system to determine the overall agricultural quality of a given tract of land (for example, the land located within a proposed highway corridor), and the scoring system determines the level of farmland protection warranted, if any.

The land within the feasible alternatives (Hill Alignment and the Valley Alignment) was rated by TranSystems and was assigned Site Assessment Criteria. The Site Assessment Criteria for the Hill Alignment and the Valley Alignment were 44 and 42 points (out of a possible 160 points), respectively. The Relative Value uses land evaluation criteria to complete the farmland impact rating (out of a possible 100 points). The Relative Value (using the maximum 100 points) and Site Assessment points were then totaled to determine the final LESA/FCIR score for each Alternative.

According to State and Federal guidelines for interpreting these scores, and determining the level of farmland protection warranted (if any), total scores of 160 or less (on a scale of 0-260) require a minimum level of consideration for protection and do not require the consideration of additional alternatives. The total point scores for this project would both fall below the 160 point cut-off level for consideration of increased protection. The Land Evaluation Site Assessment/Farmland Conversion Impact Rating form is included in Appendix A.

*An Appalachian Development Highway****Agricultural Districts***

An Agricultural District is an agricultural land enrollment program that, under certain circumstances, allows for additional review if land is taken by eminent domain for a public purpose (Ohio Revised Code-ORC 929.05). For a property to qualify, the land must be in agricultural production.

The Scioto County Auditor administers the agricultural district program for that county and maintains a list of enrolled properties. These Agricultural Districts are shown shaded in light blue on the Feasible Alternatives Exhibits (sheets P1-P25) at the end of this section.

Impacts to Active Agricultural Land

As mentioned above, total available farmland in Scioto County is approximately 106,000 acres. The Hill Alignment is expected to impact 769 acres of agricultural cropland, timberland and pastureland, which represents approximately 0.7 percent of the total farmland available in Scioto County. The Valley Alignment is expected to impact approximately 647 acres of agricultural cropland, timberland and pastureland. Therefore, the Valley Alignment would affect approximately 0.6 percent of the total available farmland in Scioto County. The farm supply store/ grain elevator near Minford mentioned in the *Methodology* subsection above, would not be impacted by either alignment, directly or indirectly.

It should be noted that the above impact areas were calculated based upon land use designations obtained from the Scioto County Auditor and include wooded areas that are currently designated agricultural. The property impacts on the Alternatives Comparison matrices (Tables 3-31 and 3-32 at the end of this section) are based upon land cover data. Based upon the land cover information, the Feasible Alternatives will impact between 55-123 acres of active and 110-172 acres of passive agricultural land. In general, alignments utilizing Segment Valley 1 have the highest impact on non-wooded agricultural land.

Impacts to Agricultural District Properties

The Hill Alignment impacts a total of 35 Agricultural District registered owners and comprises 59 parcels with a combined total area of 2,587 acres. Only 485 acres of Agricultural District land within these 35 ownerships will be converted to a transportation use, with the remainder potentially landlocked. 41 of the 59 parcels exceed the established threshold for notification of impacts to the Ohio Department of Agriculture, as required by Ohio Revised Code 929.05 (B). The Valley Alignment impacts a total of 32 Agricultural District registered owners and comprises 49 parcels with a combined total area of 2,063 acres. Only 323 acres of Agricultural District land within these 49 parcels will be converted to a transportation use, with the remainder potentially landlocked. 28 of the 49 Agricultural District parcel impacts exceed the established threshold for notification of impacts to the Ohio Department of Agriculture. The

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established threshold is either 10 acres or 10 percent of the farm (ownership), whichever is greater. Due to impacts exceeding the 10 acre/10 percent threshold, the impacts to properties in Agriculture Districts by this alignment qualify for coordination with the Ohio Department of Agriculture.

Farm Bisections

The common section of the Hill and Valley Alignments is expected to bisect parcels currently used as pasture. A cattle crossing is being included as part of the project to connect those parcels of pastureland that are bisected. *Bisected Properties* in Section 3.5.2 discusses the bisection of properties in more detail.

Secondary Impacts

As a result of this project, secondary impacts to farmland properties are possible, but will likely be restricted to the area around the Scioto County Airport. Further impacts are not anticipated, however, minimal controls are in place to regulate future land use and secondary development pressures in the project study corridor.

Another type of secondary impact to farms and farm operations is the closure of portions of the local road network. For this project, there will be no major impacts to the local roads except for minor relocations of SR 728, Shumway Hollow Road, Hansgen-Morgan Road and Simon-Miller Road. These minor relocations will not affect the connectivity of the local road network nor will they affect daily movements related to farm operations.

Overall, it is concluded that impact on farmland by the project, regardless of alternative, is not substantial based on the following:

- The proposed project will not make the remaining farmland non-farmable or substantially less farmable
- The proposed project is not expected to have any negative effects on the demand for farm support services.
- For both alignments, impacts to farmland have been minimized by following the existing road networks as much as possible, and by maintaining access to farmland through the local road network.
- Effort has been made during alternative alignment development to minimize impacts to on-farm investments.
- The proposed project use is compatible with existing and continued agricultural uses and, being of limited access design, will not generally promote conversion of surrounding farmland to non-agricultural use.

Mitigation/Additional Coordination Required

Impacts to Agricultural Districts by any alternative will require coordination with the Ohio Department of Agriculture. A cattle crossing will be provided to connect one bisected parcel. This is discussed in more detail in the *Bisected Properties* subsection of Section 3.5.2. No additional mitigation for farmland impacts is proposed at this time.

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Typically, landlocked parcels are either bought outright by the State, or damages are paid (a portion of the fair market value) and the owner retains the landlocked parcel. In both cases, the landlocked parcels frequently become available for purchase by adjacent landowners with access to the property. As a result, it is expected that most of the landlocked agricultural parcels will remain in production after project construction.

3.4.9 Natural Environment Secondary Impacts

Secondary impacts as they relate to features of the natural environment are discussed under individual categories presented in the preceding portions of Section 3.4.

3.5 Social Environment

Known socioeconomic resources are presented in Figure 3-4.

3.5.1 Land Use and Growth Trends***Methodology***

The project team met with local representatives to establish a committee of local decision makers and interested agency representatives to consider the land use issues associated with the proposed bypass. The project team discussed the use of zoning to control development and to encourage appropriate land uses for full realization of the project goals as envisioned in the purpose and need while minimizing potential harmful environmental consequences. This committee considered the existing land use policies and programs and how those should be changed to accommodate the proposed highway to maximize benefits and minimize negative outcomes. This effort included providing information to the committee on strategies for land use, providing mapping of the areas of concern (primarily development areas near interchanges and within the targeted development valley identified in the feasibility study), assisting the committee with securing support and resources for development of a land use plan, if desired, and recording the intentions of the committee for use in this document.

ODOT has no authority to mandate any particular action and there is no guarantee that any particular jurisdiction will take action. However, the intentions of each regulating body are known, so the impacts of the project may be better predicted.

The project team met with the Township Trustees from Valley, Jefferson, Madison, Harrison, and Porter Townships. The discussion focused on development, job creation, and future infrastructure needs. It also focused on using planning and zoning as tools to support the purpose and need of the project.

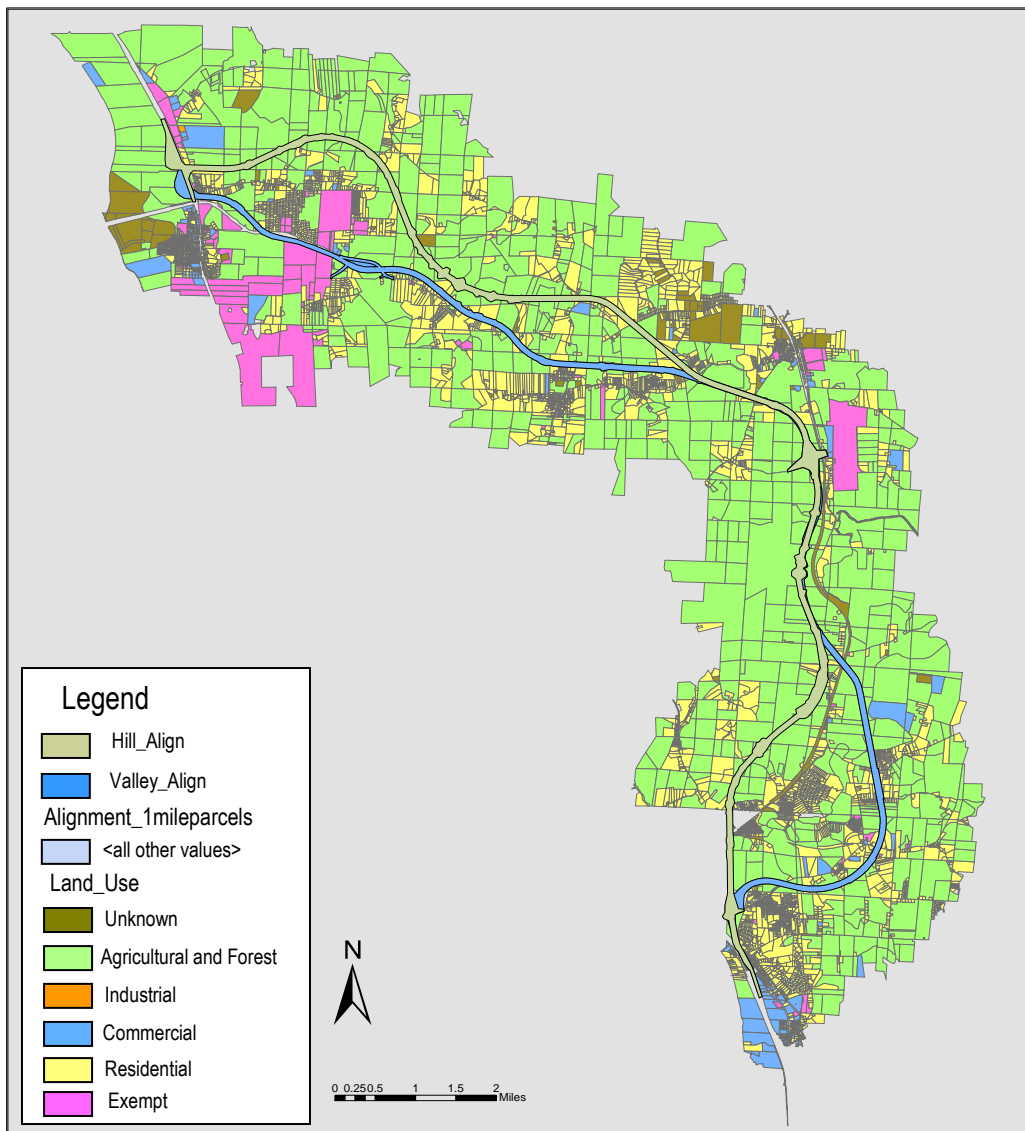
Existing Conditions

The project study area is covered by four city jurisdictions (City of Portsmouth, City of Lucasville, City of Minford, and City of Wheelersburg) and nine township jurisdictions (Sciotodale, Sciotoville, Slocum, Valley, Jefferson, Madison, Harrison, Porter and Clay

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Townships). The project study area is located in a generally rural setting. The City of Lucasville is located at the northern end of the project area while the City of Wheelersburg is located at the southern end of the project area.

Figure 3-6 illustrates the existing land uses in the study area. Active farmland (cropland and pastureland) and timberland are the dominant land uses in the project study area. The study corridor also includes residential and some commercial land.



LAND USE MAP

SCI-823 PORTSMOUTH BYPASS

Figure 3-6: Existing Land Use

*An Appalachian Development Highway****Project Impacts***

One of the goals of this project is to increase accessibility to the area to promote new development. With cooperation from the jurisdictions, land in the bypass area might be developed to include new industrial and manufacturing areas. This is discussed in more detail in Sections 1.5.1 and 1.5.2.

Residential areas affected by the bypass may require the relocation of some landowners. This is also discussed in greater detail in Section 3.5.2 below.

Mitigation/Additional Coordination Required

The project team will continue to work with the local township officials to put them in contact with county and state planning agencies who may provide guidance (of funding) for land use planning and zoning.

Secondary Impacts

One of the purposes of this project is to open up areas already zoned industrial along the river to development by improving roadway access. One possible secondary impact of the project is this development. Impacts on land use may occur as desired by the project's purpose and need.

3.5.2 Population, Housing and Residential Property Impacts***Population***

The City of Portsmouth was founded on a location favored for settlement by Native Americans due to its strategic location at the mouth of the Scioto River. European settlers were drawn to the area upon completion of the Ohio and Erie Canal in the 1800s. Portsmouth grew into a thriving manufacturing town with its peak population of over 50,000 occurring in the early 1900s. Since then the population of Portsmouth has declined substantially to its current population of 22,676 as most of the manufacturing jobs have left the area.

As Portsmouth has declined, so has Scioto County. Scioto County's population has not changed considerably since the 1930's, staying roughly around 80,000 residents. Most recently from 1990 to 2000, the population of Scioto County decreased from 80,327 to 79,195, a loss of 1.4%, according to US Census Bureau figures. This is compared to an increase in population for the State of Ohio from 10,847,115 to 11,353,140, which represents a growth of 4.7%. Over 15% of the residents in Scioto County lived below the poverty level in 2000, while 10.6% of the residents of the State of Ohio lived below the poverty level.

The racial make-up of Scioto County is predominantly white, with the white population (white alone, or in combination with one or more other races) staying about the same from 1990 to 2000, decreasing from 96.2% to 96.1%. Of the minority populations, Black/African American (alone, or in combination with one or more other races) make up the largest minority population in Scioto County (3.0% of the total population). This is

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compared to the racial make-up of Ohio, with a white population (white alone, or in combination with one or more other races) of 86.1% in 2000.

Scioto County experiences an above average unemployment rate. For August 2000, unemployment in the County reached 8.3%, over twice the statewide average of 3.9% for the same period. Historically, Scioto County has had consistently higher rates of unemployment than in Ohio overall (U.S. Census, 2000).

In addition to an above average unemployment rate, Scioto County has a below average per capita income. Average earnings in Scioto County have been consistently behind those of the state as a whole across all employment categories. Based upon poverty and income statistics from the 2000 Census, the average annual income per capita in Scioto County was \$15,408 in 2000 compared to the statewide average of \$21,003. This low income is reflective of the employment mix in the County. Published employment data indicates that “services” and “trade” (wholesale and retail) are the largest employment sectors in Scioto County. This is not unexpected, as these are the largest two sectors in Ohio overall, but Scioto County has a relatively low share of “manufacturing.” Manufacturing is a typically higher paying sector that forms the export base of a region’s economy. Low manufacturing share suggests a weakness in the County’s economy.

Housing

An analysis of the 2000 US Census data indicated that there were a total of 34,054 housing units in Scioto County. Vacant housing units in Scioto County totaled 3183 (9.3%). Of the occupied housing units, 70.1% were owner-occupied and 29.9% were renter-occupied. This compares to an owner-occupied housing rate of 69.1% for occupied units for the State of Ohio.

The median home value in Scioto County, according to 2000 US Census data, is \$63,400. The median gross rent is \$378. For the State of Ohio, the median home value is \$103,700, while the median gross rent is \$515.

Property Impacts & Relocations

Table 3-15 lists the impacts of the Feasible Alternatives by Segment. This information was calculated using ArcGIS by overlaying the Valley Alignment on an aerial photo and utilizing Scioto County Auditor’s data. Relocations are highlighted on the Feasible Alternatives Exhibits (sheets P1-P25) at the end of this section. For a summary of the impacts for the different combinations of segments, see Table 3-32 at the end of this section.

An additional interchange toward the north end of the bypass is being considered. This interchange would be part of the Hill 3 or Valley 3 segment, depending on the final alignment. If the interchange is added and the Hill 3 segment is utilized, approximately 48 additional acres of right-of-way would be required, including 3 houses, 2 barns, and

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3 unknown structures. The interchange would be with Lucasville-Minford Road, just west of Minford.

If the interchange is added and the Valley 3 segment is utilized, approximately 40 additional acres of right-of-way would be required, including 5 houses, 3 mobile homes, and 4 unknown structures. The interchange would be with Glendale Road in Clarktown.

Due to right-of-way requirements for the Feasible Alternatives, additional impacts to properties in the form of landlocks (remaining land left on either side of a limited access right-of-way that cannot be accessed by the owner through his/her property or a public road) have been determined using a minimum of 400 foot right-of-way (elevation changes may require further right-of-way). These areas are illustrated with cross-hatching on the Feasible Alternatives Exhibit (sheets P1-P25) at the end of this section.

Table 3-15: Property Impacts by Segment

ISSUE/CONCERN		SECTION 1		SECTION 2	SECTION 3		SECTION 4	
		Hill 1	Valley 1	Hill/Valley 2	Hill 3	Valley 3	Hill 4	Valley 4
PROPERTY IMPACTS	Relocations Residential total	46	46	4	8	8	0	5
	Single-Family Residences	21	31	3	6	7	0	5
	Apartments (1 building)	16	16	0	0	0	0	0
	Other Residences	8	0	0	0	0	0	0
	Mobile Homes	7	5	1	2	1	0	0
	Other Relocations church, business	0	1	0	0	0	0	2
	barns & farm buildings	4	10	2	7	12	1	5
	Property Impacts by Alternative Right of Way Required	286	311	216	168	162	271	199
	Active Agricultural (acres)	7	59	20	2	3	26	41
	Passive Agricultural (acres)	53	45	44	16	23	5	52
	Scrub/Logged (acres)	54	15	54	27	3	15	7
	Urban/Developed (acres)	63	59	11	9	8	42	58
	Woodland (acres)	109	133	87	114	125	183	41
	Potential Landlocked Properties*							
	Number of Parcels (number)	31	44	9	20	32	20	8
Acreage Landlocked Acreage	649	547	165	226	425	399	175	

*An Appalachian Development Highway****Bisected Properties***

A consequence of limited access highway construction is the bisection of properties which are defined as residual pieces of a property that have been separated from one another by a highway alignment corridor. Unlike landlocked parcels, the owner does have access to the bisected remnants, but must travel alternative routes using local roads to access the bisected portions of the property. The common section of both the Hill and Valley Alignments is expected to bisect parcels owned by Ken Rase, who grazes cattle on pastureland. However, it has been proposed that a cattle crossing will be constructed beneath the alignment to allow continuous movement of animals and machinery.

Secondary Impacts

As a result of this project, secondary impacts to properties are possible, but will likely be restricted to the area within and around new interchanges, including potential industrial development around the Scioto County Airport. Substantial impacts are not anticipated, however, minimal controls are in place to regulate future land use and secondary development pressures in the project study corridor.

Another type of secondary impact to Hill Alignment properties is the closure of portions of the local road network. For this project, there will be no major impacts to the local roads except for minor relocations of SR 728, Shumway Hollow Road, Hansgen-Morgan Road and Simon-Miller Road. These minor relocations will not affect the connectivity of the local road network nor will they affect daily movements.

Mitigation

The acquisition and relocation for all residences displaced for new highway right-of-way will be conducted in accordance with state and federal directives, in compliance with the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970, the Surface Transportation and Uniform Relocation Assistance Act and 49 CFR Part 24.

During right-of-way acquisition, a relocation agent will be available to assist the relocates in finding adequate replacement housing, in contacting lending agencies, approved moving firms, and in processing claims for payment and appeals. The relocation agent will assist the relocate in any way, within the law and capability, to relocate into adequate replacement housing with a minimum of disruption to family or farming routine.

It is expected that the relocations can be made with no divisive or disruptive effect on the community or the separation of residences from community facilities and that the relocates can be relocated into decent, safe, and sanitary replacement housing within their financial means and without regard to race, color, religion, sex, national origin or handicap, if sufficient lead time is provided. According to 2000 US Census Data, of the 3183 vacant homes in Scioto County, 929 were for rent and 451 were for sale. The median asking price of the homes for sale was \$46,000, which was below the median

An Appalachian Development Highway

owner-occupied home value of \$63,400. The houses for sale ranged in asking price from less than \$10,000 to \$199,000. 67% of the homes for sale had an asking price between \$25,000 and \$100,000.

The largest number of residences will be displaced if the Valley alternatives are chosen for each segment. If this is the case, 63 residences will need to be acquired. In any alternative, most of the properties that would be affected are valued by the Scioto County Auditor to fall in the range of \$25,000 to \$100,000. Therefore, in comparing the number of displacements to the number of homes for sale, it appears that there is adequate available housing to meet the needs of the displacees.

Typically, landlocked parcels are either bought outright by the State, or damages are paid (a portion of the fair market value) and the owner retains the landlocked parcel. In both cases, the landlocked parcels frequently become available for purchase by adjacent landowners with access to the property. As a result, it is expected that most of the landlocked agricultural parcels will remain in production after project construction.

Preferred Alternative Property Impacts & Relocations

The preferred alternative utilizes the Hill Alignments in all four sections. Based on this alternative, ODOT prepared a Relocation Assistance Program (RAP) Conceptual Stage Survey Report in June 2004. Results of a visual survey estimated the following dwellings to be within the proposed right-of-way limits of this project alignment: 30 single-family dwellings, 1 multi-family dwelling with 16 possible tenants, 8 other residences, 10 mobile homes, and 14 other relocations (barn and farm buildings). Table 3-16 below shows property impacts of the preferred alternative.

Landlocked Properties

The preferred alternative would landlock 45 parcels comprising 435 acres. Under the Uniform Act, the State is required to “offer” to purchase these landlocked parcels from the owners; however, the owner is not required to sell them to the State. In either event, most of the landlocked agricultural properties will be purchased by adjacent owners that have access and thus be put back into production. Table 3-16 shows impacts to landlocked properties.

*An Appalachian Development Highway***Table 3-16: Property Impacts of the Preferred Alignment**

ISSUE/CONCERN		Preferred Alternative
PROPERTY IMPACTS	Relocations Residential total	64
	Single-Family Residences	30
	Apartments (1 building)	16
	Other Residences	8
	Mobile Homes	10
	Other Relocations church, business	0
	barns & farm buildings	14
	Property Impacts by Alternative Right of Way Required	941
	Active Agricultural (acres)	55
	Passive Agricultural (acres)	118
	Scrub/Logged (acres)	150
	Urban/Developed (acres)	125
	Woodland (acres)	493
	Potential Landlocked Properties*	
	Number of Parcels (number)	45
	Acreage Landlocked Acreage	435

The project impact is fairly evenly divided between rural home sites and small subdivisions. The appearance, style and age of the residences are indicative of a broad economic spectrum in the project area with a concentration in the low to middle income range. The total estimated relocation cost of the preferred alternative is \$767,350.

An estimate of the residential values in the project alignment and the probable availability of decent, safe and sanitary replacement housing at any given time were also completed as part of the RAP survey. Table 3-17 below shows the number of properties within the project alignment and the probable availability of replacement housing at any given time within price ranges.

*An Appalachian Development Highway***Table 3-17: RAP Survey Results**

Price Range	# of Properties in Project Area	Probable Availability of Decent, Safe and Sanitary Housing
Under \$50,000	5	88
\$50,000 - \$60,000	3	21
\$60,001 - \$70,000	2	17
\$70,001 - \$80,000	1	20
\$80,001 - \$90,000	1	8
\$90,001 - \$100,000	1	8
\$100,001 - \$110,000	2	0
\$110,001 - \$120,000	4	6
\$120,001 - \$130,000	1	7
\$130,001 - \$140,000	1	5
\$140,001 - \$150,000	3	6
\$150,001 and Above	3	8

Sources: Scioto County Auditor, Realtor.com®, Scioto County Planning Commission

The above table shows that sufficient numbers of available housing are available in all price ranges. Additionally, based on a two week sampling of local newspapers, there appears to be a rental market sufficient to absorb the tenants displaced by this project. There is also housing available through Portsmouth Metropolitan Housing (Section 8). Their director of Housing Management indicated that they have 886 units in the area, an average wait of six months and they will give preference to those displaced by eminent domain takings.

It is estimated that, with no negative trend in the housing market in this area, project clearance, including the necessary relocations, could be accomplished in 18 to 24 months.

3.5.3 Economy and Employment / Business Relocations

An analysis of existing economic conditions for the needs study revealed that Scioto County has consistently experienced higher unemployment and poverty rates than Ohio as a whole. Scioto County's elevated unemployment levels afford the County an unprecedented opportunity to attract new and expanding employers provided these employers can find sites with the desired access and land characteristics. However, the regional geography is currently an impediment; there is very little available land with good highway access that is not in a floodway or floodplain, or too steeply sloped. A transportation project that improves access to developable land has the potential to promote industrial development in Scioto County.

*An Appalachian Development Highway****Economic Development Opportunity Areas***

As reported in the *Feasibility Study Report for US Route 23 Portsmouth Transportation Study* (April 2001), there are a number of existing Industrial sites along the Ohio River near the southern terminus the proposed Bypass that are being marketed for industrial development. There are no sites with particularly good road access in all directions. Over 1,000 acres of land south of Wheelersburg, between Route 52 and the Ohio River, are marketed for industrial development. All of these sites are along the Norfolk Southern Rail line and some of them have the potential for barge access as well. Highway access to points south, east, and west (on Interstate 64) are very good. However, access to the north is poor.

The rail and barge potential enhances the suitability of these southern sites for heavy industrial uses. A substantial portion of the Haverhill site is being targeted to industries that would be rail dependent. In fact, County officials are currently working with Sun Coke to bring a modern coke-making facility to part of this tract. While the coke plant and other occupants would be rail-dependent, the marketability of half of this 1,000-acre tract is assumed to depend on highway access.

In addition to the marketed sites described above, there is a great deal of land with good development characteristics in the Little Scioto River valley. The Scioto County Airport is located in this area, as well as a Norfolk Southern Rail Line; but road access is poor. Route 335 to the south contains narrow roadways with sharp turns and height limits. Minford Road, which provides the connection to Route 23 and points north, is also ill-suited for heavy truck traffic. With an interchange near the county airport, any of the Feasible Alternatives would provide improved access to this valley.

No direct or secondary impact on employment can be established for the proposed project. Other conditions must also be in place for additional manufacturing or other development to occur, such as national economic growth, extension of required infrastructure and transportation connections, retention of required labor force, and provision of adequate tax incentives compared to competing locations. The proposed project will only provide one component to assist in the marketing of the area for economic investment.

Business Relocations

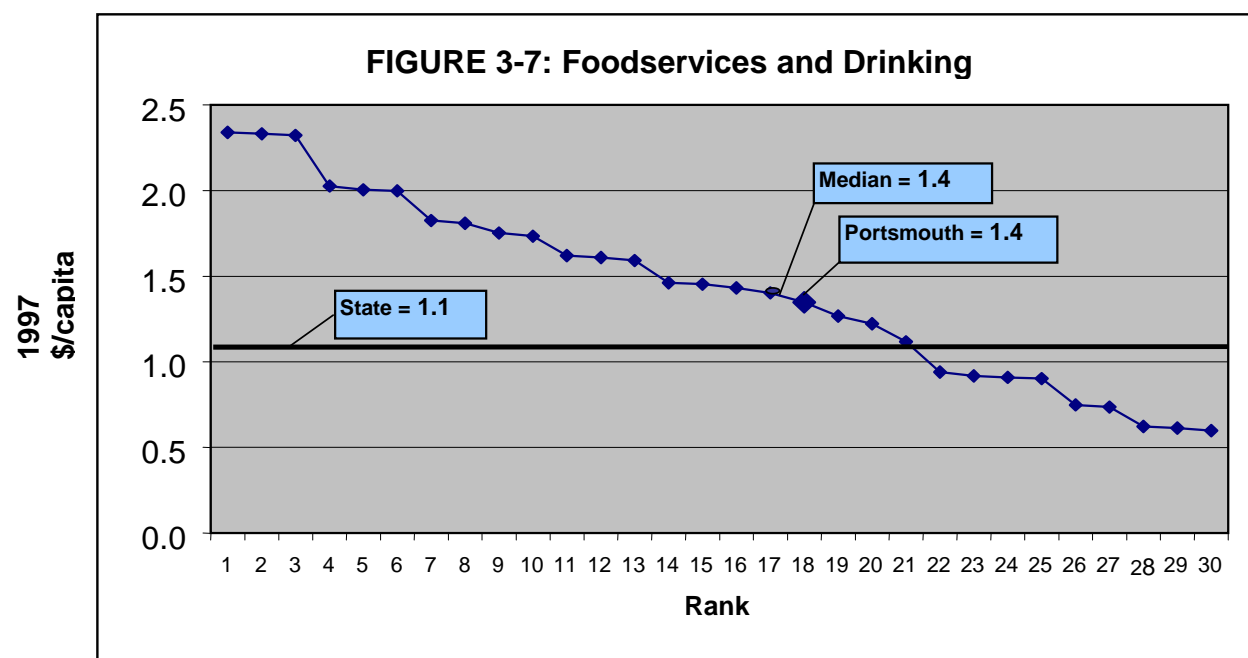
There are currently no identified relocations of businesses for either alternative. However, Segment V4 of the Valley alternative would impact the Lucasville Branch of the Portsmouth Public Library. Alignment shifts to avoid the library would impact one small doctor's office, which is not currently anticipated for relocation. Ultimately, if Segment V4 is part of the preferred alternative, additional design efforts will confirm whether the doctor's office may be avoided.

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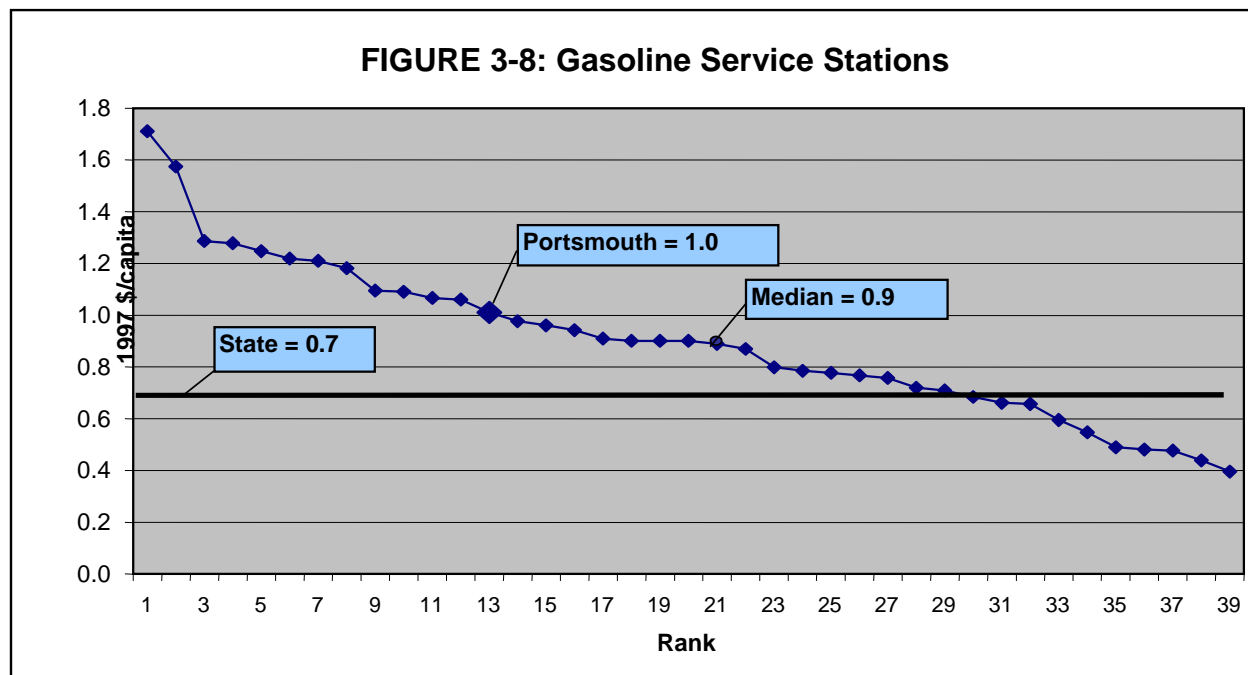
Effects on Existing Businesses

The prospect of a bypass often arouses concern that sales will fall drastically at retail establishments located on the bypassed route. A review of the literature on experiences at other communities and an examination of some traffic and sales statistics for Portsmouth suggest that a bypass would have little impact on local commerce in Portsmouth.

A comparison of published retail trade statistics for Portsmouth to those of comparable communities and to the state overall, gives a measure of the importance of highway-oriented retail trade to the local economy. As shown in Figure 3-7, in 1997, sales per capita (resident) at foodservices and drinking places were close to the median for Ohio communities of similar size and slightly above the state average. These statistics suggest that sales to non-residents (e.g., through travelers) at foodservice and drinking places are not especially high in Portsmouth.



As shown in Figure 3-8, in 1997, gasoline service station sales per capita were slightly above the median for communities of a similar size and well above the state average. The comparison to the state average suggests that there may be a small role for the transportation network through the area in boosting gasoline sales compared to the state overall. However, the sales per capita are not considerably different than those for other communities of similar size. On balance, gasoline service stations are not interpreted to have a noteworthy dependence on through traffic.

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The concern that sales will fall at businesses along the bypassed route stems from the expectation that traffic on the route will be greatly reduced. A bypass for Portsmouth, however, is an unusual case in that the new route would divert traffic from a number of routes that carry north/south traffic through the area. Consequently, traffic is not projected to substantially decrease as a result of any of the alternatives on road segments with the greatest amount of retail establishments.

Review of Literature on Bypass Studies

While no two situations are alike, a review of findings on other communities provides a useful starting point. The major conclusions that have some relevance to the Portsmouth situation are as follows:

- Bypasses can have adverse consequences for some local businesses, particularly traveler-oriented businesses, and particularly in communities with populations under 1,000.
- Adverse effects do not occur in a majority of traveler-oriented businesses. Sales at traffic-serving businesses along the bypassed route declined in less than 30% of cases studied. (NCHRP 1996)
- In the majority of cases studied, overall business activity grows more rapidly where bypasses have been constructed than in comparable "control" communities that are not bypassed. (NCHRP 1996) Some of this growth may be a reason for construction of the bypass, rather than an effect of the bypass.
- In almost all cases studied in Wisconsin, the combined traffic on the old and new routes showed growth trends well above the average for the state and for the

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comparable control group. (Wisconsin DOT 1998) As stated above, some of this growth may be a reason for construction of the bypass, rather than an effect of the bypass.

- In most of the cases in Wisconsin for medium to larger communities, traffic on the old (bypassed) route is greater than traffic on the bypass. (Wisconsin DOT 1998)
- In nearly all of the communities studied, the amount of land in commercial or industrial use increased along both existing routes (93 of 98 cases) and new bypasses (11 of 13 cases). (NCHRP 1996)
- Land values were found to increase along the new bypass in all 68 of the cases reviewed. The increases were generally substantial but only substantially exceeded the increase along the old route in one case. (NCHRP 1996)
- Land values were found to increase along the old route in 47 of 50 cases. The rates of decline were no greater than 2.4% for the remaining three cases. (NCHRP 1996)

In the Wisconsin case studies, less than five percent of retail, lodging, and amusement businesses in bypassed communities were located within one-half mile of a bypass interchange or intersection. Many traffic-oriented businesses built after bypass construction were located inside the communities rather than near the bypass. The vast majority of retail businesses had not moved from their pre-bypass locations. (Wisconsin DOT 1998)

Portsmouth fits the profile of a community that will not experience notable retail sales loss from a highway bypass. The city is of moderate size, which means it has a substantial base of retail customers and is therefore not likely to be reliant on through travelers for retail sales. Published sales statistics support this conclusion. Moreover, the traffic model projects only modest declines in traffic along the retail-oriented segments of Route 23. While a few isolated establishments might notice a decrease in sales, there is no reason to expect any of the bypass alternatives to have a notable impact on the overall retail trade in Portsmouth.

Secondary Impacts

The Preferred Alternative is not expected to substantially impact existing local businesses. However, it is expected to increase competitive advantage for securing new businesses within the area.

3.5.4 Municipal Finance***Methodology***

Research on Scioto County's finance and employment was conducted using several resources. The existing conditions of Scioto County were determined from 2000 US census data, information from the Ohio Department of Development and the Ohio Department of Education. Property value information was gathered from the Scioto

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County Auditor, and the *Feasibility Study Report for US Route 23 Portsmouth Transportation Study* (April 2001) by Gannett Fleming Engineers and Architects also provided economic analysis data and information.

Existing Conditions

An analysis of property values and tax revenues for Scioto County showed that Scioto County has property values that are lower on average than those of the State of Ohio as a whole. According to 2000 census data, the median house value in Scioto County is \$63,400, while the median house value in the State of Ohio is \$100,500. This data reveals that property values in Scioto County are lower, on average, than property values in the State of Ohio overall. This is not unexpected, as property values in rural areas such as Scioto County tend to be lower than those in more populous urban areas. However, lower property values tend to mean a lower tax base for the county. Table 3-18 shows taxable values of residential, commercial and industrial properties in Scioto County. The median amount of real estate taxes paid each year per household was \$583.

Table 3-18: Taxable Property Values by Type for Scioto County (Ohio Dept. of Development)

Property Type	Taxable Value
Residential	\$429,349,100
Agricultural	\$61,263,370
Industrial	\$10,070,920
Commercial	\$109,169,410
Mineral	\$37,420
TOTAL	\$609,890,220

According to 2000 census data, there are 34,054 housing units in Scioto County. Approximately 72% of the population lives in owner-occupied units, while the other 28% of the population rents.

School districts in Scioto County also generate revenues through property taxes. The three school districts in the county closest to the proposed bypass are the Valley Local School District, the Minford Local School District and the Portsmouth City School District. The revenues brought in through property taxes in 2003 by school district are shown in Table 3-19.

Table 3-19: 2003 Property Tax Revenues by School District (Ohio Dept. of Education)

School District	Prop Tax Revenue	Total Revenue	Percentage
Valley Local	\$915,532	\$9,048,985	10.12%
Minford Local	\$1,174,902	\$10,174,861	11.55%
Portsmouth City	\$3,636,187	\$19,085,111	19.05%

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Most of the remaining revenue is brought in through state and federal grants. However, each of these districts depends on property tax income for a substantial portion of its revenue.

Tax revenues in the Village of New Boston and Portsmouth City are also generated through income taxes. According to 2000 census data, in 1999, Scioto County had an average per capita income of \$15,408, while Ohio overall had an average per capita income of \$21,003. The lower average per capita income in Scioto County means lower income tax revenue. One possible reason for the lower average income is the types of businesses in Scioto County. In 1996, 38.2% of the work force held jobs in the service sector, while 32.2% held jobs in retail. These are generally lower paying fields than manufacturing, which had only a 13.1% share of the work force.

Unemployment is also higher in Scioto County than it is in Ohio overall. In 2002, Scioto County had an unemployment rate of 7.8%, while Ohio had an unemployment rate of 5.7%. This means that, of the 34,100 residents in Scioto County that make up the labor force, 2,700 were unemployed and bringing home no income. However, this also means that the labor force is large enough to accommodate new businesses that might relocate to Scioto County.

Project Impacts

The proposed Portsmouth Bypass would most likely have a strong positive effect on finance issues in Scioto County. According to a literature review conducted by Gannett Fleming, the National Cooperative Highway Research Program in 1996, in 68 out of 68 cases reviewed, land values along a new bypass increased. It was also found that, in 47 out of 50 cases, land values along the bypassed route also increased. It was also found that, in the majority of the reviewed cases, the amount of land in commercial and industrial use increased in the bypass area. This may provide a reasonable indication of what could happen in the Portsmouth case.

An increase in property values in Scioto County and an increase in the land used for commercial or industrial business would both be positive for the county's financial situation and for the economic condition of the county. If property values increase, property taxes would also increase, meaning higher incomes for both the county and its school districts. This would allow for more services for the residents of Scioto County.

An increase in commercial and industrial land use would also be a positive economic impact for Scioto County. The proposed bypass would open up new areas for industrial development by providing companies with better highway access, an important factor for drawing new industry to the area. Any new industrial development in the county would mean an increase in jobs. Industrial jobs are generally higher-paying than retail or service jobs. This would mean a decrease in unemployment and an increase in the revenue the county takes in through income taxes.

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An increase in property values (both residential and industrial) would also mean larger revenues for school districts in the bypass area. These larger revenues could have an impact on the quality of education that is delivered by the school districts.

In the short-term, there could be minor negative effects on Scioto County's municipal finances. Table 3-20 shows the potential decrease in property tax income to the County and to the school districts overall by segment.

Table 3-20: Approximate Property Taxes Loss by Segment (Scioto County Auditor)

Alignment Section	Lost Property Taxes (\$/year)
Hill 1	9345.09
Valley 1	19403.95
Hill/Valley 2	3740.14
Hill 3	4109.98
Valley 3	7137.64
Hill 4	467.00
Valley 4	8715.54

From the above table, it can be seen that the most property taxes would be lost if the Valley segments were chosen for the final alignment. The largest amount of property tax revenue that would be lost annually would occur if all segments chosen were the Valley segments. This would mean a \$38,997.27 decrease in property tax revenue annually. However, if property values and commercial and industrial land use increase, this loss would only be temporary. Based upon research of similar projects, the county and its residents would be expected to benefit economically from the proposed bypass over time. Any initial financial losses would be outweighed by future property value increases as well as increases in jobs for county residents.

Secondary Impacts

In the long run, the preferred alternative is not expected to negatively impact the local economy or local tax rolls through secondary development. Any secondary development that takes place in the project area will likely result in the creation of new businesses, and employment opportunities will ultimately increase the local tax base.

3.5.5 Community Facilities and Services

Methodology

In the project planning phase a thorough accumulation of pictures of community facilities and services was taken to avoid any of these structures or facilities. Careful documentation of all of the areas discussed above was taken to help determine the location of the alignments to avoid and minimize impacts. Anticipated impacts by the Hill and Valley Alignments are discussed and summarized below.

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Project Impacts

Several cemeteries and churches are located adjacent to the Feasible Alternatives. The resources that have been identified are listed on Table 3-21. One church, the Adams Memorial Church, would be impacted by Segment Valley 1. The Lucasville Branch of the Portsmouth Public Library would be relocated by Segment Valley 4. These properties are identified on the Feasible Alternative Exhibits (P1-P25) at the end of this section.

As the project does not affect connectivity to neighborhoods and residences, there are no impacts expected on fire and emergency services or school transportation.

Table 3-21: Community Resources by Segment

	SECTION 1		SECTION 2	SECTION 3		SECTION 4	
	Hill 1	Valley 1	Hill/Valley 2	Hill 3	Valley 3	Hill 4	Valley 4
Cemeteries Adjacent to Alignment	Rawley Cemetery, Highland Bend Cemetery	Marshall Cemetery, Stockham Cemetery	Ketter Cemetery	Glendale Cemetery		McConnell Farm Cemetery	Jones Cemetery, Stony Hill Cemetery
Churches Within Boundaries		Adams Memorial Church					
Churches Adjacent to Alignment	Church of Jesus Christ, Riverview Baptist Church		Sunshine Congregational			Community Bible Church	Candy Run Tabernacle, Community Bible Church
Schools Adjacent to Alignment							Valley Local Middle School
Libraries Within Boundaries							Portsmouth Public Library-Lucasville Branch

Preferred Alternative

No churches, schools, cemeteries, or libraries fall within the right-of-way for the preferred alignment. However, 4 churches and 5 cemeteries will be within 400 feet of the right-of-way for this alternative. Additionally, 305 residences will fall within 400 feet of the right-of-way.

Secondary Impacts

No secondary impacts to community facilities and services are expected from this project.

*An Appalachian Development Highway***3.5.6 Visual Resources*****Existing Conditions***

Scioto County is mostly rural and contains a small urban area consisting of the City of Portsmouth and several surrounding towns. Much of the remaining county is hilly and forested, but there are areas within river valleys that are mostly agricultural. The proposed bypass route would be located on a corridor that would avoid the most populated areas of the county, such as Portsmouth, Minford, and the most populated portions of Lucasville.

Project Impacts

The two proposed alternatives within each segment, the Hill route and the Valley route, would have two very different views for the roadway user. The hill route would, as the name implies, pass through the hilly area north of Lucasville and northwest of the Little Scioto River. This area is mostly wooded and would provide a rural setting with some scenic views of the valley areas to the south and east. While this route mostly avoids residential areas, there are some roadway sections that are adjacent to these areas, especially in the segment referred to as "Hill 3". See Figure 3-6 for a land use map that includes both the hill and valley alignments.

The valley route would pass through the flatter areas at the north end of Lucasville and would cross the Little Scioto River. This area is mostly farmland and would also provide a rural setting, though the views would be mostly of farms. This route would also pass over many streams and rivers. While still avoiding the heavily populated areas of Lucasville, Minford and Portsmouth, the valley route would pass through more residential areas than the hill route, especially in the "Valley 3" and "Valley 1" segments

The hill and valley alignments would have different visual impacts on the residents of the project area. If the proposed bypass follows the hill alignment, very few local residents will be continuously exposed to the roadway facility. Most of the area surrounding the hill alignment is wooded, and there are few homes in this area. However, the valley alignment would have a higher visual impact. This alignment would pass through more residential areas and closer to more public buildings and commercial areas.

Both the hill and the valley alternatives would have visual impacts on residences and public areas. These impacts would vary depending on the final alignment. Each alignment has been divided into 4 segments. Any combination of the segments could potentially become the preferred alignment. Table 3-22 shows numbers of public buildings and residences that fall within 400 feet of the right-of-way for each alignment combination.

*An Appalachian Development Highway***Table 3-22: Buildings Close to Roadway Alignments**

Alternative	H1+HV2+ H3+H4	H1+HV2+ V3+V4	H1+HV2+ H3+V4	H1+HV2+ V3+H4	V1+HV2+ V3+V4	V1+HV2+ H3+H4	V1+HV2+ H3+V4	V1+HV2+ V3+H4
Residences close to roadway	290	320	315	295	375	345	370	350
Cemeteries adjacent to alignment	5	5	6	4	5	5	6	4
Churches within r-o-w	0	0	0	0	1	1	1	1
Churches adjacent to alignment	4	5	5	4	3	2	3	2
Schools adjacent to alignment	0	1	1	0	1	0	1	0
Libraries within r-o-w	0	1	1	0	1	0	1	0

The above table shows that the largest number of residences would be visually impacted by a route that was composed of all valley segments. If this were the case, 375 residences would be within 400 feet of the roadway right-of-way. The smallest number of residences would be impacted if the route was composed of all hill segments. 290 residences would be within 400' of the roadway right-of-way. Between 4 and 6 cemeteries will be visually impacted by the bypass on whatever alignment is chosen. One church falls within the right-of-way on the "Valley 1" segment and would have to be removed if that segment was part of the alignment. Between 2 and 5 churches would be visually impacted by the roadway regardless of the route chosen. One school would be visually impacted by the bypass if the "Valley 4" segment was used, and one library would fall within the right-of-way of the bypass if the "Valley 4" segment is used. Overall, the visual impacts of any alignment combination would be expected to be minimal to the most populated areas of Scioto County.

Preferred Alternative

The preferred alignment, which mostly follows the hill segments, has 305 residences within 400 feet of the right-of-way. However, due to the wooded terrain present throughout much of the alignment, the visual impact should be minimal to most of these residences.

Secondary Impacts

The Preferred Alternative may impact visual resources through secondary development. However, most secondary development is expected to take place in areas already developing or in the valley near the county airport where visual impacts would be minimal.

3.5.7 Utility Coordination***Methodology***

A study was conducted by the TranSystems Corporation in which all utility companies were contacted to assemble information regarding utility lines (gas, electric, water, fiber

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optic lines, towers, etc.) in or near the proposed alignments. These companies supplied exact locations of utility lines above and below ground level. Coordinates of utility towers were also provided. Representatives from the following companies were invited to attend a utility coordination meeting on May 14, 2003:

- American Electric Power
- Columbia Gas
- Adelphia Communications
- Minford Telephone/ Sprint
- Pike Natural Gas
- Scioto County Regional Water Authority
- Scioto County Sanitary Sewer Department
- Scioto Water Inc
- Tennessee Gas Pipeline
- Texas Eastern
- Time Warner
- City of Portsmouth
- Ohio Oil Gathering
- Verizon

Existing Conditions

Currently, there are several utility lines that cross one of the proposed alignments and poles and towers that would lie in one of the proposed alignments. Sixteen AEP power lines, twelve Columbia Gas lines, nine Sprint utility lines, forty-one Scioto County water lines, five Scioto County sanitary sewer lines, thirty-one Verizon utility lines, and nineteen Adelphia/ Time Warner cable lines are in or near the study area. The AEP lines are listed and discussed below. The other affected utility lines are listed in tables located in Appendix F.

Project Impacts

American Electric Power. Coordinates of high voltage power line towers and minimum high voltage wire clearances were provided by AEP. It is estimated that the relocation of the AEP Transmission Lines to meet required minimum clearance above road right-of-way for the Portsmouth Bypass would cost as follows for each crossing station:

Southpoint Valley – 142+92.15, Section V1, 138 kV – No impact, relocation most likely not required. Existing towers 288 feet left of center at about 115 feet above grade and 486 feet right of center at about 85 feet above grade. Cut here is about 60 feet below grade.

Baker Valley – 230+60.58, Section V1, 765kV – Existing towers are 284 feet left of center and 795 feet right of center. Fill is to be added to raise grade 25 feet to 30 feet.

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The addition of two more towers to approximately 100 feet above grade will be needed to meet minimum required height of 66 feet for lines. The estimated cost is \$2 million.

Sporn Valley – 296+66.96, Section V1, 138kV – This is a cut and fill location varying +/- 5 feet on cuts and fills and 25 feet on slope. One existing tower is located in the right-of-way 92 feet left of center and will have to be relocated and most likely extended an additional 10 to 15 feet to meet the minimum 30 feet of clearance. The other two towers in the plan are 931 feet left of center and 802 feet right of center. The estimated cost is \$1 million.

Baker Valley – 642+65.17, Section V3, 765kV – This is a fill location with fill ranging from 25 to 45 feet. One existing tower is 1087 feet left of center and is less than 50 feet above the proposed road grade at its top. The other tower is 849 feet right of center and approximately 100 feet above the proposed road grade at its top. It is anticipated that an additional tower approximately 120 feet to 140 feet in height will be needed approximately 150 feet left of center to raise lines to the required 66 feet of clearance above the road. The estimated cost is \$1 million.

Oertels Valley – 649+82.19, Section V3, 34kV – This location is a minimum cut and fill varying only a few feet in the proposed right-of-way. Existing towers are 168 feet left of center and 137 feet right of center at approximately 75 feet in height. It is anticipated that the existing towers will be sufficient to allow for the minimum required clearance of 28 feet for the transmission lines.

Lucasville Valley – 887+22.71, Section V4, 138kV – There are three towers located within this plan. One tower is located 56 feet left of center and located within the right-of-way. It will have to be relocated approximately 50 to 75 feet left of center at a height of about 90 feet to allow for the required clearance of 30 feet for the transmission lines above the proposed roadway. This will create a span of about 920 feet to the first right-of-center tower. The other two existing towers are 559 feet left of center and 819 feet right of center and should be of sufficient height to provide the required clearance. The cost estimate to relocate the one tower is \$1 million.

Southpoint Hill – 157+09.44, Section H1, 138kV – This location is a cut location. The cut average is 200 feet below existing grade. One tower is located 52 feet right of center and is located within the proposed right of way. Two other towers are located 1926 feet left of center and 1311 feet right of center. It is most likely that the tower within the proposed right-of-way will need to be removed and two additional towers erected approximately 300 feet left- and right-of-center at a height of about 85 feet left and about 75 feet right to meet the minimum requirement of a 30 foot clearance above the highest grade of the proposed cut. The span between the two towers is anticipated to be 600 feet. The estimated cost is \$2.2 million.

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Sporn Hill – 173+25.18, Section H1, 138kV – This location is a fill area with filling ranging up to about 75 feet in height. Three towers are on this plan with one being located within the proposed right-of-way. This tower will have to be relocated. An evaluation indicates that a tower about 90 feet in height would be best located up-gradient of the proposed right of way to the left of center approximately 125 feet. This would create a span of about 1210 feet to the first right-of-center tower. This is compared to relocating the tower to the right of center about 225 feet at a height of more than 175 feet and creating a span to the first left-of-center tower of more than 1400 feet at an increased cost of an estimated \$0.5 million. The required minimum clearance is 30 feet. The estimated cost is \$0.8 million.

Baker Hill – 203+92.18, Section H1, 765kV – This is a cut location with the average cut at 75 to 80 feet. Three towers are shown on this plan; one is 58 feet left of center at 175 feet in height, one is 1,000 feet left of center at about 225 feet in height, and one is 831 feet right of center at 200 feet in height. The tower that is 58 feet left of center is located within the right-of-way and will need to be relocated. A new tower located at about 200 feet left of center at a height of about 200 feet will match the height of the two existing towers and provide the minimum height requirement of 66 feet for the transmission lines. The transmission line height above the roadway is not an issue here, but the height of the existing towers is. The estimated cost is \$1.5 million.

Unknown Hill – 609+62.96, Section H3, 34kV – This location is a cut ranging from 100 feet to 35 feet in depth below the existing grade. The minimum required height of the transmission lines above the roadway is 28 feet. Existing towers are located 243 feet left of center and 470 feet right of center. Existing towers should be sufficient to maintain the required height of the lines above the proposed right-of-way. No cost is anticipated.

Baker Hill – 628+90.27, Section H3, 765kV – This location is a minimal cut with a maximum fill of about 50 feet on the down-gradient side of the slope. One existing tower is located 1029 feet left of center at a height of about 150 feet and the other is located 505 feet right of center at a height of about 125 feet. It is anticipated that the left-of-center tower will not support the lines over the proposed roadway at the minimum height of 66 feet. An additional tower will need to be constructed about 200 feet left of center at a height of about 150 feet to support the lines at the required 66 feet above the road. The estimated cost is \$1 million.

Lucasville Hill – 875+77.06, Section H4, 138kV – Three towers are shown on this drawing. One is 189 feet right of center at a height of about 75 feet and is in the proposed fill area, one is 579 feet right of center at a height of about 120 feet, and one is 942 feet left of center at a height of about 120 feet. The distance between the towers is not specified. The fill depth will be about 100 feet, and the height of all three towers is insufficient to provide for the minimum height requirements of the transmission lines above the proposed roadway. It is anticipated that the best practice would be to bury

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the transmission lines under the new fill prior to movement of the fill into place. Removal of the first right of center tower will be required, as will modifications and renovations to the other two existing towers. The estimated cost is \$1.2 million.

Mitigation/Additional Coordination Required

Mitigation measures for utility relocation have included contacting representatives from utility companies to inform them of the project and holding a coordination meeting. Future measures include continuing coordination with utility companies for utility relocation when the final alignment is chosen.

Several utility lines, poles and towers may be affected by the final project alignment. Some of these utilities will need to be relocated during project construction. Coordination with the utility companies is ongoing and should continue to be so throughout the project.

3.5.8 Environmental Justice***Methodology***

The Executive Order on Environmental Justice (Order Number 12898) states the following: “Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people, including a racial, ethnic, or a socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies. Meaningful involvement means that: (1) potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health; (2) the public's contribution can influence the regulatory agency's decision; (3) the concerns of all participants involved will be considered in the decision making process; and (4) the decision makers seek out and facilitate the involvement of those potentially affected (NEPA). “

While the order specifically focuses on minority and low-income populations, ODOT extends this evaluation to include elderly populations as well.

Census data from 2000 was reviewed to determine the presence of any low-income, minority, or elderly populations within the project area. The alternatives were evaluated to determine whether any disproportionately high and adverse impacts would be expected to such populations. Lastly, the public involvement process was developed to encourage input from the target populations.

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Area Characteristics

Socio-economic data were compiled for all the 2000 Census tract block groups that have some portion of their areas lying within the two proposed alignments of the Portsmouth Bypass to determine the location of minority and low-income communities. Field visits were conducted to ensure that the block group data were representative of homogenous socio-economic conditions and identified any pockets of minority or low-income populations that exist in the study area. Figure 3-9 shows census tracts and block groups in the project area.

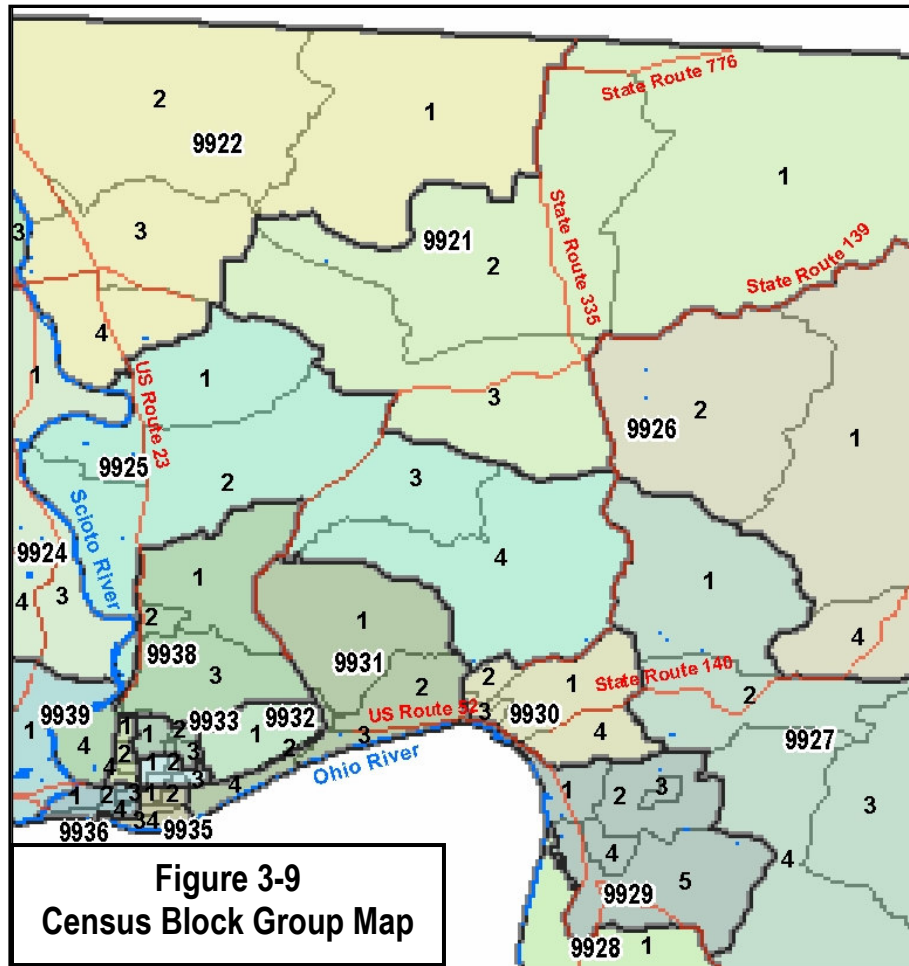


Table 3-23 shows the minority and low-income composition of the block groups adjacent to the proposed alignments and the countywide numbers. A block group with a minority composition of fifty percent or more is considered “predominantly minority.” Scioto County’s minority population is considered to be roughly five percent (5.1%). Within the proposed alignments, no block group had a “predominantly minority” population. It should be noted that Block Group 4 in Census Tract 9922 has a large

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minority population which attributes to a 38.1% rate. This population is almost entirely made up of the incarcerated at the Lucasville State Penitentiary.

Low-Income Population

A census tract block group is considered low-income if (a) the percentage of low-income households in the block group exceeds fifty percent, as defined by the US Census Bureau, or (b) the block group median household income is eighty percent or less of the county's median household income, as defined by the US Department of Housing and Urban Development poverty guidelines.

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Geography	Total population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some other race alone	Two or more races	Total Minority	Percent Minority	Predominately Minority
Scioto County	79,195	75,139	2,163	502	189	19	144	1,039	4,056	5.1%	No
Block Group 2, Census Tract 9921	1,694	1,678	0	5	2	0	0	9	16	0.9%	No
Block Group 3, Census Tract 9921	2,272	2,232	1	14	1	0	6	18	40	1.8%	No
Block Group 3, Census Tract 9922	1,069	1,044	1	2	4	2	3	13	25	2.3%	No
Block Group 4, Census Tract 9922	2,551	1,578	921	8	2	0	5	37	973	38.1%	No
Block Group 1, Census Tract 9925	607	582	1	4	3	1	3	13	25	4.1%	No
Block Group 2, Census Tract 9925	899	886	2	3	1	0	0	7	13	1.4%	No
Block Group 3, Census Tract 9925	653	641	0	8	1	0	2	1	12	1.8%	No
Block Group 4, Census Tract 9925	1,029	973	1	9	0	0	4	42	56	5.4%	No
Block Group 2, Census Tract 9926	876	863	0	0	1	0	0	12	13	1.5%	No
Block Group 1, Census Tract 9927	843	827	0	4	0	2	0	10	16	1.9%	No
Block Group 2, Census Tract 9927	1,760	1,749	1	1	1	0	0	8	11	0.6%	No
Block Group 1, Census Tract 9929	718	713	1	1	0	0	0	3	5	0.7%	No
Block Group 1, Census Tract 9930	1,252	1,214	2	6	8	2	2	18	38	3.0%	No
Block Group 2, Census Tract 9930	1,049	1,020	1	13	2	0	3	10	29	2.8%	No
Block Group 3, Census Tract 9930	691	677	0	1	1	1	2	9	14	2.0%	No
Block Group 4, Census Tract 9930	886	868	2	4	1	0	0	11	18	2.0%	No

Source: US Bureau of the Census, 2000. Compiled by TranSystems, August 2003.

Table 3-23: 2000 Census Data by Block Group

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This assessment uses Scioto County as the comparison area because the alignments pass through several smaller communities and the countywide numbers would provide a more efficient comparison. Roughly twenty percent (19.9%) of Scioto County households are considered below poverty. Eighty percent of Scioto County's median household income is \$22,406. Block groups which fall above the county average of households below poverty and below the county median household income are considered low-income. Table 3-24 identifies the median household income and the percentage of persons living below the poverty level in the study area by census tract block group and Scioto County. As noted in the table, there are a few block groups that meet the definition of low-income based on the 2000 Census.

TABLE 3-24: Low-Income Households by Census Tract Block Group, 2000

Geography	Households: Total	Median Household Income	Low-Income	Households Below Poverty Level	Households Below Poverty Level (%)	Greater % than the County Average
<i>Scioto County</i>	30,834	\$ 28,008	*	6,128	19.9%	*
Block Group 2, Census Tract 9921	605	\$ 37,122	No	76	12.6%	No
Block Group 3, Census Tract 9921	859	\$ 33,424	No	137	15.9%	No
Block Group 3, Census Tract 9922	415	\$ 39,010	No	26	6.3%	No
Block Group 4, Census Tract 9922	412	\$ 20,990	No	66	16.0%	No
Block Group 1, Census Tract 9925	221	\$ 26,696	Yes	50	22.6%	Yes
Block Group 2, Census Tract 9925	336	\$ 24,091	No	65	19.3%	No
Block Group 3, Census Tract 9925	250	\$ 32,609	No	32	12.8%	No
Block Group 4, Census Tract 9925	383	\$ 34,107	No	85	22.2%	Yes
Block Group 2, Census Tract 9926	316	\$ 37,778	No	37	11.7%	No
Block Group 1, Census Tract 9927	301	\$ 33,558	No	53	17.6%	No
Block Group 2, Census Tract 9927	625	\$ 39,777	No	57	9.1%	No
Block Group 1, Census Tract 9929	325	\$ 34,479	No	32	9.8%	No
Block Group 1, Census Tract 9930	440	\$ 26,129	Yes	112	25.5%	Yes
Block Group 2, Census Tract 9930	439	\$ 25,573	No	79	18.0%	No
Block Group 3, Census Tract 9930	307	\$ 23,036	No	46	15.0%	No
Block Group 4, Census Tract 9930	345	\$ 32,375	No	74	21.4%	Yes

Source: US Bureau of the Census, 2000. Compiled by TranSystems, August 2003.

Summary

The above data indicates that the project is unlikely to have any disproportionately high impacts upon minority populations, as the presence of such persons is rare within the

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study area. However, data does indicate the presence of low-income populations within the study vicinity. Individual residents were not interviewed to determine their income status, but the potential for impacts was estimated based upon housing characteristics within the impact areas of the Feasible Alternatives.

Within the potentially impacted areas, there is limited housing where low-income persons would be expected to reside. Some potential areas include the Highland Bend neighborhood, where property owners have indicated that some homes are renter-occupied. This area is impacted by Segment H1. There is also one additional renter-occupied property, the Lindsay School Apartments, which contains ten units, and would be impacted by either alternative (Segments H1 and V1).

With a total number of residential relocations ranging from 58 to 63, depending on the combination of Segments used, the 27 relocations from Lindsay School and the Highland Bend area would represent a small percentage of the overall residential relocations and property owner impacts of the Feasible Alternatives. The majority of residential relocations are residents that are not classified as low income. Similarly, the impacts of proximity of the highway to remaining residences would affect substantially more area of non-low-income residents than areas potentially housing low-income persons. Therefore, the proposed project is not expected to have disproportionately high impacts on Environmental Justice populations.

Public Involvement for Environmental Justice

Substantial public involvement activities were held during the planning phase from 1999-2000 and during the preparation of the current studies from 2001-present. These activities are summarized in Section 5.0 Comments and Coordination. These activities consisted of news coverage (print and radio), a stakeholder committee, open house public involvement meetings, a project website, periodic mailings to property owners and identified residents, e-mail and phone response to questions, as well as posters announcing the 2003 public meeting within neighborhoods believed to contain target populations. This includes the Highland Bend area, where posters were displayed prior to the meeting to encourage participation by residents. Even though these efforts to encourage participation were made, no comments were received from residents of the Highland Bend area. There are no indications that this neighborhood is a close-knit community that would be ruined due to the displacement of some residents. During the public involvement process, at no time were issues raised concerning Environmental Justice as it relates to the alternatives under consideration for the project.

Secondary Impacts

No environmental Justice impacts are expected to result from any secondary development that occurs as a result of the proposed project.

*An Appalachian Development Highway***3.5.9 Social Environment Secondary Impacts**

Secondary impacts as they relate to features of the social environment are discussed under individual categories presented in the preceding portions of Section 3.5.

3.6 Cultural Resources**3.6.1 Archaeological Resources*****Methodology***

A predictive model developed during the scoping process will be used to assist in developing the field program for determining the presence or absence of archaeological sites within the impact area of the preferred alternative. Based upon previous experience with projects in this area, ODOT did not anticipate encountering sites that would warrant preservation in place and be subject to protection under Section 4(f). Therefore, archaeological resources were not anticipated to substantially influence the comparison of alternatives. On this basis, and to avoid unnecessary disruption to property owners, the archaeological field studies were scheduled for after the identification of a preferred alternative. The results of the survey may be found below.

Phase I Archaeological Reconnaissance Survey

A Phase I Archaeological Reconnaissance Survey was conducted between March and June 2004 for the Bypass Study Area by The Mannik & Smith Group (MSG). The objective of the study was to identify, delineate and characterize any archaeological components that might be present within the project area. An archaeological component is defined as any site location that contains material remains of the past (prehistoric or historic) human life or activities.

The project corridor was divided into 99 areas based on physiography. All areas were subjected to pedestrian walkover, and areas of high probability for archaeological sites were subjected to either surface survey or shovel test survey. MSG identified a total of seven previously unrecorded archaeological sites in the Hill Alignment. Six sites did not have the information potential to meet the eligibility criteria for NRHP listing. The other site was subjected to additional work to clarify its eligibility; however, while the site yielded numerous artifacts, few were diagnostic and there was no evidence for subsurface features. Therefore, it does not appear likely that this site meets the eligibility criteria for NRHP listing. No further work is recommended. Coordination with the Ohio Historic Preservation Office is pending.

Additional Coordination Required

Tribal coordination was initiated with the pertinent tribes on February 2, 2004. To date, two tribes, the Wyandotte Nation, Wyandotte, Oklahoma, and the Peoria Tribe of Indians of Oklahoma, Miami, Oklahoma, have responded. The Wyandotte Nation responded that their files contain no properties documented with the project area that

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meet criteria of traditional value, and the Peoria Tribe responded that they are currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. (See copy of February 5, 2004, response from Wyandotte Nation and the February 13, 2004, response from the Peoria Tribe in Section 5.0 Comments and Coordination). Both tribes requested that they be contacted should inadvertent cultural remains pertaining to NAGPRA be located during construction for the bypass.

Secondary Impacts

No secondary impacts are expected as a result of this project.

3.6.2 Historical Resources

A large study area defined by the environmental scoping process was utilized as the initial area of investigation for history/architecture resources. The area was approximately 16 miles long and 1 to 2 miles in width, and goes from US 23 to US 52 west of Wheelersburg. Approximately 800 properties fifty years old and older were identified using the *History/Architecture Resources Table* as a planning tool. Of these, 84 properties were recorded on Ohio Historic Inventory forms as examples of common property types in the study area, and these were forwarded to the Ohio Historic Preservation Office.



V1747: 532 Fairgrounds Road

Following the development of the feasible alternatives, ODOT/OES prepared a *History/Architecture Resources Table* for properties fifty years old and older for each alignment and a photolog accompanied each table. ODOT/OES included a context with brief information about each township that the proposed alignments would enter. The context indicated that the rural areas through which the proposed alignments would go were active in mining and hillside farming.

The consultant performed the literature review at the Ohio Historic Preservation Office and found four previously recorded properties (SCI-93-14, SCI-94-14, SCI-473-9, and SCI-474-9). Another recorded property, SCI-69-14, has been demolished. Two bridges were also recorded in the study area (Warren Polygonal Chord Through Truss, SFN 7330464, Reserve Pool; and Bowstring Arch Through Truss, SFN 7334303, Selected Bridge). None of these properties are within the feasible alternatives.

ODOT/OES conducted a literature review on October 4, 2001 at the Ohio Historic Preservation Office and the State Library of Ohio. No National Register of Historic Places nor National Historic Landmark nominations, nor Determinations of Eligibility

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were found for the study area. At the State Library, county and township histories were located and copied.

By using the *History/Architecture Resources Table*, a list of properties retaining integrity and with few alterations and additions was compiled for the area within or in close proximity to the feasible alternatives. Based on this list and the contextual information, ODOT/OES compiled Table 3-25 below.

TABLE 3-25 Potential Historical Resources within the Bypass Study Area

Alignment	Photo	Address	Date/Description	Recommendation
Hill	V1747	532 Fairgrounds Road (SCI-600-03)	1849 brick farmhouse	If in final alignment when chosen, further investigation recommended to determine eligibility
Valley	J2901, J2824	295 Lucasville-Minford Road	c. 1907	Same as above
Hill	M3424, M3425	4140 Lucasville-Minford Rd	c.1907	Same as above
Hill	M3420, M3421	4009 Lucasville-Minford Rd	c. 1925	Same as above
Valley	J2905	Stoney Hill Cemetery	c. 1840-1970	Same as above

The two bridges that are identified within the Hill and Valley alignments, the N&W Railroad bridge over SR 728 in the Valley alignment (SFN 7306164, type 321), are a type not eligible for the National Register per the *Programmatic Agreement Among the Federal Highway Administration, Ohio Division, the Advisory Council on Historic Preservation, Ohio Department of Transportation, Ohio State Historic Preservation Officer, Regarding Federally Funded or Approved Highway Bridge Projects (Agreement Number 10978)*, dated April 3, 2002, and the Blake Hollow Road tunnel, SFN 7336551, included on both the Hill and Valley alignments, which received a score of 15 (out of 100) when evaluated, are not eligible for inclusion in the National Register of Historic Places.



J2905: Stoney Hill Cemetery

The remaining properties on the tables do not retain the qualities nor have characteristics that would make them eligible for the National Register of Historic Places.

Of the properties recorded on the History/Architecture Resources Table, and in conjunction with the context prepared for this project, five properties as listed above are

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recommended for further investigation if in the preferred alternative. Of these properties, the Stoney Hill Cemetery and 295 Lucasville-Minford Road are both within boundaries for the Valley option. The other three properties are not currently within boundaries of either alignment. The two identified bridges (SFN 7306164, SFN 7336551) are not eligible for the National Register, and no further investigations are recommended.

By letter dated July 29, 2003, ODOT requested concurrence with these findings. The Ohio Historic Preservation Office concurred with ODOT/ OES's finding of 'no historic properties affected'. A final determination of effect was sent to OHPO for concurrence in November 2004. A copy of the coordination letter is included in Appendix A. OHPO concurred with the November 1, 2004, finding of "no historic properties affected" on December 3, 2004.

Preferred Alternative

The preferred alternative is composed of segments H1, HV2, H3 and H4. Therefore, of the initial potential Historical Resources within the Portsmouth Bypass Study Area, only two were further evaluated in the Phase II history/architecture study: 4009 and 4140 Lucasville-Minford Road (assigned Ohio Historic Inventory numbers SCI-607-5 and SCI-608-5, respectively). While neither property is within the mainline boundaries, both fall within the boundaries of a potential interchange.

The purpose of the Phase II history/architecture study is to present additional information on the two above-mentioned farmsteads to identify possible associations with the history and development of agriculture in the area and to make recommendations of the properties as eligible or ineligible for listing in the National Register of Historic Places based on National Register eligibility criteria.

Field reconnaissance was carried out between April 19 and 21, 2004, by Patricia Croninger, a Cultural Resource Specialist with The Mannik & Smith Group. Research was also conducted at the Ohio Historic Preservation Office and the Ohio Historical Society. After researching both farmsteads, it was determined that neither property met eligibility requirements for the National Register, and no further investigations were recommended. The Ohio Historic Preservation Office concurred with this finding on July 1, 2004. Their response is included in Appendix A.

Secondary Impacts

At this time, no secondary development impacts are expected to properties in the project area vicinity. Most secondary development is expected to occur in undeveloped areas that are not likely to contain any historic resources.

*An Appalachian Development Highway***3.7 Section 4f*****Parks/ Recreations Land/ Natural and Wildlife Areas***

Based upon a review of existing land use, property ownership, and park mapping, there are currently no existing or planned parks, recreation lands, nor natural and wildlife areas within the limits of the alternatives. The closest park to the study area is the Tan-Lan Swim Club and Park, located in Wheelersburg, 1.5 miles south of the proposed bypass interchange with US 52. This is shown on a map issued by the Scioto County Engineer in 1999.

School property from the Valley Local School District may be impacted by the Valley alignment in Segment 4. This property serves only as front lawn for the school, as all recreation fields are located behind or beside the school buildings. In addition, no impacts are expected on parking and no access changes to the school property are proposed as part of this alternative. The majority of the proposed project would be construction on new location with minimal disruption to existing roadway facilities. Access would be maintained to the school property during construction, so no temporary impacts are anticipated to access to recreation areas located on school grounds that would constitute a “use” under Section 4(f).

Because no existing or planned parks, recreation lands, nor natural and wildlife areas are within the limits of the alternatives, no Section 6(f) sites are within the study area.

Preferred Alternative There are no existing or planned parks, recreation lands, or natural and wildlife areas within or adjacent to the project area, so Section 4(f) and 6(f) do not apply. No school grounds are located adjacent to the preferred alternative.

Secondary Impacts Currently, no parks, recreation area, or natural and wildlife areas are located in the project area. Therefore, no secondary impacts are expected.

Historic Properties

Cultural resource studies were conducted as a part of the development of the project. The studies and their findings were discussed in detail in Section 3.6 of this document. These studies concluded that there were no properties identified that would be eligible for inclusion on or are listed in the National Register of Historic Places. Therefore, there are no known historic properties within or adjacent to the proposed roadway. Therefore, there are no impacts under Section 4(f) with respect to historic properties, nor are any secondary impacts expected to result from the project.

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3.8 Technical Issues

3.8.1 Air Quality

The proposed project is located within Scioto County, Ohio, which is not an air quality nonattainment or maintenance area for any regulated pollutants. The project is located on a new right-of-way and will not result in an increase in Average Daily Traffic (ADT) of more than 20,000 vehicles between opening day and 20 years following. This type of project has been evaluated and found to have no substantial effect on air quality. Therefore, a detailed air quality analysis is not considered necessary for an individual highway project of this type. All "Build" Alternatives will have the same potential impacts on air quality. For short-term air quality issues related to construction, see Section 3.7.5 Short-term Construction Impacts.

3.8.2 Noise

Existing Conditions

Short-term ambient noise level measurements (15 minutes in duration) were conducted within the project area by CH2M Hill staff, with an ODOT observer, on December 19th and 20th, 2002. CH2M Hill Staff conducted subsequent short-term and ambient noise level measurements on January 8th and 9th, and May 1st, 2003 in order to determine the existing traffic and ambient noise levels throughout the project area. Measurement equipment consisted of a Bruel & Kjaer (B&K) 2236 precision sound level meter equipped with a B&K Type 4188 half-inch condenser microphone. The instrumentation was calibrated in the field, prior to each measurement, using a B&K 4130 acoustical calibrator to ensure the accuracy of the measured noise levels. All instrumentation complies with the requirements of the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for Type I (precision) sound-level equipment.

Short-term ambient noise level measurements were conducted at a total of 60 locations along the two Feasible Alternatives. The monitoring locations are representative of the closest homes to the proposed roadway and were selected to provide full coverage and representation of homes within the noise study areas. The *Noise Analysis Report* (CH2M Hill 2003) shows a summary of the field data and Table 3-26 summarizes the results of the measured existing noise levels and compares them to the noise abatement criteria (NAC), noise levels that, when approached or exceeded, require the consideration of traffic noise abatement measures (USDOT 1995).

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TABLE 3-26
Measured Existing Noise Levels (Leq, dBA)

Noise Receiver Location	Section/Feasible Alternative	Measured Existing Noise Level (Leq)	Approach/Exceed NAC?
1	Section1/Hill	61	NO
H1	Section1/Hill	44	NO
3	Section1/Hill	46	NO
H2	Section2/Hill	47	NO
H3	Section2/Hill	44	NO
N6	Section2/Hill	43	NO
N7	Section2/Hill	52	NO
N8	Section2/Hill	59	NO
H5	Section3/Hill	55	NO
N11	Section3/Hill	56	NO
16	Section3/Hill	45	NO
N12	Section4/Hill	40	NO
N13	Section7/Hill	41	NO
H6	Section7/Hill	64	NO
44	Section8/Hill	50	NO
41	Section9/Hill	54	NO
42	Section9/Hill	52	NO
43	Section9/Hill	50	NO
H8	Section9/Hill	54	NO
H9	Section10/Hill	47	NO
2	Section1a/Valley	58	NO
3	Section1a/Valley	46	NO
4	Section1a/Valley	53	NO
5	Section1a/Valley	51	NO
6	Section1a/Valley	63	NO
7	Section1a/Valley	59	NO
7a	Section1a/Valley	57	NO
8a	Section1a/Valley	52	NO
V2	Section1a/Valley	46	NO

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TABLE 3-26
Measured Existing Noise Levels (Leq, dBA)

Noise Receiver Location	Section/Feasible Alternative	Measured Existing Noise Level (Leq)	Approach/Exceed NAC?
9	Section2/Valley	62	NO
10	Section2/Valley	62	NO
11	Section2/Valley	61	NO
12	Section2/Valley	53	NO
12a	Section2/Valley	53	NO
13	Section2/Valley	62	NO
V3	Section3/Valley	46	NO
V4	Section3/Valley	47	NO
V5	Section3/Valley	44	NO
18	Section3/Valley	49	NO
20	Section4/Hill + 3/Valley	62	NO
21	Section4/Hill + 3/Valley	56	NO
22	Section5/Hill + 3/Valley	51	NO
23	Section6/Hill + 4/Valley	48	NO
24	Section6/Hill + 4/Valley	48	NO
24a	Section6/Hill + 4/Valley	58	NO
26	Section5/Valley	56	NO
27	Section5/Valley	58	NO
29	Section6/Valley	43	NO
30	Section6/Valley	56	NO
31	Section6/Valley	56	NO
32	Section6/Valley	52	NO
33	Section7/Valley	56	NO
34	Section7/Valley	56	NO
35	Section7/Valley	48	NO
35a	Section7/Valley	43	NO
V6	Section8/Valley	43	NO
37	Section8/Valley	48	NO
38	Section8/Valley	45	NO

*An Appalachian Development Highway***TABLE 3-26**

Measured Existing Noise Levels (Leq, dBA)

Noise Receiver Location	Section/Feasible Alternative	Measured Existing Noise Level (Leq)	Approach/Exceed NAC?
39	Section10/Hill + 9/Valley	53	NO
45	Section9/Valley	72	YES

From data presented in Table 3-26, it is apparent that existing noise levels throughout the project corridor are generally well below the NAC. The only locations where existing noise levels exceed the NAC are the receivers at the south end of the corridor, where the proposed Portsmouth Bypass would meet US-52 (represented by receiver location 45).

In order to assess existing peak-hour traffic noise levels at receiver locations near existing roadways, TNM input files were developed for such locations. Noise model predictions were validated by using the traffic counts obtained at subject noise monitoring locations in the TNM files, as described in Appendix C of the *Noise Analysis Report*. Existing peak-hour traffic volumes were then input in the validated TNM files to predict existing peak-hour traffic noise levels at receiver locations in the vicinity of US-23, US-52, and Lucasville-Minford Road. Table 3-27 summarizes the peak-hour traffic noise levels at receivers in close proximity to existing traffic.

TABLE 3-27

Existing Peak-hour Traffic Noise Levels (Leq, dBA)

Location	Description	Peak-hour Noise Level	Approach/Exceed NAC?
1	627 Fairgrounds Road	61	NO
4	Behind house at end of Indian Drive	53	NO
6	Next to 41 JoEtta Road	63	NO
9	Next to 1054 Lucasville-Minford Rd.	62	NO
11	Front Yard of the Chaney Residence	61	NO
13	Beside 2658 Lucasville-Minford Rd.	62	NO
45	At Alley Chiropractic Clinic on Ohio River Rd.	72	YES

*An Appalachian Development Highway***Methodology**

To predict future traffic noise levels throughout the project area, future (2028) traffic volume and truck percentage data were compiled from the ODOT provided traffic data for the Portsmouth Bypass. Appendix D of the *Noise Analysis Report* shows the future peak-hour traffic data used in the noise analysis.

The TNM program was used to calculate future (2028) (Build) traffic noise levels in terms of peak-hour L_{eq} . The 60 sites representing residential receiver locations were analyzed for both Feasible Alternatives. Table 3-28 compares the future Build traffic noise levels to the NAC and existing noise levels at the selected receiver locations and summarizes the type of noise impact expected at each receiver location.

Project Impacts**Table 3-28**

Existing and Future (2028) Peak-Hour Noise Levels (in dBA) – Portsmouth Bypass Hill and Valley Alternatives

Noise Receiver Location	Section/Feasible Alternative	Existing Noise Level	Predicted Future (2028) Noise Level	Impact Type
1	Section1/Hill	61	*	*
H1	Section1/Hill	44	*	*
3	Section1/Hill	46	*	*
H2	Section2/Hill	47	58	~
H3	Section2/Hill	44	54	Substantial Increase
N6	Section2/Hill	43	57	~
N7	Section2/Hill	52	54	~
N8	Section2/Hill	59	59	~
H5	Section3/Hill	55	66	Substantial Increase
N11	Section3/Hill	56	64	~
16	Section3/Hill	45	52	~
N12	Section4/Hill	40	61	Substantial Increase
N13	Section7/Hill	41	62	Substantial Increase
H6	Section7/Hill	64	61	~
44	Section8/Hill	50	68	Both
41	Section9/Hill	54	64	Substantial Increase
42	Section9/Hill	52	65	Substantial Increase
43	Section9/Hill	50	66	Both
H8	Section9/Hill	54	64	Substantial Increase

*An Appalachian Development Highway***Table 3-28**

Existing and Future (2028) Peak-Hour Noise Levels (in dBA) – Portsmouth Bypass Hill and Valley Alternatives

Noise Receiver Location	Section/Feasible Alternative	Existing Noise Level	Predicted Future (2028) Noise Level	Impact Type
H9	Section10/Hill	47	65	Substantial Increase
2	Section1a/Valley	58	65	~
3	Section1a/Valley	46	60	Substantial Increase
4	Section1a/Valley	53	68	Both
5	Section1a/Valley	51	66	Both
6	Section1a/Valley	63	65	~
7	Section1a/Valley	59	68	Sound Level
7a	Section1a/Valley	57	65	~
8a	Section1a/Valley	52	60	~
V2	Section1a/Valley	46	65	Substantial Increase
9	Section2/Valley	62	63	~
10	Section2/Valley	62	63	~
11	Section2/Valley	61	63	~
12	Section2/Valley	53	57	~
12a	Section2/Valley	53	65	Substantial Increase
13	Section2/Valley	62	64	~
V3	Section3/Valley	46	66	Both
V4	Section3/Valley	47	63	Substantial Increase
V5	Section3/Valley	44	61	Substantial Increase
18	Section3/Valley	49	69	Both
20	Section4/Hill + 3/Valley	62	65	~
21	Section4/Hill + 3/Valley	56	66	Both
22	Section5/Hill + 3/Valley	51	72	Both
23	Section6/Hill + 4/Valley	48	68	Both
24	Section6/Hill + 4/Valley	48	62	Substantial Increase
24a	Section6/Hill + 4/Valley	58	62	~
26	Section5/Valley	56	69	Both
27	Section5/Valley	58	67	Sound Level
29	Section6/Valley	43	69	Both

*An Appalachian Development Highway***Table 3-28**

Existing and Future (2028) Peak-Hour Noise Levels (in dBA) – Portsmouth Bypass Hill and Valley Alternatives

Noise Receiver Location	Section/Feasible Alternative	Existing Noise Level	Predicted Future (2028) Noise Level	Impact Type
30	Section6/Valley	56	67	Both
31	Section6/Valley	56	66	Both
32	Section6/Valley	52	64	Substantial Increase
33	Section7/Valley	56	69	Both
34	Section7/Valley	56	68	Both
35	Section7/Valley	48	52	~
35a	Section7/Valley	43	58	Substantial Increase
V6	Section8/Valley	43	*	*
37	Section8/Valley	48	*	*
38	Section8/Valley	45	*	*
39	Section10/Hill + 9/Valley	53	*	*
45	Section9/Valley	72	*	*

Bold noise levels approach or exceed the FHWA/ODOT NAC.

* Indicates interchange location where data is unavailable to complete.

~ Indicates noise level does not exceed NAC and there is no substantial increase over existing levels.

Substantial increase = a 10-dBA increase over existing sound level.

Sound level = exceeds the FHWA/ODOT NAC.

Both = Sound level exceeds the NAC and is higher than the existing sound level by 10-dBA or more.

From the data in Table 3-28, projected future (2028) peak-hour traffic noise levels, at homes nearest the proposed Portsmouth Bypass, for both Feasible Alternatives, would result in noise impacts.

Mitigation

Potential traffic noise abatement measures which may be considered for the project, include the following:

- Construction of noise barriers within the proposed right-of-way
- Modifying the proposed horizontal and/or vertical alignment of the roadway
- Acquisition of property to serve as a buffer zone to adversely impacted receptors
- Modifying speed limits
- Restricting truck traffic

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- Noise insulation of public use or non-profit institutional structures, such as churches and public schools

Of the above mitigation measures, the noise barrier option is usually the most practical choice. The Portsmouth Bypass has undergone a very detailed grading exercise to develop acceptable vertical and horizontal alignments. Therefore, additional modification of roadway horizontal or vertical alignments for the purpose of noise reduction is not practical for the project. Most areas adjacent to the proposed bypass are relatively under-developed. Acquiring private property to act as buffer zones is not seen as a practical means of mitigation. For existing impacted users, berms or other barriers would be necessary to mitigate noise. Earthen berms will increase displacement impacts. Lowering speed limits or restricting truck traffic would be inconsistent with the project purpose since, to some degree, this project is an effort to re-route truck traffic away from downtown Portsmouth. Noise insulation of public use or non-profit institutional structures could work for churches and public schools within the project area, if deemed necessary.

FHWA TNM was used to determine the noise level reduction provided by noise barriers located within the proposed right-of-way for each Feasible Alternative. TNM calculates barrier insertion loss by accounting for variables such as distance from source to barrier, distance from barrier to receiver, source and receiver heights and barrier height, and shielding from other structures and terrain features. Per standard assumptions, effective heights of automobiles, medium trucks and heavy trucks are at pavement level, 0.6 meters (2 feet) and 2.4 meters (8 feet) above the road, respectively. Receiver height is assumed to be about 1.5 meters (5 feet) above the ground.

Noise barriers within the proposed right-of-way were modeled based on the locations of residential areas exposed to future peak-hour noise levels approaching or exceeding the NAC, or experiencing a substantial increase over existing noise levels, or both. Recommended barrier locations and heights were determined using the barrier perturbation feature of TNM and based on the barriers meeting the following requirements: 1) achieving a minimum 3 to 5 dBA noise reduction, and (2) where possible, reducing peak-hour noise level below the NAC or below substantial increase.

The barriers evaluated are listed below. Station numbers are also referenced (Station 0+00 is the project's south termini, at US- 52).

Hill Alternative

Section 2: Barrier H2-1: Follows the eastbound lanes of the bypass extending from Station 756+00 to Station 737+60. The total length of Barrier 1 is 1,848 feet.

Section 3: Barrier H3-1: Follows the eastbound lane of the bypass extending from Station 600+00 to 589+00. The total length of this barrier is 1,088 feet.
Barrier H3-2: Follows the westbound lanes extending 1,511 feet from Station 606+00 to Station 592+00.

Section 4: Barrier H4-1: Follows the westbound lanes for 2,699 feet. Beginning at station 500+00 and ending at station 540+00.

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Section 5: Barrier H5-1: Follows the westbound lanes as it crosses Swauger Valley Road. It starts at Station 458+00 and ends at Station 465+00. Total length of this barrier is 698 feet.

Barrier H5-2: Follows the eastbound lanes as it crosses Swauger Valley Road. It starts at Station 464+00 and ends at station 454+00. Total length of this barrier is 993 feet.

Section 6: Barrier H6-1: Follows the westbound lanes for 2,535 feet crossing Shumway Hollow Road and ending before Crossing Blake Hollow Rd. The barrier begins at Station 370+00 and extends to station 395+00.

Section 7: Barrier H7-1: Follows the westbound lanes stretching from station 283+00 to 243+00. The barrier is 4,357 feet in length.

Section 8: Barrier H8-1: Follows the eastbound lanes as it crosses Stout Hollow Road. The length of this barrier is 1,906 feet and begins at station 190+00 and ends at station 171+00.

Section 9: Barrier H9-1: Follows the eastbound lanes as it crosses the Little Scioto River. Length of the barrier is 2,404 feet and it begins at Station 140+00 and ends at Station 116+00.

Barrier H9-2: Follows the westbound lanes as they cross the Happy Hours Addition community. The length of this barrier is 2,404 feet and begins at station 121+00 and ends at station 143+00.

Valley Alternative

Section 1a: Barrier V1a-1: Stretches 595 feet from Station 927+00 to 921+00 as it follows the westbound lanes.

Barrier V1a-2: Stretches 1,323 feet from Station 919+00 to 906+00 as it follows the westbound lanes.

Barrier V1a-3: Stretches 2,601 feet from Station 837+00 to 810+00 as it follows the westbound lanes.

Barrier V1a-4: Stretches 6,490 feet from Station 899+00 to 834+00 as it follows the westbound lanes.

Section 2: Barrier V2-1: Stretches 684 feet from Station 765+00 to 758+00 as it follows the eastbound lanes.

Section 3: Barrier V3-1: Extends for 2,910 feet. Follows the eastbound lanes from station 661+00 to station 632+00.

Barrier V3-2: Extends for 1,605 feet. Follows the westbound lanes from station 650+00 to station 634+00.

Barrier V3-3: Extends for 900 feet. Follows the eastbound lanes from station 629+00 to station 620+00.

Barrier V3-4: Extends for 3,082 feet. Follows the eastbound lanes from station 598+00 to station 567+00.

Barrier V3-5: Extends for 1,390 feet. Follows the eastbound lanes from station 529+00 to station 515+00.

Section 4: Barrier V4-1: Follows the westbound lanes and is 1,605 feet. It begins at station 432+00 and ends at station 463+00.

Section 5: Barrier V5-1: Extends for 1,400 feet. Beginning at station 313+00 and ending at station 327+00.

Barrier V5-2: Extends for 1,503 feet. Beginning at station 309+00 and ending at station 324+00.

Section 6: Barrier V6-1: Stretches for 1,400 feet. Follows the eastbound lanes from station 231+00 to station 227+00.

Barrier V6-2: Stretches for 1,100 feet. Follows the westbound lanes from station 214+00 to station 225+00.

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Barrier V6-3: Stretches for 1,097 feet. Follows the eastbound lanes from station 235+00 to station 246+00.

Barrier V6-4: Stretches for 3,105 feet. Follows the westbound lanes from station 229+00 to station 260+00.

Section 7: Barrier V7-1: Stretches for 716 feet. Follows the westbound lanes from station 128+00 to station 135+00.

Barrier V7-2: Stretches for 1,277 feet. Follows the eastbound lanes from station 147+00 to station 160+00.

Barrier V7-3: Stretches for 1,523 feet. Follows the westbound lanes from station 171+00 to station 186+00.

Barrier V7-4: Stretches for 989 feet. Follows the eastbound lanes from station 178+00 to station 188+00.

11 barriers were analyzed for the Hill alternative, and 22 barriers were analyzed for the Valley alternative. Only barrier H902 meets the cost criteria and is recommended. The preferred alternative follows the Hill alignment. Tables 3-29 and 3-30 show the noise reduction effects of the proposed noise barriers at the receiver locations affected by the barriers.

TABLE 3-29

Hill Alternative: Barrier Noise Level Reductions (in dBA)

Section of Bypass	Barrier #	Receiver Location	Without Barrier	With Barrier	Noise Level Reduction
<u>Section 2</u>	<u>H2-1</u>	H2	58	58	0
		N6	57	52	5
		H3	54	51	3
<u>Section 3</u>	<u>H3-1</u>	H5	66	61	5
		<u>H3-2</u>	H5	66	58
<u>Section 4</u>	<u>H4-1</u>	N12	61	54	7
		21	66	56	10
<u>Section 5</u>	<u>H5-1</u>	22	68	57	11
		<u>H5-2</u>	22	68	62
<u>Section 6</u>	<u>H6-1</u>	23	67	59	8
		24	62	57	5
<u>Section 7</u>	<u>H7-1</u>	N13	62	52	10
<u>Section 8</u>	<u>H8-1</u>	44	68	62	6
<u>Section 9</u>	<u>H9-1</u>	H8	64	58	6
		42	65	60	5
		<u>H9-2</u>	41	64	59

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TABLE 3-29

Hill Alternative: Barrier Noise Level Reductions (in dBA)

Section of Bypass	Barrier #	Receiver Location	Without Barrier	With Barrier	Noise Level Reduction
		43	66	59	7

TABLE 3-30

Valley Alternative: Barrier Noise Level Reductions (in dBA)

Section of Bypass	Barrier #	Receiver Location	Without Barrier	With Barrier	Noise Level Reduction
<u>Section 1a</u>	<u>V1a-1</u>	2	65	61	4
	<u>V1a-2</u>	3	60	54	6
	<u>V1a-3</u>	8a	60	52	8
	<u>V1a-4</u>	5	66	59	7
		6	65	59	6
		7	68	61	7
		7a	65	59	6
<u>Section 2</u>	<u>V2-1</u>	R-15 (tnm)	66	61	5
	<u>V2-2</u>	12A	65	58	7
		R-62 (tnm)	66	61	5
<u>Section 3</u>	<u>V3-1</u>	R-11 (tnm)	54	50	4
		R-14 (tnm)	66	59	7
	<u>V3-2</u>	R-4 (tnm)	64	59	5
		R-8 (tnm)	67	60	7
	<u>V3-3</u>	V-4	63	57	6
		R-36 (tnm)	61	56	5
	<u>V3-4</u>	V-5	61	54	7
		20	66	59	7
	<u>V3-5</u>	22	72	61	11
	R-87 (tnm)	62	53	9	
<u>Section 4</u>	<u>V4-1</u>	23	54	49	5
		R-9 (tnm)	66	57	9
<u>Section 5</u>	<u>V5-1</u>	R-8 (tnm)	60	55	5
		R-9 (tnm)	63	57	6

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Valley Alternative: Barrier Noise Level Reductions (in dBA)

Section of Bypass	Barrier #	Receiver Location	Without Barrier	With Barrier	Noise Level Reduction
	<u>V5-2</u>	26	68	62	6
		R-10 (tnm)	63	58	5
<u>Section 6</u>	<u>V6-1</u>	32	70	61	9
	<u>V6-2</u>	R-55 (tnm)	70	62	8
	V6-3	R-37 (tnm)	67	61	6
		R-38 (tnm)	69	61	8
	<u>V6-4</u>	29	69	56	13
		31	66	54	12
<u>Section 7</u>	<u>V7-1</u>	R-5 (tnm)	58	52	6
	<u>V7-2</u>	35A	58	53	5
	<u>V7-3</u>	34	68	59	9
	<u>V7-4</u>	33	69	64	5

Barrier cost reasonableness was calculated for each proposed barrier location. The results of the analysis showed that, for the Valley segments, only one proposed barrier (V1a-4) was cost-effective. Similarly, for the Hill segments, only one proposed barrier (H9-2) was cost-effective.

Preferred Alternative

The preferred alternative mostly follows the hill alignment. Therefore, only one noise barrier (H9-2) is recommended. A public meeting will be held in this area to determine if the residents wish to have a noise wall.

3.8.3 Energy***Methodology***

In order to evaluate the potential impact of the project on energy consumption, the effect of the project on Vehicle Miles Traveled (VMT) was examined. As the proposed project is predicted to divert traffic from several different existing routes (See Section 1.4.4), the energy consumption resulting from VMT must be estimated for the overall roadway network. As part of the Feasibility Study, VMT savings were estimated for the benefit/cost calculations which can be used for this purpose.

Project Impacts

The Feasibility Study concluded that the construction of the Airport Bypass concept would result in a decrease of 10,557 vehicle miles traveled per day in the opening year

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over the highway network studied. Over time, this benefit would gradually decrease until there was a net increase in VMT of 2,265 vehicle miles traveled per day in the 25th year. Over the 25-year planning horizon used for the study, there was a net benefit in reduction of VMT. Therefore, it can be assumed that the proposed project will result in a decrease in energy consumption during this period.

The Feasible Alternatives, regardless of which combination of segments are used, are of a similar length to the 16-mile Airport Bypass concept evaluated in the planning study and would be expected to have a similar benefit on energy consumption. The shorter the alternative, the greater this expected benefit.

3.8.4 Municipal, Industrial and Hazardous Waste

An Environmental Site Assessment Screening and Phase I Environmental Site Assessment (ESA) was conducted to support the Preliminary Development of the Portsmouth Bypass Project (SCI-823, PID No. 19415).

The findings of the ESA Screening (TranSystems, August 2002) identified particular sites within the alignment corridors that may have on-site or off-site impacts caused by deleterious wastes or hazardous materials. Based on the ESA Screening, seven (7) sites were included in the Phase I ESA: Keller's Collision, Turner's Automotive Repair Shop, Lucasville Junior High School Bus site, Harwood's Gas Station, Buster's Bi-Lo, the McGuire property, and the Trowbridge Print Shop.

Based on the activities conducted under this Phase I ESA, the following conclusions were drawn:

Keller's Collision (PID 080401012) Three (3) plastic, 55-gallon drums were observed in the rear of the garage, along with miscellaneous automobile parts, vinyl siding, concrete block, pallets and sawhorse. According to Mr. Keller, the drums were partially filled with water. No evidence of staining was evident within the gravel parking lot or the rear of the building. Since the Phase I ESA was conducted, the roadway alignment near this parcel has shifted further south; as such, this parcel is now approximately 525 feet north of the alignment. As such, no further investigation is warranted.

Terry Turner (Superior Collision, PID 080401002) Superior Collision generates small amounts of hazardous wastes consisting of paint thinners and solvents which are produced by cleaning paint guns and oil removed from automobiles. Open trenches located under the garage bays drain to the ground surface north of the building. Staining at these outlets was observed and is believed to be dry paint overspray drained when the trenches are cleaned with water. Since the Phase I ESA was conducted, the roadway alignment near this parcel has shifted further south; as such, this parcel is now approximately 35 feet north of the alignment. No further investigation is warranted.

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Lucasville Junior High School (PIDs 241601000, 241603000) The UST, lines and fuel dispenser were removed on June 24, 1996. Soil samples collected from the excavation, under the dispenser, and from the stockpiled soils were below Category 1 Action Levels, and the site was recommended for No Further Action status. BUSTR concurred in their letter dated May 21, 1997. ROW is not required from this site, and proposed "Valley" ROW is located 236 feet south of the former UST system. As such, no further investigation is recommended.

Harwood's Gas & Snack (PID 240824000) The number of tanks currently operating on site are three (3), 8000-gallon, double-walled gasoline tanks with electronic line leak detection and automatic tank gauging that were installed on June 1, 1987. The total tank system was upgraded in June 1999 in accordance with BUSTR. No contamination was found by the inspector during the upgrades. ROW is not required from this site, and the parcel is located 218 feet north of the proposed "Valley" ROW. As such, no further investigation is recommended.

Buster's Bi-Lo Gas Station (PIDs 161471000, 161064000, 161063000, 161065000). The gasoline station currently operates 3, 8,000-gallon, cathodically-protected gasoline USTs that were originally installed on October 1, 1970. The total UST system was upgraded in October 1994 with electronic line leak detection and automatic tank gauging in accordance with BUSTR. ROW is not required from this site; a retaining wall will be constructed on the south side of Gallia Pike for the proposed "Hill" and "Valley" ROWs. As such, no further investigation is recommended.

McGuire Property (PIDs 160841000, 160840000, 160845000, 160838000, 160846000, 160837000, 160847000). The parcels are occupied by a barn and storage sheds that border the southern parcel boundary. The remainder of the property is occupied by scrap wood, 55-gallon drums, vehicles, tires, railroad ties, and equipment that have accumulated over several years. The 55-gallon drums throughout the property are thought to be empty; however, the drums near the barn have oil in them. No surficial staining or stressed vegetation was noted; however, it is possible that leaks from the vehicles, equipment or drums have occurred. Approximately 218 feet of ROW from the southwestern parcels will be required on the "Hill" alignment. While this wooded area is currently free of stored items, the possibility of contamination exists. Phase II ESA was recommended to address potential contamination within the required ROW.

From approximately 1984 through 1986, Mr. McGuire operated a creosote dipping tank for logs that were then sold to the highway department as guardrail posts. The process consisted of dipping logs in an aboveground dipping tank that held approximately 1,000-1,500 gallons of creosote. The logs were then allowed to 'drip-dry' overnight above the tank. Mr. McGuire indicated that there were no leaks or spills from the tank while it was in operation. Mr. McGuire sold the tank and related equipment approximately 10 years ago. The creosote tank was located in the shed adjacent to (west of) the sawmill operations, approximately 220 feet from the "Hill" ROW. Therefore, Phase II ESA is not recommended to address potential contamination from the creosote operation.

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Trowbridge Print Shop (PID 071063000) The parcel is occupied by one (1) residence with a detached garage, the print shop, a shed, and two (2) mobile homes. Since 1970, a print shop has been in operation at the parcel. According to Mr. Trowbridge, the print shop is used for paper printing. The ink is consumed in the process and water solution is used and absorbed by the paper. Coleman fuel is used as cleaning fluid and is absorbed by cotton pads that are disposed as solid waste and/or evaporates. Old ink is allowed to solidify and is disposed as solid waste. No further investigation is recommended.

Additional Studies Required

Phase II ESA investigation is warranted for the McGuire Property within the right-of-way required for the Hill Alternative. Phase II ESA investigation is also warranted for the Cremeans Property within the right-of-way required for the Hill Alternative. If the Hill Alternative is selected, the Phase II ESA should consist of two soil borings taken within the proposed right-of-way to a depth of ten feet. Should the "Hill" alignment be shifted east to include the area of the former creosote operations, two soil borings should be installed at the former location of the aboveground creosote dipping tank. Soil samples from each 2.5-foot interval will be field screened throughout the boring until reaching a terminal depth of 10 feet. The sample exhibiting the highest field screening measurement will be submitted for laboratory analysis for hazardous waste characteristics including TCLP.

Secondary Impacts

No secondary impacts to any potential hazardous material sites are expected for the Preferred Alternative.

3.8.5 Long-Term Construction Impacts/Irreversible and Irrecoverable Resources***Conversion of Land to Highway Use***

Both the Hill Alignment and the Valley Alignment for this project are expected to require similar irreversible and irretrievable commitments of environmental resources. In general, implementation of the proposed action involves the commitment of a variety of natural, physical, human and fiscal resources. Land use within the proposed right-of-way is considered an irreversible commitment during the time period that the land is used for a highway facility. However, if a greater need arises for use of the land, or if the highway is no longer needed, the land could be converted to another use. At present, there is no reason to believe such a conversion would ever be necessary or desirable.

Construction Materials

Considerable amounts of fossil fuels, labor and highway construction materials (such as cement, aggregate and bituminous materials) will be expended by the project. Additionally, large amounts of labor and natural resources will be used in the fabrication

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and preparation of construction materials. While these materials are generally not retrievable, they are not in short supply, and their use for this project will not have an adverse effect upon their continued availability.

Cost

Construction of the project will also require a substantial expenditure of both State and Federal funds, which are generally not retrievable. Estimated costs for the project have not been fully developed, though initial estimates indicate the total project, depending on the alignment chosen, will cost between \$200 and 240 million (2003 dollars).

Project Impacts

The irreversible and irretrievable commitment of resources by the project as described above are expected to be similar, overall, for both the Hill Alignment and Valley Alignment or any combination of segments between them.

3.8.6 Short-term Construction Impacts**Methodology**

Construction of the proposed Portsmouth Bypass is a temporary activity, expected to last several years. However, the construction activities can be disruptive to the natural and social environment in the immediate project vicinity.

Short-term impacts expected due to construction have been identified by reviewing the types of activities undertaken (per ODOT standard specifications for earthwork, culvert placement, bridge construction and general roadway construction) during the main phases of project construction and evaluating the potential effects that these activities may have on the natural and social environments present.

The proposed project, regardless of alternative, is expected to result in similar types of potential construction-related impacts, as further described below.

Air Quality

Adverse impacts to air quality due to temporary increases in particulate matter (dust) are expected due to excavation and earth moving, cement, aggregate and asphalt handling, heavy equipment operation, use of haul roads and wind erosion of exposed areas. Emissions from construction equipment, such as smoke, odor, nitrous oxides, and unburned hydrocarbons, will also contribute to short-term adverse air quality impacts during construction. In general, these impacts are expected to be minor and can be minimized through adherence to ODOT standard specifications (ODOT, 2002) for Environmental Protection (ODOT Item 107.21) and Dust Control (ODOT Item 616).

Noise

Noise levels during construction are expected to exceed current typical conditions, and may cause short-term, nuisance-level adverse impacts in the immediate project vicinity.

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The generation of noise will vary in intensity, duration and time of occurrence. Normally, construction activities take place during regular daylight work hours.

Operation of equipment powered by internal combustion engines (including earth moving, materials handling and stationary equipment), impact equipment (including pile drivers and jack hammers), and miscellaneous tools (such as saws and compactors) typically generate noise levels ranging from 69 dBA to 106 dBA at a distance of 50.0 feet from the source. Impact equipment will generate the highest noise levels. Pile drivers, jack hammers and drills produce noise levels ranging from 82 dBA to 106 dBA at a distance of 50.0 feet.

In general, construction noise impacts are considered to be minor since they are temporary and predominantly intermittent in nature, and will occur during normal working hours.

Water Quality/ Aquatic Habitat and Biota (Streams)

Earthwork and general road construction activities will result in short-term adverse impacts to the water quality of surface streams due to erosion from excavation and placement of fill and construction materials, including temporary increases in dissolved solids, suspended solids, settleable solids, turbidity and conductivity. These impacts will primarily be localized (i.e., limited to the construction limit footprint), but may extend for some distance downstream, depending on intensity of disturbance and field conditions at the time of construction.

Culvert placement and bridge construction will result in these same water quality impacts and will also include the following: 1) direct destruction of stream bottom and other aquatic habitat for the placement of culverts or piers, and 2) destruction or displacement of aquatic biota (depending on the mobility of the fish and benthic organisms inhabiting the construction site) due to the placement of these structures.

Construction fuel storage, re-fueling activities and location of staging areas may adversely affect water quality of surface streams if a spill occurs and hazardous materials are not contained.

In general, adverse impacts to the water quality of streams during construction are not expected to be substantial and can be minimized through strict adherence to Best Management Practices (BMP's) during daily construction activities, rigid application of the ODOT's Construction and Materials Specifications for soil erosion and sediment control (Item 670 Erosion Protection; ODOT, 2002) and adherence to provisions of the Ohio Water Pollution Control Act (OWPCA) by obtaining a storm water permit, as necessary (ODOT, 2002).

*An Appalachian Development Highway****Groundwater (Aquifer) and Floodplains***

As described in Section 3.4.3, no Sole-Source Aquifers exist in the project study area, and no Ohio EPA endorsed Wellhead Protection Areas exist within the project study area at this time.

The primary concern to groundwater resources during construction is the potential for contamination due to an accidental spill of hazardous materials (such as fuel) or from erosion materials exposed during earthwork. Another impact concern to groundwater resources as a result of the project is the potential for contamination due to construction activities (particularly when encountering small, private wells in unknown locations), especially adjacent to designated wellhead isolation zones and local aquifers, which supply water for public and commercial use. Minimization and mitigation measures related to potential construction impacts have been developed on a preliminary scale (see Section 3.4.3) and will be further developed during detailed project design.

Traffic Maintenance

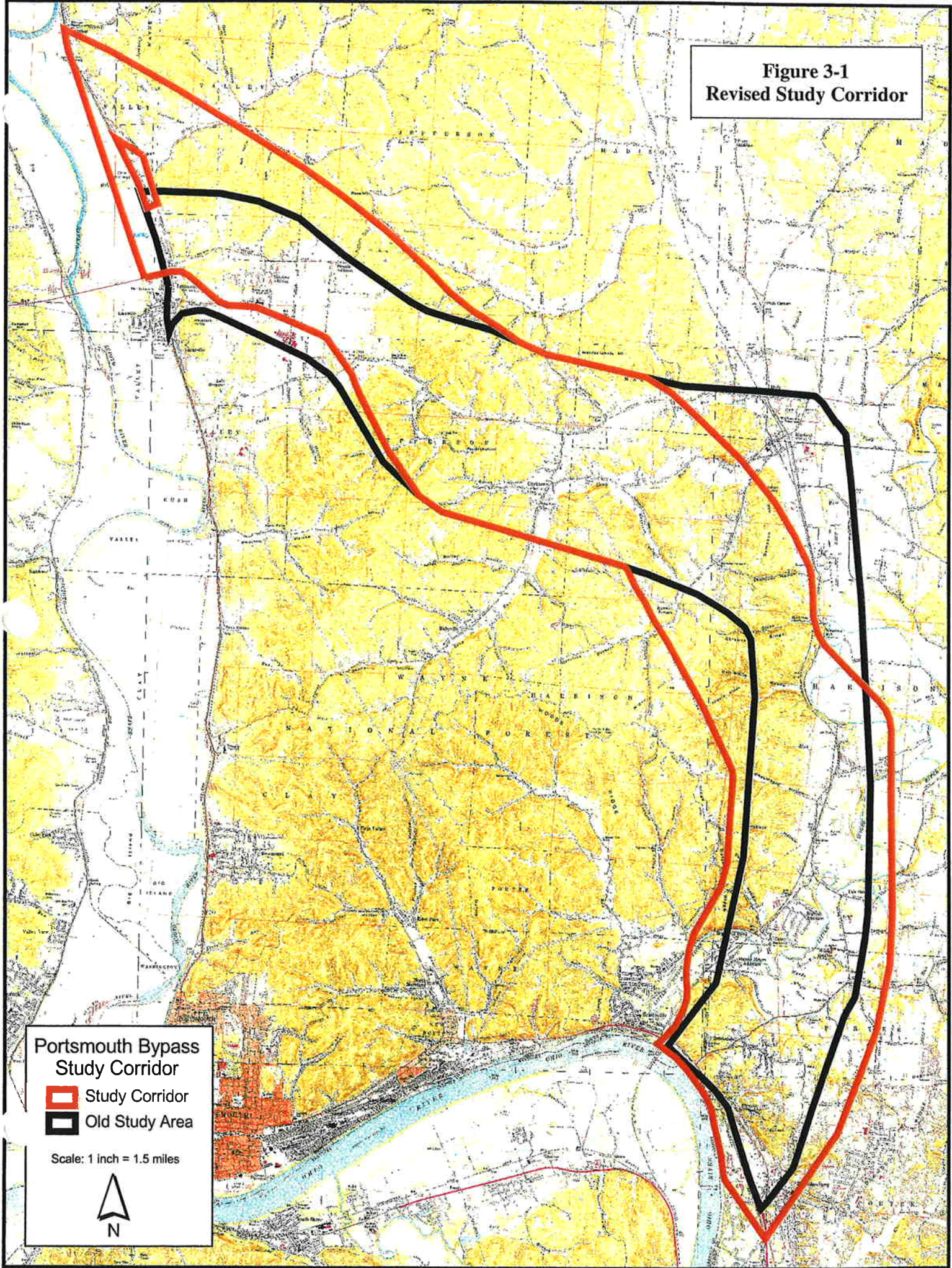
Due to the nature of the proposed project (new highway facility on new and existing alignment), traffic congestion during construction is a concern for this project. Existing roadways will be affected during construction at the location of over/ underpasses and tie-ins at the project termini, requiring temporary closing and re-routing. These activities, however, are expected to occur at different times during the construction period and areas served by affected roads are generally accessible through other existing routes, precluding the need for the construction of temporary roads for traffic maintenance. Minor conflicts may arise during construction on local roads, but impacts are not expected to be substantial since these would be temporary and short in duration. As part of the detailed design studies, a maintenance of traffic plan will be prepared in accordance with ODOT standard specifications (ODOT, 2002) for Maintenance of Traffic (ODOT Item 104.04), Public Convenience and Safety (ODOT Item 107.07) and Maintaining Traffic (ODOT Item 614).

Mitigation



In general, short-term impacts during project construction are expected to be minor and minimized through adherence to ODOT standard specifications for protection of air quality, water quality (erosion control) and traffic maintenance as described above and no other mitigation is proposed.

Specific mitigation measures for groundwater protection during construction have not yet been completed, and final plans for the project will outline specific measures the contractor must follow during construction to protect groundwater resources.

Figure 3-1
Revised Study Corridor



Portsmouth Bypass
Study Corridor

-  Study Corridor
-  Old Study Area

Scale: 1 inch = 1.5 miles



**Figure 3-2
Flood Hazard Areas**



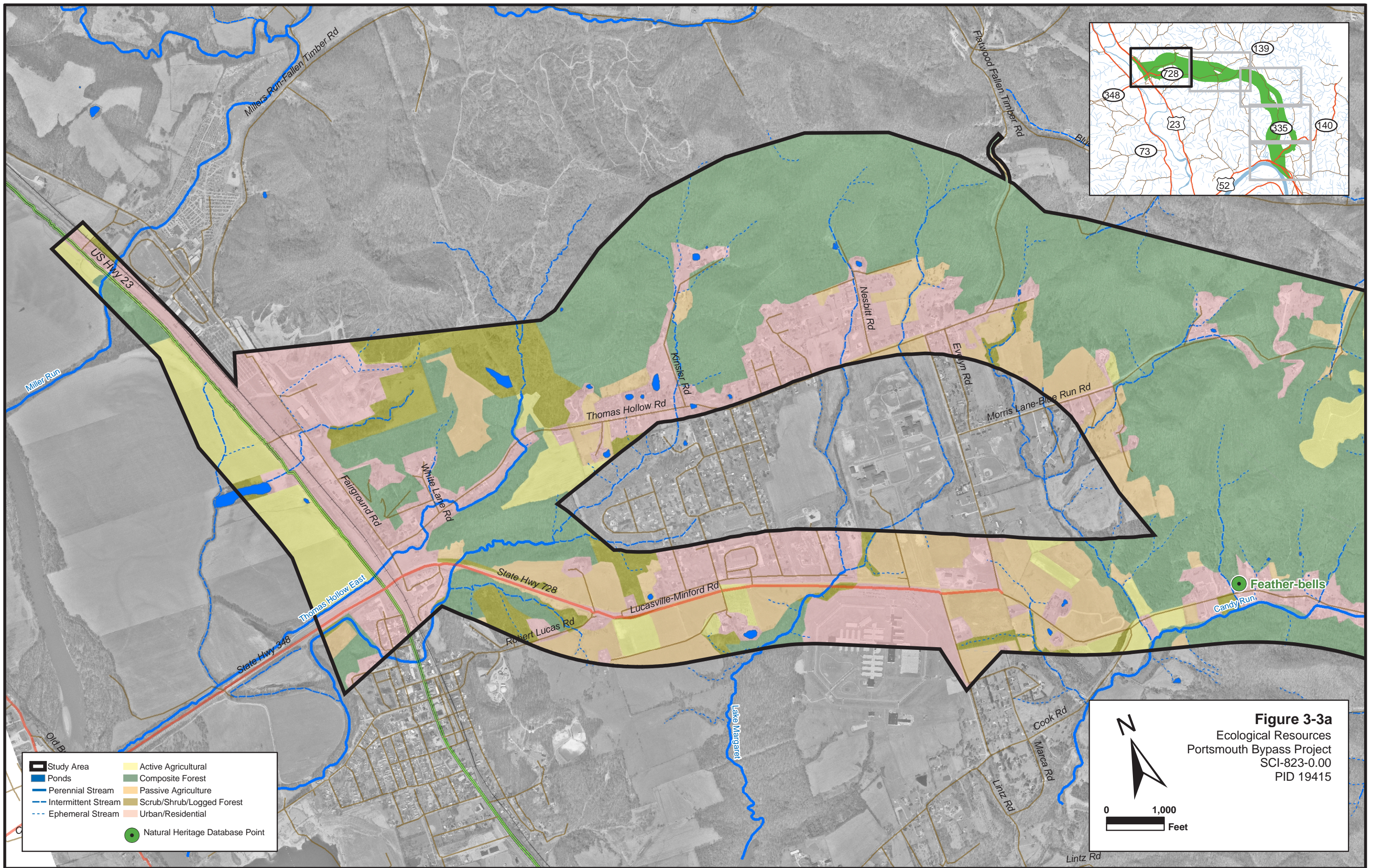
Portsmouth Bypass Project

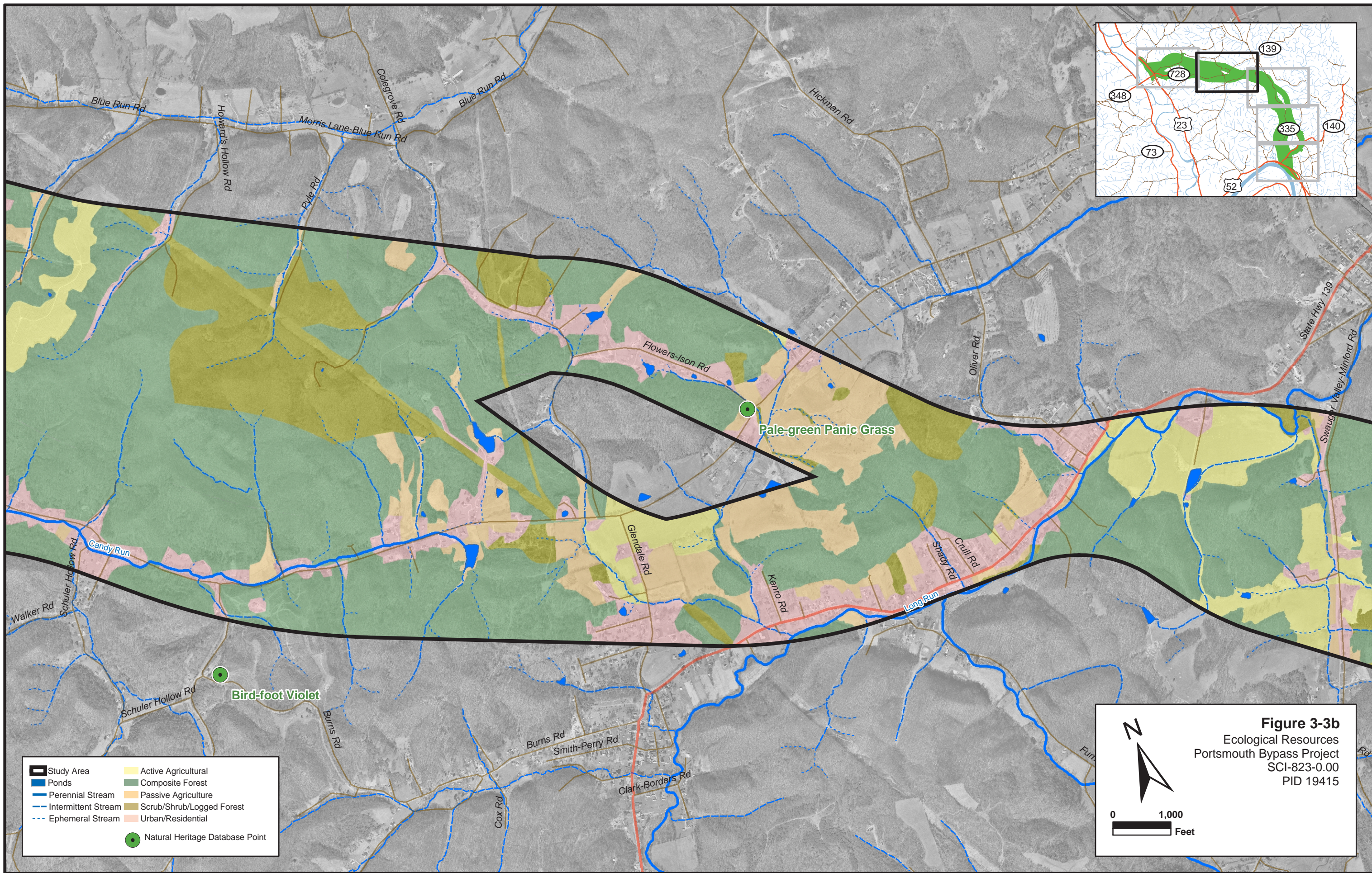
Legend

- 100 Year Flood
- 500 Year Flood
- Study Area
- Primary Flows
- Other Flood Hazard Areas
- County Boundaries
- City Boundaries
- Water Bodies
- Roads
- Railroads
- Topographic Contours

Scale: 1 inch = 2000 feet
0 1000 2000 Feet

Logan University
Task Group of Consultants
CHRISTOPHER HILL





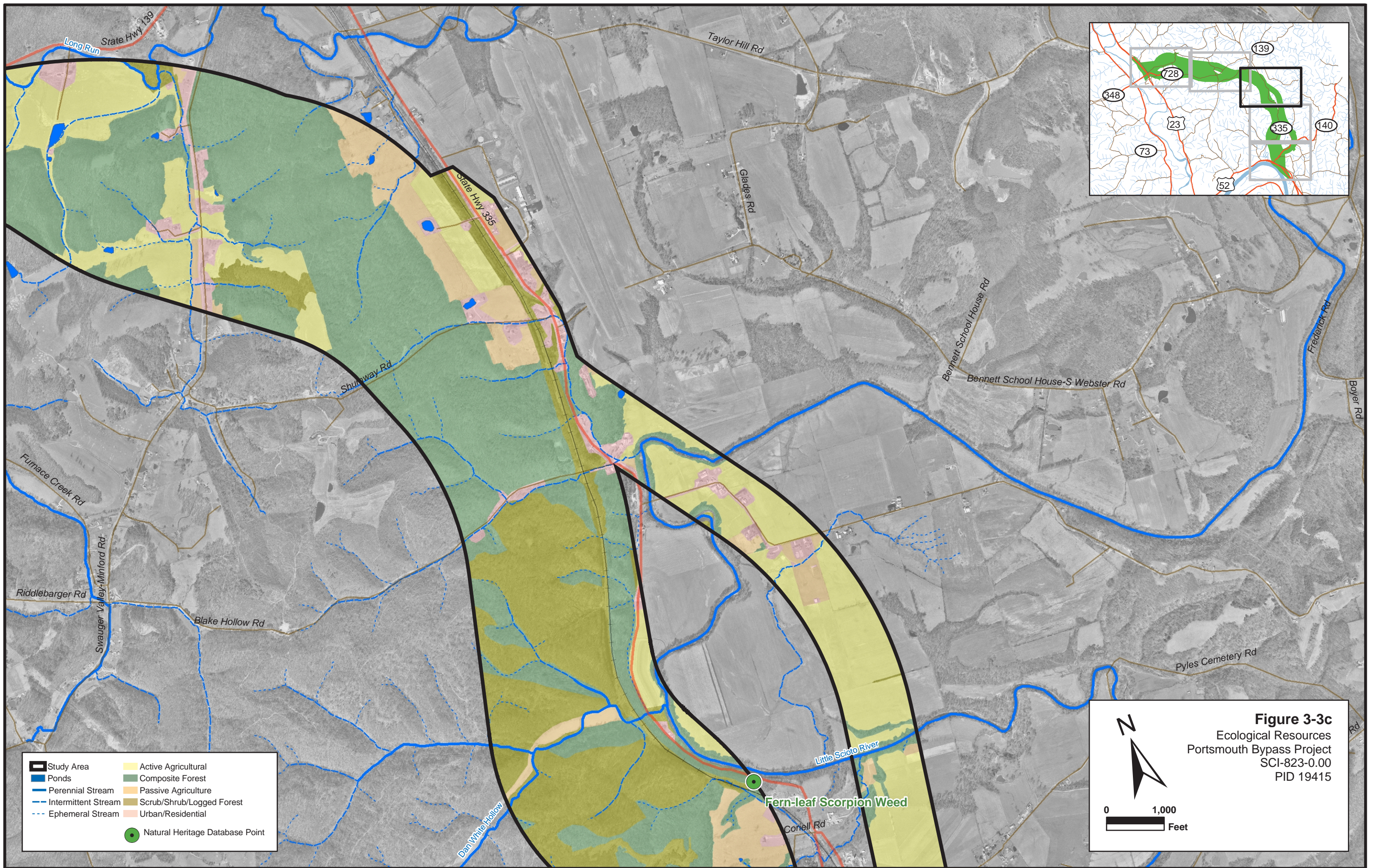
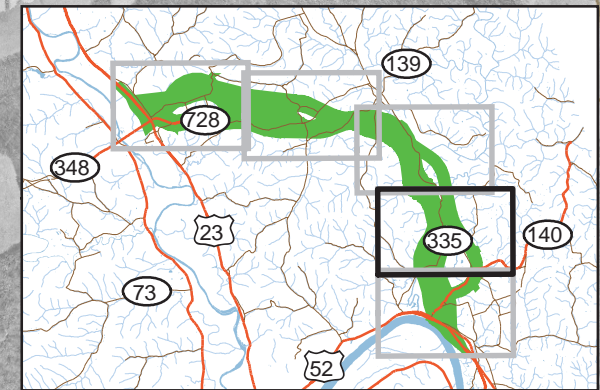
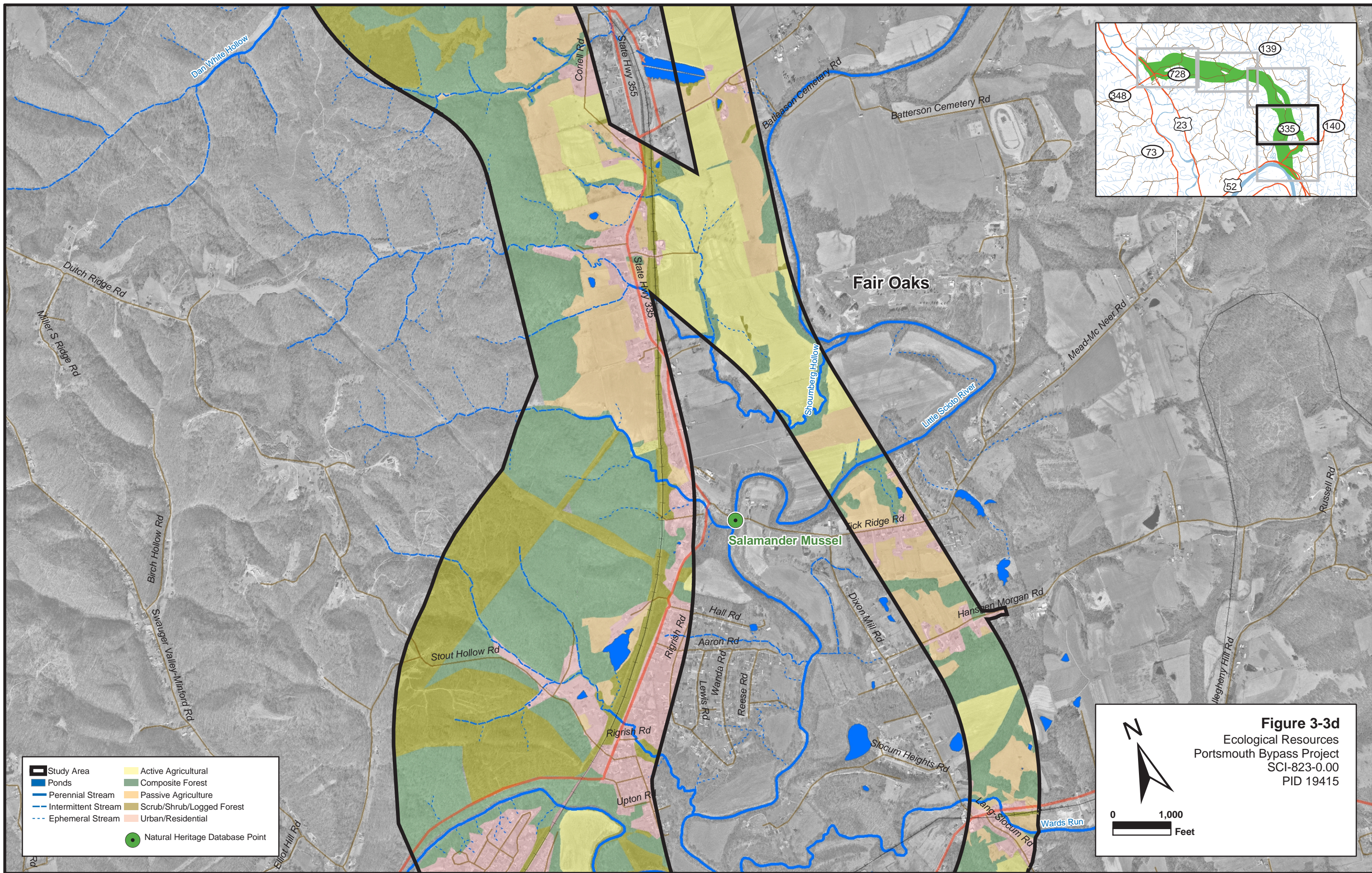
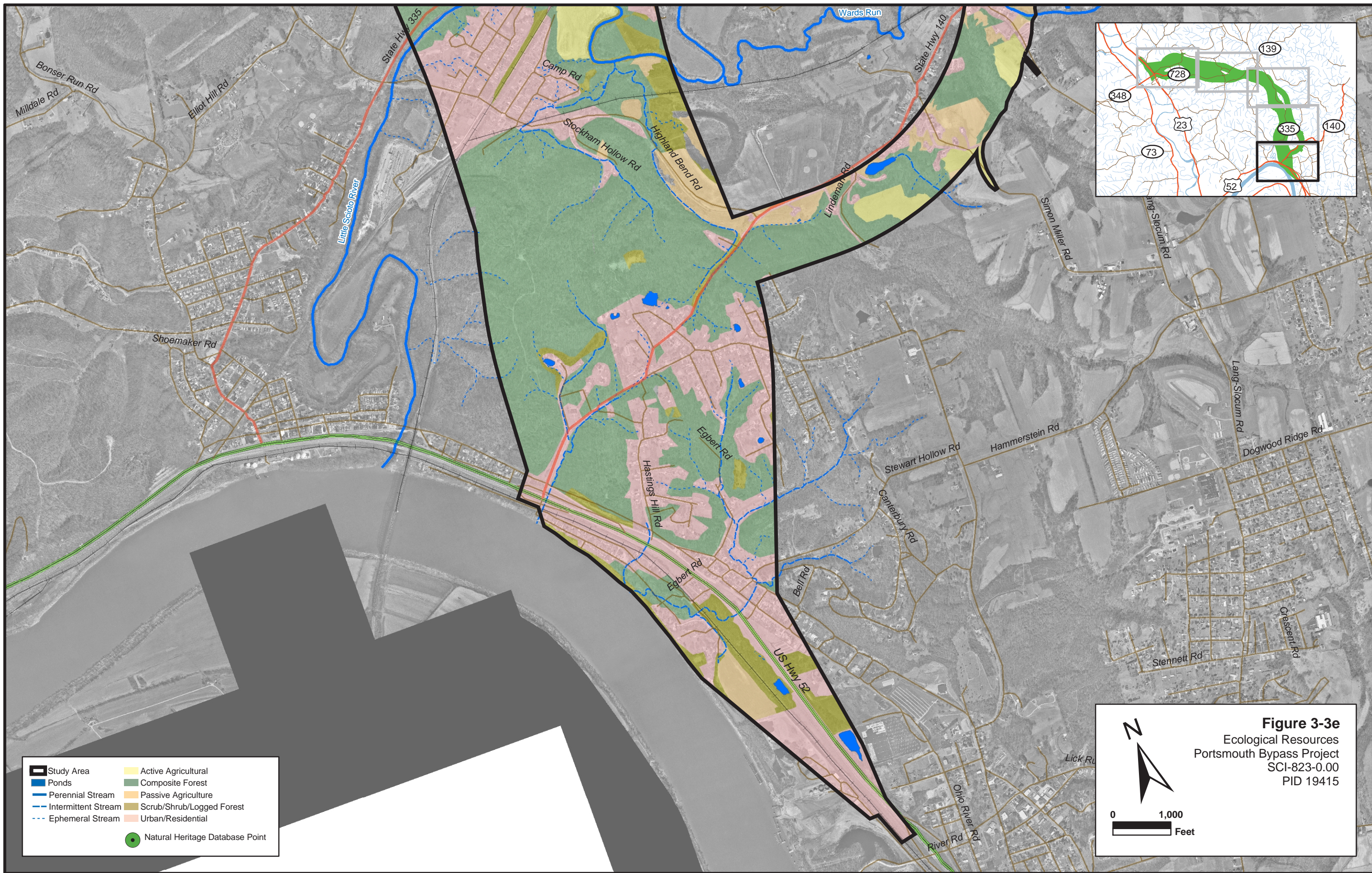


Figure 3-3c
 Ecological Resources
 Portsmouth Bypass Project
 SCI-823-0.00
 PID 19415



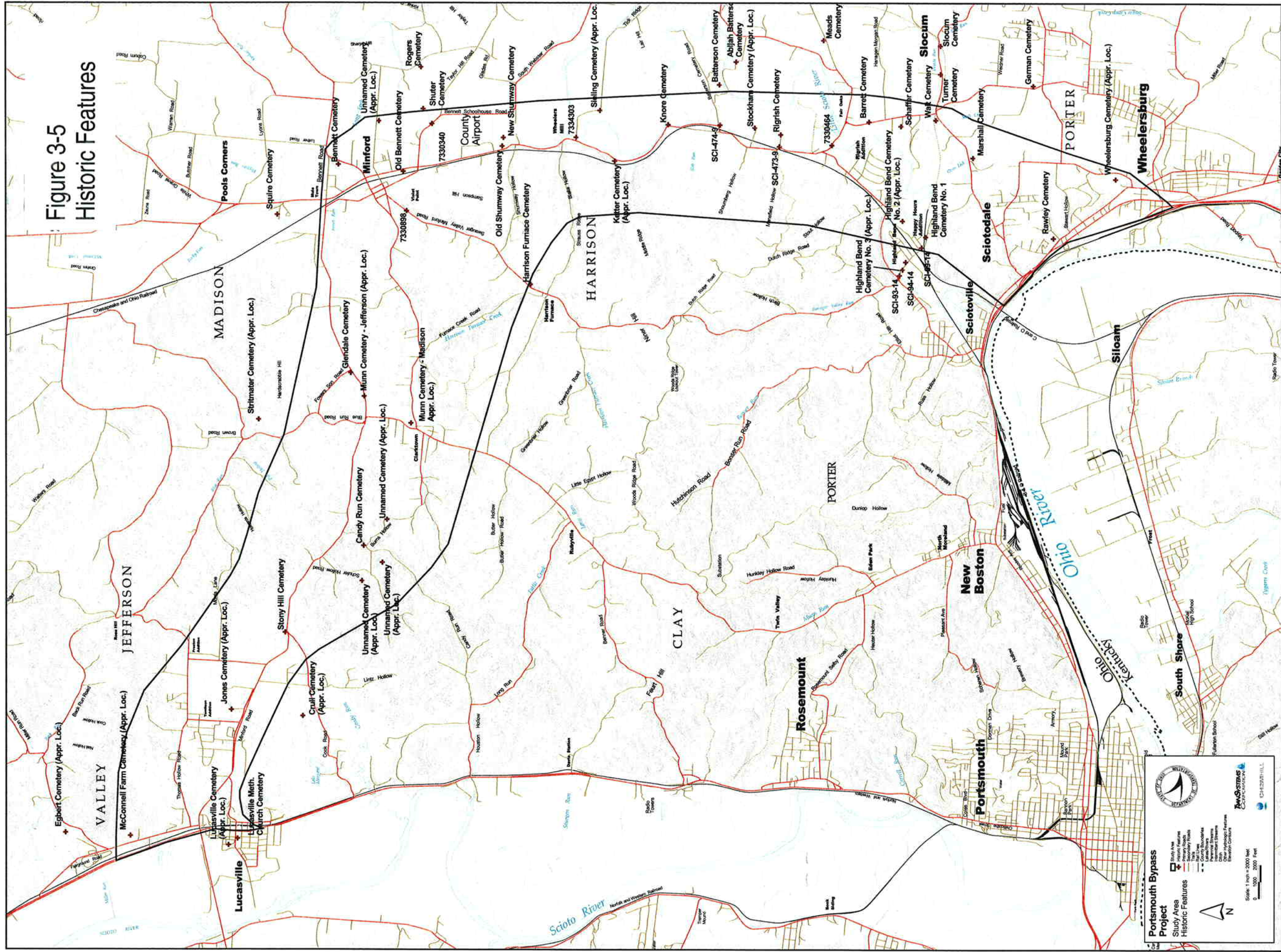


- | | |
|---------------------------------|---------------------------|
| Study Area | Active Agricultural |
| Ponds | Composite Forest |
| Perennial Stream | Passive Agriculture |
| Intermittent Stream | Scrub/Shrub/Logged Forest |
| Ephemeral Stream | Urban/Residential |
| Natural Heritage Database Point | |

Figure 3-3e
 Ecological Resources
 Portsmouth Bypass Project
 SCI-823-0.00
 PID 19415

0 1,000
 Feet

**Figure 3-5
Historic Features**



Portsmouth Bypass Project
Study Area
Historic Features

- Study Area
- Primary Road
- Secondary Road
- Track
- Water
- Landmark
- Cemetery
- Other Historic Features
- Elevation Contour

Scale: 1 inch = 2000 feet
 0 1000 2000 Feet

North Arrow

Ohio State University
 The Ohio State University
 The Ohio State University
 The Ohio State University



823 Portsmouth Bypass

An Appalachian Development Highway

Table 3-31: PRELIMINARY PROJECT IMPACTS BY SECTION

ISSUE/CONCERN		SECTION 1		SECTION 2	SECTION 3		SECTION 4	
		Segment Hill 1	Segment Valley 1	Segment Hill/Valley 2	Segment Hill 3	Segment Valley 3	Segment Hill 4	Segment Valley 4
DESIGN ISSUES	Length (miles)	4.5	5.7	4.0	3.7	3.7	4.1	3.9
	Probable Cost (millions) Total	\$84	\$64	\$44	\$45	\$40	\$66	\$48
	Earthwork (incl. mitigation)	\$32	\$13	\$21	\$21	\$17	\$28	\$8
	Structures (incl. bridges, ret walls & culverts)	\$24	\$25	\$9	\$10	\$10	\$16	\$18
	Remaining Construction Costs	\$18	\$16	\$12	\$12	\$11	\$20	\$15
	Utility Relocations	\$5	\$4	\$0	\$1	\$1	\$1	\$3
	Right-of-Way/Relocations	\$4	\$6	\$1	\$1	\$2	\$1	\$4

PROPERTY IMPACTS	Relocations Residential total	46	46	4	8	8	0	5
	Single-Family Residences	21	31	3	6	7	0	5
	Apartments (1 building)	10	10	0	0	0	0	0
	Other Residences	8	0	0	0	0	0	0
	Mobile Homes	7	5	1	2	1	0	0
	Other Relocations church, business	0	1	0	0	0	0	2
	barns & farm buildings	4	10	2	7	12	1	5
	Property Impacts by Alternative Right of Way Required	286	312	217	168	162	271	198
	Active Agricultural (acres)	7	59	20	2	3	26	40
	Passive Agricultural (acres)	53	45	45	16	23	5	52
	Scrub/Logged (acres)	54	16	54	27	3	15	7
	Urban/Developed (acres)	63	59	11	9	8	42	58
	Woodland (acres)	109	133	87	114	125	183	41
Potential Landlocked Properties*								
Number of Parcels (number)	31	44	9	20	32	20	8	
Acreage Landlocked Acreage	649	547	165	226	425	399	175	

*These properties may be landlocked, as no access was apparent and no service road appeared feasible. Access strategies will be pursued with property owners prior to making a final determination.

ECOLOGICAL RESOURCES	Stream Culverted/Relocated (total lineal feet)	11,300	15,900	10,100	9,800	9,000	11,000	8,100
	Perennial (lineal feet)	400	1,400	1,400	0	700	200	3,600
	(number)	1	2	2	0	1	2	3
	Intermittent (lineal feet)	7,500	6,400	5,200	5,000	4,300	2,800	2,000
	(number)	11	9	9	7	7	6	5
	Ephemeral (lineal feet)	3,400	8,100	3,500	4,800	4,000	8,000	2,500
	(number)	16	23	12	13	10	15	9
	Stream - Bridged (lineal feet)	660	440	0	400	400	0	0
	Total Wetlands Impacted Total (acres)	1.27	1.71	0.35	0.28	0.31	2.06	0.69
	Category I (acres)	0.04	0.24	0.17	0.23	0.24	0.09	0.66
Category II (acres)	1.23	1.47	0.18	0.05	0.07	1.97	0.03	
Ponds (acres)	1.90	1.60	3.20	1.20	0.40	5.60	0.60	

HISTORIC RESOURCES	Resources Requiring Additional Study							
	Within Boundaries	0	0	0	0	0	0	2
	Adjacent to Alignment	0	0	0	2	0	1	0

SOCIO-ECONOMIC ISSUES	Residences Close to Roadway Within 400' of R/W	175	230	10	55	60	50	75
	Cemeteries Adjacent to Alignment (not impacted)	Rawley Cemetery, Highland Bend Cemetery	Marshall Cemetery, Stockham Cemetery	Ketter Cemetery	Glendale Cemetery		McConnell Farm Cemetery	Jones Cemetery, Stony Hill Cemetery
	Churches Within Boundaries (would be purchased/relocated)		Adams Memorial Church					
	Adjacent to Alignment (not impacted)	Church of Jesus Christ, Riverview Baptist Church		Sunshine Congregational			Community Bible Church	Candy Run Tabernacle, Community Bible Church
	Schools Adjacent to Alignment (not impacted)							Valley Local Middle School
	Libraries Within Boundaries (would be purchased/relocated)							Portsmouth Public Library- Lucasville Branch

All impact calculations are preliminary based upon limited design information. Final impacts will be determined once design is complete and ultimately may be more or less than the impacts predicted above.



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Table 3-32: PRELIMINARY PROJECT IMPACTS BY ALTERNATIVE

ISSUE/CONCERN		Alternative	Alternative	Alternative	Alternative	Alternative	Alternative	Alternative	Alternative
		HI+HV2+H3+H4	HI+HV2+V3+V4	HI+HV2+H3+V4	HI+HV2+V3+H4	VI+HV2+V3+V4	VI+HV2+H3+H4	VI+HV2+H3+V4	VI+HV2+V3+H4
DESIGN ISSUES	Length (miles)	16.2	16.0	16.0	16.2	17.3	17.4	17.3	17.4
	Probable Cost (millions)	\$240	\$216	\$222	\$235	\$197	\$220	\$202	\$215
	Earthwork (incl. mitigation)	\$103	\$78	\$83	\$98	\$59	\$84	\$63	\$79
	Structures (incl. bridges, ret walls & culverts)	\$59	\$61	\$61	\$59	\$62	\$59	\$62	\$59
	Remaining Construction Costs	\$62	\$56	\$57	\$61	\$53	\$60	\$54	\$59
	Utility Relocations	\$8	\$10	\$10	\$8	\$9	\$7	\$9	\$8
	Right-of-Way/Relocations	\$7	\$12	\$11	\$8	\$14	\$9	\$13	\$10
PROPERTY IMPACTS	Relocations	58	63	63	58	63	58	63	58
	Single-Family Residences	30	36	35	31	46	40	45	41
	Apartments (1 building)	10	10	10	10	10	10	10	10
	Other Residences	8	8	8	8	0	0	0	0
	Mobile Homes	10	9	10	9	7	8	8	7
	Other Relocations								
	church, business	0	2	2	0	3	1	3	1
	barns & farm buildings	14	23	18	19	29	20	24	25
	Property Impacts by Alternative	942	863	869	936	889	968	895	962
	Right of Way Required								
	Active Agricultural (acres)	55	70	69	56	122	107	121	108
	Passive Agricultural (acres)	119	173	166	126	165	111	158	118
	Scrub/Logged (acres)	150	118	142	126	80	112	104	88
	Urban/Developed (acres)	125	140	141	124	136	121	137	120
Woodland (acres)	493	362	351	504	386	517	375	528	
Potential Landlocked Properties*									
Number of Parcels (number)	80	80	68	92	93	93	81	105	
Acreage Landlocked Acreage	1,439	1,414	1,215	1,638	1,312	1,337	1,113	1,536	
*These properties may be landlocked, as no access was apparent and no service road appeared feasible. Access strategies will be pursued with property owners prior to making a final determination.									
ECOLOGICAL RESOURCES	Stream Culverted/Relocated (feet)	42,200	38,500	39,300	41,400	43,100	46,800	43,900	46,000
	Perennial (lineal feet)	2,000	6,100	5,400	2,700	7,100	3,000	6,400	3,700
	(number)	5	7	6	6	8	6	7	7
	Intermittent (lineal feet)	20,500	19,000	19,700	19,800	17,900	19,400	18,600	18,700
	(number)	33	32	32	33	30	31	30	31
	Ephemeral (lineal feet)	19,700	13,400	14,200	18,900	18,100	24,400	18,900	23,600
	(number)	56	47	50	53	54	63	57	60
	Stream - Bridged (lineal feet)	1,060	1,060	1,060	1,060	840	840	840	840
	Total Wetlands Impacted (acres)	3.96	2.62	2.59	3.99	3.06	4.40	3.03	4.43
	Category I								
	Isolated	0.03	0.30	0.33	0.00	0.38	0.11	0.41	0.08
	Tributary	0.50	0.81	0.77	0.54	0.93	0.62	0.89	0.66
	Category II								
Isolated	0.40	0.38	0.43	0.35	0.03	0.05	0.08	0.00	
Tributary	3.03	1.13	1.06	3.10	1.72	3.62	1.65	3.69	
Ponds (acres)	11.90	6.10	6.90	11.10	5.80	11.60	6.60	10.80	
HISTORIC RESOURCES	Buildings Requiring Additional Study								
	Within Boundaries	0	2	2	0	2	0	2	0
	Adjacent to Alignment	3	0	2	1	0	3	2	1
SOCIO-ECONOMIC ISSUES	Residences Close to Roadway	290	320	315	295	375	345	370	350
	Within 400' of R/W								
	Cemeteries	5	5	6	4	5	5	6	4
	Adjacent to Alignment (not impacted)								
	Churches	0	0	0	0	1	1	1	1
	Within Boundaries (will be purchased/relocated)								
Adjacent to Alignment (not impacted)	4	5	5	4	3	2	3	2	
Schools	0	1	1	0	1	0	1	0	
Adjacent to Alignment (not impacted)									
Libraries	0	1	1	0	1	0	1	0	
Within Boundaries (will be purchased/relocated)									

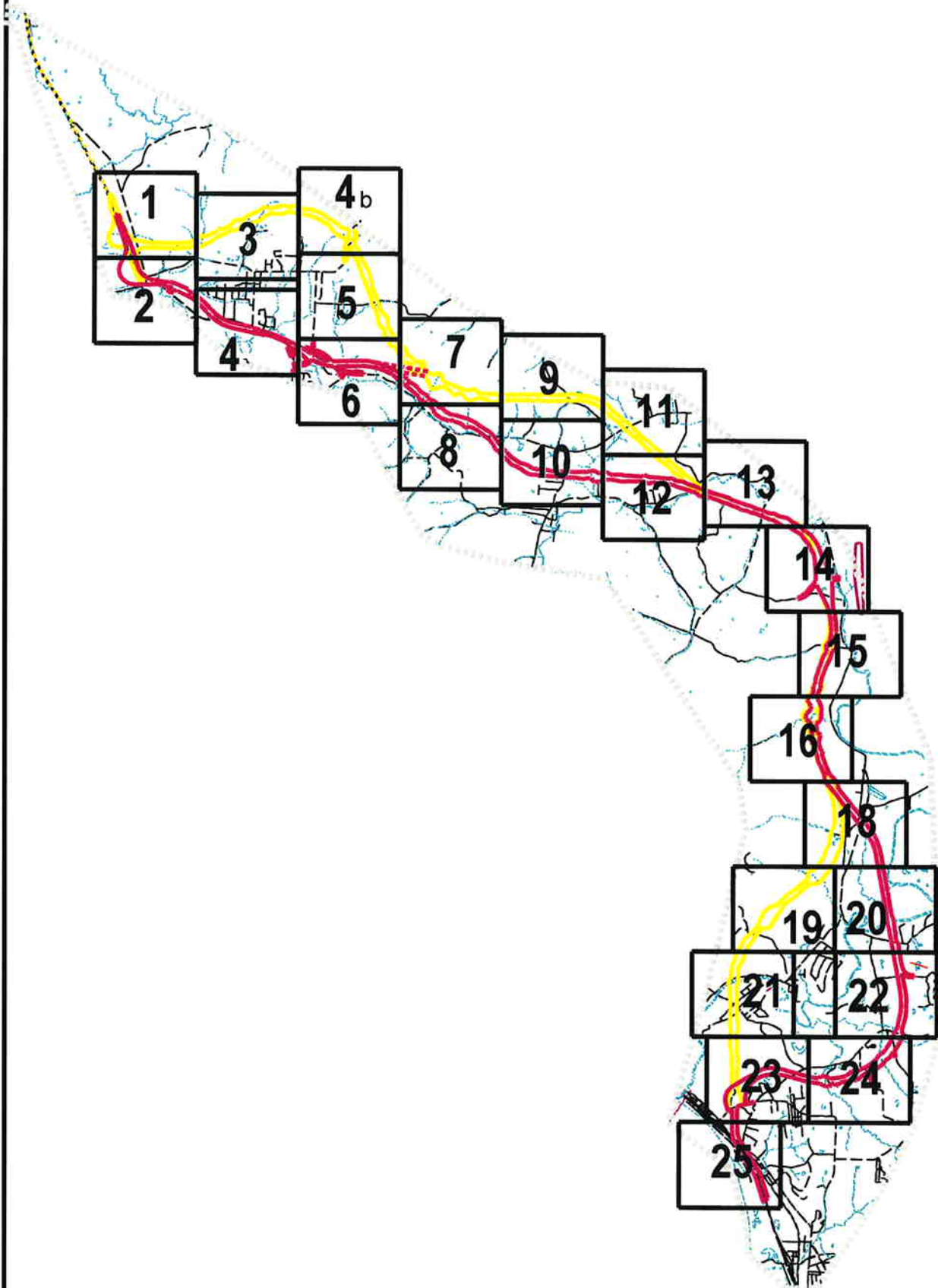
All impact calculations are preliminary based upon limited design information. Final impacts will be determined once design is complete and ultimately may be more or less than the impacts predicted above.

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LOCATION KEY



LEGEND



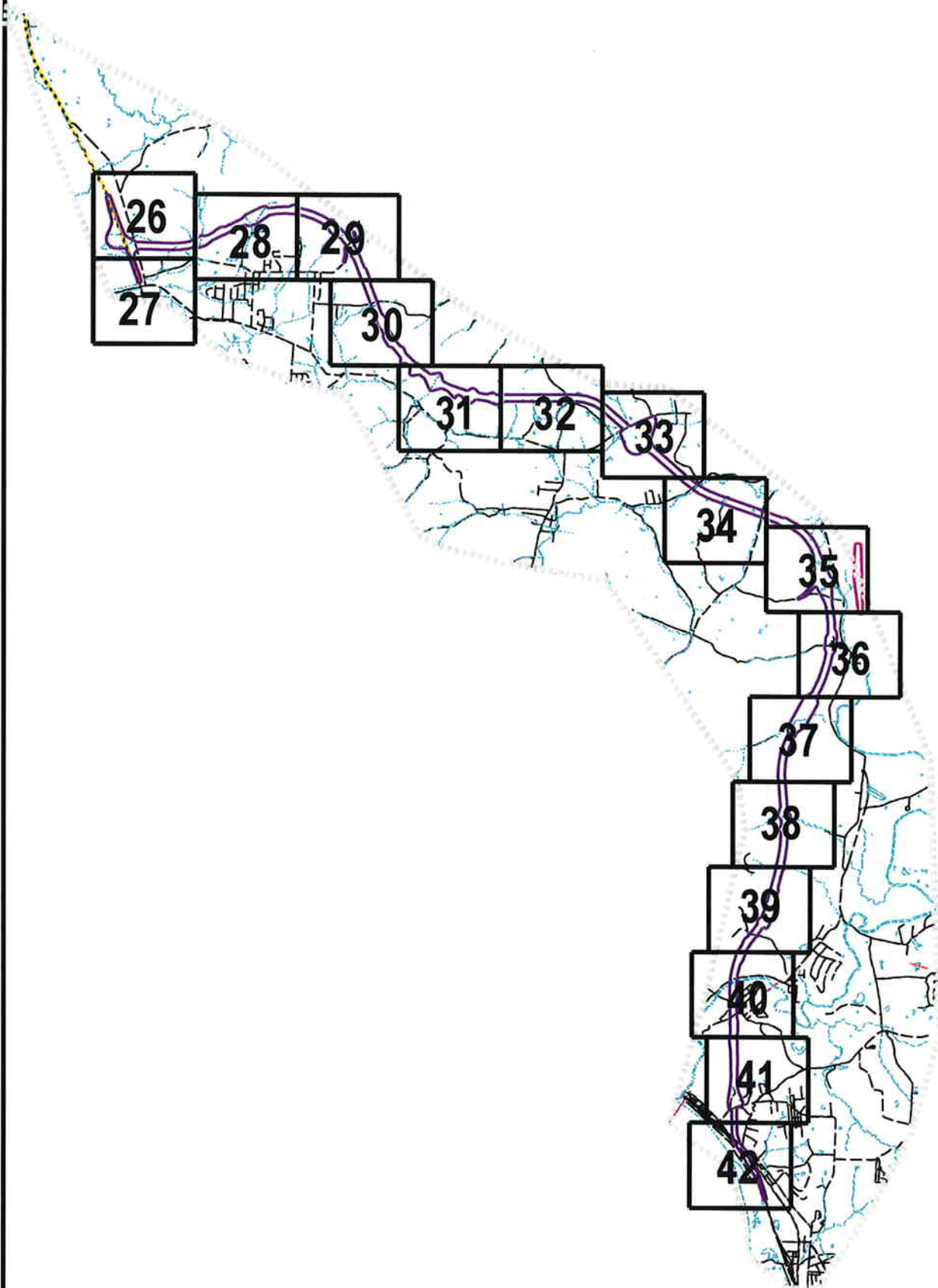
- Hill Option
- Valley Option
- Existing Roads
- Corporation Limits
- Perennial (solid) and Intermittent (dashed) Surface Streams
- Preliminary Landlocked Parcels (colored per Alternative)
- Preliminary Landlocked Parcel With Potential Future Access
- Drinking Water Source Protection Area
- Agricultural District
- Preliminary Impacted Houses
- Potentially Relocated Building
- Property Boundaries
- Jurisdictional OEPA Category 1 and 2 Wetlands
- Cemeteries
- Floodplain
- Cell Phone Tower
- Oil Well
- Gas Well
- Water Well
- Telephone Line
- Water Line
- Electrical Line
- Gas Line
- General Study Area Borings (2002)
- Alignment Specific Borings (2003)
- Noise Wall

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An Appalachian Development Highway

PREFERRED ALTERNATIVE



*An Appalachian Development Highway***4.0 Environmental Commitments**

A preliminary summary of environmental commitments for the project and disposition at the time of this report are presented below in Table 4-1. The list of commitments will be updated as the project progresses through detailed design, agency review and permit application. Specific commitment items that are developed during this time will be incorporated into the final environmental document and design plans, as necessary.

Table 4-1: Preliminary Summary of Environmental Commitments	
Environmental Impact or Issue	Environmental Commitment Disposition
Floodplain Impacts	<p>Coordination will be conducted with the local community floodplain administrator during development of the preferred alternative. A description and mapping of the preferred alternative, including available details on any fill material to be placed in the floodplain, will be provided to the local community Floodplain Administrator for review and comment. This coordination will determine if a Flood Hazard Development Permit will be required prior to construction activities.</p>
Groundwater/ Aquifer Protection	<p>Property owners with impacted wells may have a new well drilled or be connected to the local public water system. Any impacted wells will be removed and properly abandoned in accordance with State and local requirements.</p> <p>This project will be coordinated with the Scioto County Regional Water Authority regarding the small portion of its drinking water source protection area located within the project area.</p> <p>A plan note restricting project-related refueling and maintenance activities over the drinking water source protection area will be included.</p>

An Appalachian Development Highway

Table 4-1: Preliminary Summary of Environmental Commitments	
Environmental Impact or Issue	Environmental Commitment Disposition
Stream Impact Mitigation	Specific stream mitigation measures will be developed during coordination with the U.S. Army Corps of Engineers and Ohio Environmental Protection Agency during the pre-application process for Section 404 and Section 401 permits required by the Clean Water Act. All of the streams that have a direct water connection to streams or other surface waters are regulated as waters of the United States pursuant to the Clean Water Act (CWA). Therefore, all crossings of these waters will require permission from the Army Corps of Engineers under Section 404, and the Ohio EPA under Section 401 of this law. The impacts to all streams by the project will likely be considered as a whole under a single Individual Section 404/401 permit. Impacts to the Little Scioto River, as a State Resource Water, are prohibited from authorization under Nationwide Permits
Wetland Impact Mitigation	All of the wetlands that have a direct water connection to streams or other surface waters are regulated as waters of the United States pursuant to the Clean Water Act (CWA). Therefore, all crossings of these waters will require permission from the Army Corps of Engineers under Section 404, and the Ohio EPA under Section 401 of this law. Some of the ponds are also regulated under the Clean Water Act, but many that have been created as stock watering ponds or aesthetic pools will not be, provided they were not created along a regulated stream. The impacts to all tributary wetlands and ponds by the project will likely be considered as a whole under a single Individual Section 404/401 permit. Impacts to the Little Scioto River, as a State Resource Water, are prohibited from authorization under Nationwide Permits by the Ohio EPA.

An Appalachian Development Highway

Table 4-1: Preliminary Summary of Environmental Commitments	
Environmental Impact or Issue	Environmental Commitment Disposition
Wildlife and Threatened and Endangered Species	<p>The timing of future small whorled pogonia (SWP) surveys will be coordinated with the ODNR personnel who are monitoring the known population of the SWP in Hocking County.</p> <p>To minimize potential impacts to Indiana bats, potential roost trees will be cleared within the project construction limits and ancillary work areas only between September 15 and April 15. There will also be strict adherence to BMPs, erosion and sediment control and the conditions in the storm water permit to minimize impacts to the Little Scioto River and the Ohio River where federally and state listed species may be present.</p> <p>Though not directly affected by the preferred alternative, the American Chestnut tree in the study area will be clearly identified prior to construction to avoid inadvertent impacts.</p> <p>ODOT will plan the project such that in-stream work may be avoided between April 15th and June 15th and will be conducted in a way that does not impact freshwater mussels that may be in the area.</p> <p>Any other threatened and endangered species mitigation deemed necessary for this project will be documented in the 404/401 permit process and incorporated into final project design plans.</p>
Terrestrial Habitats	<p>Any mitigation measures required, including tree planting to compensate for lost forest habitat, will be reported in the final environmental documentation prepared for the project and incorporated into final project design plans.</p>

An Appalachian Development Highway

Table 4-1: Preliminary Summary of Environmental Commitments	
Environmental Impact or Issue	Environmental Commitment Disposition
Farmland	Impacts to agricultural districts have been coordinated with the Ohio Department of Agriculture. A cattle crossing will be constructed under the preferred alternative on the bisected property of Ken Rase.
Hazardous Materials Handling and Containment	A Phase II ESA will be conducted and potential contaminated materials will be dealt with during construction at both the McGuire property and the Cremeans property, both located within the Preferred Alternative right-of-way.
Residential/ Business Relocations and Property Impacts	The acquisition and relocation for all residences displaced for right-of-way will be conducted in accordance with all applicable state and federal laws. Landlocked parcels will either be bought outright by the State or damages are paid (a portion of the fair market value) and the owner retains the landlocked parcel.
Environmental Justice/ Community Issues	No environmental commitments at this time.
Archaeology Sites/ Section 4(f)	No environmental commitments at this time.
Historic Architecture Sites/ Section 4(f)	The preliminary findings of the Phase II studies have resulted in the determination that no properties meet the eligibility criteria for NRHP listing. The Ohio Historic Preservation Office concurred with this finding July 1, 2004. There are no environmental commitments at this time.
Section 4(f) Public Lands	No environmental commitments at this time.

An Appalachian Development Highway

Table 4-1: Preliminary Summary of Environmental Commitments	
Environmental Impact or Issue	Environmental Commitment Disposition
Air Quality	No environmental commitments at this time.
Noise Impacts and Abatement	Only one noise barrier (H9-2) is recommended. A public meeting will be held in this area to determine if the residents wish to have a noise wall.
Construction Impacts	Final mitigation measures developed during detailed design will be reported in the final environmental documentation prepared for the project and incorporated into final project design plans.
Traffic Maintenance	As part of the detailed design studies, a maintenance of traffic plan will be prepared in accordance with ODOT standard specifications (ODOT, 1997) for Maintenance of Traffic (ODOT Item 104.04), Public Convenience and Safety (ODOT Item 107.07) and Maintaining Traffic (ODOT Item 614).
Public Involvement	A Public Hearing will be conducted after public review of the DEIS. The results of this Public Hearing will be included in the final environmental documentation prepared for the project.
Utilities	Mitigation measures for utility relocation have included contacting representatives from utility companies to inform them of the project and holding a coordination meeting. Future measures include continuing coordination with utility companies for utility relocation when the final alignment is chosen.
Coordination With Other Transportation Modes	No environmental commitments at this time.

*An Appalachian Development Highway***5.0 Comments and Coordination****5.1 Summary of Involved Agencies and Organizations**

As early as 35 years ago, various major highway improvements, including a bypass around Portsmouth, were proposed. The proposed action has been under consideration since November of 1998, when *The Southeastern Ohio Highway Compact* specified federal earmarks, Appalachian Regional Commission funding, and ODOT monies to be allocated across four highway initiatives in the region, including the proposed Portsmouth Bypass project. A stakeholder group was formed of local officials, businesses and community groups, and several meetings were held. Two public meetings have also been held to discuss the proposed action. Fifteen agencies (federal, state and local) were contacted as shown in Table 5-1. Table 5-2 lists agencies and organizations involved in the process as stakeholders.

Table 5-1: Agencies Contacted

	Agency
Federal	<ul style="list-style-type: none"> • Federal Highway Administration • US Environmental Protection Agency • US Fish and Wildlife Service • US Army Corps of Engineers • US Department of Agriculture, Natural Resources Conservation Service • Appalachian Regional Commission • Advisory Council on Historic Preservation
State	<ul style="list-style-type: none"> • Ohio Department of Transportation • Kentucky Transportation Cabinet • Ohio Department of Development • Governor's Office of Appalachia • Ohio Environmental Protection Agency • Ohio Department of Natural Resources • Ohio Department of Agriculture • Ohio Historic Preservation Office

*An Appalachian Development Highway***Table 5-2: Stakeholder Agencies and Organizations**

Stakeholder Organizations
Scioto County Commissioners
Southern Ohio Growth Partnership
City of Portsmouth
AAA- Central Ohio
Southern Ohio Port Authority
Scioto County Economic Development
City of New Boston
Scioto County Engineer
University of Rio Grande
Ohio Valley Regional Development Commission
Scioto County Joint Vocational School
Greater Portsmouth Regional Airport Authority
FIVCO Area Development District
Kentucky Transportation Cabinet
Community Action Organization
Office of Community Development
Clay Township
Scioto Chamber of Commerce
AEP
League of Women Voters
Porter Township
Washington Township
Jefferson Township
Harrison Township
Valley Schools
Columbia Gas
Madison Township
Valley Township
Scioto County Natural Resources Conservation Service
Scioto County FSA
Ohio Farm Bureau

Contacted agencies and stakeholders were requested to provide information on social, economic, and environmental factors that may influence the proposed action. Presented here is a summary of the coordination to date and comments which have been provided on the proposed action. Review of early coordination comments received indicated that the proposed action is consistent with state, local and federal plans, programs and objectives.

*An Appalachian Development Highway***5.2 Public Involvement**

An extensive public involvement program has been established to involve citizens in the planning and decision making process for the proposed action. To date, the program has consisted of public mailings and notifications, three public meetings, media releases, a website, a stakeholder group and a Public Hearing. Letters of support from members of the community, public officials, and public and private agencies and organizations have been sent to the Ohio Department of Transportation over the lifetime of the project. Additional mailings, a public hearing, and continued website updates are planned as future public involvement. Public Involvement has been inclusive to show involvement by those likely covered by Environmental Justice.

5.2.1 Stakeholder Group

A stakeholder group composed of representatives from community groups, public and private organizations, businesses and local government officials was created to provide input on the proposed project over the course of the study. Several stakeholder meetings were held throughout the study, and comments from the stakeholders were received after both of the public meetings. A list of stakeholder organizations can be found in Table 5-2.

5.2.2 Public Mailings and Notifications

In September of 2001, a notification letter was sent to residents of Scioto County explaining that a feasibility study would be conducted for a proposed bypass of US 23 through Portsmouth. It explained that field studies would be conducted over the course of two and a half years and gave contact information for the consultant.

In November of 2001, property owners in or near the study area were again contacted with an update of the study's progress, with further updates mailed to property owners in January and May of 2002.

In October of 2002, residents within or near the study area were notified of the Public Meeting held in November of 2002. After the public meeting, another letter was sent to property owners indicating that ODOT was not yet ready to choose a location for the new roadway and that more studies would be conducted.

In April, June and July 2003, property owners were again notified that field staff would be out completing studies in the study area and might be on their property.

In November of 2003, property owners were notified of the third public meeting. Letters were sent to all residents in or near the study area. A follow-up letter was sent in March 2004 to notify property owners of additional field studies to be conducted in their area.

An Appalachian Development Highway

In August of 2004, property owners were notified of the fourth public meeting to present the preferred alternative. Letters were sent to all residents in or near the study area.

5.2.3 Public Meetings

Four public involvement meetings have been held to date (June 22, 2000; November 13, 2002; November 19, 2003; August 19, 2004). The first meeting was held during the development of the Feasibility Study, with the 2002, 2003 and 2004 meetings held during the environmental phase of the project. The November 13, 2002, meeting and the August 19, 2004, meeting were held at Minford High School, Minford, Ohio, and the November 19, 2003, meeting was held at Valley Middle School in Lucasville, Ohio. All of the public meetings were conducted by the Ohio Department of Transportation. TranSystems, ODOT's consultant, attended the second, third and fourth meetings to answer any questions from the public. Representatives from the Federal Highway Administration also attended the meetings. The general format of the public meetings was an open house where representatives from ODOT and TranSystems were available to answer questions and to listen to concerns, ideas and general comments from the public.

June 2000 Meeting

The first public involvement meeting was held on June 22, 2000, to obtain input on the needs assessment and the conceptual alternatives under consideration during the Feasibility Study. As a result of the public meeting, 29 comment sheets were received. Twenty-one (21) comment sheets expressed support for the Airport Bypass Concept. A variety of reasons were given to support this preference, including the fact that the route will open up the area to north-south traffic, provide a link to the eastern part of the county, tie in the I-64 corridor, and open up developable land that could encourage economic development through industrial growth. Along with the comments sheets received at the public meeting, 869 signatures from local citizens supporting the Airport Bypass Concept and 43 letters from businesses and public agencies were received. All of the letters supported the Airport Bypass Concept and stressed the need for economic development in the area. This information is summarized and is available along with copies of all comments received in the *Feasibility Study Report for US Route 23 Portsmouth Transportation Study* (April 2001).

November 2002 Meeting

At the second meeting in November of 2002, displays showing the Preliminary Feasible Alternatives were presented to the public, along with handouts explaining these alternatives including design issues, property impacts, and ecological resources affected. These handouts also explained the study progress and gave updates on funding and the schedule. These handouts are included in Appendix B. Written comments were accepted at the meeting and for a two-week time period following the meeting. Additional comments were received following the comment deadline and were also included within the results. Approximately 380 comments were received during this

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time. The comments were taken into consideration, and changes were made to the feasible alignments.

Comment Summary The comments received after the 2002 public meeting were diverse in nature. Among the top concerns were school traffic/ bus safety, the proximity of the bypass to schools, the effect on businesses along bypassed routes, property values in the area, emergency vehicle access, noise from the proposed highway, and the destruction of farmland. While many comments noted that the bypass plan was good and would help economic growth, others questioned the necessity of the bypass. Many commented that the proposed bypass should go through the hilly area instead of through farmland.

November 2003 Meeting

At the third public meeting in November of 2003, the revised Feasible Alternatives were shown in displays. Two feasible alignments, one named the Hill Alternative and the other called the Valley Alternative, were presented. Each alternative was divided into four segments, and each segment could be used with any other combination of segments. Handouts clarifying the Feasible Alternatives explained project impacts and included funding and schedule updates. These handouts are included in Appendix B. Along with displays of the alternatives, ODOT provided real estate specialists to answer questions pertaining to right-of-way acquisition. Written comments were accepted at the meeting and for a three-week time period following the meeting.



Public Meeting November 17, 2003

Comment Summary Comment sheets were received at the meeting and for a period which extended to December 19, 2003. The public was asked to pick a preferred alignment. Approximately 235 comments were received during this period. The table below summarizes the choices made in the comment sheets.

Segment	Hill	Valley	Either	Neither	No Comment
1	86	35	2	9	103
3	109	23	3	7	93
4	136	27	1	7	64

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Many citizens also had comments in addition to the selection of a preferred alignment. The following list summarizes these comments.

- The hill option will affect fewer people and less land.
- The Valley-4 alternative passes too close to the Valley Local Schools.
- The Valley-4 alternative passes too close to the Southern Ohio Correctional Facility.
- The Valley route uses too much developable land and takes valuable property in Lucasville.
- ODOT should choose the least expensive alternative.
- The positives of the bypass override the negatives/ the bypass is a good thing for the community.
- The bypass will not benefit the community.
- The Hill alternative will take my property/ devalue my property.
- The Valley alternative will take my property/ devalue my property.

August 2004 Meeting

At the fourth public meeting in August of 2004, the preferred alternative was presented to the public. Handouts describing the impacts of the preferred alignment and answering frequently asked questions were made available at this meeting. These handouts are included in Appendix B. Along with displays of the preferred alternative, ODOT provided real estate specialists to answer questions pertaining to right-of-way acquisition.

Comment Summary Comment sheets were received at the meeting and for a period that extended to September 3, 2004. The public was asked to give any comments they had regarding the preferred alternative and the project as a whole. Forty-six comment sheets were received during the comment period. Most comments indicated that citizens were happy with the chosen preferred alignment and felt that the bypass was a good idea that would help the community. While a few comments expressed displeasure with the route (mostly from those with homes adjacent to the proposed bypass), the majority of comments were positive.

The second, third and fourth meetings were well attended by the public, with over 500 people signing in at each meeting. Comments from the second, third and fourth public meetings are included as Appendix C as PDF files on a CD. Most of these comments were supportive of at least one of the proposed alternatives.

*An Appalachian Development Highway***5.2.4 Scioto County Fair Booth**

The Ohio Department of Transportation District 9 office regularly sets up a booth at the Scioto County Fair. In August of 2002 and 2003, ODOT used this as an opportunity to offer an update to citizens in attendance. A large map of the county with the July 2002 Feasible Corridors was displayed at the fair in August of 2002. No special handouts were created, but previous project updates developed for mailing were made available.

In August 2003, ODOT posted a map of the Feasible Alternatives as they existing while under development at that time. A handout was available as well, giving a project update, showing how public comments impacted the decisions of the alignments chosen thus far, reiterating the fact that a final alignment had not been chosen as of yet. The funding schedule for the project was also in the handout. This handout is also included in Appendix B.

5.2.5 Media Coverage

Informational news releases and project bulletins relating to study progress were provided to the public, local media, and local public officials throughout the study. These news releases and project bulletins are provided in Appendix B. In response to the news releases, the media was present at each of the public meetings. The coverage helped promote the public meetings. The following is a list of articles and editorials published to date.

- *Emeritus Corner by Robert L. Morton*, editorial written by Susan Swartz of TranSystems Corporation, AAA Motorist January/February 2001 Ohio-West Virginia.
- *Making Sense out of Highway Construction Costs* editorial by Robert L. Morton, AAA Motorist May/June 2003 Ohio-West Virginia.
- *ODOT Looking at Portsmouth Bypass*, The Ironton Tribune 9/02/01.
- *Plans for Bypass Moving Along*, The Portsmouth Daily Times 9/02/01.
- *ODOT Contracts With Consultants For Portsmouth Bypass Studies and Engineering*, The Community Common 9/12/01.
- *ODOT Offers Citizens Look at Bypass Routes*, The Portsmouth Daily Times 11/20/03.
- *Corridor Options at Hand*, The Portsmouth Daily Times 11/19/03.
- *ODOT funds available for projects*, The Chillicothe Gazette 11/19/03
- *ODOT to Have Public Meeting*, The Portsmouth Daily Times 11/06/03.
- *Portsmouth Bypass Meeting Set*, Independent 11/06/03.

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- *ODOT Bypass Meeting, Portsmouth Daily Times 11/20/03*
- *ODOT offers citizens look at bypass routes, Portsmouth Daily Times 11/20/03*
- *Public Interest in Bypass Strong, The Community Common 11/23/03.*
- *State earmarks \$8M for bypass, Portsmouth Daily Times 12/11/03*
- *Bypass Project Gets \$8 Million, Community Common 12/14/03*
- *Public comments for Portsmouth Bypass options due this week, Ironton Tribune 12/18/03*
- *Public comments due for bypass options, The Independent 12/18/03*
- *Bypass comment period ending, Portsmouth Daily Times 12/18/03*
- *Wellston Rotary hosts ODOT Real Estate Administrator, Times-Journal 2/22/04*
- *Commuters will face new detour along U.S. 52, Ledger-Independent 3/19/04*
- *Bridge project creates traffic restrictions, Portsmouth Daily Times 3/19/04*
- *State approves bypass millions, Portsmouth Daily Times 5/8/04*
- *Proposed Portsmouth bypass alternative to be unveiled, The Independent 8/12/04*
- *Proposed bypass meeting scheduled, Portsmouth Daily Times 8/17/04*
- *Public meeting set for Portsmouth bypass project, The Ironton Tribune 8/18/04*
- *Portsmouth Bypass Alternative Meeting Slated Thursday, The Community Common 8/18/04*
- *Ohio 823 bypass meeting Thursday, Scioto Voice 8/19/04*
- *State chooses hill alternative for Bypass 823, Portsmouth Daily Times 8/20/04*

5.2.6 Website

A website, www.PortsmouthBypass.com, was created in late 2001 to provide information and project updates about progress of the study. The website also accepted comments after the public meetings. This website is anticipated to remain active through issuance of the Record of Decision for the project.

5.2.7 Public Officials/Letters of Support

Additional letters of support have been received throughout the study. These include letters from residents, political leaders and local officials. On December 11, 2003, the president of the Ohio Senate, the Honorable Todd White, and 89th district Ohio House of Representatives member, the Honorable Todd Book, wrote a joint letter expressing concern about the Valley alignment, but giving support to the project overall. The Valley Local School District in Lucasville, Ohio, also expressed concern over the Valley alignment, passing a resolution on November 26, 2003, in opposition to the Valley route. The Scioto County Farm Bureau passed a resolution on September 14, 2003, supporting the project as long as it did not destroy active farmland. Letters of support were also received from the Scioto County Board of Commissioners, the Southern Ohio Port Authority, the Portsmouth City Council, the Community Action Organization of

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Scioto County, the Village of New Boston, and the Scioto County Engineer. The above-mentioned letters of support are included as Appendix B.

5.2.8 Public Hearing

A public hearing is to be held after the Draft Environmental Impact Statement is approved and made available for review and comment by reviewing agencies and citizens. Comments and issues raised at the public hearing will be taken into account in preparing the Final Environmental Impact Statement.

5.3 Agency Coordination**5.3.1 Notice of Intent/Environmental Scoping**

In July of 2001, the Federal Highway Administration, in cooperation with ODOT, issued a Notice of Intent to prepare an Environmental Impact Statement for the proposed Portsmouth Bypass. After the Notice of Intent was issued, affected agencies were notified by mail of an Environmental Scoping Meeting, which is part of the National Environmental Policy Act process. The contacted agencies were asked to send representatives to the scoping meeting, which was held on October 3, 2001. These agencies included the Ohio Department of Natural Resources, the U.S. Department of Agriculture, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, the Ohio Environmental Protection Agency, the U.S. Army Corps of Engineers and numerous local officials. A summary of the attendees and the results of this meeting are included in Section 4.0 Scoping Process.

5.3.2 Cultural Resources Tribal Consultation

Coordination will be conducted with Native American tribes who have potential interest in the area affected by the proposed project, for compliance with Section 106 of the National Historic Preservation Act (36CFR 800.2(c)(3)(i)).

Early coordination was initiated February 2, 2004. To date, two responses have been received from the Wyandotte Nation of Wyandotte, Oklahoma, and the Peoria Tribe of Indians of Miami, Oklahoma, by the Ohio Department of Transportation Office of Environmental Services on February 9, 2004 and February 23, 2004, respectively. The Wyandotte Nation noted that their files found no properties documented within the project area that meet criteria of traditional value. However, should any archaeological materials be encountered during construction, the above tribe has requested that they be notified. The Peoria Tribe stated that they were currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. However, in the event that any items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, they

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wish to be notified. A tribal coordination and consultation report and the above-mentioned letters are included as Appendix A.

5.3.3 Interagency Coordination

Agency coordination conducted during the Feasibility Study is summarized in the *Feasibility Study Report for US Route 23 Portsmouth Transportation Study* (April 2001).

The next agency contact involved issuance of a Notice of Intent (See Section 5.3.1) and the Environmental Scoping Meeting, held October 3, 2001. A summary of this event is included in Section 3.0 Affected Environment.

Additional agency coordination that has occurred since the Scoping Meeting is summarized below. (Note: Tribal Consultation is discussed separately in Section 3.3.2.)

Ohio Historic Preservation Office

By letter of July 29, 2003, the Ohio Department of Transportation requested the concurrence of the Ohio Historic Preservation Office (OHPO) concerning their findings from the Phase I History/Architecture Survey. OHPO concurred on January 16, 2004. A copy of this letter is included in Appendix A.

By letter of June 30, 2004, the Ohio Department of Transportation requested the concurrence of the OHPO concerning their findings from the Phase II History/Architecture Survey. OHPO concurred on July 1, 2004. A copy of this letter is also included in Appendix A.

Additional Agency Coordination Conducted

The Preliminary Draft Environmental Impact Statement was provided to the following agencies for review and comment, along with the Ecological Survey Report, if applicable:

US Environmental Protection Agency (USEPA)
Ohio Environmental Protection Agency (OEPA)
Ohio Department of Natural Resources (ODNR)
US Army Corps of Engineers (USACE)
US Fish and Wildlife Service (USFWS)
Ohio Department of Agriculture (ODA)
Appalachian Regional Commission (ARC)

The Ohio Department of Transportation identified a tentative Preferred Alternative during the process based upon experience with similar projects and the likely outcome of agency coordination regarding impact evaluations. However, ODOT and FHWA will not make a final decision on the proposed action or any alternative until agency

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comments have been evaluated. Ultimately, no decision will be finalized until a public hearing has been held on this project and all comments received have been taken into consideration.

5.3.4 Pre-DEIS Agency Comments

This Preliminary Draft Environmental Impact Statement (Pre-DEIS) was provided to agencies for review and comment according to ODOT’s Project Development Process. Comments from the agencies were evaluated and weighed in the decision of a recommended preferred alternative along with public involvement and other factors described in this document. Table 5-3 below includes comments received from the agencies listed above regarding the Preliminary Draft Environmental Impact Statement along with responses to the comments.

Table 5-3: Agency Pre-DEIS Comments

Agency	Comment	Response
Ohio EPA (Comments dated June 24, 2004)	<ul style="list-style-type: none"> We encourage ODOT to minimize the construction of new crossings over waters and encourage the development of alignment designs that allow for the use of existing bridge crossings, especially crossings on high-quality waters such as the Little Scioto River. We realize that ODOT has systematically and diligently selected the best route for further consideration but we would like to know if ODOT considered the feasibility of using SR 139 as an independent conceptual alternative or integrating it with the current Airport Bypass option. In looking at the layout of the study area, the vertical alignment (northeast/ southwest) and location of SR 139 about midway in the study area would appear to make this route an ideal connector and bypass, with the necessary modifications, between populated areas on the north portion of the study area and the populated areas on the south portion of the study area. SR 139 primarily follows a valley corridor in the study area and it generally does not run through densely populated areas, and it does not appear to cross through many high-quality streams and valuable floodplain habitat. With respect to ecological resources and the feasible alternatives and segments presented, we believe Feasible Alternative H1 (Section 1), Hill/Valley 2 (Section 2), H3 (Section 3), and V4 or H4 (Section 4) appear to have fewer significant impacts and should be moved forward in the review process. Although segment V4 has less overall stream impacts than segment H4, it has substantially more impacts to perennial streams than segment H4. Whereas, segment H4 would impact more woodland and wetland (Category 2) habitats than segment V4 in this 	<ul style="list-style-type: none"> The preferred alternative will require one crossing of the Little Scioto River. The crossing will be a bridge to minimize impacts. The total stream impacts are comparable for all alignments. SR 139 was considered as an independent conceptual alternative (called the “Inner Bypass”) in the Feasibility Study (Gannett Fleming 2001). However, when compared to the alternatives selected for further consideration, it was determined not to be prudent. It had lower travel time and accident savings as well as a lower benefit/cost ratio. It also had a much lower economic development potential. Additionally, this option would require a crossing of the Ohio River and its flood plains. This comment has been noted. The preferred alternative chosen includes segments H1, HV2, H3 and H4, all of which were favored by the OEPA.

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	<p>section. Minimizing disturbance to forested and riparian habitat in the project area may be an important issue to consider because of the important role trees may serve in minimizing soil erosion, especially in view of several locations identified in the study area in which the soils are prone to landslides. While many of the streams in the upper portion of hill segments are probably ephemeral or headwater streams and individually may not be comparable to perennial, larger streams in the lower reaches or valleys, we cannot dismiss the important ecological functions that that headwater or smaller streams may impart at the watershed scale. As more detailed ecological and impact data become available we will have a better understanding of the overall magnitude of the impacts and better able to determine whether segment H4 or segment V4 is a better option.</p> <ul style="list-style-type: none"> • Segment V1 contains considerably more perennial stream impacts than segment H1 and appears to contain substantially more impacts to high-quality surface waters in the Little Scioto River Watershed (e.g. Little Scioto River and its tributaries). Efforts should be made to prevent or minimize impacts to the Little Scioto River, to the best extent practicable. • Because of its close proximity to major populated areas such as Lucasville and Clarktown, segments V3/V4 would appear to be a better or more efficient access route at these points than segments H3/H4. It also appears to cover a shorter distance and have less curvature than segments H3/H4. The tradeoff is that V3 has more impacts to perennial streams than H3. If the streams in V3 are predominantly low-quality and do not contain endangered or sensitive species we would not be in dispute in using V3. In this point in the review we prefer H3 over V3 (as noted above). • In a project this size it is likely that culverts will be used. We would appreciate consideration given to using culvert designs, especially on high-quality waters, that allow natural movement of bedload to establish a stable sediment layer within the culvert and designs that facilitate the passage of aquatic fauna through the culvert. • Ohio EPA would like to make arrangements with ODOT and other officials to tour the Portsmouth Bypass site at a later date, ideally after the Preferred Alternative is selected. 	<ul style="list-style-type: none"> • Segment H1 has been chosen over segment V1 for the preferred alternative. Efforts will be made to minimize impacts to the Little Scioto River, though one crossing of the river will be necessary. • This comment has been noted. H3 has been chosen over V3 for the preferred alternative. • The issue of culvert design will be resolved during the design phase of the project. • Arrangements for a tour of the preferred alternative will be made.
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<p>US EPA (Comments dated July 1, 2004)</p>	<ul style="list-style-type: none"> The PDEIS contained a few unquantified and speculative statements, perhaps because it refers to information in the earlier feasibility study (FS). For example: "If all through trips were concentrated on US 23, it would function at a level of service F, with frequent traffic jams" (page 1-18). This is not the case, however, since traffic distributes itself over a network of roads, as explained elsewhere in the PDEIS. There are also references to "considerable" and "substantial" volumes of traffic that are perhaps explained and quantified in the FS, but not in the PDEIS. Furthermore, most alternate routes handling the current traffic load are expected to operate at LOS of C or better for design year 2025. The result is that the traffic related evidence for a build alternative is difficult to follow. We recommend summarizing the traffic information, whether presented here or in the FS, in the draft environmental impact statement (DEIS) in such a way as to make the claims clearer. On page 1-8, the document describes one intersection currently at Level of Service F and mentions that an additional nine intersections will degrade to Level of Service D, E or F by 2025. The alternatives analysis does not include an alternative that would address these intersections and segments specifically. We recommend determining whether such an alternative should be added. (We note that one alternative, under section 2.1.1.2, discusses a specific intersection improvement, but it is not clear how this relates to the intersection described on page 1-8). If there are reasons why intersection improvement (of all intersections described in 1-8) is not forwarded as an alternative, the DEIS should include the explanation. Otherwise, the question of improving these intersections to manage traffic needs (and address overall mobility issues in the purpose and need) is not addressed sufficiently. It is not clear how the segments in Table 2-3: Level of Service Results are related to the various segments discussed elsewhere in the Alternatives section. That is, it is not clear if segments in the table correspond to a specific corridor or a theoretical generic corridor. On page 2-4, two construction alternatives are named that do not appear on Figure 2-1: Conceptual Alternatives. They are the SR 104 Arterial and the Airport Arterial. If they are part of any of the conceptual alternatives pictured, it is not obvious from the picture or the text. 	<ul style="list-style-type: none"> This information is summarized in the DEIS to the best of our ability. The details necessary to fully understand the traffic issues are substantial and should be obtained directly from the Feasibility Study. The alternative of upgrading the existing routes was examined and dismissed during the planning study (see the <i>Feasibility Study Report</i>, which is on file with the US EPA (Gannett Fleming 2001)). Congestion of these particular intersections had little bearing on travel time which is the measure used to estimate improvement to regional mobility. This alternative also had no predicted benefits in terms of economic development, one of the primary missions of the Appalachian Development Highway System. These results apply to existing routes. The text has been clarified. These routes are upgrades of existing routes explained in the text and simply highlighted on the exhibit. However, all the conceptual alternatives have been more clearly labeled in the text.
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	<ul style="list-style-type: none"> • The PDEIS states that each feasible alternative requires one bridge crossing of the Little Scioto River. We recommend the DEIS discuss site-specific environmental impacts of each crossing alternative. The Long Run will also be crossed; the DEIS should describe site-specific impacts for this crossing as well. • We recommend discussing mitigation for increased runoff into streams and rivers in the DEIS. As the PDEIS states, many of the surface water bodies in the area do not have high turbidity conditions and may be sensitive to increased runoff. In addition, we suggest the DEIS include mitigation for other known or potential roadway activities that could impact water quality, such as weed control. • The PDEIS does not include discussion of noise, secondary environmental impacts or cumulative environmental impacts, so we were not able to provide assistance on these areas. We anticipate reviewing these analyses in the DEIS. 	<ul style="list-style-type: none"> • Site specific impacts cannot be fully determined until design commences. However, bridges are anticipated. It is anticipated that no in-stream or channel work would be required. • Run-off issues are addresses during design. Appropriate detention or retention is expected, along with appropriate Best Management Practices as specified in the Construction Materials Specifications. • This comment has been noted, and discussions of noise, secondary environmental impacts and cumulative environmental impacts have been included in the DEIS.
<p>Army Corps of Engineers (Comments dated July 6, 2004)</p>	<ul style="list-style-type: none"> • Section 1.0- Purpose & Need: The PDEIS clearly defines the purpose and need for the proposed bypass. Seven preliminary alternatives were developed based on the projects defined purpose and need and included new location (bypass) alternatives, two arterial improvement alternatives, and one alternative that would improve the existing US 23/ US 52 alignment. • Section 2.0- Alternatives: The alternatives mentioned above were discussed in some detail in the September 2000 Feasibility Study Report (FSR). The PDEIS indicated two of the bypass alternatives (West Bypass, Inner Bypass), the two arterial improvement alternatives (SR 104 Arterial and Airport Arterial), and the improve existing US 23/ US 52 alignment were eliminated from consideration as they did not meet the project's stated purpose and need. However, a description of how these alternatives were eliminated from consideration was not included in the PDEIS. This information can be found in the September 2000 FSR. The Draft EIS should either incorporate the September 2000 FSR as an addendum and provide reference to the report when discussing why these alternatives were eliminated or a separate subsection should be included under the Alternatives discussion that describes in more detail how and why these alternatives were eliminated. A comparative table, such as Table 1X-1 in the September 2000 FSR, should also be included in the Draft EIS under the Alternatives section. The PDEIS recommended the Feurt Hill Bypass and Airport Bypass Alternatives be carried forward for further study. While a comparative table describing financial, logistical and 	<ul style="list-style-type: none"> • This comment has been noted. • This comment has been noted. Due to the size of the <i>Feasibility Study Report (FSR)</i>, it will not be added as an addendum, but will be kept as a separate document. Modifications to the DEIS have been made to better reference the FSR, which is on file with USACE. The incorrect figure reference (on page 2-24) to Figure 3-7 has been changed to a reference to Figure 2-8.

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	<p>economic benefits associated with the two alternatives was included in the PDEIS (Table 2-1), it would be beneficial to include a comparative table describing environmental consequences associated with each alternative. This information would be helpful in justifying the elimination of the Feurt Hill Bypass from consideration. You should also more clearly describe how the Feurt Hill Bypass failed to meet the project's purpose and need. Is the failure of the Feurt Hill Bypass based solely on economic development? Table 2-4 defines the preliminary project impacts for two alternatives developed in November 2002. However, no explanation is given as to how these two alternatives were developed from the July 2002 Study Corridors. An explanation of how each alternative was developed would be helpful. The narrative under Section 2.2.3 refers to Figure 3-7 on page 2-24. The figure on page 2-24 is actually Figure 2-8.</p> <ul style="list-style-type: none"> • Section 3.3- Revisions to the Study Corridor: This section was difficult to review as a result of the inconsistency in how the tables were labeled and a lack of discussion of how the different segments, sections, and alternatives were developed and how they relate to one another (See Tables 2-4, 3-1, 3-2, 3-3, 3-4, 3-8 and 3-11). The PDEIS indicated that several revisions were made to the initial study area to come up with feasible alternatives. However, the feasible alternatives that were finally developed as a result of the revisions are not described in this section. The ESR contains a good discussion on how the individual segments were combined to form the eight feasible alternatives. This discussion should be included under this section of the DEIS. It would also be helpful to name the actual alternative and then describe what segments comprise the alternative i.e. Alternative 1 (H1, HV2, H3, H4). • As you are aware, this office's main priority is to review the environmental impacts associated with each alternative. Overall, it appears that impacts to aquatic resources associated with each of the eight alternatives are comparable and, at this point, no alternative stands out as the best alternative. For example, while Alternative 2 (H1 + HV2 + V3 + V4) has the lowest overall stream impacts, it has the highest amount of impacts to perennial streams. In comparison, Alternative 1 (H1 + HV2 + H3 + H4) has the lowest amount of impacts to perennial streams but has high impacts to ephemeral and intermittent streams. Wetland Impacts appear to be consistent for all of the alternatives. The quality of the streams and wetlands to be impacted, as well as other factors such as costs, relocations, cultural/ historical resources, endangered species concerns, and public input will probably be the determining factors as to which alternative is selected. Upon selection of the preferred alternative, we will be able to provide more 	<ul style="list-style-type: none"> • This comment has been noted and corrections have been made. The alternatives in Table 2-4 refer to alternative alignments from earlier in the process and are different from the alternatives discussed in Section 3.0. These segments are mapped in Figure 2-8. The discussion from the ESR on how the segments were combined was added to Section 2.2.4, where the feasible alternatives are first introduced. • This comment has been noted.
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	<p>detailed comments regarding the proposal.</p>	
<p>Ohio Department of Natural Resources (Comments dated July 6, 2004)</p>	<ul style="list-style-type: none"> • Rare and Endangered Species: The Natural Heritage Database was consulted for this project by a data request from CH2M Hill (the response letter of 9-24-2001 is included in Volume II: Appendix C) and a list of species we reported in our response letter is given many different places in the report (for example, Table 3-12 on page 3-39 and Table 4 on page 15 of the ESR). However, these species are not discussed beyond being mentioned. There is no discussion as to whether the locations we gave for these species were searched during the surveys, or whether these species were searched for anywhere within the project area. At a minimum, the locations for the species we reported should have been surveyed to determine if they were still present and a discussion given as to whether those locations would be impacted by any of the project alternatives. • Species incidentally found during surveys were mentioned and discussed (such as the American chestnut, rosieside dace and eastern sand darter). Two species on the reptile and amphibian list given in the Volume II: Appendices portion of the documentation are listed by the Division of Wildlife as special interest species [the rough green snake (Opheodrys aestivus) and the eastern box turtle (Terrapene carolina)] but they are not recognized as such in the report. • Data given for this project is from 2001. Since that time we have dropped Champion Trees from the database and no longer track them, and the Division of Wildlife no longer lists the silver lamprey (Ichthyomyzon unicuspis). In addition, we have since added a record for a mollusk bed (within Rocky Fork which may be outside of the project area) and for the deerto (Truncilla truncate), a species of concern (in the Little Scioto River, 1.3 miles from the mouth, 1987). The Little Scioto River also supports the eastern hellbender, a state endangered salamander. The project should be designed as to minimize impacts to this stream and its tributaries. • Fish and Wildlife: The DOW recommends that no in-water work be conducted between April 15 and June 15 to reduce impacts to fish reproduction. In addition, in-water work should be conducted in such a way that it does not impact freshwater mussels that may be in the area. The DOW recommends the alternative that would have the least impact on aquatic and terrestrial wildlife and unique wildlife habitat, including forested areas, wetlands and streams. From a preliminary review this appears to be alternative H1 + HV2 + V3 + V4. 	<ul style="list-style-type: none"> • None of these locations were located within the impact areas of the feasible alternatives. This discussion has been added to Section 3.4.6, under <i>Methodology</i> and <i>Existing Conditions</i>. • This comment is on the Ecological Survey Report. However, the rough green snake and the eastern box turtle and their state listing status have been added to Section 3.4.6 <i>Existing Conditions</i>. • This comment has been noted. Neither the champion trees or the silver lamprey is mentioned in the DEIS. The Rocky Fork mollusk bed is outside the project area, as mentioned in Section 3.4.6 <i>Existing Conditions</i>. The deerto and eastern hellbender, also found outside the project area, are also discussed in <i>Existing Conditions</i>. Project impacts and mitigation methods are discussed in Section 3.4.6. • ODOT will plan the project such that in-stream work may be avoided between April 15th and June 15th. In-water work will be conducted in a way that does not impact freshwater mussels that may be in the area. As none of the bridge or culvert structures have yet been designed, the specifics for accomplishing this goal have not been defined.

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	<ul style="list-style-type: none"> • Special Flood Hazard Area: The proposed project may or may not be located in a Special Flood Hazard Area. To assist you in this determination, please contact the community's floodplain administrator. A list of community floodplain administrators can be found on the ODNR- Division of Water website at http://www.dnr.state.oh.us/water/floodpln/. To view a copy of a Flood Insurance Rate Map for your project area, you can either contact the community floodplain administrator, or obtain a copy online from the FEMA Flood Map Store at http://store.msc.fema.gov/. 	<p>Specifications regarding methods to accomplish this commitment will be developed during preparation of plans for the project. In addition, stream impacts will be minimized by strict adherence to best management practices and the conditions of the required storm water permit and by strict application of erosion and sedimentation control items in ODOT's Construction and Material Specifications (ODOT, 2002).The preferred alternative is anticipated to be comprised of sections H1 + HV2 + H3 + H4 based upon consideration of all impacts.</p> <ul style="list-style-type: none"> • This comment has been noted. A review of the FIRM does not indicate that the project is within a special flood hazard area. Appropriate coordination will take place with the floodplain administrator during the design phase.
<p>US Fish & Wildlife Services (Comments dated 08/25/04)</p>	<ul style="list-style-type: none"> • Relative to Federally listed species in Scioto County, the PDEIS addresses the three species (Indiana bat- Miotis sodalists, Virginia spiraea- Spiraea virginiana, and small whorled pogonia- Isotria medeoloides) and concludes that the project may affect but is unlikely to adversely affect the three listed species. We concur with this determination. We understand that no Indiana bats were found during surveys in the project area. Nevertheless, we recommend adherence to our standard guidance for avoiding or minimizing impacts to Indiana bats and their habitat. • The timber rattlesnake- Crotalus horridus horridus- was given consideration relative to a pre-listing conservation plan, and no impacts on this species are expected. • Since the publication of the PDEIS, two mussel species (rayed bean- Villosa fabalis and sheepsnose- Plethobasus cyphus) have officially been added in Scioto County as Federal candidate species. We recommend that these two species be addressed in the draft EIS. • In addition to significant effects of major road 	<ul style="list-style-type: none"> • This comment has been noted. Guidelines for minimizing impacts to Indiana bats and their habitats will be followed. Please see the <i>Project Impacts</i> section in Section 3.4.6. • This comment has been noted. • This comment has been noted. These species are addressed in Section 3.4.6, in <i>Existing Conditions</i> and in <i>Project Impacts</i>. • ODOT understands the concern

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	<p>construction, such as the Portsmouth Bypass, these projects have many secondary impacts, not only to the environment, but also to the economy and society in the project area. Areas adjacent to the road alignment are frequently changed from basically undeveloped, rural settings to residential and commercial developments with large areas of impervious surfaces. Areas near interchanges are particularly vulnerable. Economic development with transportation elements should be pursued which would rejuvenate old, economically dying neighborhoods in cities such as Portsmouth. We are concerned that this project would not only destroy many natural resources in the project area, but also could promote further deterioration of the city's core. Unfortunately, this type of project promotes the so-called urban sprawl. We recommend that Ohio Department of Transportation (ODOT) work with local governments in the project vicinity to initiate local zoning which would result in controlled developments that protect the natural resources rather than destroy them.</p>	<p>over social, economic and environmental consequences of construction of new roadways. However, in the economically depressed region of Appalachia that includes Scioto County, the urban areas are stagnant partially due to a lack of regional transportation infrastructure to promote regional growth and job creation. As discussed in detail in the Purpose and Need, the proposed project is intended to improve economic conditions of Scioto County as a whole, which in turn may assist in the revitalization of Portsmouth itself. Traffic studies for the project indicate that much of the traffic anticipated to utilize the bypass currently bypasses the city core via multiple routes, including substandard county and township roads. Traffic volumes on the routes through Portsmouth are not anticipated to be reduced by any large percentage. Therefore, no long-term economic consequences are anticipated to traffic-oriented businesses. ODOT cannot guarantee that no businesses will relocate from urban locations to the bypass in order to take advantage of improved transportation efficiencies; however, none have been identified by ODOT or the consulting team through four years of project planning and numerous contacts with citizens, community leaders and local business interests. In this case, with the substantial distance and severe terrain that separates the bypass location from the urban limits of Portsmouth, traditional "urban sprawl" concerns are not likely to occur. It is true that additional development may be encouraged by the bypass construction. ODOT has contacted and the project team has met with the township trustees of the affected areas to encourage development of land use planning and zoning. However, ODOT has no</p>
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	<ul style="list-style-type: none"> • We are also concerned with impacts to forest habitat which result in increased fragmentation to large tracts of forests. While the percentage of forest in Ohio has increased during the past decades, the number of large blocks of uninterrupted forest has decreased. To some degree the Portsmouth Bypass would further fragment forest in the Portsmouth area. This is an issue that should be addressed in the draft EIS, along with more attention to project-caused impacts to forest habitat, in general. • As in other bypass projects in southeast Ohio, new roads are commonly routed through forested areas. Also, most of the forested areas are hilly. Therefore, additional terrain is needed to have a cut or fill segment with stable slopes. To minimize those impacts, we recommend that the median and shoulder areas be reduced to that which is necessary for safety and maintenance. If necessary, median width should be reduced with the use of “Jersey” barriers. • On page 16 of the <i>Ecological Survey Report Vol. 1</i>, in the second paragraph the last sentence should be modified to read, “This species has been confirmed in Hocking County (approximately 50 miles north of the study area), and there is a 1985 record in Scioto County (approximately 5 miles from the study area). The same comment pertains to the second paragraph on page 63, which addresses the small whorled pogonia (SWP). • On page 38 of the <i>Ecological Survey Report Vol. 1</i>, in the second paragraph, the second sentence should be modified to read, “The timing of this work will be coordinated with Paul Knoop, a private naturalist, who is monitoring the known population of the SWP in Hocking and Scioto counties. . .” The same change should be made in Volume III, Tab K, Page 1 and Appendix A, sixth page, <u>Field visit, Small Whorled Pogonia site, Hocking County.</u> 	<p>authority to mandate that this land use or zoning will occur. Unfortunately, as of this date, ODOT is not aware of any current activities taking place regarding this issue at the township level. Scioto County Planning Commission has been made aware of this concern and has been encouraged to take a lead role in working with the townships to best reap the benefits of the project while protecting their most important natural and social resources.</p> <ul style="list-style-type: none"> • Section 3.4.7, <i>Forest Fragmentation</i>, has been added to the DEIS. • This issue will be addressed during the design phase of the project. • The changes regarding the small whorled pogonia have also been made in the DEIS, in the <i>Existing Conditions</i> discussion in Section 3.4.6. • This comment has been noted. The field reviews have been completed as described in the <i>Methodology</i> discussion in Section 3.4.6.
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	<ul style="list-style-type: none"> • Page 3-25, <i>Mitigation/ Additional Coordination Required</i>: We note that the Little Scioto River is designated State Resource Waters. As such, the Ohio EPA prohibits authorization of impacts to the river and adjacent wetlands under the Nationwide Permit Program of Section 404 of the Clean Water Act. Therefore, we recommend that established best construction and management practices be exceeded in portions of this project that are near this river. In addition to all the standard practices, adequately sized sediment control structures should be constructed, used and maintained during the entire project construction period to prevent project originated silt from entering the stream(s). • Page 3-35, <i>Mitigation/ Additional Coordination Required</i>: The second paragraph states that specific stream mitigation measures will be developed during coordination with the Corps and Ohio EPA in the pre-application process for Sections 404 and 401 permits. In accordance with the Fish and Wildlife Coordination Act, we ask that the above agencies include both the State and Federal fish and wildlife agencies in the above deliberation. We recommend the same for development of the wetland mitigation plan, as required by the US Army Corps of Engineers Regulatory Guidance and Ohio's Revised Code, primarily in the Little Scioto River watershed. • Page 3-41, <u>Wildlife, Vegetation and Threatened and Endangered Species: Existing Conditions</u>: It should be noted that the eastern sand darter is on a list of species for which status assessments will be done in the next few years. Also, another species, for which a relatively recent record (1988) exists in Little Scioto River, is the eastern hellbender (<i>Cryptobranchus alleganiensis</i>). This species is currently under evaluation for possible Federal candidate status. This information should be included in the draft EIS. • Page 3-48, <i>Natural Environment Secondary Impacts</i>: We note that this section has not been included in the above document but will be in the subsequent draft EIS. We appreciate this heads-up comment, since we understand that a primary purpose of the project is to stimulate economic development in the Bypass corridor. Considering this, habitat impacts beyond the construction of the Portsmouth bypass could be, and predictably will be, substantial. Your treatment of secondary impacts should include discussions of economic goals by local governments. • Page 3-50, <i>Figure 3-6: Existing Land Use</i>: This figure should be revised to show a land use for forest. We assume this is included with "Agricultural" in the current figure. It should be categorized as in Table 3- 	<ul style="list-style-type: none"> • Best management practices will be employed during construction of this project. Additionally, sediment control for the construction phase will be addressed during design. • State and Federal Fish and Wildlife agencies will be included in the waterway permit application process for Sections 404 and 401 and will be coordinated with through the OEPA and USACE Public Notice processes. • According to the <i>Ecological Survey Report</i> (CH2M Hill 2004), the eastern sand darter was observed in the project area in the Little Scioto River. However, the eastern hellbender was not observed during field studies. Information regarding these species has been added to the <i>Existing Conditions</i> discussion in Section 3.4.6. • This section has been added to the DEIS but merely refers back to the secondary impacts discussion at the end of the section preceding it. A discussion of economic goals is presented in the project purpose and need section. • The Legend of Figure 3-6 has been revised to indicate that forest land is included with agricultural land. Forest land is
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	<p>13 on page 3-53. (Refer to our comments on forest habitat). Much emphasis has been placed on impacts to streams, wetlands and federally listed species, since impacts to such are regulated. Unfortunately, upland forest habitat receives relatively little attention. In recent years, we observe that ODOT has placed considerable effort on the planting of woody vegetation along constructed roads and adjacent impacted areas. We recommend the same be done for this project to mitigate the significant loss of forest habitat. The general project vicinity should be scanned for possible opportunities to replace the many acres of forest habitat. Furthermore, conservation easements should be used where feasible to protect reforestation efforts in perpetuity. The focus should be made on hillsides, as well as bottomlands and riparian areas.</p> <ul style="list-style-type: none"> • Page 2-10, 2.2.1.2 <u>Evaluation Process and Criteria</u>: The second paragraph lists the resources that should be considered during the impact analyses. Among other resources, we noted wetlands, streams, and floodplains. We recommend that you add another very important resource relative to everyone's interest: forest. • Table 3-22, <i>Preliminary Project Impacts by Section</i>: After careful evaluation of data in this table, based on lower levels of impacts to priority habitats, we recommend the following segments for the three sections of this project where there is a choice. <ul style="list-style-type: none"> • Section 1, Segment Hill • Section 2, no choice • Section 3, Segment Hill (actually both segments are very similar in terms of impacts to various habitats) • Section 4, Segment Valley 	<p>shown specifically on Figure 3-3, and Section 3.4.7, Forest Fragmentation, refers to Tables 3-31 and 3-32 for the forest acreage impacts of the segments and alternatives. The planting of woody vegetation along constructed roads will be incorporated into the final design plans and is listed under the <i>Terrestrial Habitats</i> section of Section 4.0 Environmental Commitments.</p> <ul style="list-style-type: none"> • The resources listed on Page 2-10 were developed during a scoping meeting prior to the writing of this document. However, this does not mean that forests were not considered important during the study. • These recommendations have been noted. The preferred alternative utilizes segments H1, HV2, H3, and H4.
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5.3.5 Subsequent Agency Coordination

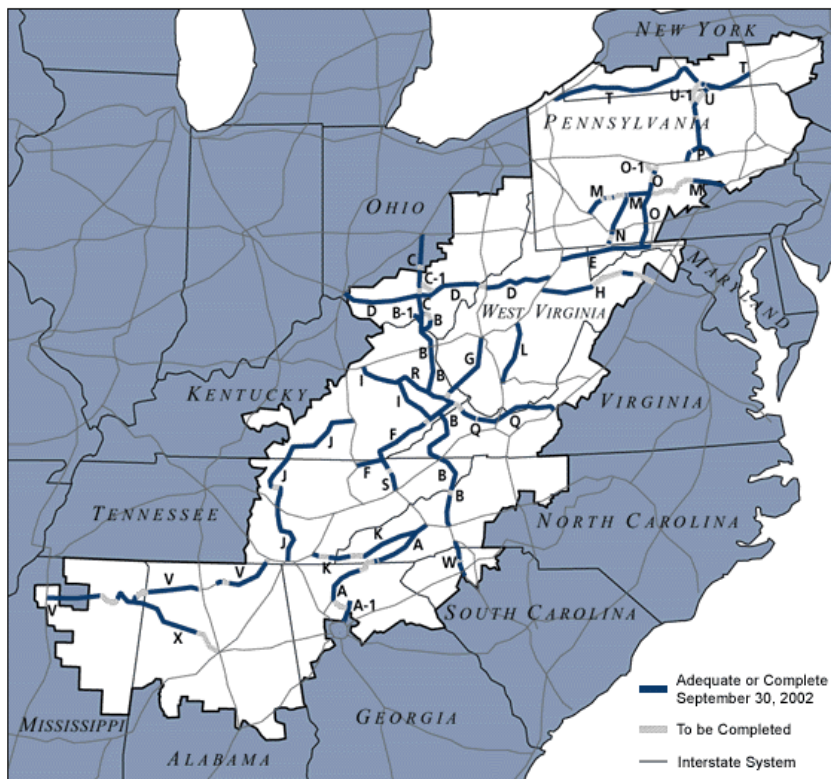
Upon approval by FHWA, the DEIS will be circulated according to federal regulations and a public hearing will be held. Comments received from the public review and circulation of the DEIS will be evaluated and responses provided in the Final Environmental Impact Statement (FEIS), along with any additional available information regarding the impacts of the Preferred Alternative. The FEIS will be circulated according to federal regulations. ODOT will summarize the comments received on the FEIS and then request a Record of Decision from FHWA.

6.0 Identification of the Preferred Alternative

6.1 Background

In 1999, ODOT began a Feasibility Study for the Portsmouth Bypass project. A thorough traffic survey was conducted and several alternatives were considered to meet regional transportation and economic development needs, including upgrading the existing routes and several bypass concepts. Based upon the findings of the study, ODOT determined that a bypass in the area of the county airport would provide the best transportation benefits and the greatest opportunity for economic development – it would provide roadway access to flat, developable property that already possessed an airport, rail line and close proximity to ports along the Ohio River. The study further found that this new highway would reduce the travel time between Wheelersburg and Lucasville by approximately 16 minutes. A motorist making that trip twice each workday would save nearly 140 hours per year. With over 17,000 vehicles per day currently making this trip, that would add up to more than 1.5 million hours saved by motorists each year.

The proposed bypass is part of the Appalachian Highways Program, with dedicated funding through the Appalachian Regional Commission (ARC). This program is intended to open up impoverished areas with transportation facilities that will facilitate economic development. Its purpose is to fund projects that, because of their cost, would normally show a low benefit/cost ratio and not be able to compete with higher benefit/cost ratio projects in non-impoverished areas. The proposed bypass would be part of a designated Appalachian Corridor from Columbus, Ohio, to Asheville, North Carolina. This corridor is located parallel and approximately one-half way between I-75 and I-77. It is designated as part of Corridor “C”, shown in Figure 6-1 on the next page.

*An Appalachian Development Highway***Figure 6-1***Appalachian Development Highway System Corridors*

Source: Appalachian Regional Commission

The proposed Portsmouth Bypass meets the goals of the Appalachian Highways Program by providing an improved transportation system that could improve economic development potential. The Feasibility Study concluded that the proposed bypass would provide access to potential development areas and would increase Scioto County's chances in attracting new business investments. While acknowledging that economic development and job creation depend upon many factors – such as an available, skilled workforce and appropriate land with access to utilities – the feasibility study concluded that an improved transportation system would provide one important component currently lacking within the area. The economic development potential of the bypass was a critical issue during the planning study due to the high unemployment and poverty rates in Scioto County and the region.

In August 2001, ODOT began the current study to determine the best location for the new roadway. At the start of the study, the project team met with representatives from the Ohio Department of Natural Resources, the U.S. Department of Agriculture, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, the Ohio Environmental Protection Agency, the U.S. Army Corps of Engineers and numerous local officials. None of these agencies have raised any substantial issues or concerns with the project or any specific alternative. Field studies have been conducted to determine the locations of critical resources like schools and community buildings, neighborhoods, farm support services, wetlands, and historic bridges and buildings.

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Mapping was created to show the topography and the locations of homes and businesses. Geotechnical borings were conducted to provide information on the soil conditions so the planners could better estimate construction costs and how steep the slopes can be cut. This information is the foundation upon which the roadway planning was conducted.

In late 2001, with the mapping, environmental information and stakeholder guidance already on hand, the project team began to develop preliminary concepts for the location of the new roadway. Many conceptual roadway segments were drawn on the base maps and could be pieced together into thousands of combinations to make up a complete roadway. As detailed mapping and the results of the field studies for environmental and soils information became available, the project team worked to improve the initial segments based upon the more detailed information that had been collected, while searching for options to reduce costs and impacts. The segments of the Preliminary Alternatives were evaluated, based upon costs and impacts, in order to determine which would be carried forward. This information was presented at a Public Involvement Meeting on November 13, 2002. Based upon comments received from the public, the alternatives were studied and revised through 2003. Several of the corridors were revised throughout this time period to come up with better alignments that addressed the original public comments.

A second Public Involvement Meeting was held on November 19, 2003, to obtain input on the revised alternatives. The proposed Portsmouth Bypass was divided into four sections with two alternatives in three of the four sections – one generally passed through the valley, while the other generally passed through the hills. Mapping showing the alternatives and segment names is attached. The potential environmental impacts of the alternatives in each segment are shown in the attached matrix. A second matrix is attached that shows the impacts of the eight potential combinations of these segments.

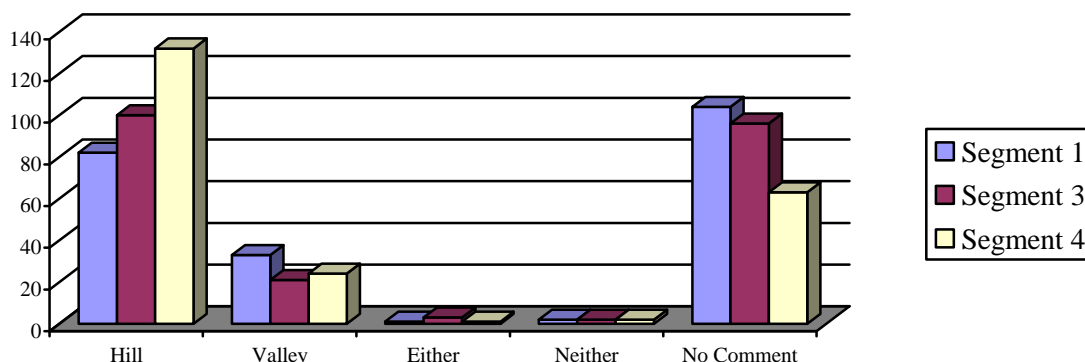
The public was provided these materials and asked to comment on the choices in each section.

6.2 Public & Stakeholder Comments

Public comments received following the November 2003 meeting were in favor of the Hill Alignment in each section. Of the 222 total public comments, over 80% (of those who commented) chose the Hill Alignment in segments 3 & 4 (Lucasville and western Minford) and over 60% in segment 1 (Wheelersburg area). Figure 6-2 below shows the breakdown by Segment:

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**Figure 6-2: Comment Responses
from 11/19/03 Public Meeting**



The chart displays a heavy number of “No Comment” responses. Of the 222 total comments, a large majority of those who did not live in the vicinity of the Segment “in question” chose not to comment on the alignment within that section. For example, the high “No Comment” response to Segment 1 (Wheelersburg area) can be attributed to a larger number of respondents from the Lucasville and Minford area who did not wish to comment on that segment. Overall, the Hill Alignment was the most popular choice of the general public in each section.

Stakeholder comments, while not as large in size as the public comments, were in favor of the Hill Alignment in a 10 to 1 ratio over the alternative. (Summaries of the public comments and copies of the letters and comment forms will be available in the appendices of the Draft Environmental Impact Statement.)

6.3 Preliminary Identification of the Preferred Alternative

Throughout the Portsmouth Bypass Project period, “areas of concern” have been consistently raised by the public and local officials. These areas can be summarized as important elements of the community and include relocations (particularly residential), proximity impacts of the roadway, farmland impacts and additional facilities that Scioto County holds in high regard. These potential impacts are compared below to illustrate the differences among the alternatives in these critical areas.

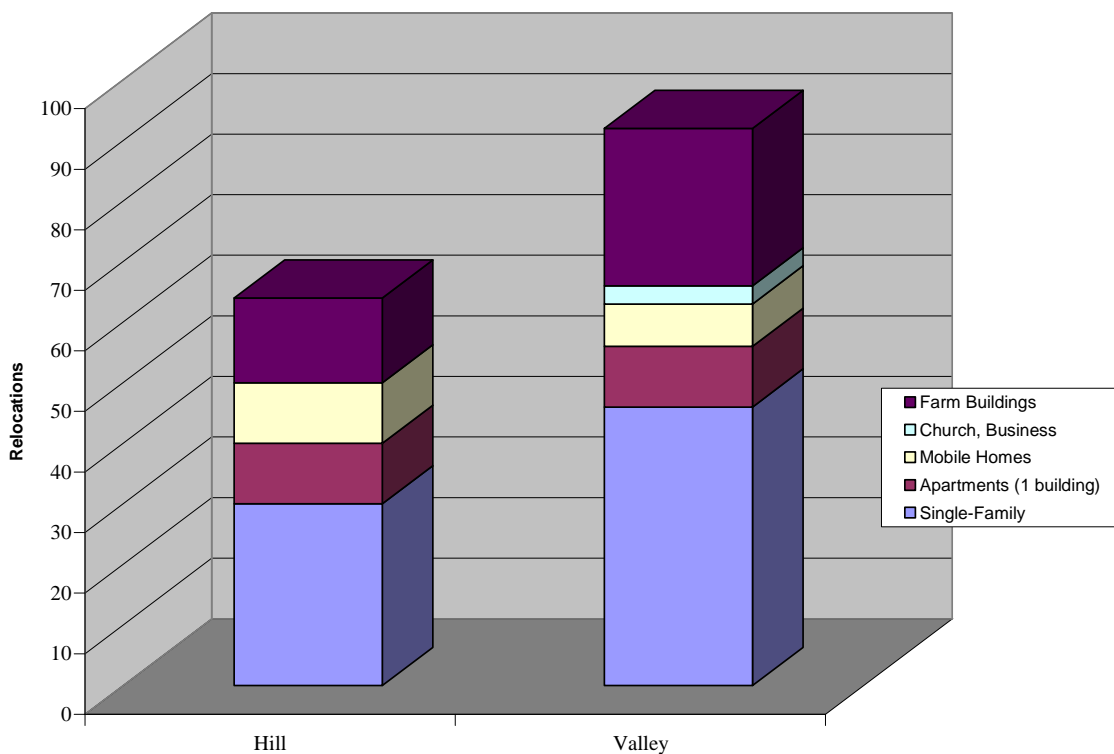
6.4 Relocation Impacts

Throughout the process of planning the Portsmouth Bypass, the impact on homes and other residential structures has been an important deciding factor related to particular alternatives, just as in most projects. However, citizens in Lucasville (even those not directly impacted by the roadway) have felt especially strongly that the Valley Alignment would bisect the city in a way that would be detrimental to the cohesion of the community. Additionally, the Hill Alignment within each section provides benefits over the Valley Alignment in single-family home impacts. Sixteen fewer single-family homes

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will be affected by the proposed Hill Alignment. That breaks down to ten fewer homes on Segment 1 (Wheelersburg area), one less on Segment 3 (west of Minford), and five fewer on Segment 4 (Lucasville). It should be noted that Segment 4 does not affect any structures, residential, business or farm, along the Hill Alignment. The relocation impacts by alignment are shown in Figure 6-3 below.

Figure 6-3: Relocation Impacts by Alignment

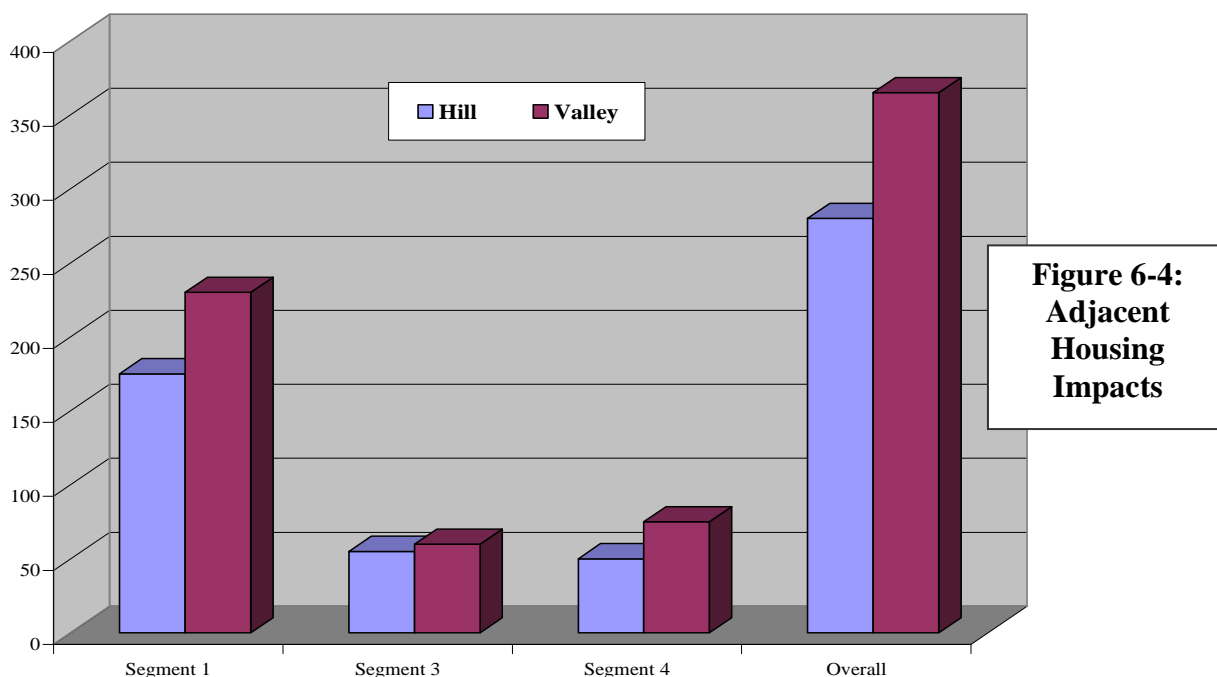


Including single-family residences, apartments, mobile homes and farm structures, the Hill Alignment would affect 64 structures, where the Valley Alignment would affect 92 structures. Included in those 92 structures is the Lucasville Branch of the Portsmouth Public Library. The library would not be affected by the Hill alternative. As can be seen on the impact matrix, other combinations of segments from the Hill Alignment and Valley Alignments would have varying impacts within this range.

6.5 Community/Social Impacts

A four-lane divided highway not only affects those properties that lie within or alongside of the proposed right-of-way, but also is visible to those within a certain distance of the road. For that reason, the project team further researched adjacent housing impacts, defined for this analysis as those residences and community resources within 400 feet of the proposed alignments. The breakdown is shown in Figure 6-4.

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Fewer homes will be in close proximity to the Hill alignment as compared to the Valley alignment in each section: 55 fewer in Segment 1, 5 fewer in Segment 3, and 25 fewer homes in Segment 4 will be within 400 feet of the new right-of-way.

In addition, the Hill alignment will not be in close proximity to any school buildings, compared to the Valley alignment in Segment 4 that would have passed within 500 feet of the Valley Local Middle School.

6.6 Farmland Impacts

According to the Scioto County Auditor’s office, farmable land covers approximately 27 percent of Scioto County (Scioto County Auditor’s Website). Total available farmland in Scioto County is approximately 106,000 acres (Ohio Department of Development, Ohio County Profiles), and the average farm size is 143 acres. Within the project study area, active farmland (cropland and pastureland) is the dominant land use. Large tracts of active farmland are located east of existing SR 335 in the project study area, generally south of Scioto County Airport and north of the Highland Bend area. Further active farmland is located around the Lucasville Correctional Facility just south and east of the Lucasville High School campus.

The Hill Alignment provides noteworthy benefits over the Valley alternative in the amount of active (and passive) farmland that is possibly affected. The Hill Alignment would possibly have an effect on 55 acres of active farmland and 118 acres of passive farmland, for a total of 173 acres. The Valley Alignment would affect 125 acres of active farmland and 164 acres of passive farmland, therefore totaling over 289 acres of

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farmland. The public and stakeholders were particularly worried about the affect on active farmland within the Little Scioto River Valley, south of the Scioto County Airport, along the proposed Valley Alignment. In addition, more Century farmland, those long-standing farms, is affected by the Valley Alignment within this area.

6.7 Appalachian Highways Program

Throughout the Portsmouth Bypass Project, one of the primary goals has been to provide access to potential development areas and increase Scioto County's chances in attracting new business investments. The economic development potential of the bypass has been a critical issue due to high unemployment and poverty rates. The Hill Alignment provides this economic development potential while being the least disruptive to the surrounding community. One of the goals of the Appalachian Regional Commission is to provide "the physical infrastructure necessary for self-sustaining economic development and improved quality of life" (*Setting a Regional Agenda: ARC Strategic Plan 1997-2002*). The Hill Alignment provides additional physical infrastructure in the form of a new highway that will provide better access to developable land. It also affects fewer residential properties, less farmland, and fewer public buildings, such as the Lucasville Branch of the Portsmouth Public Library, Valley Middle School, and the Southern Ohio Correctional Facility. Overall, it is less divisive to the community.

6.8 Additional Considerations

Throughout the Portsmouth Bypass Project, from the feasibility study to the planning study to the current decision on the proposed alignment, the question has been: "We see what you could possibly impact, but what do you avoid?"

First, the Lucasville Branch of the Portsmouth Public Library was a resource that would be relocated if the Valley Alignment is chosen. The general public displayed overwhelming support to keep this structure at its current location adjacent to State Route 728. This resource is not only important to those residents of surrounding Lucasville, but also the northern reaches of Scioto County.

The Southern Ohio Correctional Facility south of Lucasville and located along SR 728 would be slightly affected by the Valley Alignment. Their access and parking areas would be relocated adjacent to single-family homes, creating concerns for the surrounding community.

The Valley Middle School would be located roughly 500 feet from the proposed Valley Alignment. Throughout Ohio and across the country, schools are located adjacent to major freeways; however, the community expressed concerns about this issue as compared to the Hill Alignment which would not have this effect.

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Additional impacts that were weighed to make the preferred alternative decision include;

- Hill Alignment is 7,500 feet shorter than the alternative,
- Possible Church relocation in the Valley alternative,
- Valley Alignment would affect 100-year floodplain (Little Scioto River),

Other environmental impacts are considered in the decision on a preferred alternative. This includes loss of habitat, impacts on streams and wetlands, historic resources, and other areas of study. The findings regarding these impacts are listed on the attached matrices. It should be noted that the potential impacts in other areas are not substantially different for one alternative compared to another in most areas.

6.9 Why Limited Access?

The Portsmouth Bypass will be a limited access highway. The road will be in close proximity to people, but they won't be able to directly access it. This issue exacerbates the community's concerns about the impacts of the project on their area. Making it non-limited access is not an option for several reasons. First, there are safety problems with facilities such as this one that have at-grade intersections. There is a history of fatal crashes on other Appalachian roadways with at-grade intersections. Second, the topography and other constraints make at-grade intersections less feasible to build. Third, the freeway concept – with access provided for long term development goals – is important in meeting the purpose and need. At-grade intersections would eventually become signalized, degrading the operation of the roadway and its ability to meet its intended purpose.

6.10 Cost and Funding

The Hill Alignment is predicted to be more expensive than the Valley Alignment in each segment studied. The probable costs of each of the alternative combinations are listed in the Impacts by Alternative matrix at the end of this document. The total probable cost of the Hill Alignment is \$240 million, while the total probable cost of the Valley Alignment is \$197 million. Other alternative combinations of the segments have probable costs that fall in between these two estimates.

6.11 Summary

With a decision made on the preferred alternative, Scioto County will no longer have to ask the question "where will it go?" The design team will concentrate on trying to improve the recommended option by addressing concerns and suggestions of property owners and environmental reviewers. For example, the project team will work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens or environmental agencies that would improve the project and reduce impacts to people and property.

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7.0 List of References

- ASC Group, Inc.** 2002. *Phase I History/ Architecture Report*. Columbus, Ohio.
- CH2M Hill.** August 1, 2003. *Technical Memorandum: Status of Rare Plant Survey, Portsmouth Bypass, SCI-823-0.00, PID 19415*. Dublin, Ohio.
- CH2M Hill.** October 2003. *Noise Analysis Report, SCI-823-0.00, PID No. 19415*. Dublin, Ohio.
- CH2M Hill.** May 2004. *Ecological Survey Report, Portsmouth Bypass Project, Scioto County, Ohio, SCI-823-0.00, PID 19415*. Dublin, Ohio.
- CH2M Hill.** June 7, 2004. *Technical Memorandum: Small Whorled Pogonia Survey, 2004 Portsmouth Bypass, SCI-823-0.00, PID 19415*. Dublin, Ohio.
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An Appalachian Development Highway

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OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE, P.O. BOX 899, COLUMBUS, OHIO 43216-0899

OFFICE OF ENVIRONMENTAL SERVICES

6 October 2004

Mr. Mark Epstein
 Resource Protection and Review
 Ohio Historic Preservation Office
 567 East Hudson Street
 Columbus, Ohio 43211-1030



Attention: Thomas Grooms, Archaeology Reviews Manager

Re: SCI-823-0.00 (PID 19415) Portsmouth Bypass
 Phase I Archaeological Coordination

Dear Mr. Epstein:

Attached for your review is a revised Phase I archaeological survey report for the proposed SCI-823-0.00 project. Archaeological investigations for the project were performed by Mannik and Smith Group under direction of the Ohio Department of Transportation, Office of Environmental Services. The report cover gives the date as July 2004, however, OES requested revisions to the original report and the revisions were received on September 10, 2004. The review completed on September 15, 2004. All revisions were made and are reflected in the enclosed report.

The subject project involves the development of the Portsmouth bypass which will connect US Route 23 north of Lucasville, Ohio with US Route 25 west of Wheelersburg, Ohio. Fieldwork was conducted along a project corridor measuring 17 miles (27.4 Km) long which varied in width from 250 to 1000 feet (76 to 305 meter) reflecting the need for roadcuts, grade separations, and interchange areas. The new alignment will improve regional access and provide new business development opportunities as the alignment provides access to new areas. The corridor will cross portions of Porter, Harrison, Jefferson, and Valley townships, Scioto County, Ohio. The primary focus or research goal of the investigation was to determine the potential for impacts to archaeological resources. The Phase I History/Architecture survey was previously presented under separate cover on July 29, 2003 and cleared on January 16, 2004.

Based on an earlier prepared literature search, no previously known archaeological sites and no National Register Properties were found in the immediate project area. All known resources appear to be located well away (greater than 1200 feet) from the project corridor. A predictive model for the initial study area was prepared. The model was used to guide the archaeological fieldwork for the current project area. The project corridor was divided into 100 areas based on physiography. All areas were subject to pedestrian walkover and areas of high probability for archaeological sites were subject to either surface survey or shovel test survey. A total of nine previously unrecorded archaeological sites were identified by the current survey (33SC456 and 33SC462-469). Five sites are prehistoric isolates, one site is a small prehistoric lithic scatter, one is a large prehistoric artifact scatter, one site is a multicomponent prehistoric and historic artifact, and one is a historic scatter.

None of the prehistoric isolates finds (33SC456, 33SC464, and 33SC467-467) or the small prehistoric lithic scatter (33SC465) have the information potential to meet the eligibility criteria for NRHP listing. Neither component of the multicomponent site (33SC463) appears to have the information potential necessary for listing. The former historic structure location (33SC462) do not possess the integrity or the information potential for eligibility.

The large prehistoric site (33SC466) was subjected to additional work to clarify its eligibility. The site yielded numerous artifacts, however, none are unambiguously diagnostic and there was no evidence for subsurface features. There is very little potential for non-redundant material and information at the site. Therefore, it does not appear likely that this site could yield any additional significant information. In sum, none of the nine archaeological sites appear to meet the eligibility criteria for listing on the NRHP. No further work is recommended.

Based on the field data and in accordance with the Advisory Council On Historic Preservation's current regulations, we request concurrence with the following:

- 1) The literature search failed to identify any previously known archaeological resources or resources listed in or eligible for the National Register that will be affected by the project.
- 2) None of the archaeological resources identified by this survey including 33SC456 and 33SC462-469 are eligible for the National Register of Historic Places.
- 3) No further archaeological investigations are required for the project unless the scope of the undertaking significantly changes.

We would appreciate the return of this letter, signed to indicate that OHPO does not object to our cultural resources finding. If no objection is received within 30 days, in accordance with the Advisory Council on Ohio Preservation's current regulations under 36 CFR Part 800.3 (c) (4), we may proceed with the next step in the Section 106 process based on these findings. If you have any questions or concerns, please contact Stanley W. Baker, Environmental Specialist 3, @ (614) 466-5143, or Marilyn Orr, Staff Archaeologist, at 614-752-8279.

Thank you for your time and consideration.

Respectfully,




Timothy M. Hill
Administrator
Office of Environmental Services

TMH:swb:mro

Attachment

c: District 9, Noel Alcala, Susan Swartz, File, Reading File

State Historic Preservation Office:

 10/28/04
(DATE)

REC'D NOV 01 2004



OHIO DEPARTMENT OF TRANSPORTATION INTER-OFFICE COMMUNICATION

Office of Environmental Services

TO: Harry Fry, District 9 Deputy Director **DATE:** 29 October 2004
Attn: Greg Manson, District Environmental Coordinator

FROM: Timothy M. Hill, Administrator, Office of Environmental Services
Susan Swartz, ES

SUBJECT: SHPO Response - Phase I Archaeological Coordination

PROJECT: SCI-823-0.00 (PID 19415), Porter, Harrison, Madison, Jefferson and Valley Townships, Scioto County, Ohio

In regard to our letter to the Ohio Historic Preservation office dated 6 October 2004, regarding the coordination for the above Phase I, attached is a copy of the OHPO response signed and dated **28 October 2004**.

The Ohio Historic Preservation Office does not object to our archaeological resources finding with regard to the above project. When the history/architecture review is completed, coordination for an effect determination for all cultural resources will be prepared by OES and forwarded to OHPO.

It should be noted that should the scope of the proposed work change, further cultural resource investigations and coordination may be necessary. This includes minor right of way takes involving undisturbed land.

Included in the appropriate environmental document should be a copy of the OHPO response.

If you have any questions or concerns, please contact Marilyn Orr, Staff Archaeologist, at 614-752-8279, or by e-mail at "morr@envsrv@projmgmt."

tmh:mro

Attachment

c: Noel Alcala OES, District 9 DEC; Susan Swartz, TranSystems ; File w/attachment; Reading file



OHIO DEPARTMENT OF TRANSPORTATION
CENTRAL OFFICE, P.O. Box 899, COLUMBUS, OHIO 43216-0899

November 4, 2004

Mr. Aaron G. Grilliot, P.E.
TranSystems Corporation
5747 Perimeter Drive Suite 240
Dublin OH 43017

RE: SCI-823-0.00 Portsmouth Bypass PID 19415
Revised Preferred Alternative

Dear Mr. Grilliot:

In reply to your letter dated October 20, 2004, Technical Services certifies the 2010 and 2030 projected daily traffic plates. The unchanged design factors listed on the second page of that letter remain certified.

If you have any questions, please contact me at (614) 644-8195.

Respectfully,

A handwritten signature in blue ink, appearing to read "Robert A. Burgett".

Robert A. Burgett
Project Analyses Administrator
Office of Technical Services

RAB:rb

c: J. McQuirt, OTS-L. Oesterling, OTS-D. Buskirk, D9-File

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request	10-06-03
Name Of Project	SCI -823-0.00	Federal Agency Involved	FEDERAL HIGHWAY ADMINISTRATION
Proposed Land Use	HIGHWAY CORRIDOR	County And State	SCIOTO COUNTY, OHIO
PART II (To be completed by SCS)		Date Request Received By SCS	

Does the site contain prime, unique, statewide or local important farmland? <i>(If no, the FPPA does not apply — do not complete additional parts of this form).</i>		Yes <input type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Amount Of Farmland As Defined in FPPA Acres: %		Date Land Evaluation Returned By SCS	
Name Of Land Evaluation System Used	Name Of Local Site Assessment System				

PART III (To be completed by Federal Agency)	Alternative Site Rating			
	VALLEY Site A	HILL Site B	Site C	Site D
A. Total Acres To Be Converted Directly	888	941		
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	888	941		

PART IV (To be completed by SCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by SCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)				
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PART VI (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))	Maximum Points	VALLEY	HILL	Alternative Site Rating	
1. Area In Nonurban Use	15	15	15		
2. Perimeter In Nonurban Use	10	10	10		
3. Percent Of Site Being Farmed	20	0	0		
4. Protection Provided By State And Local Government	20	10	12		
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average	10	0	0		
8. Creation Of Nonfarmable Farmland	25	0	0		
9. Availability Of Farm Support Services	5	1	1		
10. On-Farm Investments	20	5	5		
11. Effects Of Conversion On Farm Support Services	25	0	0		
12. Compatibility With Existing Agricultural Use	10	1	1		
TOTAL SITE ASSESSMENT POINTS	160	42	44		

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100			
Total Site Assessment (From Part VI above or a local site assessment)	160	42	44	
TOTAL POINTS (Total of above 2 lines)	260			

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
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Reason For Selection:

AS A TOTAL SCORE WILL NOT EXCEED 160, ON EITHER OPTION, THE AFFECTED AREA REQUIRES A MINIMAL LEVEL OF CONSIDERATION FOR PROTECTION AND DOES NOT REQUIRE THE CONSIDERATION OF ADDITIONAL ALTERNATIVES.



OHIO DEPARTMENT OF TRANSPORTATION INTER-OFFICE COMMUNICATION

Office of Environmental Services

TO: John F. Hagen, District 9 Deputy Director
Attn: Kaye Humble

DATE: August 26, 2003

FROM: Timothy M. Hill, Administrator, Office of Environmental Services

SUBJECT: Phase I Environmental Site Assessment

PROJECT: SCI-823-0.00

PID: 19415

This office has reviewed the Phase I Environmental Site Assessment (ESA) Screening for the above referenced project prepared by TranSystems Corporation.

Based on the information provided, we concur with the consultant that the project warrants a Phase II ESA investigation. We offer the following recommendations:

-McGuire Property - The Phase II ESA should consist of two soil borings taken within the proposed right-of-way to a depth of ten feet as indicated on the attached boring location plan. One soil sample from each boring should be analyzed for RCRA metals (EPA SW-846, Method 6010), VOCs (EPA SW-846, Method 8260) and SVOCs & PAH (EPA SW-846, Method 8270).

The Phase II ESA should not be performed until right-of-way requirements are determined. Only those borings that are within the proposed right-of-way should be conducted.

Furthermore, we concur that no further investigation or special material handling is warranted for any other sites contained within the study area. If the study area changes, then additional assessment will be necessary.

If you have any questions or concerns, please contact Brian Metz, Environmental Specialist, at (614) 466-7925.

attachment

TMH:bsm

- c: File w/attachment
- Reading file
- Noel Alcala

OES-Project Filing

AUG 26 2003

File From: BSM
File By: SKB



**OHIO DEPARTMENT OF
TRANSPORTATION
INTER-OFFICE COMMUNICATION**
Office of Environmental Services

TO: John F. Hagen, District 9 Deputy Director **DATE:** 10 February 2004
Attn: Greg Manson, District Environmental Coordinator

FROM: *Timothy M. Hill*
Timothy M. Hill, Administrator, Office of Environmental Services

SUBJECT: Tribal Letter Response

PROJECT: SCI-823-0.00 (PID 19415) Portsmouth Bypass

Attached is one photocopy of the letter of response from the Wyandotte Nation of Wyandotte, Oklahoma, received by ODOT-OES on February 9, 2004. The packet of information regarding the status of the above proposed project was sent to the pertinent Tribes on February 2, 2004.

The Wyandotte Nation of Oklahoma has noted that their files find no properties documented within the project area that meet criteria of traditional value. However, should any archaeological materials be encountered during construction, the above tribe has requested that they be notified.

If you have any questions or comments, they may be addressed to Marilyn Orr, Staff Archaeologist at 614-752-8279.

TMH:mro

Attachments

c: Andy Blalock, FHWA; Noel Alcalá, ODOT-OES; Karen Young, ODOT; File w/attachments;
Reading File ; Susan Schwartz ✓ TranSystems



OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE, P.O. Box 899, COLUMBUS, OHIO 43216-0899

OFFICE OF ENVIRONMENTAL SERVICES

2 February 2004

RECEIVED

Mr. Leaford Bearskin, chief
Attn.: Ms. Barbara Kyser-Collier, Environmental Director
Wyandotte Nation
P. O. Box 250
Wyandotte, OK 74370

FEB 05 2004

Wyandotte Nation

RECEIVED

FEB 09 2004

OFFICE OF
ENVIRONMENTAL SERVICES

Dear Mr. Bearskin:

The Ohio Department of Transportation (ODOT) has released early coordination materials for the SCI-823 (Portsmouth Bypass, Scioto County, Ohio). We are enclosing these materials for your information. This study is a long-term process and this is to let you know that the process has been initiated.

At present, any effect to cultural resources is unknown, however, ODOT's Office of Environmental Services (OES), on behalf of the Federal Highway Administration (FHWA) wishes to begin the flow of information to Native American Tribes relative to an early coordination effort.

Should you require information other than what is included in the enclosed materials, please refer to the bottom of Page 2 of these materials for the web site contact. You may also contact the FHWA at:

Federal Highway Administration
Attention Andy Blalock
Transportation Operations Team Leader
200 North High Street
Columbus, Ohio 43215-2408
or by e-mail at "Andy.Blalock@fhwa.dot.gov"

or, ODOT-OES at:

Ohio Department of Transportation
Office of Environmental Services
Attention: Paul Graham, Assistant Environmental Administrator
1980 West Broad Street
Columbus, Ohio 43223

SCI-823-0.00 (PID 19415)
Portsmouth Bypass

2 February 2004

or by e-mail at "Paul.Graham@dot.state.oh.us."

with any written comments or concerns. We will keep you informed as the planning process progresses.

Thank you for your time and consideration.

Respectfully,



Timothy M. Hill
Administrator,
Office of Environmental Services

Enclosures

c: Andy Blalock, FHWA; Greg Manson, DEC, ODOT-D-9; Noel Alcala, ODOT, OES;
Karen Young, ODOT; File w/attachments; Reading File

Examination of historic files find no properties documented within project area that meet criteria of traditional value. Archaeological material could likely be encountered which requires immediate notification.
Date 2/5/04
Project ID = SCI-823
Approved by Kathleen Welch
WYANDOTTE NATION, WYANDOTTE, OK



PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538
P.O. Box 1527
MIAMI, OKLAHOMA 74355

RECEIVED

FEB 23 2004

OFFICE OF
ENVIRONMENTAL SERVICES

CHIEF
John P. Froman
SECOND CHIEF
Joe Goforth

February 13, 2003

Ohio Department of Transportation
Central Office
Attn: Timothy M. Hill, Administrator
Office of Environmental Services
P.O. Box 899
Columbus, Ohio 43216-0899

RE: SCI-823 (Portsmouth Bypass, Scioto County, Ohio)

Thank you for notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

A handwritten signature in black ink, appearing to read 'John P. Froman', is written over a horizontal line.

John P. Froman
Chief

xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman

TREASURER
LeAnne Reeves

SECRETARY
Hank Downum

FIRST COUNCILMAN
Claude Landers

SECOND COUNCILMAN
Jenny Rampey

THIRD COUNCILMAN
Jason Dollarhide



OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE, P.O. Box 899, COLUMBUS, OHIO 43216-0899

OFFICE OF ENVIRONMENTAL SERVICES

RECEIVED

JAN 21 2004

OFFICE OF
ENVIRONMENTAL SERVICES

July 29, 2003

Mr. Mark Epstein, Department Head
Resource Protection and Review
Ohio Historic Preservation Office
567 East Hudson Street
Columbus, Ohio 43211

Attn: Mary K. Smith, History/Architecture ODOT Reviewer

Subject: SCI-823-0.00, PID 19415

Dear Mr. Epstein:

Enclosed for your review is *Phase I History/Architecture Survey for the Proposed Portsmouth Bypass (SCI-823-0.00; PID 19415) in Porter, Harrison, Madison, Jefferson, and Valley Townships, Scioto County, Ohio*, prepared by ASC Group, Inc., for TranSystems Corporation in Dublin, Ohio, in June, 2002. Since the report was prepared, the study area has been refined to two corridors, the Hill and Valley alignments. ODOT/OES history/architecture staff has prepared an addendum report for these two alignments, and they are accompanied by a photolog and *History/Architecture Resources Table* for properties fifty years old and older along each alignment. Current mapping from TranSystems is also enclosed.

The entire study area for the proposed bypass is approximately 16 miles long and 1 to 2 miles in width, and goes from U.S. 23 at Lucasville to U. S. 52 west of Wheelersburg. Approximately 800 properties fifty years old and older were identified using the *History/Architecture Resources Table* as a planning tool. Of these, 84 properties were recorded on Ohio Historic Inventory forms as examples of common property types in the study area, and these were forwarded to the Ohio Historic Preservation Office.

Since the Hill and Valley alignments have been identified, ODOT/OES has prepared a *History/Architecture Resources Table* for properties fifty years old and older for each corridor and a photolog accompanies each table. ODOT/OES has included a context with brief information about each township that the proposed alignments would enter. The context indicates that the rural areas through which the proposed alignments would go were active in mining and hillside farming.

The consultant performed the literature review at the Ohio Historic Preservation Office and found four previously recorded properties (SCI-93-14, SCI-94-14, SCI-473-9, and SCI-474-9). Another recorded property, SCI-69-14, has been demolished. Two bridges were also recorded in the study area (Warren Polygonal Chord Through Truss, SFN 7330464, Reserve Pool; and Bowstring Arch Through Truss, SFN 7334303, Selected Bridge). None of these properties are within the Hill and

Valley alignments. ODOT/OES conducted a literature review on October 4, 2001 at the Ohio Historic Preservation Office and the State Library of Ohio. No National Register of Historic Places nor National Historic Landmark nominations, nor Determinations of Eligibility were found for the study area. At the State Library, county and township histories were located and copied.

By using the *History/Architecture Resources Table*, a list of properties retaining integrity and with few alterations and additions was compiled. Based on this list and the contextual information, ODOT/OES has compiled the following table:

Align-ment	Photo	Address	Date/Description	Recommendation
Valley	V1747	532 Fairground Road (SCI-600-03)	1849 brick farmhouse	if in final alignment when chosen, further investigation recommended to determine eligibility
Hill	J2901, J2824	295 Lucasville- Minford Road	c. 1907	same as above
Valley	M3424 M3425	4140 Lucasville- Minford Rd.	c. 1907	same as above
Valley	M3420 M3421	4009 Lucasville- Minford Rd.	c. 1925	same as above
Hill	J2905	Stoney Hill Cemetery	c. 1840-1970	same as above

The two bridges that are identified within the Hill and Valley alignments, the N & W Railroad bridge over SR 728 in the Valley alignment (SFN 7306164, type 321), is a type not eligible for the National Register per the *Programmatic Agreement Among the Federal Highway Administration, Ohio Division, the Advisory Council on Historic Preservation, Ohio Department of Transportation, Ohio State Historic Preservation Officer, Regarding Federally Funded or Approved highway Bridge Projects (Agreement Number 10978)*, dated April 3, 2002, and the Blake Hollow Road tunnel, SFN 7336551, included on both the Hill and Valley alignments, which received a score of 15 (out of 100) when evaluated, are not eligible for inclusion in the National Register of Historic Places.

The remaining properties on the enclosed tables do not retain the qualities nor have characteristics that would make them eligible for the National Register of Historic Places.

Mr. Mark Epstein
SCI-823-0.00, PID 19415

-3-

July 29, 2003

ODOT/OES is requesting the review of this report and a determination of non-objection to our cultural resources findings. In accordance with the Advisory Council on Historic Preservation's current regulations, ODOT/OES has determined:

- Of the properties recorded on the *History/Architecture Resources Table*, and in conjunction with the context prepared for this project, five properties as listed above are recommended for further investigation if in final alignment when chosen,
- Neither of the identified bridges (SFN 7306164, SFN 7336551) are eligible for the National Register, and no further investigations are recommended.

In compliance with 36 CFR Part 800.3(c)(4), we request your comments on the enclosed by 30 days after your receipt of this letter. We would appreciate the return of this letter, signed to indicate that you do not object to our history/architecture findings.

If you have any questions or comments they may be directed to Mary Anne Reeves, Staff Historian, at 614-466-6983, or e-mail: MaryAnne.Reeves@dot.state.oh.us

Respectfully,



Timothy M. Hill
Administrator
Office of Environmental Services

TMH/mar

OHIO HISTORIC PRESERVATION OFFICE



Date 1/16/04.

c: Todd Long, DEC, D-9
Kaye Humble, D-9
Mike Ciotola, ODOT
Noel Alcalá, ODOT
File w/attachments
Reading file



OHIO DEPARTMENT OF TRANSPORTATION

CENTRAL OFFICE, P.O. Box 899, COLUMBUS, OHIO 43216-0899

OFFICE OF ENVIRONMENTAL SERVICES

June 30, 2004

Mr. Mark Epstein, Department Head
 Resource Protection and Review
 Ohio Historic Preservation Office
 567 East Hudson Street
 Columbus, Ohio 43211



Attn: Mary K. Smith, History/Architecture ODOT Review Manager

Subject: SCI-823-0.00, PID 19415, Phase II History/Architecture Properties

Dear Mr. Epstein:

Enclosed for your review is a report, *Phase II History/Architecture Evaluation of 4009 Lucasville-Minford Road (SCI-607-5) and 4140 Lucasville-Minford Road (SCI-608-5) for the Proposed Portsmouth Bypass (SCI-823-0.00, PID 19415) in Porter, Harrison, Madison, Jefferson and Valley Townships, Scioto County, Ohio*, prepared by The Mannik & Smith Group, Inc., for TranSystems Corporation in June, 2004. The report presents an evaluation of two properties in Madison Township identified in the *Phase I History/Architecture Survey for the Proposed Portsmouth Bypass (SCI-823-0.00; PID 19415) in Porter, Harrison, Madison, Jefferson, and Valley Townships, Scioto County, Ohio*, prepared by ASC Group, Inc., for TranSystems Corporation in June, 2002.

The Phase I report included approximately 800 properties fifty years old and older in the study area that were documented on the *History/Architecture Resources Table*. Two feasible corridors were then chosen, the "Hill Alignment" and the "Valley Alignment." ODOT's Office of Environmental Services (OES) prepared an additional report including *History/Architecture Resources Tables* for just those properties in the two feasible corridors titled *Addendum Report to the Phase I History/Architecture Survey for the Proposed Portsmouth Bypass (SCI-823-0.00; Pid 19415) in Porter, Harrison, Madison, Jefferson, and Valley Townships, Scioto County, Ohio*, in July, 2003. ODOT/OES determined that five properties within the two feasible corridors were recommended for further investigation if in the final alignment when chosen. This report was sent to the Ohio Historic Preservation Office (OHPO) for a determination of non-objection on July 30, 2003, and the concurrence signed by OHPO on January 16, 2004. A copy of this letter is attached.

Two of the five properties identified, 4009 Lucasville-Minford Road and 4140 Lucasville-Minford Road, are in an area where an interchange is being planned for the proposed project. The attached Phase II report investigated these two properties in Madison Township to document associations with persons of local prominence, significant events and for historic architectural integrity. Both properties were recorded on Ohio Historic Inventory forms (SCI-607-5, SCI-608-5 respectively). Other farmsteads in the township outside of the study area were used as comparisons to study these

two farms.

Rural Madison Township in Scioto County had no factories nor iron furnaces and depended on agriculture as its economic base. Many of these were small farms dictated by the hilly terrain. Through the 20th century dairy farming led farm production in Madison Township. The automobile contributed to the decline of farming as it allowed people to seek employment in cities such as Portsmouth where there was a good deal of industry. The automobile also allowed people to move to more rural areas and commute to jobs in the cities, so much farmland was sold for individual building lots.

4009 Lucasville-Minford Road, SCI-607-5

This property consists of 27 acres on the north side of Lucasville-Minford Road east of the junction with Flowers-Ison Road. Buildings include a bungalow built in 1930 for Estill Ison, a railroad worker from Kentucky. In 1930 Ison purchased the 27 acres from the McKenzie family who had owned a 57 acre parcel here since 1842. The consultant learned that an earlier residence on the property was destroyed by fire. Ison sold the farm in 1946, and the Spradlin family owned the farmstead for approximately 30 years. The Spradlin family were the last to farm the land for anything other than vegetables and chickens for the owner's use. Nearly all of the owners of this farm have had outside employment rather than depend on the farm for income.

Outbuildings include a 30' x 37' gambrel roofed barn with wood plank siding and diagonal louvers in the gable ends. A 10' by 37' addition has been added to the barn. There is a 6' x 10' corn crib with shed roof used for poultry, an operating gas well, a concrete water trough, and a man-made pond. A former chicken house of concrete block has been converted to use as a garage.

The consultant noted that the 1930 house has also received alterations including a 1980s enclosed sun porch with gabled portico on the west side and an addition to the rear of the house to enlarge the kitchen.

The alterations have affected the architectural integrity of the house and the outbuildings, and they are not eligible for the National Register under Criterion C. Repeated sales of the farmstead and lack of continuity of farming do not contribute to the history of the area, and no important events are associated with this farmstead so it is not eligible under Criteria A or B either. This farmstead is not eligible for the National Register of Historic Places.

4140 Lucasville-Minford Road, SCI-608-5

The property currently consists of 63 acres of the 249 acres that David McKenzie owned according to a 1910 plat map that the consultant located. David McKenzie (the father) owned some of this land in 1842, his son David McKenzie added to the land holdings and built the house about 1890. The house, a wood frame two-storied building with Queen Anne details, was large enough for McKenzie,

his wife and their nine children. After his death in the mid-1920s, the farm was divided and 63 acres including the farmstead portion was sold to John and Mamie Gahm. It remained a farm for the Gahm family until the 1970s or 1980s when the residence was converted to a rental property. For the past several years the property has been vacant.

The farm consisted of an early 20th century concrete block milk house and concrete stave silo (now without a roof), a 1930s Erie Shore gambrel roofed barn, 30' x 60' (replacement due to fire) with shed addition, a mid-20th century garage, a chicken house, and a late 20th century machine shed. There is a man-made pond on the property also. The barn has deteriorated since the conversion to rental property. The farm house has been altered by the application of aluminum siding and the addition of decorative shutters on some windows, and an addition at the rear of the house. Porches have been altered and one has been enclosed. Some of the interior walls have been covered with faux wood paneling.

The alterations have affected the architectural integrity of the house and the outbuildings, and they are not eligible for the National Register under Criterion C. Although the McKenzie family and the Gahm family farmed the land for over 100 years, the property was converted to a rental and has been vacant for a number of years causing further deterioration. Suburban development across Lucasville-Minford Road on the north side has compromised the farm setting. The consultant found other farms within a four mile radius that represent the agrarian contexts better for the area. This farmstead is not eligible for the National Register of Historic Places.

The Ohio Department of Transportation is requesting a review of this report and a determination of non-objection to our history/architecture findings based on Phase II investigations that:

- SCI-607-5 is not eligible for the National Register of Historic Places, and
- SCI-608-5 is not eligible for the National Register of Historic Places.

In compliance with 36 CFR Part 800.3(c)(4), we request your comments on the enclosed by 30 days after your receipt of this letter. We would appreciate the return of this letter, signed to indicate that you do not object to our history/architecture findings.


Mr. Epstein
SCI-823-0.00, PID 19415, Phase II

-4-

June 30, 2004

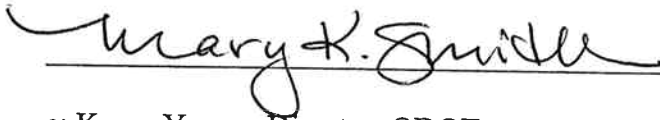
If you have any questions or comments they may be directed to Mary Anne Reeves, Staff Historian,
at 614-466-6983, or e-mail: MaryAnne.Reeves@dot.state.oh.us

Respectfully,


Timothy M. Hill
Administrator
Office of Environmental Services

TMH/mar

OHIO HISTORIC PRESERVATION OFFICE



Date 7/1/04.

c: Karen Young, Director, ODOT
Greg Manson, DEC, D-9
Noel Alcala, ODOT/OES
File w/attachments
Reading File



State of Ohio Environmental Protection Agency

STREET ADDRESS:

Lazarus Government Center
122 S. Front Street
Columbus, Ohio 43215

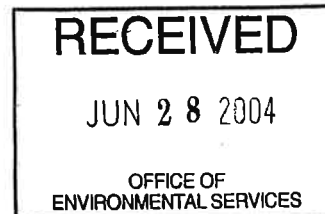
TELE: (614) 644-3020 FAX: (614) 644-3184

MAILING ADDRESS:

P.O. Box 1049
Columbus, OH 43216-1049

June 24, 2004

Timothy M. Hill, Administrator
Office of Environmental Services
Ohio Department of Transportation
PO Box 899
Columbus, Ohio 43216-0899



**Re: SCI-823-0.00, PID 19415 (Portsmouth Bypass)
Ecological/NEPA Coordination**

Dear Mr. Hill:

It was a pleasure reviewing the Portsmouth Bypass Draft Environmental Impact Statement (DEIS). This document arrived in our office on June 1, 2004. Basically, the report describes the rationale, purpose and need, ecological, geological, geographic, economic, cultural and historic resources investigated in a proposal to construct a four-lane limited access freeway in Scioto County, Ohio. The project area includes several city jurisdictions including Portsmouth, Lucasville, Minford, and Wheelersburg, as well as several townships. The report stressed the importance of a bypass facility in facilitating the flow of traffic, reducing vehicular accidents, and stimulating employment and economic development in the region. Among the conceptual alternatives considered in the study, the Airport Bypass Alternative was selected and moved forward in the review process. Basically, this alternative consists of a freeway route from Lucasville (US 23) east to the City of Minford and south to City of Wheelersburg. The conceptual alternative was subdivided into feasible corridors and alternatives. These features and their merits were compared in the report.

We understand the importance of developing a viable transportation corridor to improve traffic problems and stimulate economic development in the US Route 23 "macro-corridor" region. We found the evaluation matrix in Table 3-22 (Preliminary Project Impacts By Section) and other graphic displays very helpful in comparing resources and ascertaining the best alternative. We offer the following targeted comments on the proposal.

1. We encourage ODOT to minimize the construction of new crossings over waters and encourage the development of alignment designs that allow for the use of existing bridge crossing, especially crossings on high-quality waters such as the Little Scioto River.

Bob Taft, Governor
Jennette Bradley, Lieutenant Governor
Christopher Jones, Director

2. We realize that ODOT has systematically and diligently selected the best route for further consideration but we would like to know if ODOT considered the feasibility of using SR 139 as an independent conceptual alternative or integrating it with the current Airport Bypass option? In looking at the layout of the study area, the vertical alignment (northeast/southwest) and location of SR 139 about midway in the study area would appear to make this route an idea connector and bypass, with the necessary modifications, between populated areas on the north portion of the study area and the populated areas on the south portion of the study area. SR 139 primarily follows a valley corridor in the study area and it generally does not run through densely populated areas, and it does not appear to cross through many high-quality streams and valuable floodplain habitat.

3. With respect to ecological resources and the feasible alternatives and segments presented, we believe Feasible Alternative H1 (Section 1), Hill/Valley 2 (Section 2), H3 (Section 3), and V4 or H4 (Section 4) appears to have fewer significant impacts and should be moved forward in the review process. Although segment V4 has less overall stream impacts than segment H4, it has substantially more impacts to perennial streams than segment H4. Whereas, segment H4 would impact more woodland and wetland (Category 2) habitats than segment V4 in this section. Minimizing disturbance to forested and riparian habitat in the project area may be an important issue to consider because of the important role trees may serve in minimizing soil erosion, especially in view of several locations identified in the study area in which the soils are prone to landslides. While many of the streams in the upper portion of hill segments are probably ephemeral or headwater streams and individually may not be comparable to perennial, larger streams in the lower reaches or valleys, we cannot dismiss the important ecological functions that headwater or smaller streams may impart at the watershed scale. As more detailed ecological and impact data become available we will have a better understanding of the overall magnitude of the impacts and better able to determine whether segment H4 or segment V4 is a better option.

Further Basis for Decision:

- a. Segment V1 contains considerably more perennial stream impacts than segment H1 and appears to contain substantially more impacts to high-quality surface waters in the Little Scioto River Watershed (e.g. Little Scioto River and its tributaries). Efforts should be made to prevent or minimize impacts to the Little Scioto River, to the best extent practicable.

Timothy M. Hill, Administrator
Ohio Department of Transportation
Portsmouth Bypass, SCI-823-0.00, PID 19415
Ecological/NEPA Coordination
Page 3 of 3

- b. Because of its close proximity to major populated areas such as Lucasville and Clarktown, segments V3/V4 would appear to be a better or more efficient access route at these points than segments H3/H4. It also appears to cover a shorter distance and have less curvature than segments H3/H4. The tradeoff is that V3 has more impacts to perennial streams than H3. If the streams in V3 are predominantly low-quality and do not contain endangered or sensitive species we would not be in dispute in using V3. In this point in the review we prefer H3 over V3 (as noted above).
4. In a project this size it is likely that culverts will be used. We would appreciate consideration given to using culvert designs, especially on high-quality waters, that allow natural movement of bedload to establish a stable sediment layer within the culvert and designs that facilitate the passage of aquatic fauna through the culvert.
5. Ohio EPA would like to make arrangements with ODOT and other officials to tour the Portsmouth Bypass site at a later, ideally after the Preferred Alternative is selected.

We appreciate the opportunity to review the project early in the development stage. This concludes our remarks on the proposal. As usual, if you would like a further discussion on this issue, feel free to contact me at (614) 644-2138

Sincerely,



Arthur L. Coleman, Jr.
Environmental Specialist
Division of Surface Water

cc: Kimberley-Courts-Brown, Army COE, Huntington District
Kenneth Lammers, USFWS
Wayne Gorski, US EPA/Region V
William Cody, OES/ODOT
Mike Pettegrew, OES/ODOT
Noel Alcala, OES/ODOT
Randy Sanders, ODNR/REALM
Marty Kuklis, Ohio EPA/NEDO



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

JUL 01 2004

REPLY TO THE ATTENTION OF:

B-19J

Timothy M. Hill, Administrator
Office of Environmental Services
Ohio Department of Transportation
1980 West Broad Street
Columbus, OH 43223

RE: SR 823 Portsmouth Bypass, Scioto County, Ohio (SCI-823 0.00, PJD 19415)

Dear Mr. Hill:

In response to your request of May 28, 2004 we have reviewed of the Preliminary Draft Environmental Impact Statement (PDEIS) for the SR 823 Portsmouth Bypass in Scioto County, Ohio. The project involves constructing a bypass around Portsmouth, Ohio and is part of the Appalachian Development Highway System. We previously reviewed the USH-23 Portsmouth Transportation Feasibility Study and indicated we concurred with your agency's recommendation to forward the Airport Bypass corridor for further analysis. Our comments on the PDEIS are aimed at identifying areas where further explanation would be useful.

- The PDEIS contains a few unquantified and speculative statements, perhaps because it refers to information in the earlier feasibility study (FS). For example: "If all through trips were concentrated on US 23, it would function at a Level of Service of F, with frequent traffic jams" (page 1-18). This is not the case, however; since traffic distributes itself over a network of roads, as explained elsewhere in the PDEIS. There are also references to "considerable" and "substantial" volumes of traffic that are perhaps explained and quantified in the FS, but not in the PDEIS. Furthermore, most alternate routes handling the current traffic load are expected to operate at LOS of C or better for design year 2025. The result is that the traffic-related evidence for a build alternative is difficult to follow. We recommend summarizing the traffic information, whether presented here or mainly in the FS, in the draft environmental impact statement (DEIS) in such a way as to make the claims clearer.
- On page 1-8, the document describes one intersection currently at Level of Service F and mentions that an additional nine intersections will degrade to Level of Service D, E, or F by 2025. The alternatives analysis does not include an alternative that would address these intersections and segments specifically. We recommend determining whether such

an alternative should be added. (We note that one alternative, under section 2.1.1.2, discusses a specific intersection improvement, but it is not clear how this relates to the intersections described on page 1-8.) If there are reasons why intersection improvement (of all intersections described in 1-8) is not forwarded as an alternative, the DEIS should include the explanation. Otherwise, the question of improving these intersections to manage traffic needs (and address overall mobility issues in the purpose and need) is not addressed sufficiently.

- It is not clear how the segments in Table 2-3: Level of Service Results are related to the various segments discussed elsewhere in the Alternatives section. That is, it is not clear if segments in the table correspond to a specific corridor or a theoretical generic corridor.
- On page 2-4, two construction alternatives are named that do not appear on *Figure 2-1: Conceptual Alternatives*. They are: the SR 104 Arterial and the Airport Arterial. If they are part of any of the conceptual alternatives pictured, it is not obvious from the figure or the text.
- The PDEIS states that each feasible alternative requires one bridge crossing of the Little Scioto River. We recommend the DEIS discuss site-specific environmental impacts of each crossing alternative. The Long Run will also be crossed; the DEIS should describe site-specific impacts for this crossing as well.
- We recommend discussing mitigation for increased runoff into streams and rivers in the DEIS. As the PDEIS states, many of the surface water bodies in the area do not have high turbidity conditions and may be sensitive to increased runoff. In addition, we suggest the DEIS include mitigation for other known or potential roadway activities that could impact water quality, such as weed control.
- The PDEIS does not include discussion of noise, secondary environmental impacts, or cumulative environmental impacts, so we were not able to provide assistance on these areas. We anticipate reviewing these analyses in the DEIS.

We appreciate the opportunity to review this project document in its preliminary phase, and we hope our comments are useful for developing the DEIS. If you have any questions or wish to discuss any aspect of the comments, please contact Anna Miller of my staff at (312) 886-7060 or via e-mail at miller.anna@epa.gov.

Sincerely,



Kenneth A. Westlake, Chief
Environmental Planning and Evaluation Branch
Office of Strategic Environmental Analysis



DEPARTMENT OF THE ARMY
HUNTINGTON DISTRICT, CORPS OF ENGINEERS
502 EIGHTH STREET
HUNTINGTON, WEST VIRGINIA 25701-2070

RECEIVED

JUL 06 2004

OFFICE OF
ENVIRONMENTAL SERVICES

July 1, 2004

REPLY TO

ATTENTION OF:
Operations and Readiness Division
Regulatory Branch
UN Trib Ohio River-200001321

Timothy Hill
Office of Environmental Services
Ohio Department of Transportation
Post Office Box 899
Columbus, Ohio 43216-0899

Dear Mr. Hill:

I refer to Preliminary Draft Environmental Impact Statement (PDEIS) and Ecological Survey Report (ESR) a Feasibility Study Report received in this office on June 2, 2004 concerning the proposed Portsmouth Bypass project in Scioto County, Ohio. You have requested our comments on the PDEIS and ESR in accordance with Concurrence Point 2 of the NEPA 404/401 Merger Implementation Agreement. The CRS and PID numbers for this project are SCI-823-0.00 (PID 19415). We have reviewed the reports and wish to offer the following comments and recommendations:

Section 1.0 - Purpose & Need: The PDEIS clearly defines the purpose and need for the proposed by-pass. Seven preliminary alternatives were developed based on the projects defined purpose and need and included four new location (by-pass) alternatives, two arterial improvement alternatives, and one alternative that would improve the existing US 23/US 52 alignment.

Section 2.0 - Alternatives: The alternatives mentioned above were discussed in some detail in the September 2000 Feasibility Study Report (FSR). The PDEIS indicated two of the by-pass alternatives (West By-Pass, Inner By-Pass), the two arterial improvement alternatives (SR 104 Arterial and Airport Arterial), and the improve existing US 23/US 52 alignment were eliminated from consideration as they did not meet the project's stated purpose and need. However, a description of how these alternatives were eliminated from consideration was not included in the PDEIS. This information can be found in the September 2000 FSR. The Draft EIS should either incorporate the September 2000 FSR as an addendum and provide reference to the report when discussing why these alternatives were eliminated or a separate subsection should be included under the Alternatives discussion that describes in more detail how and why these alternatives were eliminated. A comparative table, such as Table 1X-1 in the September 2000 FSR, should also be included in the Draft EIS under the Alternatives section.

The PDEIS recommended the Feurt Hill By-Pass and Airport By-Pass Alternatives be carried forward for further study. While a comparative table describing financial, logistical, and economic benefits associated with the two alternatives was included in the PDEIS (Table 2-1), it would be beneficial to include a comparative table describing environmental consequences associated with each alternative. This information would be helpful in justifying the elimination of the Feurt Hill By-Pass from consideration. You should also more clearly describe how the Feurt Hill By-Pass failed to meet the projects purpose and need. Is the failure of the Feurt Hill By-Pass based solely on economic development?

Table 2-4 defines the preliminary project impacts for two alternatives developed in November 2002. However, no explanation is given as to how these two alternatives were developed from the July 2002 Study Corridors. An explanation of how each alternative was developed would be helpful. The narrative under Section 2.2.3 refers to Figure 3-7 on page 2-24. The figure on page 2-24 is actually Figure 2-8.

Section 3.3 – Revisions to the Study Corridor: This section was difficult to review as a result of the inconsistency in how the tables were labeled and a lack of discussion of how the difference segments, sections, alternatives were developed and how they relate to one another (See Tables 2-4, 3-1, 3-2, 3-3, 3-4, 3-8, and 3-11). The PDEIS indicated that several revisions were made to the initial study area to come up with feasible alternatives. However, the feasible alternatives that were finally developed as a result of the revisions are not described in this section. The ESR contains a good discussion on how the individual segments were combined to form the eight feasible alternatives. This discussion should be included under this section of the DEIS. It would also be helpful to name the actual alternative and then describe what segments comprise the alternative i.e. Alternative 1 (H1, HV2, H3, H4).

As you are aware, this office's main priority is to review the environmental impacts associated with each alternative. Overall, it appears that impacts to aquatic resources associated with each of the eight alternatives are comparable and at this point, no alternative stands out as the best alternative. For example, while Alternative 2 (H1+HV2+V3+V4) has the lowest overall stream impacts, it has the highest amount of impacts to perennial streams. In comparison, Alternative 1 (H1+HV2+H3+H4) has the lowest amount of impacts to perennial streams but has high impacts to ephemeral and intermittent streams. Wetland impacts appear to be consistent for all of the alternatives. The quality of the streams and wetlands to be impacted, as well as other factors such as costs, relocations, cultural/historical resources, endangered species concerns, and public input will probably be the determining factors as to which alternative is selected. Upon selection of the preferred alternative, we will be able to provide more detailed comments regarding the proposal.

Thank you for allowing the opportunity to review the PDEIS and ESR and provide comments and recommendations. If you have any questions, please contact Kimberly Courts-Brown at 304-399-5210.

Sincerely,

A handwritten signature in black ink, appearing to read "Ginger Mullins". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Ginger Mullins, Chief
Regulatory Branch

Copy Furnished:

Arthur Coleman
Ohio Environmental Protection Agency
Division of Surface Water
Post Office Box 1049
Columbus, Ohio 43215

"Sanders, Randy" <Randy.Sanders@dnr.state.oh.us> 07/06/2004 01:45 PM To:

"noel.alcala@dot.state.oh.us" <noel.alcala@dot.state.oh.us> cc: "Fredric Steck (E-mail)"

<fredric.steck@dot.state.oh.us> Subject: 04-0138; ODOT Portsmouth Bypass

ODNR COMMENTS TO ODOT; Ecological Survey Report and Preliminary Draft Environmental Impact Statement for the Portsmouth Bypass project in Scioto County, Ohio.

Location: Portsmouth Bypass, Scioto County

Project: Construction of a four lane limited access freeway in Scioto county. Depending on the alternative selected, the project will impact 2.39 to 4.43 acres of wetlands and 39,560 to 49,340 linear feet of stream habitat.

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 Natural Heritage Database was consulted for this project by a data request from CH2M Hill (the response letter of 9-24-2001 is included in Volume II: Appendix C) and a list of species we reported in our response letter is given many different places in the report (for example, Table 3-12 on page 3-39 and Table 4 on page 15 of the Ecological Survey Report). However, these species are not discussed beyond being mentioned. There is no discussion as to whether the locations we gave for these species were searched during the surveys, or whether these species were searched for anywhere within the project area. At a minimum, the locations for the species we reported should have been surveyed to determine if they were still present and a discussion given as to whether those locations would be impacted by any of the project alternatives.

Species incidentally found during surveys were mentioned and discussed (such as the American chestnut, rosyside dace and eastern sand darter). Two species on the reptile and amphibian list given in the Volume II: Appendices portion of the documentation are listed by the Division of Wildlife as special interest species [the rough green snake (*Opheodrys aestivus*) and the eastern box turtle (*Terrapene carolina*)] but they are not recognized as such in the report .

Data given for this project is from 2001. Since that time we have dropped Champion Trees from the database and no longer track them, and the Division of Wildlife no longer lists the silver lamprey (*Ichthyomyzon unicuspis*). In addition, we have since added a record for a mollusk bed (within Rocky Fork which may be outside the project area) and for the deertoe (*Truncilla truncata*), a species of concern (in the Little Scioto River, 1.3 miles from the mouth, 1987).

The Little Scioto River also supports the eastern hellbender, a state endangered salamander. The project should be designed as to minimize impacts to this stream and its tributaries.

Fish and Wildlife: The DOW recommends no in water work be conducted between April 15 and June 15 to reduce impacts to fish reproduction. In addition, in water work should be done in such a way that it does not impact freshwater mussels that may be in the area. The DOW recommends the alternative that would have the least impact on aquatic and terrestrial wildlife and unique wildlife habitat, including forested areas, wetlands, and streams. From a preliminary review this appears to be alternative H1+HV2+V3+V4.

Special Flood Hazard Area: The proposed project may or may not be located in a Special Flood Hazard Area. To assist you in this determination, please contact the community's floodplain administrator. A list of community floodplain administrators can be found on the ODNR - Division of Water website at <http://www.dnr.state.oh.us/water/floodpln/>. To view a copy of a Flood Insurance Rate Map for your project area, you can either contact the community floodplain administrator, or obtain a copy online from the FEMA Flood Map Store at <http://store.msc.fema.gov/>.

ODNR also comments that we have received a copy of the Ohio EPA comments dated June 24, 2004 by Arthur Coleman and generally support those comments.

ODNR appreciates the opportunity to provide these comments. Please contact Randy Sanders at 614.265.6344 if you have questions about these comments or need additional information.

Randall E. Sanders
Environmental Administrator
Division of Real Estate & Land Management
Ohio Department of Natural Resources
1952 Belcher Drive C-4
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United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
6950 Americana Parkway, Suite H
Reynoldsburg, Ohio 43068-4127
(614) 469-6923/FAX (614) 469-6919
August 25, 2004

Timothy M. Hill
Ohio Dept. of Transportation
P.O. Box 899
Columbus, OH 43216-0899

Re: SCI-823-0.00 (PID 18415), Portsmouth Bypass

Dear Mr. Hill:

This is in response to your May 28, 2004 letter requesting our review of the Ecological Survey Report and Preliminary Draft Environmental Impact Statement (PDEIS) for the Portsmouth Bypass project in Scioto County, Ohio. The Bypass would connect US 23 near Lucasville with US 52 near Scioto Dale by a new limited access highway northeast of Portsmouth. Depending on the alternative selected, the project would impact 2.59 to 4.43 acres of wetlands and 39,560 to 49,340 linear feet of stream habitat. Forest habitat to be impacted or destroyed due to this project would be 362 to 528 acres, depending on the alternative selected.

We have reviewed the PDEIS and find that it adequately addresses aspects of interest to the U.S. Fish and Wildlife Service, with minor exceptions. The following are comments with our concerns or notations.

Relative to Federally listed species in Scioto County, the PDEIS addresses the three species (Indiana bat-*Miotis sodalis*, Virginia spiraea-*Spiraea virginiana*, and small whorled pogonia-*Isotria medeoloides*) and concludes that the project may affect but is unlikely to adversely affect the three listed species. We concur with this determination. We understand that no Indiana bats were found during surveys in the project area. Nevertheless, we recommend adherence to our standard guidance for avoiding or minimizing impacts to Indiana bats and their habitat.

The timber rattlesnake-*Crotalus horridus horridus*-was given consideration relative to a pre-listing conservation plan, and no impacts on this species are expected.

Since the publication of the PDEIS, two mussel species (rayed bean-*Villosa fabalis* and sheepnose-*Plethobasus cyphus*) have officially been added in Scioto County as Federal candidate species. We recommend that these two species be addressed in the draft EIS.

GENERAL COMMENTS

In addition to significant direct effects of major road construction, such as the Portsmouth Bypass, these projects have many secondary impacts, not only to the environment, but also to the economy and society in the project area. Areas adjacent to the road alignment are frequently changed from basically undeveloped rural settings to residential and commercial developments with large areas of impervious surfaces. Areas near interchanges are particularly vulnerable. Economic development with transportation elements should be pursued which would rejuvenate old, economically dying neighborhoods in cities such as Portsmouth. We are concerned that this project would not only destroy many natural resources in the project area, but also could promote further deterioration of the city's core. Unfortunately, this type of project promotes the so-called urban sprawl. We recommend that Ohio Department of Transportation (ODOT) work with local governments in the project vicinity to initiate local zoning which would result in controlled developments that protect the natural resources rather than destroy them.

We are also concerned with impacts to forest habitat which result in increased fragmentation to large tracts of forests. While the percentage of forest in Ohio has increased during the past decades, the number of large blocks of uninterrupted forest has decreased. To some degree the Portsmouth Bypass would further fragment forest in the Portsmouth area. This is an issue that should be addressed in the draft EIS, along with more attention to project-caused impacts to forest habitat, in general.

Mitigation Measures

As in other bypass projects in southeast Ohio, new roads are commonly routed through forested areas. Also, most of the forested areas are hilly. Therefore, additional terrain is needed to have a cut or fill segment with stable slopes. To minimize those impacts, we recommend that the median and shoulder areas be reduced to that which is necessary for safety and maintenance. If necessary, median width should be reduced with the use of "Jersey" barriers.

SPECIFIC COMMENTS

ECOLOGICAL SURVEY REPORT VOL. I

Page 16, Endangered Species:

In the second paragraph the last sentence should be modified to read, "This species has been confirmed in Hocking County (approximately 50 miles north of the study area, and there is a 1985 record in Scioto County (approximately 5 miles from the study area)."

The same comment pertains to the second paragraph on page 63, which addresses the small whorled pogonia (SWP).

Page 38, Endangered Species, Small Whorled Pogonia:

In the second paragraph, the second sentence should be modified to read, "The timing of this work will be coordinated with Paul Knoop, a private naturalist, who is monitoring the known population of the SWP in Hocking and Scioto Counties..." The same change should be made in Volume III, Tab K, Page 1 and Appendix A, sixth page, Field visit, Small Whorled Pogonia site, Hocking County.

Pre-DRAFT EIS

Page 3-25, *Mitigation/Additional Coordination Required:*

We note that the Little Scioto River is designated State Resource Waters. As such, the Ohio EPA prohibits authorization of impacts to the river and adjacent wetlands under the Nationwide Permit Program of Section 404 of the Clean Water Act. Therefore, we recommend that established best construction and management practices be exceeded in portions of this project that are near this river. In addition to all the standard practices, adequately sized sediment control structures should be constructed, used and maintained during the entire project construction period to prevent project originated silt from entering the stream(s).

Page 3-35, *Mitigation/Additional Coordination Required:*

The second paragraph states that specific stream mitigation measures will be developed during coordination with the Corps and Ohio EPA in the pre-application process for Section 404 and 401 permits. In accordance with the Fish and Wildlife Coordination Act, we ask that the above agencies include both the State and Federal fish and wildlife agencies in the above deliberation. We recommend the same for development of the wetland mitigation plan, as required by the U.S. Army Corps of Engineers Regulatory Guidance and Ohio's Revised Code, primarily in the Little Scioto River watershed.

**Page 3-41, 3.4.6 Wildlife, Vegetation and Threatened and Endangered Species:
Existing Conditions**

It should be noted that the eastern sand darter is on a list of species for which status assessments will be done in the next few years. Also, another species, for which a relatively recent record (1988) exists in Little Scioto River, is the eastern hellbender (*Cryptobranchus alleganiensis*). This species is currently under evaluation for possible Federal candidate status. This information should be included in the draft EIS.

Page 3-48, Natural Environment Secondary Impacts:

We note that this section has not been included in the above document but will be in the subsequent draft EIS. We appreciate this heads-up comment, since we understand that a primary purpose of the project is to stimulate economic development in the Bypass corridor. Considering this, habitat impacts beyond the construction of the Portsmouth Bypass could be, and predictably will be, substantial. Your treatment of secondary impacts should include discussions of economic goals by local governments.

Page 3-50, Figure 3-6: Existing Land Use:

This figure should be revised to show a land use for Forest. We assume this is included with "Agricultural" in the current figure. It should be categorized as in Table 3-13 on page 3-53. (Refer to our comments on forest habitat.)

Much emphasis has been placed on impacts to streams, wetlands, and federally listed species; since impacts to such are regulated. Unfortunately, upland forest habitat receives relatively little attention. In recent years we have observed that the ODOT has placed considerable effort on the planting of woody vegetation along constructed roads and adjacent impacted areas. We recommend the same be done for this project to mitigate the significant loss of forest habitat. The general project vicinity should be scanned for possible opportunities to replace the many acres of forest habitat. Furthermore, conservation easements should be used where feasible to protect reforestation efforts in perpetuity. The focus should be made on hillsides, as well as bottomlands and riparian areas.

Page 2-10, 2.2.1.2 Evaluation Process and Criteria:

The second paragraph lists the resources that should be considered during the impact analyses. Among other resources, we noted wetlands, streams, and floodplains. We recommend that you add another very important resource relative to everyone's interest: forest!

Table 3-22, PREMINARY PROJECT IMPACTS BY SECTION:


After careful evaluation of data in this table, based on lower levels of impacts to priority habitats, we recommend that following segments for the three sections of this project where there is a choice.

- Section 1, Segment Hill
- Section 2, no choice
- Section 3, Segment Hill (actually both segments are very similar in terms of impacts to various habitats)
- Section 4, Segment Valley

This technical assistance letter is submitted in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the Endangered Species Act, of 1973, as amended, and is consistent with the intent of the National Environmental Policy Act of 1969, and the U. S. Fish and Wildlife Service's Mitigation Policy.

We appreciate this opportunity to provide the above comments. If you have questions, or if we may be of further assistance in this matter, please contact Ken Lammers at extension 15 in this office.

Sincerely,


for Mary Knapp, Ph.D.
Supervisor

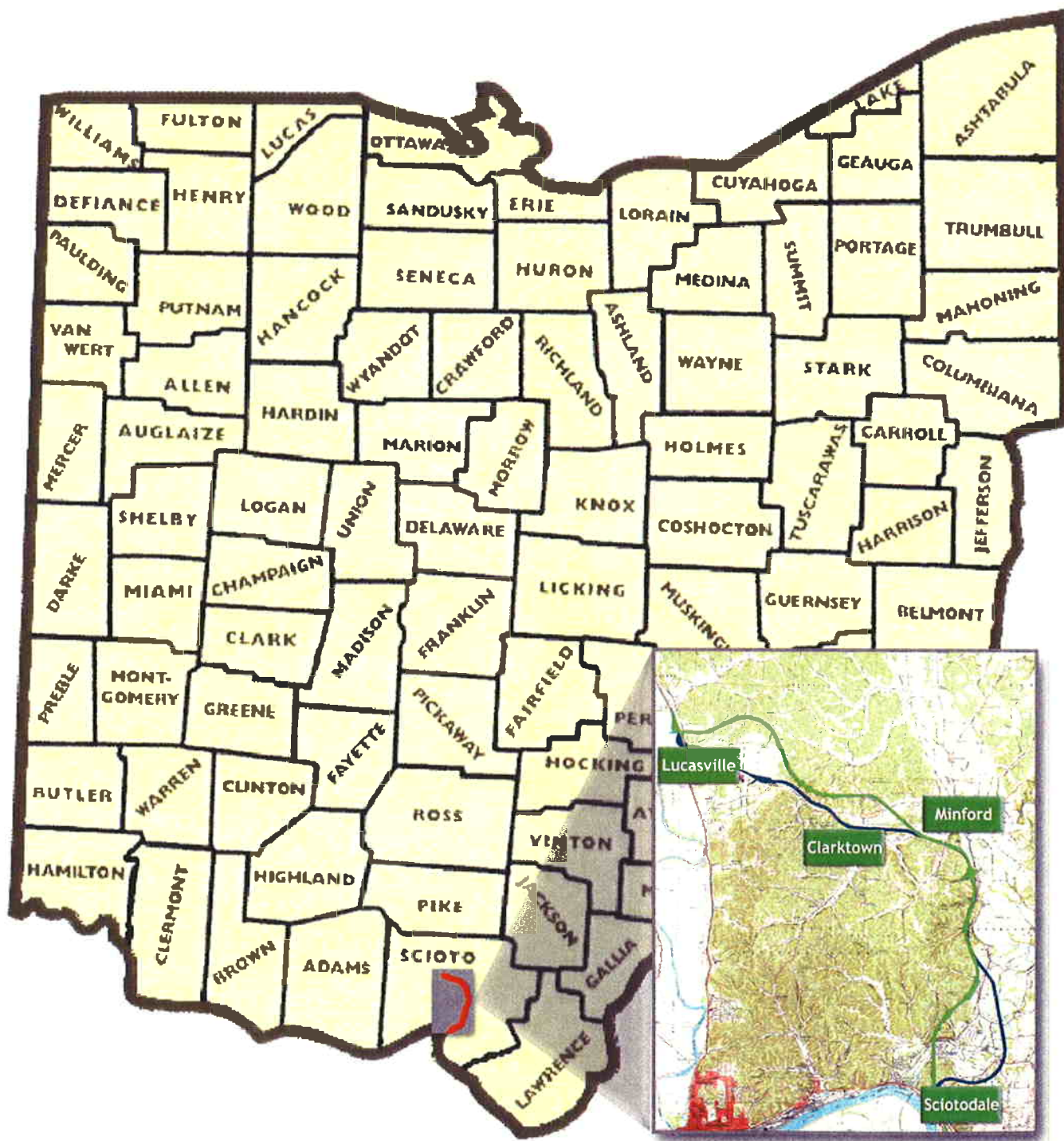
cc: ODNR, DOW, SCEA Unit, Columbus, OH
ODNR, Division of Real Estate & Land Management, Columbus, OH
Ohio EPA, 401/Wetland Section, Columbus, OH
US EPA, Office of Environmental Review, Chicago, IL



823

Portsmouth Bypass

An Appalachian Development Highway



Location Map



Public Meeting

November 13, 2002

Project Information

Purpose of the Meeting

Within the next few months, ODOT will be recommending the final location for the proposed Portsmouth Bypass. Before this decision is made, ODOT would like input from the public on the alternatives that were examined and the options that are still under consideration (labeled "Feasible Alternatives"). Please review the information carefully and assist ODOT in making the best possible decision for the citizens of Scioto County and the surrounding region.

Background

When faced with the potential for a new roadway, whether in favor of the project or concerned about impacts to a home or business, the first question that many people ask is, "Where will it go?" In a study that tries to consider all impacts and benefits, it takes what seems like a long time to get to the point of drawing lines on a map.

The Portsmouth Bypass was first identified as part of the Appalachian Development Highway System (ADHS) in 1964, under the Appalachian Regional Commission (ARC). The purpose of the ARC's programs is to reduce poverty in the Appalachian region. The highway program seeks to end the isolation of these areas and provide the roadway connections needed to attract economic development and jobs. Funding limitations have stalled the project several times in decades past. In 1998 ODOT signed the Southeast Ohio Highway Compact, which allocated money across several projects, including \$55 million toward this project if it was found to be a feasible idea.

In 1999 ODOT began a planning study for the project. A thorough traffic survey was conducted and several alternatives were considered to meet regional transportation and economic development needs, including upgrading the existing routes and several bypass concepts. The study found that a bypass in the area of the county airport would provide good transportation benefits and the best chance for economic development – it would provide roadway access to flat, developable property that already possessed an airport, rail line and close proximity to ports along the Ohio River. In 2001 ODOT approved access to the funding to continue with development of the project.

In August 2001 ODOT began the current study to determine the best location for the new roadway. At the start of the study, the Project Team met with representatives from the Ohio Department of Natural Resources, the U.S. Department of Agriculture, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, the Ohio Environmental Protection Agency, the U.S. Army Corps of Engineers and numerous local officials. Field studies have been conducted to determine the locations of critical resources like schools and community buildings, neighborhoods, farm support services, wetlands, and historic bridges and buildings. Mapping was created to show the topography and the locations of homes and businesses. Geotechnical borings were conducted to provide information on the soil conditions so the planners could better estimate construction costs and how steep the slopes can be cut. This information is the foundation upon which the roadway planning was conducted.

Development of Alternatives

Beginning with the mapping and environmental information already available from other sources, the Project Team began to develop preliminary concepts for the location of the new roadway. Many conceptual roadway segments were drawn on the base maps that could be pieced together into thousands of combinations to make up a complete roadway. Each piece was called a "link." The potential impacts and costs of each link were calculated from readily available information, such as existing maps, property information, existing soils data, and already recorded social and environmental resources. Then, the potential links were compared to one another to determine the most promising locations for the new roadway based upon this limited information.

The most promising links were combined as a starting point in developing the actual design alternatives. As detailed mapping and the results of the field studies for environmental and soils information became available, the Project Team worked to improve the initial segments based upon the more detailed information that had been collected, while searching for options to reduce costs and impacts. The resulting Preliminary Alternatives were broken into segments, numbered 1 through 11, shown on the enclosed map.

The segments of the Preliminary Alternatives were evaluated, based upon costs and impacts, in order to determine which would be carried forward as "Feasible Alternatives." As the study began, ODOT planned to present two or three options at this stage for each segment of the Bypass. However, based upon impacts and costs, one option stood out from the others for most of the length of the project. The feasible segments are shown in color on the map.

Please bear in mind that the final location of the roadway is not decided. ODOT will review all comments received prior to identifying the final location of the roadway. Any new information received as a result of the public meeting will be examined before a decision is made. All citizens, even those who live along options that are not currently thought to be feasible, should provide comments so that ODOT understands everyone's point-of-view.

If the option on display is ultimately chosen, the final design of the roadway may not be identical to the preliminary design that is shown. Once a location is chosen, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the Project Team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property. In other words, please make specific comments so that ODOT will have the benefit of your knowledge to make the project better for everyone concerned.

Comments will be accepted at the meeting, by mail, fax, web or e-mail until December 2, 2002:

**SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017**

**E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com**

Funding & Schedule

ODOT has pledged \$55 million toward the project. The remaining funds to complete the project have not yet been committed. Funding for the project will depend upon many factors, such as the Federal Transportation Bill that is currently under development for 2003. A plan for funding the entire project, or for constructing a portion with the available funds, will be developed over the next year. At that time, ODOT will give property owners more information about when right-of-way may be purchased. It is likely the project will not go to construction until 2006 or later.

PORTSMOUTH BYPASS PRELIMINARY PROJECT IMPACTS		Alternative AC+A+B	Alternative AC+C+B
ISSUE/CONCERN			
DESIGN ISSUES	Length (miles)	16.7	16.7
	Probable Cost (millions)	\$166.4	\$171.3
	Construction	\$149.7	\$154.3
	Right-of-Way	\$16.7	\$17.0
	100-Year Floodplain Encroachments (acres)	94	99
PROPERTY IMPACTS	Relocations	79	84
	Single-Family Residences	62	67
	Apartments (one building)	10	10
	Churches	2	2
	Businesses	6	6
	Property Impacts (acres)	877	843
	Urban/Developed (acres)	152	160
	Woodlands (acres)	354	312
	Shrub-Scrub/Logged (acres)	66	22
	Active Agriculture (acres)	141	177
	Passive Agriculture (acres)	165	173
	Potential Landlocked Properties*		
	Number of Parcels (number)	50	45
	Acreage (acres)	1,070	1,007
*These properties may be landlocked, as no access was apparent and no service road appeared feasible. Access strategies will be pursued with property owners prior to making a final determination.			
ECOLOGICAL RESOURCES	Number of Stream Crossings	113	95
	Total Length Stream Culverted/Relocated (feet)	49,442	42,714
	Perennial (lineal feet)	10,088	8,579
	Intermittent (lineal feet)	18,222	15,782
	Ephemeral (lineal feet)	21,132	18,353
	Total Length Stream - Bridged (feet)	1,208	1,894
	Total Wetlands Impacted (acres)	5.25	6.38
	Category I (acres)	2.51	2.39
	Category II (acres)	2.74	3.99
Ponds (acres)	5.70	13.10	

All impact calculations are preliminary based upon limited design information. Final impacts will be determined once design is complete and ultimately may be more or less than the impacts predicted above.

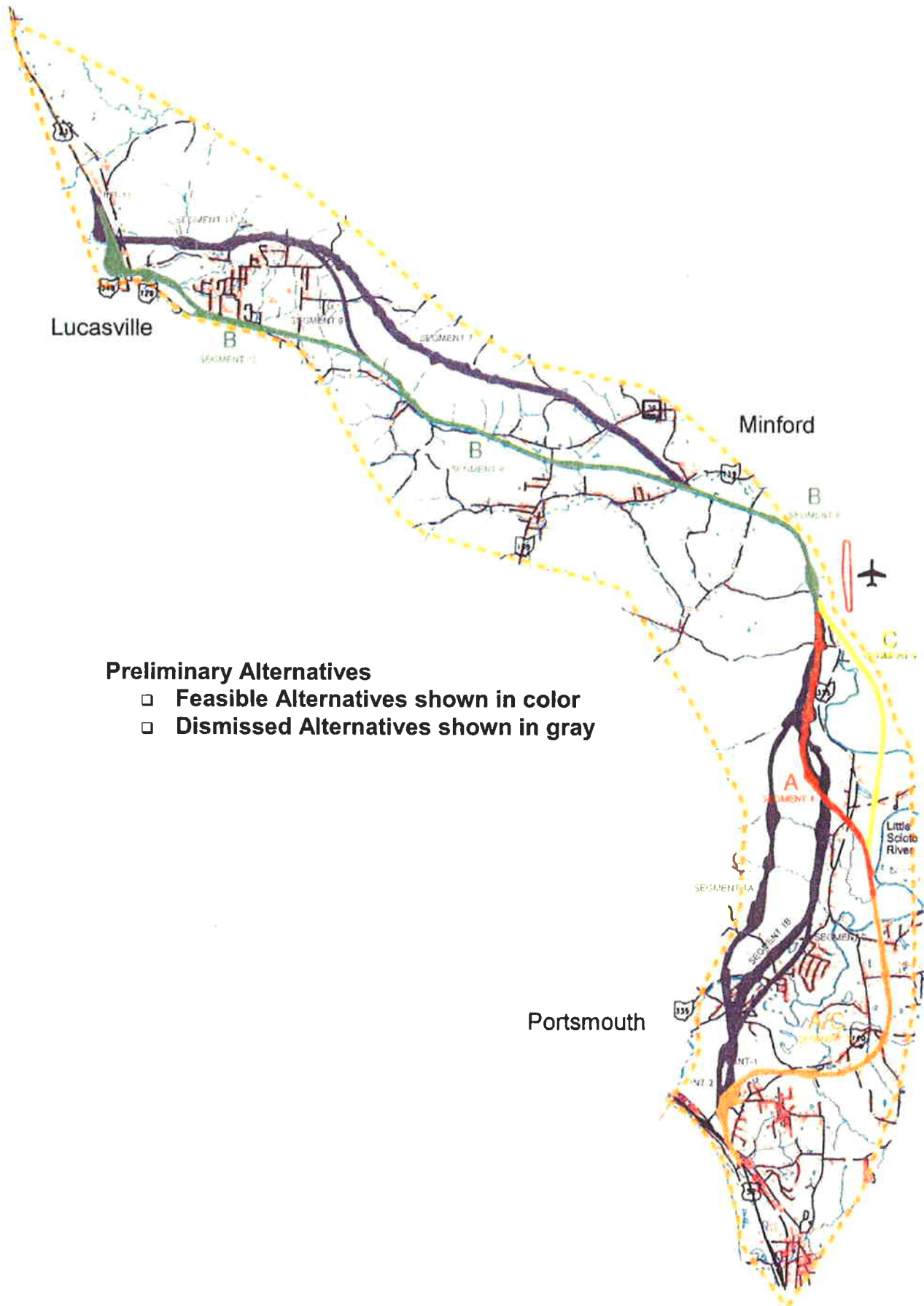


823

Portsmouth Bypass

An Appalachian Development Highway

Preliminary Alternatives
November 2002



Preliminary Alternatives

- Feasible Alternatives shown in color
- Dismissed Alternatives shown in gray



Portsmouth Bypass

An Appalachian Development Highway

Project Update

August 2003

The Portsmouth Bypass will be part of the Appalachian Development Highway System. The purpose of this system is to provide transportation access to economically distressed areas within the Appalachian region, with the intent to lay the groundwork for business investment and creation of new jobs. The Portsmouth Bypass will provide one of the last missing links in this system. It is expected to provide improved transportation within the region by providing a freeway alternative to US 23 and US 52, which contains 30 traffic signals, 88 intersections, and over 500 driveways within 26 miles. In addition, the project will provide access to the Little Scioto River valley, which contains the majority of the undeveloped, flat property within the county that is not in a floodplain.

Alternatives Being Updated to Address Comments

In November of 2002, ODOT held a public meeting to obtain comments on the alternatives that were under consideration for the Portsmouth Bypass. Presently, ODOT is revising the alternatives to address the comments that were received. Based upon public input, there are now two alternatives under consideration.

The project team is currently completing the design work and updating the comparison of impacts between the two options, based upon property impacts, noise, wetlands, streams, farmland, community resources (such as neighborhoods, businesses and schools), historic properties, and other issues. Additional studies are also taking place at this time, including geotechnical investigations (soil borings) and surveys for endangered species.

When the studies are complete, a public meeting will be held to display the options in more detail and provide information on the impacts and costs of each option. Currently, this meeting is expected in Fall of 2003.

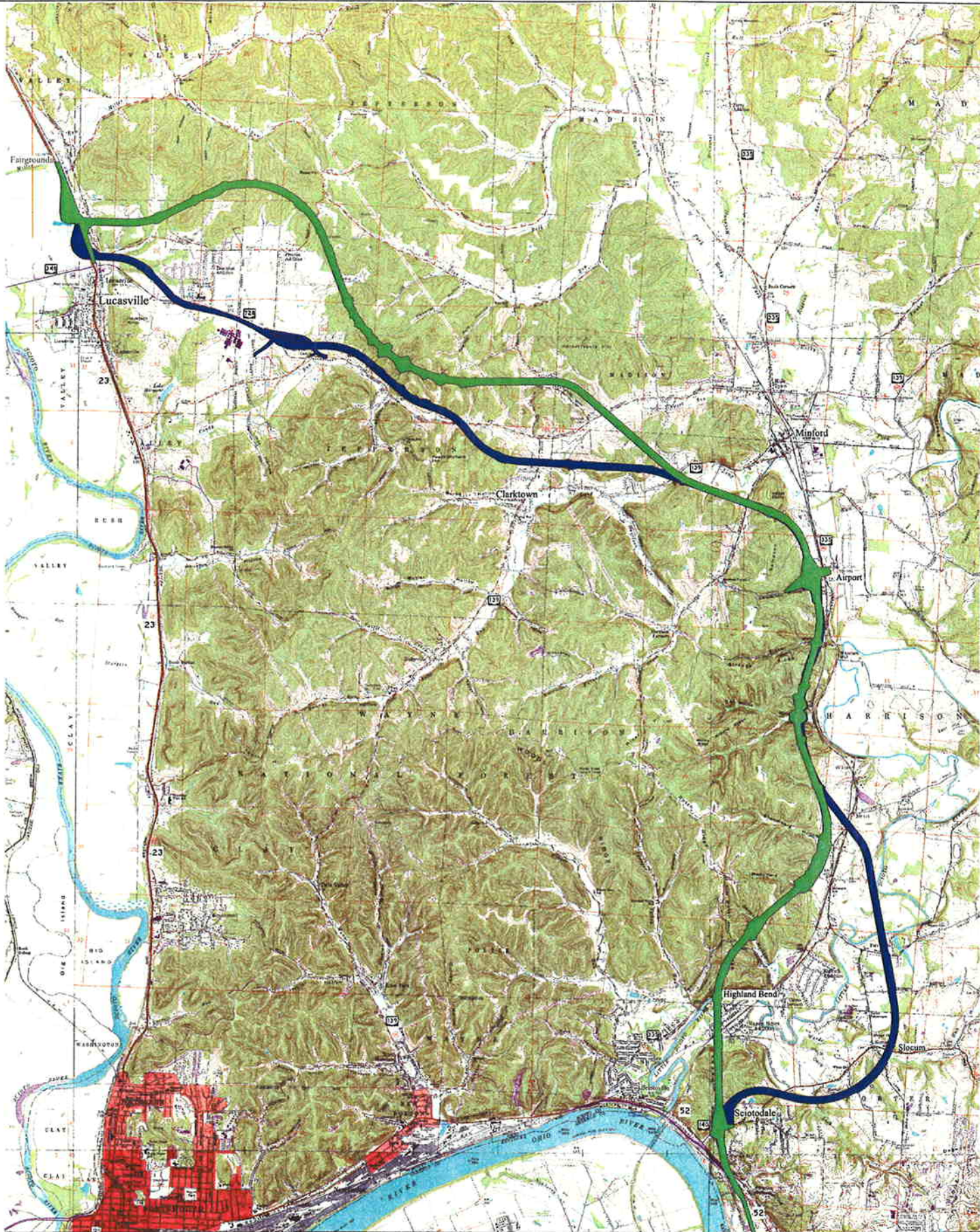
Please bear in mind that the final location of the roadway is not decided. ODOT will review all comments received prior to identifying the final location of the roadway, and any new information received as a result of the public meeting will be examined before a decision is made.

Funding & Schedule



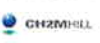
ODOT has pledged \$55 million toward the project; however, the remaining funds to complete the project have not yet been committed. A plan for funding the entire project, or for constructing a portion with the available funds, will be developed over the next year. At that time, ODOT will give property owners more information about when right-of-way is likely to be purchased. Construction of the project is not expected to begin until 2006 or later.

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PORTSMOUTH BYPASS PROJECT
STUDY CORRIDORS

0 2000 4000 8000 FEET

Hill and Valley Alignments Portsmouth Bypass June 2003

	Hill Alignment		Valley Alignment
	Approximate Right-of-Way		Approximate Right-of-Way



Public Meeting

November 19, 2003

Project Information

Project: The proposed Portsmouth Bypass, State Route 823 from Wheelersburg to Lucasville, a four-lane freeway with access at interchanges.

Purpose of the Meeting

A public meeting was held in November 2002 to display the alternatives that were being considered for the new Portsmouth Bypass. Based upon comments received, the alternatives were revised to those presented at today's open house. Within the next few months, ODOT will be recommending the final location for the proposed roadway. Before this decision is made, ODOT would like input from the public on the current alternatives. ***Please review the information carefully and assist ODOT in making the best possible decision for the citizens of Scioto County and the surrounding region.***

Alternatives

The proposed Portsmouth Bypass is broken up into four sections. Currently, there are two alternatives under consideration for Sections 1, 3 and 4, while only one option is shown for Section 2. One alternative in each section generally passes through the valley, while the other generally passes through the hills.

Each section can be mixed and matched to make the ultimate location for the roadway. Your comments are sought on which alternative you prefer in each Section of the proposed bypass.

Currently, interchanges are planned for each end and for a connection to SR 335 near the airport. Another interchange may be constructed on Glendale Road or on Lucasville-Minford Road near Clarktown – comments are being accepted on this issue as well.

Funding & Schedule

ODOT has pledged \$55 million toward the project. The remaining funds to complete the project have not yet been committed. Funding for the project will depend upon many factors, such as the Federal Transportation Bill that is currently under development. A plan for funding the entire project, or for constructing a portion with the currently pledged funds, will be developed over the next several months once the preferred alternative is chosen. It is possible that ODOT may design the roadway and purchase the right-of-way with those available funds in order to preserve the corridor while construction funding is sought.

Background

The Portsmouth Bypass was first identified as part of the Appalachian Development Highway System (ADHS) in 1964, under the Appalachian Regional Commission (ARC). The purpose of the ARC's programs is to reduce poverty in the Appalachian region. The highway program seeks to end the isolation of these areas and provide the roadway connections needed to attract economic development and jobs. Funding limitations have stalled the project several times in decades past. In 1998 ODOT signed the Southeast Ohio Highway Compact, which allocated money across several projects, including \$55 million toward this project if it was found to be a feasible idea.

In 1999 ODOT began a planning study for the project. A thorough traffic survey was conducted and several alternatives were considered to meet regional transportation and economic development needs, including

upgrading the existing routes and several bypass concepts. Based upon the findings of the study, ODOT determined that a bypass in the area of the county airport would provide good transportation benefits and the best chance for economic development – it would provide roadway access to flat, developable property that already possessed an airport, rail line and close proximity to ports along the Ohio River. In 2001 ODOT approved access to the funding to continue with development of the project.

In August 2001 ODOT began the current study to determine the best location for the new roadway. At the start of the study, the project team met with representatives from the Ohio Department of Natural Resources, the U.S. Department of Agriculture, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, the Ohio Environmental Protection Agency, the U.S. Army Corps of Engineers and numerous local officials. Field studies have been conducted to determine the locations of critical resources like schools and community buildings, neighborhoods, farm support services, wetlands, and historic bridges and buildings. Mapping was created to show the topography and the locations of homes and businesses. Geotechnical borings were conducted to provide information on the soil conditions so the planners could better estimate construction costs and how steep the slopes can be cut. This information is the foundation upon which the roadway planning was conducted.

Development of Alternatives

Beginning with the mapping and environmental information already available from other sources, the project team began to develop preliminary concepts for the location of the new roadway. Many conceptual roadway segments were drawn on the base maps that could be pieced together into thousands of combinations to make up a complete roadway. As detailed mapping and the results of the field studies for environmental and soils information became available, the project team worked to improve the initial segments based upon the more detailed information that had been collected, while searching for options to reduce costs and impacts. The segments of the Preliminary Alternatives were evaluated, based upon costs and impacts, in order to determine which would be carried forward. This information was presented at a public meeting on November 13, 2002. Based upon comments received from the public the alternatives were revised to the choices presented at today's open house.

Please bear in mind that the final location of the roadway is not decided. Shortly after the public meeting, ODOT will be coordinating environmental studies with other state and federal agencies to seek their input on the revised alternatives, as well. ODOT will review all comments received prior to identifying the final location of the roadway. Any new information received as a result of the public meeting will be examined before a decision is made. All citizens, even those who do not live along the alternatives, should provide comments so that ODOT understands everyone's point-of-view.

If one of the options on display is ultimately chosen, the final design of the roadway may not be identical to the preliminary design that is shown. Once a location is chosen, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property. In other words, please make specific comments so that ODOT will have the benefit of your knowledge to make the project better for everyone concerned. Feel free to use the comment forms provided or additional sheets.

Comments will be accepted at the meeting, by mail, fax, or e-mail until December 19, 2003:

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823 Portsmouth Bypass

An Appalachian Development Highway

PRELIMINARY PROJECT IMPACTS BY SECTION

ISSUE/CONCERN		SECTION 1		SECTION 2	SECTION 3		SECTION 4	
		Segment Hill 1	Segment Valley 1	Segment Hill/Valley 2	Segment Hill 3	Segment Valley 3	Segment Hill 4	Segment Valley 4
DESIGN ISSUES	Length (miles)	4.5	5.7	4.0	3.7	3.7	4.1	3.9
	Probable Cost (millions) Total	\$84	\$64	\$44	\$45	\$40	\$66	\$48
	Earthwork (incl. mitigation)	\$32	\$13	\$21	\$21	\$17	\$28	\$8
	Structures (incl. bridges, ret walls & culverts)	\$24	\$25	\$9	\$10	\$10	\$16	\$18
	Remaining Construction Costs	\$18	\$16	\$12	\$12	\$11	\$20	\$15
	Utility Relocations	\$5	\$4	\$0	\$1	\$1	\$1	\$3
	Right-of-Way/Relocations	\$4	\$6	\$1	\$1	\$2	\$1	\$4

PROPERTY IMPACTS	Relocations	Residential total	46	46	4	8	8	0	5
	Single-Family Residences		21	31	3	6	7	0	5
	Apartments (1 building)		10	10	0	0	0	0	0
	Other Residences		8	0	0	0	0	0	0
	Mobile Homes		7	5	1	2	1	0	0
	Other Relocations	church, business	0	1	0	0	0	0	2
		barns & farm buildings	4	10	2	7	12	1	5
	Property Impacts by Alternative	Right of Way Required	286	311	216	168	162	271	199
	Active Agricultural	(acres)	7	59	20	2	3	26	41
	Passive Agricultural	(acres)	53	45	44	16	23	5	52
	Scrub/Logged	(acres)	54	15	54	27	3	15	7
	Urban/Developed	(acres)	63	59	11	9	8	42	58
	Woodland	(acres)	109	133	87	114	125	183	41
	Potential Landlocked Properties*								
Number of Parcels	(number)	31	44	9	20	32	20	8	
Acreage	Landlocked Acreage	649	547	165	226	425	399	175	

*These properties may be landlocked, as no access was apparent and no service road appeared feasible. Access strategies will be pursued with property owners prior to making a final determination.

ECOLOGICAL RESOURCES	Stream Culverted/Relocated (total lineal feet)		11,320	15,820	10,212	7,765	7,144	10,956	8,012
	Perennial	(lineal feet)	371	1,346	1,460	0	656	160	3,583
		(number)	1	2	2	0	1	2	3
	Intermittent	(lineal feet)	7,519	6,385	5,249	4,024	3,036	2,794	1,966
		(number)	11	9	9	7	7	6	5
	Ephemeral	(lineal feet)	3,430	8,089	3,503	3,741	3,452	8,002	2,463
		(number)	16	23	12	11	8	15	9
	Stream - Bridged	(lineal feet)	659	435	0	388	389	0	0
	Total Wetlands Impacted	Total (acres)	1.27	1.71	0.35	0.17	0.24	2.06	0.69
	Category I	(acres)	0.04	0.24	0.17	0.17	0.10	0.09	0.66
Category II	(acres)	1.23	1.47	0.18	0.00	0.14	1.97	0.03	
Ponds	(acres)	1.93	1.64	3.16	0.99	0.00	5.61	0.55	

HISTORIC RESOURCES	Buildings Requiring Additional Study								
	Within Boundaries	(photo ID #)	0	1	1	1	0	0	4
	Adjacent to Alignment	(photo ID #)	0	0	1	1	0	1	0

SOCIO-ECONOMIC ISSUES	Residences Close to Roadway	Within 400' of R/W	175	230	10	55	60	50	75
	Cemetaries	Adjacent to Alignment (not impacted)	Rawley Cemetery, Highland Bend Cemetery	Marshall Cemetery, Stockham Cemetery	Ketter Cemetery	Glendale Cemetery		McConnell Farm Cemetery	Jones Cemetery, Stony Hill Cemetery
	Churches	Within Boundaries (would be purchased/relocated)		Adams Memorial Church					
		Adjacent to Alignment (not impacted)	Church of Jesus Christ, Riverview Baptist Church		Sunshine Congregational			Community Bible Church	Candy Run Tabernacle, Community Bible Church
	Schools	Adjacent to Alignment (not impacted)							Valley Local Middle School
	Libraries	Within Boundaries (would be purchased/relocated)							Portsmouth Public Library- Lucasville Branch

All impact calculations are preliminary based upon limited design information. Final impacts will be determined once design is complete and ultimately may be more or less than the impacts predicted above.

DEFINITIONS

Stream types

Perennial. Streams in the lowest portion of the watershed that always contain water throughout the year, with permanent aquatic habitat.

Intermittent. Streams where water may not be present during portions of the year. No permanent aquatic habitat.

Ephemeral. The highest portion of the watershed where typically there is only water in the stream channel during rain events.

Wetland types

Category I. These wetlands support minimal wildlife habitat, and minimal hydrological and recreational functions. They do not provide critical habitat for threatened or endangered species or contain rare, threatened or endangered species. Usually they have a monotypic stands of vegetation, such as cattail, reed canary grass or giant reed. They have low species diversity.

Category II. These wetlands support moderate wildlife habitat, or hydrological and recreational functions as determined by an appropriate wetland evaluation methodology. They are usually dominated by native species but generally without the presence of or habitat for threatened or endangered species.

Category III. These wetlands support superior habitat, or hydrological or recreational functions as determined by an appropriated wetland evaluation methodology (ORAM). They usually have some or all of the following characteristics high levels of diversity, a high proportion of native species, or high functional values. They may contain or provide habitat for threatened or endangered species, high quality forested wetlands, including old growth forested wetlands and mature forested riparian wetlands; vernal pools; and wetlands which are scarce regionally and or state wide including, but not limited to bogs and fens.

Please note that the wetland types on the impact summary are preliminary based upon the opinions of the project ecologists and have not yet been reviewed by ODOT nor the U.S. Army Corps of Engineers.



823 Portsmouth Bypass

An Appalachian Development Highway

PRELIMINARY PROJECT IMPACTS BY ALTERNATIVE

ISSUE/CONCERN	Alternative	Alternative	Alternative	Alternative	Alternative	Alternative	Alternative	Alternative
	H1+HV2+H3+H4	H1+HV2+V3+V4	H1+HV2+H3+V4	H1+HV2+V3+H4	V1+HV2+V3+V4	V1+HV2+H3+H4	V1+HV2+H3+V4	V1+HV2+V3+H4
DESIGN ISSUES								
Length (miles)	16.2	16.0	16.0	16.2	17.3	17.4	17.3	17.4
Probable Cost (millions)	\$240	\$216	\$222	\$235	\$197	\$220	\$202	\$215
Earthwork (incl. mitigation)	\$103	\$78	\$83	\$98	\$59	\$84	\$63	\$79
Structures (incl. bridges, ret walls & culverts)	\$59	\$61	\$61	\$59	\$62	\$59	\$62	\$59
Remaining Construction Costs	\$62	\$56	\$57	\$61	\$53	\$60	\$54	\$59
Utility Relocations	\$8	\$10	\$10	\$8	\$9	\$7	\$9	\$8
Right-of-Way/Relocations	\$7	\$12	\$11	\$8	\$14	\$9	\$13	\$10

PROPERTY IMPACTS									
Relocations	Total	58	63	63	58	63	58	63	58
Single-Family Residences		30	36	35	31	46	40	45	41
Apartments (1 building)		10	10	10	10	10	10	10	10
Other Residences		8	8	8	8	0	0	0	0
Mobile Homes		10	9	10	9	7	8	8	7
Other Relocations	church, business	0	2	2	0	3	1	3	1
	barns & farm buildings	14	23	18	19	29	20	24	25
Property Impacts by Alternative	Right of Way Required	941	863	869	935	888	966	894	960
Active Agricultural	(acres)	55	71	70	56	123	107	122	108
Passive Agricultural	(acres)	118	172	165	125	164	110	157	117
Scrub/Logged	(acres)	150	118	142	126	79	111	103	87
Urban/Developed	(acres)	125	140	141	124	136	121	137	120
Woodland	(acres)	493	362	351	504	386	517	375	528
Potential Landlocked Properties*									
Number of Parcels	(number)	80	80	68	92	93	93	81	105
Acreage	Landlocked Acreage	1,439	1,414	1,215	1,638	1,312	1,337	1,113	1,536

*These properties may be landlocked, as no access was apparent and no service road appeared feasible. Access strategies will be pursued with property owners prior to making a final determination.

ECOLOGICAL RESOURCES									
Stream Culverted/Relocated (feet)		40,253	36,688	37,309	39,632	41,188	44,753	41,809	44,132
Perennial	(lineal feet)	1,991	6,070	5,414	2,647	7,045	2,966	6,389	3,622
	(number)	5	7	6	6	8	6	7	7
Intermittent	(lineal feet)	19,586	17,770	18,758	18,598	16,636	18,452	17,624	17,464
	(number)	33	32	32	33	30	31	30	31
Ephemeral	(lineal feet)	18,676	12,848	13,137	18,387	17,507	23,335	17,796	23,046
	(number)	54	45	48	51	52	61	55	58
Stream - Bridged	(lineal feet)	1,047	1,048	1,047	1,048	824	823	823	824
Total Wetlands Impacted	(acres)	3.85	2.54	2.48	3.92	2.99	4.30	2.92	4.36
Category I	Isolated	0.00	0.30	0.30	0.00	0.37	0.08	0.37	0.08
	Tributary	0.47	0.67	0.74	0.40	0.79	0.59	0.87	0.52
Category II	Isolated	0.35	0.38	0.38	0.35	0.03	0.00	0.03	0.00
	Tributary	3.03	1.20	1.06	3.17	1.79	3.63	1.65	3.76
Ponds	(acres)	11.69	5.64	6.63	10.70	5.36	11.40	6.35	10.41

HISTORIC RESOURCES									
Buildings Requiring Additional Study									
Within Boundaries		2	5	6	1	6	3	7	2
Adjacent to Alignment		3	1	2	2	1	3	2	2

SOCIO-ECONOMIC ISSUES									
Residences Close to Roadway	Within 400' of R/W	290	320	315	295	375	345	370	350
Cemetaries	Adjacent to Alignment (not impacted)	5	5	6	4	5	5	6	4
Churches	Within Boundaries (will be purchased/relocated)	0	0	0	0	1	1	1	1
	Adjacent to Alignment (not impacted)	4	5	5	4	3	2	3	2
Schools	Adjacent to Alignment (not impacted)	0	1	1	0	1	0	1	0
Libraries	Within Boundaries (will be purchased/relocated)	0	1	1	0	1	0	1	0

All impact calculations are preliminary based upon limited design information. Final impacts will be determined once design is complete and ultimately may be more or less than the impacts predicted above.



Public Meeting

August 19, 2004

Project Information

Project Description

The Portsmouth Bypass, (State Route 823) will be a four-lane, divided, limited-access freeway from Wheelersburg to Lucasville with access provided by interchanges at US 52, at Shumway Hollow near the Airport on SR 335, at Lucasville-Minford Road, and at US 23.

Purpose of the Meeting

The purpose of this meeting is to present the recommended Preferred Alternative and continue to receive feedback from the public on how to improve upon the Preferred Alternative.

Background

The Portsmouth Bypass was first identified as part of the Appalachian Development Highway System (ADHS) in 1964, under the Appalachian Regional Commission (ARC). The purpose of the ARC's programs is to reduce poverty in the Appalachian region. The highway program seeks to end the isolation of these areas and provide the roadway connections needed to attract economic development and jobs. Funding limitations have stalled the project several times in decades past. In 1998 ODOT signed the Southeast Ohio Highway Compact, which allocated money across several projects, including \$55 million toward this project if it was found to be a feasible idea.

In 1999 ODOT began a planning study for the project. A thorough traffic survey was conducted and several alternatives were considered to meet regional transportation and economic development needs, including upgrading the existing routes and several bypass concepts. Based upon the findings of the study, ODOT determined that a bypass in the area of the county airport would provide good transportation benefits and the best chance for economic development – it would provide roadway access to flat, developable property that already possessed an airport, rail line and close proximity to ports along the Ohio River. In 2001 ODOT approved access to the funding to continue with development of the project.

In August 2001 ODOT began the current study to determine the best location for the new roadway. At the start of the study, the project team met with representatives from the Ohio Department of Natural Resources, the U.S. Department of Agriculture, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, the Ohio Environmental Protection Agency, the U.S. Army Corps of Engineers and numerous local officials. Field studies have been conducted to determine the locations of critical resources like schools and community buildings, neighborhoods, farm support services, wetlands, and historic bridges and buildings. Mapping was created to show the topography and the locations of homes and businesses. Geotechnical borings were conducted to provide information on the soil conditions so the planners could better estimate construction costs and how steep the slopes can be cut. This information is the foundation upon which the roadway planning was conducted.

In November of 2002, several alternatives were shown to the public for comment. Based upon public concerns, ODOT agreed to revisit the alternatives analysis to consider additional options. In November of 2003, the refined Feasible Alternatives were shown at a public meeting and comments were compiled. Based upon the social, economic, and environmental impacts of these options, along with the public comments received, ODOT has recommended the Preferred Alternative that is on display at today's meeting.

Next Steps

With the Proposed Preferred Alternative decided, the design and location of the roadway shown may not be identical to the final roadway design. The design team will now begin to develop roadway plans and will concentrate on trying to improve upon the preferred option by addressing concerns and suggestions of property owners.

During previous public meetings, the Project Team received several suggestions for improvements to the alternatives. The team has investigated these ideas and some of them have resulted in changes to the Preferred Alternative from the "Hill" alignment previously shown. One such improvement was the decision to add an interchange at Lucasville-Minford Road. Other suggestions resulted in minor shifts of the roadway to reduce property impacts.

Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property. In other words, please make specific comments so that ODOT will have the benefit of your knowledge to make the project better for everyone concerned. Feel free to use the comment forms provided or additional sheets.

Funding & Schedule

The Portsmouth Bypass is estimated to cost approximately \$240 million for construction and right-of-way. ODOT has currently pledged \$55 million toward the project. The remaining funds to complete the project have not yet been committed. Funding for the project will depend upon many factors, such as the fate of the Appalachian Development Highway System program and the size of the Federal Transportation Bill that is currently under development.

A plan for funding the entire project, or for constructing a portion with the currently pledged funds, will be developed over the next several months. It is possible that ODOT may design the roadway and purchase the right-of-way with those available funds in order to preserve the corridor while construction funding is sought. It is also possible that ODOT may choose to construct a portion of the roadway while seeking funds for the remaining portions. Please provide your input on this issue, if you have an opinion on how the project should be implemented.

Comments will be accepted at the meeting, by mail, fax, or e-mail until September 3, 2004:

**TranSystems Corporation SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017**

**E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com**



Portsmouth Bypass

An Appalachian Development Highway

Portsmouth Bypass Frequently Asked Questions August 19, 2004

What is the purpose of this Public Meeting?

The purpose of this meeting is to present the Preferred Alternative that was chosen based upon environmental impacts, agency comments, and public input. The goal is to obtain additional public comments that will help us further improve the Preferred Alternative.

Is this "Hill Alignment" shown today the final decision on the location?

The location is never truly final until the property is purchased and the highway is constructed. There are issues that can arise during environmental reviews, public comments, and property purchase that may result in minor changes to the location to reduce impacts or costs. However, ODOT does not expect there to be any large changes that would move the alignment to a different location.

When will construction begin on the Portsmouth Bypass?

The Portsmouth Bypass, with a right-of-way and construction cost of about \$240 million in current dollars, will need to be funded and built in three or four phases. ODOT is in the process of deciding how to implement the project. Depending on the strategy the first construction section could go out for bid no earlier than 2008, as the environmental approvals, preparation of construction plans, and property purchases would need to be completed first.

My property is impacted by the Preferred Alternative. When will ODOT buy my property?

The timing will depend on which section is planned for construction first and when funds will be available for property purchases. The earliest purchases are expected to be the properties that are impacted ("total takes"), which may begin as early as summer of 2005. Properties that are not occupied and/or that have only small impacts may be purchased later in the process.

How will I be compensated if my property is needed for the project?

In the event that your property is required for the project, you will be compensated based on Fair Market Value at the time of appraisal. In addition, ODOT offers a Relocation Assistance Program which is available to owners, renters and businesses. For more information regarding property purchases, please speak with an ODOT Real Estate representative at tonight's meeting or contact Tom Corbin at the ODOT District 9 Office, at (740) 773-2691, extension 216.

Where will the interchanges be located?

Traffic can enter the Bypass in four locations: US 23 just north of Lucasville, Lucasville-Minford Road just west of Minford, Shumway Hollow near the county airport, and US 52. The interchange at US 52 is a "split interchange", which means that traffic coming to and from US 52 towards Portsmouth would use SR 140 to get to the ramps. Traffic coming to and from US 52 towards Wheelersburg would have ramps directly on US 52.

Why was the Hill Alignment chosen as the Preferred Alternative?

In most sections of the project, there were two alternatives – one alignment that generally passed through the hills and one that generally passed through the valleys. The Hill Alignment alternative was chosen as the Preferred Alternative in each section. Although it is more expensive than the Valley Alignment, the Hill Alignment was preferred by the community, based upon public comments and opinions of local officials. The Hill Alignment also had slightly lower environmental impacts in nearly every category, including the number of homes affected, the number of homes adjacent to the roadway, the impacts to perennial streams, and the effects on farmland. Comments from the environmental review agencies were not inconsistent with this decision.

What are the impacts of the Preferred Alternative?

The most notable impacts will be the required property purchases totaling nearly 1,000 acres, including the purchase of approximately 38 single-family homes, one apartment building, and ten mobile homes. Farmland impacts of the Preferred Alternative are minimal. There are no impacts expected to historic or archaeological properties, public building, cemeteries, or parklands. While much of the area has been logged or damaged by last year's ice storms, there are still many acres of woodland that will be cleared by the project. The primary environmental impacts will result from the clearing of these woodlands and the need to cross numerous streams and tributaries. ODOT will work with the environmental agencies to develop culvert and stream channel designs that are appropriate for the area, including stormwater controls where needed. In addition, ODOT employs erosion and sedimentation control practices during construction that should help to reduce the short-term impacts on streams.

What about noise from the roadway? Will there be noise walls?

Based on the preliminary analyses, it appears that noise walls may be proposed in a couple of locations, most likely next to Highland Bend and near the southern end where the Bypass joins US 52. *This is not yet decided.* These studies will be updated as more design information is available. If noise walls are eventually proposed for those areas, public meetings will be held with the adjacent neighborhoods to determine whether or not they want the noise walls and to get input on the appearance.

Will the project be funded through completion?

Based on current information, it is foreseen that once construction begins, it should be finished. There are no guarantees, but ODOT has been doing a better job of planning out the program for multiple years to see that once a project is begun that future phases can be implemented. ODOT District 9 intends to continue to seek funding to see it through completion.



Portsmouth Bypass

An Appalachian Development Highway

ISSUE/CONCERN		Preferred Alternative
DESIGN ISSUES	Length (miles)	16.2
	Probable Cost (millions)	\$240
	Earthwork (incl. mitigation)	\$103
	Structures (incl. bridges, ret walls & culverts)	\$59
	Remaining Construction Costs	\$62
	Utility Relocations	\$8
	Right-of-Way/Relocations	\$7
PROPERTY IMPACTS		
	Relocations Total	64
	Single-Family Residences	30
	Apartments (1 building)	16
	Other Residences	8
	Mobile Homes	10
	Other Relocations barns & farm buildings	14
	Property Impacts by Alternative Right of Way Required	941
	Active Agricultural (acres)	55
	Passive Agricultural (acres)	118
	Scrub/Logged (acres)	150
	Urban/Developed (acres)	125
	Woodland (acres)	493
	Potential Landlocked Properties*	
	Number of Parcels (number)	45
	Acreage Landlocked Acreage	435
*These properties may be landlocked, as no access was apparent and no service road appeared feasible. Access strategies will be pursued with property owners prior to making a final determination.		
ECOLOGICAL RESOURCES	Stream Culverted/Relocated (feet)*	20,881
	Perennial (linear feet)	2,853
	(number)	6
	Intermittent (linear feet)	14,495
	(number)	26
	Ephemeral (linear feet)	3,533
	(number)	5
	Stream - Bridged (linear feet)	1,047
	Total Wetlands Impacted (acres)	1.27
	Category I	0.23
Category II	1.04	
Ponds (acres)	2.93	
*Exact impacts to be determined when decisions on bridge vs. culvert have been finalized.		
SOCIO-ECONOMIC ISSUES	Residences Close to Roadway Within 400' of R/W	305
	Cemetaries Adjacent to Alignment (not impacted)	5
	Churches Adjacent to Alignment (not impacted)	4

All impact calculations are preliminary based upon limited design information. Final impacts will be determined once design is complete and ultimately may be more or less than the impacts predicted above.

US 823 Portsmouth Bypass – An Appalachian Development Highway
www.PortsmouthBypass.com

Project Bulletin
March 2002

Alternatives are Under Development

When faced with the potential for a new roadway, whether in favor of the project or concerned about impacts to a home or business, the first question that many people ask is, “Where will it go?” In a study that tries to consider all impacts and benefits, it takes time to get to the point of drawing lines on a map. For the past six months, the Ohio Department of Transportation and their consultant, TranSystems Corporation, have been working to set the stage for this important task.

During the past half-year, the Project Team has met with representatives from the Ohio Department of Natural Resources, the U.S. Department of Agriculture, the Ohio Environmental Protection Agency, the U.S. Army Corps of Engineers and numerous local officials. Field studies have been conducted to determine the locations of critical resources. Mapping was created to show the topography and the locations of homes and businesses. Geotechnical borings are being conducted to provide information on the soil conditions, so the planners can better estimate construction costs and how steep the slopes can be cut. This information is the foundation upon which the roadway planning will be conducted.

Beginning in March 2002, the Portsmouth Bypass Project Team will be working on developing alternative locations for the new roadway. The goal is to find a constructible option that minimizes impacts to homes, businesses, farms and environmental resources, such as wetlands and streams. Preliminary options on the drawing board today may change greatly as the Team continues to refine the early ideas. They will be working to match the roadway better to the natural topography – to reduce the impacts that the roadway has from cutting and filling through the hills and valleys. They will be working to avoid homes and also looking at how the options impact properties such as farms. They will be trying to find good ways to connect the new roadway to existing US 52 and US 23, while not impacting the rivers or the railroads. They will also be looking at where service roads need to be built or local roads improved to provide access to adjacent properties.

Once the alternatives have been developed in enough detail, a public involvement meeting will be held to present the options and obtain comments. This meeting is tentatively scheduled for late Summer 2002. All comments will be reviewed, along with the advantages and disadvantages of each option, prior to selecting the Preferred Alternative. It is ODOT’s goal to decide upon the preferred location of the roadway by the end of 2002.

“We know that it is difficult to be located within the potential area of a new roadway,” said John Hagan, ODOT District 9 Deputy Director. “We want to take the necessary time to study all options well, but we also want to choose the preferred option as quickly as practical so that folks in the area won’t have to wonder any longer than necessary.”

What Are Those Things?

During the month of March, the Project Team will be conducted an aerial survey. This will require field crews to place “control points” on the ground – these are large, white X’s that are placed as plastic on the ground or painted on roadways. These markers do not indicate any particular location on any of the options under development. They are spread throughout the study area and are simply locations that can be seen well from the air. If you have any questions or concerns about any aspect of the study, please contact the project team.

Questions or comments may be submitted on the project website or mailed to:

Portsmouth Bypass Project Team
TranSystems Corporation
6161 Riverside Drive, Suite C
Dublin, OH 43017

News



Release

OHIO DEPARTMENT OF TRANSPORTATION

PUBLIC INFORMATION OFFICE - 650 EASTERN AVE. CHILlicothe, OH 45601
<http://www.dot.state.oh.us/dist9>

Immediate Release

October 10, 2001

Web Site Introduced For Portsmouth Bypass Project

Chillicothe – A Web site for the Portsmouth Bypass has been under development in recent weeks, and according to Ohio Department of Transportation District 9 Deputy Director John F. Hagen that page is now online.

“As more people continue to use the Internet, this Web site is a wonderful opportunity for the public to learn more about the project as it unfolds and the site is developed,” said Hagen.

Developed by TranSystems Corporation of Dublin, Ohio, the site contains a project summary and history, as well as maps, project updates and other related links. TranSystems has been retained by ODOT to complete environmental studies and preliminary engineering for the proposed Portsmouth Bypass that would be a new, 16-mile freeway connecting U.S. Route 52 east of New Boston to U.S. Route 23 north of Lucasville.

Although the site is still under construction and development, it can be accessed from the District 9 home page of the ODOT Web site. The address is www.dot.state.oh.us/dist9, or viewers may go directly to the site at www.portsmouthbypass.com

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FOR FURTHER INFORMATION, CONTACT: Kathleen Fuller, Public Information Officer
 Ohio Department of Transportation, District 9
 (888) 819-8501, ext. 136 in Ohio
 (740) 773-2691, ext. 136 outside Ohio

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Text for First Press Release

The Ohio Department of Transportation has retained the services of TranSystems Corporation to complete environmental studies and preliminary engineering for the Proposed Portsmouth Bypass. The proposed Bypass, a component of the Appalachian Development Highway System, is intended to improve regional mobility and improve the potential for economic development within Scioto County and the surrounding region. A recently completed feasibility study found that a new 15-mile freeway connecting U.S. Route 52 east of New Boston to U.S. Route 23 north of Lucasville would reduce the travel time between these two points by approximately 16 minutes. A motorist making that trip twice each workday would save nearly 140 hours per year. With over 17,000 vehicles per day currently making this trip, motorists would save a total of 1.5 million hours each year.

The economic development potential of the bypass was a critical issue during the planning study due to the high unemployment and poverty rates in Scioto County and the region. The feasibility study concluded that the proposed bypass would provide access to potential development areas and would increase Scioto County's chances in attracting new business investments. While acknowledging that economic development and job creation depends upon many factors -- such as an available, skilled workforce and appropriate land with accessible utilities -- the feasibility study concluded that an improved transportation system would provide a key component currently lacking within the area.

No specific alignment was suggested by the feasibility study, with a one-mile wide corridor recommended for more detailed analysis to determine the best location for the new route. **INSERT MAP.** Beginning this month, the consultant will be mailing notices to property owners within the study corridor. The consultant will begin research and field studies to determine the presence of important environmental resources within the corridor and the potential impacts on residents and businesses. The study will benefit from public input. Comments will be accepted by phone, fax and e-mail, with a website available in October. In addition public meetings will be held at several points during the 2-½ year study prior to the selection of a final alignment for the new roadway. The findings will be summarized in an Environmental Impact Statement for approval by the Federal Highway Administration.

For additional information, please contact:

Kathleen Fuller, Public Information Officer
Kaye Humble, Project Manager



823

Portsmouth Bypass

An Appalachian Development Highway

Legislative Brief
December 19, 2002

Current Status

The Portsmouth Bypass, part of the Appalachian Development Highway System, will connect US 23 just north of Lucasville to US Route 52 just west of Wheelersburg. The project is currently in Step 6 of ODOT's 14-Step Project Development Process. Mapping has been developed and field studies performed to identify features that would affect the location of the new roadway. With these features in mind, several alternatives have been developed in an effort to meet the transportation and economic development needs of the project while minimizing environmental and property impacts, as well as costs. The project is currently at the point in the process where alternative comparisons are developed and public input is sought prior to identifying the preferred alternative.

Project History

In 1999, ODOT began the Portsmouth Transportation Study to identify the transportation and economic needs of the area and evaluate alternatives to meet those needs. The study evaluated several alternative project concepts, ranging from a simple upgrade of the existing US 23 and US 52 route, arterial upgrades to existing "bypass" routes such as SR 728/CR 28/SR 335, and four new freeway bypass concepts. The four bypass concepts included a western bypass connecting US 23 to SR104/SR 73; an "inner bypass" passing close to the City of Portsmouth, paralleling the existing Rosemount Hill "bypass" route; a "Feurt Hill Bypass," connecting US 52 at SR 140 to US 23 near Feurt Hill Road; and the "Airport Bypass," passing near the county airport near Minford.

The study found that the Airport Bypass concept would best meet the needs of the area and the goals of the Appalachian Regional Commission. This option would provide the greatest travel time savings, thereby increasing regional mobility, and also provide access to the valley of the Little Scioto River, which was identified by local officials as the most promising location for future development. No specific properties were identified for development, but the valley offered the greatest opportunities due to the primarily flat ground, most of which is not in floodplain, the existing rail line, and the proximity to the county airport. No specific alignment was recommended, but a large study area was identified that would meet the intent of this chosen concept. In 2000, ODOT's Transportation Review Advisory Council approved the project for future phases of development.

Beginning in August 2001, ODOT began environmental studies as required by the Federal Highway Administration and the National Environmental Policy Act (NEPA) for the Portsmouth Bypass. Detailed mapping was prepared based upon aerial photography to identify the locations of houses, businesses, existing roads, and the topography of the area. Critical farm support services were identified for avoidance. Field investigations were performed for history/architecture, ecology (wetland, streams & habitat), geotechnical (soil conditions), and hazardous materials.

At the same time, preliminary engineering studies were conducted to identify multiple preliminary corridors. These were evaluated based upon available data to determine which general locations within the large study area were most promising in terms of impact avoidance and cost-effectiveness. The best candidates were used as a starting point for developing the preliminary alternatives.

The preliminary alternatives were refined over the past several months to reduce impacts and costs. Several of the potential alignments were substantially more expensive without a corresponding reduction in environmental or property impacts. Therefore, one basic alignment (with options A & C for a short segment south of the airport) was determined to be the most feasible location for the project. This Feasible Alternative (with options A & C shown) was presented for public review and comment at a public involvement meeting on November 13, 2002. Detailed maps showing the proposed roadway, property information and environmental features were on

display. In addition, the preliminary options that were considered and dismissed were also available at the meeting for public comment.

Two separate groups of local citizens, one in the Lucasville area and one in the area south of Minford, organized additional meetings. The Lucasville meeting was conducted on November 25th and the Minford meeting on November 26th of 2002. By request, the public comment period was extended from December 2nd to December 16th. At this time, ODOT's consultant is reviewing, summarizing and addressing each comment. The project team is also investigating new issues that were raised and evaluating suggested changes to the project.

Issues Currently Being Addressed by ODOT

Numerous issues have been provided by citizens and by property owners opposed to the location of the roadway through or in proximity to their property. The most commonly expressed concerns can be grouped into two categories.

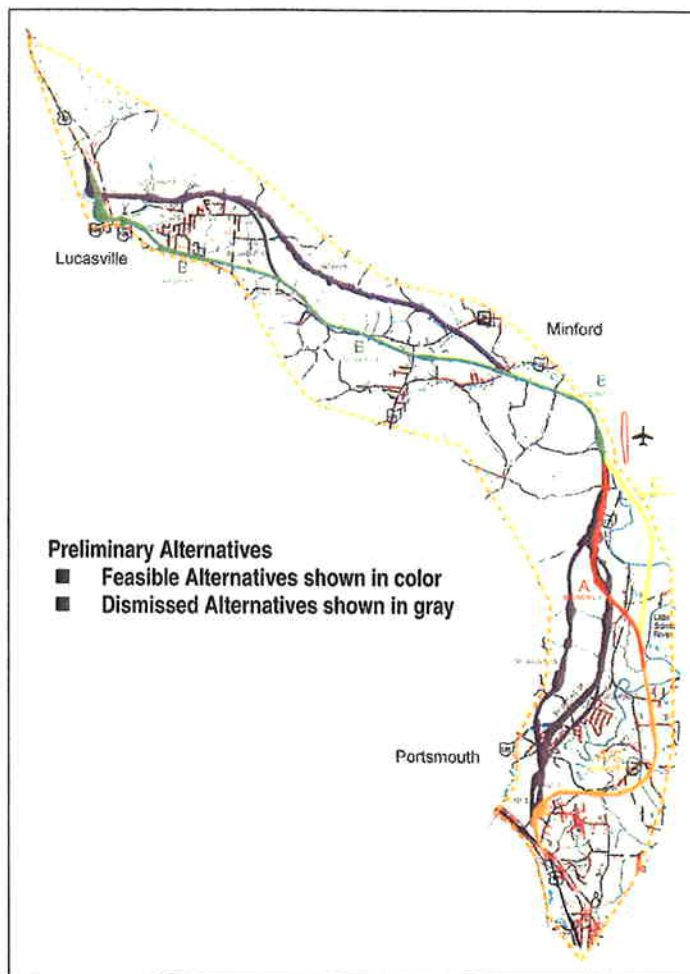
Valley Local School District

The proposed location for the roadway where it connects to US Route 23 at Lucasville (shown in green) essentially follows the existing alignment of SR 728, passing between the Southern Ohio Correctional Facility and the middle and high school campuses. The concept displayed at the public meeting indicated that existing SR 728 would be relocated to the south (closer to the prison), the freeway would be constructed essentially on top of the existing road location, and a service road would be constructed on the north side of the freeway to connect to the existing streets, including the driveways to the schools. Only one access point from the service road to the relocated SR 728 was shown.

Several comments and suggestions from citizens during the public meeting highlighted the need to provide more than one access point to the north side of SR 728. In addition, the public, local officials and the Superintendent of the Valley Local School District expressed concerns about placing a roadway closer to their neighborhood and schools.

ODOT is working to develop an option that passes closer to the prison, minimizes impacts to the residential area, and does not impact access to the existing street system. This work is currently in progress. If ODOT is successful at moving the new roadway south of existing SR 728 in this vicinity (essentially leaving the north side untouched for most of this area), the majority of issues raised by the public will be addressed.

A remaining issue will be the simple proximity of the freeway to a residential area. However, the other alternative that was considered north of this area would have greater impacts, based upon preliminary information available at this time. It would relocate more homes (41 versus 33); leave just as many homes (approximately 100) within 400 feet of the roadway; and potentially landlock nearly twice as much property (1,144 acres versus 629 acres). It was dismissed as it did not reduce impacts and would be expected to cost \$15 million more (just for the northern section) than the current option.



Minford Area Farms

Several family farms are located in the valley south of Minford. In this area, two options, Segments A (red) and C (yellow), were presented at the public meeting. The southern half of the project (which includes the orange portion), if using Segment C, would impact several farms, affecting approximately 161 acres, and potentially landlocking about 380 acres of agricultural property. Using Segment A for the southern half of the project would impact fewer farms, affecting 112 acres and would potentially landlock about the same amount of property, but only half of the potential landlocked area would be agricultural.

It appears based upon preliminary information that Segment A will be preferable to Segment C. Segment A would impact less farmland, would relocate fewer homes, and would be less expensive to construct. Although this cannot yet be formally determined, no substantial new information has been discovered thus far to indicate that Segment C would be a better choice. (Not all comment forms have been fully evaluated at this time.)

A group of property owners and their relatives organized the meeting held on November 26, 2002, where they expressed concerns about the project. Primarily, these individuals feel the project should be constructed through the hills west of existing SR 335. Several have stated that active farmland should not be sacrificed, which results in an economic loss to the area, when the project cannot guarantee future development.

Several alternatives were examined during project development, including an option through the hills west of SR 335 that is preferred by these property owners. It would result in the same number of relocations (48 homes) and property impacts (383 acres), and would have a greater number of stream crossings (48 compared to 33), although it would have minimal farmland impacts, at 7 acres. This option was dismissed because it had similar impacts (other than reducing farmland impacts by 105 acres) at a cost of approximately \$21 million more than the alternative that includes Segment A.

Before a decision is reached on the ultimate location, the project team will investigate each issue that was raised to confirm that previous analyses remain valid. It should be noted that the actual amount of landlocked property might be substantially less than the preliminary estimates would indicate. After a preferred alternative is chosen, ODOT will meet with property owners for the entire project length whose property has the potential to be landlocked to attempt to resolve access issues.

Cost Estimates and Funding

Affected property owners in both areas above have stated that the roadway should be constructed "through the hills." With the terrain of Scioto County, constructing a freeway entirely out of the valleys is extraordinarily expensive. The least expensive option that is under consideration (currently shown as the one feasible alternative) is estimated to cost \$166 million in 2002 dollars, a cost of about \$10 million per mile – which would make it one of the most expensive new highways on a per mile basis in ODOT's current program.

At this cost, project supporters will be facing a challenge to secure adequate funding when competing with other priorities around the state. If the project were constructed traversing the hilly area on the southern end and north of the neighborhoods on the northern end, it would cost approximately \$201 million. However, the concerned citizens at Lucasville would prefer that the roadway be moved even farther north into the hillside than the preliminary alternative that was previously investigated – resulting in a total project cost even greater than \$201 million. Based upon experience gained from investigation of alignments in similar terrain on other areas of the project, shifting farther north on this section could increase the total cost to \$220 million or more.

Next Steps

It is anticipated that ODOT staff will meet in early January 2003 to review the summary and evaluation of comments. At that time, ODOT will determine if a preferred alternative can be identified or if additional work will be required. Following the identification of the preferred alternative, additional engineering and environmental investigations will be performed. ODOT expects to hold many more meetings with the citizens of the region to further avoid and minimize the project's impacts. It is anticipated that the project will receive environmental approval from the Federal Highway Administration in early 2004.

Ironton Tribune

Sept. 2, 2001

ODOT looking at Portsmouth bypass

TRIBUNE STAFF REPORT

Area residents who frequently travel through Scioto County's U.S. 23 corridor have often said Portsmouth needed a bypass.

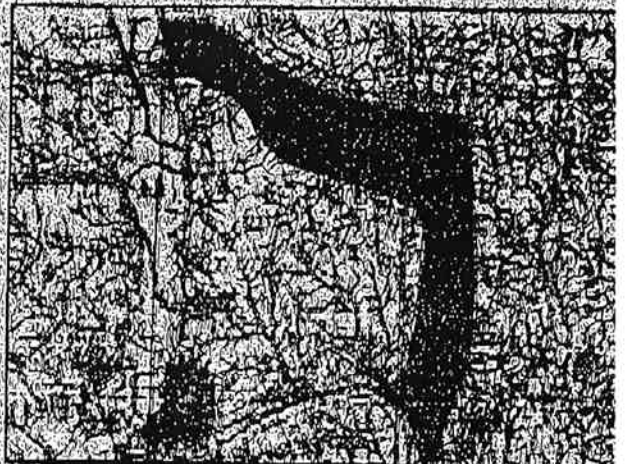
Now, the Ohio Department of Transportation's District 9 is bringing that project closer to reality. ODOT has retained TransSystems Corporation of Dublin, Ohio, to complete environmental studies and preliminary engineering for the proposed Portsmouth Bypass. District 9 deputy director John Hagen said.

The proposed bypass, a component of the Appalachian Development Highway System, is intended to improve not only regional traffic patterns but also the potential for economic devel-

opment within the surrounding region, ODOT reports state.

A recently completed feasibility study found that a new 16-mile freeway connecting U.S. 62 east of New Boston to U.S. 23 north of Lucasville would reduce the travel time between these two points by about 18 minutes. A motorist making that trip twice each workday would save nearly 140 hours per year. With over 17,000 vehicles per day currently making this trip, motorists would save a total of 1.5 million hours each year.

The economic development potential of the bypass was a critical issue during the planning study due to the high



Above is a one-mile wide corridor ODOT is eyeing for a possible bypass around Portsmouth. A consultant is currently mailing notices to property owners within the study corridor. Impact and environmental studies will also be conducted.

PLEASE SEE 'Bypass,' Page 1

Portsmouth Daily Times
September 9, 2001

Plans for bypass moving ahead

■ Company picked to finish studies; residents along corridor to be notified of continuing work

By JOSH HICKLE
Times Staff Writer

TransSystems Corporation of Dublin, Ohio, will be retained by the Ohio Department of Transportation to complete studies and begin engineer-

ing of the proposed Portsmouth bypass, according to ODOT District 9 Deputy Director John F. Hagen.

The proposed bypass, a 16-mile freeway that will connect U.S. 52 east

of New Boston to U.S. 23 north of Lucasville, is expected to reduce travel time by 16 minutes. In a year's time, this could save motorists who make round trips nearly 140 hours per year. A part of the Appalachian Development Highway System, the bypass is proposed to bring economic develop-

See **BYPASS**, A12

Portsmouth Daily Times
September 9, 2001

Bypass

From Page A1

ment and regional mobility to southern Ohio, especially Scioto County.

A feasibility study has been conducted to determine the economic potential that the bypass would bring. The study found that access to development areas, as well as attracting new business to the area, would be provided if the bypass were to be built. In addition, the transportation system could be greatly improved if the bypass is constructed.

A one-mile wide corridor has been recommended for more intensive analysis, which would be used to determine where the new route will be located. Property owners within that corridor will soon be receiving notices concerning the on-going study. The project consultant will conduct field research and studies to assess environmental resources and the impact the project will have on residents and business.

Public input would benefit the project, and can be made by phone, fax, and e-mail. A Web site will be available in October. There will also be public meetings held during the two and one-half year study before the final alignment of the new roadway is selected. An Environmental Impact Statement will include summarized study findings to be sent to the Federal Highway Administration for approval.

The Community Common
September 12, 2001

ODOT Contracts With Consultants For Portsmouth Bypass Studies And Engineering

Ohio Department of Transportation District 9 Deputy Director John F. Hagen has announced that ODOT has retained the services of TransSystems Corporation of Dublin, OH, to complete environmental studies and preliminary engineering for the proposed Portsmouth Bypass.

The proposed Bypass, a component of the Appalachian Development Highway

System, is intended to improve regional mobility and improve the potential for economic development within Scioto County and the surrounding region. A recently completed feasibility study found that a new 16-mile free connecting U.S. Rt. 52 east of New Boston to U.S. Rt. 23 north of Lucasville would reduce the travel time between these two points by approximately 16 minutes. A motorist making that trip twice each workday would save nearly 140 hours per year. With over 17,000 vehicles per day currently making this trip, motorists would save a total of 1.5 million hours each year.

The economic development potential of the bypass was a critical issue during the planning study due to the high unemployment and poverty rates in Scioto County and the region. The feasibility study concluded that the proposed bypass would provide access to potential development areas and would increase Scioto County's chances in attracting

new business investments. While acknowledging that economic development and job creation depends upon many factors - such as an available, skilled workforce and appropriate land with accessible utilities - the feasibility study concluded that an improved transportation system would provide a key component that is currently lacking within the area.

No specific alignment was suggested by the feasibility study, with a one-mile wide corridor recommended for more detailed analysis to determine the best location for the new route. The consultant is now in the process of mailing notices to property owners within the study corridor. In addition, the consultant will begin research and field studies to determine the presence of important environmental resources within the corridor and the potential impacts on residents and businesses.

The study will benefit from public input, and comments will be accepted by phone, fax and e-mail, with a Web site available in October. Moreover, public meetings will be held at several points during the two and one-half year study prior to the selection of a final alignment for the new roadway. The findings will be summarized in an Environmental Impact Statement for approval by the Federal Highway Administration.

EMERITUS CORNER

Emeritus Corner by Robert L. Morton

The following is a guest column by Susan C. Swartz, Project Manager for TransSystems Corporation of Dublin, Ohio, the engineering firm doing the environmental study for the Portsmouth Bypass.

In August of 2001, the Portsmouth Bypass Project Team began the Preliminary Development Phase of the Ohio Department of Transportation (ODOT) Project Development Process. The Preliminary Development Phase involves the preparation of an Environmental Impact Statement (EIS) and is estimated to take 28 months to complete.

It is important to understand that the environmental process achieves more than just a paper approval from the Federal Highway Administration. In fact, these two years are extremely important to the long-term success of the project.

Through the process, our project team will be working with several agencies, local officials and residents to determine the location for the route that best balances social, economic and environmental impacts while achieving the goals of the project — improved mobility and increased opportunity for economic development in the region. In fact, this process is typically



Robert Morton,
President Emeritus

expected to take 36-54 months to complete. For many larger projects, it takes several years longer.

ODOT has asked our project team to look for ways to complete the process in less time for a lower cost while still achieving high-quality decision-making. With our ODOT team members, we have arrived at a plan of action that concentrates our efforts on the issues that will matter most in deciding where to put the roadway.

Currently, we are mapping a study corridor 1.2 miles wide and 16 miles long, which will give us information about the locations of homes and businesses, as well as the topography of the area.

We will perform soil borings throughout the area to determine soil properties. In addition, we will map property lines, wetlands, streams and the most productive farm soils.

All of this information will help the roadway planners develop several options for consideration. These options will be presented to the public for comment, currently expected for mid 2002, based upon the comparison of benefits, impacts and costs, as well as comments received from the public.

The project team has not looked for "shortcuts," but rather better ways of collecting the required data. It is critical to spend adequate time today to address concerns so that they don't haunt the project later.

Our plan is intended to achieve smooth approvals, with no costly court battles. This strategy will pave the fastest route to a completed Portsmouth bypass.

Ms. Swartz will be heading the stakeholders group and anyone wishing to attend meetings on the Bypass should write her at 6161 Riverside Drive, Suite C, Dublin, Ohio 43017.

Don't get stuck this winter

Someday you may find yourself facing a car stuck in snow or mud. And if you have a couple of tired, cranky kids in the back seat, it can be a catastrophe! Keep a cool head and follow these simple procedures if you find yourself stuck in a slippery situation.

If you are stuck in the snow, mud or sand, immediately apply the brakes, then turn off the engine and get out to evaluate the situation. (If you are on a busy roadway, be sure to exit on the safe side, away from traffic. If you do not feel there is a safe route to inspect the car, stay inside and call the police or a tow truck.) Do not continue to spin the wheels or try to rock the car back and forth!

Spinning the wheels may just end up digging the car in even deeper, and if you try to rock back and forth from drive to reverse, you might get out but you'd do it at great cost to the car. This causes such intense heat in the transmission that you might just destroy it — and that's a repair that can run into the thousands of dollars. If you do find yourself stuck, use a shovel to dig a path for your wheels, or create some traction by sprinkling cinders, salt or

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Corridor options at hand

State Department of Transportation asking public for its final comments

By **JEFF BARRON**

ODOT Staff Writer

LUCASVILLE — The Ohio Department of Transportation will have an open meeting tonight to discuss options for the proposed Portsmouth Bypass.

"We came to the public a year ago to present a preferred alternative that was under consideration for the proposed bypass," ODOT District 9 Deputy Director John Hagen said. "As a result of the public input we received from that meeting, we went back to revisit certain corridor options and revise the plans we had at hand."

ODOT will present those options

dealing with changes to where the bypass will touch down in Lucasville. The bypass is set to begin between Wheelersburg and Sciotoville.

Over the past two years, TranSystems Corporation has conducted studies to determine the presence of streams, wetlands, farmland, woodland, historic properties and cemeteries in the proposed area.

Scioto County Economic Development Director Steve Carter said the bypass would open up land north of Minford to development and be good for the area.

"That's one of the main reasons for the bypass," he said. "We think it will add business opportunities to

Tonight's meeting

■ **What:** ODOT public meeting on Portsmouth Bypass

■ **When:** Today, 4-8 p.m.

■ **Where:** Valley Local Middle School

the county and help the infrastructure by connecting U.S. 23 and U.S. 52.

But some who are wary of the bypass.

Jerry Gamp, of Gamp's Incorporated in Minford, said he is not against it but does want to see exactly how the bypass will be routed.

See **CORRIDOR A6**

Corridor

From Page A1

"We're open-minded," he said. "But it will affect some farmland no matter how it is routed."

Comment sheets will be available and can be turned in at the meeting or mailed to ODOT by Dec. 19. Comments can also be made at www.PortsmouthBypass.com.

ODOT said it will review all comments before selecting the final location for the bypass.

JEFF BARRON can be reached at (740) 353-3101, Ext. 236.

Chillicothe Gazette

11/19/03

ODOT funds available for projects

Ohio Department of Transportation Director Gordon Proctor has announced the department is accepting requests from local governments for funding from this year's Transportation Enhancement program.

"Using this program for projects that preserve Ohio's past and revitalize local roads, we can improve the quality of life in communities around the state without depleting the resources available for traditional transportation projects," said Proctor.

The program is divided into three categories: historic and archaeological; scenic and environmental; and bicycle and pedestrian. Funding for the program is available to local governments and park districts with projects located outside the boundaries of a Metropolitan Planning Organization.

ODOT will provide up to 80 percent of the construction cost of a project.

Letters of Interest are due at the district office no later than Dec. 15. ODOT District 9's headquarters is located at 650 Eastern Ave., Chillicothe. Letters should be sent to the attention of the Local Projects Coordinator.

For additional information, contact the ODOT District 9 at (740) 773-2691, ext. 252.

ODOT to have public meeting

Bypass alternatives
topic of discussion

By **JEFF BARRON**

PDT Staff Writer

The Ohio Department of Transportation and TranSystems Corp. will have a public meeting Nov. 19 at Valley Local Middle School to present alternatives to the proposed Portsmouth bypass project.

The meeting will be from 4 to 8 p.m.

"We came to the public a year ago to present a preferred alternative that was under consideration for the proposed bypass," ODOT District 9 Deputy Director John Hagen said.

TranSystems Corp. is a consulting firm working for ODOT. Over the past two years, it has conducted studies to determine the location of streams, wetlands, farmlands, woodlands, historic properties and cemeteries along the proposed bypass route.

See **ODOT, A11**

Portsmouth
Bypass

11/6/03

ODOT

From Page A1

The public will be able to review exhibits of the bypass, set to run from near Wheelersburg to Lucasville. ODOT officials will be available to answer any questions.

"During the meeting, we will present our latest findings and alternatives that are now being considered for the proposed bypass," Hagen said.

ODOT Public Information Officer Kathleen Fuller said the alternatives are slight changes to where the bypass would connect to Lucasville.

"It hasn't changed much from what we've told the public before," she said. "We're just revisiting some of the site locations."

Comment sheets will be available at the meeting and can be taken home and returned by fax or mail before Dec. 19. All comments received will be reviewed by ODOT before choosing the location for the bypass.

JEFF BARRON can be reached at (740) 353-3101, Ext. 236.

Greenfield bridge project to begin in January

By JEFF GILLILAND
The Times-Gazette

GREENFIELD

Construction on a Greenfield bridge replacement project that has been delayed twice could begin as early as January.

Greenfield City Council voted unanimously Wednesday to allow Safety Service Director Dan Mathews to enter into agreements for the purchase of rights-of-way and easements for construction of a new 10th Street bridge, an approximately \$1.2 million project.

The project will cost the city only about \$65,000. They had to pay \$45,000 for rights-of-way and easements, although that money will come from railroad funds, and about \$20,000 for preliminary engineering work, according to Mayor Lanny Bryant. The majority of the project will be funded by the Ohio Department of Transportation, with Highland County also footing part of the bill.

Mathews said project bids will go out in early January and construction could begin later that month.

The project was delayed a couple times because studies revealed water lines will need to be moved.

The new bridge will have a walking path across it and will also be built so it is more in line with 10th Street.

Council also adopted an ordinance to amend the city's 2003 permanent appropriations, but only after amending the ordinance to delete a request to transfer \$1,760 from the auditor/treasurer office supplies, other fund to the auditor/treasurer salary fund.

Please see GREENFIELD/2A

Times Gazette

11/7/03

Greenfield: Fire contracts renewed

Continued from Page 1

Council's finance committee met Oct. 22 specifically to discuss the requested transfer.

"The consensus of the committee is not to introduce any legislation for the transfer of funds within the auditor's office," committee chairman Dick Counter said.

"The funds were there in April and we were not going to fund the auditor's office anymore than what was already there."

However, when the ordinance was introduced later in the meeting, the transfer within the auditor/treasurer fund was there.

Bryant said his office did not approve the request.

The ordinance was then amended to delete the

auditor/treasurer request.

Council approved the amended ordinance by a split vote of 4-3. Counter, Bob Bergstrom, Rod Smith and Bo Narcross voted to adopt it, while Tim Clouser, Bernie Hester and Betty Jackson voted not to adopt it.

Council unanimously adopted a separate operating ordinance authorizing the safety service director to renew contracts for providing fire protection to outlying township fire districts.

Buckskin Township in Ross County will pay \$1,442 per month, Paint Township in Ross County and Perry Township in Fayette County will each pay \$1,059 per month and Madison Township in Highland County will pay \$1,560 per month.

Greenfield Fire Chief Greg Schottelkotte said those fees have not increased over the past three years.

The fees were raised by 10 percent each year in 1996, 1997 and 1998 and 30 percent in 1999, but have not increased since.

"I do feel that sometime in the future we'll have to entertain the possibility of raising them," Schottelkotte said.

Mathews said the city has exhausted its paying funds for the year, except for a small patch of asphalt they still hope to put down behind City Hall.

The city starting picking up bagged leaves this week and will likely start picking up loose leaves raked to the edge of the road on Monday.

Independent 11/6/03

Portsmouth Bypass meeting set

PORTSMOUTH

Following an additional year of study and input from the public, the Ohio Department of Transportation and its consultants, TranSystems Corp., have scheduled a public meeting to present the alternative options currently under consideration for the proposed Portsmouth Bypass.

The meeting will be from 4 to 8 p.m. Nov. 19 at Valley Local Middle School, 393 Indian Drive, Lucasville.

In addition to the open house format in which the public is invited to meet one-on-one with ODOT officials, real estate specialists and consultants associated with the project will also be on hand to discuss right-of-way acquisition procedures.

Comment sheets will be available and may be completed at the meeting or taken home and returned by mail or fax by Dec. 19. Comments may also be submitted through the project Web site at

www.PortsmouthBypass.com.

Dayton Tribune 11/6/03

Ferry Street in Proctorville closed

FROM STAFF REPORTS

PROCTORVILLE— Due to damaged sections of roadway, Ferry Street in downtown Proctorville has been closed by ODOT.

Sections of pavement along Ferry Street have collapsed where contractors have been conducting cut out work in conjunction with the widening and reconstruction of state Route 7 in the downtown area between state routes 607 and 775.

Portsmouth Daily Times 11/20/03

1082

ODOT BYPASS MEETING

See story
Page A10



Michael Butcher ■ Daily Times

Residents of the Portsmouth area complete questionnaire forms about the proposed Portsmouth Bypass at a meeting in Valley Middle School on Wednesday.

Chillicothe Gazette

11/20/03

**ODOT to close Ross
County road for day**

The Ohio Dept. of Transportation officials have scheduled the closure of Ohio 772 in Ross County for one day.

On Thursday crews from the counties highway maintenance facility will be replacing a deteriorated culvert that is located at the 4.5 mile marker near County Road 165 (Denver Road) on Ohio 772. Weather permitting the crews will be working at the site during regular business hours, from approximately 9 a.m. to 2 p.m.

2062

ODOT offers citizens look at bypass routes

By MARK SHAFFER
PDT Staff Writer

There may be hope for Scioto County getting the Portsmouth Bypass that would connect U.S. 23 to U.S. 52.

On Wednesday, the Ohio Department of Transportation had a public meeting on options under consideration for the bypass.

The proposed 16-mile project would connect U.S. 23 in Lucasville to U.S. 52 in Wheelersburg.

Although the bypass has been discussed since 1964, ODOT representatives say they remain committed to the project.

"Yes, I believe it is a viable project. What we are looking at is a four-lane, limited access highway," said John Hagen, ODOT District 9 Deputy Director. "This is part of the governor's Jobs and Progress Plan."

He said the state has already committed \$55 million to the project, but estimated that it will cost between \$200 million and \$230 million to complete.

"It's a good job, too. U.S. 52 and U.S. 23 need to be tied together," Hagen said, adding that if the bypass is built, a driver could go from Grandview Avenue in South Point to Waverly without stopping. "That's 50 miles without a traffic light. Right now there are 30 traffic lights if you follow U.S. 23 and U.S. 52."

The well-attended meeting

featured large maps showing the proposed routes and ODOT staff to explain issues such as property appraisals and where the routes would run.

There are a number of route options being considered by ODOT. There are interchanges planned for each end of the bypass, with the possibility of another interchange on Glendale Road or on Lucasville-Minford

Road near Clarktown.



Reiser

Tom Reiser, chairman of the Scioto County Commissioners, was one of those standing over the maps pondering the many options.

"This is really the first time I've seen this much detail on the maps and I really haven't had time to study it and see what the impact is," Reiser said. "There are a lot of options and the commissioners will look at the map and make our comments to the consultants, just like we hope all the citizens will do."

Reiser said the commissioners are in favor of the project.

"When you look at these maps, there are five or six options," Reiser said. "So we have to sit down and look at the map and connect dots and decide what options are most feasible."

He said he was optimistic the

Portsmouth Bypass would be built because he had talked to the ODOT director, who supports the project.

"So yeah, I guess it will be built," Reiser said. "However, I don't plan to be driving on it in the next three or four years."

Feelings among residents at the meeting were mixed.

"I want to see progress, I want us to go forward," Lucasville resident Jerry Spears said. "Maybe it will open up some new area for some small industries and then some things can spin off from that. You never can tell, but you have to have hope."

James Mains, also of Lucasville, is one of the naysayers.

"There isn't going to be any access to this road, so there can be no growth," he said.

Maps of the proposed Portsmouth Bypass will be available for public viewing at the Scioto County Courthouse. Reiser said they will be in the county engineer's office or in the lobby.

Public comments can still be submitted about the proposed bypass at the project's Web site at www.PortsmouthBypass.com.

All comments received by Dec. 19 will be summarized by the project team and reviewed by ODOT before selection of the final location for the new roadway.

MARK SHAFFER can be reached at (740) 353-3101, Ext. 235.

Portsmouth Daily Times

Flooding closes Ohio 239

By G. SAM PIATT

PDT Staff Writer

Ohio 239 between U.S. 52 and West Portsmouth was closed Thursday as the Ohio River leaped up like a spring colt.

The river level stood at 45 feet at the Greenup Dam at 4 p.m. Thursday and was expected to crest there at 54 feet on Sunday.

That's right at the level when the locks must be taken out of operation, said Jerry Long, lock operator.

"We've really got heavy drift and a little of everything coming down," Long said.

The crest for Portsmouth was predicted to come Sunday at 50.5 feet, right at flood stage.

Flood defense workers in the city said flood control pumps at the Waste Water Treatment Plant and at 11th and 17th streets were placed in operation Thursday.

The river has to reach nearly 60 feet before any flood gates go up.

While Ohio 239 is closed, motorists may detour via U.S. 52 and Ohio 73.

The Ohio, which had been falling after rising to more than 40 feet following heavy rains on Nov. 9, was livened by the two to three inches of rain that fell up the Kanawha River Valley on Tuesday and Wednesday.

The Kanawha crested at 12:01 a.m. Thursday at the Marmet Dam, six miles upstream from Charleston, W. Va., at 37.24 feet. That was eight feet above the flood stage for Charleston, said Chuck Yanov, a shift operator at the dam.

"It was four feet over the locks and dam. Nobody can remember seeing that before," Yanov said. "We had to, of course, vacate the control tower."

Community Common 11/23/03

Public Interest In Bypass Strong

By Richard Bussa
rbussa@

communitycommon.com
The Community Common

Anyone living along State Routes 140, 335, 139, and Lucasville-Mimford Road, along with their tributaries, came to Valley School Wednesday, November 19th, to check the developing but not final plans concerning the Portsmouth Bypass.

"There is no prepared alternate now, it is still up in the air," Ohio Department of Transportation District 9 Deputy Director John Hagen said. "What we want to do tonight is show both routes under consideration. We had a lot of comments last year (Mimford School - November 2002) and we addressed most of them, if not all of them. We want to show people what we came up with (with the two options), and see what they think and will look at those new comments."

The new route will be State Route 823 from Wheelersburg to Lucasville, it will be a four-lane freeway with access at interchanges.



A large number of area residents came to Valley Middle School Wednesday, November 19th to look at new developments, and add their comments, to the proposed Portsmouth Bypass.

Community Common photo by Richard Bussa

Interchanges are planned for each end of the route and for a connection to St. Rt. 335 near the airport. One more interchange may be built near Glendale or Lucasville-Mimford Road near Clarktown.

TranSystems Corporation, consultants retained by ODOT, has been conducting studies to

determine the presence of important resources within the corridor, such as streams, wetlands, farmland, woodland, historic properties and cemeteries.

One route would take out the Lucasville Library but Hagen said the state would relocate it.

Another route would take the spot of a church, but again

Hagen said the church would be relocated.

The meeting was an open house format, allowing the public to meet one-on-one with ODOT officials, real estate specialists and consultants associated with the project.

A Portsmouth Bypass comment sheet was passed out.

Residents were asked to explain their choice of routes, explaining "Your thoughts are important (to the state)."

Another question was how will you or your family be impacted by the project, both positive and negative.

ODOT has pledged \$55 million toward the project, remaining funds have not yet been committed.

The Federal Transportation Bill, currently under development, may include additional funds for the bypass. Other factors may come from other sources.

The Bypass was first identified as part of the Appalachian Development Highway System in 1964.

The highway program seeks to attract economic development and jobs as spelled out in the Appalachian Regional Commission's purpose to reduce poverty in Appalachia.

The completed comments could be mailed (address or e-mailed to scswartz@transystems.com, faxed (614-336-8540), or handed in at the meeting.

Times-Gazette 11/22/03



Jeff Gilliland/The Times-Gazette

Paint Creek Bridge re-opened

The Paint Creek Bridge at Greenfield's eastern border on state Route 28 (Jefferson Street) opened to two-way traffic around 2 p.m. Friday after being closed during an 11-month rehabilitation project. The bridge rehabilitation included the replacement and widening of the existing bridge deck and the construction of new approaches to the structure. Although major reconstruction has been completed, the contractor will have finishing work to complete. However, most operations will be suspended during the winter months, and crews will return to the site to complete the project early next spring. Beedir Construction of Youngstown was awarded the construction contract in August 2002 in the amount of \$1,246,242. The scheduled completion date for all work is June 30, 2004.

EMERITUS CORNER

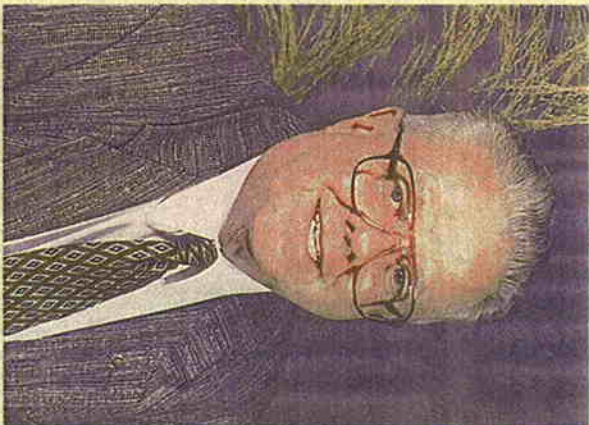
Making sense out of highway construction costs

By Robert L. Morton

In March, the Ohio General Assembly gave final approval to a 6-cent per gallon increase in the gasoline tax. Governor Taft signed the bill into law as part of the Ohio Department of Transportation's (ODOT) budget. The tax increase will be implemented in increments of two cents each year. It raises the gasoline tax from 22 cents to 24 cents per gallon, effective July 1, 2003. In 2004, the tax moves to 26 cents and possibly to 28 cents in 2005, and for years thereafter.

How important is one cent? It is estimated that each penny in gas tax brings in \$60 million. Therefore, additional tax revenue will be \$120-million the first year, \$240-million the second year, and \$360-million the third and subsequent years.

How will future highway programs be impacted? In a March 31 news release ODOT Director Gordon Proctor said that the additional revenue will allow the Transportation Review Advisory Council (TRAC) to allocate \$250-million annually for new construction in fiscal years 2006, 2007 and 2008. For the past two years



Robert Morton,
President Emeritus

TRAC has allocated money for advancing the planning of highway projects, but allowed no new funds for construction.

How does this new tax revenue affect the plans for the Portsmouth Bypass? ODOT released information

that the Bypass, with a total estimated cost of \$160-million, was one of eleven rural projects that would be helped to completion over the next 10-years. In the meantime, there has been some local opposition to a suggested routing of the bypass in the State Route 23/Lucasville area.

A group from Lucasville did a study, which concluded that the routing along the Lucasville/Minford road should not be chosen. The study found that this routing would pass through more developed areas causing the tax base to be severely eroded, the destruction of 33 homes and would inhibit growth in an area that has the most potential for residential development. This route also passes adjacent to the Valley schools and the study pointed to possible safety problems for school buses traveling the area. The study suggests moving the bypass further north. This routing is known as the "hill option" and is one being considered by ODOT and the Bypass Project Team. It appears that ODOT's primary objection to this route is higher construction costs.

In my opinion, it is time to put "good sense above dollars and cents".

It doesn't make any sense to force a highway through a developed area that causes more problems than it alleviates. This is the kind of area the bypass should be bypassing. And, it is a project that has been opposed by local citizens for many practical reasons.

The hill routing goes through an area that is not developed and its best potential is its use for a highway. Yes, the cost will be greater but highways are built practically forever, so the additional costs will be spread over many years. And we still will have a highway that bypasses Portsmouth and reaches the county airport where there is an area offering flat developable property with a rail line, the airport and a close proximity to ports along the Ohio river.

ODOT has allocated \$55-million to begin this project and the new gasoline tax revenue should help provide the funding. In the long run, ODOT may decide that the most cost-effective way to build the new highway is the "hill route" from the Lucasville area. In a future column we will discuss the State Route 52 area of the Portsmouth Bypass.

Why Bypass?

Wellston Rotary hosts ODOT Real Estate Administrator

When new roads get built, improvements are made to our area highways, there is a problem with a rock slide or bad weather puts our highways you can bet that a new resident of Wellston is in the middle of the action.

Tom Corvin, Real Estate Administrator for ODOT District 9 was the recent guest speaker at the Wellston Rotary Club room meeting and he outlined some of the problems and issues that the Ohio Department of Transportation (ODOT) deals with when changes are made in our highway system.

He said each mile of road built or changed, by law must undergo extensive environmental studies and ODOT is also bound by law to protect such endangered species as the Indiana Bat and rattlesnakes. He added this is sometimes very costly running up the price of a new highway.

Over the years highway construction has changed from just drawing a straight line from here to there and putting down black top, according to Corvin. He explained that the area for the new highway undergoes extensive core drillings, environmental studies and public meetings to keep the public informed of the pending changes. He pointed out that a recent new law has limited the number of entrances to highways from housing developments compared to past practices when each house could have a driveway coming onto the highway. In other words there could be as many driveway entrances as you would want, said Corvin.

Another new law that came into effect is a sanitary issue, according to Corvin. He said people used to be allowed to drain their septic tank overflow into ditches along the highways, that practice is now against the

law and should eliminate the offensive odors that motorists sometimes encounter along the roadways, said Corvin.

He told the Rotarians construction at the Route 38 interchange should be completed late spring or early summer, depending on the weather and the Route 35 construction at Richmondale should be completed late fall or early in 2005. Another new highway project for District 9 includes a Portsmouth by-pass. Corvin said they are now ready to begin property acquisition and this new stretch of highway which will start near the Lucasville prison and go near toward

Wheelerburg, will affect at least 250 properties.

When the state acquires a property the Ohio gives the affected families official notice of the pending highway construction. He said the property, the structures on the land as well as any trees, shrubs, etc. is evaluated and the property owner is paid a fair market price for the inconvenience of having to move from their home to permit a new highway. Corvin said that most of the time the homeowner comes out ahead but most times the business owner loses out in the exchange. He pointed out that ODOT powers come from the constitution providing emi-

nent domain. He stressed that as far as he is concerned he wants everyone at the acquisition treated fairly like they are his Mom or Dad.

Corvin explained more about his job is varied and includes such issues as giving court depositions when there is dispute and the placement of signs along the highways. The gas tax motorists pay on each gallon of gasoline is the basic funding for highway construction and maintenance.

Corvin recently purchased the Cecil and Laura Arthur's property in north Wellston and will soon be moving his family to Wellston.

Commuters will face new detour along U.S. 52

By MARLA TONCRAY
Staff Writer

PORTSMOUTH, Ohio — Adams County commuters traveling into the Portsmouth area for business or pleasure will encounter a new detour as construction on U.S. 52 in Scioto County continues.

According to officials at Ohio Department of Transportation District Office in Chillicothe, Ohio, contractors for the bridge rehabilitation and resurfacing project on U.S. 52 have imposed an additional traffic restriction for the intersection of County Road 49 (Carey's Run-Pond Creek Road) and U.S. 52.

"We are trying to make this much safer for everyone," said ODOT Public Information Officer Kathleen Fuller.

"We have been finding there are quite a few people traveling Ohio 125 out of West Union (Ohio) to U.S. 52 to get to work in Portsmouth," said Fuller.

See **DETOUR** on Page A4

Ledger -
Judgehead

3/19/04

DETOUR

From Page A3

According to Fuller, motorists were having difficulty making the left turn onto U.S. 52 east from County Road 49 (Carey's Run) because of sight limitations caused by U.S. 52 being shut down to one lane.

Fuller said motorists wanting to travel from County Road 49 to U.S. 52 East are now being detoured by way of U.S. 52 West to Malone-Cox Road (old U.S. 52) to U.S. 52 East. In addition to these lane restrictions, a 12-foot width restriction and a 45-mile per hour speed limit have been imposed in the construction zone.

"It's about a half-mile total they have to drive around," Fuller said.

Currently, U.S. 52 is reduced to one lane in each direction at the 16.10-mile marker near County Road 49 to repair a bridge situated over Carey's Run. The bridge rehabilitation project is the first phase of a project that includes upgrading guardrail and resurfacing approximately 1.25 miles of roadway from just west of County Road 49 to the western corporation limit of Portsmouth.

Following the bridge repair, contractors will begin resurfacing the roadway in early July.

ODOT officials anticipate the project will be completed by Oct. 31, 2004.

For more information, contact Kathleen Fuller, ODOT District 9 at 1-888-819-8501 ext. 136 (in Ohio) or 740-773-2691 ext. 136 (outside Ohio).

Contact Marla Toncray at marla.toncray@lex.net

Portsmouth Daily
Times

3/19/04

Bridge project creates traffic restrictions

An ongoing bridge rehabilitation and resurfacing project on U.S. 52 in Scioto County, has imposed new traffic restrictions for County Road 49 travelers.

U.S. 52 is reduced to one lane in each direction at the 16.10 mile marker near County Road 49, Carey's Run-Pond Creek Road, to repair a bridge situated over Carey's Run.

Due to sight distance clearance, a new left turn has been imposed at the County Road 40 junction with U.S. 52.

Motorists wanting to travel from County Road 49 to U.S. 52 are now being detoured by way of U.S. 52 West to Malone-Cox Road, Old U.S. 52, to U.S. 52 East. In addition to these lane restrictions, a 12-foot width restriction and 45-mile-per-hour speed limit have been imposed in the construction zone.

Scheduled completion date for all work is Oct. 31.

State approves bypass millions

By MARK SHAFFER
P27 Staff Writer

The proposed Portsmouth bypass, Ohio 823, is still on track.

On Friday, the Transportation Review Advisory Council, which oversees all state road projects, approved \$8 million for the bypass to connect U.S. 23 in Lucasville to U.S. 52 in Wheelersburg.

"We're still on the same path," said Kathleen Fuller, the public information officer for the Ohio Department of Transportation. "The state's final approval of the funds is good news for the bypass."

So far, the state has set aside \$55 million for the Portsmouth Bypass. The project will cost between \$200 and \$230 million dollars to complete.

ODOT is working to complete environ-

mental studies on the lands around the proposed bypass area.

"We have people out in the field doing environmental scoping," Fuller said. That includes everything from geological studies to checking for wetlands and historical sites. That has been ongoing for a while and we expect that to be completed by early to mid-summer.

Once the scoping is done, a draft envi-

ronmental impact statement will be sent to the federal highway department for final approval.

ODOT will soon make a decision between the two alternatives for the proposed bypass, since the environmental scoping is done. There are interchanges planned for

See BYPASS, A8

Portsmouth
Daily Times
5/8/04

Bypass

From Page A1

each end of the bypass, with the possibility of another interchange on Glendale Road or on Lucasville-Minford Road near Clarktown.

ODOT estimates that once the Portsmouth Bypass is done, it will take 16 minutes to get from Wheelersburg to Lucasville.

ODOT will spend 2004 deciding on finalizing the route and necessary studies and will spend 2005 making real estate acquisitions. The agency hopes to begin construction in late 2006.

The funding is part of Gov. Bob Taft's Jobs and Progress plan, which is Ohio's largest transportation initiative since the original creation of the nation's interstate highway system.

Over the next 10 years, the plan is to spend \$5 billion toward the state's highways and create more than 4,000 construction jobs. The goal is to ease congestion, improve road safety and connect rural regions.

Large maps of the proposed routes for Ohio 823 are on display by the elevators in the Scioto County Courthouse rotunda. More information is available at the project Web site at www.PortsmouthBypass.com.

MARK SHAFFER can be reached at (740) 353-3101, ext. 235.

Proposed Portsmouth bypass alternative to be Meeting next week in Minford

By AARON ARNOLD
The Independent

PORTSMOUTH The location of a preferred alternative to a proposed Portsmouth bypass will be unveiled at a public meeting in Minford next week.

The Ohio Department of Transportation and TransSystems Corporation, which was hired to complete environmental studies and preliminary engineering for the proposed Portsmouth bypass, have been receiving input and preferences from

the public for the past year on an alternative to the proposal.

The proposed 16-mile freeway will connect U.S. 52 east of New Boston to U.S. 23 north of Lucasville and trim travel through the city of Portsmouth by as much as 25 minutes, according to ODOT public information officer Kathleen Fuller.

The proposed bypass is a component of the Appalachian Development Highway System and is intended to improve the potential for economic development within Scioto County and the surrounding area, along with improving regional mobility.

This meeting is a forum to bring together property owners, who will be initially be affected to answer any question they might have, Fuller said.

Fuller

ODOT District 9 Acting Deputy Director Vaughn Wilson said the bypass project has been in the works for about two years.

"In late 2002, we presented the feasible alternatives that were under consideration for the proposed bypass," Wilson said in a news release.

"However, we revisited certain corridor options and revised the plans we had at hand due to the input we received from that meeting. During the upcoming meeting, department officials and our consultants will present the latest findings for the preferred alternative of the bypass."

The earliest construction would be for a bypass in late 2006, according to Fuller.

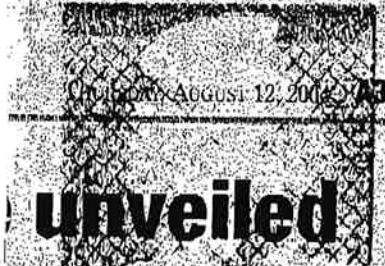
Among the tasks that have to be

completed by the Ohio Department of Transportation before construction can begin are an environmental impact statement followed by a record of decision from the Federal Highway Administration, along with real estate acquisition.

"We have been in touch with people who could be affected by a bypass, such as property, business and home owners," Fuller said.

No property or business owners within Portsmouth will be affected by the construction, according to Portsmouth Mayor Greg Bauer.

"I think that a bypass would definitely cut down on traffic within the city," Bauer said. "It would help people get to the other side of Scioto County a lot quicker than they currently can."



Big trucks that currently have to travel through traffic lights within the city limits of Portsmouth will be aided by a bypass, said Fuller.

Estimates of the project stand at \$259 million, with 87% of the cost involving actual construction.

The open house meeting will be held Thursday, Aug. 19, at Minford High School from 4 to 8 p.m. In addition to the open house format, in which the public is invited to meet one-on-one with ODOT officials, real estate specialists and consultants associated with the project will be on hand to discuss right-of-way acquisition procedures.

AARON ARNOLD can be reached at aarnold@dailyindependent.com or at (606) 326-2655.

8-12-04

Portsmouth Daily Times
Aug. 17, 2004

Proposed bypass meeting scheduled

By MARK SHAFFER
PDT Staff Writer

After two years of study, the Ohio Department of Transportation will have a public meeting Thursday to show the preferred alternatives for the proposed Portsmouth Bypass.

The meeting takes place at Minford High School, 491 Bond Road, from 4 p.m. to 8 p.m.

The proposed route is based on public comments and information from environmental studies. ODOT is looking for additional comments before submitting a draft environmental impact statement to the Federal Highway Administration.

"The route is not set in stone," said Kathleen Fuller, a public information officer for ODOT's District 9. "This is an open house format to allow the public to talk one-on-one with ODOT people, the designers and real estate specialists. We still need the public's

See **BYPASS, A8**

Bypass

From Page A1

input."

She said the public meeting means the project is one step closer to becoming a reality.

Getting a highway project underway takes years, and Fuller said that even though the draft environmental impact statement will be submitted in the next few weeks, it is still years away from the beginning of construction.

"It looks like the project is getting closer to reality but it takes a while to go from paper to putting asphalt on the ground," Fuller said. She estimated that the earliest the bypass project would get underway is 2006.

ODOT hired TranSystems Corporation to perform environmental studies and the preliminary engineering for the

Portsmouth Bypass. The bypass is part of the Appalachian Development Highway System, which is intended to improve regional transportation and increase economic development in southern Ohio.

Ohio 823, the state's name for the bypass route, is a 16-mile stretch of road that would connect U.S. 23 in Lucasville to U.S. 52 in Wheelersburg.

ODOT estimates that once the Portsmouth Bypass is completed, it will take fewer than 20 minutes to get from Wheelersburg to Lucasville.

Fuller said there is \$55 million already allocated for the project, which will take between \$200 million and \$230 million to complete.

"Since this project is part of Gov. Bob Taft's Jobs and Progress plan, I think that is a good indication of the support this project has," she said.

Large maps of the proposed

routes for Ohio 823 are on display by the elevators in the Scioto County Courthouse rotunda. More information available at the project Website at www.PortsmouthBypass.com.

THE IRONTON TRIBUNE
8/18/04



Public meeting set for Portsmouth Bypass project

FROM STAFF REPORTS

MINFORD — The Ohio Department of Transportation has scheduled a public meeting to present the preferred alternative currently under considera-

tion for the proposed Portsmouth Bypass. The meeting, which will be an open-house format, will be from 4 to 8 p.m. Thursday at Minford High School, 491 Bond Road, Minford.

In addition to presenting the location of the preferred alternative, ODOT officials and representatives from TransSystems Corporation, the consultants

PLEASE SEE "Hearing," Page 3A

Hearing

Continued from Page 1A

retained by ODOT will be on hand to discuss the potential impacts and benefits of the project and to obtain suggestions regarding the details of the preferred alternative.

TransSystems Corporation was hired by ODOT to complete environmental studies and the preliminary engineering for the proposed Portsmouth Bypass in Scioto County. The proposed bypass, a component of the Appalachian Development

Highway System, is intended to improve regional mobility and improve the potential for economic development within Scioto County and the surrounding region. The proposed 16-mile freeway will connect U.S. Route 52 east of New Boston to U.S. Route 23 north of Lucasville.

As the meeting is an open house format, the public is invited and encouraged to meet one-on-one with ODOT officials, real estate specialists and the consultants associated with the project.

THE COMMUNITY COMMON
8/18/04

PORTSMOUTH BYPASS ALTERNATIVE MEETING SLATED THURSDAY

Following more than an additional year of study and input from the public, the Ohio Department of Transportation and its consultants, TranSystems Corporation, have scheduled a public meeting to present the preferred alternative for the proposed Portsmouth Bypass.

The open-house meeting will be held Thursday, August 19, at Minford High School, 491 Bond Road, Minford, from 4 p.m. to 8 p.m.

"In late 2002, we presented the feasible alternatives that were under

consideration for the proposed bypass," said ODOT District 9 Acting Deputy

Director Vaughn Wilson. "However, we revisited certain corridor options and

revised the plans we had at hand due to the input we received from that

meeting. During the upcoming meeting, department officials and our

consultants will present the latest findings for the preferred alternative

of the bypass."

TranSystems Corporation was hired by ODOT to complete environmental studies and the preliminary engineering for the proposed Portsmouth Bypass in Scioto County.

The proposed bypass, a component of the Appalachian Development Highway System, is intended to improve regional mobility and the potential for economic development within Scioto County and the surrounding region. The proposed 16-mile freeway will connect U.S. Route 52 east of New Boston to U.S. Route 23 north of Lucasville.

The purpose of the public meeting is to present the location of the preferred alternative, chosen based upon public comments and environmental issues, to inform the public about the potential impacts and benefits of the project, and to obtain suggestions regarding the details of the preferred alternative.

In addition to the open house format in which the public is invited to meet

one-on-one with ODOT officials, real estate specialists and consultants

associated with the project will be on hand to discuss right-of-way

acquisition procedures.

The public is encouraged to attend the meeting at any time from 4 to 8 p.m.

to review the exhibits and ask questions of the project team.

Scioto Voice
8/19/04

Ohio 823 bypass meeting Thursday

Minford High School will be the site for the latest round of public meetings to discuss the proposed Ohio 823 bypass project.

The meeting, set for August 19 will be from 4 p.m. to 8 p.m. Kathleen Fuller, ODOT's public information officer said. "The proposed route is just that, a proposed route, nothing is set Thursday's open house will allow the public to view the proposed route which is based on the public's comments and environmental studies prepared for the state.

The bypass which has been discussed for quite some time may be getting closer to becoming a reality.

According to Fuller, the project is getting closer to reality but it takes awhile to go from paper to getting the asphalt on the ground."

The 16-mile corridor proposes to connect U.S. 23 at Lucasville to U.S. 52 in Wheelersburg. According to Fuller there is \$55 million already allocated for the project. To complete the project state estimates call for an expenditure of around \$230 million dollars.

ODOT has said that once the Portsmouth Bypass is finished travelers will be able to make the trip from Route 23 in Lucasville to Wheelersburg in less than 20 minutes.

Fuller said that the project is part of Governor Bob Taft's "Jobs and Progress Plan" and is a good indication of the support the project has been receiving.



December 11, 2003

Mr. Gordon Proctor, Director
Ohio Department of Transportation
1350 W Broad Street
Columbus, OH 43217

Director Proctor:

We would like to take this opportunity to voice our concerns about the proposed route of the Portsmouth Bypass project, State Route 823.

As you know the Portsmouth Bypass is of vital importance to the continued growth of Southern Ohio. The area affected has some of the highest unemployment in the state and the completed bypass may help to attract much needed jobs to our area. However, we both see some problems in the proposed alignments of the route.

At the most recent public meeting, Trans Systems revealed the remaining two proposed routes: one going along the hillsides and ridges throughout the entire route and the other which alternates from hillside to valley. As you may well know, we adamantly oppose any route that would destroy the continuity of the Lucasville community or the rich and historic farmlands of the Minford area.

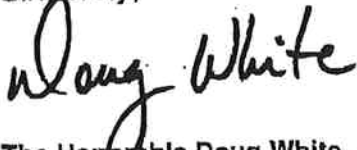
We also know that the hillside route will be more expensive, however, we feel the added cost to construct the hill route is justified. The hillside route will be more cost effective because the communities of Lucasville and Minford will not be destroyed by the bypass project. This roadway is paramount to the development of Scioto County and with your assistance, we are hopeful that this project can be an economic benefit to the region and still keep the integrity of our communities intact.

**Director Proctor
RE: Portsmouth Bypass Project**


Page 2

Should you have any questions or concerns, please do not hesitate to contact our offices.

Sincerely,



**The Honorable Doug White,
President, Ohio Senate
14th District
Statehouse
Columbus, OH 43215
(614) 466-8082**



**The Honorable Todd Book,
Member, Ohio House of Representatives
89th District
Riffe Center, 77 South High Street
Columbus, OH 43215
(614) 466-2124**



Douglas L. Booth
Superintendent

Eric C. Humston
Assistant Superintendent

Michael W. Bennett
Treasurer

— *Board of Education* —

Carl Crabtree
Joseph D. Romanello

Don Crabtree

Roger L. Gahm
Charles W. Wilson, D.D.S.

Board Resolution #241-03

Dr. Charles Wilson moved the Board adopt the following resolution in opposition to the proposed "valley" route of the Portsmouth By-Pass:

The Valley Local Board of Education is adamantly opposed to the proposed route of the Portsmouth By-pass that follows SR 728 and Lucasville-Minford Road, (valley segments 3 and 4). The proposed route would have a negative impact upon our school district and community. We urge the decision-makers and public officials to do whatever possible to seek the additional funds to relocate the bypass along a northern route that runs behind the hills and beyond the neighborhoods (hill segments 3 and 4), or to abandon this project altogether.

Roger Gahm seconded the motion. Roll call: Joe Romanello, yes; Dr. Wilson, yes; Carl Crabtree, yes; Don Crabtree yes; Roger Gahm, yes. The President declared the motion carried.

I certify that this a true and accurate record of action taken by the Valley Local Board of Education at its regular meeting on November 26, 2003.

Michael Bennett
Treasurer



Douglas L. Booth
Superintendent

Eric C. Humston
Assistant Superintendent

Michael W. Bennett
Treasurer

Board of Education

Carl Crabtree
Joseph D. Romanello

Don Crabtree

Roger L. Gahm
Charles W. Wilson, D.D.S.

Mrs. Susan Swartz
Project Manager
SR 823 Portsmouth Bypass Team
Transystem Corporation
5747 Perimeter Drive Suite 240
Dublin, OH 43017

Re: Project SCI-823-00.00

Dear Ms. Swartz:

I am writing in support of the hill route in segment 4 of the proposed Portsmouth Bypass. While the revised Valley route is an improvement over the initial routing that was proposed, the new route still significantly affects the Valley Local School District. I feel the following problems and issues would make the hill route the most reasonable, responsible and least intrusive of the two proposed routes involving Lucasville.

1. The proposed Valley route would limit, impede and deter any future development at or near the Valley Local School District. There is very little property remaining in this district that can be developed as we are already severely impacted by state and local government properties that are tax exempt and have taken a large portion of our prime locations. This routing will be counter productive to all the things you say are going to be beneficial to this area such as growth and development. While that may occur in other areas, in Lucasville Valley, this routing becomes a death blow. Currently much of the land you are proposing to take is farm land and not for sale. Someday, though, it may be offered for sale and would contribute to the continued growth and prosperity of the school district. I also feel that this route will have a negative impact on Breckenridge, which is the only prime, upscale development currently taking place in this district.
2. As I look at the map and compare the landlocked properties, it only makes sense to take the hill route, especially the Hill 4 segment. Nearly all the properties in the Valley segment that are going to be landlocked currently have access to paved and improved roads. There are other properties which you have overlooked that will be in this same condition. Whereas those landlocked properties in the hill route do not currently have access to paved roads and will, therefore, not be so severely impacted. There is an enormous difference in the value of these properties. Please don't destroy our most valuable properties.
3. The Valley route will remove our library. We were told at a previous meeting that neither Trans nor ODOT had any intention of taking the library and the elimination of this very important institution was never in the plans. Now it is proposed that the library will be taken and ODOT will pay for the relocation. The question becomes...where will it be relocated? It currently is the most utilized branch library in Scioto County as it serves two school districts and is centrally located. It is in walking distance for our poorer segment of the Lucasville area. The current location of this library serves our community extremely well. The library board is struggling financially and they may elect to take the money and spend it elsewhere. My major concern is that it will not be rebuilt.

P.O. Box 888 • Lucasville, Ohio 45648
Phone (740) 259-3115 • Fax (740) 259-2314

4. The proposed Valley 4 route removes a business, Farm Credit Services of Mid-America, that is currently doing well and will be forever lost to the community.
5. The Valley route destroys a farm and farmhouse (Spriggs farm) that was built in 1900 and has been continuously farmed since that time. The proposed route takes a house that was built in 1865, land locks that property and, consequently, either destroys or land locks a cemetery on the property where at least one civil war officer is buried. The route then crosses under SR 728 and severely impacts a century old farm that has received numerous awards including the prestigious governor's award. Of special interest to my wife is the fact that this route also would remove my house. We moved into the newly constructed home September 28, 2002. It was built on land we have owned for over 30 years. We chose to build our retirement home in this location after being assured by high level ODOT personnel, local politicians, and AAA President Emeritus Bob Morton, that my property would not be involved in the bypass construction. For all practical purposes, the taking of the property on which my house is situated land locks the balance of the land. There is no reasonable access from any other road. We have been on hold in terms of completing our landscaping, the building of a large pond, and other planned improvements far too long, awaiting a final decision on the bypass location.
6. I have serious concerns regarding the proposal build a four lane highway that is going to be located between current SR 728 and the existing prison facility. The road will have to be compressed and narrowed to what I feel, are unsafe dimensions without sufficient berm to pull off and obvious insufficient water run off. The idea of building a four lane highway within such close proximity to the penal institution just begs for problems. This maximum security prison was built in this location originally for security reasons whereby it would not be located near a major highway.

By taking the highway so close to the prison, many safety issues are raised. This section of the bypass will be too narrow to permit sufficient room for a disabled vehicle to move off the highway safely. Barriers and retaining walls are going to be built which will be a blight on existing nearby properties. I feel that this proximity creates serious security breaches. The Valley Local School District has already paid a price for a major security breach, the infamous Lucasville prison riot. I can only imagine what might happen if someone decided to commit an act of terrorism or attempted to breach security due to the inadequate space between the highway and the prison. Another concern should be a hazardous spill which would have the potential to wipe out the entire prison population, as well as the employees, since they could not be expeditiously evacuated. Placement of the four lane highway between SR 728 and the prison is unsound, unsafe and there is a much better alternative.

Do not let the bottom line dollar drive this project. Do what is in the people's best interest and use the hill route, especially the Hill 4 segment.

Sincerely,



Douglas L. Booth
Local Superintendent

cc: Gordon Proctor, John Hagen, Governor Taft, Ted Strickland, Todd Book, Rob Portman, Doug White,
Scioto County Commissioners



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting **November 19, 2003** **Comment Sheet**

Name: Glenn Conkey

Address: 13476 St. Rt. 335 Newville, Va.

Representing: Madison Ship. (Freight)

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	--------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

The Bypass will be a huge asset to our Community and future generations. Our spit would be adequate for initial construction, with others added as industry demands for delivery of raw materials, shipping and neighboring Counties employees, as to not disturb local traffic.

Also agricultural land in production should bring premium price, as these are the landowners who will sacrifice the most.

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Thursday, December 18, 2003 3:26 AM
To: CO-Annette N. Marquez
Subject: FW: Portsmouth By Pass

-----Original Message-----

From: John Hemmings III [mailto:cbhemmings@earthlink.net]
Sent: Wed 12/17/2003 10:45 PM
To: CO-Susan Swartz
Cc: treiser@sciotocounty.net; ospears@sciotocounty.net; sriffe@sciotocounty.net; KHarless@ofbf.org
Subject: Portsmouth By Pass

Dear Ms. Swartz:

At its September 14, 2003 Annual Meeting, the Scioto County Farm Bureau adopted its 2004 Policy Resolutions. As a part of its 2004 Policy Resolutions, the Scioto County Farm Bureau "supports the Portsmouth By-pass to choose routes through land that would not destroy active farmland, a limited access highway as proposed by ODOT".

Given our position, the Scioto County Farm Bureau supports the following alternatives for the Portsmouth By-pass: Hill 1, Hill/Valley 2, Hill 3, and Hill 4. These alternatives are preferred in combination with one another by the Scioto County Farm Bureau because they will cause the least amount of impact to active farmland (55 total acres). All other combination of alternatives will result in a greater amount of active farmland being impacted.

In addition, the Portsmouth By-pass should be developed as a limited access highway in order to manage future growth along the corridor. A limited access highway will only help to protect active farmland adjacent to the final selected route.

If we can be of further assistance, please do not hesitate to contact us.

Respectfully submitted,

John W. III and Crystal B. Hemmings
Scioto County Farm Bureau
Government Affairs Co-Chairs
151 Mead-McNeer Road
Wheelersburg, Ohio 45694
(740) 776-4106
cbhemmings@earthlink.net
Why Wait? Move to EarthLink.



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: ROBERT L. MORTON, RETIRED PRESIDENT, AAA SOUTH CENTRAL OHIO
 Address: 2439 MICKLETWAITE RD, PORTSMOUTH, OH 45662
 Representing: AAA SOUTH CENTRAL OHIO BOARD OF TRUSTEES

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	--------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

The need for the bypass has been affirmed and agreed on by all interested parties. Cost remains the question.

Segment hill number one should be chosen and the \$20 million additional cost of this choice can be offset by choosing the Valley segments for both three and four as the costs are reduced by \$5 million and \$18 million for a total of \$23 million. These choices balance each other and create less problems for the majority of the general population of the area. These are my recommendations.

How will you or your family be impacted by the project (positives and negatives)?

My family and I will be impacted positively by the increase in economic development and prosperity of the area. There will be no negative impact.

Other comments:

This bypass highway is one which will last and be beneficial for an unforeseeable number of years. The additional cost of one hill section is an insignificant amount of money when one considers the future years involved for its usage.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TransSystems SR 823 Study Team
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



OFFICE OF
COUNTY COMMISSIONERS

TOM REISER, Chairman
VERN RIFFE
OPAL M. SPEARS



County of Scioto

Room 1, Courthouse, 602 Seventh Street

PORTSMOUTH, OHIO 45662

INEZ BLOOMFIELD, CLERK
JANE KITTS, DEPUTY CLERK
JUDY ROWSON, DEPUTY CLERK

Telephone (740) 355-8313
Fax (740) 353-7358

December 18, 2003

Ms. Susan Schwartz
TranSystems Corporation
SR 833 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Portsmouth By-pass

Dear Ms. Schwartz,

The Scioto County Board of Commissioners supports the following alternatives for the Portsmouth By-pass: Hill 1, Hill/Valley 2, Hill 3, and Hill 4. It is the Board's thoughts that this combination of alternatives will impact the least amount of active farmland and help maintain most of the area's current road system. It is our understanding that the Scioto County Farm Bureau also supports the above routing scenario.

The Board is also supportive of an interchange near the Minford Airport connecting to SR 335, thus keeping the By-pass a limited access highway. Our main purpose in supporting the concept of the By-pass is to open up access to land in the Teays River Valley for future industrial and commercial development and to the Scioto-Lawrence Industrial corridor along U.S. 52 and the Ohio River in Southeastern Scioto County.

We appreciate ODOT's and TranSystems efforts in helping to make this project a reality – helping to secure Scioto County's economic future with a modern, safe transportation system that has the potential for creating jobs for our citizens. Irregardless of which combination of alternatives is selected, the Scioto County Board of County Commissioners is in strong support of the Portsmouth By-pass.

"Scioto County - Somewhere Special"



December 18, 2003
Page 2

Sincerely,

BOARD OF COUNTY COMMISSIONERS

A handwritten signature in cursive script that reads "Tom Reiser". The signature is written in black ink and is positioned above the printed name.

Tom Reiser, Chairman

TR/ib



433 Third Street
P.O. Box 1525
Portsmouth, Ohio 45662
Phone (740) 354-7541
Fax (740) 354-3933

December 19, 2003

Ms. Susan Schwartz
TranSystems Corporation
SR 833 Study Team
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

Dear Ms. Schwartz,

The Southern Ohio Port Authority supports the following alternatives for the Portsmouth By-pass: Hill 1, Hill/Valley 2, Hill 3, and Hill 4. It is the Board's thoughts that this combination of alternatives will impact the least amount of active farmland and help maintain most of the area's current road system. It is our understanding that the Scioto County Farm Bureau also supports the above routing scenario.

The Board is also supportive of an interchange near the Minford Airport connecting to SR 335, thus keeping the By-pass a limited access highway. Our main purpose in supporting the concept of the By-pass is to open up access to land in the Teays River Valley for future industrial and commercial development and to the Scioto-Lawrence Industrial corridor along U.S. 52 and the Ohio River in Southeastern Scioto County.

We appreciate ODOT's and TranSystems efforts in helping to make this project a reality - helping to secure Scioto County's economic future with a modern, safe transportation system that has the potential for creating jobs for our citizens. Irregardless of which combination of alternatives is selected, the Southern Ohio Port Authority is in strong support of the Portsmouth By-pass.

Sincerely,

A handwritten signature in blue ink that reads "Michael P. Sturgill".

Michael Sturgill, Chairman
Southern Ohio Port Authority

The City of Portsmouth

"Where Southern Hospitality Begins"



OFFICE OF THE CITY COUNCIL

Municipal Building
728 Second Street
Portsmouth, Ohio 45662

State of Ohio

December 19, 2003

Ms. Susan Schwartz
TransSystems Corporation
SR 833 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

RE: Portsmouth By-pass

Dear Ms. Schwartz,

I support the following alternatives for the Portsmouth By-pass: Hill 1, Hill/Valley 2, Hill 3 and Hill 4. It is my thoughts that this combination of alternatives will impact the least amount of active farmland and will help maintain most of the area's current road system. It is my understanding that the Scioto County Farm Bureau also supports the above routing scenario.

I am also supportive of an interchange near the Minford Airport connecting to SR 335, thus keeping the By-pass a limited access highway. My purpose in supporting the concept of the By-pass is to open up access to land in the Teays River Valley for future industrial and commercial development and to the Scioto-Lawrence Industrial corridor along U.S. 52 and the Ohio River in Southeastern Scioto County.

I appreciate ODOT's and TranSystems' efforts in helping to make this project a reality – helping to secure Scioto County's economic future with a modern, safe transportation system that has the potential for creating jobs for our citizens. Regardless of which combination of alternatives is selected, I strongly support the Portsmouth By-pass.

Sincerely,

Ann Sydnor
Councilwoman

COMMUNITY ACTION ORGANIZATION OF SCIOTO COUNTY, INC.

"Services Rendered On A Non-Discriminatory Basis"

Robert Walton, Executive Director

James H. Jarvis, Comptroller

P.O. Box 1525
433 Third Street
Portsmouth, Ohio 45662

December 19, 2003

Telephone: (740) 354-7541
Fax: (740) 354-3933
E-mail: bwalton@zoomnet.net

Ms. Susan Schwartz
TranSystems Corporation
SR 833 Study Team
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

Dear Ms. Schwartz,

The Community Action Organization of Scioto County, Inc. supports the following alternatives for the Portsmouth By-pass: Hill 1, Hill/Valley 2, Hill 3, and Hill 4. It is the Agency's thoughts that this combination of alternatives will impact the least amount of active farmland and help maintain most of the area's current road system. It is our understanding that the Scioto County Farm Bureau also supports the above routing scenario.

Community Action is also supportive of an interchange near the Minford Airport connecting to SR 335, thus keeping the By-pass a limited access highway. Our main purpose in supporting the concept of the By-pass is to open up access to land in the Teays River Valley for future industrial and commercial development and to the Scioto-Lawrence Industrial corridor along U.S. 52 and the Ohio River in Southeastern Scioto County.

We appreciate ODOT's and TranSystems efforts in helping to make this project a reality - helping to secure Scioto County's economic future with a modern, safe transportation system that has the potential for creating jobs for our citizens. Irregardless of which combination of alternatives is selected, Community Action Organization of Scioto County, Inc. is in strong support of the Portsmouth By-pass.

Sincerely,



Robert Walton, Executive Director
CAO of Scioto County, Inc.

Village of New Boston

3980 Rhodes Avenue

New Boston, Ohio 45662

OFFICE OF
JAMES WARREN, JR., MAYOR
PHONE (740) 456-4103

December 18, 2003

Ms. Susan Schwartz
TranSystems Corporation
SR 833 Study Team
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

Dear Ms. Schwartz,

The Village of New Boston supports the following alternatives for the Portsmouth By-pass: Hill 1, Hill/Valley2, Hill 3 and Hill 4. It is our thoughts that this combination of alternatives will impact the least amount of active farmland and help maintain most of the area's current road system. It is our understanding that the Scioto County Farm Bureau also supports the above routing scenario.

The Village of New Boston is also supportive of an interchange near the Minford Airport connecting to SR 335, thus keeping the By-pass a limited access highway. Our main purpose in supporting the concept of the By-pass is to open up access to land in the Teays River Valley for future industrial and commercial development and to the Scioto-Lawrence Industrial corridor along U.S. 52 and the Ohio River in Southeastern Scioto County.

We appreciate ODOT's and TranSystems efforts in helping to make this project a reality – helping to secure Scioto County's economic future with a modern, safe transportation system that has the potential for creating jobs for our citizens. Irregardless of which combination of alternatives is selected, the Village of New Boston is in strong support of the Portsmouth By-pass.

Yours truly,



JAMES N. WARREN JR., MAYOR
Village Of New Boston

Stacy W. H.S.

PO Box 766
Lucasville, OH

→ supports bypass
feels it is critical to
support of the area,
feels have been needed
for a long time. Think

what should carry up?

do: Either/or

Scioto County Joint Vocational
School

SCIOTO COUNTY ENGINEER

CLYDE S. WILLIS, P.E., P.S.



COURTHOUSE OFFICE
ROOM 106 COURTHOUSE
602 SEVENTH STREET
PORTSMOUTH, OHIO 45662
(740) 355-8265

GARAGE OFFICE
56 S.R. 728 - P.O. BOX 429
LUCASVILLE, OHIO 45648
(740) 259-5541

December 12, 2003

Portsmouth Bypass Project Team
Transystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

ATTN: Susan C. Swartz, P.E.,
Project Manager

Dear Susan:

I was very pleased when I attended the meeting on November 19, 2003 at Valley Middle School. The Format was good and I also like the idea of having people vote for what they wanted.

I am in favor of Hill 1 because it does not disturb so much of our valuable flat land and I also like the direct approach of U.S. Route 52 instead of having to travel up State Route 140 to get on this road.

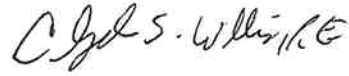
I am in favor of Hill/Valley 2 since it is the only option, however it is far better than the Valley option was.

I am in favor of Hill 3 because it would make an interchange possible for CR 28, Lucasville-Minford Road instead of Glendale Road, CR549. I would also be in favor of an interchange at Lucasville-Minford Road, CR28. This would cause less interferences with traffic on CR28 during construction.

I am in favor of Valley 4 because with the changes made since the last presentation all of the issues raised by the schools and local people have been addressed and I think this is the logical place for the new highway. The Hill route is more expensive and more intrusive than the valley route. I also like the relocation of CR28, Lucasville-Minford Road because in the area of relocation we have a very dangerous road especially in the winter time and there isn't sufficient local funding to correct the problem.

I hope that these comments help in your decision.

Sincerely,

Handwritten signature of Clyde S. Willis, P.E.

CLYDE S. WILLIS, P. E.,
Scioto County Engineer

CSW:dsl
cc:file



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: David & Marsha Coriell 776-2233
 Address: 345 Coriell Rd. Portsmouth
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

The land has been in the family since it was land granted by Gen. George Washington. Segment A would cut the farm in two. The acreage that would be impacted is land-locked. Over the past 3 years, we have put considerable money, time, and energy into this land with building, dozer work, clearing, running fence for our cattle. We are currently contracted

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

with a company that is supposed to be building a barn. We have had several ponds dug and a lake that have all been stocked. With all of the hills and valleys on our farm, it would be quite costly to level and fill enough to build the highway there. Please have someone call us as soon as possible. We need to let our contractors know something. We also have virgin timber that we have no intentions of anyone cutting and we have also worked very hard at creating the perfect habitat for wildlife. We plant fields for the sole purpose of the wildlife and also put up feeders. We have some of the last remaining forest in the

Other comments:

southern part of the state. We cannot depend on the government to maintain the state or national forests. We want to maintain ours. We won't waste our "natural resources." A lot of our neighbors

← Please put the highway in corridor C
 → have done the same. We know what the railroad went thru when they raised the tracks along 335 - please use corridor C.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Kenny Boldman
 Address: 37 Lucasville Minford Rd. Lucasville
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

UNSURE. How much Local Traffic will be maintained by our new car wash + laundromat businesses.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I LIKE THE ONE CONNECTION (AT MORRIS LANE) OF THE NEW ACCESS ROAD ON THE NORTH SIDE TO THE EXISTING LUCASVILLE MINFORD ROAD. PLEASE KEEP MORRIS LANE AS THE ONLY CONNECTION. THE ^{NEW} BUSINESSES ON THE EAST SIDE OF THE PRISON COULD SUFFER IF THE ACCESS UNDER THE HIGHWAY WERE TO GO ANYWHERE OTHER THAN MORRIS LANE.

Other comments:

I AM IN FAVOR OF THIS PROJECT, AS PROPOSED.

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Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name:

Kenny Boldman

Address:

37 Lucasville Minford Rd Lucasville.

Representing:

Splash-n-go Car Wash + LaundryMat.

How will you or your family be impacted by the project (positives and negatives)?

Four horizontal lines for handwritten response.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I FEEL VERY STRONGLY IN FAVOR OF USING MORRIS LANE AS THE CONNECTION BETWEEN LUCASVILLE MINFORD RD AND THE NEW ACCESS ROAD ON THE NORTH SIDE OF HIGHWAY. NEW BUSINESSES ARE BEING BUILT AND PLANNED FROM THE COUNTRY STORE TO THE EAST. THIS IS THE COMMERCIAL GROWTH AREA IN LUCASVILLE. IT IS VERY IMPORTANT THAT THIS AREA BE ACCESSABLE TO ALL LOCAL TRAFFIC. IF THE CONNECTION IS MOVED ANY TO THE WEST IT WILL ISOLATE THE BUSINESSES FROM THE LUCASVILLE AND LUCASVILLE^{NORTH} RESIDENTS. IF ECONOMIC DEV. IS CONSIDERED IMPORTANT, ALL LOCAL TRAFFIC MUST BE MAINTAINED IN THE ONLY AREA IN THIS CORRIDOR (PRISON AREA) THAT IS GROWING AND PROGRESSING.

Other comments:

THE LAND AVAILABLE FOR DEVELOPMENT IS MOST ABUNDANT NEAR THE MORRIS LANE AREA AND THAT SHOULD BE THE FOCAL POINT FOR LOCAL ACCESS CONNECTIONS BETWEEN THE NORTH + SOUTH SIDES OF THE INTERSTATE. THANK YOU.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Melinda L. Fisher

Address:

12949 Old Gallia Pike Scottdale

Representing:

How will you or your family be impacted by the project (positives and negatives)?

My home is located close to the 52 side and would be an eye sore, yet if the proper precautions and investigations are done, it would be a positive influence on Wheelersburg growth and prosperity.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I do feel the proper exit ramps at strategic locations such as New Boston and Oxford Rd. would further promote growth and economic development as well as provide easier access for those that live in the "between" areas.

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: FRANK MUSTAIN

Address: 13013 Gallia Pike, Portsmouth 45662

Representing: FRANK MUSTAIN

How will you or your family be impacted by the project (positives and negatives)?

Stress! I would like to know if you're going to take my home or not. I'm tired of worrying!

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

NO.

Other comments:

NO.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Portsmouth Bypass

An Appalachian Development Highway

6

Public Meeting

November 13, 2002

Comment Sheet

Name: German Conley

Address: 33 McCall Rd

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

Negative

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

I think it is a great idea the way things are.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Aud Cornell

Address:

10337 Blue Run Rd

Representing:

Self

How will you or your family be impacted by the project (positives and negatives)?

Blank lined area for handwritten response to the impact question.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Blank lined area for handwritten suggestions and comments on alternatives.

Other comments:

"Progress must go on"

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Dublin, OH 43017

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Michael Hogue
 Address: 2917 St. Route 335, Portsmouth, OH 45662
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

It does not appear that we will be affected.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

We would welcome any of the proposed routes.

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Don Hulbert
 Address: 1012 Ruhlman Ave. - Portsmouth, Ohio 45662
 Representing: Ohio Valley Pilots Assn - Portsmouth

How will you or your family be impacted by the project (positives and negatives)?

WE NEED THE BYPASS

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

AS LONG AS THE PROJECT DOES NOT IMPACT APPROACHES TO THE AIRPORT.

Other comments:

THE PROJECT WILL OPEN UP THE AREA FOR DEVELOPMENT AND JOBS

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Robert & Julie Lindamood

Address:

95 Aaron Rd Portsmouth Ohio

Representing:

How will you or your family be impacted by the project (positives and negatives)?

We will not be impacted if they go with the proposed ABC segments. This is a positive for our family. The further away from Rigrish - the better!

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Rigrish addition was previously considered. It is a nice family community that is an asset to Suoto County.

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Phyllis + Daniel Seidel
 Address: 5471 Swauger Valley Rd Portsmouth, Ohio 45662
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

Road (proposed) will be close to family on Swauger Valley but will be ok.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

On the Seidel property we have a old family home witch is over 150 yrs old. I hope + pray this homestead will not be bothered. On either side of the old family home are 2 of our daughtess with brand new homes: Gary + Amy Gaines + Brent + Deborah Daniels. Right now with the proposed road we are all ok. I hope you keep the proposed road.
Thank you - P. Seidel

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Carol Sue Sessor

Address: 1805 Thomas Hollow Rd.

Representing: Region 4 Carol Sue Sessor

How will you or your family be impacted by the project (positives and negatives)?

Fortunately this plan will have only minimal impact on our home

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

As far as our Corridor of the proposal, this is by far the most feasible as low as impact on homes coming off Rt. 23. We are grateful we will not be sitting beside this proposed highway and many of our neighbors displaced.

Thank you

Carol Sessor

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: DAVID SEE Phone 740-259-5381
 Address: 278 BELAIR DRIVE LUCASVILLE
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

I AM SUPPORTIVE OF THIS CONCEPT, HOWEVER I ALSO HAVE CONCERNS

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

WHY WASNT A ROUTE SOUTH OF THE PRISON CONSIDERED. THE STATE OWNS LAND UP TO US RT 23 AND A WIDE PATH IS AVAILABLE WITHOUT DISTURBING ANY HOMES IN THE MAIN LUCASVILLE SUBDIVISION.

Other comments:

SOME ONE NEEDS TO LOOK AT A NEW ROUTE FROM US 23 AND 32 TO 52 (6 miles north of Lucasville)

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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 Web: www.PortsmouthBypass.com

15

CO-Susan Swartz

From: David See [dsee@adelphia.net]
Sent: Saturday, December 14, 2002 9:46 AM
To: CO-Susan Swartz
Cc: john.hagen@dot.state.oh.us
Subject: 823 Portsmouth By-pass
Thank you for hearing our voice, please open attached letter.

Susan Swartz (Project Manager)
SR 823 Portsmouth Bypass Team
TransSystem Corporation
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

December 14, 2002

To whom it may concern,

I am writing this letter to express my concern of the proposed 823 Portsmouth By-pass. I am not opposed to the concept of this by-pass, but I am very troubled concerning the present location that has been selected. The current location will cause a severe disruption to the current traffic flow into the existing housing developments on the Lucasville end of this By-pass.

I have attended several public meetings and understand the present location was selected based on concept and cost of construction. I have heard many residents state their objections and they received responses that additional access roads from the current housing developments onto US route 728 could be added to address their concern. Once these additional access roads are added, you now have raised the cost of construction equal to that of relocating the road north of its proposed location and therefore, reducing the disruption to residents in these developments.

The present proposed location causes loss of property value, loss of tax base, and raises serious life and safety issues by increasing emergency response times to some two hundred households and three schools affected by the first 2 miles of the By-pass.

The first option of relocating this roadway would be to move it north approximately one mile and route this roadway through the hill region. While this move would increase the construction cost it would equal the cost of modifications needed regarding additional accesses to the existing US route 728. Additionally, you would not have to relocate US route 728 and construct an access road through the current housing developments.

A second option that needs to be explored is to check on federal funding for flood protection. The road could be routed as a By-pass west of Lucasville running one mile south of Lucasville. The road could then cross US 23 at the Cook Road location and run east through the valley, which is already owned by the State parallel to Cook Road. This land is presently used as pasture land for the State Prison. Only four homes would be impacted instead of thirty. If federal funding for flood control were available, the floodwall around the west end of Lucasville would serve as the base for this road. Additionally, this would make several hundred acres available for commercial development in the Lucasville area as it would remove the flood threat and improve this community.

While this second option may seem so absurd at first glance, one should really give this some thought. It would fit the over all scope and purpose of this project from its inception. It would spark economic growth in the Lucasville area, by creating some very valuable land development opportunities, which would create jobs in this region, and remove the threat of annual flooding to residences and businesses located in the low areas of the Lucasville community. Lastly, if current funding could be subsidized with funds from other sources, such as flood defense, and considering the large amount of land which would be used is already owned by the state, cost may be equal too or even less than current project figures.....Just A Thought!

Sincerely,

David & Sherri See
278 Belair Drive
Lucasville Ohio 45648



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Ivan A. Scott

Address: 796 C Morris Lane, Lucasville

Representing: Self

How will you or your family be impacted by the project (positives and negatives)?

Negative

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

you need a scale on your map

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Patsy Sparks Salisbury

Address:

200 Wanda Rd Biggest Old

Representing:

me!

How will you or your family be impacted by the project (positives and negatives)?

Will not be affected

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

no

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: RANDY & Sherry

Address: 249 Hastings Hill RD, Ports. OH 45662

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

It seems that it will not impact us much. I hope
when you do the Road you leave enough trees
so that ~~we~~ we will not be effected by the noise.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

They have said that people didn't want
to many ~~segments~~ on and off ramps. I would
like to have another RAMPs.

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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 Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Ted Pennington, SHAY PENNINGTON OWNER
 Address: 13199 OLD GALVA PIKE Rd PORTSMOUTH
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

- (+) BRING IN MORE BUSINESS, JOBS
- (+) LESS TRAFFIC THRU TOWN
- (-) ~~HELP~~ HELP KILL BUSINESS IN OUR AREA

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

JUST DO IT, THIS AREA WILL BE IMPACTED POSITIVELY IN THE LONG RUN. DON'T LET "OLD" MONEY & FAMILIES STIFFLE THIS PROJECT IT IS HAPPENED TIME & TIME AGAIN. THE AIRPORT WILL PROBABLY GROW, OVERALL SHOULD LEAD TO MORE JOBS

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Connie Boldman
Address: (home) 124 Woodland Dr. Lucasville OH 45648
Representing: Splash-N-Go Car Wash + Laundromat 37 Lucas-Mirford Rd.

How will you or your family be impacted by the project (positives and negatives)?
We currently own 2 businesses that will be affected. According to the tentative plans our property would not be purchased, however local traffic (access roads) could jeopardize our business traffic dramatically.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

A connection at Morris Ln. to connect new access road north of interstate to Lucasville - Mirford Rd. would help our situation. We still need local traffic to use existing Lucasville - Mirford Rd. to keep our businesses profitable.

Other comments:

I'm very much in support of the whole project to economically boost this region. But would still like consideration given to existing local businesses.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Thomas Sowards
 Address: 13179 Gallia Pike, Portsmouth, Ohio 45662
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

Did Not Receive Any Letters. Would Like To Be informed

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An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Pat Milligan

Address:

266 Nesbitt Rd

Representing:

How will you or your family be impacted by the project (positives and negatives)?

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

OVER ALL I FAIL TO SEE THE NEED FOR A BY-PASS. BUT I AM RELEAVED IT WILL NOT TAKE MY HOME IF THIS PLAN IS THE FINAL CHOICE.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: STEVE CARTER

Address: P.O. Box 291, Portsmouth

Representing: SCOTT CO.

How will you or your family be impacted by the project (positives and negatives)?

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

- CONTACT NEEDS TO BE MADE WITH MY OFFICE
 TO DISCUSS SITE OF PROPOSED INDUSTRIAL
 PARK - TO ASSURE ACCESS TO LIMITED
 ACCESS BYPASS, ~~740-354-5395~~ 740-354-5395

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name:

STEVE CARTER

Address:

P.O. Box 291, Portsmouth, OH

Representing:

PIOTO CO.

How will you or your family be impacted by the project (positives and negatives)?

more jobs for community

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name: Virgil Horton
 Address: 7869c Lucasville - Minford Rd, Lucasville Ohio
 Representing: Self

How will you or your family be impacted by the project (positives and negatives)?

We need the bypass to bring in new businesses et const. for more jobs

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Maybe ODOT would consider an exit at Glendale Rd area, to get to 139 for those people who work at Waverly or USEC - would be a much safer road in the winter than Lucasville - Minford Rd.

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name:

Jeff + BONNY Keller

Address:

111B North St Lucasville Oh 45648

Representing:

SELF

How will you or your family be impacted by the project (positives and negatives)?

I worry about the young children getting to & from school safely without having to deal with a large highway

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I think the proposed areas are fine - ORANGE yellow Red or green

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

GERALD R DURCELL

Address:

9081 SR 139 MINFORD

Representing:

How will you or your family be impacted by the project (positives and negatives)?

NONE! I AM VERY HAPPY THAT THE HIGHWAY STUDY DID A VERY FINE ASSESSMENT OF COST AND FEASIBILITY BEFORE MAKING DECISIONS. THIS WILL IMPACT A FARMING COMMUNITY INTO A BETTER COMMUNITY.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I WOULD HAVE LIKED TO SEE OFF RAMPS ON THE MAP TO SR139.

Other comments:

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Portsmouth Bypass

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Public Meeting

November 13, 2002

Comment Sheet

Name:

Rebecca Butcher

Address:

362 Flowers Lane, Minford OH

Representing:

How will you or your family be impacted by the project (positives and negatives)?

Won't be at this point...

route doesn't run through property

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I am basically happy with the chosen route.

Other comments:

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Public Meeting

November 13, 2002

Comment Sheet

Name: Donald & Shelly Justice

Address: 7224 Ohio River Rd.

Representing: Don & Shelly Justice

How will you or your family be impacted by the project (positives and negatives)?

I would like to know for sure if my & my wifes Home is going to be affected by the Road or not. At this point it doesn't appear to be, but I would like to know for sure. I'm tired of worryin about all of this.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

NO. just some sort of answer yes or no! on the House.

Other comments:

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Public Meeting

November 13, 2002

Comment Sheet

Name:

Louise Walker

Address:

670 Lucasville-Main Rd Lucas, Oh.

Representing:

Self

How will you or your family be impacted by the project (positives and negatives)?

The truck traffic now going by my house should be reduced.
I don't want to look out my front door and see a highway.
I moved rural because I want to be rural.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

How far away from my house will the roadway actually be?

Does the state maintain any "right-of-way" close to my property if it is decided to enlarge the highway?

When is the final decision going to be made and then how soon before it begins? How long for construction time - start to finish.

What impact will the construction period have on my ability to go in/out of the area?

Other comments:

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Public Meeting

November 13, 2002

Comment Sheet

Name: Cynthia Brisker
 Address: 6576 Wheelers Mill Road, Wheelersburg
 Representing: Self

How will you or your family be impacted by the project (positives and negatives)?

If the Route is chosen which shows as yellow on your map, it will dissect the Brisker family land.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Our Road, Wheelers Mill, is filled with arrowheads & historically a place where Indians Camp. The Briskers purchased this land in 1860 & ~~then~~ we have stayed here because of the ties to the land. This yellow choice will wipe out 3 family homes plus cutting into the farm.

Other comments:

How can this develop an airport that can not handle anything bigger than a small.

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CO-Susan Swartz

From: cbrisker [cbrisker@zoomnet.net]
Sent: Tuesday, November 26, 2002 9:38 AM
To: CO-Susan Swartz
Subject: Portsmouth Bypass

My name is Cynthia Brisker, 656 Wheelers Mill Road, Wheelersburg, OH 45694.

This email is to be added to the comment sheet I wrote at the public meeting.

I propose the state take Segment 1 A.

1. less people will be impacted
2. no Century Farms will be destroyed
3. our rural community will be left intact for the next generation



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: JOSEPH A & CRYSTAL PRESTON
Address: 41 Oliver Rd & S.R. 139
Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

Positive = Would be a great economic boost for our community, keeping children and family from leaving.

Negative = From what I can gather, there would be an overhead bridge in front of home.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Would like to meet or talk to representative and possibly adjust bypass to take all or none of property. With proposed it appears that bypass would be in front piece of property would pose a huge noise problem, along with safety issue in my front yard. Would think it would be more feasible to take whole property at fair market and relocate bypass around mountain in front of my property instead of going through it.

Other comments:

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Public Meeting

November 13, 2002

Comment Sheet

Name:

Paul E. Gregory

Address:

1226 Lucasville Minford Rd Lucasville, OH 45648

Representing:

How will you or your family be impacted by the project (positives and negatives)?

We will be close enough to the new highway to suffer from dust, runoff from rainfalls, mud and etc until construction is completed. Who knows what will be affected by the re routing of Lucasville Minford Road and the noise from the highway or property value.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

The diversion of water needs to be taken into consideration, especially to the residents south of the Roadway; plantings of trees evergreens, would make a difference in noise levels, runoff and aesthetic beauty to those resident south of the proposed highway.

If you need to move the Bypass south of Lucasville Minford my property 1202 thru 1282 Lucasville Minford is available. The land locked property could be turned over to state forestry projects with limited access from highway property.

Other comments:

We need the new highway to help open the area to industry and etc. Maybe there should be areas where access would permit ingress and egress to industrial sites. Don't forget the "little person" in the big picture so that things should run smoothly.

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Public Meeting

November 13, 2002

Comment Sheet

Name: RONALD FAWKELL
 Address: 310 HAINSGEN MORGAN RD WHEELERSBURG, OHIO 45694
 Representing: RON & ANN FAWKELL

How will you or your family be impacted by the project (positives and negatives)?

Depends on how close this is to my bedroom on the house. It looks very close. Also the drainage problem it is very wet. Also the noise that could come from the highway.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I would like to see contact and let me know if you will need my property & home?

Other comments:

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Public Meeting

November 13, 2002

Comment Sheet

Name: STEVE STURGILL

Address: 447 D STATE ROUTE 140

Representing: MYSELF

How will you or your family be impacted by the project (positives and negatives)?

I BELIEVE THE HIGHWAY IMPACT IS GOOD FOR THE AREA SO I AM IN FAVOR OF THE PROJECT, HOWEVER MY HOME AND PROPERTY ON POBANK Hgts. ROAD APPEARS TO BE IMPACTED. MY HOPE IS THAT IF MY PROPERTY IS NOT TAKEN, MY ENVIRONMENT

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

WILL NOT BE DRASTICALLY IMPACTED IN A NEGATIVE WAY

Other comments:

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Public Meeting

November 13, 2002

Comment Sheet

Name: STEVE STURGILL

Address: 447 D STATE ROUTE 140

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

IF THE PROJECTED HIGHWAY SYSTEM IS FINALIZED / APPROVED
IN ITS PRESENT FORM, MY HOME AND PROPERTY WILL BE
THROWN. IN SPITE OF THIS THE BYPASS IS NEEDED
TO INCREASE THE EMPLOYMENT OPPORTUNITIES IN
SOUTHERN OHIO.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Public Meeting

November 13, 2002

Comment Sheet

Name: DONNA VOORHEIS
 Address: 2407 GRANDVIEW AVE PORTSMOUTH OHIO
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

I own Section 30 on Thomas Hollow beside Jack McHermott's property. It is a 1/2 acre tract of undeveloped property. The way its mapped out now it will take a small corner (south west).

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I have a letter dated July 2002 saying I am on the property outside the study corridors.

Other comments:

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Public Meeting

November 13, 2002

Comment Sheet

Name: Jeffrey L Gilliland
 Address: 1591 Furnace Creek Rd Minford, Ohio 45653
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

No off ramp to St Rte 139 from Glendale road, cuts off access to Southern parts of County that may need emergency traffic movement without back tracking all the way thru the length of the by-pass

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

It would be detrimental to emergency services (fire police EMS. I.E. no limited access was given even at the Glendale Rd crossing between Lucasville Minford Rd and State Route 139. It would shorten the need to use St Rte 139 to public and private access to the Clarktown, Rubyville, Twin Valley, Eden Park and New Boston areas for quick emergency services

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Public Meeting

November 13, 2002

Comment Sheet

Name: Carl E. Felty
 Address: 361 Bussey Rd Wheelersburg, Ohio 45694
 Representing: Carl E. Felty

How will you or your family be impacted by the project (positives and negatives)?

Negatives be Cause it is A Waste of Money The
Way it is on your Preliminary Alternatives Maps,

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

This Proposable is A Waste of Money + Should Follow
From Minford East Where There is Land To build
Industry + Connect To Route 52 AT Franklin Furnace
To Greenup Dam Bridge or To Industrial Park AT Ohio
Furnace Where Sunoco, + Pow Chemical, Power Plant is Being
Built.

IT Would Pass, be Cheaper To Take ^{Route} 32 East To 335
or Feather out and Go South East of Wheelersburg, Ohio
To stop Congestion in That Part of Route 52

Other comments:

IF This is To Help The economy in This Area it
Will be a Waste of Money Where it is Proposed

Please Respond To Me on your Thinking

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Public Meeting

November 13, 2002

Comment Sheet

Name: John G. Kennard

Address: 174 Barklow Rd.

Representing: Portsmouth Airport & Waco Aircraft Co. Ohio, Inc

How will you or your family be impacted by the project (positives and negatives)?

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Will plan C be in violation of FAA
Approach from North end: South of Airport?

Other comments:

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CO-Susan Swartz

From: Fred Brisker [fb@fredbrisker.com]
Sent: Wednesday, November 27, 2002 11:28 AM
To: CO-Susan Swartz; Doug White; George Voinovich; Steve Carter; Tom Resier; Skip Riffe; Opal Spears; Michael Shoemaker; Mike DeWine
Subject: Minford Bypass

Name: Fred Brisker
Address: 656 Wheelers Mill Road, Wheelersburg, OH 45694
Representing: Self

How will you or your family be impacted by the project (positives and negatives)?

Since this road bisects our family farm and my property it affects me tremendously. Even though there are ways to compensate people for the property you use you fail to talk or address the failure to compensate people who you just miss. IE the damage to the property.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

My recommendation would be to take Mr. Hall and Mr. Willis and any other experts to the site in Highland Bend area that you claim is impossible and figure out how to make that work within the budget. We, don't mind the bypass project although I'm still not sure it is what we need to stimulate growth. I really don't think without the backup of the Interstate system that it will make a difference.

Other Comments:

I want to thank you for one thing and that is making me appreciate the heritage of the family farm and aware of the Century Farm program. Sometimes you take things for granted until you have them taken away.

Thank you,

Fred Brisker
1110 Gay Street
P.O. Box 1306
Portsmouth, OH 45662
740-353-3733

Public Meeting

November 13, 2002

Comment Sheet

Name: FRED BRISKER
 Address: 656 WHEELER'S MILL RD, WHEELERSBURG, OHIO 45694
 Representing: SELF

How will you or your family be impacted by the project (positives and negatives)?

Since this road bisects our family farm and my property, it affects me tremendously. Even though there are ways to compensate people for the property you use you fail to talk or address the real failure to compensate people who you just miss. IE the damage to the property.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

My recommendation would be to take Mr Hall and Mr Willis and any other experts to the site in the Highland Bend area that you claim is impassable and figure out how to make that work within the budget. We, the people, are not going to accept a simple it puts us over budget excuse.

We ~~don't~~ don't mind the bypass project although I'm still not sure it is what we need to stimulate growth. I really don't think without the backup of the Interstate system that it will make a difference.

Other comments:

I want to thank you for one thing and that is making me appreciate the heritage of the family farm. And aware of the Century Farm program. Sometimes you take things for granted until you have them taken away.

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cc: *BRS*
Stump



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Fred Brisker
 Address: 656 Wheelers Mill Rd
 Representing: SELF

How will you or your family be impacted by the project (positives and negatives)?

This "project will bisect my farm and a series of family farms

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

- ① *The airport is not big enough to land cargo jets it needs an ext ca 2500 feet minimum.*
- ② *How can you say that alternate C would be good for development when you can't ever get on or off the highway.*

Other comments:

The \$17,000 cars that go thru here should go thru the west side and across Lehigh bridge and up 835.

F. Brisker

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-6540
 Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name: Frank Busker

Address: _____

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

4 families will be TAKEN OUT

Frank Busker J Busker

H Busker

A Busker Frank Busker

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: HAROLD WILHAMS
Address: 3839 ST RT 335 PORTSMOUTH OH 45662
Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

would TAKE FARM Ground, Need To go Thru woodland

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Do NOT TAKE FARM LAND

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name:

NORA SALMONS

Address:

14 Vine Street, Portsmouth, Ohio 45762

Representing:

How will you or your family be impacted by the project (positives and negatives)?

From the information provided on the aerial maps tonight it looks as if the new road will not affect our home. My only concern is that some of the roads and access ramps may inter-fear with the noise levels from traffic. Also I do not wish to see nothing

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Put cars while using my porch + yard.

Other comments:

I would like another public meeting once the plans are more concrete,

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Kenneth Coriell
Address: 1071 State 335
Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

Nothing good, we don't need a bypass but if we did
its in the wrong place - should go down 104/73 connect to
Carl Perkins Bridge

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name: Jeremy Wells
 Address: 1637 7th St. Portsmouth
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

Some relatives may lose access to frequently used roads if exits and on ramps to the proposed Hwy. are not developed and roads "dead end" at the Highway.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

Please consider the impacts of land-locked property & cutting off access on existing roads. Often when roads are "cut" by Highways residents must take very round about routes, often on under developed twp. & co. roads, adding extra time onto trips to the store or school. The impacts on students can often be up to an hr. of add'l time on a bus

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: SKIP RIFFE

Address: RM 1 COURTHOUSE 602 7TH ST. PORTSMOUTH, OH 45662

Representing: SCIOTO COUNTY COMMISSIONERS

How will you or your family be impacted by the project (positives and negatives)?

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

SOME NEGATIVE COMMENTS I'VE HEARD CONCERN THOMAS HOLLOW ROAD IN LUCASVILLE. THE CONCERN IS THE INCREASED TRAFFIC THAT IT MIGHT CAUSE. IF THIS IS THE CASE, THE COMMISSIONERS WOULD CONSIDER TRADING THAT PORTION OF THOMAS HOLLOW ROAD FOR ST. RT. 728 THAT WILL END AT THE SOUTHERN OHIO CORRECTIONAL FACILITY.

THANK YOU.

Other comments:

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Public Meeting

November 13, 2002

Comment Sheet

Name: Doug and Anita McGinnis
 Address: 3469 State Route 335, Portsmouth OH 45662
 Representing: Home owner

How will you or your family be impacted by the project (positives and negatives)?

We feel the impact will be very negative if the route proposed is adopted. We enjoy our rural way of life. That's the reason we chose to live in this community. Without exception, all our friends and neighbors feel the same way.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

The current proposal would be devastating to community farms. Many of these have been family run farms for many generations. These are our friends and neighbors. They have been supporters of community churches, schools, and businesses. We are a tight community where neighbors still bring covered dishes and offer support when loved ones pass on. These are neighbors that pitch in to help when it is really needed, whether it's a flat tire, a

Other comments: *roof needing completed before a storm hits or anything where a helping hand is needed.*

There is a proposal for a route that will minimize the impact to our community. I understand that cost is the primary reason that route was not the primary choice. That certainly diminishes my faith in our State government.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting November 13, 2002 Comment Sheet

Name: Susan Zaler

Address: P.O. Box 700, Lucasville, OH 45648

Representing: A. R. Zaler Insurance Agency

How will you or your family be impacted by the project (positives and negatives)?

We have been in this community with a business since 1932 with taking homes and taking traffic away from the community what will happen to us. We are working on 4th generation in this business

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Please take this

ROAD somewhere

else. We do NOT WANT THIS ROUTE.

Other comments:

Why was the meeting held in Minford instead of Lucasville just when so many homes and schools will be affected here

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Roben Royal
 Address: 71 Chandler Dr Menford OH 4565
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

The By Pass would be over the hill from my home, I would much rather Chandler Dr be in the plans.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I dont like the By Pass going around my home, I much rather sale my home than to have traffis all around my home it is bad enuff ~~with~~ 139 traffic, I would have traffic around ^{with} my home, I would ~~move~~ move from present location, and sale the home.

Other comments:

I dont understand why the By Pass is not taken Chandler Dr and may take oliver Rd. there is more home on that street than there is on Chandler Dr please give me some feedBack. I my self would like to see the By Pass come through ^{Chandler} ~~Chandler~~ Dr

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Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name: Horner Miller

Address: 564 Hampp Lane

Representing: Portsmouth Oh 45662

How will you or your family be impacted by the project (positives and negatives)?

It would be better to go the Hill Route than taking the farm land and be much cheaper by far.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Jim and Joyce Chatfield
 Address: 1573 Blue Run Jump Rd
 Representing: Lucasville OH 45648

How will you or your family be impacted by the project (positives and negatives)?

We will be able to use the new road in travel going east by getting on at Minford. We won't be able to use it much going north as there is no ramp to get on it.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

We like the plan the way it's described on the map from the informational meeting of November 13, 2002.

We believe that while the northern route on segment B (that is not currently being considered) would have had less expensive property it would have had much more expense from having to level large hills and fill in valleys to make the road. This also would lead to watershed considerations.

Other comments:

We believe that 823 will have a positive impact on our area. Give our thanks to Jim Hill for his information.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Portsmouth Bypass

An Appalachian Development Highway

56

Public Meeting **November 13, 2002** **Comment Sheet**

Name: Dustin Koller

Address: 881 Thomas Hollow Rd Lucasville, O

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

Route B - makes sense
The only thing would be the exit
to Thomas Hollow Road. How-?

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Matt Dzolner

Address:

803 Cockrells Run Rd Lucasville OH 45695

Representing:

Zabr Ins.

How will you or your family be impacted by the project (positives and negatives)?

Our property will depreciate, all schools will suffer, local business will suffer. This proposed route is a bad idea

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Please Move Bypass to a route that will not effect so many residential areas along with our local school.

Other comments:

The whole community should be advised of this will effect their life and home.

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Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name: Patricia Osborne
 Address: 1023 Thomas Hollow, Lucasville, OH 45648
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

The traffic count going over Rosemount Hill in my opinion is mostly local traffic going shopping and to work. I see no need or importance in having a bypass. Monies would be better spent in upgrading and improving roads in Portsmouth to make it quicker to get thru and bring business to Portsmouth.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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~ ~



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: George and Pat Munn
 Address: 446 Pleasant Dr., Lucasville, Ohio 45648
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

As far as traveling to Ohio River and east, it will be great. Maybe draw some industry into the area for jobs for our young people. Negative side - noise since the highway passes within a quarter of a mile of our house.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

There have been comments about Pleasant Dr becoming an access road to the bypass. There are 43 homes on Pleasant Dr. I believe it would be far too expensive. A less expensive way would be Rose Hill Rd. About 25 homes and most of those are on one side of the road. Rose Hill Rd. is just east of Pleasant Dr. and connects Thomas Hollow Rd. and Lucasville - Minford Rd. Pleasant Dr. is a residential area with houses very close together.

Other comments:

How close does the highway property line come to the Valley Jr. Hi School? Why can't the highway be moved over on the Cline Farm and the orchard?

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Charles J. Harris

Address: 1574 Lucasville-Minford Rd - Lucasville, Ohio - 45648

Representing: Jefferson TWP. Trustee -

How will you or your family be impacted by the project (positives and negatives)?

From what the map shows we could possibly lose a
house or at the least our front yard.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

As I set here this afternoon in the comfort of
our home. The home that we built 30 yrs ago. I have mixed
feelings about the new by-pass.

Economically it probably will help the other Twp around
us, but here in Jefferson Twp we will be hurt from it
financially. Every acre of property taken for the road will

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Joan E. Thompson
 Address: 533 Thomas Hollow Rd. Lucasville, OH 45648
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

I was told at the meeting that my property was not in the path of the highway. I hope this is true. I am 73 yrs old and lived in the home for 18 1/2 years. It would be an extreme hardship if I had to move. As I am sure it will be for others.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

I am not against change or improvements but I do feel that this area needs more than a highway like this for real improvement. I would like to be kept informed of plans being made on the construction of this highway.

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Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name: Rickie S. Oxyer

Address: 66 Foch Avenue, Sciotoville, Ohio 45662

Representing: Rickie & Katherine Oxyer

How will you or your family be impacted by the project (positives and negatives)?

Will not be impacted at all. I would prefer to have the bypass come directly through Highland Bend, especially my property. This area is full of low income housing and would be cheaper to buy this area for the purpose of the bypass. Some property already belongs to the state.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Just my opinion!

Other comments:

I would be willing to sell for the remainder of my LOAN / The pay off, do cash, only pay for the move.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

OR 823 Study Team
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105 Indian Drive
Lucasville, Ohio 45648
November 24, 2002

Mr. John Hagen
Ohio Department of Transportation
District 9
650 Eastern Avenue
Chillicothe, Ohio 45601-0467

RECEIVED
NOV 26 2002

DEFERRED
DIST 9
DEP DIR OFFICE
K. Humble

NOV 27 2002

Re: Portsmouth Bypass

Dear Mr. Hagen:

I am urging you to reconsider the proposed 823 Bypass for a number of reasons. Most apparent is the fact that I will be forced to relocate since our home is in the proposed roadway. It will be impossible to replace a home that was built in 1860. Additions have been made, not with plans to sell, but to create the family home place.

Our personal loss, however, is not so important as the impact to the area. The proposed highway and access roads will have a negative effect for Valley and Jefferson townships and Valley Local School District. Some of the concerns that come to mind are the following:

1. Inconvenient access to Route 23, Lucasville, and Portsmouth
2. Delayed response time for fire, ambulance, and sheriff services
3. Undermining the school system tax base by taking out homes of considerable value
4. High traffic volume bringing noise and hazardous materials very close to an intermediate school
5. Loss of the Lucasville branch of the Portsmouth Public Library
6. Dangerous traffic patterns for school bus traffic
7. Increase in insurance premiums due to the circuitous route from the fire station
8. Lower property values due to proximity to a four lane limited access highway

Our area has shown growth in recent years with new businesses opening. Our school system has experienced growth due to excellent facilities. We have a new housing development with very fine homes being built. All these things will decline or come to a halt if the proposed route for Route 823 is taken.

My request is that you look further for the ideal placement of the highway. There are better options if you look north, perhaps beyond the 1-mile corridor that was considered. Shouldn't the bypass tie in with Route 32? The state owns considerable unused properties south of Lucasville. Please consider other options before disrupting our community.

Respectfully yours,

Mary Alice Wilson



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Mary Alice Wilson
 Address: 105 Indian Drive, Lucasville, OH
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

We will be required to relocate since our home is in the proposed roadway. It will be impossible to replace a home that was built in 1860 with additions that have been made - not with consideration to sell - but to create a family home place.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Personal loss aside, there is tremendous negative impact to the area. (1) Delayed response time for fire, ambulance, and sheriff service. (2) Inconvenient access to Route 2. (3) Undermining the school systems tax base by taking out 33 homes of considerable value in the Valley-Jefferson townships. (4) High traffic volume very close to an intermediate school. (5) Loss of the Lucasville branch of the Portsmouth Public Library. (6) Dangerous traffic patterns for school buses. (7) Creation of 1070 acres of landlocked property. (8) Destruction of the esthetic beauty of the area and the schools.

The proposed 823 bypass is the poorest possible choice. The engineers should go "back to the drawing board" and look to the routes to the north or further south. If proposed highway using the disjunct alternative because it cost more was put aside, it should be revisited. The cost is very little considering what the present plan will do to the area

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002: do to the area

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-----7d230224604
Content-Disposition: form-data; name="Name"

Mary Alice Wilson

-----7d230224604
Content-Disposition: form-data; name="phone"

740-259-2298

-----7d230224604
Content-Disposition: form-data; name="Address"

195 Indian Drive Lucasville, OH

-----7d230224604
Content-Disposition: form-data; name="Email"

mawilson@zoomnet.net

-----7d230224604
Content-Disposition: form-data; name="categorylist"

Real Estate

-----7d230224604
Content-Disposition: form-data; name="Comment"

Susan Schwartz stated that maps of the proposed route would be available over a week ago. Please update your site so many of us effected by the bypass will be able to see and print out sections of the map. Looking over someone's shoulder at a public place is not a good option.

-----7d230224604
Content-Disposition: form-data; name="Submit"

Submit Feedback

-----7d230224604--



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Charles W. Wilson

Address:

105 INDIAN DRIVE KACAVILLE OHIO

Representing:

myself and my friends and neighbors

How will you or your family be impacted by the project (positives and negatives)?

This proposal will severely impact people lives in the negative. There is no sense of propriety in building this highway through the most developed property on this part of our County. The corridor north of Thomas Hollow makes sense due to minimal humans impact and few disjunct families. Disruption of local traffic borders on insane. And behind properties as proposed is criminal.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

You must build this roadway other than through our neighborhood when viable reasonable alternatives exist. The effect of this proposal impact safety for local school bus traffic - look at the pattern of entrance and exit from school property - as well as proximity to middle school. Consider negative Cosmetics to the district which has been carefully planned by the local board of education. This is our garden spot - by design. This highway proposal ruins all that has been accomplished. With our new schools we were beginning to see an improvement in real estate quality. This road will destroy property values due to lack of access as well, and a reduction of our tax base.

Other comments:

Please tell me that this is an accident, or a bad dream! No intelligent person could intentionally submit this plan as the best alternative unless they were unaware that homes and lives and schools and businesses would be affected. You are back to go on the one.

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Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name: mark & Eldrida
 Address: 1457 Blake hollow Rd. portsmouth.
 Representing: Self.

How will you or your family be impacted by the project (positives and negatives)?

1. paid to find land on what I have coming in and always to high price don't make enough for land always turn me down.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

* why should they block a road way off that has been there for 70 years.

- why not Build a bridge that goes from ~~728~~ 728 to 52 and have off ramp to small towns,
- have a pull out line of counties so we can see all terms road and firmly under stand the over all view of projects

Other comments:

- this state should help us find better land for all of my family. its easier for a rich man to get land and a poor person has no chance always left out.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

67

Public Meeting

November 13, 2002

Comment Sheet

Name: Patrick M & Margorie E O'Brien

Address: 1006 Simon Miller rd Portsmouth OH

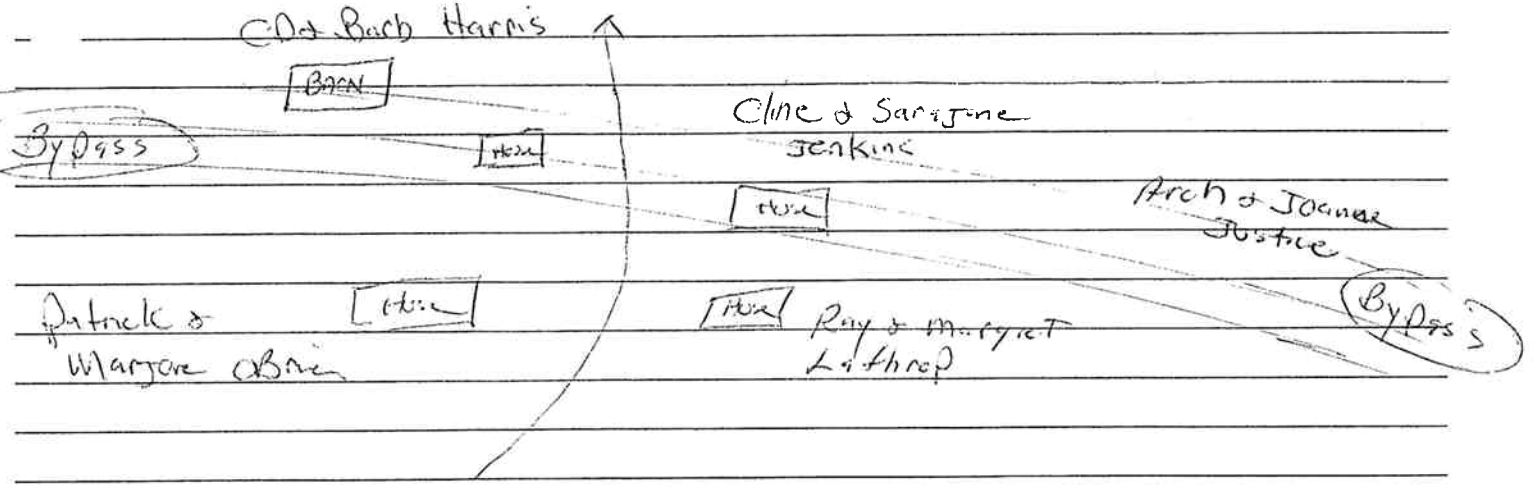
Representing: Portsmouth Bypass project

How will you or your family be impacted by the project (positives and negatives)?

Negatives - Simon Miller rd closed off, loss of wildlife habitat, noise from Bypass too close to my home, dangerous living below the Bypass auto accidents ect. water drainage since I'm below the Bypass onto my property.

Positives NOT sure yet.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?



Other comments:

Why take the homes of C/O Barb Harris, Cline & Sarajane Jenkins, Arch & Joanne Justice when east up the hill on Simon Miller rd there is open farm land that is not used. That would leave 3 families alone, and two families O'Brien & Lithrop with a dangerous Bypass above our homes

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



823

Portsmouth Bypass

An Appalachian Development Highway

68

Public Meeting

November 13, 2002

Comment Sheet

Name: Kimberly Kerns
 Address: 1023 Blue Run Road Minford Ohio 45055
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

I have got four letters from my boy's I don't want to move my land has got a lot meaning to me because my mom gave it to me before she died and there are a lot hills where I live. I think it would cost more money to go my way.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I think Swagger Valley Road and 139 would be the best route for the new highway to come through or go Glendale Road not Blue Run county road. I think they should go Glendale Road not Blue Run county where I live. Part of fill that would be better route because it level ground not hills. I think Glendale Road would cheaper for the state.

Other comments:

I had talked ~~to~~ you a few different times on the phone about this.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

-----7d219a2bd0
Content-Disposition: form-data; name="Name"

Howard F. Gemperline II

-----7d219a2bd0
Content-Disposition: form-data; name="addmailinglist"

checkbox

-----7d219a2bd0
Content-Disposition: form-data; name="phone"

(740)-776-7148

-----7d219a2bd0
Content-Disposition: form-data; name="Address"

42 Dawson Drive

-----7d219a2bd0
Content-Disposition: form-data; name="Email"

hebrew1966@msn.com

-----7d219a2bd0
Content-Disposition: form-data; name="categorylist"

Other...

-----7d219a2bd0
Content-Disposition: form-data; name="Comment"

What is going on here, did someone sit down with some French curves or Railroad curves to draw this up. And why isn't this thing going to get closer to South Webster eventually to come out closer to where 522 connects to 52 and the Greenup Dam. The way you have it proposed we either give up Rigrish Edition or Fair Oaks. To split the difference means playing with a good fishing river. I mean scrap this idea at Minford and head instead towards the east side of South Webster and the east side of Wheelersburg. These areas that are proposed are already developed.

-----7d219a2bd0
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Submit Feedback

-----7d219a2bd0--

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K.
70
RECEIVED
NOV 25 2002
DEPT OF TRANS.
DIST 9
DEP DIR OFFICE
REFERRED *K. Humble*

NOV 27 2002

John Hagen
District 9 Deputy Director
Ohio Department of Transportation
650 Eastern Avenue
Chillicothe, OH 45601-0467

November 22, 2002

Dear Mr. Hagen,

As the Director of the Portsmouth Public Library System, I am very concerned about the proposed location for the Portsmouth Bypass and its impact on the Lucasville Branch Library. According to the maps published at www.portsmouthbypass.com, the southern border of the bypass corridor bisects the Lucasville Library and its grounds, putting the Library and the value it adds to the community at risk.

The Lucasville Branch Library provides valuable resources for the residents of northern Scioto County as well as residents of southern Pike County. Its location near the intersection of Routes 23 and 728 makes it easily accessible from all directions. The Lucasville Branch Library is located 5 miles from the campus of Northwest Local Schools and 2 miles from Valley Local Schools and it supports the educational process for approximately 3000 students in grades K-12 in these two districts. Additionally, the Lucasville Branch Library's meeting room provides much needed meeting space for local clubs and organizations, most notably the Adult Basic and Literacy Education classes conducted in partnership with Northwest Local Schools.

The Lucasville Branch Library is unique in its architecture and the community is very proud of its library building. In addition to providing a wealth of resources and programs for people of all ages, the Lucasville Branch Library is honored to house several items of historical significance for the Lucasville Historical Society. These items are displayed in the Library so that everyone in the community has the opportunity to see them and learn about the area's heritage.

The Portsmouth Public Library consists of a Main Library in Portsmouth, branches in Lucasville, McDermott, New Boston, South Webster and Wheelersburg, and Mobile Services that include a Bookmobile and Homebound Delivery services. In the past year, the Lucasville Branch Library has surpassed its four sister branches to become the busiest

Director Beverly Cain

Board of Trustees John S. Walsh • Lana Perry • Ruthann Brush • Mark Kuhn • Ralph Clay • Jerry Jenkins

Deputy Clerk-Treasurer Alesia Swords

Clerk-Treasurer Linda Mays

W. Gordon Ryan Library
104 State Route 728
Lucasville, Ohio 45648

Vernal G. Riffe Library
3850 Rhodes Avenue
New Boston, Ohio 45662

South Webster Library
496 Webster Street
South Webster, Ohio 45682

Wheelersburg Library
666 Center Street
Wheelersburg, Ohio 45694

County Services (Bookmobile)
614 Glover Street
Portsmouth, Ohio 45662

Northwest Branch Library
Room #12
13056 State Route 73
McDermott, Ohio 45652

branch in the Portsmouth Public Library System. The circulation of materials at the Lucasville Branch was 34% higher in October 2002 than in October 2001 and computer use increased 37% for the same period. By the end of October 2002, the Lucasville Branch Library had already circulated more items than it did in all of 2001. Clearly, the Lucasville Branch Library is well used and plays an important role in a community where the distance to the next closest library facility (Main Library) is 11 miles.

If the Portsmouth Bypass project is constructed on the site of the Lucasville Branch Library, it is possible that branch library services in that community will cease. The Library's ability to relocate the existing building or to build a new facility is unlikely due to the lack of suitable land and the current precarious funding situation for libraries in Ohio. If branch library services are curtailed, northern Scioto County residents in need of library services will be forced to drive 11 miles to the Main Library or will have to rely on the limited services available from our Bookmobile. It is unlikely that Pike County residents who currently use the Lucasville Branch Library will drive the additional 11 miles into Portsmouth or drive to a scheduled bookmobile stop. The Garnet A. Wilson Public Library no longer offers bookmobile services in Pike County. The residents most profoundly affected by such a situation would be children, senior citizens, and others with limited transportation.

I understand that the Portsmouth Bypass project team faces many difficult decisions and that with a project of this nature, it will be impossible to make everyone happy. However, I do sincerely hope that ODOT and the project team will consider the positive impact a Library makes on the community it serves and will do everything possible to preserve library services for residents of the northern Scioto County area.

Thank you for your consideration of my concerns.

Sincerely,

A handwritten signature in cursive script that reads "Beverly L. Cain". The signature is written in dark ink and is positioned above the typed name and title.

Beverly L. Cain
Director

CO-Susan Swartz

From: Beverly Cain [bcain@mail.portsmouth.lib.oh.us]
Sent: Wednesday, November 13, 2002 8:12 PM
To: CO-Susan Swartz
Subject: Portsmouth Bypass

As the director of the Portsmouth Public Library System, I am very concerned about the location of the proposed Portsmouth Bypass and its impact on the Lucasville Branch of the Portsmouth Public Library. This branch library is relatively new (1990) and provides valuable resources for residents of Northern Scioto County. The library's location near the intersection of Route 23 and Lucasville-Minford Road makes it easily accessible to residents. Its location between Northwest Local Schools and Valley Local Schools helps to support students in both school districts.

With the current state funding level for libraries, the Portsmouth Public Library, has no means to relocate or rebuild the Lucasville Branch Library. If the bypass is constructed on the Library's site, it is likely that we would be forced to curtail library services in the Lucasville area and residents of Northern Scioto County would once again have to rely on the limited services offered by the Library's bookmobile service. The residents most directly impacted by such a move would be students in grades K-12 and senior citizens. Additionally, the Lucasville Library's meeting room provides much needed meeting space for local clubs and organizations and most notably, the Adult Basic Literacy and Education classes held at the Library in cooperation with the Northwest Local Schools.

I understand that the project team faces many difficult decisions with this project and that with a project of this nature, not everyone will be happy. However, I do sincerely hope that the Team will consider the positive impact a Library makes on the community it serves and will do everything possible to preserve library services for the residents of Northern Scioto County.

I would also like to express my concern that although I have received earlier mailings providing updates on the Bypass Project, I did not receive any notification of the public meeting that was held this evening at Minford High School.

Thank you very much for your consideration of my concerns.

Beverly Cain
Director
Portsmouth Public Library

CO-Susan Swartz

From: Helen Wells [WellsH@portsmouth.k12.oh.us]
Sent: Friday, November 22, 2002 8:54 AM
To: CO-Susan Swartz
Subject: Portsmouth Bypass

My name is Helen Wells and I reside at 238 Lucasville-Minford Road. I am sending this e-mail to voice my opposition of the chosen routes for the Portsmouth Bypass. The building of this road anywhere close to the schools and the heart of this Community would jeopardize the safety of our children. I urge you to go back to the drawing board and locate a desired route(if you must) to build this road far north of the Lucasville Community. Please make a decision based on the right reasons instead of money.

Helen Wells
Helen Wells
Safe Drug Free Schools Coordinator
PHS, Room 105
740.354.5506 Ext. 237
wellsh@portsmouth.k12.oh.us

November 21, 2002

Susan Swartz
TransSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin OH 43017

Ms. Swartz:

We are writing this letter to express our opposition to the Portsmouth Bypass - Highway 823 proposed route. We were appalled to learn of the route this highway may take through our community of Lucasville.

The proposed route will have a tremendous negative effect on our community and our schools. It will destroy our existing transportation infrastructure, eliminate or devalue our prime residential real estate, and completely disrupt our educational system. Although our house will not be directly affected, this will definitely cause a decrease in our property value.

It is my understanding that the goal of the bypass is to bring economic stimulus to this region of Ohio. If the proposed route is taken, it will not bring economic stimulus but will destroy our community. Take it North or take it South, just take it somewhere else. We do not want Highway 823 through Lucasville!

Respectfully,

Robert & Kathie Martin
87 Skyline Drive - PO Box 228
Lucasville OH 45648

Cc: Gordon Proctor, John Hagen, Governor Taft, Ted Strickland, Todd Book, Rob Portman, Opal Spears, Skip Riffe, Tom Reiser, Mike DeWine, George Voinovich, Doug White, Michael Shoemaker

November 27, 2002

Susan Swartz
TransSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin OH 43017

Ms. Swartz:

As a property owner and community member in the Lucasville area, I am stating my opposition to the proposed location of the Portsmouth Bypass. The proposed section of the bypass along SR 728 and Lucasville-Minford Road is totally unacceptable. It will destroy our existing transportation infrastructure, eliminate and devalue our prime residential real estate, and completely disrupt our educational system.

Along the six miles of this section of the bypass 33 homes will be lost. This is more than half of the total homes to be lost along the entire 16.5 miles of the bypass. Remaining residential properties along the route will lose their value. The proposed route goes through the center of our most promising area for residential development. Its effect upon our community will be devastating. Relocation for residents is a problem as much of the land is used for agriculture and is not available for residential development. The limited opportunities for available or new housing will mean people will leave the area.

The bypass will cut off easy access from our schools and surrounding residences to Lucasville. All school traffic and residents will have to use a complex of access roads and existing local roads to get to Lucasville and Route 23. The access road system forces all local and school traffic to use a dangerous intersection that school buses are currently prohibited from using. The heavy volume of school traffic will be forced into local roads that were not designed to carry such a volume. This is a safety hazard!

The access routes increase the response time of fire and other emergency vehicles. This puts our community at risk when minutes may be the difference between life and death. The bypass will also cause us to lose out public library and only doctor's office and clinic in our community. In addition, it is estimated that this proposed route will cost our local utilities over \$5 million dollars to relocate the utility infrastructure. Another cost the people of our area will carry. The state claims it will save \$20 million dollars by taking this route. The people of Lucasville will lose more than \$20 million dollars if it happens.

It is my understanding that the goal of the bypass is to bring economic stimulus to this region of Ohio. However, the proposed route simply bypasses the majority of our county. This is simply a short-cut for those in Columbus to travel south. If you want to see our county prosper, provide interstate roadway from Columbus to our area. Bypass South Bloomfield and Waverly then you will see economic prosperity reach this region.

I do not see any benefits the bypass will provide for the Lucasville area. I see only the demise of a community that our local people have worked so hard to make into a place to live and raise their families. Take it North or take it South, just take it somewhere else. We do not want Highway 823 through Lucasville!

Respectfully,



Rob and Kathie Martin
87 Skyline Drive - PO Box 228
Lucasville OH 45648

Cc: Gordon Proctor, John Hagen, Governor Taft, Ted Strickland, Todd Book, Rob Portman, Opal Spears, Skip Riffe, Tom Reiser, Mike DeWine, George Voinovich, Doug White, Michael Shoemaker

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CO-Susan Swartz

From: kathie martin [kat_martin3@yahoo.com]**Sent:** Monday, November 18, 2002 9:23 AM**To:** CO-Susan Swartz**Subject:** Portsmouth Bypass

I am sending this email to express my extreme opposition to the proposed route for the Portsmouth Bypass. I was appalled to learn of the destruction this will cause to the Lucasville Community. It was my understanding that this bypass was supposed to bring economic stimulus to this area of the State of Ohio. The route through Lucasville that was proposed at the Minford Community Meeting will definitely not bring economic stimulus, but will destroy our community infrastructure.

The people of Lucasville do not want this bypass to destroy our housing subdivisions, complicate our roadways, and produce noise and distraction near our schools. We are shocked that anyone would want or would support this proposed route through the middle of our community.

North of Lucasville there are many acres of undeveloped land that could be used for this bypass route. A northern route will keep our community intact, and would still provide for the bypass. Although my house will not be affected by either the route, I am vehemently opposed to the route that will follow Rt 728!

Kathie Martin - PO Box 228 - 87 Skyline Drive - Lucasville OH 45648

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73

CO-Susan Swartz

From: Tracy Munn [tracymunn@yahoo.com]
Sent: Thursday, November 21, 2002 2:00 PM
To: CO-Susan Swartz
Subject: Bypass
November 21, 2002

Susan Swartz

TransSystems Corporation

5747 Perimeter Drive, Suite 240

Dublin OH 43017

Ms. Swartz:

We are writing this letter to express our opposition to the Portsmouth Bypass - Highway 823 proposed route. We were appalled to learn of the route this highway may take through our community of Lucasville.

The proposed route will have a tremendous negative effect on our community and our schools. It will destroy our existing transportation infrastructure, eliminate or devalue our prime residential real estate, and completely disrupt our educational system. Although our house will not be directly affected, this will definitely cause a decrease in our property value.

It is my understanding that the goal of the bypass is to bring economic stimulus to this region of Ohio. If the proposed route is taken, it will not bring economic stimulus but will destroy our community. Take it North or take it South, just take it somewhere else. We do not want Highway 823 through Lucasville!

Respectfully,

Brent & Tracy Munn

148 Hayes Street

Lucasville, OH 45648 or Minford, OH 45653

Cc: Gordon Proctor, John Hagen, Governor Taft, Ted Strickland, Todd Book, Rob Portman, Opal Spears, Skip Riffe, Tom Reiser, Mike DeWine, George Voinovick, Doug White, Michael Shoemaker

Do you Yahoo!?

12/11/2002

-----7d22351426f0088
Content-Disposition: form-data; name="Name"

Jeff Montavon

-----7d22351426f0088
Content-Disposition: form-data; name="phone"

-----7d22351426f0088
Content-Disposition: form-data; name="Address"

2057-A State Route 348, Otway, OH 45657

-----7d22351426f0088
Content-Disposition: form-data; name="Email"

jeff_montavon@yahoo.com

-----7d22351426f0088
Content-Disposition: form-data; name="categorylist"

Planning Process

-----7d22351426f0088
Content-Disposition: form-data; name="Comment"

The proposed bypass could create problems for bus traffic at Valley Schools. Buses that transport students who live South of the bypass will be required to travel to Lucasville to access the schools. An overpass from State Route 728 to Valley schools, similar to the overpass on US 52 from Gallia Pike to Green Primary School, would alleviate some of the potential problems with bus traffic.

-----7d22351426f0088
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Submit Feedback

-----7d22351426f0088--

CO-Susan Swartz

From: Clyde Mowery [poet2@adelphia.net]
Sent: Wednesday, November 20, 2002 5:01 PM
To: CO-Susan Swartz
Subject: Lucasville, Portsmouth Bypass

Dear Susan, It is a pleasure to pen a memo to a Project Manager, having held the title myself for thirty years[Raytheon]

I am writing you out of a great concern for the present Bypass direction as I leaves RT. 23 at Lucasville. I am certain you will here from several others regarding this subject.

It is evident to us that the current Bypass Route will present the community of Lucasville with a profound safety problem. With limited access , our school buses will be placed in a position of backtracking and profound congestion at the few access points. Our fire and police protection will also be faced with the same difficulty of egress.

All of this is a result of the virtual splitting of our school district by the present proposed route. A movement North of two miles would ideally place all of our schools and the major part of our community on the same side of the proposed highway. I would deeply appreciate your reaction to our concerns and further, I would appreciate your forward of this memo to others within the chain of command in this matter.

Respectfully, Clyde Mowery
217 Indian Drive
Lucasville Ohio
45648
Phone. 740-259-2109

CO-Susan Swartz

From: Andy Hall [Ahall@valley.k12.oh.us]
Sent: Wednesday, November 20, 2002 12:42 PM
To: CO-Susan Swartz
Subject: 23 Bypass

My name is Andy Hall and I teach at Valley High School. I am writing you to voice my concern about the bypass. I do not want to see this go through our community. I am going to move my family out here but am having second thoughts because this road will kill the property value. Many families will lose their homes. I agree that this road is a good idea but don't put it where it is being proposed at this time. Put it behind the school and community where it won't be a complete eye sore and problem for our community. Many others in the school district and community are outraged with this plan. They all might not write letters or send emails, but this is a huge concern for our area. Please consider other locations for this road!

Sincerely,

Andy Hall
Andy Hall

Valley High School

-----7d259282e035c
Content-Disposition: form-data; name="Name"

Ronald L. Gulley

-----7d259282e035c
Content-Disposition: form-data; name="phone"

740-820-4815

-----7d259282e035c
Content-Disposition: form-data; name="Address"

PO Box 156, Minford, OH 45653

-----7d259282e035c
Content-Disposition: form-data; name="Email"

rrlgulley@aol.com

-----7d259282e035c
Content-Disposition: form-data; name="categorylist"

Real Estate

-----7d259282e035c
Content-Disposition: form-data; name="Comment"

I recently sold my property at 2185 Shela Blvd, Sciotoville, Ohio, on a land contract to Kristopher and Kriseana Steward and they are now living at this property. Please add them to your mailings. Their mailing address is: PO Box 433, Wheelersburg, OH 45694.

However, I still want to be on your mailing list also.

Thanks, Ron Gulley

-----7d259282e035c
Content-Disposition: form-data; name="Submit"

Submit Feedback

-----7d259282e035c--

RLGULLEY@ZOOMNET.NET

CO-Susan Swartz

From: Smith [jptb.smith@verizon.net]
Sent: Wednesday, November 20, 2002 12:42 AM
To: CO-Susan Swartz
Subject: 823 bypass

To whom It May concern:

I am very much opposed to the bypass coming through one of the main residential areas of Lucasville. Even though it would effect my house I really believe that segment 10 should be replaced by segments 11 and 9. This would skirt a big part of the community and help maintain the safety and atmosphere of our town. I do not like the idea of a four lane highway right in front of our schools. And I don't think it should go through our library.

Sincerely,

Pat Smith

CO-Susan Swartz

From: Grglispie@aol.com
Sent: Saturday, November 16, 2002 8:21 PM
To: CO-Susan Swartz
Subject: Concerned Homeowner

From the last mailing, we were assured that we were not within the study area. At the meeting on the 13th, a neighbor told us we were within 140. I tried to convince myself that I was okay by looking at your map, but it was not much help. Please let me know how we can proceed.

Thank you,

Gary & Kathy Glispie
740-776-4279
grglispie@aol.com

-----7d233738a00fa
Content-Disposition: form-data; name="Name"

beverly m. charles

-----7d233738a00fa
Content-Disposition: form-data; name="phone"

7407767795

-----7d233738a00fa
Content-Disposition: form-data; name="Address"

260 egypt rd

-----7d233738a00fa
Content-Disposition: form-data; name="Email"

www.junior5759@earthlink.net

-----7d233738a00fa
Content-Disposition: form-data; name="categorylist"

Real Estate

-----7d233738a00fa
Content-Disposition: form-data; name="Comment"

has my property been assesed?

-----7d233738a00fa
Content-Disposition: form-data; name="Submit"

Submit Feedback

-----7d233738a00fa--

CO-Susan Swartz

From: PMuck0802@aol.com

Sent: Thursday, November 14, 2002 11:39 PM

To: CO-Susan Swartz

Subject: please let me know

alan duckson

3632 swauger valley rd portsmouth oh 45662

not sure if iam in the way or not please let me know where i stand

-----7d21832d6790152

Content-Disposition: form-data; name="Name"

Mel A. Smith

-----7d21832d6790152

Content-Disposition: form-data; name="phone"

740-353-3980

-----7d21832d6790152

Content-Disposition: form-data; name="Address"

1601 Offnere Street, Portsmouth, Ohio 45662

-----7d21832d6790152

Content-Disposition: form-data; name="Email"

mel_smith53@hotmail.com

-----7d21832d6790152

Content-Disposition: form-data; name="categorylist"

Planning Process

-----7d21832d6790152

Content-Disposition: form-data; name="Comment"

First, I support the by-pass concept. I believe it is the foundation needed in Scioto County, the most populous of the southern Ohio river counties, if we are to have a reasonable chance to pull ourselves out of economic decline.

I also realize that the by-pass is only the down payment on much more infrastructure that will be needed if development plans for the county airport area are to become a reality. My sense is that most people favor the project but local access needs to be improved. I understand the reason for limiting access to three inter-changes and constructing a free-way type system, but additional access where the proposed route crosses existing state routes seems necessary to make the by-pass more usable by local traffic. Access to SR's 139 and 140 should be added.

I favor Alternative AC+A+B as having the least impact on agricultural land along SR 335. Much of the land along segment C is in floodplain and not well suited for development anyway. A lot of prime, agricultural land would become land-locked by the highway if segment C were constructed.

-----7d21832d6790152

Content-Disposition: form-data; name="Submit"

Submit Feedback

-----7d21832d6790152--

CO-Susan Swartz

From: Steven Coriell [steven_coriell@yahoo.com]
Sent: Thursday, November 14, 2002 10:42 AM
To: CO-Susan Swartz
Subject: Portsmouth Bypass

To Whom It May Concern:

I attended your meeting last night in regards to the routing for the upcoming Portsmouth Bypass. Although this route might be favorable for travelers, cutting the time out by as much as 15 minutes, the bypass that is being mainly considered would destroy a community that has been established since 1802. As discussed in the meeting, there are alternative routes that have been planned put for the bypass, however, I do not think the options have been carefully evaluated.

Furthermore, you plan on cutting my family farm in half. Earlier this year, the state already took 10 acres of land to create the State Route 335 overpass-underpass bypass. If you decide to put the Portsmouth Bypass through our farm, and again take land, then the farm will no longer be available to farm.

Farming is my family and my lively hood. The farm itself has been in our family since 1802, when my great-great-great grandfather settled it. For years, farming has been our families' means for living. Putting the bypass right through the farm will not only destroy the farm, but it will put my family and me out of a job and making us unable to make a living.

On my behalf, as well as my families, I would really request that you take into consideration what this will do to our farm, as well as, the entire Sunshine Community. The other route that is planned will not effect as many people and families as this route will effect. Our family understands that the other route will also go through family property. However, the area that the bypass will run through is wooded area, not houses and our lively hood. Therefore, our family feels as if this would be the best option.

Again, please take into consideration the other available route for the Portsmouth Bypass, as opposed to the planned route.

Sincere Thanks,

Steven Coriell

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CO-Susan Swartz

From: CO-Maria E Ruppe
Sent: Thursday, November 14, 2002 10:14 AM
To: CO-Richard Scott Stewart; CO-Susan Swartz
Subject: property owner called

Hi guys.

A property owner called this morning when I answered the phone. There wasn't anyone here for me to get him to speak to, so I helped him as best I could without giving him any definite "for sure" answers, but I did look up his property for him.

His contact info:

Joey Stewart
2715 Sugargrove Rd
Lancaster, OH 43130
(740) 653-4519
stewlakeview@cs.com

His property that he is concerned about is at:
155 Morris Lane

He owns some apartment buildings which are new and we have marked as a new business dot inside our R/W boundaries adjacent to Joseph and Ida Keller's property. I told him we would update his information and get someone to contact him. Can we send him the one of the leftover handouts from last night? I also told him about the website which is currently being updated.

Maria E. Ruppe
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017
(614) 336-8480
(614) 336-8540 fax

85

CO-Susan Swartz

From: Williams, Creshanna M [williamscm@Ports.usec.com]
Sent: Thursday, November 14, 2002 9:49 AM
To: CO-Susan Swartz
Subject: FW: Portsmouth Bypass

Ms. Swartz,

I was working last night into the evening and was unable to attend the open house meeting conducted at the Minford High School. Will the information from the open house be placed on the Portsmouth Bypass website? I was hoping it would so I could view the final proposal with the alternative routes to determine the impact on my property as well as review the public comment from the meeting. When should we expect a final decision from ODOT as to the approved design of the corridor? Will those home owners affected be notified once a final design has been approved?

Any information you can provide is appreciated.

Thank you,

Creshanna Williams
127 Central Avenue (off of Tick Ridge Road)
Wheelersburg, OH 45694

-----Original Message-----

From: scswartz@transystems.com <mailto:scswartz@transystems.com>
mailto:scswartz@transystems.com] <mailto:[mailto:scswartz@transystems.com]>

Sent: Thursday, October 10, 2002 12:07 PM
To: williamscm@Ports.usec.com <mailto:williamscm@Ports.usec.com>
Subject: RE: Portsmouth Bypass

Dear Ms. Williams:

According to the map, your property is apparently at the very edge of one of the current study corridors. I apologize if you've been missing from our mailing list. We will add you immediately. ODOT is currently reviewing our preliminary work and the corridors that you have seen on the website could change some. We will be presenting the completed options at an open house meeting in November. We will send out a notice of the open house to everyone on our mailing list. At the meeting, people will have the ability to look at each of the options up close and ask questions. We will be taking written comments and compiling the opinions for ODOT to consider before choosing the "preferred alternative." By early next year, the preferred route should be chosen and you'll know whether your property may be affected by the bypass. Thank you for your patience. Please let me know if you have any other questions or comments.
Susan Swartz
Project Manager

-----Original Message-----

From: Williams, Creshanna M [mailto:williamscm@Ports.usec.com]
<mailto:[mailto:williamscm@Ports.usec.com]>
Sent: Tuesday, October 08, 2002 2:38 PM
To: CO-Susan Swartz
Subject: RE: Portsmouth Bypass

Thank you! My property is located on Central Avenue which is right off of Tick Ridge Road.

Creshanna Williams (formerly Workman)

-----Original Message-----

From: scswartz@transystems.com
<mailto:scswartz@transystems.com>
[mailto:scswartz@transystems.com] <mailto:[mailto:scswartz@transystems.com]>

Sent: Tuesday, October 08, 2002 1:16 PM
To: williamscm@Ports.usec.com
<mailto:williamscm@Ports.usec.com>
Cc: RSStewart@transystems.com
<mailto:RSStewart@transystems.com>
Subject: Re: Portsmouth Bypass

Dear Ms. Williams:
We will locate your address in our maps and double-check. I'll get back to you soon, most likely tomorrow, with an answer as to whether your property is within the current study. Let me know if you have any other questions.
Susan Swartz
Project Manager

-----Original Message-----

From: Williams, Creshanna M
[mailto:williamscm@Ports.usec.com]
<mailto:[mailto:williamscm@Ports.usec.com]>
Sent: Tuesday, October 08, 2002 1:13 PM
To: CO-Susan Swartz
Subject:

It appears from the interactive maps, that one of the proposed bypass plans does affect my property (interactive map, section 19). However, I have not received any information stating that my property is affected. How do I find out if my property might be effected?

Creshanna Williams
127 Central Avenue
Wheelersburg, OH 45694



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: JAMES WENTE
 Address: 1690 ST RT 140 PORTSMOUTH, OHIO 45662
 Representing: SELF

How will you or your family be impacted by the project (positives and negatives)?

I HAVE 44 ACRES WITH 20 ACRES FOR PASTURE
THAT IS CLEARED. 823 WILL GO RIGHT THROUGH
THE CENTER OF THIS LAND I WILL NOT BE
ABLE TO KEEP CATTLE IF THIS GOES THROUGH

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

SEGMENT 1A? LEFT GREY LINE WOULD BE THE
BEST WAY AND IT WOULD NOT DESTROY OUR
BEAUTIFUL FARMS

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Ron Arrick

Address: 549 Cook Road; Lucasville, OH 45648

Representing: Ron, Melinda, Mandy, Beth Arrick

How will you or your family be impacted by the project (positives and negatives)?

POSITIVES: Nothing in our lifetimes. Next generation could benefit from industrial development and creation of permanent new jobs.

NEGATIVES: Our property was purchased based on its rural, quiet setting with easy access to schools, family and place of employment. This highway will create pollution (particularly noise) and create access problems to schools and other vital services.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Please convince me that bisecting Lucasville is necessary. If there is truly untapped economic potential then our decision makers should justify the added cost and go north of Lucasville. If economic development is a pipedream, then go the cheaper Feurt Hill route.

Other comments:

I am concerned about trash and sediment run-off into Lake Margaret.

? How will I get to hospital emergency if Cook Road railroad crossing is blocked?

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

3R 823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

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November 25, 2002

Susan Swartz – Project Manager
SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

Dear Ms. Susan Swartz;

Is building a bypass more important than a community and the hundreds of lives in it? My name is Carrie Dunham and I am a citizen of Lucasville, Ohio. I am appalled that others feel that building a road should come before preserving a community and many lives.

To you and several others, Lucasville may be a mere waste of land but to the people who live here it is so much more. I have lived here my whole life and my favorite part about it is how peaceful and calm it is. Southern Ohio is known for its rural land. By building this bypass, you are taking a good chunk of the countryside that we love and turning it into road.

The Portsmouth Bypass 823 is planned to go in front of Valley Local Schools. Roads bring vehicles and vehicles bring trash and pollution. Although I will have graduated by the time this is built; my sisters, along with many other children, will still be attending these schools. I am positive that they will not appreciate the sound of rushing traffic and/or the sight of bags and pop cans that have been discarded by the traffic right outside their windows while they are trying to learn. That is not an encouraging atmosphere.

It is true that building this route will make the truckers' routes easier and **possibly** help our economy, but at the same time it brings on many more crushed futures and dreams. Please consider **all** consequences of **all** people involved before making a final decision.

Sincerely yours,

Carrie Dunham

Carrie Dunham
Valley High School Student

November 25, 2002

Susan Swartz
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

Dear Susan Swartz,

I am very disappointed in what I consider to be a lack of consideration concerning the "Portsmouth Bypass"- Highway 823. This highway will destroy our small community that we love dearly. Highway 823 will take out over thirty homes, and will leave many more homes less than 100 feet away from the highway!

How would you like wake up one morning and find out that your home will be taken out by a highway? A highway that will not even benefit you or your community! I don't understand why someone would want to put a highway through a small quiet town, and ruin everything in it. That is what this highway is going to do. Highway 823 will ruin our schools, destroy our homes, take away our library, and just ruin our whole community. This is very disappointing!

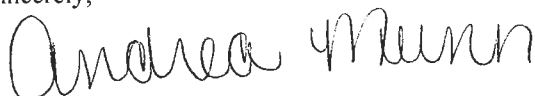
Our emergency units our very slow as it is and with Highway 823 it will make it even slower. It will reroute our roads and make it longer for emergency vehicles to reach us. Every second counts when it comes to someone's life.

Then, there is the issue of our schools. Highway 823 will go directly in front of Valley Middle School. This will cause a lot of commotion right in front of the school; this will make it very dangerous for students to be out in front of the school.

Highway 823 will take out our library, in which it will not be rebuilt. As you can see this highway will affect us deeply.

I would also like to ask you these questions, why would you want to put a highway through a town that is content the way it is? Why destroy homes? Homes that people have spent their whole life in and where all their memories are stored! Why make it harder for emergency units to get to the citizens of our town? I know that this highway will make it easier for some people but why destroy several lives and a town just to make things easier for some people. But I have to ask that you please consider what I have pointed out in this letter, and consider putting your highway some where else where it will not affect all of our lives. This would mean more than you could ever imagine to our precious Lucasville.

Sincerely,



Andrea Munn
Valley High School Student

November 25, 2002

Susan Swartz and Portsmouth Bypass Committee,

My name is Ellen Shope, I live on Glendale Road near Clarktown, where my home, parents home and family farm, of more than 100 years is being jeopardized by the Portsmouth Bypass Project. In previous communication with John Hagen, myself and family members were reassured that there were many negative issues to the route passing through our homes and not to worry. I now understand, the discussions may have been premature, but the concerns are still real and in the present.

A major concern is that of the 765,000 volt power lines crossing our property. There is not only a power station but also a tower in my parents backyard(John Miller). The amount of voltage that is surrounding this power station and lines should be considered. The movement of the tower and the low lines are also issues for consideration. My family has been forced to live with electric lines, now a highway! Yes, we have additional acres, but to rebuild two homes, five buildings/barns (also in the path), and to relocate our livestock seems like an awful lot to expect. The present path leaves our property divided somewhat and several acres would be lost or at least of no use or value. The property east of us, Turners', would be landlocked, the property west of us, Flowers', would also be landlocked and divided, which I might add is again, property of one family for over 100 years. I am proposing an idea for going north of my home, still utilizing our property, but crossing Lucasville-Minford Road would not only benefit my family but the neighboring families as well. The big money issue, I want to think between landlocked properties, power lines and the value of our homes that this alternative might benefit on your end as well. I ultimately would be willing to do whatever is possible to keep my family farm a tradition.

Although my personal property is my first concern, I also would like to mention the adverse affects along Lucasville-Minford Road, which is my daily commute to work and my childrens route to school. While under construction, and after, being in such close proximity to the present busy Lucasville-Minford Road is rather frightening. I also work in the Valley Local School District and you are quite aware of the many concerns surrounding that area. Overall, most of us love the community in which we have chosen to live and raise our families. If we were concerned about the economy and industry issues we might have lived somewhere else.

Sincerely,

Ellen Shope

Ellen Shope
474 Glendale Road
Lucasville, Ohio 45648
740-355-9578

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November 25, 2002

Susan Swartz and Portsmouth Bypass Committee,

Please **reconsider** the proposed Southern Route for Highway 823, this route will take my home and cut my farm of approximately 200 acres apart. We have already dealt with the Ohio Power years ago, and continue to deal with American Electric Power about the 765,000 volts of electric running through my property. This farm has been in my wife's family (McKenzie) for over 100 years! We have kept this property in the family and would like it to continue to raise our family on this property.

You have asked for alternatives, I believe my daughter, Ellen Shope, has discussed several ideas with your office, concerning our location. The power station directly across the field north-west of my home along with the tower in my backyard should be considerations. I genuinely think going north through our property, instead of our homes would greatly benefit both parties.

I believe money is a poor excuse to totally damage the rural community in which we live, when there are other alternative routes. Considering money issues, if only the many adverse affects to those who live here and our school district could have price tags put on them and then add the dollars again, what might the figures look like then? What a small price to pay, in order to move the route north around our community, when dealing with so many lives and families that have lived here for generations.

Sincerely,



John J. Miller
497 Glendale Road
Lucasville, Ohio 45648
740-355-9048



Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name: Virginia Thompson
 Address: P.O. Box 361, Minford, OH 45653-0361
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

My mother and I live on route 28 in a development about one mile west of 335. Traffic is continuous day and night. The road is UNSAFE with the heavy traffic of large trucks.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Greenline Segment B coming from Minford west of railroad to airport crossing in front of airport. The highway should continue west of the railroad all the way to route 52 (Black Segment 1 ~~Box~~ Interior 2). Especially west of railroad at least to Dixon Mill Rd that goes to 140. The property west of the railroad is potentially landlocked property. Shumway Hollow and Blake Hollow (not paved) are one lane under railroad. There are large flat areas west of railroad. This would allow for the infrastructure water, sewer, gas, electric, cable for phone & internet. I can envision support building for airport, hotel & other businesses. Unless the farmers sell their farm land there are not large blocks of land that would give support to the airport.

Other comments:

In 1977 the Thompson Family moved to Rose's Mountain, Minford. The moving van came from 52 to 335 to Lucasville Minford Rd (now 28) to Hickman Rd to Kendra Rd. The weight & height of the moving van for bridges and underpass was not legal on the roads traveled. We left the area 1985 the roads were still not legal for the moving van. The roads are the same 2002! Our elected Representatives have an obligation to see that Federal Funds are made available for this project to have SAFE roads.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team	E-mail:	scswartz@transystems.com
TranSystems Corporation	Fax:	(614) 336-8540
5747 Perimeter Drive, Suite 240	Web:	www.PortsmouthBypass.com
Dublin, OH 43017	Representative Rob Portman	Representative George V. Voinovich
Copy to:	175 East Main	Central Ohio Office
	Batavia, OH 45103	37 W Broad Rm 310
		Columbus, OH 43215

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November 25th, 2002

Susan Swartz- Project Manager
SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

Dear Ms. Swartz;

Do you like to read? I do. In my opinion, the Lucasville Branch of the Portsmouth Public Library is one of the most productive assets to the community of Lucasville, Ohio. I've been checking books out of this library for the past seven years, and I would hate to see it overrun by a four lane highway.

I am referring to the Portsmouth Bypass, Highway 823. Unfortunately, the proposed route for this bypass passes directly through the Lucasville library, as well as limiting access to Valley High School and Elementary and, ultimately, greatly disturbing our community and lifestyle. I am writing in an effort that will hopefully result in reconsideration on your part. The Lucasville library provides many educational resources used by students and adults alike in the Lucasville community. It is also a common place to congregate for various meetings, story times, crafts, and youth activities. Take away this library and you take away an undeniably vital asset to our community, one that no highway could replace in terms of charm, resourcefulness, and overall acceptance.

Another concern of mine is the limited access into Valley Local Schools that this bypass will result in. Trust me, this will definitely cause problems to arise. If you think, for one minute, students at Valley are not concerned about this issue you are deeply mistaken. I am a freshman at this school and live only about five minutes from the school building. I am involved in various sports and extracurricular activities, thus resulting in two or three trips to the school during the course of one day. I am extremely concerned about the delay that your proposed route may cause. Forcing mass amounts of traffic onto small and inadequate roads will no doubt result in delays and traffic jams. Ms. Swartz, I have twin brothers who are juniors and, trust me, I have enough trouble getting to school on time in the mornings without the unexpected delays and problems this bypass may result in.

My third concern is the disruption to our community that this highway will cause. Lucasville is a very attractively set small rural area. A four-lane highway will undoubtedly detract from our establishment. Many families would be forced to move due to the inconvenient location of the bypass, and still others would be reluctant to come and live in Lucasville. The peaceful setting that we have worked so hard to acquire would be torn apart in a vicious rush of concrete, steel, and traffic.

Please, Ms. Swartz, I beg you to reconsider the proposed route for the Portsmouth Bypass Highway 823. Consider, for a moment, how you would react if Lucasville was your home. This bypass will cause unneeded traffic delays, a severe detraction from Lucasville's setting, and a loss of the Lucasville library, an irreplaceable gem. Talk to your committees, departments, directors, anyone, about an alternate route. Lucasville would be most appreciative. Thank you for taking the time to consider my point of view and listen to the citizens, young and old, of Lucasville, Ohio.

Sincerely,



Amy Nordrum
Valley High School Student

November 25, 2002

Susan Swartz- Project Manager
SR 823 Study Team
TransSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

Dear Susan Swartz,

My name is Mandy Merritt. I am a freshman at Valley High School in Lucasville, Ohio. Lucasville is a small town where basically everybody knows each other and small businesses strive off their faithful customers. It's quite and friendly...until you bring your highway in that will crush everything we've worked for.

I've heard how you and your people say that this will help Southern Ohio's economy, but I am confused. How will it help Portsmouth or Lucasville? Yes it is true that transportation time will be reduced drastically, but all the time will be added up again trying to get to one of the few access roads.

Another point I want to argue is the fact that you are taking thirty homes. How can one sleep at night knowing they can't let others sleep? Now Ms. Swartz, is it true that you will only pay a larger amount if they relocate in the district. Well where will they move? As I said before this is a small town and now more than ever with your highway coming, where will people live?

Please tell me how this highway will benefit our schooling. Young children will have to deal with pollution and constant noise everyday. They will also have to deal with heavy traffic on back roads due to your highway taking our school entrance. It is bad enough that our great school is by a prison, but this is too much.

This proposed highway will not only take thirty homes and disturb schooling but it will take our library. More importantly it will increase the time it takes emergency workers to get around in Lucasville. Isn't there any alternative routes where you won't destroy lives and take so much away from this small town? Or better yet no route at all because I know one thing mother nature doesn't need right now and that is another stake in the heart, a highway.

Even though I will not be going to school when all the this takes place I care about the kids who will be and I care about what their parents will go through financialy. I mean really all their money for food and clothes that will go towards a highway for others who don't have to pay for it.

Thank you Ms. Swartz for wanting to know the people's point of view. Now that you have heard mine I would appreciate it if you would write me back to correct any mistakes I have made. I hope in the end you will make the right decision.

Sincerely,

A handwritten signature in cursive script that reads "Mandy Merritt". The signature is written in black ink and has a fluid, connected style.

Mandy Merritt

November 25, 2002

Susan Swartz
SR 823 Study Team
TranSystem Corporation
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

Dear Mrs. Swartz,

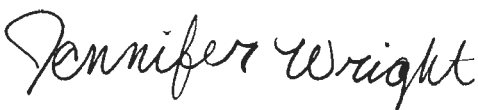
“Decisions determine destiny.” –Fredrick Speakman

What a wonderful statement to use during the time of the proposal of the “Portsmouth Bypass”. Everyone that wants this Bypass needs to think about how it would effect the people in Lucasville as a community! It’s our lives that will be effected by this. The “Portsmouth Bypass” is supposed to be structured to decrease the amount of traffic in Portsmouth. Did anyone perhaps stop to think about how much traffic would be on the small rural roads of Lucasville? Yes this bypass might be decreasing the traffic amount in Portsmouth but the traffic amount in Lucasville will be increased. Therefore more problems in our community will be caused.

It’s been stated that the front entrances to each of the following roads: Bel-Air Drive, JoEtta Drive, Breckenridge Drive, and the Valley School’s Drive will be cut off. Then a new access road will be built sending all traffic east to Morris Lane. Although no other changes will be made to any other roads. Why not make Lucasville-Minford Road a four-way road? It would be a lot cheaper on everyone!

I personally think that everyone who is for this bypass needs to listen and take the opinions of teenagers. This is because at the time this bypass is finished us teenagers will be adults. We’ll have to be the one’s who have to live with it, not everyone else! The decisions that you adults are making determining our future!

Sincerely,



Jennifer Wright
Valley High School Student

Att: Susan Swartz

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Re: Portsmouth Bypass

Public Meeting

November 13, 2002

Comment Sheet

Name:

Danette (Flowers) Tackett

Address:

2575 Lucasville Minford Rd, Lucasville, OH 45048

Representing:

Concerned community members

How will you or your family be impacted by the project (positives and negatives)?

This project will have no positive impacts upon my family. However, it will have numerous negative impacts. Our family farm, which was purchased by my great-grandfather nearly 100 years ago, will be virtually useless. Large sections of this property will be land-locked, leaving us no access to it. My 87 year-old grandmother still lives on this property and seeing it split this way will devastate her. ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I would suggest that the roadway be moved so that it does not split our community in half. Lucasville-Minford Road runs through the heart of Valley School District. This proposed roadway virtually splits the District right down the middle. In addition, being a limited-access highway, our emergency crews will have great difficulty getting to any accidents that occur on the new highway or on our existing roads. Response times for these crews will be drastically reduced because of the proposed highway. If the roadway cannot be moved to a better location, I suggest that it not be built at all.

Other comments:

This roadway will destroy many homes and lives in our community. There is no guarantee that this road will be an economic benefit to our community, but it will certainly destroy the homes and lives of many that have lived here for years. The reduced property values for the homes that are not taken will also reduce funding for our local schools. Obviously, the negatives greatly outweigh the positives.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
TransSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

December 2, 2002

Susan Swartz
SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Dear Ms. Swartz,

I want to express my concern over the proposed Portsmouth Bypass roadway. In my opinion, the new roadway will provide no benefit (economic or otherwise) to our communities. The road is exactly what it is titled – a “bypass” of our community. With so few access points along the 17-mile highway, it will be of little, if any, benefit to our local travelers. While I agree that our area needs economic improvement, I do not believe that simply constructing a highway such as this one will magically bring the needed development. I believe that that road will serve only to hurt our businesses, our local travelers, our schools, and our hard-working, tax-paying families.

Indeed, the proposed highway would hurt our existing local businesses, as local travel along our existing roads will be more difficult. This difficulty in local travel will also affect the ability of our emergency crews to respond to people in need. Response times will undoubtedly be longer when you force crews to travel roads like Thomas Hollow to get to homes around the Valley Schools. Furthermore, the road would effectively split the entire Lucasville community in half. Lucasville-Minford Road is the heart of the community and the major artery of our local roads. Placing a highway along this road will disrupt the everyday commuting routes of countless local citizens.

Furthermore, the Valley School District, as well as Minford School District, will experience significant decreases in funding due to the decreased property values. Each house that is destroyed and rebuilt elsewhere moves tax money out of our schools, and the taxable value of those homes that are left will be greatly diminished. Our schools will suffer, and our children deserve better.

In addition, the new highway will result in the devastation of thousands of acres of farmland. Much of this land has been in families for 100 years or more. These families have worked long and hard to preserve their properties, and I think it is a tragedy to force them to relocate or to see their land become unusable. Their chances of finding land of equivalent value in this area are highly unlikely. My family's farm is one of many that will be destroyed by the proposed highway. The farm has been in my family for nearly 100 years. My great-grandfather purchased the land in 1910, and five generations of my immediate family have lived on the farm. The new highway will split our farm almost in half, land-locking large portions of the property. With little or no convenient access to these portions, much of our existing land will be unusable and basically worthless. The hard work of generations should not be shoved aside for a highway that provides no guarantee of economic improvement.

For all of these reasons, I believe that the proposed road should be moved or the project abandoned all together. How can you justify destroying so many homes and lives for an uncertain outcome?

Thank you,

Danette Tackett

Danette (Flowers) Tackett

2575 Lucasville-Minford
Lucasville



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Wayne L Nichols

Address: P.O.Box 1161 Portsmouth Ohio 45662

Representing: Myself and every Truck Driver and Trucking Company I know in or Outside of Ohio

How will you or your family be impacted by the project (positives and negatives)?

My Family and the The Trucking Companies and or Truck Drivers can only be Impacted to the Positive . Cutting off time (reducing Fatigue) saving Diesel Fuel , reducing polution problems (emissions) not near as much Ideling at Red Lights and helping save cost to companies . I don't know any driver auto or truck who looks forward to the 28 traffic lights in New Boston and Portsmouth n

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I've been with the stake holders since day one, It looks to me (after attending attending the meeting in minford Ohio Nov 26 02 that the best solution is to try and come up with another 16 to 19 Million Dollars to use, or get closer to the orginal plan that Scioto County Engineer Clyde Willis Came up with in the now Gray area going thru "Highland Bend" and on to the Airport and hopefully still past the Railroad owned land. But if the Federal and State money cannot be found or put together , then each land locked Farmer a "Tunnel" under the entire By Pass wide and high enough to accomodate their Tractors, Gombines, Truc and Harvesters etc. I've been told this was done for one farmer on U.S. 32 thereby settind a "Precedent" for this type of problem.

Other comments:

I hope the State of of Ohio will be as accomodating as possible to this problem with these "Century" farms .I understand they are up set by the way one of their Farm neighbors was treated on the Rt 335 project about his silo e Remember this some of the same Farmers own land on the hills of the orginal plan they may be willing to sell those hills and valleys fairy cheap to to avoid having their Farms divided . making life more difficult for them.

omments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

Wayne L Nichols
12-2-02

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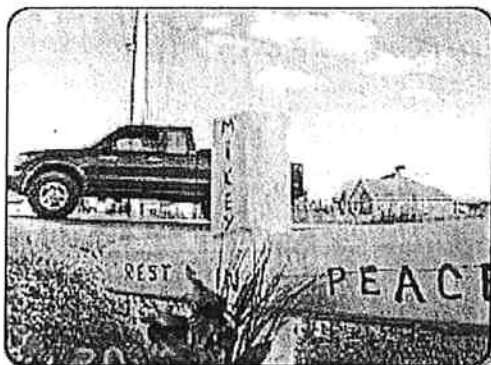
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Dangerous roads



Dateline NBC

Some undivided, two-lane highways have deadly flaws

Susan, I had a little discussion about this with the "crowd" at Minford before you arrived. I believe Wayne

Narrow shoulders and blind corners make some two-lane roads dangerous to traverse. Watch the video of Chris Hansen's report.

Free Windows Media Player **PLAY VIDEO**

2 lanes are far more dangerous than nearly all 4 lanes - NBC News

May 7 — What causes so many fatal accidents on two-lane highways? "Dateline" looked at what the government can do about it, and what's already been done since our original 1997 investigation highlighted the issue. Correspondent Chris Hansen reports.

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COMPLETE STORY

Henry Canty Jr

28



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Chris Hansen
DATELINE NBC
CORRESPONDENT

TWO-LANE UNDIVIDED highways — they wind through communities across the country, testing even a good driver's skills.

"You'll know it. You'll know it because you'll be white-knuckled," says Gerald Donaldson of Advocates for Highway and Auto Safety.

They are infamous and feared for the number of people who die driving on them. All across the nation, drivers face hundreds of thousands of miles of undivided, two-lane highways with deadly flaws like dangerous hills, blind curves, poorly-marked lanes, or narrow shoulders. Many of the roads carry far more traffic than they were designed to handle.

To find out where some of those treacherous two-lane roads are, "Dateline" searched the latest five years of accident records stored in a federal database, looking at nearly every traffic fatality on every mile of road in the country — nearly 209,000 deaths in all, including about 24,000 each year on two-lane roads.

Gerald Donaldson says it's obvious how these roads can kill. "These roads give you no ability to recover," he says. "There is no margin of error. You make one mistake, it can be fatal."

Sometimes they're fatal, even if you don't make a mistake, as you'll see on the first deadly road on our list: U.S. 287 in southern Wyoming, between Laramie and the Colorado border.

"I had in mind some of my children at the time. I said, 'I don't want to lose any of my kids on the highway,'" says John Schabron.

He was right to worry. You have a higher chance of dying in an auto accident in Wyoming than in almost any other state. And on this 65-mile-per-hour stretch of 287, high speeds and heavy commercial truck traffic push the risk even higher to triple the state average.

In September, Schabron's 20-year-old son Nick became one of those sad statistics.

"Nick did everything correctly that night," says Schabron. "He wasn't speeding. He didn't have any alcohol or drugs in his system. He was driving responsibly."

But that didn't matter on this unforgiving highway, with nothing but a thin line of paint to protect Nick and his seven friends from a drunk driver who shared the road that night. When the drunk driver's one-ton pickup truck veered across the centerline and into Nick's lane, everyone in Nick's Jeep Wagoneer was killed instantly — eight more victims of this deadly two-lane road.

The next dangerous road on our list is South Carolina's State Road 347 — near the popular resort town of Myrtle Beach. You won't find many tourists on this rural highway. But you will find high speeds, trees



Find out the number of fatal accidents on your local roads.

just feet from the roadway and a fatality rate 16 times higher than on the nearest interstate. You'll also find hundreds of other roads like it winding across the state.

"We do have quite a few head-on collisions on these secondary or two-lane roadways, because you have a small margin for error," says Highway Patrol Officer Tony Love.

He remembers every crash and every victim. "Unfortunately, it cost three people their lives this particular night," he says.

About 20 people die on South Carolina's roads every week — more than half of them on rural two-lane roads.

"Costs are going up so much," says safety engineer Dick Jenkins of the South Carolina Department of Transportation. "And with the size of the road system we have, we're losing ground, so to speak."

Jenkins says instead of widening these roads, the state plans a pilot program — about \$1 million for 347 and three other two-lane highways in high-growth areas to cut down some trees, improve highway markings and make some other low-cost fixes. But it's far from a complete fix. And most of South Carolina's other two-lane highways will simply have to wait.

"Those roads are severely underfunded, and have been underfunded for decades," says Gerald Donaldson, who has been studying traffic safety for nearly 30 years.

He sees a longstanding problem with two-lane roads across the country: too much money for big highways in big cities, and not enough for the small roads that take so many lives.

"Some states recognize that they have problems with lower-class roads, and they'll try to fund them as much as possible," says Donaldson. "But other states will constantly leave these lower-class roads go begging. And they'll concentrate their funding on their interstates, the expressways, the ones that carry the bulk of the traffic."

Which is exactly what critics say is happening in Colorado, where commuters on big highways in and around Denver are seeing massive improvements — the so-called T-Rex project. It's more than a billion dollars for roads that are crowded, but generally safe.

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But there's no money for most of Colorado's two-lane roads, including 287 near Fort Collins, another dangerous road on our list. This

highway just happens to be an extension of that dangerous road we showed you in Wyoming. You're four times more likely to die here than on the nearest

'These roads give you no ability to recover. There is no margin of error. You make one mistake, it can be fatal.'

— **GERALD DONALDSON**

Advocates for Highway and Auto Safety

interstate. But Colorado has no plans for improving this road — not even in the state's 20-year plan.

INTERACTIVES [Map: Check to see how many fatal accidents have occurred on your local roads](#)

'Some states recognize that they have problems with lower-class roads, and they'll try to fund them as much as possible. But other states will constantly leave these lower-class roads go begging. And they'll concentrate their funding on their interstates, the expressways, the ones that carry the bulk of the traffic.'

— GERALD DONALDSON

Next, our research took us a thousand miles to the southwest, to a southern California road the state calls 395. People around here call it the "Bowling Alley."

The most dangerous stretch is in San Bernardino County, where you'll see plenty of huge 18-wheelers, plenty of weekend warriors heading for the mountains, and plenty of crosses marking deaths on the road.

"I knew there were accidents on the highway," says Melissa Brooks. "I don't think that I truly knew the danger."

Her husband, Mike, took the road to his construction job every week, until he crashed head-on into another car two years ago — just 30 miles from home.

"The sheriff came to the house," she says. "He just said that there was an accident."

He's one of 48 people who died on this stretch of road between 1996 and 2000.

Highway engineer Harry Krueper is a consultant in a lawsuit against California over another dangerous road. When we met with him, he pointed out the blind hills and other dangers here on 395 in the area where Mike Brooks died.

Mike's head-on crash was just the kind Krueper says can be prevented with simple safety improvements. But on two-lane highways, changes like that are often slow in coming.

"I've seen this highway operate the same way since I was with the state in 1960," says Krueper. "The roadway hasn't changed much since that time."

So 42 years ago they were talking about doing the same thing here on 395? "At that time, we were planning four lanes on this roadway by 1980," says Krueper.

To be fair, upgrading roads can be very complicated — with years of environmental studies, construction plans, and battles over where limited highway funds are best spent. California is investing millions to improve sections of other dangerous roads. And it's beginning to explore fixes for 395. But any big improvements are at least nine years away.

And if the number of deaths each year remains steady, that could mean 86 more people will die on this stretch of road before the work begins.

And there are more roads that made our list, including State Road 308 in southern Louisiana, where we found inadequate shoulders, crumbling pavement,

and 21 deaths in five years.

And U. S. 89 in Arizona, between Flagstaff and the Utah border. The road takes tourists to the Grand Canyon. But it also takes lives. In the five years we examined, more than 50 people died here, despite some passing lanes and other improvements made by the state.

The safety experts "Dateline" has talked to say it's easy to make two-lane roads safer as long as the money is there. They tell us low-cost fixes like wider shoulders and rumble strips that make a vibrating noise when you leave your lane are a good start. But ideally, you also want to add lanes or install dividers to prevent the catastrophic head-on crashes that kill so many people on two-lane roads.

Wyoming has already made some small improvements on 287, that dangerous road we told you about earlier, but it came too late to save Nick Schabron and his friends.

"I tell the people of this state if you want to really kill people, put 'em on rural, two-lane highways," says Sleeter Dover, Director of Wyoming's Department of Transportation.

He acknowledges problems on that road.

Wyoming is considering some more extensive improvements, but Dover says actually making those changes isn't as simple as it might seem.

Why did it take the deaths of those eight college students for these safety improvements to be implemented? "You can't get the powers that be who control the ability, the funding, to correct various problems until, on occasion, a tragedy happens," says Dover.

So until there's a tragedy, until politicians get focused on it, it doesn't happen? "In many instances, that's the truth," he says.

There's no guarantee how or when improvements will be made on that Wyoming road.

But public outcry has made a big difference on some of the dangerous roads "Dateline" called attention to five years ago. Suburban Seattle's 522 back then was a road with too much traffic and too many head-on collisions.

Today, the state is three years into a project that aims to put four divided lanes on the most dangerous 11 miles by 2012.

In Wisconsin, we found Highway 12, a two-lane road with the same problem and the same solution. Today, crews are upgrading the road to four lanes.

On Pennsylvania's Lewistown Narrows, where people have talked about widening the road for decades, a project to make the road four lanes broke ground last month.

And in Connecticut, "Suicide 6" doesn't look quite

'You can't get the powers that be who control the ability, the funding, to correct various problems until, on occasion, a tragedy happens.'

— SLEETER DOVER

Director, Wyoming Dept. of Transportation

so deadly any more thanks to some turn lanes, wider shoulders, and other improvements on the road.

It's proof, says Gerald Donaldson, that citizens can make a difference. So, he says, drive carefully and make a lot of noise.

"Local citizens can gather together and if they're dealing with a highway, and it's a highway that has too many crosses, it's probably time to say, 'Why is this happening? Why is it this way? And what are you going to do about it?'" says Donaldson. "Persistence pays off to get something righted that you know is wrong."

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November 20, 2002

Ms. Susan Swartz
SR 823 Study Team
TransSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Dear Ms. Swartz:

The Ohio Department of Transportation has proposed two alternative routes for the Lucasville section of the Portsmouth Bypass (SR 823) Project. One route (northern) intersecting Route 23 near the Scioto County Fairground runs north of Thomas Hollow through the hills and behind the neighborhoods. The other route (southern) intersects Route 23 near the current intersection of SR 728 and runs along 728 through neighborhoods and the Valley Local Schools. Unfortunately the southern option is the current recommendation of ODOT for construction of the bypass. Apparently the northern option was abandoned because it would cost an additional \$15-20 million to build.

We are adamantly opposed to the choice of the southern route for the reasons listed below. We urge you to do whatever is in your power to seek the additional funds to build the bypass along the northern route and beyond the neighborhoods, or to abandon this project altogether.

1. The access roads will create ingress and egress problems for the school district.
2. The volume of traffic on the access roads will create significant busing problems.
3. We currently have turn lanes to facilitate the exit of large volume traffic. The newly created access roads will severely limit our egress and ingress for all of our extracurricular activities.
4. Buses and other vehicles coming to the schools will be forced to use a dangerous intersection at Morris Lane/Route 728. Currently our eastbound buses are prohibited from making this turn due to the hazards at this intersection.

P.O. Box 888 • Lucasville, Ohio 45648
Phone (740) 259-3115 • Fax (740) 259-2314


- 5. The use of Thomas Hollow (a township road) as an alternate route is a poor option due to poor visibility and narrow width.
- 6. The traffic on the bypass near the Middle School will have a significant negative effect on the educational process due to the noise factor.
- 7. We are also concerned about the risks posed by the transportation of hazardous material, explosives, etc., in such close proximity to our Middle School.
- 8. We are very much concerned regarding the response time to all of our schools due to circuitous routing of the access roads for fire, ambulance and police protection.
- 9. This bypass option will severely erode our tax base. Approximately 33 homes will be destroyed; property values in the adjacent area will decrease. These properties are prime real estate and comprise the only upscale area in our district.
- 10. This bypass option will cause a decrease in enrollment which will have a negative impact on our state funding.
- 11. Our district currently has the highest percentage of tax exempt properties in the state and this will just take additional property off our tax base.
- 12. This bypass option will inhibit growth in the area of our most promising and most valuable real estate. In fact, this is the only area of potential residential development in the Valley Local School District.


We realize that there must be a balance between progress and preserving our way of living. Building the southern route accomplishes neither. It destroys the progress that has been made in Lucasville's most promising area and forces many new and long term residents to abandon the life and community they have worked so hard to make.

The northern route offers the opportunity for progress in our area while preserving our way of living. It destroys no homes and interferes with no neighborhoods. It is the obvious best choice.

Again we urge you to do whatever it takes to secure the additional funding needed to build the northern route beyond the neighborhoods, or abandon the project altogether.

Respectfully,


 Douglas L. Booth
 Superintendent


 Eric C. Humston
 Assistant Superintendent

#99

December 2 2002

Subject: Portsmouth bypass and I-73 interstate highway

To: Susan Swartz

Ohio Route 23 will never become part of I-73. Why - because it is a local access road. It serves the areas well as it is. I-73 will go from Michigan close to Toledo, east of Columbus, close to Athens and on to I-64 or I-77. That will be a true Portsmouth bypass. Interstate highways will run north to south and will not consist of short west to east segments.

The above observations, I believe will come to pass in the future. So why spend money on a limited access road from Lucasville to Wheelersburg? What is really needed is to upgrade the existing roads. Make Lucasville-Minford, 335, Dixon Mill, and 140 like 728 is now. Make the lanes wider, install left-turns on to the existing access roads, eliminate some of the dangerous curves, and build a new bridge on Dixon-Mill road. This route will get you from Lucasville to Wheelersburg and all points in between.

Along with the above changes, the traffic lights on route 52 and 23 in Portsmouth and New Boston should be computer controlled to allow traffic to move more smoothly. This would be of great benefit to the traffic that will still exist there.

The above plan has many benefits. Our communities will not be affected to the degree that the limited access road will have. We will not lose our library and doctors office, 1,000 acres of land will not be isolated, less homes will be lost, emergency access will not be changed, the cost to taxpayers will be less. I think this approach would have the approval of most of the areas residents.

This type of road should handle any economic growth in the area. We will not be able to attract the large companies to this area. They want too many things that we do not have or will be able to have in the future. Our growth will have to come from small business and I believe it will be developed by local persons who already live here and not imported from somewhere else.

Your consideration of these comments will be appreciated.

James R. Mains
169 Judy Lane
Lucasville Ohio 45648

CC: Ted Strickland, U.S. Representative
John Hagen, District 9 Deputy Director (ODOT)
Skip Riffe, Scioto County Commissioner




100

Katsy Leadingha
247 Indian Dr
Lucasville

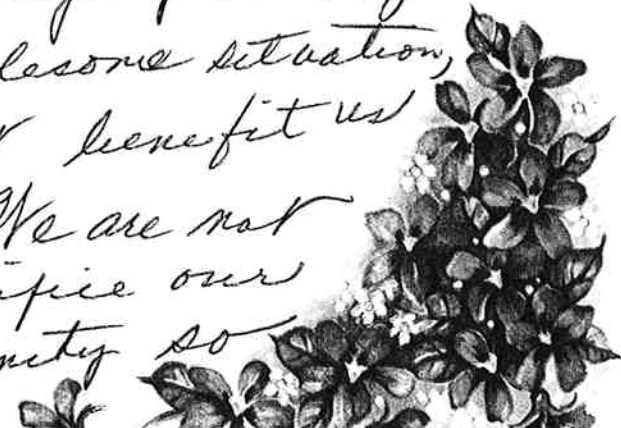
I live just off Rt 728
in Lucasville. The state of Ohio
is considering building a
major highway along the
728 route. I would like for
you to stop for a moment
and consider the fact that we
are a growing area that
has a very developed "sense of
community." We here in Lucasville
are proud of our accomplishments,
new schools, new library and
even our "little Country Store".
We have a well cared-for
neighborhood where ^{our}






Community pride holds us together. Our area is a most desired one in Scouts Co. and we want to keep it that way for ourselves, our children and our grandchildren.

A highway through our Community would be like a ugly scar with its wire fences intruding into our quiet peaceful lives. We really don't want that here. A highway would destroy our identity and leave us trying to adjust to a very troublesome situation, and would not benefit us in the least. We are not willing to sacrifice our happy community so





Some other communities
now have the chance to grow.

Consider this:

If you want to open up the
eastern part of Scotts Co. in the area
of Menford and the airport, you
have a straight ~~short~~ shot
south from Pt. 32. Looks to
me like that would be:
easier cheaper and less
disruptive. Thanks for your
help in preserving one of
OHIO's lovely little
neighborhoods.

Felix Jodry
247 Indian Dr
Lucasville OH 45648



Mr. and Mrs. Raymond Dean Noringer
20 Cobblestone Court
Lucasville, Ohio 45648

Dear Ms. Swartz,

This letter is in response to our recent knowledge that the Portsmouth Bypass is now designed to dissect the Valley Township area causing great local concern.

My family and I recently built a home in the Breckenridge Subdivision located just north of SR 728. We established our family in this area after searching and looking at different locations around Scioto County, for over 450 days.

This site was thought to be one of the most promising areas for residential development.

The effect of, the now designed, SR 823 Portsmouth Bypass will be devastating on the/our immediate community -

The bypass will sever easy access to and from local schools and residences which will then only be available by access roads. This will force all local traffic to use intersections that have already been determined to be hazardous and with increased volume can only become worse.

Personally, I see no reason why the bypass can't take a less intrusive route less affecting one of the few promising areas left in Scioto County. I have been informed the bypass should bring economic development to our area, but this is a possibility not a guarantee. I only see the bypass, as designed, as a detriment to this local community and that is a guarantee.

Sincerely,
Deidra Noringer
Dean Noringer



823 Portsmouth Bypass

An Appalachian Development Highway

102

Public Meeting

November 13, 2002

Comment Sheet

Name: John D. Smith
 Address: 1068 Morris Lane Lucasville, Ohio 45648
 Representing: myself + my family

How will you or your family be impacted by the project (positives and negatives)?

I feel my family would be negatively impacted by having the by pass so close that my property value would go down. I feel it would be harder to get to and from work and create many traffic problems the state would not have the funding to "fix" once the road was finished.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

The 14 points presented by Mr. Humston of the Valley Schools re of greatest concern to me and my family. We believe the Keunt Hill Route should be more fully investigated. We don't believe the state will have the money to fix all the problems created by building the road along the present 728 route. This is the worst possible scenario for the Valley Schools and would create hidden costs of re-routing buses changing parking facilities, etc. (Please see Mr. Eric Humston's 14 points for opposing the 728 route). The schools are not going to be able to fix these problems. The young people will miss the long run.

Other comments:

I feel this is an emotional issue and the people in the community do not want the current proposed route. This cuts right through the middle of the community and creates many disruptions for the school complex, prison, library, and several residential areas. These disruptions can only be eliminated by choosing a different route.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

103

Davis
102 Brookside Dr
Lucasville
45648

November 26, 2002

Ms. Susan Swartz
Project Manager
SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

cc: John Hagen

Dear Ms. Swartz:

Please be informed of our sincere concerns regarding the construction of the "Portsmouth Bypass", Highway 823, proposed route through Lucasville, OH. We have been residents of the Lucasville area for twenty-five years, raising a family of 3 boys, all of whom attended the Valley Schools. Fortunately, our sons continue to work in Scioto County, living in the Lucasville community. Furthermore, our two grandsons attend the Elementary school.

Briefly, please find the following concerns of our family: First, and most importantly, the safety of our grandchildren traveling to and from school, and to the extra activities they are involved in throughout the year regarding the school district. With the proposed by-pass, there would be only one access road, causing bus transportation and private vehicles to be re-routed on roads not constructed to handle heavy traffic flow.

Secondly, our living in the Meadowbrook area on Brookside Drive, we would be situated quite close to the by-pass, which would reduce the value of our home. In addition, there would be noise and hazardous waste concerns. We are semi-retired, and have plans to stay in our home throughout our full retirement, being content with the surroundings of a family oriented neighborhood. Needless to say, accessibility would be

taken away from our addition in getting to the schools (both myself and husband are employed with the school district), and into the town of Lucasville.

Thirdly, all of our sons live within the proposed by-pass plans, and will be affected. This deeply concerns us, because with the way the world is in today's society, family structure is so important. By living closely, our family looks after each other, meeting the needs at hand. As a matter of fact, the Meadowbrook Addition is mainly constructed of family members, parents, children, and grandparents which stems to aunts, uncles, neices, and nephews, along with all the cousins.

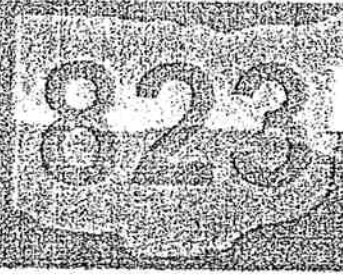
In closing, please review and take to heart our concerns. We strongly believe that this by-pass could be constructed elsewhere, other than through the heart of Lucasville. This is our community, and we have a great love and pride for it, plus the future of our family and the families of our community. Changes are good only when they do not cause harm to people's livelihood. Thank you for your consideration in this important matter.

Respectfully,

A handwritten signature in cursive script that reads "Chester and Jill Davis".

Chester and Jill Davis

/d



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting November 13, 2002 Comment Sheet

Name: Joe + Rose Ann Ramsey

Address: 899 Schuler Hollow Rd, Lucasville, O,

Representing: Meadowbrook Neighborhood + Valley High School

How will you or your family be impacted by the project (positives and negatives)?

This road will ruin the rural setting that we moved here to enjoy. We will now be living next to a major highway with few access roads. I have two daughters and their families as well as my granddaughter who recently married and lives as Meadowbrook also, It will cause our property value to decline as well as the fact that others will not move here to live by the large monstrosity you have planned.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I do not know a lot about the lay of the land but I am told that there is a ridge between Blue Run and Lucasville Minford that could handle the road without causing such a disruption in our School District and in our neighborhoods.

Other comments:

Enclosed you will find some comments on how I feel the road will impact the High School where I am the Principal's Secretary.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

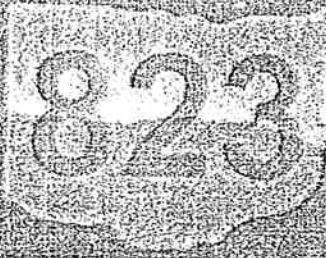
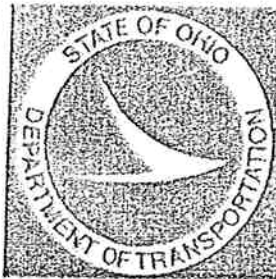
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E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

Ramsey
899 Schuler Hollow

IMPACT ON THE VALLEY LOCAL SCHOOL DISTRICT

1. The access roads will create ingress and egress problems for the school district.
2. The volume of traffic on the access roads will create significant busing problems.
3. We currently have turn lanes to facilitate the exit of large volume traffic. The newly created access roads will severely limit our egress and ingress for all of our extracurricular activities.
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12. This bypass option will inhibit growth in the area of our most promising and most valuable real estate. In fact, this is the only area of potential residential development in the Valley Local School District.



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Randel G. Murphy

Address: 194 Brookside Drive, Lucasville, Ohio 45648 *Meadowbrook Subdivision*

Representing: Randel G. Murphy, Beverly J. Murphy, Kevin T. Murphy

How will you or your family be impacted by the project (positives and negatives)?

No positive returns for my family with this project living within a few hundred feet of the proposed route would endanger my family and neighbors because of the increased probability for crime and accidents involving hazardous material. We do not need this road so close to Meadowbrook Subdivision.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Since the longest route of all those studied is the one being considered for the bypass, saying it will save money to run it close to Meadowbrook is a stupid statement. If it must be constructed, move the route well north of the Lucasville-Minford Road in the Meadowbrook-Candy Row area, over the hill and ridge line, out of sight & hearing.

Other comments:

I do not feel that my family and neighbors need to be put in undue danger and inconvenience so a highway from Michigan to Myrtle Beach, South Carolina can be put on the map as I 73/74. As far as industry and jobs - what industry? what jobs? The construction workers won't even be from Seifos County.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Web: www.PortsmouthBypass.com



Portsmouth Bypass

106

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Craig Steven Veach
 Address: 3187 White Gravel Rd Minford, OH 45653
 Representing: Craig & Gayle Veach

How will you or your family be impacted by the project (positives and negatives)?

I believe the project could be very positive by initiating growth in a stagnant area. We have very dangerous two-lane roads that are used by trucks trying to avoid the traffic lights of Portsmouth. We think the by-pass is a great idea and long overdue.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Gayle and I both believe that alternative AC+A+B would be the most logical choice for the bypass route. AC+C+B would separate historical farms affecting the livelihoods of many local farmers. There is also a concern about foggy conditions near the river that could result in future injuries and death. AC+A+B would impact our property but I still believe it is by far the best option.

Sincerely,
 Craig S. Veach

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

Nov. 29, 2002

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SUSAN SWARTZ, PROJECT MANAGER
SR 823 STUDY TEAM
TRANSYSTEMS CORPORATION
5747 PERIMETER DRIVE, SUITE 240
DUBLIN, OH. 43017

DEAR MS. SWARTZ:

As a property owner and community member in the Lucasville/Clarktown area I am stating my opposition to the proposed location of the Portsmouth Bypass. The proposed section of the bypass along SR 728 and Lucasville-Minford Road is totally unacceptable.

Along the six miles of this section of the bypass 33 homes will be lost. This is more than half of the total homes to be lost along the entire 16.5 miles of the bypass. Remaining residential properties along the route will lose their value. The proposed route goes through the center of our most promising area for residential development. Its effect upon our community will be devastating.

The bypass will cut off easy access from our schools and surrounding residences to Lucasville. All school traffic and residents will have to use a complex of access roads and existing local roads to get to Lucasville and Route 23. The access road system forces all local and school traffic to use a dangerous intersection that school buses are currently prohibited from using. The heavy volume of school traffic will be forced onto local roads that were not designed to carry such a volume. This is not just an inconvenience for property owners but is also a real safety hazard.

The access routes increase the response time of fire and other emergency vehicles. This puts our community at risk when minutes may be the difference between life and death.

The bypass will also cause us to lose our public library and the only doctor's office and clinic in our community. Both of these services have been used extensively by area people. Even if they are fairly compensated for the loss of their properties and buildings it is doubtful that they can find a place in our community to relocate.

Relocation for residents is a problem also. The limited opportunities for available or new housing will mean people will leave the area.

Personally, I do not see any benefits that the bypass will provide for the Lucasville/Clarktown area. I see only the demise of a community that our local people have worked so hard to make into a place to live and raise their families.

Sincerely,

Cheryl M Cooke
55 Judy Lane
Lucasville, OH 45648

107

CO-Susan Swartz

From: Kaye.Humble@dot.state.oh.us
Sent: Tuesday, November 26, 2002 10:46 AM
To: CO-Susan Swartz
Subject: Sci 823 - Portsmouth Bypass Telephone comment from Cheryl Cook

Susan,

I received a voice mail message yesterday from Cheryl Cook, Lucasville. She stated the following:
"This is Cheryl Cook speaking. I live in Lucasville and am 100% against the Portsmouth Bypass. It will take too many homes, it will raise our taxes, It will limit access to emergency & rescue vehicles from our area, no doubt resulting in more congestion, accidents, take away revenue from our area , Portsmouth & Rosemount. We do not need this bypass. We need people to come to this area and not go around it. Please do all you can to stop this bypass."

Please make this comment a part of the public involvement summary.

Thanks...

Kaye Humble

CO-Susan Swartz

From: Kaye.Humble@dot.state.oh.us
Sent: Monday, December 02, 2002 7:29 AM
To: CO-Susan Swartz
Subject: Portsmouth By-Pass

----- Forwarded by Kaye Humble/Planning/D09/ODOT on 12/02/2002 07:28 AM -----

John Hagen

11/27/2002 05:09 PM

To: Kaye Humble/Planning/D09/ODOT@ODOT
cc:
Subject: Portsmouth By-Pass

----- Forwarded by John Hagen/Administration/D09/ODOT on 11/27/02 05:09 PM -----

cheryl connor <cookie_45648@yahoo.com>

11/27/02 04:17 PM

To: John.Hagen@dot.state.oh.us
cc:
Subject: Portsmouth By-Pass

Dear Mr. Hagen,
As a home owner in the Lucasville area to be affected by the By-Pass I strongly request you re-evaluate the location of it. I am 100% against the current route as proposed. Our area will be adversely affected & will suffer financially. Our area is depressed now & this highway will only take away much needed revenue from our area.

Sincerely,

Cheryl M. Cooke

55 Judy Lane
Lucasville, Oh. 45648

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<http://mailplus.yahoo.com>

12/11/2002



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Emilia R. Harri
Address: 1574 Lucasville - Menford Rd. Lucasville, Ohio
Representing: Jefferson Twp.

How will you or your family be impacted by the project (positives and negatives)?

This road will take part of my families home, it will also come close to taking mine. The land we live on has been in our family for 6 generations. The area we live in will be destroyed and ruined. This is a community that shouldn't be affected.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

You need to go to an area where there will be no houses taken. Senior citizens can't afford to relocate, young married couple can't either.

Go down Rt #23 and hit the Carl Perkins Bridge, take the ridged avoiding homes. Improve already existing roads, eliminate traffic light. Don't destroy homes or communities or townships

Other comments:

This road will not bring economic development to a county that had a bad reputation for their work force, this area is known for their strikes and people who won't work.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

November 26, 2002

Dear Sir or Madam:

My name is Marsha Venturino and I live at 172 Pleasant Drive, Lucasville, Ohio. I am stating my opposition to the proposed location of the Portsmouth Bypass. The proposed route goes through the center of our most promising area for residential development. I feel that the value of my property and the property around me will go down in value.

I also feel that the impact the bypass will bring to our school system will be devastating. The safety of our children can not be measured in dollars. The traffic that will be forced on Pleasant Drive by not having access to Highway 823 will make a rural street a major highway.

In my opinion, the northern route through the hills of Lucasville will have the least impact on our community. In no way am I opposed to the development of our area, but I am opposed to the segment currently under consideration through the heart of Lucasville.

Sincerely,



Marsha Venturino

172 Pleasant Dr.
Lucasville, OH 45648

November 26, 2002

Susan Swartz- Project Manager
5747 Perimeter Drive Suite 240
Dublin, Ohio 43017

Re: 823 Bypass

I am writing to state my concerns about the proposed 823 Bypass going through the Lucasville community. This proposed route would be totally detrimental to our area.

You spoke of the increased cost for using other routes. There is no way you can put a value on the damage done to the quality of life for our residents.

We will be locked into our community while this highway dissects our village. The proximity to our schools, the speed of the vehicles, the noise and pollution will be unbearable. We will lose needed tax base and the values of our property will be severely reduced.

I don't oppose building the highway. I do feel there are better choices for its placement. Placing it North or South of Lucasville will still take some people's property but will not so adversely affect all our residents.

I implore you to reconsider this totally inappropriate placement of a highway.

Sincerely,

John W. Shupert
Delores Shupert
John W. Shupert

Delores Shupert

John W. & Delores Shupert
308 Judy Lane
Lucasville, OH 45648

November 27, 2002

Susan Swartz - Project Manager
SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Concerning The Portsmouth Bypass

My name is Barbara Trowbridge. If the Portsmouth Bypass is built where they propose putting it now, I will lose my home, my business (a print shop), and my rental property. Also, my daughter and son-in-law, who are expecting their first baby, have a mobile home on my land. My husband, Richard, is on Social Security Disability and cannot work. We depend on my print shop and rental property income to get by. We were shocked to see that highway will take our home, business and rental property when there is plenty of room in the field behind my house for the highway to be built.

Right now, I have a great location for my print shop along the main highway (State Route 139). It's very easy for customers to find me. The print shop has been in this location since 1971.

If the road is built here, it will divide my land. I will still have my hill property, but it will be landlocked. I have always wanted to build a house on top of my hill. This hill has been in my family over 100 years; my great-grandfather owned it. I grew up in the house in front of it. If the road takes my home, business, and rental property, I expect the following, because if not for the highway, I would not have these expenses:

An access road to the top of my hill. (Yes, this is possible, as I believe the highway will be elevated through here; my access road can go under it.)

Gas and water lines to the top of my hill, and possibly a water pump to get adequate water pressure on top of my hill.

If there is added expense to run electric lines and cable tv, I expect to be compensated for those.

Compensation for having my print shop equipment moved. My husband is disabled and cannot help me.

Compensation for moving my mobile home (which is our rental property) and my daughter's mobile home.

Compensation for gas and water lines for both mobile homes.

Septic tanks for my home, business, and both mobile homes.

Also, any unforeseen expenses caused by this highway.

I am not at all happy about losing my home so someone can save 17 minutes bypassing this area. I have

always lived right here. Before I got married, I lived in the house next door. This is my home. Would you like to lose your home and business because of a road that is not necessary? The Feurt Hill Bypass makes so much more sense: a shorter route and less homes destroyed. This bypass will not make this area thrive. Maybe a McDonalds or a gas station might get built. What about the tax money the Minford School District will lose from houses that are taken for the highway? If they thought building this highway was going to make this area thrive and bring in big businesses, don't you think more than one exit on the bypass would of been planned? What if businesses don't come? Why take away our homes? We have it good here. Do a survey and see how many people want to sell their land to the state for the bypass.

Sincerely,

Barbara Trowbridge

Barbara Trowbridge
9309 State Route 139
Minford, OH 45653-8568
(740) 820-2260



In the background is the hill my family has owned for over 100 years.



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Sandra K. Bayburn
 Address: 209 Brookside Dr. Lucasville Oh 45648
 Representing: Self

How will you or your family be impacted by the project (positives and negatives)?

The Portsmouth Bypass will only take away the beauty of the rural Scioto County landscape. The increase in truck traffic will cause noise in small neighborhoods, and sound walls would not be attractive. Although the house I live in is not

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

in the proposed path, it is close enough to be effected by all changes. My mother-in-law would lose her home and property and be faced with relocating at the age of 74. Many other friends and family members would also be faced with the same problem. The state can explain the traffic studies as being ~~thorough~~ thorough; Was each car stopped? How many vehicles were only going a few miles to work or shopping? How will the current township & county roads be changed? Will all have access to Lucasville

Other comments:

Minford Road or will we have to drive 10 miles to "jump on the new highway, in order to run to the store? A 8 minute trip, turned into 30. Yes people traveling may benefit but at the inconvenience of the locals, The promise of growth and industry is also just that. This line has been told since St. Rt 23 went in, atomic plant, Minford Airport &

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002: Shawnee State.

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 TranSystems Corporation
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 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

Say No
to new
ROAD

Sandra Rayburn
PO Box 57
Lucasville

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November 25, 2002

The public meeting concerning the Portsmouth Bypass on November 13th was somewhat informational. I learned many details that I did not previously understand. Among my concerns are the following:

- 1) Affect of local traffic - no access roads, congestion, small trips become longer, noise
- 2) Relocation - The forced moving of families, especially elderly.
- 3) Quiet neighborhoods becoming noise pits, trash
- 4) Schools - Valley Local and the community worked hard to get to the place they are - new builds, great educators, test scores. The new road would make traffic patterns + bussing a nightmare. Noise pollution.
- 5) Emergency Services - Would their response times lengthen?
- 6) \$\$\$ - Again the schools + community would lose funding by eroded tax base. The

6) \$\$\$ - cont

industry brought in would probably be the same as the 'promise of' when St. Rt 23, atomic plant, and Shawnee State all began - "not much".

The local people seem to be among the last consulted. Ohio seems to be one of the last states needing some sort of "fast, connecting" road system to Myrtle Beach - fine, but we don't want it.

Sandra Rayburn
PO Box 57
Lucasville



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: William L. & Beulah M. Gundlah

Address: 67 Judy Lane Lucasville, OH 45648

Representing: Ourselves

How will you or your family be impacted by the project (positives and negatives)?

Positives = none to our knowledge

Negatives = The current proposal would totally disrupt our community, our neighborhood roads will be forced to endure increased traffic load due to lack of access to 823, emergency response time will be increased, and our school system will be greatly impacted, not to mention property values.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Move it a little further north. Don't dissect our Community. Route 32 east to Germany Rd, south to Minford.

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Mr. & Mrs. Thomas R. Swavel

Address:

76 Newthstone Dr., Lucasville, Oh. 45648

Representing:

Our family and the affects on our community.

How will you or your family be impacted by the project (positives and negatives)?

Please see enclosed letters!

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Web: www.PortsmouthBypass.com

To: SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

From: Mrs. Connie Swavel
76 Hearthstone Drive
Lucasville, Ohio 45648

November 19, 2002

In August of 1999 my family moved into our home at 76 Hearthstone Drive, in Breckenridge. This is a new community housing development in Lucasville off State Route 728. With pride of community and renewed appreciation for the work accomplished by the citizens and community leaders in recent years, I am confident Lucasville is a prime location for growth and development. The new schools, homes and recent building of restaurants and small businesses is proving this to be true.

Choosing Lucasville as our hometown didn't happen in 1999 rather in 1975. My husband, Tom was working at the Southern Ohio Correctional Facility when we purchased our first home in Lucasville. We now have two grown children, and they also have chosen Lucasville to raise their children. Our third child is a sophomore at Valley High School.

My husband has spent the last 27 years at USEC in Piketon, Ohio working many long hours and overtimes for his family. In 1987, we purchased our second home and in 1988, we ventured into a new business, opening Studio 104 a tumbling and dance school in Lucasville.

The reason for this family history is in hopes you will see the community pride and will understand the years of hard work and time families have invested here. The building of the 823 Portsmouth Bypass will be destroying more than sticks and stones in buildings that would be demolished but will be destroying families lives built in this community with years of pride and traditions.

My family has strong ties to this small town of Lucasville and we would be impacted directly with the building of the highway bypass on 728. This route has become the heart and home for many hard working citizens and community leaders. May I ask the SR 823 Study Team to search your heart and conscious then ask yourself would you want the heart of your community destroyed all in the name of progress?

My alternative is: take the path least chosen. The ridge along the hillside might not be as cost affective but how can you put a value on destroying families with community pride? The solution is "ride the ridge", and this could have a positive impact on Lucasville, bringing opportunities for more growth and development.

To: SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

From: Tom Swavel
76 Hearthstone Drive
Lucasville, Ohio

November 20, 2002

How will you or your family be impacted? Let me ask you the same question? If you had recently purchased a new home in a beautiful new subdivision that you had worked all your life to have, would you want a super highway 75-100 feet from your front door? I think not.

The "riding of the ridges" plan that had been talked from the start is the only way to go from Lucasville to Minford to Wheelersburg. If you haven't noticed since this study started in the mid 1960's this area (Lucasville) has grown and developed into a beautiful community. We have wonderful new schools, many new businesses, factories, a maximum security prison, and hundreds of newer homes. This is our home and if the original proposed plan cannot be built, we don't want it. This would set this community back 20-25 years. Because this would be a negative draw back for Lucasville even before funding and construction would ever start, this would ruin our community as we know it today.

Whenever you plan on highways, such as this, the solution would be to impact the lesser number of people and build (even if it does cost more initially) in outline areas. This would allow the community to embrace the improvement of the highway system. You just don't "gut" the community as you are trying in this case by ramming the bypass in the "heart" of our community. This would impact thousands of people and lower property worth, families lives and school safety. This is totally unacceptable!!!

76 Heathstone Dr.
Lucasville

"PORTSMOUTH BYPASS" - HIGHWAY 823

How it will adversely affect Valley School District and *OUR* community!

PROPOSED ROUTE:

U.S. 23 east on SR 728 through the Lucasville Library branch, directly in front of our school buildings. The highway will follow Lucasville-Minford Road east to Glendale Road and continue east to Wheelersburg by way of the Minford Airport. We will have no access onto the highway! The front entrance to each of the following roads: Bel-Air Drive, JoEtta Drive, Pleasant Drive, Breckenridge and the present Valley Schools' Drive, will be cut off and a new access road will be built sending all traffic east to Morris Lane-Blue Run in order to get under the highway and back to SR 728.

CONCERNS:

*Access Roads

- Daily traffic congestion
- Volume of traffic on small rural roads (Thomas-Hollow, Morris Lane-Blue Run)
- Traffic flow problems for extracurricular activities at school
- No access to highway
- Detoured route to Lucasville from schools and surrounding roads
- Travel next to and under the highway along Lucasville-Minford Road

*Emergency (Fire, Ambulance, & Sheriff)

- Extended or detoured routes to our homes and schools
- Lengthened response time

*Financial

- Erode Tax Base from our Valley Local School District
- Decreased state funding for the school district
- Small business decline

*Education

- Disrupt education due to noise (middle school)
- Hazardous waste extremely close to our buildings and students
- Fewer students will want to attend our schools next to a major highway

*Community

- Destroy a small rural area setting
- Relocate more than 30 homes from our community and school district
- Force others to live next to a major highway or move
- Major decline in property and home value
- End to the growth of our community
- Insurance cost may increase
- Trash from highway into our community

This will affect all of us! Please help keep our community and school district as we know it. The route is a proposal, not set in stone! You may use the form sheet for comments or write your own letter to the addresses provided. **Thank You!**

CO-Susan Swartz

From: Mike Yeagle [Myeagle@valley.k12.oh.us]
Sent: Tuesday, November 26, 2002 11:07 AM
To: CO-Susan Swartz
Subject: 823 BYPASS

I am the High School Principal here at Valley High School. I have one major concern. Suppose there is an accident and we have some Dangerous Material on this new ByPass here in front of the school or near here. We have to evacuate children from school. Probably some or all of the community will have to be evacuated? How do you plan to evacuate the Southern Ohio Prison? We are not crazy about this prison in the first place but the thought of Prisoners being quickly moved from the prison worries me. You must move this proposed Bypass 823 Portsmouth either further North or South. This not a safe place for this road. If you put the Highway in the present proposed site you will destroy our community.

Mike Yeagle
Principal
Valley High School
Lucasville, Ohio 45648
Phone: 740-259-5551
Fax: 740-259-2314

VALLEY HIGH SCHOOL

ADMINISTRATION

**P.O. Box 888
Lucasville, Ohio 45648
Phone: (740) 259-5551
Fax: (740) 259-2314**

**Michael Yeagle
Principal**

**Robert Millar
Guidance Counselor**

**Scott Lowe
Attendance Officer**

**Darron Crabtree
Athletic Director**

11/20/02

**Mrs. Susan Swartz
Project Manager
SR 823 Study Team
TranSystem Corporation
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017**

Mrs. Swartz,

I am writing to you to express my objection to the proposed site for the 823 Portsmouth Bypass. You need to consider the possible impact on our school district. You will be seriously affecting the transportation systems in and out of our school buildings. This by pass will pass directly through the center of our community. It will displace many families and force some to leave our community. People may not come to our school because of the difficulty to access our schools. Presently we have a safe school setting that is off the main highway. The last thing we need is an interstate highway running through our High School Campus and in front of our Middle School. This road will have a negative impact on this community and hurt our school funding. You must not put this highway so close to our school. Please change the location of the 823 bypass.

Sincerely,



Michael Yeagle

November 26, 2002

Dear Sir or Madam:

My name is Donald Venturino and I live at 172 Pleasant Drive, Lucasville, Ohio. I am stating my opposition to the proposed location of the Portsmouth Bypass. The proposed route goes through the center of our most promising area for residential development. I feel that the value of my property and the property around me will go down in value.

I also feel that the impact the bypass will bring to our school system will be devastating. The safety of our children can not be measured in dollars. The traffic that will be forced on Pleasant Drive by not having access to Highway 823 will make a rural street a major highway.

In my opinion, the northern route through the hills of Lucasville will have the least impact on our community. In no way am I opposed to the development of our area, but I am opposed to the segment currently under consideration through the heart of Lucasville.

Sincerely,



Donald Venturino

172 Pleasant Dr
Lucasville,

Public Meeting

November 13, 2002

Comment Sheet

Name: Mildred A Coriell

Address: 3520 S.R. 335 Portsmouth Ohio 45662

Representing: Myself

How will you or your family be impacted by the project (positives and negatives)?

Won't be able to farm over half of the ~~land~~ that is now being farmed. Will ruin my beautiful ~~view~~ view of the farm. This land will be land locked and its the best piece of the farm. This farm has been in the family for 100 yrs or very close to that.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I'm in favor of a bypass but if it has to come through my land we need access to the part that is to be land locked.

A tunnel that would accomodate all farm equipment.

I would like to see the bypass go west of Rt 335 through the hills without affecting the farmers whose farms have been in their families for over 100 yrs.

Other comments:

I know most of these things aren't important to you and you are more interested in the money part, but these farms have been our lives and are very important to us. My deceased husband would turn over in his grave, or come back to haunt us if he knew his dream farm would be chopped in two.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Web: www.PortsmouthBypass.com



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting November 13, 2002 Comment Sheet

Name: Jack Taylor

Address: 1324 State Route 140, Portsmouth, Ohio 45662

Representing: My property at 1324 St. Rt. 140, Portsmouth, Ohio 45662

How will you or your family be impacted by the project (positives and negatives)?

I built this place and have lived here almost 30 years. I have everything handy and the way I want it. I DO NOT want to move. Please re-consider Segment 1A.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Please use Segment 1A. It looks closer and will disturb less homes.

Other comments:

I am retired and on a fixed income. I do not have the money to start over again. I have been told that the state will not pay enough for my property to replace it.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name: Kimberly A. Kinergy
 Address: 214 Harwood Morgan Road
 Representing: Wheelerburg, Ohio 45294 776-4119

How will you or your family be impacted by the project (positives and negatives)?

Our property and house is directly in the path of the new highway. From my understanding our property will have to be acquired by ODOT for the road to pass through in its current location.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Even though the construction of the roadway will take our house and property - I really feel that this is a good location for it. This road should help our community tremendously. I do feel that there should be adequate off ramps throughout the bypass, this will allow for many commercial developable locations in the future. As be perfectly honest, if we get a fair price out of our house, enough to

Other comments:

Replace it - then it will be sad and hard to do - but we will sacrifice our new house for the construction of the road. I know a lot of people are appealing its location - But honestly - I would rather ODOT to buy us out rather than be "stuck" beside the bypass. It gives us a little more

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002: Control.

SR 823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

Thank you!
 Kim

Dear Sir,

I am writing to you considering the Portsmouth Bypass and its proposed location along 728 and Lucasville - Minford Road in the Lucasville area.

I am not against the bypass being constructed, only against the route in this area. The bypass purpose is to help the economic development in this area. This section will do the exact opposite.

Due to very limited access to our schools and community, our back roads will be overloaded with traffic problems. Everyone in this area will take longer to get to work, school or anywhere they are trying to drive. I drive thru this area every morning on the way to Portsmouth, where I work. The traffic is very congested already. The bypass will make it a much worse situation.

Another major concern is the housing impact. One of the reasons my families moved to this area was the excellent schools. It is also a beautiful neighborhood with friendly people. But the bypass will drive the prices of all our homes down and cause people to leave the area.

I personally believe there has to be a better option than this one which will impact our community so negatively.

We sincerely appreciate your help,

Heinn & Shawna Webb

181 Still Meadow Road
Lucasville, Ohio 45648
(740) 259-6137





Portsmouth Bypass

An Appalachian Development Highway

121

Public Meeting

November 13, 2002

Comment Sheet

Name: (SON) MICHAEL E TURNER
 Address: P.O. BOX 1398 LUCASVILLE OH 45648
 Representing: DELORES TURNER

How will you or your family be impacted by the project (positives and negatives)?

(POSITIVE) THIS ROAD IS LONG OVER DUE IT WILL OPEN UP JOBS AND INDUSTRY TO A POOR PART OF THIS STATE
 (NEGATIVES) NONE

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

MY HOPE IS THAT THIS ROAD CAN GET STARTED AND FINISHED BEFORE ANY MORE CHILDREN HAVE TO MOVE AWAY JUST TO FIND WORK

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



823

Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: WILLARD BRAME

Address: MINFORD OHIO 82 YALE DRIVE 45653

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

IT WILL NOT BENEFIT ANY ONE IN SCIOTO COUNTY WITH ONLY 1 ACCESS

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

IT WOULD BE A LOT LESS COSTLY TO RUN FROM Waverly WEST OF THE RAIL ROAD TO WHEELSBERG & NOT TAKE SO MANY FARMS & HOMES

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Dublin, OH 43017

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823

Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Kathleen Branne

Address: 82 yale Dr. Mansford, Ohio 45653

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

This would take to much farm land. Be no benefit for any in our county

ODOT will review all comments before making a final decision on the location of the roadway. Do I have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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E-mail: scswartz@transystems.com
Fax: (614) 336-8540
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Mrs. Mary I. Grimmett
234 Cook Road
Lucasville, Ohio 45648
(740) 259-5757

November 26, 2002

Susan Swartz, Project Manager
State Route 823 Study Team
TransSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

RE: PORTSMOUTH BYPASS

Dear Susan Swartz,

As a property owner and community member in the Lucasville/Clarkton area I am stating my opposition to the proposed location of the Portsmouth Bypass. The proposed section of the bypass along State Route 728 and Lucasville-Minford Road is absolutely deplorable.

Along the six miles of this section of the bypass, over thirty-three homes will be lost. This is more than half of the total homes and properties to be lost along the entire sixteen and a half miles of the bypass. Remaining residential properties along the proposed route will diminish in value. The proposed route goes through the main artery of our community, and will be devastating.

The bypass will cut off easy access from our schools and surrounding residences to Lucasville. All school traffic and residents will have to use a compound of access roads and existing local roads to get to Lucasville and Route 23. The access road system forces all local and school traffic to use a treacherous intersection that our school buses are currently prohibited from using. The profound volume of school traffic will be forced onto local roads that were not designed to bear such a volume. This is not just an inconvenience for property owners, but is also a real safety hazard for our children.

The bypass would compromise the quality of education that is offered in the Lucasville/Clarkton community. The noise generated from the freeway would greatly distract the concentration of the students in the classrooms. It is projected that the current grade point average would drop drastically. The hazardous waste and materials that would be transported on the freeway creates a dangerous environment for our children.

The access routes would increase the response time by twenty to twenty-five minutes of fire and other emergency vehicles. The Valley Township Fire Department currently can respond to an emergency in eight to ten minutes. Furthermore, it's a proven fact that if an ambulance, or fire truck, can reach its emergency destination within ten to fifteen

minutes; they have a much greater chance of saving lives. The added response time puts our community, especially the elderly population, which contributes to fifty-two percent of the people, at risk when minutes may be the difference between life and death.

The bypass will also cause our community to lose the use of our public Lucasville Branch Library. Use of the Lucasville Branch Library is growing rapidly. Circulation of materials in October 2002 was thirty-four percent higher than in October 2001, and computer use was thirty-seven percent higher for the same period. By the end of October 2002, the library had circulated more materials than it did in all of 2001. As you can see, this service is very valuable in our community. Even if the library is fairly compensated for the loss of the property and the building, it is very doubtful that they can find a place in our community to relocate.

Relocation for residents will also create a troublesome problem. There are limited opportunities for new housing, which will force many people to leave our community. In return, our community will suffer from the loss of valuable taxes dollars that will greatly affect the schools, and the education of our children.

In Conclusion, I do not see any benefits that the bypass would provide for the Lucasville/Clarktown area. I can only see the demise of a community that our local residents have worked so hard to make into a wonderful place to live and raise our families.

Sincerely,

A handwritten signature in cursive script that reads "Mrs. Mary I. Grimmett". The signature is written in black ink and is positioned below the word "Sincerely,".

Mrs. Mary I. Grimmett

**SR 832 STUDY TEAM
614/336-8540**

**FROM DOUG AND TONI HATFIELD
848 SCHULER HOLLOW RD.
LUCASVILLE, OH**

**IN RESPONSE TO NOV. 25 TOWN MEETING AT VALLEY H.S. IN
LUCASVILLE:**

**IMPACTS OF PROPOSED 823 ON 728, LUCASVILLE VALLEY
SCHOOL SYSTEM, AND SURROUNDING COMMUNITY:**

LOWER TAX BASE.

LONGER EMERGENCY RESPONSE TIME.

**LIMITED ACCESS TO SCHOOLS – ALTERNATE ROADS
NOT DESIGNED TO HANDLE EXCESS TRAFFIC THAT
WILL RESULT FROM THE PROPOSED BYPASS.**

**OUTDOOR SPORTS POLLUTED BY NOISE AND EXHAUST.
DECLINE IN ENROLLMENT RESULTING IN DECREASED
FUNDING.**

**BEAUTY OF THE LANDSCAPE/A THING OF THE PAST.
THE SMALL TOWN ATMOSPHERE WILL BE DESTROYED.
THE BYPASS WILL, BY ITS NAME, BYPASS IMMEDIATE
AND SURROUNDING COMMUNITIES CAUSING AN AL-
READY DEPRESSED AREA TO BECOME DEPRESSED FUR-
THER, ALMOST TO THE POINT OF EXTINCTION.**

**ROAD NOISE WILL ECHO THROUGH THE HILLS AND EX-
HAUST WILL LAY STAGNATE IN THE HOLLOW AND
VALLEY'S.**

**WITH ALL THE WOODED UNPOPULATED AREAS AVAIL-
ABLE, WHY DESTROY ESTABLISHED DEVELOPMENTS
AND OUR SCHOOL SYSTEM.**

**ALL THESE REMARKS REFLECT NEGATIVE IMPACTS. I
COULD THINK OF NO POSITIVE IMPACTS CONCERNING THE
CURRENT PROPOSED ROUTE OF HIGHWAY 823.**

**PEOPLE, PUT YOURSELVES IN OUR PLACE. CAN YOU
HONESTLY SAY YOU WOULD WANT YOUR LIVES AND
CHILDRENS LIVES DISRUPTED BY THIS HIGHWAY?!**

COMMENTS 823 Portsmouth Bypass

Marcus Leadingham
247 INDIAN Dr,
Lucasville, Ohio 45648

My home will be taken (under the current plan) if the highway is built. I can't see one advantage to our community if the bypass is built. I don't think the state will give me a fair price for my home.

I do not want to sacrifice my home and community on the altar of the 823 Portsmouth Bypass.

I think the law of eminent domain is unfair and in many cases the could be abused. The law should be abolished.

I want to keep our community and school as we know it.

My suggestion on location of the bypass to Minford + points East is: Route^{1.5} 32 to 335, South on 335 to Minford, and other points East.

Marcus Leadingham



Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name: JACK McDERMOTT

Address: 238 THOMAS HOLLOW RD, LUE, OH 45648

Representing: MYSELF AS AN AFFECTED HOMEOWNER.

How will you or your family be impacted by the project (positives and negatives)?

this highway is changing my property drastically on the NEGATIVE side my building lot beside my house (2 acres) is being cut up by the right of way making that building site USELESS! I WAS PLANNING TO BUILD IN 2005 Also, the hill behind my house is going to be taken AND TREES CUT AND the ROADWAY right of way is going to dump A TREMENDOUS AMOUNT OF WATER

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

into my back yard which will make my yard a mud hole. Thomas hollow Rd will become a major local access road with a tremendous amount of traffic traveling at a much higher rate of speed. this highway should go north if you have to go to the airport. (that seems to be the whole purpose of the highway) DO NOT INSULT my intelligence by saying this highway is for economic development. A 15 mile highway with 3 ENTRANCE AND EXIT RAMPES CANNOT be an economic development because nobody can build next to the road and have access to the roadway. It just develops certain peoples pocket-books. IF this ROAD IS NO MORE THAN A way to move travelers around Portsmouth (which it is) then it should go Forest Hill AND to the Carl

Other comments:

Perkins bridge AND to Ky, this was the CHEAPEST route to begin with. this BYPASS with limited access looks to me like a "toll ROAD." ISNT that what I 73/74 is going to be SINCE the STATE of Ohio has given the Ohio Turnpike Commission control of that project.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

782 Coon Hollow Road
Lucasville OH 45648

127

November 27, 2002

Dear Sir or Madam:

I am one of the owners of a small business in Lucasville OH. We have been in business for over seventeen years. We were located on Route 23 for fifteen years. I have seen the traffic using Route 23 and am aware of the fact that we have outgrown this main route through southern Ohio. To get to the other small businesses along 23 in Lucasville at times is very dangerous. A lot of our customers would complain about how hard it was to get on 23.

I am the proud parent of three children. They are 22, 20, and 17. The youngest one attends Valley High School. He is a junior. My old one is attending Shawnee State University in Portsmouth. His major is Electromechanical Engineering. He realizes that he will have to leave Scioto County to get a job. My daughter is attending Columbus College of Art and Design. Her major is Fashion design. There again she will probably have to leave the area.

We recently sold our business lot to the hardware store that was located next to us. Most of our business is now handled over the phone. He tore our building down and turned the space into a parking lot.

I was at the meeting that was held on the 25th of November at Valley High School. I went there knowing that some of the community was against the by pass. I am for it! I think that in the long term it will help the area. I realize that there will be some short-term problems, but I think that the state and community can solve these. If in the future this could encourage industry that would be a great benefit. My children would love to stay in the area. It is a great place to live and raise a family. There are a lot of people that are for this by pass and were afraid to say anything. I hope they will write and let you know how they feel.

Sincerely,

Ellen Horsley

.....



Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name: Sindee D. Williams

Address: 1493 Thomas Hollow Rd. Lucasville, Ohio 45648

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

From my knowledge of the project, I have yet to figure out a positive impact that the project will bring to my family. However it will make my road over-populated, and it was not built to accommodate that type of traffic. It also effects people with children who will not be able to play in their yards in fear of danger.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

The location of the bypass should take place wherever it would effect the least amount of people. The original plan was set up this way, but was predicted to cost too much money. It is my feeling that too many lives are going to be affected to worry about the money. Very seldom is there money that is brought into Southern Ohio for positive purposes. Personally, it is hard for me to suggest an alternative when I don't agree with the idea of the bypass in the first place.

Other comments:

The layout of the bypass that is currently being considered not only effects individual families but it effects our community as a whole. It will completely be divided in half and travel in many different directions will be difficult. Personally, I would rather not have the bypass come through at all than to be effected in this way.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



823

Portsmouth By

An Appalachian Development Highway

129

Public Meeting

November 13, 2002

Comment Sheet

Name: Curtis D. + Barbara A. HARRIS
Address: 916 Simon Miller Road Portsmouth Ohio 45662-895
Representing: The ABOVE

How will you or your family be impacted by the project (positives and negatives)?

We have 22 Acres, we want that we love and a very satisfied at the address. according to the map it goes through the yard and house and garage. The parts of property that will be left is not accessible. We like the privacy that we have. we had no intention of selling. Don't want to leave.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

EVEN if the left boundaries after road goes through were accessible, we definitely would not want to live by a busy Hwy. We understand that this is progress and may help Portsmouth and other areas in the County. IF we we offered enough it would NOT Hurt as BAD. Curtis and Barbara Harris. Thanks!

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002.

SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@...
Fax: (614) 336-...
Web: www.Port...



Hayes E. Wilcox
4290 State Route 335
Portsmouth, OH 45662
740.776.4453
hwilcox@zoomnet.net

November 28, 2002

How will you or your family be impacted by the project?

If segment A is chosen as drawn the right of way will cross our property line on the north side to some degree. It would not impact the house or other buildings other than the obvious ways of having the highway in close proximity.

My son's house across State Route 335 would be impacted more drastically with the highway being closer to the house and with the right of way taking part of their land and cutting off their driveway, landlocking them.

My comments:

I have given serious thought to the entire project as an impacted homeowner, a member of a local community with family ties, and a resident of Scioto County. I will attempt to outline my thoughts and opinions, beginning with the project in general and concluding with discussion of my personal situation.

Is a bypass needed?

Yes. A better way to travel from Route 23 to Route 52 is needed and needed badly. However, I feel that the project should be considered in those terms only, in terms of travel. The economic development of Scioto county should not be a factor in the decision. There must have been a group of well-meaning individuals who have pushed for a bypass because they feel it would make the Portsmouth area more acceptable for industry and manufacturing. Their thinking is in error. There are other mitigating circumstances, such as a history of labor union difficulties and the lack of cultural and entertainment opportunities, that will prevent such growth when there are so many areas in the state and neighboring states that offer much more.

Is a superhighway needed?

No. It is true that there is a limited access for a few miles on Route 52 in Scioto County but after a very few minutes travelers soon find the speed limit reduced, traffic entering from side roads, and some very vigilant state and local policemen. Route 23 is also far from being a superhighway. With the exception of only a few short highway segments you have to drive north to south of Columbus, west to just east of Cincinnati, or south or east to back of Ashland or Huntington to find a true interstate type limited access highway. We certainly do not need a less than 20 mile section of such a highway in the middle of Scioto County 50 or more miles from the others.

What would solve the problem?

The easiest and probably less expensive solution would be to start at the north edge of the Portsmouth city limits and build a levy-bridge across the Big Scioto River bottoms and connect to the new section of routes 73-104 that go directly on to the Ohio River bridge. In this way the traffic would be removed from Scioto county, would have an existing four-lane highway to proceed east-south to the Ashland Huntington area. A wise traveler could cross back over the Ohio River using the Greenup dam bridge.

If it is deemed better to keep the traffic in Scioto County a good new two lane road through the unpopulated areas of the region would solve the problem. A two lane road with some passing lanes would be better. A four lane road like Route 32 would be ideal. A limited access road is definitely overkill and would only offer limited use to the local residents.

Should cost be the major factor in site determination?

No. Of course the cost of the project is important. But the money should only be a factor in determining how deluxe a highway to build and when it should be built. The road should be planned for the area that will have the least impact on the citizens of the area in terms of their homes, businesses, and farms. If it costs more to have the route that does that, so be it. The cost would determine what level of highway to build and how long it would be before the money is available. If a poor but honest man has no automobile he doesn't steal money from his neighbors to buy one but he looks at what type cars are available, picks the one he feels he can figure out a way to earn the funds needed to buy, and then sets about earning the money.

Which of the original proposed routes should be selected?

I don't know. But I do know that it should be the one that only utilizes the ample amount of timberland in the county. If the "Airport" route is selected, in respect to the route from Minford to Wheelersburg, the most western part of the original plot should be used with the route turning where necessary to go between Camp Bennett and Highland Bend. There is an electric transmission line running along this area, the road could probably follow somewhat the same route. We could probably get a "Scenic Highway" designation for that section, especially where the road would leave the hills and goes over the railroad and Little Scioto River.

What if the proposed route is selected?

If the proposed route, including segment A, is chosen I would hope that the "slight shift" philosophy that Mr. Tim Hill discussed at one of the highway meetings would come into play. A slight curve, changing the angle at which the new highway would intersect with the old 335, the C & O railroad, and the new 335, would remove the right of way from my property and from that of my son, saving whatever expenses these properties would incur. Approaching those three parallel items at closer to a 90 degree angle should reduce the cost of the required bridge. The added curves this would require should be minor with respect to the traffic flow.

Conclusion.

In conclusion I would like to summarize my comments.

1. Some type of by-pass is needed to help the present traffic flow in the county.
2. The solution need not, and should not, be a super, limited access highway.
3. The bypass should be planned with only traffic considerations. Economic development issues should not be considered.
4. Cost should not be the most important factor at the expense of the integrity of the community and the local residents.
5. A route that utilizes the hill land should be determined, keeping the road out of the level farm land and residential property.
6. If the present alignment, with section A, is selected, a "slight shift" should be applied at the point the new highway crosses the railroad and 335.

Hays E. Wilcox

SCIOTO COUNTY ENGINEER

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CLYDE S. WILLIS, P.E., P.S.



COURTHOUSE OFFICE
ROOM 106 COURTHOUSE
602 SEVENTH STREET
PORTSMOUTH, OHIO 45662
(740) 355-8265

GARAGE OFFICE
56 S.R. 728 - P.O. BOX 429
LUCASVILLE, OHIO 45648
(740) 259-5541

December 4, 2002

SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

Gentlemen:

I sent you a letter dated November 25, 2002 with some comments and observations. Since then I have learned of some concerns of the residents north of S.R. 728. I have always been a supporter of following S.R. 728 because I believe it is more economical and less disruptive of this area.

I have come up with a couple of ideas listed below which I believe, along with suggestion #6 in my previous letter (copy enclosed), will make this a more agreeable route. However, if some other routing north or south would be found feasible and affordable I would support it.

1. Perhaps making Morris Lane - Blue Run Road into a 3 lane road from the service road to Lucasville-Minford Road so that a right turn lane and a left turn lane could be provided off Morris Lane-Blue Run Road. Also improve the sight distance on Lucasville-Minford Road and provided a left turn lane onto Morris Lane-Blue Run Road along with a demand traffic signal. This might alleviate some of the concerns which have been expressed.

2. I also believe that this area could become a growth area if a deceleration lane and exit are provided for Westbound 823 to the service road along with an entrance and acceleration lane to re-enter 823 along with the same thing for S.R. 728 for Eastbound 823. This would be similar to the exit and entrance for Sciotoville on U.S. 52 Westbound.

In any case some thought needs to be given around the service road north of S.R. 728 to alleviate concerns of the citizens in this area.

If you have any question or concerns please call.

Sincerely,

CLYDE S. WILLIS, P.E.,
SCIOTO COUNTY ENGINEER

CSW/1

cc: J. Hagen, ODOT Dist 9
County Commissioners
S. Carter, Planning Commission
Doug Booth, Valley School Supt.

SCIOTO COUNTY ENGINEER

131

CLYDE S. WILLIS, P.E., P.S.

COURTHOUSE OFFICE
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(740) 355-8265

GARAGE OFFICE
56 S.R. 728 - P.O. BOX 429
LUCASVILLE, OHIO 45648
(740) 259-5541

November 25, 2002

SR 823 Study Team
Transportation Corporation
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

Gentlemen:

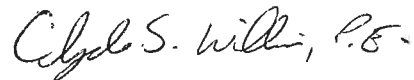
Enclosed are my comments and observation concerning the proposed bypass:

1. This bypass has had considerable press and public comment since it was originally proposed in 1991 as the Minford Bypass. Most everyone has supported the original route which has a long bridge and went through the hills and did not disturb many homes or existing infrastructure. When I saw your proposal which has Leg A/C, I became quite concerned about going through so many houses and some of the sparse developable land that Scioto County has. However, I support the bypass in whatever final form it takes.
2. If you are going to build A/C then at Simon-Miller Road where the proposed new road intersects with Lang-Slocum Road you should make Lang-Slocum Road the through road and Simon-Miller Road should have a stop.
3. I prefer option A because of the reason stated in 1 above.
4. Consideration should be given to improving Shumway Hollow Road all the way to Swauger Valley Road so that residents can use it more safely.
5. Section "B" from the interchange at the airport to U.S. 23 is the alignment originally proposed in 1991 and I still think it is the most viable route. If you move the road too far north on U.S. 23 then you do nothing for Lucasville.
6. I would suggest that consideration be given to connect the North service road to S.R. 728 and Robert Lucas Road. This is the major change for residents in the development north of the by pass. The Post Office is on Robert Lucas Road and everyone would have to back track to get to U.S. 23 and the Post Office as it is presently set up. Thomas Hollow Road is probably not a good option and residents would have to go out on U.S. 23 to get to the Post Office or backtrack about a mile.

I was told that the long bridge and hilltop route was pitched out but I still have a hard time believing that an extra mile or so of roadway can be added plus all of the expensive real estate that Leg A/C goes through can be done cheaper than the hill top route. Having built 4 lanes roads all over this State and worked up Bids for building the roads, I would always prefer building roads on the hills instead of soil conditions which exist on leg A./C. So if you get too much resistance to this proposal you might want to re-light the fire under the original proposal in some form.

If you have any questions please call.

Sincerely,



CLYDE S. WILLIS, P.E.,
SCIOTO COUNTY ENGINEER

CSW/1
cc: J. Hagen, ODOT Dist 9
County Commissioners
S. Carter, Planning Commission

Page 1 of 2

~~132~~

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To: Susan Swartz

Re: Portsmouth Bypass

From: Tim Tackett

2575 Lucasville Minford Rd.

Lucasville, OH 45648

(740) 259-5470

229

December 11, 2002

Susan Swartz
SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Dear Ms. Swartz,

As a member of the Lucasville community, I want to express my concerns about the proposed Portsmouth Bypass highway. I am against the bypass at its currently proposed location. In fact, if the highway cannot be relocated, then I am against the project altogether. I have several reasons for my feelings.

First, the road as currently proposed cuts through the middle of the 40 acres of land where I live. The new highway will leave me (and many other property owners) land locked, with no access to Lucasville Minford Road. Much of my land will be useless.

In addition to my property, thousands of acres of farmland in the Lucasville and Minford communities will be dissected and left with little, if any, value to the owners. Some of this land has been in families for hundreds of years.

Moreover, the proposed route will destroy the tax base of the Valley Schools, one of the most affluent districts in Scioto County. Many families will be forced to leave the district, unable to find equivalent relocation properties. The value of the land that is left will also be reduced, causing the district's funding to suffer. Minford schools will also face this issue. Surely a route could be found that would avoid splitting both of these school districts in half.

What's more, the road shows little advantage to local traffic. With so few access points, we will not even be able to get to the highway, much less benefit from it. How will it help local businesses when there will be no way to get to them? In fact, this highway will likely destroy Portsmouth. How can that be considered economic development?

For these reasons and many more, I am against the bypass at its current proposed location. We have no guarantee that the bypass will improve our lives, but we are guaranteed that the highway will ruin life as we know it. Most of us chose to live in rural southern Ohio for a reason, and that reason was not so that we could live within 100 yards of a major interstate highway.

Thank you,



Tim Tackett

132

Public Meeting

November 13, 2002

Comment Sheet

Name:

Joethy N. Jackett

Address:

2575 Lucasville-Minford Rd.

Representing:

Concerned Community Members

How will you or your family be impacted by the project (positives and negatives)?

I do not see any positives for my family or the area. The only positive will be for those passing through the area. They will be able to pass through much quicker than before. On the other hand, the negatives for my family will be the fact that this road (at its currently proposed location) will cut through my yard and the heart of my community.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

My suggestion would be to search for a route that will be less intrusive to the Lucasville community. In some ways, I can see why the state would want to connect route 23 and route 52. However, I do not think you should divert possibly the most affluent community in Scioto county, just so people from outside the community can "bypass" this area. It makes a lot more sense to me to either develop a route that does not affect this or any other community so negatively or put the entire project on hold until you can.

Other comments:

The only guarantee we have with this "bypass" is the division and ruin of the Lucasville and Minford communities. If jobs were guaranteed you might be receiving a warmer reception. But the facts are, the only thing that is being guaranteed is the ruination of this area.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

November 22, 2002

John Hagen – District 9 Deputy Director
Ohio Department of Transportation
650 Eastern Avenue
Chillicothe, Ohio 45601-0467

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DEPT. OF TRANSPORTATION
DIST. 9
DEP. DIR. OFFICE
REFERRED *K. Humble*

Mr. Hagen

We have lived in the Lucasville area for 6 years. We chose this community to raise our daughter in for a variety of reasons. Each of these reasons will be violated and erased if the "Portsmouth Bypass" is constructed as currently proposed.

The Lucasville community is a closely-knit one with people having strong ties to one another. The old-fashioned idea of neighbor knowing and helping neighbor is alive and well. The folks in this area support each other and they support the schools. The Valley School system is in the heart of the community and in the hearts of the students who attend and the parents and grandparents who entrust their loved ones to the staff and standards set forth.

If Highway 823 is built as proposed it will literally split this community and will do so with no benefit to it. The list of reasons to NOT build this road (or at least not with the proposed route) is long. We could talk of decreased property values as our house would be roughly ¼ mile from the highway. We could talk more of the decline in the old-fashioned traditions of small town living. We could talk more of the negative influence of "transients" passing through our area, people who pass through without notice or regard for the appearance or values of our community.

These things deserve to be listened to, as they are very valid points. It is the following, however, that concerns us perhaps the most. We must go back to the schools. The people who have planned the grounds of Valley Schools have done so carefully and competently. They have planned for today's needs but kept in mind future needs as well. They have utilized space available yet kept contingency plans should future expansion become necessary. They have also set up a safe entrance/exit system to get to the school facilities themselves. This may seem insignificant, but safety IS an important issue. To construct a highway so close to the schools will result in excessive traffic problems at and near each of the buildings. The current (safe) traffic patterns will be destroyed. Much more traffic will be directed onto surrounding roads not equipped to handle it. And during construction, the dangers multiply intensely.

What will the construction process do to the quality of work going on inside the classrooms? What will this highway do to the local tax base? No one is kidding himself into thinking that property values will be greater in our immediate area. What will happen to the enrollment, thus state and federal funding, at Valley? What will happen to our friends and neighbors who will be forced to relocate because of the proposed route?

We must confess that we have heard talk of this road for several years. And honestly, that's all it has been – talk. The words and stories, the plans, the proposed routes have all been heard and dismissed as just talk as nothing official has been offered to support the words of “pie in the sky” planners. Well, now, the words seem to have some merit to them. We hope it is not too late to cast some real dissent on some things that have not seemed too real until now. We sincerely hope that Highway 823 does not “gut” our community and produce dangerous situations for our kids as they go to and from school each day. We truly believe that in this situation the end certainly does NOT justify the means.

Sincerely,

Rick Shope

Nellie Shope

Rick Shope

Nellie Shope

117 Marca Drive

Lucasville, Ohio 45648

(740) 259-3368



Portsmouth Bypass

An Appalachian Development Highway

134

Public Meeting

November 13, 2002

Comment Sheet

Name: Howard Kingery
 Address: 186-Hanagen Morgan Rd. Wheelersburg, Ohio 45694
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

My family + I do NOT WANT TO LOSE OUR HOME. WE HAVE LIVED HERE SINCE 1975, AND HAVE VERY GOOD NEIGHBORS. IF THE BYPASS GOES THROUGH, PROPERTY VALUES WOULD PROBABLY DOUBLE, THEN WHERE WOULD WE BE.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

My suggestion would be RUN THE BYPASS THROUGH SWANER VALLEY AND HIGHLAND BEND.

Other comments:

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DEPT OF TRANS.
 DIST 9
 DEP DIR. OFFICE
 REFERRED K. Humble

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

RONALD E. MCKENZIE

ATTORNEY AT LAW
703 NATIONAL CITY BANK
P. O. BOX 1363
PORTSMOUTH, OHIO 45662
740 / 354-8602
TELECOPIER 740 / 353-5272

November 22, 2002

Susan Swartz, Project Manager
SR 823 Study Team
TransSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Re: Proposed Portsmouth By-Pass Project

Dear Ms. Swartz:

My wife and I have been advised that the Ohio Department of Transportation is proposing to run the Portsmouth By-Pass (SR 823) Highway along SR 728 through the Lucasville neighborhood and the Valley Local Schools. I understand that there is another route that has been proposed that would run north of Thomas Hollow Road through the hills and behind the neighborhood and schools. Obviously this route would be the best route, however, I understand that it has been abandoned because of cost.

My wife and I live at 224 Breckenridge Drive, Lucasville, Ohio. We own three lots and a new home that we moved into in May of 1999. We are opposed to the current choice of the By-Pass through the community of Lucasville and its neighborhoods and schools. We request that you do whatever is necessary and is in your power to seek additional funds so that the By-Pass could be built north of Thomas Hollow or to help have this project abandoned completely.

There are many reasons for our opposition to this route and listed below are only some of the many reasons why this needs to be changed or abandoned.

- 1. The access road will create ingress and egress problems for the community and schools.
- 2. Extended or detoured routes to our homes and schools by fire, ambulance and Sheriff's vehicles.
- 3. Erode tax base from our Valley Schools.
- 4. Small business decline.

Susan Swartz, Project Manager

November 22, 2002

Page 2

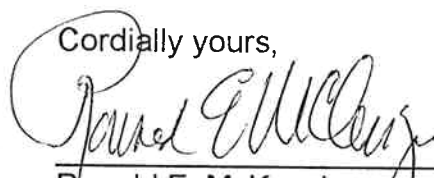
5. Hazardous waste extremely close to our homes and schools.
6. Major decline in property and home values.
7. End to the growth of our community.
8. No access to highway.
9. The By-Pass will inhibit growth to our most promising and most valuable real estate.

The Lucasville Community is one of the nicest areas in Scioto County. It has potential for growth with development of new homes and all this, if the current By-Pass route is adopted, will destroy this community and the people who live there will be adversely affected for absolutely no reason when there is a better alternative that will not disrupt our community or adversely affect those who live there.

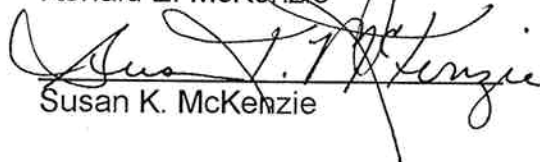
My wife and I built our home in order to remain there our entire lives in an area that is surrounded by two schools and in a progressive development with easy and safe access to SR 23. This action will destroy our community and we will not sit back and allow this to happen.

Again, my wife and I urge you to do whatever it takes to secure additional funding needed to build this By-Pass in the most logical area that will not effect the community and the neighborhoods or to completely abandon the project altogether.

Cordially yours,



Ronald E. McKenzie



Susan K. McKenzie



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002 NOV 27 - 2002

Comment Sheet

Name: Lisa Gampp - McCray
 Address: 1195 Dixon Mill Road Portsmouth, OH 45662
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

Under the present segment considerations, I will have a major highway going through my backyard. It will run directly through the back field that my uncle farms which will cost him money. My children and my niece and nephews next door will no longer be able to take walks, ride bikes or

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I am under the impression that there was another alternative called section 1A that went over the ridge instead of segments A, C and AC. After meeting with others concerned, it seems so obvious that this would be a much better route for all concerned. I am not merely asking you to do your road anywhere but where my family or friends have property because many of us are still effected by this alternate route. However, it does not ruin their valuable farm grounds or cut through their pastures, allowing them to

carry on with business as usual. Many would be very sad to lose this alternate property as we have hunted, hiked, rode horses, etc. through this beautiful terrain. It would still be a significant sacrifice to those involved. But, at the same time, if it kept segments A, C and AC from further development, it would be **

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

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 DEPT. OF TRANSPORTATION
 DIST 9
 DEP. DIR. OFFICE
 REFERRED L. Humble

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

* their four-wheelers around the field. One of the main reasons my sister's and my families moved to Dixon Mill was the large area of land where we could live and have fun. We have plans to put in a baseball field behind our homes for our children's teams to practice as well as for church use for softball. This would be greatly hampered by the construction of the highway. Having mentioned all these things, they are almost insignificant compared to what you are considering doing to my family. Your current proposal will destroy the livelihood of so many people by cutting a line right through their farms. They will have no access to fields, pastures and other areas vital to their businesses. My uncle will completely lose the only home he has lived in since he was married decades ago. Others will have land-locked properties which will now be useless and worthless. Most of these farms have been in families for many generations and have been maintained with pride by their current owners. It is difficult enough to make a good living as a farmer, but what are all these families going to do for income once they can no longer do the only thing they have known for years?

My father and his brother have worked so hard for the last thirty-five years to build up a business started by their grandfather in 1925. They are currently constructing a convenience store on State Route 140 which so many local customers agree is greatly needed here. However, this new highway, instead of helping local economy and businesses, is going to hurt many by re-routing traffic around them. It seems that no consideration has been taken as to how this will effect those of us along sections A, C and AC, only how it will benefit the areas on either side of the bypass.

I understand there are certain things you must consider when developing this route, but it appears that many things are valued over people's lives and businesses, such as dollars, wildlife impact, etc. I ask you to please remember my family, the others effected by this and how it will negatively impact so many.

** well worth it. This alternate route would be shorter than the proposed highway and have a much smaller impact on many farmers' lives. A study was done which says it would be much more expensive to run it this way. However, as yet no one has been able to provide this documentation. Even if it is proven that the cost is higher, I hope you will consider other factors more valuable than mere dollars.

I mentioned earlier about one of my reasons for living where I do. I used to live in North Carolina, but I always felt I was missing something. Well, I found it here. Not just in Ohio, or even Scioto County, but right here in this very close-knit community comprised of so many family members and friends. Here, we all help each other when we're needed, no matter what! I think it would be very sad to split what our community has developed over the last 200 years just because a company in Columbus who has absolutely no idea about us thinks it would cost less money. What a shame!

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13 December 2002

To Whom It May Concern:

I am writing today to voice my concerns over current proposed routing of the Portsmouth Bypass, a.k.a. Route 823. I have mixed emotions about having a bypass at all. However, it could possibly do some good for this area. Many of us will agree that Scioto County is in desperate need for job opportunities. But, I don't understand how taking away current jobs will help us here.

I am referring to what the proposed airport bypass will do to many of our farmers. These families rely almost entirely on the income their farms bring. They love what they do and the land on which they live. Sections A, C and AC will greatly reduce their abilities to make a good living by cutting through their properties and land-locking valuable acreage. Many of you involved in the final decision of Route 823 are not familiar with the Briskers, Knores, Kuhns, Wiehles, Gampps, Coriells, Devers and many others affected but if you are from this community, they are well known. Our ancestors settled here almost 200 years ago. Most of us are related in some way, but we all feel like family. Our parents, grandparents, and so forth have established in us a sense of pride for the area in which we live. We have worked hard to make this land as productive as it is now and putting a major highway right down the middle is something we don't find acceptable. How are these men supposed to continue earning income when their farms are bisected? Corporations which may or may not choose to build here in the next 10-20 years are not going to be able to help these farmers at all.

My father, Dale Gampp, is currently building a new convenience store on State Route 140 next to the proposed Section AC corridor. Our business has been here since 1925 and employs several family members including my husband and myself. Due to changes in traffic volume and road conditions, we have decided it is not safe to continue in our present building. The new building is being constructed on the opposite side of Dixon Mill Road where it will be much farther from the road. Already several hundred thousand dollars have been invested in this new store, to be completed in early 2003. The proposed highway will be just beside the new business but will have no access to 140. Therefore, it will not help this local business in any way. Furthermore, the rerouting of certain roads in the immediate area will force a change in traffic patterns, which will potentially have a negative effect on our business. When you consider that the new highway will most likely be the favored route of commuters who presently travel State Route 140 to Dixon Mill to State Route 335 to Lucasville-Minford Rd., you will see the likely impact on just this one business. When you factor in the other small businesses

along this route, you will see that this highway could do more harm than good for Scioto County.

I live on Dixon Mill Road and Section AC runs right through my backyard. I am not happy about our lives being disrupted or permanently changed for the construction of Highway 823. I want my children to have a nice, quiet area in which to play and grow up. I would accept this, however, if it didn't do so much damage elsewhere.

Having said all of this, I want to stress that I am not for killing the project altogether. I am for reconsideration of the former routes. Section 1A, which is favored by our county commissioners, county engineer, local ODOT officials, and nearly all of the property owners affected by the current routing, is a far better choice. Section 1A still impacts some of the same land owners as A, C and AC but it doesn't affect their valuable farmland and is a shorter route. It seems so obvious to everyone here but not to the powers-that-be. Why?

If your answer is simply "dollars", then take another look at the Feurt Hill Bypass. This route, according to Tran System's studies is cheaper, shorter and affects fewer homes and businesses than the airport bypass. It also has a higher cost-benefit ratio than the current proposed route. There would still be access to the land in Lucasville proposed for development, as well as the properties in Franklin Furnace. The only piece missing would be the "supposed" land in Minford, which is not even for sale! You are using the airport as a pawn for an entire highway when according to Airport Authority (even after upgrades) they will be limited to landing only the largest private jet! They can do that now and it hasn't brought in any development.

I want Scioto County to flourish some day, but I mostly want my children to grow up in a wonderful neighborhood. I don't want my family to be split by a highway. I don't want my kids to never experience "going to Grandma's farm." I want them to be able to work for a family business that has been around for nearly 100 years. I have serious issues with the current route, not only its location, but the way it has been presented as well. I am asking you to please consider my comments and do the right thing, not for the commuter or vacation traveler, but for those of us who will be here everyday for the rest of our lives.

Thank you,

Lisa J. McCray



Public Meeting November 13, 2002 Comment Sheet

Name: Leonard - Savage 081261000
 Address: 155 MARCA DRIVE, LUCASVILLE, OHIO 45604
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

NO POSITIVE IMPACT. THE PEOPLE OF THE AREA WORK FOR YEARS TO GET A LIBRARY, THE SCHOOLS WERE MOVED AWAY FROM THE HEAVY TRAFFIC AND NOW YOU NEGATE EVERY THING THATS BEEN DONE. PROPERTY VALUES WILL DROP.
(SEE ATTACHMENTS)

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

WE WERE TOLD AT THE MEETING THAT USING THE LUCASVILLE ALTERNATIVE WOULD SAVE \$15 MILLION OVER ANOTHER ALTERNATIVE, SINCE WHEN HAS OUR GOVERNMENT EVER TRIED TO SAVE MONEY?
SPFL - THE \$15 MILLION AND LEAVE US ALONE!

IF YOU SPEND MONEY ON THE PROJECT, IT WILL CAUSE THE PROJECT TO FAIL!

Leonard Savage

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

"PORTSMOUTH BYPASS" – HIGHWAY 823

How it will adversely affect Valley School District and *OUR* community!

PROPOSED ROUTE:

U.S. 23 east on SR 728 through the Lucasville Library branch, directly in front of our school buildings. The highway will follow Lucasville-Minford Road east to Glendale Road and continue east to Wheelersburg by way of the Minford Airport. We will have no access onto the highway! The front entrance to each of the following roads: Bel-Air Drive, LaBita Drive, Pleasant Drive, Breckenridge and the present Valley Schools' Drive, will be cut off and a new access road will be built sending all traffic east to Morris Lane-Blue Run in order to get under the highway and back to SR 728.

CONCERNS:

- *Access Roads
 - Daily traffic congestion
 - Volume of traffic on small rural roads (Thomas-Hollow, Morris Lane-Blue Run)
 - Traffic flow problems for extracurricular activities at school
 - No access to highway
 - Detoured route to Lucasville from schools and surrounding roads
 - Travel next to and under the highway along Lucasville-Minford Road
- *Emergency (Fire, Ambulance, & Sheriff)
 - Extended or detoured routes to our homes and schools
 - Lengthened response time
- *Financial
 - Erode Tax Base from our Valley Local School District
 - Decreased state funding for the school district
 - Small business decline
- *Education
 - Disrupt education due to noise (middle school)
 - Hazardous waste extremely close to our buildings and students
 - Fewer students will want to attend our schools next to a major highway
- *Community
 - Destroy a small rural area setting
 - Relocate more than 30 homes from our community and school district
 - Force others to live next to a major highway or move
 - Major decline in property and home value
 - End to the growth of our community
 - Insurance cost may increase
 - Trash from highway into our community

This will affect all of us! Please help keep our community and school district as we know it. The route is a proposal, not set in stone! You may use the form sheet for comments or write your own letter to the addresses provided. **Thank You!**

NEGATIVE IMPACT ON THE LUCASVILLE LIBRARY

- The Lucasville Branch Library is a full-service library providing services to residents of northern Scioto and southern Pike counties. The next closest library (Main Library in Portsmouth) is 11 miles away
- The Lucasville Branch Library supports the learning process for 3000 K-12 students in the Valley and Northwest school districts
- The Lucasville Branch Library provides free meeting space for non-profit community groups and organizations, most notably the Adult Basic and Literacy Education classes provided by Northwest Local Schools
- Use of the Lucasville Branch Library is growing rapidly. Circulation of materials in October 2002 was 34% higher than in October 2001 and computer use was 37% higher for the same period. By the end of October 2002, the library had ~~more~~ ~~than~~ ~~it~~ ~~did~~ ~~in~~ ~~all~~ ~~of~~ ~~2001~~.
- The ODOT maps published at www.portsmouthbypass.com show that the southern border of the bypass corridor bisects the Lucasville Branch Library and its grounds, putting the library and the value it adds to the community at risk
- If the bypass is constructed on the site of the Lucasville Branch Library, it is possible that branch library services to the Lucasville community will cease. With reductions in state funding, the Portsmouth Public Library is not equipped to relocate the current building or to build a new facility even if suitable land is available. The cost of constructing a new facility, not including land costs, would be in excess of one million dollars.
- The library's current location near the intersection of Routes 23 and 728 make it readily accessible from all directions. If the library site is preserved, the construction of the bypass may interfere with the ability of residents to access the library, ending the current growth of the Lucasville Branch Library
- The Portsmouth Public Library has plans to expand the parking area at the Lucasville Branch Library and has considered building a bookmobile facility next to the existing library. These plans will not be feasible if the bypass is constructed in its proposed location.
- If the library site is preserved and the bypass is constructed behind the library, the traffic noise will not be conducive to a library atmosphere where reading and study are daily activities.

TransSystems

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Susan Swartz, Project Manager
SR 823 Study Team
TransSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

I attended the Nov.25th public meeting concerning the Portsmouth Bypass at the Lucasville H.S. The tenor of the meeting left no doubt that most everyone there is opposed to the proposed route and for the most part opposed to the idea of a bypass being necessary or wanted at all.

The current proposal would not affect my property directly but would affect me as well all other local residents by curtailing access from one side to the other of the limited access road.

The proposal is entirely unsatisfactory and illogical to split the Lucasville community with a limited access road!

My specific questions are:

Since the project was included in the 1984 proposal to reduce poverty in the Appalachian Region, is the justification valid today as it was then?

If it seeks to end isolation, why is it a limited access road?

Is the limited access more to expedite the traffic flow?

Why use a limited access road to connect US23 and US62 neither of which is a limited access?

How can a limited access road reduce poverty?

It would appear these meetings should have been held prior to the projections so that input rather than objections could have been expressed.



Sincerely, Eugene F. Marsh
96 Lang Lane
Lucasville, Ohio
45648

cc.

ODOT

Gordon Proctor, Director
ODOT
1980 West Broad Street
Columbus, OH 43223

John Hagan, Deputy Director
650 Eastern Ave.
Chillicothe, OH 45601-0467

**Transportation Review Advisory Council
(TRAC)**

ODOT Central Office Headquarters
1980 W. Broad Street
Columbus, OH 43206

Members:

Gordon Proctor
A.W. Maier
Jerry N. Hruby
Tom M. Studevart
Charles Gerhardt III
Patrick J. Ungaro
G. Kenner Bush
Donald E. Jakeway

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W. Dale Wortman
331 Pleasant Drive
Lucasville, Ohio 45648-8529
1-740-259-4658
wdwwoodenworks@aol.com

November 28, 2002

Susan Swartz- Project Manager
St. Rt. 823
TransSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

RE: Location of Route 823 By-Pass

Dear Sir:

I want to express some of the concerns I have about the proposed Route 823 By-Pass. First I think it best if I tell you a little about me. I have lived at 331 Pleasant Drive, Lucasville, Ohio for the past 32 years. I am a property owner, a retired business owner, a former member of The Valley Local School District Board of Education, currently Chairperson of The Valley Township Zoning Board of Appeals, and have always been involved in what I believe is best for this community.

Concern #1: The proposed location will affect the livability of the community;

- A. It removes the only medical facility we have, a facility that was 25 years in the making.
- B. B. It will remove our library. It is a library that took 20 years to achieve. It is a highly used, well-placed and important asset to the residence and all the children of the greater Lucasville area.
- C. The schools will be negatively impacted, from a tax base, an enrolment, access, general funding for education, classroom atmosphere.
- D. Fire protection ratings will be impacted.
- E. Rescue and EMT service will suffer.
- F. Township roads and streets will deteriorate
- G. The most desirable home building area will become less desirable.
- H. Local streets will be over used.
- I. Land suitable for industrial development will be lost.
- J. Local residences will be impacted by real estate taxes and devaluation

Answers to the concerns:

- A. The cost to relocate the health facility will be in excess of the Fair Market Value at a time health care facilities are experiencing a negative impact from reduced payment by third party payers and from government reimbursements. The relocation of the facility will take away from the developable land available to the community.
- B. The library is heavily used. It must be in a location that is accessible to all residences from all directions, as it currently is situated. Again the

cost of total replacement and the total cost of relocation would not be fully funded. At a time when the funding to local libraries is being cut any additional costs would be too great a burden for the local library and the resulting consequences would be the LOSS of our branch.

- C. The impact on our schools is too great a burden for us to carry. Let me say also that I do not believe anyone in the Department of Transportation or the consulting firm doing this study has a clue about school finances and the management of a school district. Please permit me to shed some light on these issues.

#1. Local taxes support the schools. Our tax base is roughly \$40,000,000. Proposed Rt. 823 will take out some of the valuable tax producing property to the tune of about \$4,000,000. That is a loss of 10% of our tax base. It would require an increase of the local tax rate to generate the same dollars for the school district. I doubt that would be passed by the voters in this area comprised of, and I paraphrase from your own study as announced at the Lucasville meeting, high unemployment, high rate of poverty, and large percent age of retired persons.

#2. The proposed location of the by-pass would remove 50 to 60 students from the local district. Funding from the State of Ohio is based upon the average daily enrolment of the district. The current rate of funding is approximately \$5,000 per student. The loss of 50 students at \$5,000 each would take away \$250,000 from an already tight budget. The loss of 50 students would **not** reduce the cost of operating the schools. The utilities, bond retirement, building and grounds maintenance, will remain the same. It would not reduce the number of buses needed. Remove 2 or 3 students from each bus trip and you have not reduced the number of buses needed to service the district. In fact the realignment of the roads and streets and the increased number of dead end streets, not to mention the bus turn-around needed in each of those, might require more buses, and drivers to serve fewer students. Reducing the pupil enrolment by 50 students does not decrease the number of teaching staff required to provide the programs we expect and the state requires. The District now has over 180 students through open enrollment. It is believed 50 to 60 of these would be lost if the by-pass is located as proposed. This is another negative impact of \$250,000 to the district. Again, no reduction in staff and no reduction in fixed costs

#3. The closeness of the four-lane highway to the school will cause a serious distraction to the teaching and learning process. Noise is a serious problem. We went through that for years when our school was located along Rt. 23 and the railroad tracks. When the train ran or a truck started to wind up, all education stopped. Our new buildings are located where they are for these and several other reasons, such as exposure to hazardous materials, explosives and unidentified chemicals. Since I have served on the wardens community liaison I know these types of exposures are a concern to

the prison facility and I think they are of no less concern to us as they relate to our schools and children.

To make up the above-lost revenue it can be raised in only one way, local taxes. Since our taxable property will be reduced from \$40,000,000 to \$36,000,000 by the purchase of the homes and grounds associated with them it would require a local tax rate increase of 14 mils or a 50% increase in property taxes.

That dog ain't going to hunt.

- D. Fire insurance rates are passed upon the fire department training, equipment, approved hydrants, response time, and distance to the responding fire department. We are in a fire class 7 at the present and that requires we be within 3 miles of the responding fire department. The placement of Route 823 will increase our response time and make us over 5 miles to the fire department. We will be reduced to a fire class 9. This will cause an increase of approximately 40% in our insurance costs. This makes our community less desirable to new construction of not only homes but also businesses. This would also cause a big increase in the insurance cost to the school district. Every minute of response time over 10 minutes causes the loss and risk to double. The fire department is supported by local property tax. This Rt. 823 will reduce the tax income for the fire department.
- E. Valley Township Fire Department supplies rescue and EMT service and it will suffer the same as the fire department. All the staff on the fire and EMT units is volunteers. The interruptions of travel by Rt. 823 will increase the Fire and EMT response time for two reasons. The personnel will have to fight their way to the fire department, and fight the extended journey to the fire before they can begin to fight the fire.
- F. Local traffic now carried by Rt. 728 will be displaced onto Township roads. These roads and streets are not constructed to carry the increased traffic. New roads, IE access roads may be built by the State, will be turned over to the County, and will be turned over to the Township to maintain. The township cannot refuse to accept these "benevolent gifts" and receives no financial support for them. Thus the by-pass will in effect increase the number of roads the township will be required to maintain. The township collects local real estate property taxes to maintain streets, roads, and bridges. Again we have a reduced tax base creating less money to care for more miles.
- G. The newest housing development in the township will become less desirable because of increased noise, poor access, less fire protection, increased fire premiums, longer response time for fire and rescue, and a severely demised quality of life. Less new homes with children in them will further cause a decreased enrollment in the schools and create a new set of problems with the school finances.
- H. Local traffic will have to find new routes to get to Lucasville, the fair grounds, schools, library, water company, and to the west side. I believe streets like Pleasant Drive, which is narrow, without sidewalks, fully occupied by single-family housing, and already heavily used, will

see a double or tripling of use. The base in this street is not made for that kind of traffic. We went through that before Rt. 728 was built and do not want to return to heavy traffic, potted surfaces, and increased incidences of crashes, trash, and crime. Again the township will have a reduced income for more miles and heavier travel. This reduces the desirability of living here and will have a detrimental impact on the property values.

- I. We have only one area listed by the Scioto County Economic Development office as being suitable for industrial development. This new road, as now situated, will take half of that site of high potential for development and potential for increased tax base and turn it into no base. The company doing the study, the ODOT spokesperson, and Mr. Carter from the Scioto County Economic Development office said this highway would do nothing for economic development for Valley Township. **If you are not going to help us, why in the world are you bent on hurting us?**
- J. Real Estate taxes. I think I have made my position clear on how this Rt. 823, as now proposed, will have nothing but a negative impact on the schools, library, health care, fire protection, rescue, emergency medical services, streets, and quality of life we call "Living in Lucasville."
- K. The real estate values have already been impacted to the negative by this proposed location and the above affects it will have on all aspects of our life. I say move it or loose it.

Solutions and alternatives:

Part of my response is based upon a study and survey we did about 12 or 15 years ago. W.O.M.E.N. Incorporated, a group of business and professional women in Portsmouth and the surrounding area conducted a series of meetings that I and about 60 other persons participated in on 6 consecutive Saturdays. The program was called B.E.S.T. (Building Each Step Together). One of the sub-sections was transportation, which I and Eugene Gahm from Lucasville, Fred Carver from Franklin Furnace as well as 10 others served as members.

- A. Locate the by-pass so it exits US Route 23 north of Lucasville and south of the fair grounds and continues on a route through the hill area so as not to divide, dissect and destroy our community by killing development already started, schools which are among the best in Ohio, erode the local tax base, one of the few cultural centers, the library, the only health care facility, the fire and rescue services we depend upon, and kill half of the industrial development property in the community. You have already said this Rt. 823 would do nothing to promote industrial development in the Lucasville area, why try to kill what we have and remove hope for the future?
- B. Locate the new road so it will exit US Route 23 south of Lucasville and continue through the hills in an easterly direction. The state already owns all the land on both sides of this section of Rt. 23 and it is not in an area of development. The land has no residences; only 2 paid employees, the rest are prison labor bused in from Chillicothe.
- C. If you want to truly build a by-pass and open up for economic development the area of Minford, use the already completed

interchange at Routes 23 and 32. Continue to approximately Route 335 and build the by-pass south toward Minford, tie it into South Webster, and then into the Jesse Stuart Bridge at the Greenup Dam. It would give a direct route for the north and south thru traffic and facilitate truck transportation to and from the industrial park in Franklin Furnace, all the development land along the Ohio River, the area of the two communities of South Webster, and Minford. It would aid in development of the Franklin Furnace area. As it stands now it takes over one hour and fifteen minutes to get a loaded truck from the industrial park in Franklin Furnace to Piketon where they can proceed north, east, or west. Taking this route already solves the cost of dealing with double railroad tracks at Lucasville.

- D. Moving the route to the south and closer to the Southern Ohio Correctional Facility will save a limited number of homes, and they are homes not houses, but this still leaves all the problems I have listed in A through J. That renders this option as unacceptable.

You have planned a highway that causes more problems than it solves. It is my hope that my concerns will be heard and appreciated. It appears to me that much more "Home work" needs to be done before a viable placement of Route 823 can be proposed.

Sincerely,



W. Dale Wortman

December 2, 2002

PORTSMOUTH BYPASS

HAVING ATTENDED A LOCAL MEETING CONCERNING THE BYPASS. THERE ARE SEVERAL THINGS THAT CONCERN ME ABOUT THE PROPOSED SITE.

IT IS TOO CLOSE TO OUR SCHOOLS. THE INCREASE IN TRAFFICE, NOISE AND POLUTION WILL BE GREAT. WE HAD RT. 23 GOING BY ONE OR OUR SCHOOLS EARLIER AND IT WAS VERY DISTURBTING TO THE STUDENTS. THE DAILY TRAFFICE TO AND FROM SCHOOL WOULD BE MADE MORE DIFFICULT BECAUSE OF CONJESTION IN THE AREA. THE LACK OF ENTRIES WOULD MAKE FIRE AND EMERGENCY RESPONSE MORE DIFFICULT.

IT IS TOO CLOSE TO A MAXIMUM SECURITY PRISON. THERE HAVE BEEN SEVERAL EXCAPES IN THE PAST AND THIS MIGHT MAKE IT MORE DESIRABLE FOR A NEW TRY.

THE FACT THAT IT WOULD SEPARATE THE SMALL COMMUNITY IS NOT DESIRABLE TO THE RESIDENTS OF THE AREA. WOULD REMOVE ABOUT THIRTY HOMES FROM OUR TAX BASE. PROPERTY LONG THE HIGHWAY WOULD LOSE VALUE. THE PEOPLE LIVING HERE MOVED HERE TO BE AWAY FROM HIGHWAY TRAFFICE, POLUTION AND HAZARDOUS WASTE.

THE LOSS OF MORE TAXABLE LAND WOULD AFFECT STATE FUNDING FOR THE SCHOOL SYSTEM.

THERE IS OTHER LAND AVAILABLE THAT WOULD MAKE MORE SENSE. IT WAS POINTED OUT AT THE MEETING THAT IT WAS \$15,000,000 CHEAPER TO PUT IT THROUGH OUR COMMUNITY. WHEN HAS SAVING THE TAXPAYER MONEY EVER BEEN A PRIORITY OF OUR STATE OR FEDERAL GOVERNMENT?

FAYE SAVAGE
155 MARCA DRIVE
LUCASVILLE, OH 45648



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: PAUL E MARTIN

Address: 1205 LUCASVILLE MENFORD ROAD LUCASVILLE, OHIO 45648

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

The project would have a very negative impact on me by removing or damaging the best parts of my community. It would change my way of traveling to work and to access US 23. My neighbors would have their property and homes in the proposed path.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I feel the current proposal would destroy our local medical services, our library, make access to the schools inadequate, and ruin the best houses in the community. I feel if the project is done it should take a route north of Thomas Hollow Road, or south around the Furst Hill Area. I am in favor of avoiding the path of an existing road.

Other comments:

I do not see this project as aiding Scioto County. It would do nothing to bring business if an interstate whisks traffic around us. A U.S. type route with more access would be favorable to a limited access highway.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



823

Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November ²⁵ 13, 2002

Comment Sheet

Name: CONNIE S. WEAVER
 Address: 9 MEADOW LN LUCASVILLE OH 45648
 Representing: MYSELF

How will you or your family be impacted by the project (positives and negatives)? ALL NEGATIVE

- | | |
|--|--|
| <u>1. ACCESS TO HIGHWAY</u> | <u>6. PROPERTY DEVALUE</u> |
| <u>2. RESPONSE TIME FOR RUMOR VEHICLES</u> | <u>7. LOSS OF LIBRARY</u> |
| <u>3. TAXES INCREASE</u> | <u>8. LOSS OF TAX DOLLARS FOR SCHOOL</u> |
| <u>4. INSURANCE INCREASE</u> | <u>9. ADDED TRAFFIC - NO ACCESS</u> |
| <u>5. RISK TO SCHOOL CHILDREN</u> | |

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

1. CONSIDER U.S. 32 TO RT 335 CONNECTING THRU STOCKDALE INTO MINFORD.
2. FROM Hill TO 139 & BY PASS NEW BOSTON CONNECTING TO RT 52
3. NORTH OF FAIRGROUND RD.
4. BY-PASS LUCASVILLE WEST OF 23 TO HOUSTON HOLLOW AREA TO RT 139. OR CONNECT TO KY ROUTES.

Other comments:

THIS BY PASS AS CURRENTLY DESIGNED WILL MAKE NO IMPROVEMENT FOR LUCASVILLE. SOME OF THE BEST HOUSING IN THE COUNTY WILL BE DESTROYED.

THERE IS NOTHING GOOD ABOUT THIS BY PASS.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



823 Portsmouth Bypass

An Appalachian Development Highway

144

Public Meeting

November 13, 2002

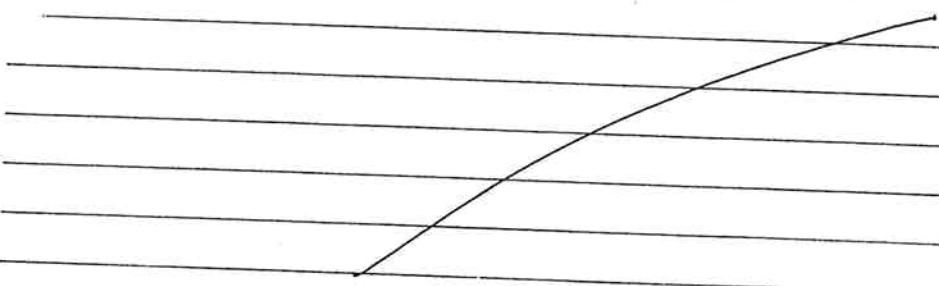
Comment Sheet

Name: Neal Ball
Address: P.O. Box 152 Minford Ohio 45653
Representing: Erwin-Dodson-Allen Funeral Home

How will you or your family be impacted by the project (positives and negatives)?

Water run off into the stream

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?



Other comments:

I own the funeral home in Minford, and Long Run Creek runs directly behind my business. With approximately 4 miles on the proposed road runoff will be put into the stream behind my business. Some time even now the creek gets out of bank and threatens my building, how is 4 miles of run off not going to put the creek over the top and into my building? At least now trees & grasses absorb a lot of water but concrete and asphalt won't.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

823 Study Team
Systems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

November 25, 2002

Gordon Proctor – Director Ohio
Department of Transportation
1980 West Broad Street
Second Floor
Columbus, OH 43223

Dear Mr. Proctor;

Have you thought about how this “Big” project will affect our “small” hometown? Our community and the Valley Local School District will be changed forever, and not for the good.

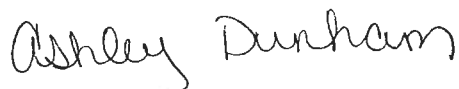
Lucasville is a small, clean town where we know everybody. If this bypass goes in, we will have daily traffic congestion, no access to the highway, and many other traffic flow problems. There will be a decline in the community population, as well as a decline in property and house values. Many families will relocate due to the bypass going through their house and others will be forced to live near a major highway.

Emergency and law enforcement traffic will be greatly hindered by extended or detoured routes to our homes and schools. Valley Schools are going to have enormous traffic congestion with only one road leading to the school. Many people will have to take rural roads, causing more traffic than necessary. Are you going to improve these roads for us? Or are you going to leave them for us to deal with?

Valley Schools will probably lose student enrollment, which will affect our state funding. The bypass will cause more air pollution, dust, and trash around our schools. Have you considered an alternate entrance for the school?

I hope serious reconsideration is made concerning the Portsmouth Bypass. I feel an alternate route could be found that wouldn't take out so many homes, be in such close proximity to a school district, and cause such traffic flow problems. I am all for progress, but this does not fit the definition of progress, in my opinion.

Sincerely,



Ashley Dunham

November 26, 2002

Skip Riffe
Court House
602 7th Street
Portsmouth, Ohio
45662

Dear Mr. Skip Riffe;

“Technology.....the knack of so arranging the world that we don't have to experience it.”

I'm sure you already know why I'm writing to you. Yea sure it's a class assignment, but out of all my homeworks this one touches HOME. In fact, this subject touches not only me but our WHOLE community. Being born and raised in Lucasville I believe I have the right to express my opinions about the government's decision.

I'm still puzzled about Portsmouth ByPass-Highway 823. I mean there's a lot of questions I have no answers for; like access roads, financial, education, community, but most of all emergency. I'm not sure whose side you're on, if you're for this or against it. Just why in the world would you want to triple emergency times. I just wonder how could or how can our fellow members that we voted into the council could care so less about the people. What about the people who supported them and looked up to them? How can those council members look straight into a child's eyes and say “I'm sorry honey, but because we wanted an easier way for drivers, we had to triple the ambulance timing by giving them new routes. That's why they couldn't get here in time to help pull your parents out of your burning house.” Who could say that to a six, seven year old, or any age for that matter.

Everytime I think of this bypass I picture a little girl watching her father beat her mother while she's crying behind a chair. Than she calls 911 and the police get there 10 minutes too late because of the new routes. They would have to travel miles out of the way to get around the bypass instead of just going straight across. I don't want to even think about what would happen if there was a traffic jam. How long would it take to respond then?

Please remind me of what almost every man or woman running for a position says. Oh yea, Better Education for our children. New books, better funding, and a more safer environment. Because all our children should deserve a place to learn and grow without worries. Yea right! Whoever said those words and vote yes for this highway shouldn't have their position, because they lied. This bypass will be at the middle school's front door leaving hazardous waste, litter, and who knows what could happen if there was a wreck that catches on fire. I hope every parent doesn't care about their poor child's safety while attending school. Of course they would, that's why fewer students will enroll at Valley. Not only will the population decrease so will the state funding for our district. There goes all our new books, extra sport funding, and much more. Now can those people who said we need Better Education tell me this is what they had in mind? I only wonder!

I've heard there's a different route the bypass could take. The new route will better for two reasons. First is more toward the school and education. Second is the community. Instead of taking thirty houses only a few would be taken. As the representative of our locals, please help us keep our neighbor connected like it is, without a strip in the middle of everything. Thank You!

Sincerely,

A handwritten signature in cursive script that reads "Sara Bullion". The letters are fluid and connected, with a prominent loop at the end of the last name.

Sara Bullion
Student of Valley High School

November 26, 2002

Governor Bob Taft
Vern Riffe Center
30th Floor
77 South High Street
Columbus, Ohio 43215-6117

Dear Governor Taft,

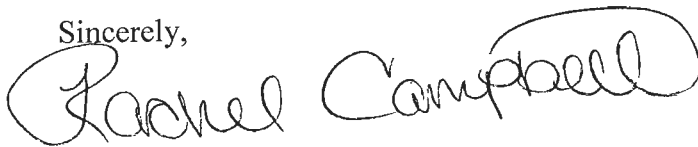
"If we don't stand for something, we'll fall for anything," are the strong lyrics of an old Alabama song. I must take my stand against this Portsmouth Bypass that you have been planning since 1964.

My name is Rachel Campbell and I have lived in the Lucasville Community all of my fourteen years of life. Even though it is small, it is still truly significant to me. Building the Portsmouth Bypass will only create many difficult problems for our small community. First and foremost, it will break apart our small suburb. Families will be segregated by an unstoppable force. There are not very many open lots in the Valley District. Thus taking us to the next point - funds for the school. If there are no places to live, we cannot go to school conveniently.

Also, Lucasville doesn't have the funds to build this "highway to bankruptcy." It has taken us a long time to establish our money, and even though it may not be a lot, it has lasted us quite comfortably. Now you want to squeeze the last juices out of our small economy for a bypass that we don't even have access to. Our small roads will be even more stuffed than what they already are.

I hope that my points have been presented well. We, the voice of the youth, the voice of the nation, should have say in what goes on around here. Unless it brings us more good than bad, we should stop this bypass in its tracks.

Sincerely,

A handwritten signature in cursive script that reads "Rachel Campbell". The signature is written in dark ink and is positioned to the right of the word "Sincerely,".

Rachel Campbell
A Valley High School Student

November 25, 2002

Gordon Proctor-Director
Ohio Department of Transportation
1980 West Broad Street
Second Floor
Columbus, Ohio 43223

Dear Gordon Proctor,

I believe it was Dr. Harriet Braiker that stated " Striving for excellence motivates you. Striving for perfection is demoralizing." As a student of Valley High School I believe that her statement applies greatly to your proposal of the Portsmouth Bypass. We, as students, are growing up in a day in age where perfection seems to have no limit. One person can never do enough to make something perfect, however they still continue to try. Unfortunately, to our disadvantage, they corrupt our communities in the process. To my concern, as well as my fellow community members, this present route of the Portsmouth Bypass will not only demolish a school district's structure, by which I might say they have worked so hard to gain, but pollute the environment by which you mean to run it through as well.

The present proposed route for Highway 823, as of now, will not only take out thirty homes in our town but run directly in front of our schools. Now correct me if I am wrong, but has it not been an all-time goal for Americans to leave this world a better place for the next? Has it not become apparent to the minds of those working on this project that education is what gets you places in this world? Technology and materialistic items have consumed our world so much that we have forgotten what is important. This road in front of our schools will distract our educational routine that is the basis of our structure. Not only that, but the safety of our community's children will be jeopardized.

True, this road could possibly help economic growth in the area; however, must we destroy the present community? Though this is only speaking of the now proposed route. It has been said, and I believe it to be true, that you are overlooking areas of land that the road could run through so not to disrupt this peaceful area.

We mean no disrespect to those working to accomplish the goal of this road. The people of Lucasville simply wish to keep the structure of life that we have worked so hard to achieve.

In closing, if I only give you one thing to remember concerning this proposed route may it be this: Sometimes we look so intently toward the pinnacle that we stumble over the steps leading to it. Development begins just where you are.

Sincerely,



Alisha Rene' Weaver
Valley High School Student

November 26, 2002

Michael Shoemaker
Senate Building
Rm. 134 Ground Fl.
Columbus, Ohio
43215

Mr. Shoemaker,

The Portsmouth bypass is a GREAT idea! Lets thrash up our little town and put endless noise right across from our educational facilities. Everyone likes to visit a trashy, smelly town with a giant highway running right through it. HA HA!!

How much money is being spent on this project? 150 million!? if it's that much money then I think that there are certainly better ways to spend the money. Why blow that much money on something that's only going to save 10 minutes in travel time. why not spend it on people who need help. People dying of cancer would love to have money like that. come on, you can do better than a highway. People need food, and good health not an expensive bypass. we should spend the money helping people not hurting them.

There are more ways it's wrong than ways that it's right. what if there is an emergency, it's not going to be easy to get to the highway. Police, and the ambulance aren't going to have an easy route, how are they going to get to the problem in time. Are you more worried about saving gas or peoples lives.

Education is very important! How can children be expected to learn if they are constantly disturbed by traffic noise, and trash. Hazardous waste outside the schools could be pretty bad. Kids walking home could get sick from fumes. Students will also leave our school and that leaves little funding for it.

In conclusion I think you should find a new place for the road, or forget about it. Because we're not gonna let you build it where you are proposing to build it.

Sincerely,



Aron Queen
Valley High School Student

November 25, 2002

George Voinovich
317 Hart Senate Office Bding.
Washington, DC 20510

Dear Mr. Voinovich;

How would you feel if you lived here and were faced with this proposed bypass? Probably not very happy. You have to put yourself in our position. You have to consider how we must feel. It doesn't sound like a very good place to put it. This road will cause many problems in our community.

If you go through with this, many people are going to lose their homes. Would you like it if it took your house? Just like those people that would lose theirs, you would be furious! I'm sure there is a better or just as efficient route to take that wouldn't affect any houses or the school. This road would also mess up a lot of the traffic. It would cause, most likely, many traffic jams, or just slow moving traffic. Especially in the morning, when kids are trying to get to school. The new bypass would cause much confusion, and aggravation among the drivers.

By the chance that this is the best route to take, maybe the answer is to just not build it. We've been traveling the same roads for a long time, and it's done all right. It's not like we can't live without this bypass. It seems to me that the road isn't that important to be taking this many houses. I think you should reconsider this proposal. Thank you for taking your time to read this.

Sincerely,



Tyler Mains

Valley High School Student

November 25, 2002

John Hagen-District 9 Deputy Director (ODOT)
650 Eastern Avenue
Chillicothe, Ohio 45601-0467

Dear John Hagen;

Would you enjoy having a four-lane highway running through your bedroom? I think not. For some Lucasville and Minford residents you're not even giving them an option. I think its pretty bad of your group of money hungry intruders telling people they will have to move.

Don't get me wrong, it isn't so much about people having to give up their homes, there are also a lot of other disadvantages that come along with this that our school system will have to deal with. For instance, it will take longer to get to school due to ridiculous detours. I doubt many children from Lucasville or any other school districts will want to attend our schools, think about it the idea of loud 18-wheelers speeding by doesn't really attract kids trying to get a god education.

Need any more complaints? Ok heres more.. why have a highway through our town that serves no purpose to us? Sorry I don't have an answer to that question and if you think about it I doubt you will either. . I think if your going to ruin our community atleast have the decency to allow us to get on and off of the bypass at any time whenever we wish.

There are so many more inconveniences that come along with this highway; I don't really feel like explaining them all. I think you've probably heard them before. The idea of this was not to seem rude or cruel, but otherwise this letter would be pointless. I just hope you think about the gratifying impact in the people's lives around here. I also hope you realize that what you think might be the best thing to do, may not be the smartest.

I hope you take heed to this and really think about what you are doing. If your still insist on wrecking a perfectly good community, I hope sometime in your life you get a letter in the mail from "ODOT" telling you that your home will have to be removed for another one of these stupid highways. Then maybe you'll see where I'm coming from. Anywise, thank you kind sir for taking the time out of your oh so busy schedule to read this. Also, thank you for allowing me to speak my mind through this letter, I'm sure you will get quite a few of them.

Sincerely,


Karie Keaton

Valley High School

151

11/26/02

Gordon Proctor
1980 West Broad Street
Second Floor
Columbus, Ohio 43223

Dear Mr. Proctor;

Have you ever seen some of these schools with highways in front of them. They are pretty trashy. That is what our school will look like if you put this highway in. A highway is going to affect our learning because with all the noise the cars and trucks are going to make will affect our concentration.

We don't need a highway. There is not enough traffic. All this will do is make local people mad. There is several homes you will have to take just to build this highway.

Thank you for reading my letter, and please think about what you are doing.

Sincerely,

Jared Montgomery



152

November 25,2002

Mike DeWine
140 Russel Senate
Office Bding
Washington,DC 20510

Dear Mr.DeWine,

I would not like this highway to go through my community mainly because it will be of no use to me or any of my people. The destruction this highway will do to us will greatly affect our school systems and our town.

The thirty homes this highway will take will cause there to be less residents in our nice little community. We will not have enough tax funds for our school system. The highway disruption of vehicles will affect our learning abilities.

It would also turn Portsmouth into a ghost town, because no one would have to go through there to get to Wheelersburg.

Sincerely,
Steven Mcgraw

153

November 25, 2002

Mike DeWine
140 Russell Senate Office Building
Washington, DC 20510

Dear Senator DeWine;

I am writing this letter to stop the highway from coming through our community. I feel there is no need for this highway since there won't be a lot of use to the people in the Lucasville area. There are many concerns that I feel will affect us.

One concern is that the highway will be taking many homes. People might have to move out of our community. This will cause fewer people attending Valley Local Schools. Many houses will not be taken and will live very close to the highway. How would you like to look out your window and be starring at a highway?

Trash and pollution could be a problem for us. We want to keep our environment clean. Our schools will be very close to the highway. Students could hear the loud noises of the cars; this could be very disruptive.

Emergency is another major concern. The extended detoured routes to our homes and schools cause a problem. This would take longer for ambulance and fire fighters to arrive to homes. Do u think this could be an issue?

The highway will affect all of us in many ways. Thank you for taking your time and hearing what I have to say.

Sincerely,



Lynlee Bond

Valley High School Student

November 25, 2002

Governor Taft
Vern Riffe Center
30th Floor
77 South High Street
Columbus, Ohio

Dear Governor Taft:

I am writing to you in concern of the "Portsmouth Bypass" Highway 823. I am strongly against the building of it. The lives of Lucasville residents would be forever changed. All we would have left is memories.

What about the access roads? Could you imagine the daily traffic congestion? There would be more wrecks, due to the fact that Lucasville only consist of approximately three roads to travel on. Then in case of an emergency, rescue would have a difficult time getting to us.

Really, how many people would still live in Lucasville, and attend our schools? Most everyone would be forced to move. What would Lucasville consist of? Our friends and family would be gone, not to mention our homes, and community. People that are for it because they think they won't be effected need to think again. Since most everyone in the community will be moving, surrounding communities will become so populated it will be like a city. There would be no more peace and quiet.

Is education still a concern? If there were a huge highway right beside our schools, the noise level would be very disruptive. Valley wouldn't have that many state funds. Who would be left to even go to Valley?

I would greatly appreciate it, if you take my letter in concern. Thanks for taking the time to read my letter.

Sincerely,

Ciara Stambaugh

Ciara Stambaugh
Valley High School Student

November 25, 2002

Opal Spears
Court House
602 7th Street
Portsmouth, Ohio 45662

Dear Mrs. Spears;

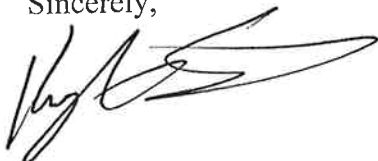
I am all for the Portsmouth bypass. Is what someone would say if they did not take into consideration what it would do to our community?

Here is what it would do to our community. It destroys a small rural area setting. Would relocate over 30 homes, which means fewer people would live in our community and go to our school. We are already small enough and cannot afford to lose more people. The highway would go over our houses and people would throw trash over the highway. Which means our area looks trashy.

It does not just affect the community; it also affects the education of the people who go to school to valley. It would disrupt us due to all the noise from the cars going overhead on the highway. The trucks going over head on the highway probably will carry hazardous wastes. When they do that it means that there will be dangerous wastes awful close to our schools. Fewer students want to attend a school that is close to a major highway.

My last point to be made in this letter is about the financial. It would erode Tax Base from our school district. Would lower how much money we get to spend on our school, which means worse school conditions. The small businesses would decline

Sincerely,



Kyle Smith

Valley High School Student

November 26, 2002

Michael Shoemaker
Senate Building
Rm.134 Grounding Floor
Columbus, Ohio
43215

Dear Mr. Michael Shoemaker;

What right does one have to take control over Lucasville and build a highway? One has no right, in my opinion. Don't you or the other people involved in this project, even care care to think of how serious this will affect people in Lucasville.

Have you ever considered the fact that building this highway, will demolish thirty houses in this community and leave many people to try to find or build new houses. Also consider the fact that many people would also be living by the highway. Which is not a good solution. For the fact known that little children who now play in their front yard, will not be safe to, if they choose to construct the highway. Small business will decline, which will cause the people who work and own them to find new jobs. Which lets face it, it's not easy to get jobs now these days.

Lucasville is a community not a city and people here would not adapt to aggressive, annoying, aggravating non stop traffic and noise every day. With the highway given us more traffic there would be a very good possibility of more wrecks and emergencies. What now may take ten minutes for a fire truck, ambulance, and sheriffs to respond to an emergency. May take longer with the traffic caused by the structure of the highway.

While building the structure of the highway in front of the school, will very likely disrupt and disturb the learning of the education the students need. The hazardous waste brought to the eye of the school and students is very dangerous and unhealthy. The fact that

probably not many parents would be happy, delighted, or acceptable about their younger kids attending a school by a highway, will cause the school to lose many students. Which may also cause a big effect on the school districts. It would also be a major effect if the state funding for the school district decreased.

Mr. Shoemaker, our schools are very important to Lucasville and so are the students and teachers. The residences in Lucasville are also important, especially since they are the ones who make up this community. We are a friendly community where we know each other and help each other in time of need. We don't deserve having a highway built right in the middle of Lucasville. Destroying houses and neighbor's, but the most major realistic, spectacular thing would be the community.

So I please ask you out of the kindness of your heart and the other people who want this highway. To put yourselves in the Lucasville community's place and try to see and feel our point of view. Please take a minute and think about what's being destroyed and what's being done. I close this letter with a quote. "If peace cannot be maintained with honor, it is no longer peace."

Sincerely,

A handwritten signature in cursive script that reads "Erica Smith". The signature is written in black ink and is positioned below the word "Sincerely,".

Erica Smith

November 26, 2002

Ohio Department of Transportation
1980 West Broad St.
Second Floor
Columbus, OH 43223

Dear Mr. Proctor;

You may not think small communities make a difference, but they do. My name is Sami Jo Yelley and I'm a 9th grade student at Valley High School. The "Portsmouth Bypass" is going to have an enormous affect on the Valley School District and surrounding community. To build this highway the project is putting families out of their homes and causing traffic problems throughout the area. The once small, quiet community will be a reformed disruption of a district. The lives of people who will be affected will be immensely changed. And one would do all of this to benefit truck drivers and anyone trying to get through Portsmouth faster? That's truly a sacrifice. It may be a sacrifice a person who doesn't care how our community feels is willing to make, but what about us?

I realize that the people in charge of this are trying to put the least amount of people possible out of their homes. This is helpful, but not only is it still a problem; so many others will be indirectly affected, whether it is by trash from the highway or new traffic congestion. Personally, I don't think it would be as big of a problem if we benefited from it. The bad thing is, we don't. It may help us all economically, but as a community we will be ruined. Yes, life will go on, and in the big picture, we're merely a dot on the map. Our tiny dot does have a purpose.

The beautiful school system that will be upset by the Bypass will be devastatingly changed. Putting a major highway in front of a school not only decreases value, but it fulfills the nightmare of a less content, quiet town. Noise and garbage will disrupt education and may help to remove students that our small community needs.

The highway does have its good points, I presume. It will generate more people coming through and viewing the area. It will also help truck drivers. If I didn't live in this area and love it so much, I don't think it would matter so much. This is where so many others and I were raised. Think about the memories in the homes the highway will take. Mr. Proctor, I believe this idea should be thought over again, because where it's at right now, its crushing memories and the calm community our people love so very much. Thank you for your time.

Sincerely,

Sami Jo Yelley
Valley High School Student

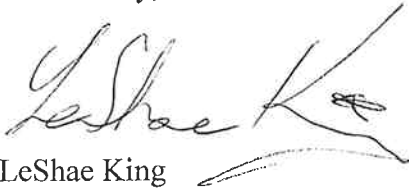
November 26, 2002

Doug White
Senate Building Rm. 220 2nd Floor
Columbus, Ohio 43215

Dear Mr. Doug White,

Lucasville is a small town. Everyone knows each other and for the most part everyone gets along. This highway does not affect my home, but it does affect my friends and my school, which I have attended since kindergarten. To be perfectly honest, I don't even really like this small place. Although, I do appreciate the comfort it brings to people. Lucasville is a calm community to raise a family, and many people would like for it to stay that way. This highway would bring a substantial amount of chaos to Lucasville and we wouldn't even benefit from its construction. Thank you for your time.

Sincerely,

A handwritten signature in cursive script that reads "LeShae King". The signature is written in dark ink and is positioned above the printed name.

LeShae King

November 26, 2002

Skip Riffe
Court House
602 7th Street
Portsmouth, Ohio 45662

Dear Mr. Riffe;

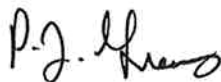
“Improvements make straight roads; but the crooked roads without improvements are roads of genius.”

We the citizens of Lucasville (the people who have to put up with this bypass) don't want this bypass to be built. For students, we will have to get up earlier. Don't we have to get up early enough as it is? Especially with school starting at 8:00 am. Not to mention the traffic problems that this would create on Morris Lane.

What about the delayed response time for emergencies? My father is on the Jefferson Township Volunteer Fire Department, and he claims that the department must travel to State Route 23 or to the Portsmouth regional Airport just to get onto the bypass if there were an emergency. If someone was severely injured, this delay could prove fatal. Also, on numerous occasions, the local 911 dispatch dispatches to wrong fire and EMS personal. This also causes more delays and with this bypass in place, this too, could prove fatal.

In closing, I'd like you to consider these scenarios.

Sincerely,



P.J. Gregory

Valley High School Student

November 26, 2002

160

Gordon Proctor-Director
1980 West Broad Street
Second Floor
Columbus, Ohio 43443
614-466-2335

Dear Mr. Proctor,

I am very disturbed by the choice you all have made on building the "Portsmouth Bypass-Highway 823". I am a fifteen-year-old that lives in the small town of Lucasville. As a teenager, what I say may mean absolutely nothing to your decisions or thoughts.

Lucasville Ohio is a very small town. We have three schools, the prison, one local library, gas stations, the post office, the fire station, and a total of six small restaurants. As you can see, we are a very small and content place. To build such a piece of work on such a great community would crush the hearts of the citizens of Lucasville. I like the fact that you are going to make a quicker route to Wheelersburg from Lucasville. My parents are divorced and my mother lives in Wheelersburg, while my father lives in Lucasville. This route would make it much easier on her. Although there is that one benefit, there are so many disadvantages.

I myself live on one of the small roads off of 728 and to have to drive a detour just to turn around? In my eyes is ridiculous! I know that this bypass will be loved by many people that can take this route, but to take a whole community's everyday living away when that community has no use for the route is to me just plain dumb.

There have been many thoughts and ideas flying around, but how about this one? Build it in a different route? By doing this you wouldn't destroy a content little town, but yet still make your bypass and a quicker route.

I have one more favor to ask. Why take peoples homes? Build somewhere that there aren't houses such as a hill or field. I feel that telling someone they need to move out of their home they have lived in for years is just rude.

All this for the truck drivers? I feel like some, not all, but some truck drivers do deserve a route for themselves when they have done so much to innocent drivers. I have been a victim of a trucking accident and it changed my life forever. I respect the truck drivers doing their job but some think they rule the road. To have this whole thing just for them is not my thought of a good idea.

Thank you Mr. Proctor for listening to my thoughts please put them to good use and good thinking.

Sincerely yours

Whitney R. Bell

Whitney Bell
Valley Highschool Student

161

November 26, 2002

Mr. Ted Strickland
1236 Gallia Street
Portsmouth, Ohio 45662

Mr. Ted Strickland,

"Hear the other side." The Lucasville side. My name is Larin Boldman and I am a freshman at Valley Middle School. Bypass 823 will affect and destroy many of homes, the garbage will take over and just lay there, and it will be right on the footstep of our Middle School. Please listen to my thoughts about how it will hurt our world.

As you have probably already heard this bypass is taking over 30 homes in Lucasville alone. The families that lose their home will have to re-build or buy a house back in Lucasville. We are a small town. There is no land left to build on and hardly any houses for sale. People would not like to live on the side of a highway.

People litter. Whom ever drives on this bypass and throws out their un-wanted trash, it will lay upon our community. Trucks that let out toxic fumes will pollute our air.

A question that is on my mind is "How will this help us?" I know that it will be a faster way to travel, but if I want to leave my house and go to the Country Store, I will have to go five minutes out of my way just to go to a store that is next door. The "bypass" will be directly in front of Valley Middle School. The noises will disrupt our education. If there were to be a semi-wreck in front of the school it would back up traffic to where students were late to and from school.

Bypass 823 will affect and destroy many of homes, our clean neighborhood, and it will disrupt Valley's school system. The road is no help to us, so please take our thoughts into consideration. I leave you with this quote: "Without hope we live in desire."

Sincerely,



Larin B. Boldman
Valley High School Student

162

Mr. Hagen
650 Eastern Avenue
Chillicothe, Ohio 45601-0467

Dear Mr. Hagen,

I am writing to you concerning Highway 823. My name is Nick and I have lived in Lucasville all my life. The hours I have spent in Lucasville, my dear home, are as a string of pearls to me; I count them over, every one apart. I have especially enjoyed the educational experience here at Valley. But if the Portsmouth Bypass is built, it will surely affect our schools. Litter and hazardous waste will be extremely close to our buildings and even our students. Loud and abrupt noises will be very disturbing throughout the day during our studies.

Another concern that I am deeply worried about is the relocating of 30 homes. I am really disturbed of the thought of my home being removed from me. My family and I have just bought our house about one year ago. It took us almost two months to find the right house. I have to admit that it is very hard to find a nice home in this area. If my family was relocated, I can't imagine of finding a decent home in this area especially with a major highway. My parents work full time and do not need to go through this. Even if a precious home is not taken, we will be forced to deal with every day life by a highway. I don't think that this can possibly help our economy, because it will be driving so many people away. Please consider every thing that I have said. Thank you for your time.

Sincerely,

Nick King
Valley High School Student

163

November 25, 2002

John Hagen
650 Eastern Avenue
Chillicothe, Ohio 45601-0467

Dear John Hagen:

Why fix something that's not broken? Lucasville did not ask for this, the only people this is going to help is the truck drivers. The proposed route will destroy over 30 houses and countless others unaccounted for. Some might think it's a favor to take everything in front of those houses and throw a field fence up. Take everything but the house, right? What about the oldest house in Lucasville? It's a landmark and its going to be in smack dab in the middle of this bypass. This road is just something to motropotize us, we didn't ask for that. There is a reason for living in the country. This road will bring in big gas corporations at the entrance of 823 with their low prices driving out small businesses in the area. This road might create the illusion that we will prosper, but that's all it is an illusion. Thank you for spending your time to read this I hope you take all this into consideration.

Thank you,

A handwritten signature in cursive script that reads "Les Dempsey".

Les Dempsey
Valley High School Student

164

November 25, 2002

Todd Book
800 Gallia Street
Portsmouth, Ohio 45662

Dear Mr. Book;

Even though the Portsmouth Bypass will help truckers it will destroy a community. Since the highway is going right through Lucasville and in front of Valley Schools the children who attend these schools won't get their needed education without disruptions occurring all day.

These disruptions may also cause a person to be tired from the lack of sleep that they incurred the night before. This could cause people to lose jobs or do poorly in school. Another reason why I oppose the Portsmouth Bypass is because the school funding will decrease. Without the proper funding we will not be provided with proper school materials and supplies.

Finally, with the detoured route through Lucasville this is bringing hazardous waste too close to our schools and students. Not only are we being exposed to hazardous waste, but are being affected by trash thrown off the highway.

Please vote no on the Portsmouth Bypass 823 issue and help our community and education improve instead of diminish.

Thank you for your time and consideration in this matter.

Sincerely,

Justin Bailey
Valley High School Student

165

November 26, 2002

Skip Riffe
Court House
602 7th Street
Portsmouth, Ohio 45662

Dear Skip Riffe,

I am writing in response to the Portsmouth Bypass Highway 823. There are many reasons why this highway should be built in the planned place. There will be financial, community and transportation problems if the bypass is built in this place.

There will be increased financial problems for Lucasville. One of the financial problems this bypass will create is there will be decreased funding for Valley School District. Due to all the noise coming from the bypass there will be a decrease in students, which will cause the funding to Valley to also decrease.

The community of Lucasville will be destroyed. If the Portsmouth Bypass is built it will end the growth and development of our community. This bypass will destroy at least thirty homes; this is not counting the homes that this highway will be beside. There will be a decline in property value due to all the noise coming from the highway.

The transportation will be impacted tremendously. The roads of Lucasville will be more congested. Our roads are already busy enough. This highway will cause emergency vehicles to take a longer response time. The Portsmouth Bypass will cause a long detour from places that took only minutes to get to.

In conclusion this highway will do more bad than it will good. The bypass will affect our community, the financial well being, and our transportation.

Sincerely,

Alan Baughman
Valley High School Student

166

November 25th 2002

Ted Strickland
1236 Gallia Street
Portsmouth, Ohio 45662

Dear Ted Strickland,

“Those who cannot remember the past are condemned to repeat it” Authorities have been trying to develop a bypass since 1964. It never happened. Now in 2002, we’re repeating the past. I’ve only lived in Lucasville for five years. Others have lived here all their life. It greatly affects everyone who lives here. I must admit, yes, Lucasville is very tiny, but for the past five years it’s been my home. Lucasville may not be so special, but to everyone in this community, it’s their sanctuary. We’ve always wanted people to notice us, take a notice to Lucasville. It’s not just the place where the prison is, it’s home. Now though you want to rip Lucasville apart, make family ties separate, tear everything Lucasville stands for.

The “Portsmouth Bypass”, is especially costly. All the money that is going to be used to make the bypass will break Lucasville down. Instead of trying to prosper our economy, it’ll decay our economy. Since it’s taken us so long to make 50 million dollars, it’ll take us longer to make more for the bypass. We sure won’t have the funds for this for a long period of time. You’re breaking the heart and spirit of Southern Ohio.

No one has the right to break any town down. The bypass doesn’t have the right to kill the community. I really don’t think the bypass will help at all. It will just break the thirty families that have lived here for years to move. I think we should keep Lucasville the way it is, and be happy with it.

Sincerely,

Nafisa Hasan
A Valley High School Student

167

November 25, 2002

Todd Book- Ohio Representative
800 Gallia Street
Portsmouth, Ohio 45662

Dear Todd Book,

“What else can I say but everything”. My name is Alexa Phipps and I live in Lucasville. It has come to my attention that the highway that you are planning to build will be ripping apart many people’s lives and future dreams.

This town of Lucasville may not even be a little piece of the puzzle, but to my family it’s a very important piece of our lives. I’ve lived here all my life and my brother is just now experiencing the joy of living in this quiet and peaceful little town.

Your highway will cause not only chaos in Lucasville but in Portsmouth too. People will not have to drive through Portsmouth anymore, causing a downfall in the industry. This Highway 823 will also affect new Boston. Local businesses will fail causing the local areas population to decrease.

I do agree that this highway will cause truckers and workers to eliminate their time getting to and from work, but it will not benefit our local area. You’re building this highway in hopes that it will “better the area” but how can you say that? Have you looked alongside a few highways these days? They are covered in trash and filth. If you promise to cleanup and to keep it looking nice is one thing, but not once have you made any effort in proposing that.

Lucasville may not matter to you, but it’s my home, my community, my way of life. I go to school here. My family owns a home. We enjoy living in this serene location. Please take into consideration the weight of all that lies here. We, as a community, love Lucasville. We want to better, it not destroy it. So don’t just ignore me, listen to what me and many others have to say. Thank You.

Sincerely,

A handwritten signature in cursive script that reads "Alexa Phipps". The signature is written in black ink and is positioned below the word "Sincerely,".

Alexa Phipps

Valley High School Student

168

November 25, 2002

Gordon Proctor
Director of Ohio Department of Transportation
1980 West Broad Street
Second Floor
Columbus, Ohio 43223

Dear Gordon Proctor;

I don't understand why one would want to build a major highway right on top of us. This company is not thinking about how it would affect our community. If this highway doesn't benefit us then why put it here? It affects where we live. This company is making our trip even longer and making us waste gas. This major highway would increase traffic, which also would increase wrecks. I am sure the company wasn't thinking about that.

When this highway is built, there will be so much waste in our community such as aluminum cans, wrappers, plastics, etc. So many houses are being destroyed and our library will be destroyed as well. If our library is destroyed they won't be able to build another one and that would affect us greatly. The only library left would be Portsmouth library and after they build this major highway no one would want to go to Portsmouth. If this highway would affect peoples' learning and reading than I advise you to take that in to consideration.

I hope this company decides not to put this major highway here. I also hope ODOT thinks about all the problems the company would cause in our community if this is built. Thank you for taking your time out of your busy schedule to read this.

Sincerely,



Tiffany Lane
Valley High School Student

November 25, 2002

Tom Reiser
Court House
602 7th Street
Portsmouth, Ohio 45662

Dear Mr. Tom Reiser;

What might be the effects of a major highway moving into a town, barely big enough to get on the map?

Education, reponse to emergencies, and our community will all be affected. Our education is important. If this highway come in front of our schools it will cause many distraction.

Hazardous materials will be carried by us in trucks everyday if the highway is built. The highway will cause parents to with draw their children from Valley School District.

The response to emergency calls are slow in Scioto County, so with less access to the roads, it will make the response to calls even slower.

This road will destroy our quiet, rural community and bring an over abundance of trash into our community.

If and when the highway is being built, it will take out over thirty homes and our beloved Lucasville Library. If the library is torn down, it will not be rebuilt.

Thank you for reading my letter and take the view of one of Lucasville's residents and Valley student into consideration.

Sincerely,

Whitni Hale

Whitni Hale
Valley High Student

170

November 25, 2002

Ted Strickland
U.S. Representative
1236 Gallia Street
Portsmouth, OH 45662

Dear Mr. Ted Strickland;

"Home is where your heart is", I'm sure you're familiar with this phrase. Well, in the Highway 823 Plan our homes will be separated by a long stretch of concrete.

I understand that Lucasville isn't a major city, but it is out home. There are many people whose homes have been passed down for generations. No amount of money will be able to replace that. Many people in our town will be forced to leave Lucasville. Like I said, Lucasville is a small town; they aren't going to find enough room to build new houses in our district.

If the Highway 823 Plan is passed, there will be detoured routes to our homes. This will cause lengthened response time to our emergency needs. When there is a medical problem, every second counts. By the time they get to us, it may be too late.

Lucasville will be most affected by the highway, yet there is no benefit for us in it. It doesn't take that long to travel to Wheelersburg. If they want to get there sooner, they should leave earlier.

I myself do not plan to be in Lucasville when the highway is built, but my friends and family will still be here. It isn't right to take up half of our town, to something that has no use to us.

Thank you for listening to my opinions and I hope you will consider my view points. Look at it through the eyes of the leaves, instead of from the trees.

Sincerely,

Stephanie Wilburn

Stephanie Wilburn
Valley High School Student

November 26, 2002

**Ted Strickland U.S. Representative
1236 Gallia Street
Portsmouth, Ohio 45662**

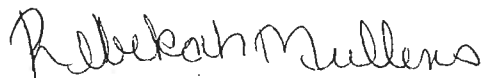
Dear Ted Strickland;

Hello, most of us here at Valley High School are 75% or more against the "proposed" route (Highway 832) from Lucasville to Wheelersburg. This highway would be a big problem to the people who live behind Valley Middle School. With the middle school close by it would be affected with noise from Highway 832. This will also go through our library where we get our information or books to read if the school library doesn't have it.

Who cares if the highway will make us rich, we just want to live in peace! We are already known for our prison. We don't need a highway here, and we are quite content with what we have now. There is not a lot of land to build on, and this will take to many homes.

Please help us. We need you here in Lucasville where you live. Thank you for reading this.

Sincerely,



**Rebekah Mullens
Valley High School Student**

November 26, 2002

Governor Taft
Vern Riffe Center
30th Floor
77 South High Street
Columbus, Ohio 43215-6117

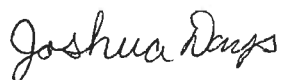
Dear Governor Taft,

Would you like to wake up next to a major highway less than 100 feet from your house? I'm one of those people. What is a quiet town will be torn apart, because of this highway. It won't benefit any person in Lucasville it is just going to destroy our town, our homes, and our right to learn. I think if this isn't going to benefit us then why put it here. All it will do is cause confusion, a better chance of wrecks, air and noise pollution, and lives torn apart. I personally do not want this highway, because I grew up here. All I know will be gone because of paved concrete. I think this is wrong. The people don't even get enough money for their house.

This also will destroy our only library in Lucasville. If the library is torn down it will not be re-built. This will hurt everyone: Students, teachers, and adults. So, if you could please do something it will be greatly appreciated. I plan living here when I'm older, and if this highway continues you might as well wipe Lucasville of the map.

Thankyou for taking time out of your busy day to read my letter.

Sincerely,



Joshua Days
Valley High School Student

November 25, 2002

173

Governor Taft
30th Floor
77 South High Street
Columbus, Ohio 43215 - 6117

Dear Governor Taft,

Does one expect people around Lucasville to be affected by the 823 Portsmouth Bypass that is no benefit to them? This highway can destroy Lucasville, and there are only three ways to access it. None are in Lucasville.

Those planning to create the highway expect us to take longer routes to get to the school or other places we need to go. More people will be late for school; they get in trouble and miss the first 15 minutes of education. People who live on Marca Drive would have to take a detour route down to Morris Lane and back just to get to the Country Store. What used to be a 5-minute drive will be a 15-minute drive.

With all the traffic on small rural roads, they will be blocked up. This causes more wrecks. If there is an emergency it will take fire trucks, ambulances, and police cars longer to get through. What used to take 5 minutes could take 20 minutes and could mean life or death for the person that's waiting on the ambulance.

What about education? The highway will be next to the middle school. The students will not be able to learn with all the noise from semi trucks and other vehicles. Waste thrown out of cars will be close to the school and students. Fewer people will attend our schools when this happens.

Our community will be destroyed. We will have to relocate more than 30 homes in our school district. Others will be left stranded to live next to a major highway or move. Offering only to put up a privacy fence or a row of pine trees.

Our city will be a mess. It will be destroyed because of a major highway we cannot use. I know it will not affect you but think for a couple of minutes what if this happened to you. Would you like it?

Sincerely,



Derrick Smith
Valley High School Student

174

November 25, 2002

Governor Taft
Vern Riffe Center
30th floor
77 South High Street
Columbus, OH 43215-6117

Dear Governor Taft;

How would you like to live in a peaceful community, and one day the Ohio Department of Transportation tells you they're building a large super-highway right in the middle of it? That's the case with our small area here in Lucasville. We're very happy with our rural and major roads. The Ohio Department of Transportation is planning to take those away and build a large super-highway. It will be of no use to us! They want to build a large, expensive project that will hurt us more than help us.

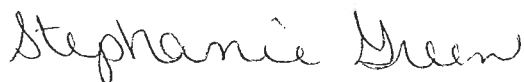
The Portsmouth Bypass, Highway 823, is going to destroy our small rural area setting. It will relocate over thirty homes from our area and school district. This will force others to live uncomfortably close to a major highway. The highway will result in a major decline in home and property value, and insurance may also increase. It will end growth to our community.

Highway 823 will also destroy our education. The noise will disrupt school while our students are trying to learn. Hazardous waste and pollution will be uncomfortably close to our buildings, and will be exposed to students. It will also erode our tax base and lower state funding.

Detoured and side roads will cause problems. There will be extended or shortened routes to our homes and schools. This will be unwholesome to our community in the event of an emergency. It will also cause major traffic problems on the small roads and detours.

Building this highway will cause terrible problems and results. Our community is happy and content with what we have now. Please consider doing away with the proposed plan for the Portsmouth Bypass (Highway 823).

Sincerely,



Stephanie Green
Valley High School Student

November 25, 2002

Michael Shoemaker
Senate Building
Rm.134 Ground Floor
Columbus, Ohio
43215

Dear Mr. Shoemaker,

Why does a person think they have the right to just ruin our community by putting a major highway in? We have people that have lived here all their lives; think how it would affect them. Why take it through our community when we don't even get to use it?

It will take at least thirty homes as a minimum. How would a person feel if one of those thirty homes were theirs? Say you lived there all your life and all of the sudden people think about having a highway take it away, wouldn't that crush you? I feel that if a person wants a highway that bad, that they should plan to move it where it won't ruin anybody's lives.

Thank you for reading this letter and hopefully you will consider changing your mind about the highway.

Sincerely,



Vanessa Smith
Valley Highschool Student



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Lisa Eldridge Osborne
 Address: 1509 Blake Hollow Rd Portsmouth, Ohio
 Representing: Blake Hollow

How will you or your family be impacted by the project (positives and negatives)?

There is not enough room on this paper to even begin to explain how my family will be impacted and have enclosed my comment on a sheet of paper.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

The only thing I can say is if your going to buy us out let us know ahead of time so it wont be last minute and give people a estimated time that ~~the~~ their property will be bought

Other comments:

Either way you go (Hire Ohio Workers) for the jobs. especially Scioto County Prove to us this Road will bring in jobs. and hire from here

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

My Name Tina Eldridge (Osborne)
1509 Blake Hollow Rd.

If you come across Blake Hollow
and Block the 335 Side off. Then
I would have to drive my children
to school every day. The school bus
does not run down Blake Hollow and
my children have to walk to the end
of Blake on the 335 Side to catch the bus.
And we would not be able to get in
out in the winter because the snow
close very little to our road now.
And I have a very sick father that
resides on my premises also and
in an emergency situation it would
take the squad or firedept longer
to get in here. if an emergency would
happen in the winter we wouldnt
be able to get no help. And if
you would buy my property I
would have to relocate to some place
where my parents could reside beside
me. because I am the one who
has to do all the running paying bills,
trips ^{to the} hospital + doctor, and finding a place

like that would be difficult.
And this property has been in
my name for 30 years. But my
father and his parents all lived
in here. Before the property was
bought and put in my name.
So there would also be a lot of
emotional distress for my father
and with his health been bad.
It wouldn't be good for him.

Thank
you

Jira Osborne
1509 Blake Hollow Rd
Postsmouth Ohio
45602



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting November 13, 2002 Comment Sheet

Name: Walter J. Eldridge

Address: 1560 Blake Hollow Rd Portsmouth Ohio

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

I'm a 71 year old male I have, Lung trouble, I'm on a Breathing Machine 4 times a day, I take blood thinners, my wife is 69 years old, Not in good Health going Blind, and Hard of Hearing, we need to be close to Tina Eldridge Osborne to help us and close to ~~the~~ Dr. Scoby, I ^{was} born + Raised in this Hollow my Mother + Dad lived here Grandparents, Aunts + Uncles all lived here ^{one time}

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

you can bridge over the road, that way you won't have to close this ^{Road} off, I used to work on the Heavy Highway const. I worked on the Wheelersburg Bypass, I was grad checker on it, this prop has a lot of old men here in it for me and our son's also. hunt is how you are going to have to give me + my wife time to relocate and to find another place with the same ^{acres} we also have to pay some one to help move us, My wife and I aren't able to do thing out. I need calls for 23 acres more or less, you could go above us if you would, and we can still get in and out.

Other comments:

My understanding the bypass, well only have 3 off on-ramp, that's Tuscarora will Winford airport, and Wheelersburg. The only people this will benefit is the true Bypassing Portsmouth, this will hurt Portsmouth, in by can't some of the Contractors around here do work on there, jobs, our men can't work because out of town const. brings their own men with the Levesour men with out work.

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5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting November 13, 2002 Comment Sheet

Name: David and Garnet Busse ll
Address: 57 Lindeman Rd. Sciotoville, Ohio
Representing: self 45662

How will you or your family be impacted by the project (positives and negatives)?

The by-pass will be going through our house. We will have to re-locate. We have lived here 21 years and raised our family here. We are not sure where we can go since we ^{both} work within 4 miles of our home. Even though it will be difficult to leave, our area needs to develop in order for industry to locate in our area. We need progress. Our people need jobs that will be good for them.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

If we have to relocate, it is our hope that ODOT will let us know as soon as possible when they plan to take our homes. It is unfair to property owners to make them wait for years (5-10y) to let them know. We can't ~~sell~~ ^{sell} or buy another home if left in limbo. We can't even sell without disclosing to another buyer that our house maybe torn down in a few years. Please don't do this to us.

Other comments: As stated above, as hard as it will be to relocate for us, the good that will come from providing a better road system over-rides the hardships. Our young people need job opportunities here in our area. This by-pass make it possible for development in our under developed area.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Susan Swartz – Project Manager
SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

Re: Portsmouth By-pass

Dear Susan,

I am a taxpayer, a homeowner, retired county employee, a widow living on a fixed income, living in the area of the proposed State Route 823. I have great concern of the future of this community and the Valley School District if this road is built where it is now being considered.

There are 191 homes and two businesses north of SR 728 and west of Valley High School in the Breckenridge Addition, Tomilson Addition, and the Holbrook Addition. To accomodate at least one car, and most households with two or more cars, Thomas Hollow Road and the Morris Lane-Blue Run Road will need to be completely rebuilt. Neither road will accommodate the flow of traffic that will be necessary if this proposal goes through. The cost of rebuilding these two roads plus an access road to SR 823 will be more than the 15 million dollars necessary to change the SR823 to the grey site or the "Feasible Alternative" north of Thomas Hollow Road.

I have great concern that the present proposal of SR 823 will use 45 acres for access to SR 23 using the only property located in Valley Township for the development of future business. Is not that the reason this by-pass is to be constructed? There will be no sites available in the Lucasville area to even consider for future development.

I moved to this area of Scioto County after my retirement in 1990. It is a quiet rural area settling. All of the 191 homes are brick or very nice frame homes (no mobile homes). This proposal as planned will devalue the property valuation of each of the 191 homes. These homes are the highest taxed property in the Valley School District. Additional State owned property plus devalued 191 homes will certainly hurt our school system.

Please move this road proposal north of Thomas Hollow Road. Do not destroy the future of Lucasville or the Valley School District.

Sincerely,

Mary B. Whaley
80 Ladonna Ave
Lucasville



Douglas L. Booth
Superintendent

Michael W. Bennett
Treasurer

Board of Education:

Carl Crabtree
Joseph D. Romanello

Don Crabtree

Roger L. Gahm
Charles W. Wilson, D.D.S.

Susan Swartz
SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Dear Susan:

The information listed below shows the negative impact the proposed location of SR 823 will have on property values and local taxes in our school district. The numbers listed are the current property values and annual taxes as listed in records at the Scioto County Auditor's office.

VALLEY LOCAL SCHOOL DISTRICT PROPERTY:

<u>Total Assessed Valuation</u>	\$53,043,540	<u>Local Taxes Generated:</u>	\$1,428,989
		(Residential/Ag only):	\$1,021,027
<u>Properties Effected by Bypass*</u> (14% of total assessed valuation)	\$7,439,790	<u>Local Taxes Generated:</u>	\$96,986

*These are properties along the bypass route. They are either directly in the bypass right-of-way or adjacent to it. The properties are almost all residential/agricultural (two businesses properties included). No tax exempt properties are included. The properties include:

	<u>Value</u>	<u>Local Taxes Generated</u>
SR728/Indian Dr.	\$1,172,280	\$15,060
Lucasville/Minford Rd.	\$4,682,210	\$61,259
Pleasant Dr.	\$267,510	\$3,310
Hearthstone Dr.(Breckenridge)	\$975,120	\$12,988
Glendale Rd.	\$342,670	\$4,369

It should be noted that almost all of the tax revenue generated in the Valley Local School District is from residential/agricultural properties. Approximately 63% of local taxes goes to schools, 25% to the townships, and 12% to the county.

The proposed bypass route goes through the heart of the district's most valuable real estate. The value of the properties near the bypass, in addition to those listed above, will certainly decrease and even fewer local tax dollars will be generated.

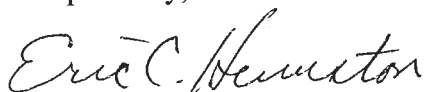
The most promising potential growth in the district is residential development. The areas along the bypass route are the areas of most promising development and are being harmed by the location of the bypass route. Thirty-three homes will be destroyed to build the bypass. Others will be devalued or abandoned because of their close proximity to the bypass. On Hearthstone Dr. at least twelve properties will be lost that have the potential for homes worth \$250,000 - \$350,000 each that would generate a total additional \$40,800 - \$55,200 in local taxes. Other properties in Breckenridge and along the bypass route will lose their potential as properties where people will build new homes. Already local real estate agents have reported to us that two prospective buyers of lots in Breckenridge have backed out of deals because of the announcement of the bypass location.

In addition to losing properties and houses, our district will lose students. There are currently 32 school-age students living in residences in the bypass route. Because there is very limited housing in our district, most of these students will relocate to areas outside the district. Also, we anticipate the negative effect of the bypass will cause us to lose a number of the 188 students currently attending our district as open enrollment students. Conservatively, if only 50 students are lost due to displacement and/or open enrollment losses, that would mean a loss of \$250,000.00 per year in state foundation aid.

Our school district and our community cannot afford these losses. The long-term negative impact of the currently proposed bypass route far outweighs the "savings" over a more costly route further to the north of Lucasville through the hills and away from our neighborhoods. Building the bypass to the north would not only save our community, but would actually enhance its potential for growth. We would be located within easy access of the bypass, heavy through traffic would be reduced on SR 728 and other local roads, and bypass traffic would be removed from our neighborhoods.

These factors are compelling reasons to move the bypass further north. Please give every possible consideration to them and make the right decision for the benefit of the Lucasville community and the Valley Local School District.

Respectfully,



Eric C. Humston
Assistant Superintendent

November 26, 2002

Dear Sir or Madam:

My name is Robert Kirk and I live on Pleasant Drive, Lucasville, Ohio. I am stating my opposition to the proposed location of the Portsmouth Bypass. The proposed route goes through the center of our most promising area for residential development. I feel that the value of my property and the property around me will go down in value.

I also feel that the impact the bypass will bring to our school system will be devastating. The safety of our children can not be measured in dollars. The traffic that will be forced on Pleasant Drive by not having access to Highway 823 will make a rural street a major highway.

In my opinion, the northern route through the hills of Lucasville will have the least impact on our community. In no way am I opposed to the development of our area, but I am opposed to the segment currently under consideration through the heart of Lucasville.

Sincerely,

Robert Kirk

134 Pleasant Dr
Lucasville

As a resident, property owner and employee at the prison, I am opposed to the proposed 823 bypass of Portsmouth through the Lucasville area.

I have lived in this area since 1974. My children went to school and graduated from the Valley school district. I became an employee at the prison in 1984; I now have 18 plus years.

A survey counting traffic in the area counted a total of 3000 vehicles. This statement was made at the hearing on Monday, November 25, 2002, at the auditorium at Valley High School.

There are 738 employees at the prison, working four shifts. Don't you think part of these 3000 vehicles counted were employees going to and from work. How do you plan to access employees at the prison when the only proposed ingress and egress is Morris Lane? The entrance into the prison is oriented to the present highway, Route 728. (Lucasville-Minford Road). The heavy volume includes school traffic, employees going to and from work at the prison. Traffic will be forced onto local roads that were not designed to carry such a volume, a real safety hazard.

One of your proposed ideas is to go closer to the prison, taking part of the parking lots. How do you plan to protect the community with the potential threat of exposure to chemicals if a 18-wheeler transporting hazardous chemicals wrecks?

This idea also places a potential threat to students who attend middle school, elementary and high schools. A potential threat to those who work and are incarcerated in the prison, a prison population of 1400.

By putting the proposed bypass through our community, you're exposing us to transient traffic; exposing us to a greater potential to theft and robbery.

Who wants to see a prison?

We recently received an increase in our real estate tax bill, which was based on the recent development of homes built in the area, homes valued at \$250,000. or more. Because of this development, the value of houses built 30 years or more are valued higher and the resale of our homes is higher translating into more money in our pockets when we sell. By bringing this bypass through our community the value of homes will go down.

Potential buyers look at school districts before buying a house, our community has worked hard developing a tax base to support this district.

Because of limited access to our homes the response time by fire equipment will also increase our fire insurance bills.

Bypass Portsmouth by connecting to the Carl Perkins Bridge into Kentucky by a road across the river bottoms. Go north or south of Lucasville to look for potential avenues for this bypass. Truck traffic is already traveling SR #104, look at this potential avenue for a bypass.

Bypass Portsmouth by looking at other potential sites!!!!

Winifred Kay Appel
46 Judy Lane
11-26-02



823 Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting **November 13, 2002** **Comment Sheet**

Name: JAMES A. ELDRIDGE
Address: 1500 BLAKE HOLLOW RD SCOTTSVILLE OH 43082
Representing: MY SELF AND FAMILY MEMBER OF BLAKE HOLLOW R.

How will you or your family be impacted by the project (positives and negatives)?
IT IS A PRIVATE ground's AWAY FROM OTHERS
I'VE BEEN MAKING A PIECEFUL PLACE TO LIVE THEN FOR
MY SELF AND THERE'S LOTS OF GOOD HUNTING IN THERE
THE FAMILY HAS BEEN THERE FOR OVER 100 YEARS
AND THE FAMILY HAS ALSO MY BROTHER AND SISTER

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

FOR THE PEOPLE IN THE RT. 335 AND 134 RT THEY WILL
STILL HAVE TO USE THE OLD RT'S TO GET TO
THE END OF THE BYPASS THERE'S GOING TO BE ^{NO} EXITS
BEFORE NORTH OF LUCASVILLE TWO WHOLESALE BAY
THAT'S NOT GOOD FOR RESIDENTS OF WINFORD STOCKING
YES LATER ON DOWN THE ROAD THERE BE A RAMP AHEAD
BUT UNTIL THEN THE RT 134 RT 335 AND SUGGESTION IS
THE SAME ROUTE WITH THIS BYPASS FOR THOSE AREAS
THEY ARE GOOD GAME HUNTING IN BLAKE HOLLOW AND
DOWN THERE THERE IS TO 100 PEOPLE HUNTING THERE EACH

Other comments: ATKCA EACH YEAR
THE ROAD AT BLAKE HOLLOW IS ONE OF THE OLDEST
IN THE RT'S AND THE FIRST WITH MILL'S THAT'S HOW
MY FATHER GOT IT'S NAME, AND FAMILY BEEN IN THE
VALLEY FOR YEARS AND YEARS IF I THINK OF ANYTHING
I'LL E-MAIL SR 823 STUDY TEAM THANK YOU KINDLY
JAMES ELDRIDGE

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:
SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017
E-mail: scswartz@transystems.com AND FAMILY
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

December 2, 2002

Ms. Susan Swartz, Project Manager
SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive Suite 240
Dublin OH 43017

Dear Ms. Swartz:

I attended the recent meeting at Valley High School at which you and Tim Hill of ODOT attempted unsuccessfully to defend your plan to destroy my residential area. Perhaps you neither understood nor cared how deeply offended and angered the people of this community are. You blithely claimed that you couldn't route this so-called by-pass through an area of lesser impact because the cost is unacceptable to you and to the state of Ohio. We do not believe you. You will destroy our community. I know you care nothing about our lives and our homes, but we do. Expediency is your mantra.

You don't seem to mind destroying homes in what is actually a very nice residential area. You don't seem to mind damaging our tax base even more than the state already has by appropriating large amounts of land. The claim that this by-pass will improve our economy is a joke. We know that is not going to happen. You seem to think we are too stupid to see through this land grab.

You will significantly lower the value of this area's remaining homes, such as mine and hundreds of my neighbors'. We are not the sort of people who wish to live near a limited access highway. Perhaps you think we deserve nothing better, which is typical of people in central and northern Ohio, who regard persons who live south of Columbus as semi-articulate sub-humanoids who can be safely ignored.

A significant fact you hope to ignore is that the highway could be routed not only north of Lucasville, but also south of it through land the state already owns. It foolishly started buying too much land several decades ago to jam the prison into the middle of a perfectly nice residential and small farm community. The state doesn't need this extra land--it merely holds onto it and robs us of real estate tax money for our township and school needs. Why not put your highway north of Lucasville or south of it through land the state already owns? I am sure you know either of those options would have a much lesser impact than the route you have chosen, the worst possible choice for the most people. Having the prison is bad enough--now this by-pass is just too much.

Finally, at the meeting, you seemed surprised at the outpouring of opposition. You claimed, "We met with community leaders about this." You might have met with "important" people of Portsmouth, who care nothing for our community. They are not our leaders. The plan you had presented to township trustees, etc. from this county were not the same hideous plan you sprang on us at that meeting. You will kill our community and our schools. You are wreaking tremendous financial and social damage on us.

Sincerely,



Patricia Williams
P. O. Box 601
Lucasville OH 45648

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Public Meeting

November 13, 2002

Comment Sheet

Name: Jack + Gwen Lester
Address: 7956 SR 335 Portsmouth, Oh 45662
Representing: Gertrude McKenzie 7570 SR 335 Portsmouth Oh

How will you or your family be impacted by the project (positives and negatives)?

Loss of productive farm ground which has been in same family 100 years. Loss of access to timber/hill land. Loss of property that would be passed on to grandchildren + kept in the family.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

To move roadway to tops of hillsides that was in original plans. Thus, not interrupting farm production + possible continuance in family. This proposed route is in highly foggy area. Not good for safety of a major highway.

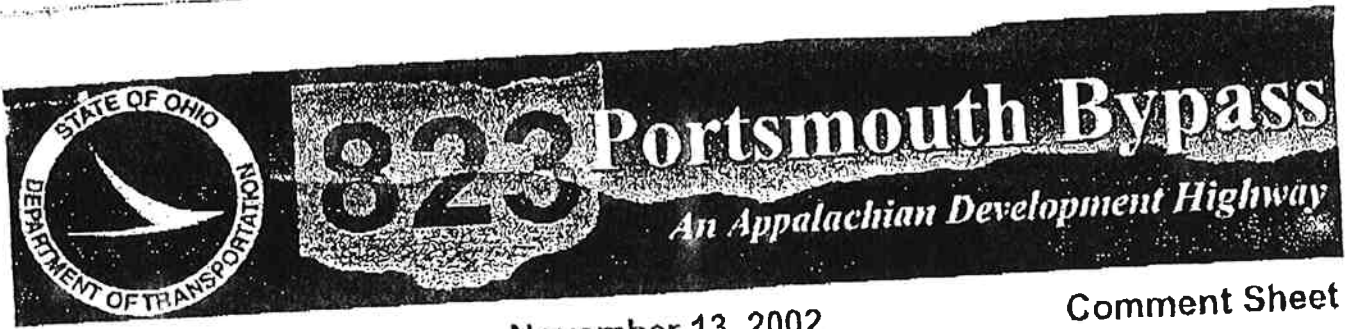
Other comments:

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November 13, 2002

Comment Sheet

Public Meeting

Name: Melissa Brisker
 Address: 237 Wheelers Mill Rd Wheelersburg Oh 45694
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

this farm is now in my 5th generation
it is my heritage do not take
it away from my children to come.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

go back to the gray area &
through the hills.

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Sanara Brisker

Address:

237 Wheelers Mill Rd. Wheelersburg, Oh. 45694

Representing:

How will you or your family be impacted by the project (positives and negatives)?

the farm I live in was going to be my children's heritage. A place their children could also return to. It has been in my husband's family since 1858.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

go back to the gray area and through the hills.

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002;

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Alan Brisker
 Address: 237 Wheelers Mill Rd. Wheelersburg Oh. 45694
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

farming & particularly the family farm was the origin
of the entire country. It is my heritage.
With the # of family farms dwindling
it is more important to protect my
heritage & cherish this farm.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

go back to the gray area & through
the hills.

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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CO-David F Shipps

From: CO-Susan Swartz
Sent: Monday, December 09, 2002 8:27 AM
To: CO-David F Shipps
Subject: FW: portsmouth bypass highway

Please print this and add it to the comment pile. Thanks.

-----Original Message-----

From: Paul Dawson [mailto:pdawson@peoplepc.com]
Sent: Sun 12/8/2002 6:32 PM
To: CO-Susan Swartz
Cc:
Subject: portsmouth bypass highway

I would like to express my concern regarding the proposed portsmouth bypass highway. It is my understanding that, if it is built as proposed, it will be devastating to homeowners and farmers. I guess I don't understand how anything that takes (or de-values) people's homes and farms can be good for the area. If the particular routing of this highway could be altered enough to bypass these homes and not disrupt so many lives then that could make quite a difference in the way it is viewed by the residents affected. In closing, I believe that, unless it can be re-routed, the negatives far outweigh the positives and, if I have a voice, I vote "no".

CO-Susan Swartz

From: Riehl, Adam [Adam.Riehl@Woolpert.com]
Sent: Monday, December 09, 2002 1:31 PM
To: CO-Susan Swartz
Cc: 'khumble@dot.state.oh.us'
Subject: Portsmouth Bypass

I am originally from Lucasville, Ohio and currently reside in Lloyd, Kentucky (Greenup County) near the Jesse Stuart Bridge (Greenup Locks and dam) across the Ohio River from Wheelersburg, Ohio. I am a registered professional civil engineer and work in Ashland, KY.

I feel this project is greatly needed. From a personal standpoint, my first preference would be to live near the Lucasville / Minford area. However, as you are well aware, there is not a good route from that part of Scioto County to US 52 and then onto Ashland. Furthermore, looking at the bigger regional transportation picture, this roadway would tie in nicely with the project currently under construction by the Kentucky Transportation Cabinet in Greenup County called the Industrial Parkway. As you probably know, this roadway when fully completed will connect US Route 23 in Wurtland to I-64 between Grayson and Ashland, KY. The Portsmouth Bypass in combination with the Industrial Parkway would provide expedient transportation for goods and services in this region and through this region and could be used as a marketing tool to potential new industry.

Professionally, at this point my only comment would be with regards to the type of roadway and access provided for this roadway. If an interstate grade roadway is selected, several more interchanges should be provided so that local traffic between Lucasville and Wheelersburg may also benefit from the roadway. There is no doubt that the entire community will benefit as a whole from such a project, however, I believe it is important to provide those communities most impacted by the roadway with some potential benefit in the way of utilization.

Initially, I envisioned this roadway as a restricted access roadway (either super two-lane or combination two-lane 4 lane) that would generally follow the existing alignment of Lucasville Minford Road and SR 335 in places and tie these roads back into the new roadway a strategic locations. This would provide a good "through road" with gentle grades and curves for industrial / commercial transportation passing through the area as well as an improved roadway system for the locals for every day driving. It would appear that such a roadway would be less expensive to build and provide a better level of service to the people of Scioto County.

I really believe that is the bigger question here. What would best benefit the people of Scioto County not the people passing through Scioto County? I believe that answer is a roadway which will tie US 23 with the airport and US 52 but also provide the people living in the effected communities with better roadways on which to drive daily to and from work and school.

My father's home is located at the intersection of Lucasville Minford Road and Brookside Drive in the Meadowbrook Addition (Thomas P. and Donna Y. Riehl). His property will be effected by this project, but probably not taken. While I do not speak for him, he seems to generally be in favor of this project as a whole, however, in order to access this roadway he would have to drive either to Lucasville or Minford to get onto the road. Therefore, he and my mother would still have to travel daily on the same windy dangerous roads as they do today. A "super two-lane/ four-lane road" with Lucasville Minford connected in a strategic location say near Cook Road provide a much improved roadway for their daily routine trips. In the sack of brevity I will not go into a lot of the concerns that the people of Lucasville have regarding this roadway. However, I feel one valid concern is having one point of connection at Rose Hill Road (aka Fallen Timbers

Road). This could potentially create a "bottle neck" situation for those going to and from the school and the state prison. At a minimum an interchange should be considered with an interstate grade road at this location.

The one thing I certainly do not want to see is no roadway built. Such a project is essential for the future survival of this area.

Thank you for your attention. Please feel free to contact me if I can be of assistance in any way on this project.

Respectfully,

Adam J. Riehl, PE
5510 Ohio River Road
Greenup, KY 41144
(606)-473-4706

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CO-Susan Swartz

From: sdmurray [sdmurray@sciotowireless.net]**Sent:** Wednesday, December 04, 2002 6:48 PM**To:** CO-Susan Swartz**Subject:** SR823

Just wanted to voice my opinion....

Why in the world would anyone think this will help Portsmouth? Our city will become nothing with everyone going around it. There will be no businesses left, no jobs, lots of homes for sale with no one to buy them. I am a single woman who would lose everything if I lost my job and I just can't see this county's economy holding up if there's not even an exit directly into Portsmouth. There will be no reason for people to come here, what would draw them? The murals? Get real! I sincerely hope this doesn't happen.

12/06/2002

192

CO-Susan Swartz

From: Kathleen.Fuller@dot.state.oh.us
Sent: Tuesday, December 03, 2002 9:16 AM
To: Riepenhoff, David L
Cc: Kaye.Humble@dot.state.oh.us; CO-Susan Swartz Swartz
Subject: Re: Portsmouth Bypass

Thank you, Mr. Riepenhoff, for your comments.

By way of copy, I am forwarding your comments to our consultants at TranSystems in Columbus, as well as ODOT's project manager, Kaye Humble.

I will ask that they submit these to the record, and if they have any questions for you, I am sure they will be in touch. Also, if you have any questions for us or require more information about the project, don't hesitate to write or call.

Thank you,
 Kathleen Fuller
 Public Information Officer
 Ohio Department of Transportation, District 9
 650 Eastern Avenue
 Chillicothe, Ohio 45601
 888-819-8501, ext. 136 in Ohio
 740-773-2691, ext. 136 outside Ohio

"Riepenhoff, David L" <riepenhoffdl@Ports.USEC.com>

12/03/2002 08:45 AM

To: "kfuller@dot.state.oh.us" <kfuller@dot.state.oh.us>
 cc:
 Subject: Portsmouth Bypass

Although I have not seen the proposed map of the bypass I have an idea of its location. I sure would appreciate if the location were moved a little west of the proposed location and run directly down Swauger Valley Road. Since I live there I know the land value that would be affected has little farm value and I would appreciate giving up my land for a decent price.

Thanks for allowing me to give my option.

Dave Riepenhoff
 4362 Swauger Valley Road

<rebecca@zoomnet.net>

David L. Riepenhoff

<<...OLE_Obj...>>

Mail Stop 2218

12/06/2002

Phone 740-897-5777
Fax 740-897-5650

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CO-Susan Swartz

From: Kaye.Humble@dot.state.oh.us
Sent: Tuesday, December 03, 2002 8:37 AM
To: CO-Susan Swartz
Subject: Portsmouth By-pass

Please add to public meeting comments summary.

----- Forwarded by Kaye Humble/Planning/D09/ODOT on 12/03/2002 08:36 AM -----

Fred Shoemaker
12/03/2002 08:13 AM
To: Kaye Humble/Planning/D09/ODOT@ODOT
cc:
Subject: Portsmouth By-pass

Fred Shoemaker
District Nine
PayCard Administrator
Purchasing Specialist and
Web Manager
(740)773-2691 ext. 243
Fred.Shoemaker@dot.state.oh.us

----- Forwarded by Fred Shoemaker/Accounting/D09/ODOT on 12/03/2002 08:12 AM -----

<internet@dot.state.oh.us>
12/03/2002 12:15 AM
To: <fshoemak@dot.state.oh.us>
cc:
Subject: Portsmouth By-pass

UserName: SUSAN MAINS BURCHETT
UserEmail: smburchett@aol.com
UserTel: 740-259-8079
UserFAX:
ContactRequested:
Date: 12/3/02
Time: 12:15:51 AM
Remote Name: 64.12.96.106
Remote User:
HTTP User Agent: Mozilla/4.0 (compatible; MSIE 6.0; AOL 8.0; Windows NT 5.1)

Comments:

PORTSMOUTH BYPASS
I WILL NOT BENEFIT FROM IT, I DON'T WANT IT, I DON'T NEED IT. AS A TAXPAYING CITIZEN OF THE STATE OF OHIO, PLEASE SPEND THIS MONEY SOMEWHERE ELSE. THE PORTSMOUTH BYPASS WILL DESTROY OUR SMALL COMMUNITY OF LUCASVILLE AND WILL PUT MANY LOCAL BUSINESSES OUT OF BUSINESS BECAUSE THEY WILL BE "BYPASSED". I LIVE IN THE HOLBROOK ACRES AREA AND WILL BE TRAPPED IN BY THE BYPASS. THE PROPOSAL SHOWS THE BLOCKING OFF OF 6 ACCESS ROADS INTO OUR NEIGHBORHOOD LEAVING ONLY ONE AT THE FAR EAST SIDE. OUR LOCAL FIRE AND EMERGENCY SQUADS WILL HAVE TO TRAVEL INTO ANOTHER TOWNSHIP TO REACH THIS ACCESS ROAD AND THEN BACK INTO OUR TOWNSHIP TO REACH AN ENTIRE NEIGHBORHOOD OF MOSTLY OLDER ADULTS.

IF THERE ABSOLUTELY HAS TO BE A PORTSMOUTH BYPASS I SUGGEST THAT IT GOES FROM 32

12/06/2002

NEAR ZAHNS CORNER IN PIKETON TO MINFORD. THERE HAS BEEN MUCH TALK ABOUT DEVELOPING A LARGE INDUSTRIAL PARK AT ZAHNS CORNER AND MAYBE THEY COULD BENEFIT FROM THE BYPASS. I HAVE NOT SEEN ANY PROOF THAT THIS HIGHWAY WILL HELP TO LOWER THE POVERTY RATE IN SCIOTO COUNTY. EVEN IF NEW JOBS ARE CREATED IN SCIOTO COUNTY - YOU CAN LEAD A HORSE TO WATER BUT YOU CAN'T MAKE IT DRINK. THE STATE SHOULD SPEND THIS MONEY ON DRUG PROGRAMS OR JOB TRAINING.

WE CHOOSE TO LIVE IN A RURAL AREA SUCH AS LUCASVILLE FOR DIFFERENT REASONS. ONE OF THE MAIN REASONS IS OUR CLOSE COMMUNITY AND GOOD NEIGHBORHOOD AND GOOD SCHOOLS.

YOU WANT TO DIVIDE THE BEST PART OF OUR COMMUNITY AND DESTROY WHAT LITTLE WE HAVE LEFT HERE. IF THE BYPASS MUST BE BUILT PLEASE MOVE IT SOMEWHERE ELSE OUT IN THE BOONE DOCKS WHERE YOU WON'T DESTROY AN ENTIRE COMMUNITY!!!

194

CO-Susan Swartz

From: Beanbag101@aol.com
Sent: Monday, December 02, 2002 10:35 PM
To: CO-Susan Swartz
Subject: Portsmouth-Bypass

How will my family be impacted by the project (positives and negatives)?

I see no positive what-so-ever! We recently moved here thinking we where moving to a rural area away from the noise of the highways. Having lived in Worthington Ohio with I-270 and 315 in by backyard a am a Veteran to the polution of living next to a major highway. The noise is unbearable. The semi's shifting up and down, the boom's they let off for whatever reason....I have lived with my backyard backing up to it "I know what it is like" No one can tell me otherwise. Issue 2, we live in a low crime area....we will now have who knows who, getting off the highway..while living in Columubus, numerous times strangers have knocked on my door walking from the highway and it wasn't nearly as close as this one will be. Issue 3..the traffic that it will create on Thomas Hollow will be unbearable. Thomas Hollow is already traveled too much to suit me...with this being the only access in and out of several of the streets which are heavily populated with residents, it will have to be widened, therefore, having it right at my front door.... I just can't believe that I have not even lived here two years and this is happening to us. It is unfair and I can't believe that our society would allow it.....how would you like it to be in your front yard....how would you like your children"s or grandchildren's schools to be ruined by such nonsense...what to cut out 30 or so red lights...please!!

I just hope that before you decide to ruin our community that you just put yourself in our place....just imagine if it were your family or your children's families...would you actually want this to go through your neighborhood? I just ask that before you make this decision, before you ruin our lives, depreciate our property and polute our schools that you place yourself here. Please, do the right thing.
Thank you ahead of time for your consideration on this matter.

Nita Horsley
1557 Thomas Hollow Road
Lucasville OH 45648
Representing my family, Bob, Christian, Taylor and Mackenzie.

Once again, thank you for your time and for you consideration.

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CO-Susan Swartz

From: mike fyffe [mikefyffe@msn.com]**Sent:** Monday, December 02, 2002 9:09 PM**To:** CO-Susan Swartz

dear ODOT i feel the road should go over the ridge north of Thomas Hollow RD.It would cost more but not land lock so many people.You should not cut into the heart of a system all ready built up you should have did it years ago. but if you have to go that way then you should put a way to get on the sub road from the west It is wrong to ask people to go away from a major highway RT23. To Morris Rd turn right then right to 728 to go back to Rt23. are Fire department is in Lucasville it would take to long to get to some of the areas. please think of the people who may need a rescue. we the people do need the road don't give up on it, but make it a reality. thanks. Mike Fyffe PO box 305 Lucasville Ohio 767 Thomas Hollow RD.

12/06/2002

From: Jim Taylor [jittaylor@dragonbbs.com]
Sent: Thursday, December 05, 2002 2:22 PM
To: CO-Susan Swartz
Subject: SR823 Portsmouth Bypass

Revised Subject: SR823 bisecting, dissecting and executing of Lucasville.

The final proposed route of 823 in the vicinity of Lucasville is opposed for the following reasons:

1. It blocks access to all of our subdivisions and schools (the prison is your problem).
2. The state has restrictions on how close a highway can be to a prison but not how close you can put it to a school.
3. Ingress and egress from our community in the subdivisions and schools will be impaired and dangerous due to the only 1 lane road of Thomas Hollow. In order to fix it you would have to take out more houses.
4. We have several annual events at the fair grounds [(County Fair (1 week), Swap Days (3 or 4 times a year) and other major events)] which already causes a tremendous traffic jam. The access and exit ramps would create a disaster and reduce the income from these events.
5. Emergency services will be delayed to the subdivisions by 10 minutes or more. (Currently 10 to 15 min).
6. Remove a significant portion of our tax base and reduce state funding for our schools.
7. Disrupt the education process due to the noise at the middle school and create a potential danger to the school due to the transport of hazardous waste.
8. We now import many students from outside our district. No one will want to attempt a quality education in that environment.
9. Force people to live beside a noisy highway if their homes aren't taken.
10. It will destroy the essence of our community to save a few million dollars. This bypass was originally designed to improve communities.

My recommendation would be to start the access and exit ramps north of the fairgrounds and run it through the hills to connect beyond the schools.

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Fax Cover Sheet

Valley Township Clerk
 30 White Lane
 Lucasville, Oh. 45648
 Phone number: 740-259-2251
 Fax number: 740-259-2251 *51

<i>Send to: SR 823 Study Team</i>	<i>From: Bonnie L. Turner</i>
<i>Attention: Susan Swartz</i>	<i>Date: 11-27-2002</i>
<i>Office Location:</i>	<i>Office Location:</i>
<i>Fax Number: 614-336-8540</i>	<i>Phone Number: 259-2251</i>

- Urgent
- Reply ASAP
- Please comment
- Please review
- For your information

Total pages, including cover: 1

Comments:

Please find the enclosed comments and resolution concerning SR 823 Portsmouth Bypass.

*Bonnie Turner
 Valley Township Clerk*

Valley Township
30 White Lane
Lucasville, Ohio 45648-9645
740-259-2251
FAX: 740-259-2251 Star 51

Bonnie L. Turner, Clerk
Terry Williams, Chairman
Melissa Horsley, Vice Chairman
John E. Kent, Sr., Trustee

November 25, 2002

Dear Sir or Madam:

A large portion of land in Valley Township is owned by government entities that are tax exempt. This means they do not pay any taxes. Valley Township receives it's revenue from property owner taxes to provide services and maintain over 26 miles of roads. make available fire and rescue services; maintenance of township cemeteries. If this by-pass goes through on its present route, it will cause a decline in our revenues. It is going through the higher tax base property and involves property owners that pay their taxes. The loss of revenue will ultimately cause a cut back on services.

I feel there is not enough exit and access ramps causing a longer response time for fire and rescue emergency equipment, as well as, convenient right of entry for the citizens of our township. The only available entrance to our schools will cause a more hazardous and dangerous condition for our children going and coming to the buildings. There has been no solution presented at Thomas Hollow Road, Fairground Road, and SR 728 and US 23 intersection for the traffic from the county fair, Swap Days, and other events held at the Fairgrounds. This will create a terrible gridlock.

It will create police and security problems for our citizens. There will be more transient people traveling through our area; which translates into a higher crime rate. The Sheriff only has two road cops at night to cover the entire county. How long will it take them to get to a residence through the puzzle of roads created by the bypass? We need to consider the safety of our children, our elderly, our property and ourselves. Everyone is entitled to and should demand, a safe environment to live in.

This bypass will place a heavier burden of traffic on secondary and township infrastructures. Our township roads are on a five-year plan for paving, which is covered under the 4 mill-paving levy. The increase in traffic will affect the scheduling; making it necessary to resurface roads more frequent and will intensify the strain on available money. The taxpayer will have to decide if they are willing to supplement this expense through higher taxes or forfeit

November 25, 2002

Page 2

good road conditions for poor road conditions.

The drainage issue also needs to be addressed. The water off of 16 miles of road surface has to go someplace. Most of the roadway seems to be utilizing overheads. The movement of earth and removal of trees and forest underbrush will not only cause severe erosion, but will put a strain on our present drainage system to handle it. I do not believe it can. Many of the culverts and bridges that we have in place now will be ill equipped to handle the extra burden of water, mud and debris. In the last few years, we have all witnessed what the consequences of the logging of timber in our Community has caused. This is quite a problem in C precinct, where we spend more money per capita, than we do in any of our other 3 precincts on road and drainage maintenance due to erosion and water runoff from logging. We do not have the equipment to install large culverts and it is cost prohibitive to contract the work done. We have recently been entering into cost sharing projects with the county to replace them with concrete box culverts or bridges. This gives you not only better drainage, but eliminates the need for frequent replacement and saves everyone money and recurring inconvenience. Once more, we do not have the tax revenue to financially prepare us to pay for replacing the potential ineffective culverts all at once.

A lot of us have found out how little help a property owner receives when his property is damaged from the effects of flooding through the FEMA and OPWC agencies on what they term as a "100 year flood". For some of us, the "100 year flood" comes annually, every spring and fall. Once again, the expense ultimately falls on us the property owner.

The cost of development of roads for land locked properties and the service or parallel roads this will create also needs to be addressed. Everyone deserves a decent ingress and egress from their home. Who is responsible for the cost to develop and maintain these access roads, the bridges and the drainage culverts that will be needed? Remember the State can give a road to the county, and the county can give a road to the township and the trustees have no legal authority to deny acceptance. Again the cost falls upon the property tax payer.

Another concern is the health and welfare of our citizens. This area's climate already creates a lot of chronic breathing problems and diseases. The pollution from the traffic will only settle down and lie stagnant in the hollows and intensify these problems. I won't even attempt to express the noise pollution it will generate.

The majority of our population in Valley Township is over 55 years of age. Looking at this in a humanitarian prospective, how can you seize these people's homes and ask them to uproot and go somewhere foreign to them. We have elderly citizens living alone and take comfort from knowing and relying on their neighbors and friends to help them with the more difficult daily activities. To ask them to move and surround themselves with strangers and live in fear and loneliness is next to criminal.

On a personal note, the aesthetics and degradation of nature and further encroachment on the natural habitat of our wildlife also concerns me. We have quite a few species that use to be native to the area and are now gone. I have at times been negligent in trying to live in harmony with nature. I've been known to kill a snake or do some hunting and fishing. I would like to see the results of the impact studies done on the effects to wildlife.

November 25, 2002

Page 3

Some progress is necessary, I will admit. This is not necessary or beneficial to anyone in this community. I have seen no firm evidence of any economical or humanitarian purpose. I have reservations there is any?

It's one and only purpose is just what it is called...a by pass. It is to move traffic from the north to the south through our community so absolute strangers can evade 30 traffic lights in 26 miles.

Sincerely,



Bonnie L. Turner
Valley Township
Clerk-Treasurer


Terry Williams
John Kent, Sr.
Melissa Horsley

Valley Township Trustees

RESOLUTION
Proposed 823 Portsmouth Bypass
An Appalachian Development Highway

DATED: 11-26-2002

The Board of Trustees of Valley Township, Scioto County, Ohio, met in regular session on November 26, 2002, with the following members present:

Melissa Horsley, John Kent and Terry Williams

Mr. Terry Williams moved the adoption of the following resolution:

WHEREAS, the Board of Trustees of Valley Township has need to supervise and direct the activities within the division of township government, of said Valley Township, as vested by the General Assembly by Article X, Section 2, of the Constitution of Ohio,

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of Valley Township, Scioto County, Ohio, that:

The Board of Township Trustees of Valley Township, Scioto County, Ohio, two-thirds of all members elected thereto concurring, that it is necessary to ask that the 823 Portsmouth Bypass, an Appalachian Development Highway, be located in the township someplace other than through the center of the Community of said Valley Township. It would have a detrimental financial impact directly lowering the tax base of this particular section of the community.

Mr. John Kent seconded the Motion and the roll being called upon its adoption the vote resulted as follows:

Melissa Horsley:	Yes
John Kent, Sr.:	Yes
Terry Williams:	Yes

ADOPTED: November 26, 2002

CLERK'S CERTIFICATE OF AUTHENTICATION

I, the undersigned, Clerk of Valley Township in said County and in whose custody the Files and Records of the Trustees of said Township are required by the Laws of the State of Ohio to be kept, do hereby certify, that the foregoing entry is taken and copied from the records of proceedings of said Trustees; that the same has been compared by me with the original entry on said Record and that it is a true and correct copy thereof.

*IN TESTIMONY WHEREOF, I hereto subscribe my
Name officially, this 26th day of November, 2002.*



Bonnie L. Turner
Clerk-Treasurer
Valley Township

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Jan Justice

Address:

123 Any Lane, Lucasville, Oh

Representing:

myself, home and land owner

How will you or your family be impacted by the project (positives and negatives)?

I feel strongly that dividing our community in half will inhibit growth. Our community has been growing and building and now this will stop. Fire and ambulance service will be less effective.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Since this is an Appalachian development, I feel that it should be taken thru undeveloped countryside.

Please reconsider taking this either north or south of our wonderful Lucasville Community

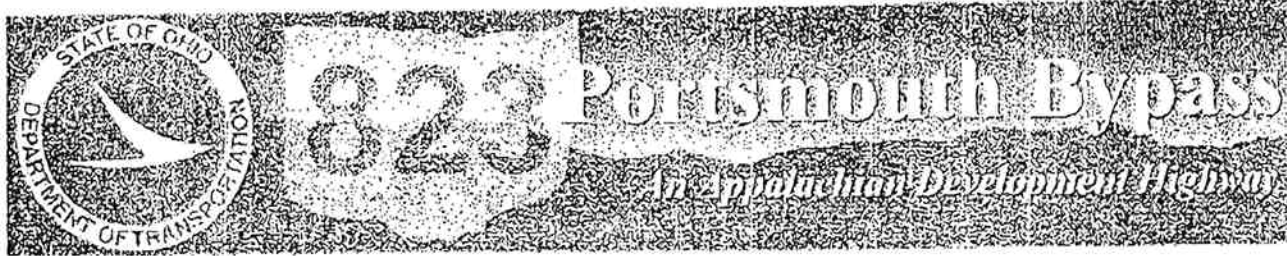
Other comments:

My grandfather sold his farm to the state for the price, leaving a 4+ acre lot. His home is now where I live. I have lived in Lucasville most all my life (52 yrs) My mother also lives on Cook Road and feels the same. Thank you for re-considering an alternate route without disturbing Lucasville.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



Public Meeting

November 13, 2002

Comment Sheet

Name:

Rusty and Stephanie Shope

Address:

1683 Thomas Hollow Rd. Lucasville, OH

Representing:

Valley Local School District and Community

How will you or your family be impacted by the project (positives and negatives)?

Our family will be negatively impacted by the project because of the location of our home, which is Thomas Hollow Rd. We've come to understand that our road will be a high-traffic road (which will become a safety concern for our family) as well as a possible widening of our road, which will take even more citizens'

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Reroute the road so that the ~~at~~ Valley school district will not be affected for the following obvious reasons/concerns:

The cost of the project is the main time

- daily traffic congestion which will increase chances of students being in accidents
- emergency response will be delayed due to extended or detoured routes
- noise pollution near schools
- hazardous waste shipments near schools

Other comments:

- Put the highway north or south of the current proposal
- Put the highway up on stilts ^(columns) so access roads will not be affected

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

December 7, 2002

746 Lyons Rd.
Minford, OH
45053
740-820-3582

To Whom It May Concern,

No one can guarantee what the future holds if the Portsmouth Bypass is built. But with present conditions (no industry, no jobs) every opportunity to expand this area should be utilized.

Southern Ohio needs to rebuild and bring in industry to create decent jobs for area residents and future generations.

I did not attend the meetings about the bypass. I do realize that if the bypass is built, there will have to be sacrifices. But I feel the study team of the Tran System Corporation is composed of qualified individuals who can design a bypass that meets the community's needs, but affects as few people as possible.

Sincerely,
Cathy E. McGraw

Portsmouth Bypass Project Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

To Whom It May Concern,

I would like to express my opinion on the 823 Bypass.

I support the C+A/C Segment because of lower cost and fewer residences being effected.

Some of the farmers on this route are trying to make thier worn out hillside land into prime realestate. Most are now used for tax write off for thier other family businesses.

Sincerely,



Wells E. Peach
4155 St. Route 335
Portsmouth, OH 45662
December 5, 2002



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting **November 13, 2002** **Comment Sheet**

Name: Linda Cox
Address: 2629 Lucasville-Minford Rd Lucasville OH 45648
Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

The road may possibly take our home, and if it does not, it will be so near to us that our home will be worthless to us & everyone else.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

I think this road is causing more harm than any good. Everyone wants to bypass Portsmouth - what is in Portsmouth to bypass it's not like there is every one traffic in Portsmouth.
Linda Cox

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Glenn Cunningham Jr. 740-776-7549
 Address: 2433 SR 140 Wheelersburg Oh. 45694
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

Our house and acreage will be completely taken

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I believe that rejected route 1a, the one on the ridge which is advocated by the county engineer and ODOT Dist. 9, is the best route. The reason being is it impacts far fewer landowners and land locks very little acreage. The cost difference is not going to be dramatically higher as you think because the farmground in the bottoms is going to be costlier than you think.

Other comments:

the bypass is of little use to the area residents because of a lack of access to the highway

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



Portsmouth Bypass

204

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: _____

Address: _____

Representing: _____

"God's Love Never Fails"
Linda L & John N Hartle
3011 State Route 335
Portsmouth, Ohio 45662-8949

How will you or your family be impacted by the project (positives and negatives)?

More difficult time to access 823.

More noise & pollution.

More difficult to get around area, due to inability to move on roads that are cut off.

I see no positives

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Do NOT build - too costly & will

destroy prime farm land & disape the eco. system.

Will land lock farm land etc. Destroy valuable homes & century old farms & bring no life to the economy - Widen streets in Portsmouth & Rt 23 from Pileton to Portsmouth.

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

JR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

November 24, 2002

SR 823 Study Team
TranSystems Corp.
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Attn: Susan Swartz

Subject: Proposed by-pass for SR 823

Life is about choices. The residents of Lucasville chose to live in this area because it is rural. Many of them moved to Lucasville because of the progressive school system. That school district and the rural environment are being threatened if you choose to put the Portsmouth by-pass through the main thoroughfare of Lucasville.

While we understand the need to develop Minford's airport and industrial park area, we do not want to have our community destroyed in the process. There are alternatives. Just south of Rt. 32 or somewhere between there and the northern perimeters of Lucasville offers a path that would not disrupt our citizens. Environmental impact studies are done to preserve the hooded owl, but none are done on the impact to families, churches, schools, the elderly, public services, township responsibility, etc.

The voice of the average citizen needs to be heard! Lucasville does not want its neighborhoods blighted for the benefit of growth in Minford or for the betterment of the economy of South Carolina.

The value of property in Lucasville has already been impacted. Those who had interest in purchasing property in the Breckenridge development have decided to reconsider and look elsewhere due to the announcement of the proposed route along Rt. 728. Interest in the houses that are for sale on Belair Drive, Pleasant Avenue and all the other side streets whose access will be cut off has died.

We the people of Lucasville insist you find a better way to accomplish your goals than to destroy all that we have worked so hard to build--progressive schools; a close knit community; nice, rural neighborhoods where children ride bikes, pick flowers and feel safe going to school. The children's safety will be jeopardized by the proximity of the interstate cutting through or close to their homes and access to the wonderful school facilities will be hampered.

Again, I want my voice heard! Relocate the by-pass.

Respectfully,

Robert E. Dwyer
Sharon K. Dwyer

DWYER

41 BELAIR DRIVE
LUCASVILLE



Portsmouth Bypass

An Appalachian Development Highway

206

Public Meeting

November 13, 2002

Comment Sheet

Name: William R Justice
 Address: 1379 Lucasville - Minford Rd Lucasville, Ohio 45648
 Representing: My Family

How will you or your family be impacted by the project (positives and negatives)?

The present plan for the bypass will pass through the back of my property. Since I only have three acres it will be very close to my house. It will decrease my property value to have a freeway in my backyard. In short we will have to move whether the state buys my property or not.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

It would make better sense to run the bypass off 73 North of the fair ground and north of Thomas Hollow. To divide the Lucasville community in half would be a sin and a shame. Even if the cost is more it would cause less friction and unrest in our area.

Other comments:

We were told the bypass idea came into being because of ideas, thoughts and feelings about improving Scioto County. Now instead of ideas, thoughts, and feeling you are asking for facts, and data to change the project.

I think the feeling, lets say I know the feeling of my community is to not run between the prison and the schools!!

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

William R. Justice
1379 Lucasville-Minford Rd
Lucasville, Ohio 45648

Susan Swartz- Project Manger
SR 823 Study Team
TranSystem Corporation

Dear Ms Swartz,

I am writing you to share my concerns about the 823 Bypass. My greatest concern involves the road dividing the Lucasville community in half. This will make access to our main roads difficult for many people and cause fire trucks and other emergency vehicles to take more time to reach homes that need help. This will also put much traffic on small roads, which were not intended to handle such large volumes.

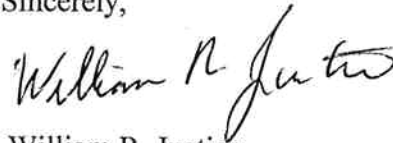
As a property owner I am also concerned about the planned route that will take some of the back portion of my land. My worry is about drainage, runoff, noise and pollution. Since I only own three acres and the road being so close to my house I will have to move whether or not the State buys all or part of my land. Definitely the value of the property will greatly decrease.

As with the majority of citizens in the Lucasville community I am not totally against the 823 Bypass but I feel that to move it farther to the north would be a much better idea. If this could be done it would not split the community and destroy the higher valued properties in this area.

We were told the bypass idea came into being because of thoughts and feelings about improving Scioto county. Now instead of accepting thoughts and feelings we are told to come up with hard facts on why the bypass shouldn't be where they want.

Doesn't seem fair, does it?

Sincerely,

A handwritten signature in cursive script that reads "William R. Justice". The signature is written in dark ink and is positioned above the printed name.

William R. Justice



Portsmouth Bypass

An Appalachian Development Highway

207

Public Meeting

November 13, 2002

Comment Sheet

Name: Charles K. Witt

Address: 690A Blue Run Rd., Minford, OH 45653-8633

Representing: Witt's Farm

How will you or your family be impacted by the project (positives and negatives)?

There are only negative impact situations in our regards. (1) Very restricted means of getting to surrounding areas, such as Rt. 139, Lucasville-Minford Rd. to Minford or Lucasville. (2) High noise and pollution levels. (3) Devaluation of property. (4) Very restricted emergency service.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

When this was first considered thirty some years ago, it was to go over Rosemount Hill. At that time there was a lot of vacant property on that route and it would have worked. It was abandoned. Next they proposed to cut off US 23 at Feurt Hill, go down Rt. 104 To Earl Thomas Conley bridge, use KY 23, which is four lanes and go east to Greenup Dam and connecting AA Highway Rt 10. If you want level ground, this would be the cheapest way with the least amount of buildings and homes to disturb.

Other comments:

Minford and Lucasville and the surrounding farm areas do not desire to become industrial parks. If this is about bringing industry into this area, then develop the coke plant property, old steel mill property, Dayton Walther Foundry property or Ideal Dairy property as all of these have access to the river, mainline railroads, main roads, abundant water and natural gas. The people being affected by this new route had moved

SEE REVERSE SIDE

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Carol J. Witt

Address: 690A Blue Run Rd., Minford, OH 45653-8633

Representing: Witt's Farm

How will you or your family be impacted by the project (positives and negatives)?

To build a bypass like you propose would cause Lucasville such a hardship. Can you imagine what it would be like while it was being built. We have one road connecting us to Minford. How are we supposed to get around in our town? We would have to ^{go} miles out of the way wherever we wanted to go, and that would take time, plus the inconvenience.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

We like our town, the solitude, the people, otherwise we would move to the big city. We don't want a huge highway right next to our schools, making them subject to the noise and inconvenience. The only ones to benefit from this bypass will be the ones who go around us. Please we don't want you anywhere near here. Don't even consider the other routes going through our area.

What about putting the bypass near Hwy. 32?

Other comments:

We moved to this area in 1969 from Wisconsin because of a job offer. We liked the rural area with its hills and beauty. At that time Portsmouth was a booming town and had much industry. Now it is all gone. What makes you think a bypass would bring it back. We are retired now and want to stay where we are. Your alternative route could take our home. I guess the right to take our land and not even give us any access to the rest of our land shows you are all for the bypass and not for the people you are displacing.

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Carol J Witt

John Hagan, District 9 Deputy Director
650 Eastern Ave.
Chillicothe, Ohio 45601-0467

November 21, 2002

Mr. Hagan,

I am a homeowner in the Breckenridge Subdivision in Lucasville. Although I am sure my views will be viewed as biased, I still must express them to you, the Governor, and State representatives that serve us.

Please, reconsider the latest routing of SR823 Bypass through our small, but nice community. You very well know the stigma this area of the state already has. I'm not saying Lucasville is the fastest growing community in state of Ohio, but it surely has been growing and becoming one of, if not the nicest place to live in Scioto County. The new schools, the new residences built, new businesses all will suffer tremendously from this highway being built practically "on top of us all". Our community is finally growing, please don't stop it.

I realize in tough economic times we all must seek the most economical means to achieve our goals, but *surely* the cost to our community has not been *properly* weighed in the balance.

I would appreciate whatever help you can lend to support our community-wide effort to re-locate this project to a different route other than the current one.

Sincerely,



Tim Rolfe
86 Rockford Dr.
Lucasville, OH 45648

Cc: Gov. Taft
Rep. Strickland

RECEIVED
DEC 02 2002
U.S. DISTRICT COURT
DIST 9
DEP DIR. OFFICE
REFERRED *K. Humble*

November 25, 2002

Mr. John Hagen
District Nine Deputy Director of ODOT
650 Eastern Avenue
Chillicothe, OH 45601-0467

Dear Mr. Hagen;

The Portsmouth Bypass is a cloud with a silver lining; adding convenience to many people but effectively destroying a community.

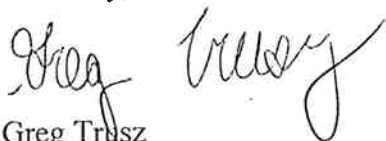
I like the idea of a faster way to get to Wheelersburg, but I don't know if cutting Lucasville in half is in the best interest of our community. Lucasville is isolated enough as it is and does not need to be split further.

State Route 823 makes it far less convenient for the locals. It will make some travel nearly a mile out of their way to get across the street. Often "Big Business" overlooks the little people. The little people happen to be us.

On a state level the Bypass is a great idea. The new highway is not in the best interest of Lucasville or the rest of Scioto County. This new road will turn Portsmouth, New Boston, and Sciotoville into ghost towns. No cars will go through those once thriving bubbles of populous.

While they are overlooking the feelings of most Lucasville residents, I can see ODOT's reason for wanting to build S.R. 823. So please take this and other letters into serious consideration when making a final decision on this new highway.

Sincerely,



Greg Trusz
Valley High School Student

RECEIVED
DEC 04 2002

DEPT OF TRANS.
DIST 9
DEP DIR OFFICE
REFERRED K. Humble



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Victor D. Knore

Address: 6620 St Rt 335 Port. Ohio 45662

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

*We would be forced to relocate somewhere else
My son would be forced to sell his large Cattle Operation
We hoped to keep the farm in the Knore family.
My father purchased the farm in 1907
I have lived here all my life (80 yrs)*

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

We think it would be far better for us if the By-Pass would be located on the West side of the Railroad.

It would split our farm into two sections.

We think it is a real nice & beautiful place to live. It is our Dream Home and would hate to see it torn apart.

Other comments:

We are not opposed to the By-Pass, just where it is located

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Sandra Cline and John Cline

Address:

306 Tick Ridge Road Wheelersburg, OH 45694

Representing:

How will you or your family be impacted by the project (positives and negatives)?

My home will be affected by the access road to Hansgen-Morgan Rd. This is preferable (ODOT taking my home for this access road) than to be left right beside the bypass. My property value will be ruined if this bypass passes directly by my property, as will my neighbors who remain in this neighborhood. My nephew's

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

entire property which consists of several acres of nice flat property on a hilltop (where he hoped to build a new home) and his house will be affected. I believe a much more suitable site for this bypass would be through Section 1A. It seems it would make more sense to bring the bypass through wooded hilly property and not through valuable farmland and homes. I feel less people would be affected by taking the Section 1A route and leaving the A and C and AC Section alone. I also believe they would need to build less bridges through Section 1A thus reducing the cost.

Other comments:

I am not against this bypass as such, only the area in which you are proposing it^{to} be built. I also do not see how this causes any economic development possibilities, being limited access. I see no positive aspects for our community by building this road as it is currently proposed.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Adela J. Altman
 Address: 967 Lucasville - Minford Rd. Lucasville Oh
 Representing: myself 45648

How will you or your family be impacted by the project (positives and negatives)?

*I will be 300 ft from the 4 lane highway
 I would rather you take my home and property
 than to live that close to the highway as I will put
 it up for sale if you do not take it. So either way
 you have uprooted me so I hope when the final decision*

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

*is made it moves my way 400 ft or so.
 I set down in a hollow like and I figure
 the road will be higher than me.*

Other comments:

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823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Kevin and Amber Coriell

Address: 98 Breckenridge Drive

Representing: Homeowner and resident adjacent to State Route 728

How will you or your family be impacted by the project (positives and negatives)?

We believe the bypass location as proposed would do nothing positive for the area along St. Route 728. It would divide the community in the most prosperous area, depreciate our tax base and create a totally unacceptable traffic problem to get in and out of the schools. We would like to see the bypass moved to either south of the prison on state land or through the wooded area behind Thomas Hollow Road, where it would impact less people and homes.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Either route north of 728 to south of the prison is a much better location. This may not be the cheapest route, but the Lucasville community has got to be worth more than the additional cost. We moved to this development and built a home with the anticipation of our children going to Valley Schools. If this limited access highway is placed in our front yard we will most likely relocate.

Other comments:

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Dec 5 2002 215

Susan Swartz Project Manager
SR 823 Study Team
Trans Systems Corp.
5747 Perimeter Drive Suite 240
Dublin Ohio 43017

As a property owner and community member in the Lucasville/Clarktown area I am stating my opposition to the proposed location of the Portsmouth Bypass. The proposed section of the bypass along SR 728 and Lucasville-Minford Road is totally unacceptable.

Along the six miles of this section of the bypass 33 homes will be lost. This is more than half of the total homes to be lost along the entire 16.5 miles of the bypass. Remaining residential properties along the route will lose their value. The proposed route goes through the center of our most promising area for residential development. Its effect upon our community will be devastating. *Last of taxable land will affect the monies our schools receive affecting our most precious commodity our children!*
The bypass will cut off easy access from our schools and surrounding residences to Lucasville. All school traffic and residents will have to use a complex of access roads and existing local roads to get to Lucasville and Route 23. The access road system forces all local and school traffic to use a dangerous intersection that school buses are currently prohibited from using. The heavy volume of school traffic will be forced onto local roads that were not designed to carry such a volume. This is not just an inconvenience for property owners but is also a real safety hazard.

The access routes increase the response time of fire and other emergency vehicles. This puts our community at risk when minutes may be the difference between life and death.

The bypass will also cause us to lose our public library and the only doctor's office and clinic in our community. Both of these services have been used extensively by area people. Even if they are fairly compensated for the loss of their properties and buildings it is doubtful that they can find a place in our community to relocate.

Relocation for residents is a problem also. The limited opportunities for available or new housing will mean people will leave the area.

Personally, I do not see any benefits that the bypass will provide for the Lucasville/Clarktown area. I see only the demise of a community that our local people have worked so hard to make into a place to live and raise their families.

Sincerely,

Ms. Betty Lee Johnson
7 Judy Lane
Lucasville Oh 45648

47 Clairdon Drive
Lucasville, Ohio 45648
November 26, 2002

Susan Swartz, Project Manager
SR 823 Study Team
TransSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

Dear Ms. Swartz:

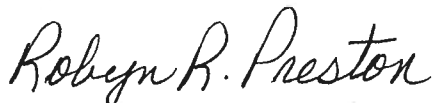
As a lifelong resident of Scioto County and the Lucasville community, and a long-time teacher in the Valley School District, I am truly concerned with the probability of the proposed State Route 823 (also known as the Portsmouth By-Pass) being built right through the middle of our community.

We have accomplished a lot in the past 10-15 years in regard to our school system, with new buildings and a renewal of educational interest in both students and community. We have buildings which are among the finest and most up-to-date in the state of Ohio, and a strong teaching staff. Our community is just beginning to grow, and this growth has come about from a united effort on the part of the members of the community. We are a really tight-knit group, as evidenced by our school system and our businesses.

How sad it is, and how unnecessary, for the State Department of Transportation to ignore all of this and plan to build a four-lane, limited access freeway right through the middle of all that we have accomplished, effectively cutting our community in half, severely restricting navigation around our immediate area, and endangering our children and our educational system. Our middle school relocated in the renovated former high school in order to remove us from all the noise and distraction of U.S. Route 23. Now ODOT proposes to throw us right back in the same (or worse) situation.

I am asking that you and ODOT reconsider and look for a different route, such as using the existing Route 32 east to Route 335 to by-pass Minford and save our Lucasville community!

Respectfully,



Robyn R. Preston

SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

December 8, 2002

To Whom It May Concern,

As a property owner and community member in the Lucasville/Clarktown area I am stating my opposition to the proposed location of the Portsmouth Bypass. The proposed section of the bypass along SR 728 and Lucasville-Minford Road is totally unacceptable.

Along the six miles of this section of the bypass 33 homes will be lost. This is more than half of the total homes to be lost along the entire 16.5 miles of the bypass. Remaining residential properties along the route will lose their value. The proposed route goes through the center of our most promising area for residential development. Its effect upon our community will be devastating.

The bypass will cut off easy access from our schools and surrounding residences to Lucasville. All school traffic and residents will have to use a complex of access roads and existing local roads to get to Lucasville and Route 23. The access road system forces all local and school traffic to use a dangerous intersection that school buses are currently prohibited from using. The heavy volume of school traffic will be forced onto local roads that were not designed to carry such a volume. This is not just an inconvenience for property owners but is also a real safety hazard.

The access routes increase the response time of fire and other emergency vehicles. This puts our community at risk when minutes may be the difference between life and death.

The bypass will also cause us to lose our public library and the only doctor's office and clinic in our community. Both of these services have been used extensively by area people. Even if they are fairly compensated for the loss of their properties and buildings it is doubtful that they can find a place in our community to relocate.

Relocation for residents is a problem also. The limited opportunities for available or new housing will mean people will leave the area.

Personally, I do not see any benefits that the bypass will provide for the Lucasville/Clarktown area. I see only the demise of a community that our local people have worked so hard to make into a place to live and raise their families.

Sincerely,
C. E. Gilliland
44 Hearthstone Drive
Lucasville, Ohio 45648

To Whom It May Concern:

I would like to express my deep concern for the proposed Airport Bypass route. The proposed route will disturb many acres of productive farmland and destroy many homes.

I would like to see the route changed to go over Feurt Hill. This route makes more sense. It is much cheaper and disrupts less homes and farm ground.

I would also like to see the 52/23 Portsmouth route reconsidered. This will allow the Portsmouth area to grow.

The Airport bypass is the most costly route. ODOT has commented that they are looking for the most economic route. I can't understand how this route can be called the most economic route if it is the most costly in terms of money spent as well as homes and farms destroyed.

How can you justify choosing the most expensive route when there are other routes that are more economic sensible, that impact less lives and businesses?

Thank You,
Lori Oesch

1093 Dixon Mill Rd.
Portsmouth

Public Meeting

November 13, 2002

Comment Sheet

Name:

Lori Camp-Oesch

Address:

1093 Dixon Mill Rd. Portsmouth

Representing:

How will you or your family be impacted by the project (positives and negatives)?

The proposed bypass route will have a negative impact on my family and myself. The proposed route will be running directly behind my house. My uncle farms the land behind my house. The bypass will leave many acres of ground landlocked. The bypass will disrupt my family's lives and

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I believe that a Portsmouth bypass could help our area, but I DO NOT agree with the routes that have been proposed. The current routes are impacting too many businesses, homes and farmlands. I think you should move the route into the ridges. Route 1A makes more sense. Route 1A is a shorter, straighter route with less impact to our community. I understand that the Minford farmers are not willing to sell their farmland to any corporation. This being said, Steve Carter, Scioto County Economic Developer,

Other comments:

is interested in building up the Franklin Furnace area. If that is what is intended, why should we the Lucasville - Minford community be sacrificed? I would like to see the proposed routes reconsidered. I would like to see Segment 1A and/or the Feurt Hill segment reconsidered. OVER ->

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JR 823 Study Team
TranSystems Corporation
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Dublin, OH 43017

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* will cause a decrease in the amount of land my uncle can farm. My children and I walk this area for exercise and enjoyment. They ride their bikes and four-wheeler around this area. The proposed bypass route will also cut into the woods that they spend so much time exploring. After the fields have been plowed we love to walk through them looking for arrowheads.

The proposed bypass will create a pollution problem for our community as well. We will have to put up with the increase in noise, litter and carbon monoxide pollution that the additional traffic will provide.

My family and neighbors have formed this community for many generations. I cannot imagine the impact that this proposed route will have on their lives. This route is taking houses that ~~have~~ were built 50^{or more} years ago. It is also taking many acres of farm land. It runs directly through 15 farms. These farms

1093 Pison Mill Rd.

Portsmouth, OH

45662

Dear

My name is Aaron Owen and the
E.P.A. is going to effect my town. The
road will go right through my yard.

We use our yard everyday so we hope
you will not put the road near us. Some things
we do in our yard are play sports
and ride four-wheelers. And we hope one
day to make a baseball field. Some things
that we hope not to see or hear are
the cars, our pets will be endangered, and
all the crashes by our house. I hope
you will not do the express.

Sincerely,
Aaron Owen



Portsmouth Bypass

An Appalachian Development Highway

219

Public Meeting

November 13, 2002

Comment Sheet

Name: Betty I. Page
 Address: 5 Indian Dr. Lucasville
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

I understand that my house will be taken. I'm a senior citizen and I have spent most of my life here. Please, please don't take my house, and please don't ruin our community.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Go south of the A-Plant.

Other comments:

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5 Indian Drive
Lucasville, OH 45648
December 8, 2002

Ms Susan Swartz
Project Manager
SR 823 Portsmouth Bypass Team
TransSystem Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

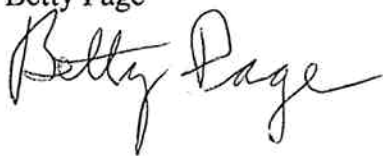
In 1962, we built this lovely home across from farmland. I am 75 and am about to lose my lovely home while the cattle continue to graze peacefully just across the road, 50 yards away. Can you tell me why you decided to build the highway on the north side of State Route 728 where homes are located instead of on the side with vacant pastureland?

My peaceful little community is about to have a major interstate run right through the middle of it. I've been told that, for a few dollars more, that road could go north of Lucasville and not disturb anyone. Well, it's my tax money, and I want you to save my home.

Allow the cattle and me to continue to live peacefully. Do not build the highway along SR 728.

Yours truly,

Betty Page

A handwritten signature in cursive script that reads "Betty Page". The signature is written in black ink and is positioned below the typed name "Betty Page".



Portsmouth Bypass

An Appalachian Development Highway

220

Public Meeting

November 13, 2002

Comment Sheet

Name:

Christy E. Wilcox

Address:

4359 St. Rt. 335 Portsmouth, Oh 45662

Representing:

How will you or your family be impacted by the project (positives and negatives)?

823 would allow for safer, speedier travel. Our home is located in close proximity to many family members. Should segment A be chosen, our property will be landlocked allowing no access to 335. Plus, our home will be within 50' of the highway. We have grave issues of safety, noise, bridge lighting, run off (including winter salting), and pollution.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

It appears as though segment 1A would have the least impact on our home and area farmers.

Other comments:

We should lobby our representatives to allocate more funds for a sensible alternative [ie: segment 1A].

My family and I believe that segment A would decrease the quality of our lives.

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Portsmouth Bypass

An Appalachian Development Highway

221

Public Meeting

November 13, 2002

Comment Sheet

Name:

Jeanie Bobst

Address:

6703 St. Rt. 335 Portsmouth, OH 45662

Representing:

How will you or your family be impacted by the project (positives and negatives)?

This will not just be a concrete, inanimate project. This will affect a lot of people. The people are what makes a difference. A lot of people are upset, worried, and in the dark as to what and when something will happen. This is not something the PEOPLE want or need.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

I don't believe that the Portsmouth Bypass is necessary. We already have roads to get from 23 to 52 and they need to be worked on. This Bypass will not bring any business to Portsmouth or the surrounding areas. The businesses that we have depend on this traffic taking the current routes so that they will have the option of stopping and buying from them. I think that the Portsmouth Bypass will be detrimental to all of the businesses that we have.

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November 18, 2002
P. O. Box 634
Lucasville, OH 45648

Ms Susan Swartz
Project Manager
SR 823 Portsmouth Bypass Team
TransSystem Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Dear Ms Swartz:

My community is about to be destroyed. Building the by-pass through the heart of the residential section of Lucasville and directly in front of our new schools will cause tremendous traffic problems for students and create a nightmare for busses. Time and distance will cause great inconvenience and considerable cost for the school district.

The only upscale housing project in Lucasville will be destroyed if the by-pass goes forward as proposed. It would take a number of \$300,000-\$500,000 houses and diminish the property values of the remaining homes. Additionally, the tax base for the school district would be greatly impacted. The people in these homes, as well as the developer, are hard working tax-paying citizens who did not inherit wealth but have worked long and hard to be able to live in such a neighborhood. They do not deserve to have their life-savings taken away from them.

The selection of this corridor was not mentioned until the meeting last week at Minford. Prior to that time, we had been told that this option was the worst selection that could be made. What changed?

I strongly urge you to reconsider your decision.

Sincerely,



Helen Sue Booth
cc: Mr. Gordan Procter, Director of ODOT
Congressman Ted Strickland, House of Representatives
Scioto County Commissioners
Gov. Robert Taft



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: H. Jane Brisker

Address: 506 Wheelers Mill Wheelersburg, OH

Representing: _____ 45694

How will you or your family be impacted by the project (positives and negatives)?

Segment A will take ~~my~~ ~~the~~ the road
next to my driveway

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Take the Portsmouth Bypass (823) on the
Segment 1 A. Less people will be
impacted, no Century Farms will be
destroyed, it will leave our rural
community intact for the next
generation

Other comments:

TAKE the Road Segment 1 A.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

R 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

November 21, 2002

227

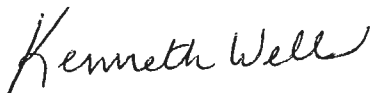
Dear Ms. Swartz,

My name is Kenneth Wells and I reside with my wife and son at 238 Lucasville-Minford Road. I am writing this letter to oppose the proposed route of the Portsmouth Bypass. I have lived and been employed in the Valley School District for thirty years. As an educator, I am outraged at the disregard for the safety of our children. I believe a Community is built around a School District. The Lucasville Community is very proud our new/remodeled buildings and sports complex. The route chosen to construct this road would place our children, residents and entire community in danger. The following are a few reasons not to chose the proposed route:

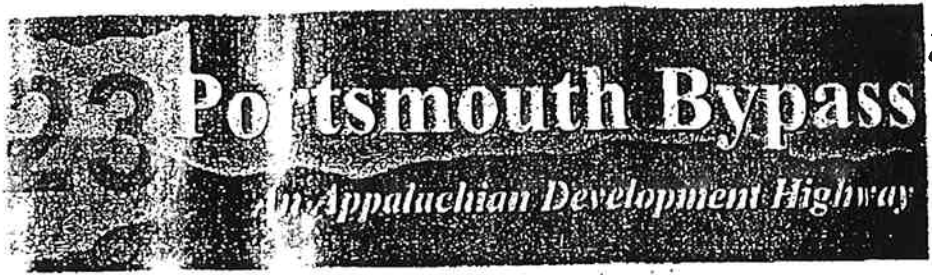
1. The traffic volume (especially semi-trucks) would increase, which would mean more accidents, transportation of hazardous waste materials and increased noise.
2. The increased length of response time for ambulance and fire protection.
3. The demolition of the Portsmouth Library- Lucasville Branch.
4. Decreased property value.
5. The loss of student enrollment, leading to the loss of Federal funds for Education.
6. The loss of jobs in the schools and businesses due to decreased student enrollment.
7. Economic stand still for the Lucasville area.
8. Easy get-away access for criminal activity.

If this Bypass is so important to our area, than spend a little more money and chose a route that does NOT jeopardize the safety of my family, friends, students and my entire Community. I urge you to reconsider this proposal and chose an alternative route far north and much less disruptive to the Lucasville area.

Sincerely,



Kenneth Wells



228

Public Meeting

Name: _____

Address: _____

Representing: TH

How will you or y

There are

1. Noise

2. more L

3. Dance

4. Pollu

ODOT will review
you have any sug
comments on an

Suggest

of the

Other comment

why

be in

can

Comments w

SR 823 Study
TranSystems
5747 Perime
Dublin, OH 4

November 2002

Comment Sheet

d. G. McManis

1300 s. Dr. Lucasville, Oh 45648

head of McManis family,

impacted by the project (positives and negatives)?

NO positives for me

5. BFO Hazards

our schools for schools

from Traffic

is before making a final decision on the location of the roadway. Do
the segment currently under consideration (Feasible Alternatives) or
previously considered

take the By-Pass off

is 15.2

my community and family
and changed so the "worth"
to each quicker.

the meeting, fax, website or e-mail until December 2, 2002:

mail: scswartz@transystems.com
(614) 336-8540
b: www.PortsmouthBypass.com

To Study Team, Transystems Corp.

I AM A CITIZEN OF Scioto County, Jefferson Twp. AND I AM CONCERNED ABOUT THE PROPOSED Portsmouth BYPASS. WE DO NEED A BYPASS TO RELIEVE THE TRAFFIC IN PORTSMOUTH AND TO SPEED UP THE FLOW OF TRAFFIC ON OUR STATE HIGHWAYS. THIS BYPASS WILL HOPEFULLY OPEN UP AREAS FOR INDUSTRY TO LOCATE IN THIS ECONOMICALLY DEPRESSED AREA.

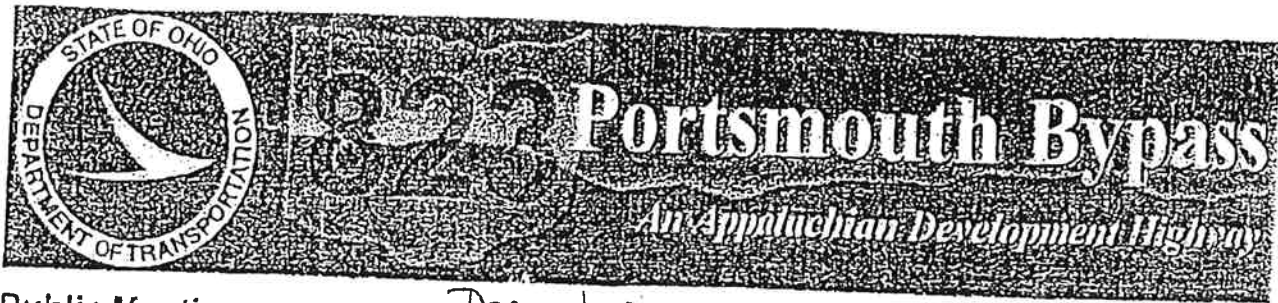
MY CONCERN IS THE PROPOSED LOCATION OF THE BYPASS IN THE LUCASVILLE AREA. THE PROPOSED ROUTE PASSES VERY NEAR PRIME RESIDENTIAL AREAS AND VERY NEAR A GOOD GROWING SCHOOL DISTRICT. THIS PROPOSED ROUTE WILL DOWNGRADE BOTH AREAS PLUS MAKE LOCAL TRAFFIC VERY DIFFICULT ESPECIALLY IN THE WINTER

TIME AS IT WILL PUT MORE TRAFFIC ON TOWNSHIP ROADS AS THE PROPOSED ROUTE WILL DENY EASY ACCESS TO COUNTY ROADS WHICH ARE BETTER MAINTAINED.

I KNOW OUR STATE CAN EMPLOY A ROUTE THAT WILL SOLVE THESE PROBLEMS. I JUST CAN'T SEE RUINING ONE AREA TO BENEFIT ANOTHER. IT DOESN'T MAKE SENSE TO ME, SO WHY INPUT ON THIS PROPOSED BYPASS IS IF IT SUITS A TRUE BYPASS IT SHOULD NOT BE BUILT AT ALL.

Respectfully
Jack Reinhardt
1030 Fenwood Hillen Tanager Rd
Lucasville, Ohio 45648

230



Public Meeting

December 13, 2002

Comment Sheet

Name: Michael Russell
 Address: P.O. Box 58 Wheelersburg OH 45694
 Representing: SELF

How will you or your family be impacted by the project (positives and negatives)?

The TRAVEL TIME AND CONVENIENCE created by the
Portsmouth Bypass ARE NECESSARY FACTORS FOR FUTURE
DEVELOPMENT IN OUR AREA. ACCESS created to
GREENFIELD AREAS ARE A BONUS SPIROTT.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

The route that creates the most prime
developable land while impacting the fewest
homes should be chosen.

Other comments:

Please help us all you can to bring this
project. Thank you.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

231

CO-Susan Swartz

From: Kaye.Humble@dot.state.oh.us
Sent: Monday, December 02, 2002 8:16 AM
To: CO-Susan Swartz
Subject: OH 823 Protsmouth Bypass - Feasible Alternatives

----- Forwarded by Kaye Humble/Planning/D09/ODOT on 12/02/2002 08:12 AM -----

John Hagen

12/02/2002 07:29 AM

To: Kaye Humble/Planning/D09/ODOT@ODOT
cc:
Subject: OH 823 Protsmouth Bypass - Feasible Alternatives

----- Forwarded by John Hagen/Administration/D09/ODOT on 12/02/02 07:29 AM -----

"James Taylor" <jjtaylorli@msn.com>

11/28/02 09:41 PM

To: john.hagen@dot.state.oh.us
cc:
Subject: OH 823 Protsmouth Bypass - Feasible Alternatives

John Hagen

District 9 Deputy Director

Ohio Department of Transportation

650 Eastern Avenue

Chillicothe, OH 45601-0467

Dear Mr. Hagen

In reference to the "Feasible Alternatives" that have been identified by ODOT and TranSystems Corporation for the proposed OH 823 Portsmouth Bypass in Scioto County. I have been studying the proposed route for the Portsmouth Bypass and am concerned about the location of Segment B in Lucasville. I live on the south side of the proposed sub segment 10 in the Marca Addition of Lucasville. The location of segment B 10 would effectively bisect the heart of our community.

The proposed placement of segment B 10 would leave residents on either side without proper access to the other side of our community. Without the ability to safely cross the highway residents will not be able to access one another, businesses, community schools and emergency services between Lucasville and Minford. Additionally, I believe that the proposed route would increase the amount of high-speed traffic through our community leading to increased dangers to ourselves and our children riding on buses to and from school.

This highway has the potential to allow greater access to southern Ohio for commerce and travel but it

12/11/2002

also has the potential to kill the progress that Lucasville has made in the past several years. In addition to to inadequate access the proposed route of segment B 10 would consume many existing and newer homes of residents who live between Lucasville and Minford. Lucasville has become one of the more desirable communities in Scioto County because of its location, access to business, services, schools and emergency services. Building this highway in its proposed location would have a major impact to the economic and social base of this community.

I have seen how major highway development in southern Ohio has adversely affected other communities and members of my family in the past. When OH 32 was built it split many family farms through Pike County including one of my family's. I have witnessed how the highway split the farm through the middle and landlocked access to our once highly productive fields. The State of Ohio's answer to this issue was to buy a sliver of property adjacent to ours that would allow access to the farm but it would have required us to build a new access road into the property. The cost for the new road would be entirely ours. We would have had to build it through dense timber that would have cost tens of thousands of dollars to construct. Now those fields, that were once highly productive, lie fallow and can not be cultivated because of our inability to access them.

I realize that this highway should be built and that there will be impacts to individuals to do it. However there should be other alternatives that do not alter or destroy an entire community. A case in point is the reconstruction of Highway US 23 in the state of Kentucky. The State of Kentucky seems to have done a very good job of reconstructing a major highway without impacting local communities as you are proposing to do with OH 823. The US 23 reconstruction project utilized rural areas where land and hill removal was necessary and performed without total disruption to the surrounding residents. It would seem to me that the State of Ohio should take a lesson from the KDOT and look at other alternatives that satisfy the requirements of the Portsmouth Bypass.

Respectfully,

Jeff Taylor

98 East Marca Drive

Lucasville, Ohio 45648

Tele: 740.259.6593

Email: jjtaylorii@msn.com

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12/11/2002

CO-Susan Swartz

From: James Taylor [jttaylorii@msn.com]
Sent: Thursday, November 28, 2002 5:46 PM
To: CO-Susan Swartz
Cc: sjtaylor@zoomnet.net
Subject: Public Comments - 823 Portsmouth Bypass

Name: James J Taylor II

Address: 98 East Marca

Lucasville, Ohio

Representing: Myself as a resident of Lucasville.

The location of OH823 Segment B10 will impact my family in the following way:

- The new highway will bisect our community restricting residents access to the north and south of the highway.
- The highway will pass within 450 ft (from the center line) of the Valley Middle School which is actually extremely closer once you measure from the school to the edge of the highway's northern right of way.
- Ingress and egress of buses and other vehicles to the Valley schools (all three school buildings) will be forced to use secondary roads through neighborhoods not designed for that amount of traffic flow.
- Buses would be forced to use roads that the school currently deems unsafe to allow when exiting the school.
- Approximately 3000 vehicles use the existing 728/LucasvilleMinford road between 6 am - 9 am each day. If you assume that these cars also return in the afternoon that is 6000 plus vehicles a day causing dangerous intersections where the school buses will be rerouted because of the limited access to the schools.
- The ability to maintain and continue to grow our educational system will be impacted both in the use of school owned property as well as the quality of educational programs.
- The new highway would diminish the value of the community. The loss of services such as the Lucasville Library, emergency response times and property for residential and commercial purposes would hamper our ability to continue to grow.
- The path of the new highway and limited access to the north and south of it would prevent future development of residential and commercial properties.
- The diminished value to the community would decrease the number of new homes, sales of existing homes, overall property values and increase the number of residents who leave the community resulting in a lowering of the tax base that will raise taxes for those remaining.

Alternative Suggestions: Rather than use the 728 corridor for the location of 823 Segment B10, I would suggest using one of two routes if Lucasville must be used for 823 Segment B10:

- North, utilize the route that was considered as a previous alternative (Segments B11 and B7). Going on top of and through the hill ranges would reduce the impact to the Lucasville community but would be more costly. However, it would be the right thing to do. An example of how to build highways could be taken from the State of Kentucky in their construction of the AA Highway and reconstruction of US 23. The State of Kentucky seems to have done a very good job of reconstructing a major highway without impacting local communities as you are proposing to do with 823 Segment B10. The US 23 reconstruction project utilized rural areas where land and hill removal was necessary and performed without total disruption to the surrounding residents. It would seem to me that the State of Ohio should take a lesson from the KDOT and look at other alternatives that satisfy the requirements of the Portsmouth Bypass.
- South, utilize existing state lands south of Cook Rd and the ODOT Garage. This route is flat and runs through a rural valley that could be connected to the existing plans for Segment B8 or B7. This route would also save money but would not impact the community in the ways in which I described above.

Other Comments

12/11/2002

23/0

- Using the 728 corridor would allow the state to save money for a project that is currently not funded making it more attractive; however, I believe that it would destroy a community that has prospered during the past years. The Lucasville community has grown in spite of down turns in the county economy and the relocation or extinction of our local industry and businesses. To build the 823 segment B10 in its proposed location would push Lucasville towards the trend that the rest of the county has experienced that of economic and social downturn.

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CO-Susan Swartz

From: tom [tdtfdlr@falcon1.net]
Sent: Monday, December 02, 2002 12:28 PM
To: CO-Susan Swartz
Subject: Please Don't Use Lucasville Minford Rd

I live on Lucasville Minford Rd and yes, this would have a negatives effects. Because we live on the most dangerous part of this road and there are always some one wrecking out there. Two years ago there was 20 or 25 cars all lined up on both sides of the ditch because of ice. They fly on this little road and if you make it four lanes there will be alot more getting killed or alot more wrecks. So please don't build your highway on Lucasville Minford RD. People are going to lose there homes.

12/11/2002

CO-Susan Swartz

From: joblessinjune@juno.com
Sent: Saturday, November 30, 2002 11:40 AM
To: CO-Susan Swartz
Subject: SR823

November 28, 2002

SR823 Study Team
TranSystems Corporation:

I strongly support the the Portsmouth Bypass and believe it to be necessary for economic development of the area and also for the efficient movement of goods and services through Scioto County for the good of Scioto County, the region and the state. I have been reviewing the preliminary location and alignment plan of the proposed SR 823 bypass of Portsmouth, Ohio and have the following comments for your consideration:

1: It appear that the alignment for the SR 823 ramp going westbound to southbound US 23 is using a stop condition. If this is actually the case, I believe that a stop condition could result in a very dangerous and inefficient situation for this location. With the speed limit on 23 being 55MPH this slower traffic entering the traffic stream could create problems. In addition, the proximity to the traffic signal at 23 and SR 348/728 will be bothersome with vehicles attempting to get up to speed while slowing other vehicles down trying to get to the traffic signal. This will lead to inefficiencies at the traffic signal which at times already has problems at times and particularly during fair and "swap days" events at the fairgrounds which bring extremely large traffic volumes during the whole event(s). I recommend providing an acceleration lane from 823 to improve upon this situation.

2: Dove tailing into #1 above, strong consideration needs to be given to the improvement of the railroad under-pass on SR 728 at US 23 with this project. Since the railroad will be somewhat disrupted during the construction of the bypass, I feel they should be further disrupted at a concurrent time for the improvement of this under-pass bridge. Very necessary roadway geometric improvements and some slight signal improvements are needed to improve the safety and efficiency of the SR728/348 and US23 intersection. This is an everyday issue, exasperated by the fair and "swap days" events, which has been extremely needed addressed for quite some time.

3: Provide an additional access point from the Service Road (Now Indian Drive) near Valley Schools to SR 728 going under/over SR823. Depending upon your preliminary and final grading designs, an acceptable location would be at Pleasant Drive which at first glance would provide acceptable intersection sight distance. Another ideal location would be to swing around and tie into Robert Lucas Road for a four-legged intersection. There has been much concern by the residents and the school about access in this area and one of these two options should address the concerns of the public. This will also help disperse the traffic load dumps (including inflow/outflow) which will occur at the beginning and end of school days and during major events (i.e. dances, open house, sporting events).

4: Improvements to the intersection of Lucasville-Minford Road and Morris Land-Blue Run Road need to be strongly considered due to the additional traffic volume being placed upon the intersection by the Service Road in front of the schools and subdivisions. Geometrics need to be investigated for turn lanes and the possibility of a traffic signal at this location. A sight distance improvement at this location will more than likely need to become a necessity because the additional traffic will result in rushed drivers and more risk being taken to fit into the gaps in traffic. These improvements should be done by the state as part of the project to relieve the county of the monetary burden given their budget constraints.

5: This comment may be a little pre-mature but provide an adequate curve for Bel-Air Road to the service road using an appropriate design speed. This is provided that the service road is not continued further to connect in with Robert Lucas Road.

6: Keep this service road as near as possible to the bypass to reduce the concerns of the

residents and also to minimize the right-of-way impact to the property owners by keeping project limits down if possible based upon grading plan. A visual barrier, either a earth mound, concrete wall or even a raised bypass and lower service road, should be considered between the bypass and the service road to prevent the drivers on the service road from being sucked into replicating the speeds of the drivers on the bypass. I have seen this as a problem in another part of the state and it does happen and does lead to accidents if not carefully in design.

7: Consideration should be given in the deign alignment for the possibility of a future interchange (probably diamond type) at Glendale Road. This interchange would provide quick access to Lucasville-Minford Road (a significant east-west route) and SR 139. This area also has some of the sparse developable land available in this area. I understand it was probably not part of the scope to investigate all of the possible interchange locations, but it would be short sided to not examine the most probable locations in the alignment to prevent problem in the future. If these have been considered, then well done.

8: Consideration should be given to locating the interchange for the airport at Bennett Schoolhouse Road. I realize the terrain in this area may not be as good but the advantages are very important to this area. Most early development on a bypass occurs near the ramps of the interchange and then spreads to the adjoining areas. Given the location chosen, there is nowhere real suitable for significant development at the ramps of the interchange. The west side of the interchange is the only hope but it has a hilly terrain. The east side of the interchange has very limited possibilities due to the airport location and the railroad. By locating the interchange at Bennett Schoolhouse Road, the possibility of development is more available. By making Bennett Schoolhouse Road a major link to the bypass, you provide many possibilities for economic development along this roadway which has some of our sparse developable land. By having the ramps at the airport, the traffic patterns will involve left turn movements to the developable land of Bennett Schoolhouse Road instead of a more efficient through movement. Economic development will occur on the developable land and not at the airport. We need a potential major roadway connecting to the bypass and not a dead end (essentially a T-intersection). The airport has been and will continue to provide little economic development for this area due to it size and use, therefore why put it at the foundation of our potential economic development which is entrusted in the bypass.

8: Consideration needs to be given to the improvement of Shumway Hollow Road from the Bypass in the present alignment to Swauger Valley Road. This is a small unimproved township roadway not designed to the traffic volumes which the bypass will place upon it. The (excuse the term) watershed or service area for the traffic exiting or entering the bypass from Shumway Hollow should not be discounted. Many individual from this area work in the counties to the north (including Columbus) going along US 23 and would use the bypass as their fastest route. Therefore, based upon the future traffic volumes including development, this roadway needs to be upgraded to safely handle the traffic flows and appropriate turn lanes need to be applied at the intersection with Swauger Valley Road. These improvements should be done by the state as part of the project to relieve the township of the monetary burden given their budget constraints.

9: The alignment of Lang-Slocum Road at SR 140 needs to be reconsidered. The roadways of Dutch Ridge Road and Lang-Slocum Road are significant roadways in this area and are currently operating as a slight offset intersection. These roadways provide access from west including Minford along Dutch Ridge to the north side of Wheelersburg. By offsetting the roadways further, travel times will increase and would not benefit the public in any way. In addition, all of this traffic will continue to have left turn movement where if these roadways were lined-up as they should be, the turn movements could be eliminated thereby increasing safety and efficiency in the intersections. I strongly recommend leaving Lang-Slocum Road in it present location and provide the bridge necessary to do so (an intersection improvement would be nice).

10: Presently Simon Miller Road is shown as a through road where it intersects Lang-Slocum Road. Lang-Slocum is the significant route here and must be the through route based upon traffic volumes. Lang-Slocum Road needs to be designed to the appropriate design speed for the curve and the existing right-of-way may be able to be utilized to accomplish this objective. This means Simon Miller Road will need to operate under stop condition and the intersection needs to come into Lang-Slocum Road at a right angle.

11. Cul-de-sacs need to be provided for all roadways which have been cut off or made dead ends by the bypass.

12: Why isn't the bypass called SR 523? It appears to be an obvious number since it connects two US routes 53 and 23.

13: The alternative routes which were most recently provided have pros and cons to both alternatives and either alternative selected based upon public input will be acceptable. But if the decision is to be based upon economic development alone, the east most route will provide the most opportunities for interchanges and development of the adjoining land.

Although I am not personally affected by the bypass route by being located near it or in its path, I feel that the bypass is extremely important for the area and I will use it frequently for movement around the county. Thank you for you time and consideration, feel free to contact me if you have any questions or have any response(s).

Sincerely,

Craig Opperman
9558-A SR125
Portsmouth, Ohio 45668

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CO-Susan Swartz

From: Natalie Jenkins [nljinx@yahoo.com]
Sent: Friday, November 29, 2002 12:46 PM
To: CO-Susan Swartz
Subject: portsmouth bypass comment sheet

My name is **Natalie Cottle**, I reside at 2293 Maple Benner Road Portsmouth, OH.

I grew up at 1396 Lang Slocum Road Wheelersburg, OH 45662, where my parents and brother currently are still living. My family will be impacted by this project, if the proposed route of A, C, or A/C are used. The **positives** to this route include the minimization of traffic on Lang Slocum Road, and other rural routes. **Negatives** to this proposed route will be the increase of noise pollution, the decrease of the wildlife population to this area and the decrease of property value in the area.

Also I feel that the bypass, where it is currently located (A, C, and A/C) will not increase the economical development that Scioto County needs, but greatly decrease the economical status of the county. The proposed route is taking away many great economical resources. The farms along this proposed route, are a way of life and income for many in the area. These people would be out of jobs, and possibly without homes. Who will compensate these people and retrain them for new jobs? Will the state provide them jobs? I am not totally against the bypass, but I feel the proposed route that Scioto County Engineer Clyde Willis proposed, by staying on top of the ridges is the best idea by far. This would impact less people and farmland.

The study team and ODOT are implying that by running the bypass on the proposed route as of this date, date, it will bring economical development to Scioto County, how can this happen with only one access in the middle of the bypass? You talk about all of the feasibility studies done to come to the proposed route. Have you done any studies to guarantee that industry and companies will want to come to this area because of the bypass? Have there actually been questionnaires sent to companies, to ask if this road is built, are they even interested in moving to the area? Don't you think that these kind of studies should also be done to support your theories?

Also is your study team aware of the type of soil that is in the Minford area. It is very costly to build on the type of soil, what we call GUMBO. This is an added cost that I feel any company or industry would not want to deal with, when they can build somewhere else where a road already exist and that will not be as costly to them. If the road would stay along the ridges it would save what economical resources we already have in Scioto County. Please Consider Segment 1-A, or the Feurt Hill Bypass as alternatives.

Thank You,

Natalie L. Cottle

Do you Yahoo!?
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12/11/2002

CO-Susan Swartz

From: STUART MAINS [se_mains@yahoo.com]
Sent: Friday, November 29, 2002 9:15 AM
To: CO-Susan Swartz
Subject: 823 BYPASS



ODOT.doc

PLEASE SEE ATTACHED MSWORD DOCUMENT.

Do you Yahoo!?
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<http://mailplus.yahoo.com>

Portsmouth Bypass Project Team

Dear Sir or Madam:

In regards to the proposed 823 Bypass in the Lucasville Area, I would like to express my rejection to any construction in the Lucasville Community. I have been a resident of Lucasville since 1965 and have lived on the same street for the past 32 years. I live in the heart of the area between both proposals (Thomas Hollow and ST RT 728) my house will not be affected by either route. What will be affected are the entire community and School District that my family considers our home.

The ODOT representative that you sent to the meeting at the Lucasville Local High School on Monday November 25, 2002 stated that ODOT could not make an area worse without fixing the problem it creates. I assume that ODOT will repay each year to the School District and to the Township the lost monies from property taxes we can no longer collect on the homes lost. Will ODOT continue to repair road damage to the Thomas Hollow, Lang Lane, and Cook Road area where traffic will increase greatly? These roads were never expected to carry the traffic load of a State Highway, but this is what you will be creating by constructing this bypass in Lucasville.

I live on Judy Lane and when I need to travel to Portsmouth or anywhere south of Lucasville I leave my neighborhood by way of Joetta Lane. I turn right on ST RT 728 and travel to US HWY 23. If I have to travel East to Flatwoods Fallen Timber Rose Hill Rd just to get around the bypass I will then take Lang Lane to Cook Rd to US HWY 23 just like everyone else around my house. I assume that ODOT will also look into the condition of the Norfolk & Southern crossing at the Cook Rd – ST RT 23 intersection, as it seems to need repair at least every other year with the small amount of traffic it has now. With local traffic trying to drive around the bypass I'm not so sure that crossing will endure at least 4 times as many vehicles crossing it each day.

We were told at the meeting that there would be an access road on both the north and south sides of the interstate. Currently we are served with State Route 728 from the State Highway 23 intersection all the way past the Southern Ohio Correction Facility. If the Bypass is accepted and built in this area I assume that ODOT will rebuild State Route 728 to its current status including its width and grade of construction to the South side of the Bypass. State Route 728 was built to handle the current **local traffic**, not people trying to get from Kentucky to Columbus. The new access road will still have to handle the same traffic as State Route 728 does now since local residence can't get on the Bypass in front of our neighborhoods.

In closing I would like to strongly state that this Bypass **only causes headaches and heartaches** to the residents of Lucasville. Neither the Southern, nor northern routes will benefit our area. This construction should not be placed within our town, if needed move it either north or south of Lucasville with as much open land without houses surely a route could be found to serve your purpose.

Sincerely,

Stuart E. Mains

261 Judy Lane
Lucasville Oh 45648
(740) 259-5606

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Tom Preest

Address: 67 Merwin Ave, Sciotoville - Ohio - 45662

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

It would help us when going north - now we have to go thru Portsmouth or wind around back roads to get to 23 at Leesville and would help bring jobs to Scioto Co.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

237

CO-Susan Swartz

From: emcnamer@valley.k12.oh.us
Sent: Tuesday, November 26, 2002 2:44 PM
To: CO-Susan Swartz
Subject: Planning Process

I congratulate you on providing the citizens of Valley Local School District the opportunity to participate in the planning processes for the Portsmouth Bypass Project. Please, be advised that the now proposed site for the project will put our area residents, students, school staff, SOCF inmates and staff in danger during the entire construction time line. Emergency vehicles will not be able to respond in a timely manner to the Valley Local Schools nor the prison during this construction process. If the project were placed north or south of the schools and prison this would not be the case. Placing the Highway Project north or south of these facilities will allow for a minimal disruption of services for the schools and the prison. Please, consider the safety and well being of our children during the planning processes.

Thank you for your consideration,
Edna McNamer
PO Box 30
65 Cornell Drive
Minford, Ohio 45653
740-355-9204
ednamc@zoomnet.net

CO-Susan Swartz

From: emcnamer@valley.k12.oh.us
Sent: Tuesday, November 26, 2002 2:14 PM
To: CO-Susan Swartz
Subject: real estate

I have been a home owner in Valley Local School District for 27 years. We have maintained and improved our home over the years and are now wishing to sell it and move within Valley District to a one level home. If the Portsmouth Bypass travels in front of Valley Local Schools our home will not have the selling price that it did three months ago, prior to the proposal for the Highway project. It would be more advantageous for the project to take my home, than for the Highway to be placed in such close proximity to Valley Local Schools.

I am very much in favor of the project in that it should generate industrial development. The education demographics of the work force available in Scioto will show that our population is such to supply factory workers.

If the Highway is constructed at the proposed site, Valley Local School District will not be the district of choice in our county, and our real estate values will fall considerably.

Thank you for the opportunity to communicate my concerns.
Edna McNamer
PO Box 30
65 Cornell Drive
Minford, Ohio 45653
'40-355-9204
ednamc@zoomnet.net

CO-Susan Swartz

From: Mr. Merritt [Hmerritt@valley.k12.oh.us]
Sent: Tuesday, November 26, 2002 1:52 PM
To: CO-Susan Swartz; CO-Susan Swartz
Subject: Schools

I fail to see how bypassing Lucasville will benefit our area or schools in any positive manner. The bypass will only isolate Lucasville and hurt our schools. It does nothing for property other than lower its value. The bypass will force people to relocate and leave this area. Many not directly affected have indicated they will move rather than have a bypass in their front or back yard. This eventually will erode our tax base and reduce the already low school funding. My family, friends, and neighbors are against a bypass that bisects any part of Lucasville.

Harold Merritt

Harold Merritt
127 Nesbitt Rd.
Lucasville, Ohio 45648

(740)-259-4241

hmerritt@falcon1.net

CO-Susan Swartz

From: DEAN SCHULER [dschuler@valley.k12.oh.us]
Sent: Tuesday, November 26, 2002 11:03 AM
To: CO-Susan Swartz
Subject: PLANNING

I, Dean Schuler am very concern on the planning of the new by-pass because of the sudden impact it's making on the Lucasville area. As a citizens it seem that the state date period and the public opportunity to voice their opinion is being limited.

To me we need our time to voice our opinion because this is going righth through the heart of our community and school system.

I just ask for adquate time for public opinion and feedback in how this bypass is going to effect our community.

Thank You
Dean Schuler

DEAN SCHULER
178 BROOKSIDE DRIVE
LUCASVILLE, OH.

CO-Susan Swartz

From: Owen Waske [Owen.Waske@cchmc.org]
Sent: Tuesday, November 26, 2002 10:37 AM
To: CO-Susan Swartz
Subject: Form posted from Microsoft Internet Explorer.



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Owen Waske

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Content-Disposition: form-data; name="categorylist"

Real Estate

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I would like to voice my strong opposition to the currently proposed Portsmouth bypass plan for Scioto County (the airport route). Overall, the plan seems tainted with illogical reasoning, backdoor favoritism, and support from areas not affected directly by the project but who might gain a financial profit over others loss.

1. The entire decision making process for this roadway has been hidden from the residents it most affects. If Portsmouth residents want to vote against a road going through their property, fine. But that in no way gives them the right to vote it through someone else's land. If it's not good enough to be built there don't think for a minute it's OK to put someone else out of luck by sending your problems elsewhere.
2. A bypass is exactly that, a bypass. The area is not going to recognize any economic growth by enabling drivers to easily circumvent the area. There are plenty of small towns across the US located next to rivers, rail lines, and major highways and they aren't experiencing any more growth than Scioto County and they have better transportation even with the bypass added.
3. After reviewing the multiple proposed routes I am shocked that you would choose the route that destroys the most farmland, homes, and important local sites. With farmland shrinking both in Ohio and the US at an alarming pace, and many government agencies working to prevent it, I have no idea why you would advocate continuing that trend.
4. Lastly, your poor effort to educate the local population about the effects of this project speak to the fact that you want the end result hidden until it's too late to change the outcome. If this were truly the savior of Scioto County I would think local politicians would be out lobbying, putting ads in paper, etc advocating for the bypass and explaining the benefits. Right now they are just trying to sneak it through because of the opposition encountered if everyone knew the truth.

I will continue to voice my feelings against the proposed Portsmouth Bypass and encourage other area residents to do the same.

Owen Waske

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Submit Feedback

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CO-Susan Swartz

WS

From: Owen Waske [Owen.Waske@cchmc.org]
Sent: Wednesday, December 11, 2002 6:10 PM
To: CO-Susan Swartz
Subject: Form posted from Microsoft Internet Explorer.

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Owen Waske

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Content-Disposition: form-data; name="phone"

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Content-Disposition: form-data; name="categorylist"

Planning Process

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Content-Disposition: form-data; name="Comment"

3567 State Route 335
Sciotoville, OH 45662

9 December, 2002

Susan Swartz
Project Manager
SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Dear Ms. Swartz:

I am writing to express my opposition to the proposed airport bypass project in Scioto County and the devastating effect it will have on an economically viable and established way of life. Only recently has the entire plan and its illogical assumptions come to light to those directly affected, and I'm urging you not to support the project as it is currently written.

This lack of communication to the most important stakeholders in the project makes me question the entire validity of the study. In June of 2000, a meeting was held at Shawnee State University called the Portsmouth Transportation Study that was attended by representatives of Huntington, Ashland, Greenup Co., Ross Co., Franklin Co., etc. where 21 people registered comments in favor of the airport bypass—an "overwhelming majority". Amazing how easy it is to vote to pave over someone else's land, especially when they aren't present to defend themselves. I can assure you neither I nor many other members of the affected communities attended this meeting due its obvious exclusion of our communities and the State's lack of communication (e.g., press releases, land notices). Would Portsmouth residents attend a meeting named Sunshine Community Transportation Study? Why were representatives from Ashland, Greenup, and Columbus so knowledgeable about a bypass study that local residents didn't even

have information on? I don't vote on Kentucky or Columbus issues, so why were they given the right to vote on mine? If this were an official voting function and those people "relocated" here to vote, major political parties would charge voter fraud and election fixing.

Unfortunately, due to the secretive nature and backdoor activity the proposed airport bypass is riddled with misinformation, false promises of economic development, and such a blatant disregard for area business and economic impact that it borders on criminal neglect. Over 14 century farms stand to be cut in half and paved over leaving more than a thousand acres of landlocked, useless farmland. What economic development could possibly be worth ruining the livelihoods of functional and profitable small businesses (i.e., farms) in southern Ohio? At a time when the State is fighting to keep farmland from being taken for "development", it's shocking that state and federal agencies would ignore those same mandates by choosing a bypass route that destroys more farmland than any other studied area.

Another recurring theme of the proposed bypass is "economic development". I have to admit, I just don't see it. "Build a road and they will come" is like saying "build a new stadium and the Bengals will get better". We've seen the ramifications of that decision. It's too late to take back a stadium once it is built and make better projections later. What do we really know? We know that to build this road you will rip the heart out of a functioning and economically contributing section of Scioto County in the hope of some future benefit. That hope is like playing the lottery. You will never win by not playing, but by buying a ticket, your chances are still over a million to one. There are countless areas across Ohio and the United States that have access to major roadways, ports, rail lines, shipping routes, and major airports that still don't experience economic development. After this road is built, we still will not have an economic advantage over anywhere else with the same facilities. Meanwhile, manufacturing (what is hoped for) is a shrinking section of the economy, and in those situations where the pay is actually enough to sustain a family, foreign competition threatens to move those companies outside the U.S. to remain competitive. Once the bypass is built, will you remove it to allow farms and local businesses to thrive again when the development experiment fails? I'm sorry, but a truck stop, gas station, and Super Wal-Mart are not my idea of progress.

Now that we've eliminated the false promise of economic development, let's talk straight cost to build. The cheapest bypass in terms of cost is the route 23/52 upgrade at less than \$40 million, and the most expensive is the airport bypass at over \$154 million—four times the cost! Why would a state with a billion-dollar budget deficit and a waiting list of years for needed roadway improvements choose a route that wastes so much taxpayer money? Routes 23 & 52 already exist, so their upkeep costs are sunk in terms of economics. If the airport bypass is built, is the State prepared to allocate even more money to maintain eight new bridges and miles of new roadway as well as money to counteract the negative farmland and environmental impacts? I can also assure you that the studies performed concerning cost do not use realistic figures to reimburse area landowners for their property or to fund construction on land that caused local contractors to underestimate the enormous cost of building the new Minford High School because of "gumbo" clay that requires lime stabilization (contact Dennis Meade or Gregg Romanello concerning Teays River Valley building considerations), nor do they take into consideration the lost tax revenue by removing miles of useful land from private ownership. Even the projected numbers of saved accidents are overestimated as the study failed to consider the thick fog over the entire Little Scioto River valley during the spring and fall.

The only way the airport bypass even comes close to route 23/52 or the Feurt Hill concept is by adding a huge fudge factor on economic development by assuming over 4000 acres of land is for sale around the Minford airport. I have spoken with almost every local landowner and no one is willing to sell. Why are you banking our future on promises without substance?

Lastly, I've read this project is being considered for traffic flow. With only one access point in 17 miles, this certainly is not meant to help local inhabitants traverse the county any faster. So that means our future is being paved over so that commuters can save 17 minutes on their trip from Columbus to Myrtle Beach. If it's that much of a pain, fly or move south. I'm sorry we're in the way of your vacation, but so is Kansas when I go skiing in Colorado; I've never advocated we implode their farmland to bring the Rockies closer to Ohio so that I could save time on my trip.

TranSystems and ODOT have chosen the longest, most expensive, and most destructive bypass route based on false economic assumptions, estimates adapted to advocate for a previously made decision, and over the concerns of the people who need to be heard the most--locals. Scioto County doesn't want this, the economic development promise rings hollow in light of what will really happen based on the history we are doomed to repeat, and the true cost of this bypass will only be realized when it's too late. Better alternatives are obvious, the only question is who's listening?

Sincerely,

Owen P. Waske

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3567 State Route 335
Sciotoville, OH 45662

~~240~~
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9 December, 2002

Susan Swartz
Project Manager
SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

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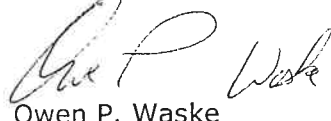
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Sincerely,

A handwritten signature in black ink, appearing to read "Owen P. Waske". The signature is fluid and cursive, with the first name "Owen" being the most prominent part.

Owen P. Waske

CO-Susan Swartz

From: Carver, David H. (35C) [carverdh@bechteljacobs.org]
Sent: Tuesday, November 26, 2002 7:40 AM
To: CO-Susan Swartz
Subject: bypass

Suzann

Thank you for coming to the meeting last night. I don't think it was handled very well from the end. People are very upset about this whole matter. I live in an area where the route was dismissed. I am glad of that. There are just as many people impacted by the northern route as the southern route. Where ever it goes we will be divided. I think the road needs to be built. And I know your job is very difficult. I hope our community hold together.

Thank you very much Dave Carver

Keith O. Wiehle
13442 State Route 139
Minford, Ohio 45653

December 11, 2002

To the Planners, Policy Makers, and Decision Makers Relative to the
Portsmouth Area Bypass (#823):

There are still a couple of safe havens left in today's American landscape that still hold fast to the traditions and values set forth by those generations which preceded them. A place where praying grandmothers have prayed a veil of protection over the community and its members for over a century. I thank God for allowing me to grow up in such a community. When I was a child, I can only imagine the comfort which all of the parents felt in knowing that when their children went out to play in the community, they would have the ever-watchful eyes of aunts, uncles, and cousins looking on. I want my children, and the children of my sister and cousins, to have a safe place to enjoy their childhoods.

Everything in my letter up to this point has been rooted in personal opinions and heart-felt feelings. Things of which, I am told, you are not interested in. I am told that you are only interested in the cold, hard facts. The fact is that by placing the proposed highway in "corridor C", farms will be cut down the center which causes many farmers to have property that is land-locked. Also, other farms, such as my dad's, will have their livestock's access routes cut off from the fields in which they graze. Families whose livelihoods depend on the yearly income generated by these farms will be decimated. Also, by having the highway to go through the river bottoms, south of the airport, would be very dangerous for those people who choose to use your highway. I can't tell you number of evenings that I have been over in those river bottoms when nightfall begins to set in. The difference in air temperature coinciding with the temperature of the river's water causes a thick veil of fog to form along the Little Scioto River. As the night wears on, the fog continues to creep out away from the river until it envelopes the entire river bottoms. I would hate to think that motorists may lose their lives due to the gross negligence of those individuals responsible for locating and constructing the Portsmouth Area Bypass (#823) at this particular location. I would think that negligence of this magnitude could have the possibility of

spawning multiple lawsuits aimed at those companies and/or individuals who were responsible for the placement of a highway in such an ill-advised location.

In closing, I feel that you may have given up too early on the best route for the Portsmouth Area Bypass (#823). If the highway were to be placed on the wooded ridge west of State Route 335 (Segment 1A) it would be more beneficial to everyone who is directly affected by the highway. Scioto County would receive a first-class highway which would allow motorists to move more freely through the area. The highway may also be used as a catalyst to help spur economic development for an otherwise "economically depressed" region. The farmers' needs of keeping their neighborhood, heritage, and economic status intact would be satisfied. Finally, the motorists themselves would be safer due to the fact that the highway would be located at a higher elevation, away from the threat of the fog which occupies the bottom ground located adjacent to the Little Scioto River.

I pray that you will consider everything that I have placed in this letter when making your final decision on the placement of the Portsmouth Area Bypass (#823).

Sincerely,

A handwritten signature in cursive script that reads "Keith O. Wiehle".

Keith O. Wiehle

243

CO-Susan Swartz

From: Thomas Hester [trhester@zoomnet.net]
Sent: Wednesday, December 11, 2002 7:12 PM
To: CO-Susan Swartz
Subject: Form posted from Microsoft Internet Explorer.



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Tom Hester

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740.259.4350

-----7d228a5d10
Content-Disposition: form-data; name="Address"

211 Ruthann Drive, Lucasville

-----7d228a5d10
Content-Disposition: form-data; name="Email"

trhester@zoomnet.net

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Planning Process

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While the overall plan should be a significant positive for the area and businesses, I do have a few comments. I was unable to attend any public meetings.

1. If no access are provided other than currently planned, Thomas Hollow Road should be fully developed that includes a reasonable access to US 23 as we have now.

2. Final Plan consideration should strongly be given to emergency services (fire, medical, snow removal, and law enforcement response) for the community.

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Submit Feedback

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CO-Susan Swartz

From: Thomas Hester [trhester@zoomnet.net]
Sent: Wednesday, December 11, 2002 7:20 PM
To: CO-Susan Swartz
Subject: Form posted from Microsoft Internet Explorer.



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Tom Hester

-----7d224e27d10
Content-Disposition: form-data; name="phone"

740.259.4350

-----7d224e27d10
Content-Disposition: form-data; name="Address"

211 Ruthann Drive, Lucasville

-----7d224e27d10
Content-Disposition: form-data; name="Email"

trhester@zoomnet.net

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Content-Disposition: form-data; name="categorylist"

Planning Process

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Part 2 -

3. Extreme heavy traffic occurs throughout the year involving the County Fairground. This should be fully addressed. It already is a problem. The Ohio HP does a great job, but is still a traffic problem.

4. Because of the terrain, will traffic sound attenuation measures be utilized?

5. Storm drainage and weather related impacts really need strong reviews and planning. Currently, heavy spring rains can result in near flooding from run-offs.

6. Good luck and maybe consider "underpasses" for land locked areas, etc. that present issues. See US23 south of Lucasville for examples.

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244

CO-Susan Swartz

From: barb gampp [gampp@falcon1.net]
Sent: Thursday, November 14, 2002 10:21 AM
To: CO-Susan Swartz
Subject: Portsmouth Bypass

I attended the meeting last night at Minford High School and spoke with Mr. Tim Hill from ODOT. He suggested that I email you to request the traffic feasibility numbers on State Route 140 at Dixon Mill Road. We have a John Deere business at that intersection and are presently building a convenience store at the same intersection. Our concern is that by not having a connection with SR 140 our business could suffer. Not only will there be no connection, we will then have a new service road that will bypass this intersection. I realize that a bypass can not service everyone along the route, but if the intention of the proposed bypass is to help our economy, bypassing what few businesses already exist would have just the opposite effect.

Although I can not speak for everyone in the area, I think my concerns are felt by many. The only connection that is proposed is at the airport with a connection to Shumway Hollow Road which goes nowhere. First of all, the airport should not be the major consideration because it is so small with no hope of enlarging. The runway is too small to accomodate aircraft of any size, and by looking at both ends of the runway, one can see that expanding the runway is not very probable. Secondly, by bypassing Minford, it can only hurt that area's economy. The businesses that are there depend on local and nonlocal traffic. As it stands now, travelers on the bypass would not even be aware of the already existing businesses in Minford. By relocating the connection nearer Minford, businesses would benefit and the land that the politicians want developed would still be closely accessible.

I don't think the people of Scioto County are strictly opposed to a bypass, if it would help our area. But, the way it was presented last night, we see it as a convenience to northern travelers at our expense. Taking our land, splitting our farms and bypassing our businesses is not what we need. If Columbus really wants to help southern Ohio, work with us, not against us.

As I stated earlier in this email, maybe by looking at the traffic feasibility numbers at SR 140 at Dixon Mill Road would give a different perspective. We know from first hand experience that this area is heavily traveled with vacant land that could possibly be developed. The intersection at SR 140 and SR 52 provides little land for development what with an existing railway and a river on one side and steep hills on the other.

Thank you, in advance, for the feasibility numbers. My comments are not meant to be accusatory. I'm just trying to give a local opinion on a subject that will greatly impact our area for generations to come. I heard several comments about what a difficult job you have and that you seem sincere in your effort to help our area. We look forward to working with you.

244

Barb Gampp
3567 State Route 335
Portsmouth, OH 45662

December 12, 2002

To the Planners, Policy Makers, and Decision Makers Relative to the
Portsmouth Area Bypass (#823):

I am adamantly opposed to the proposed routing of the Portsmouth Bypass as to Segments C and A/C as well as A and A/C as it will have an adverse effect on our business at Slocum and our family farm. (Appendix D - The Economic Impacts of Highway Bypasses on Communities. "The communities most likely to see any adverse impacts are the ones with less than 1,000 people.") This business had its beginning in 1925 by George Gampp, the present owners' grandfather. It presently employs sixteen people, including nine family members, one of whom represents the fifth generation. This business depends on local as well as through traffic. The convenience store currently under construction will be even more dependent on through traffic.

"When you hear news about business and the state of the economy, the stories almost exclusively revolve around large companies. While bigger companies do have a large impact on our economy, the importance of small businesses is often overlooked. It is small businesses that employ 53 percent of the private work force, and produce about 75 percent of new jobs." "Here In Ohio, small businesses play an especially important role." "Small business is the engine that drives our economy." (Rep. Rob Portman, The Community Common, December 8, 2002.)

Rep. Portman went on to include farms as small businesses, which leads to my second concern about the proposed routing. At least ten farms will be bisected by this route, many of them Century Farm eligible. One farm was established in the late 1700s, one in 1818 and ours in 1849. Since Scioto County had just been established in 1803, the historical significance of these farms cannot be overlooked. Also, the contribution of these farms to the area's economy needs to be considered. How can bisecting and landlocking large portions of this acreage not have a devastating impact on the economy? Maybe ODOT

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and TranSystems Corporation do not think this contribution is much to speak of, but let us consider the economic impact on our schools when real estate taxes are reduced, the major portion of which goes to our local school district. If farm size is reduced, less money will be spent on equipment, seed, fertilizer, fuel, and so on, which will affect local suppliers. The "trickle down effect" on our present economy will be great.

Evidently ODOT and TranSystems do not share Rep. Portman's consideration of farms as small business. In the Cost Summary supplied by ODOT under "Right-of-Way", agricultural land was valued at \$3500/acre; landlocked-agricultural \$2500/acre. In speaking with Mr. Steve Carter, Director of Scioto County Economic Development, the agricultural land in the northwest quadrant of Scioto County (SR 23 and 348) is offered at \$35,000/acre. Likewise, Mr. Bob Walton, the contact person for 172 acres in the French Grant section of SR 52 and 522, revealed that agricultural land presently owned by Occidental Petroleum is offered at \$5,000/acre when purchasing the whole of 172 acres. If it is subdivided, the price goes much higher, 3 or 4 times higher, according to Mr. Walton.

In 1996 then Governor Voinovich created The Ohio Farmland Preservation Task Force. The purpose of this task force is to examine the historical trends, causes, and consequences of agricultural land being converted to non-agricultural purposes. The Century Farm eligibility addresses the "historical" aspect; the certain economic disaster speaks to the "consequences". I might also add the loss of farmland will have an environmental impact. Highways increase the noise level, traffic reduces the air quality and construction of roads causes destruction of the natural environment.

Let us now address the "cause" of which Governor Voinovich was concerned. The Purpose and Need Study details economic development and mobility, hence the possible "cause". Can destroying the present economy of an area or community be justified on speculation that building a road will bring big business? Has SR 32 with all of its "developable land" and good highway system brought industry? Has the I-70/I-77 cross-section brought industry to Cambridge? There are many more areas that have good roads and acres of developable land with weak economies. Just because you build it does not mean they will come. We, the families of the Sunshine Community, are being asked to sacrifice our way of life and heritage for "potential" economic development.

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Maybe "economic development" is just a smoke screen. Maybe we should consider the "missing link" statement as the "cause", as written in the Executive summary, page -x and Part 1, pages 34, 35, & 42. "Within the Study Area, there exists a "missing link" in the Appalachian corridor from Asheville, North Carolina, to Columbus, Ohio." According to the Feasibility Study, Scioto County's hills and Portsmouth's red lights severely hamper through travelers headed for Florida via Asheville, NC. One hundred year farms that have survived many economic downturns and the Great Depression will finally succumb to vacationers headed to Florida or Myrtle Beach!

Another term repeated in the Feasibility Study Report is "developable land". In Part X, figure X-9: Northern Map of Economic Development Areas, Existing and New, two ovals showing "New 3,000 acres" and "New 1100 acres" have left many residents scratching their heads, many who own farmland within those ovals. The source is credited to Scioto County Economic Development Office, 2000. Mr. Steve Carter, Director of Scioto County Economic Development Office, on December 11, 2002 stated, "I have never seen that map." When I called TranSystems Corporation to inquire about the source, I was told the source was an error. Gannett Fleming created the map. This "developable land" is referenced numerous times in the Feasibility Study Report to justify the Airport Bypass as opposed to the other alternative routes which are shorter, have fewer impacts, and cost less. With the possible exception of 480 acres, this land is not for sale! Likewise, Part V, page 66 states, "There is a moderately-sized parcel adjacent to the Scioto County Airport that is being marketed by Scioto County and by the Airport Authority." When the Scioto County Commissioners were asked on December 12, 2002 if they had any land to offer or knew of any for sale, their answer was "No". If there were land for sale in Scioto County for development, doesn't it stand to reason that the County Commissioners would know about it? This justification for the Airport Bypass was based on incorrect information and should be deleted from the Feasibility Study Report, which would drastically alter the conclusions in support of the Airport Bypass.

Developable land and access to the Greater Portsmouth Regional Airport were the two main considerations in promoting the Airport Bypass. Comments were received by TranSystems concerning future airport expansion. In speaking with a member of the Airport Authority Board, I learned that the current capabilities of this airport can land the largest private jet. The board hopes to purchase land in future years to expand the runway by 500 feet. The capabilities will still only land the largest private jet, according to this board member.

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Also, In the Feasibility Study, Page-xiii addresses the Portsmouth Transportation Study at Shawnee State University on June 20, 2000, specifically the Public Involvement data. One hundred thirty-nine total attendance, minus fourteen staff (Gannett Fleming: 6, ODOT: 7, FHWA: 1). Of the remaining 125 attendees, 29 comment sheets were received with 21 in favor of the Airport Bypass. "Along with the comment sheets from the public meeting, 869 signatures from local citizens supporting the Airport Bypass alternative and 43 letters from businesses and public agencies were received." (Stakeholders). These 869 signatures that are termed "local citizens" were on petitions circulated throughout the county. I counted 171 out of state or out of county, 17 Minford addresses, 69 Lucasville addresses with half of those being on the west side of SR 23 who wouldn't be affected. Approximately 50 signatures out of 869! The real stakeholders have been blindsided.

If you take away the possibility of future expansion for commercial aircraft, reduce the amount of developable land to 480 acres in and around the airport, and consider the known construction problems (contact Dennis Meade, Superintendent of the Minford School District) in the Minford area dealing with "gumbo clay" both for the highway and future developers, can a route which is much longer than any of the alternatives, which constructs 21 bridges with future maintenance issues, landlocks 1,007 acres, relocates 67 single residences, one apartment, 2 churches and 6 businesses be reasonably justified? Common sense must prevail. If that is not possible, then I beg you to take your money, your incomplete and inaccurate studies and your bypass elsewhere!

Sincerely,



Barb Gampp

CO-Susan Swartz

From: Shaun McCray [gampps@zoomnet.net]
Sent: Monday, December 16, 2002 6:21 PM
To: CO-Susan Swartz
Subject: Portsmouth Bypass

Could you please explain the term "Agriculture Preservation Area" as designated on Figures X12-15? Also, could you explain what 100-Year Floodplain Encroachment (acres) means? Thank you. Barb Gampp

CO-Susan Swartz

From: ska852@webtv.net
Sent: Friday, November 15, 2002 10:39 AM
To: CO-Susan Swartz
Subject: meeting

Dear Susan : I was at the meeting Nov. 13th at Minford H.S. We were very relieved to see that the proposed location of the bypass will miss our property. I hope the location doesn't change. Quite a number of people there and your talk was well presented.

Steve Adkins

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Susan Swartz
Sr 823 Study Team
TransSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, Ohio, 43017

December 6, 2002

Dear Ms. Swartz,

I wish to express my concern about the proposed Portsmouth Bypass Roadway. I feel that this is not an Economic Corridor, but instead, it is, as it was called a "Bypass". With only 1 access point (Interchange) along a 17 mile stretch of roadway, How could any benefit to our community be expected? This could only cause a decline of small business in this area. Property values would be lowered causing our schools to be adversely affected.

The proposed highway effectively splits our community {Jefferson Township} in half. There is surely a more effective way of providing a connecting route from Route 23 to Route 52. Why not reconsider the "Bypass" in the Rosemount area that also would connect with Route 73? The option of moving the Proposed Roadway to the North would affect fewer people, and would cause less disruption to Lucasville - Minford Road.

This Roadway land locks 2 Pieces of my property. One piece of this land is a family farm that has been in my family since the early 1900's. I have lived on this farm for 59 years, my mother has lived here 62 years, (she is 87 years old), How do I explain to her that a new road will be built right out her back window? The other farm has also been in my family almost that long. This 35 acre piece of land stands to be lost completely when it has approximately 5 acres cut from the front for the proposed highway, and approximately 30 acres land locked. We have held on to these properties for our children to have building sites in the future. Being land locked poses a grave problem. To my family relocation is not even an option we wish to consider.

The Minford area farms that would be affected are also family farms that have been in many of those families for generations. There should be some consideration shown to those families. Land locking approximately 1000 acres of farmland, and possibly putting those farmers out of work, for no guarantee of economic development doesn't seem practical.

Again, please try to leave farming communities intact by choosing a route that would cause the least impact on their lives.

I believe the road project should be moved or abandoned completely. How could a committee justify destroying so many homes and upsetting so many lives for a proposed roadway that shows no promise of creating a better way of life for our community?

Danny Flowers
Danny Flowers
2940 Lucasville-Minford Road
2575 Lucasville-Minford Road
Lucasville, Ohio, 45648
740-259-4082



Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

December 13, 2002

Comment Sheet

Name:

Inez Bloomfield

Address:

1110 Norwood Ave. Wheelersburg, Oh

Representing:

How will you or your family be impacted by the project (positives and negatives)?

Economic development, improved airport facilities infrastructure. The By-pass will route traffic through our area. If it isn't constructed, most traffic will travel through Kentucky. The By-pass is critical for the area - long overdue.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I live in eastern Scioto County. I would hope the by-pass would be constructed in the area that would least impact previous development. It should lead to the airport. No one wants to have their property divided however, concessions must be made if we are to grow. I do think that ODOT will choose the appropriate alternate to benefit Scioto County and the surrounding area. We need to settle this issue and move on before we are completely by-passed.

Other comments:

It is imperative that this By-pass be constructed to revive the economy. We are in dire need of highways to open up or connect with the I 73/74. Otherwise, the highways will be constructed to completely bypass the Portsmouth area which can ill afford to lose anything else - business-wise.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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TranSystems Corporation
5747 Perimeter Drive, Suite 240
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E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: JERRY L RUSSELL SR.
 Address: 520 CALVERTS LANE WEST PORTSMOUTH, OH 45663
 Representing: WASHINGTON TOWNSHIP BOARD OF TRUSTEES

How will you or your family be impacted by the project (positives and negatives)?

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

Will HELP THE AREA, FOR NEW BUSINESSES HopFULLy

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Portsmouth Bypass

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Public Meeting

November 13, 2002

Comment Sheet

Name:

Loretta A. Bennett

Address:

8671 St Rt 139 - Minford, O. 45653

Representing:

NA

How will you or your family be impacted by the project (positives and negatives)?

We hope it will help our community economically

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Public Meeting

December 13, 2002

Comment Sheet

Name: Opal Spears
 Address: 602 7th St Portsmouth
 Representing: Scioto County Commissioners

How will you or your family be impacted by the project (positives and negatives)?

I feel the bypass will provide an avenue for economic development by opening up access to thousands of acres of land which is not in the floodplain, allowing us to be competitive in bringing jobs to our economically depressed area.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I do not think the routing thru the Lucasville area is the best choice for the bypass. I feel the access route should be north of the fairgrounds. The routing now is impacting houses that would have a direct effect on the tax base. It also seems that the traffic to and from the school would be a huge problem.

I hope the routing can be altered to lessen the impact on the community.

Other comments:

Also - it appears to me that a closer look could be taken at splitting farms in the Milford area - we need to be less invasive with farmland and more sensitive to future farm usage - I feel that the IA route is a much better choice.

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CO-Susan Swartz

From: Opal Spears [ospears@sciotocounty.net]**Sent:** Friday, November 15, 2002 1:53 PM**To:** Susan Schwartz**Subject:** URGENT re: bypass

Susan, I had a very disturbing phone call this morning regarding the bypass and thought you needed a heads-up.

Doug Booth, superintendent of Valley Schools in Lucasville, is gathering a large group of people to take a stand **AGAINST** the bypass. I tried to convey that he may be against the location but not the actual bypass. I suggested that we set up a meeting with you, ODOT, the commissioners and the people that are following Doug. They are having a meeting Tuesday and Doug said he would share that we are willing to meet with them. To be perfectly honest I think the path is not good from Rt 23 along 728 since it impacts such a nice residential area and will devalue their property and create access problems to the school. We need to address this issue real soon before they start circling the wagons

Thanks for letting me vent! Opal



Portsmouth Bypass

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Public Meeting

November 13, 2002

Comment Sheet

Name: Yelicia Parker

Address: 1918 Summit Street Portsmouth Ohio 45662

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

I think that it will improve traffic flow
some.

I also think that it will help our city
connect to a larger city.

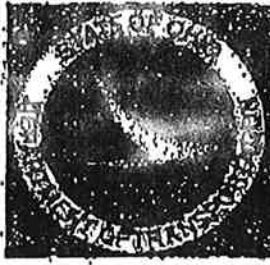
ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Dana L. Smith

Address: 175 Morgan Drive, Lucasville, Ohio 45648

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

My family won't be directly affected by the project.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

I'm concerned about the effects on our ~~local~~ economy.

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Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name: Nancy Clark

Address: 3019 St. Rt. 139 Portsmouth, OH 45662

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

My family will not be directly affected by the project.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

Due to the economic slump of our area and high unemployment, I feel that the bypass would be fatal to Portsmouth Businesses.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting **November 13, 2002** **Comment Sheet**

Name: Carmalita Spencer
Address: P.O. Box 148 117 Willow St. McHenry, Ohio
Representing: _____

How will you or your family be impacted by the project (positives and negatives)?
The proposed project will not affected my family is the loss of property. ~~or~~ any other issues.

OPOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

The economic situation in our county is bad to say the least and if traffic is diverted away from our downtown area and surrounding area what few businesses that have some low volume to survive will probably be forced to close their doors resulting in more unemployment. Is the bypass worth

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economic loss that our county will suffer with it?



Portsmouth Bypass

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Public Meeting

November 13, 2002

Comment Sheet

Name: Christa Picklesimer
 Address: 1175 Hogan St Portsmouth, Ohio 45662
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

This by-pass will bring growth + industry to this area
creating jobs. This will be a positive impact. Currently
both my children had to leave this area to find work.
this growth could possibly create the jobs to keep our
children in this area.

OPOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

The website was difficult to access.

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Public Meeting

November 13, 2002

Comment Sheet

Name: Mona Sheets
 Address: 1966A Big Ben Rd Lucasville, Ohio 45748
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

I don't know what the proposed route is so I can't answer this. I do think that it will have a negative effect on the city because it will take people out of the area and the downtown businesses will be negatively affected.

OPOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

I was not able to get on the website!

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Portsmouth Bypass

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Public Meeting

November 13, 2002

Comment Sheet

Name: Natalie A. Shigley
 Address: 2299 Mead McNeer Road Wheelersburg, Ohio 45694
 Representing: Scioto Co. CAO Head Start

How will you or your family be impacted by the project (positives and negatives)?

Really I don't know where the bypass is coming through this area or how close to my house. So I don't know how this will affect us. I really don't see a need in it because Portsmouth is already a ghost town and if this continues then Portsmouth area will be eliminated.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I don't think we really need the bypass. We already have enough ways to reach 52 and 23. With the bypass I think this will cause more problems than its worth.

Other comments:

I don't think people should lose their homes and land that they have work ~~hard~~ hard for just to make more road ways.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Gina Jacobs

Address:

1142 Dixon Mill Rd Portsmouth Oh 45662

Representing:

How will you or your family be impacted by the project (positives and negatives)?

I think this will bring more jobs to our area and that will be great. But my family will be impacted by having to relocate to another place if what I am hearing is ~~is~~ right.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

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Public Meeting

November 13, 2002

Comment Sheet

Name: Debbie Charles

Address: 1004 Jackson Fork Rd. South Webster

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

I don't think the roadway will have an impacted on me.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

None

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name:

Scott Will

Address:

1098 Kittle Rd. Wheelersburg

Representing:

How will you or your family be impacted by the project (positives and negatives)?

I don't think the roadway will directly affect me.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

None

Other comments:

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Portsmouth Bypass

In Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name:

Baul Robinson

Address:

1118 13th street

Representing:

How will you or your family be impacted by the project (positives and negatives)?

It will not affect me, but it sounds like it would benefit the county.

OPOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

No

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name: Sandy Easter

Address: 33-D Ruth St

Representing: Wayne Hills

How will you or your family be impacted by the project (positives and negatives)?

The impact of this project will not be affecting my family. I feel that a Portsmouth Bypass is greatly needed.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

N/A

Other comments:

This will help with people traveling through our area.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 623 Study Team
TranSystems Corporation
5747 Parkmeter Drive, Suite 240
Dublin, OH 43017

E-mail: ecswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name:

Kay Miller

Address:

72 Kanzas Rd Portsmouth Ohio 45672-9002

Representing:

Wayne Mills

How will you or your family be impacted by the project (positives and negatives)?

No Comment - will not affect me

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

No Comment

Will not affect me

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Portsmouth Bypass

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Public Meeting

November 13, 2002

Comment Sheet

Name:

Penny & Enle Pollitt

Address:

102 McCall St. Portsmouth

Representing:

How will you or your family be impacted by the project (positives and negatives)?

As of right now we do not have to move but Bypass will be very close behind my house.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

NO

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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265



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Linda Nehole

Address:

1221 P.chevise Wh, Oh 45694

Representing:

How will you or your family be impacted by the project (positives and negatives)?

My husband works construction - any work this way
is good news

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

no

Other comments:

BRING IT ON!

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Crystal Canter

Address:

PO Box 291, South Webster Ohio 45682

Representing:

How will you or your family be impacted by the project (positives and negatives)?

The bypass would make it easier & faster for me to get to US 23. Currently I have to use township roads and county roads to get to US 23 in Lucasville. The new bypass would be safer.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

I think the bypass would bring more business and financial growth to our County.

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Portsmouth Bypass

An Appalachian Development Highway

267

Public Meeting

November 13, 2002

Comment Sheet

Name:

Donna Ramey

Address:

808 Turkey Fl. Rd Wheelersburg, OH 43084

Representing:

How will you or your family be impacted by the project (positives and negatives)?

My family won't be directly affected. Family members will have to sell property & relocate. This could be a hardship for some property owners & an advantage to others.

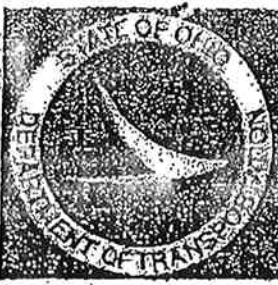
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Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Helma Burn

Address: 1220 Union Street

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

My family are myself will not be affected by the bypass project. I'm hopeful that this project will improved our people that's unemployed in our area.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name:

Crystal Floyd

Address:

417 Virginia St. Wurtland, Ky 41144

Representing:

How will you or your family be impacted by the project (positives and negatives)?

Not familiar with this area enough to be able to comment.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Brenda Kay Tury

Address: 470 Simon Miller Wheelersburg OH 45694

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

Negatives = Don't want to Relocate

Real Estate will lower

Noise of Highway

UnSightly view

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

High Ways to Highland Bend to 140 to 52 East

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Kevin Noel

Address:

Representing:

How will you or your family be impacted by the project (positives and negatives)?

I will not be impacted by the project. The impacts that need to be looked at is towards the families and land that will be impacted by the road being proposed.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

I know that sacrifices need to be made for progress to occur. A concern is just how people will be taken into consideration when purchasing their land or homes. You hear that with this to our area it will bring people or companies to our area but how can a road do this to our area when others are leaving the area to relocate to other areas. Another concern is for the ones who will be close to the new road, the noise that they will have to deal with the safety in the area.

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Portsmouth Bypass

In Appalachian Development Highway

272

Public Meeting

November 13, 2002

Comment Sheet

Name:

Mary Parker

Address:

3636 Galbraith St. New Boston, OH 45062

Representing:

How will you or your family be impacted by the project (positives and negatives)?

A direct route would be more convenient for people traveling & business. I am concerned that it will shut the few businesses in town left on 235 + 52 in New Boston.

OPOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

The Web site is not working

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Jean Culley

Address:

3 Tanglewood Dr. Wheelersburg, OH 45694

Representing:

How will you or your family be impacted by the project (positives and negatives)?

Two family members new homes and land will be affected as will many others.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Connect the roads that we already have instead of slicing up properties + communities. Redevelop the industrial areas that already exist

Other comments:

I feel that the Bypass will make Portsmouth more of a ghost town. Why not develop the river and rail areas. Instead of creating problems for some of our new schools, farmers and landowners and spending millions of dollars acquiring land - use the roads we have and spend the money cleaning up the old mill

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Written Sentimental Value of the house (234)



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Valorie Shoemaker

Address: 29 Maple Street, Portsmouth OH 45662

Representing: myself

How will you or your family be impacted by the project (positives and negatives)?

Negative - My family and I will have to find a new place to live if the bypass is located in my area (I live 1 mile from Sciotoville right off St. Rt. 335-) I have lived in this house rent-free w/o having to worry about house payments. The house is owned by my mother.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

I have tried several times to get on your web page and have had no success. Please check to see if there is a problem. This ~~is~~ a problem can be corrected.

This will cause a financial hardship for me besides the

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Cathy Conley

Address:

98 South St. Lucasville

Representing:

How will you or your family be impacted by the project (positives and negatives)?

I own a home behind the Valley middle school. The bypass will have a negative impact on my property value. The bypass will be too close to the Valley schools which my children attend.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

I do not want to live that close to an a highway or bypass.

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Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name:

Joseph D. Dard

Address:

5625 Stewart St.

Representing:

C.A.O.

How will you or your family be impacted by the project (positives and negatives)?

Not impacted

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Kimberly Johnson

Address: 813 Harding Ave.

Representing: CAO

How will you or your family be impacted by the project (positives and negatives)?

We are not impacted.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting **November 13, 2002** Comment Sheet

Name: Delana Boldman

Address: 2139 Milldale Rd. Portsmouth, Ohio 45662

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?
neg.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Pat Mungan

Address:

1224 27th St Portsmouth OH 45662

Representing:

CAO Head Start

How will you or your family be impacted by the project (positives and negatives)?

Personally not at all. I do not live in the area where the by-pass will go.

OPOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

I think it will help traffic flow through Portsmouth & New Boston. It may hurt what few businesses we have left in Portsmouth by routing around them.

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Portsmouth Bypass

In Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: JOHN LYTTEN

Address: 700 LAKEVIEW AVE

Representing: SELJE

How will you or your family be impacted by the project (positives and negatives)?

IT SHOULD HELP WITH LESS TRAFFIC IN TOWN AND FEWER HEAVY TRUCKS ON OUR STREETS.

I DON'T THINK THAT WE WILL SEE ^{THE} ECONOMIC LOCALITY SUFFER IN ANY THE SHOPPERS + BUYERS WILL STILL BE THERE.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Multiple horizontal lines for writing additional comments.

Other comments:

Multiple horizontal lines for writing other comments.

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Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name:

Melissa Teichman

Address:

1485 A McDermott Pk Crk Rd McDermott, Oh 45632

Representing:

How will you or your family be impacted by the project (positives and negatives)?

The only impact on my family is another raise in taxes.

OPOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I think this is a bad decision if being made. It is unsafe for our Willey School district children. Peoples home value will go down. Residents in those areas will be forced to move. I think things need to stay the way they are.

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Shelia Howard
Address: P.O. Box 35, 247 Sunset St, So. Webster, OH 45682
Representing: Head Start

How will you or your family be impacted by the project (positives and negatives)?

Negative - I will not be impacted by this project.

OPOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Terri Will

Address:

1416 Webster Hope Rd, South Webster Oh

Representing:

Head Start

How will you or your family be impacted by the project (positives and negatives)?

We will not be impacted by this project

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

Creating jobs will be a positive

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Regina McGuire

Address:

398 Rigrish Rd. Portsmouth, OH

Representing:

How will you or your family be impacted by the project (positives and negatives)?

Positive thing is it will not uproot my family because if the first route decision would have taken my home. I think Rigrish Addition is an asset to the community.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

As I stated above I think it would only hurt the community and be costly to go through Rigrish Addition.

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name:

Brenda Bentley

Address:

RR2 Box 1356 Greenup KY 41144

Representing:

Scioto Co. Head Start

How will you or your family be impacted by the project (positives and negatives)?

It would be good to have a quicker route to Columbus where I attend meetings. I drive to Athens for graduate school & a quicker way to Route 32. Would have been wonderful.

OPOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

Any plans to encourage downtown growth affected by bypass?

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Portsmouth Bypass

An Appalachian Development Highway

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Public Meeting

November 13, 2002

Comment Sheet

Name: Kimberlee Paak
Address: 4102 New Garden Avenue Portsmouth OH 45662
Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

The bypass will not be close to my home.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

The website does not work:
www.portsmouthbypass.com

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Martha Carol Baye

Address: 1220 20th Street

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

I am hoping it will bring more jobs to the community

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Carla Womack

Address:

1630 Linden Ave

Representing:

Self

How will you or your family be impacted by the project (positives and negatives)?

Hopefully create jobs for family

Will help for economic development
(Bring it ON)

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

e

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting November 13, 2002 Comment Sheet

Name: Luanne Valentine

Address: 1718 Dogwood Ridge, Wheelersburg, OH 45694

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

Given the fact that many of my family members have lost their jobs during 2002, it would impact them by providing construction jobs and by attracting economic development opportunities for our area.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Sara Murphy

Address:

1735 Walnut Ave. Wheelersburg, Ohio 45694

Representing:

CA

How will you or your family be impacted by the project (positives and negatives)?

I think this is a positive move for our area. I feel doing this it would bring more employment opportunities.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting November 13, 2002 Comment Sheet

Name: Tom Taylor

Address: 435 4220 Spruce St, New Boston, Ohio 44062

Representing: State CAO SETS

How will you or your family be impacted by the project (positives and negatives)?

Could improve employment opportunity
possibility

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

N/A

Other comments:

N/A

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Catherine Jackson

Address:

1010 14th St. Portsmouth, Ohio 45662

Representing:

How will you or your family be impacted by the project (positives and negatives)?

I would hope in a positive way if it brings more jobs into this area.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Bradley Morgan

Address:

109 Bierly Rd Apt #1 Portsmouth

Representing:

How will you or your family be impacted by the project (positives and negatives)?

I believe this highway will improve our transportation system in Southern OH. This project will increase our chances of economic development in Southern Ohio.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

Without a progressive road system we are at a competitive disadvantage to other areas.

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SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Shelly Hickman-Ceb

Address:

4243 Oak Street N.B., OH 45662

Representing:

C.A.O.

How will you or your family be impacted by the project (positives and negatives)?

We should have less traffic flow through New Boston, which will be nice. However, I am concerned about how that may affect New Boston businesses.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Tracy Johnson

Address:

1160 Kent Street Ports. OH

Representing:

CAO

How will you or your family be impacted by the project (positives and negatives)?

My family will not be affected in any way.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

NO Comment

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Public Meeting

November 13, 2002

Comment Sheet

Name: Umaisha Fraley

Address: _____

Representing: CAO

How will you or your family be impacted by the project (positives and negatives)?

My hope would be the new roadway will not take away business from our area, but increase it with the easier flow of traffic

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Public Meeting November 13, 2002 Comment Sheet

Name: LANCE RICHARDSON
Address: 433 3rd STREET, PORTSMOUTH, OH. 43082
Representing: C.A.O.

How will you or your family be impacted by the project (positives and negatives)?

I THINK THE PROJECT IS A GOOD IDEA. I THINK IT WILL WORK TOWARDS THE DRIVERS ADVANTAGE IN REFERENCE TO THEIR DRIVE TIME. MAY IT BE COMMERCE, BUSINESS, TRADE OR LEISURE.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I DO HAVE SOME CONCERN FOR THE FAMILY FARMERS IN THAT AREA. IF THE PROJECT CUTS THROUGH THEIR FARM LAND, THEN IT WILL HAVE A NEGATIVE IMPACT ON THOSE FAMILIES IN REFERENCE TO BUSINESS, CULTIVATING AND BASICALLY FEEDING THEIR FAMILIES.

Other comments:

IN ORDER TO BE JUST AND FAIR, I THINK THAT THE PROJECT SHOULD WORK TOWARDS THE BEST INTERESTS OF THE RURAL AREA, AS WELL AS THE URBAN AREA. OVERALL, THIS PROJECT IS A STEP INTO OUR FUTURE IN REFERENCE TO COMMERCE TRADE AND TRAVEL.

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Public Meeting **November 13, 2002** **Comment Sheet**

Name: Brenda Estes

Address: 716 Lakeview Ave, New Boston, OH

Representing: CAO Head Start

How will you or your family be impacted by the project (positives and negatives)?

I will not be impacted by the project directly.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

none

Other comments:

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Public Meeting

November 13, 2002

Comment Sheet

Name: Jenny Stamper

Address: 837 Stennett Rd. Wheelersburg, OH 45694

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

Hopefully, it will create more jobs for Scioto Co., the creation of a new highway will give some a new way to travel therefore, avoiding the constant travel through town.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

No

Other comments:

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November 13, 2002

Comment Sheet

Name: Rindsay Leonardo

Address: 1545 5th St. W. Ports, Ohio 45663

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

Where I live, the project will not affect my direct area. But it will bring more jobs to the area, which is always a plus.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

No additional comments.

Other comments:

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Public Meeting

November 13, 2002

Comment Sheet

Name: Melody L. Adkins

Address: 1012-C Harding Ave. Saco, Ohio 45662

Representing: Saco County

How will you or your family be impacted by the project (positives and negatives)?

Positives

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

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Public Meeting

November 13, 2002

Comment Sheet

Name:

Susan Hutchinson

Address:

1327 Offene Apt 2 Portsmouth, Ohio

Representing:

How will you or your family be impacted by the project (positives and negatives)?

It won't have any impact on me or my family.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Public Meeting

November 13, 2002

Comment Sheet

Name: Kathy Middlek

Address: 3837 Essman Sq Co Rd So, Webster, OH

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

will make the traffic flow smoother + easier to get where you want to go

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Public Meeting

November 13, 2002

Comment Sheet

Name:

Philip McKinney

Address:

3019 Michigan Ave, Portsmouth, OH 45662

Representing:

How will you or your family be impacted by the project (positives and negatives)?

Positive: Reduced traffic congestion in Portsmouth, improved travel time around Portsmouth, increased opportunity for development of businesses along new traffic corridor, increased opportunity for area economic development due to reduced transportation time around and through Suoto County.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Charles Burk

Address: 90 W. Mathiatt St. Portsmouth, Ohio 45662

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

We need The Bypass to help Portsmouth to grow.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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An Appalachian Development Highway

Public Meeting November 13, 2002 Comment Sheet

Name: Jacqueline Payton
Address: 7831 Gallia Pike Franklin Fce. OH 45629
Representing: Self

How will you or your family be impacted by the project (positives and negatives)?

Although the bypass won't impact my family directly, indirectly the increased potential economic development will be a positive outcome. By being connected to larger areas we will be able to "show room" for company development which hopefully will bring jobs to our area workers.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

The current segment seems the most practical, however any segment that will increase growth and decrease large equipment Portsmouth traffic will have a positive effect on the community

Other comments:

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An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Rosie Picklesimer

Address: 7716 Gallia Pike Franklin Furnace, OH 45662

Representing: self

How will you or your family be impacted by the project (positives and negatives)?

I believe there is a great potential for employers/businesses to look at the area for economic development once we have a highway system that efficiently connects us to the larger cities.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

With having the Minford Airport, and I feel this opens up a larger area for potential economic development. This would also benefit the Franklin Furnace area for expansion of their industrial base. This will be a great asset to our area.

Other comments:

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An Appalachian Development Highway

Public Meeting November 13, 2002 Comment Sheet

Name: Beverly Moore

Address: 1533 Inland Street W. Ports

Representing: Self

How will you or your family be impacted by the project (positives and negatives)?

The proposed highway will not affect me personally. It will however create a greater job potential which is desperately needed in this area.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

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Public Meeting

November 13, 2002

Comment Sheet

Name: Dolores Spradlin

Address: 12677 State Route 73, McDermott, Ohio 45652

Representing: Self

How will you or your family be impacted by the project (positives and negatives)?

It will not affect me directly but it should help to relieve the traffic problem in New Boston

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Carolyn Powell

Address:

2106 Hiles Road, Lucasville Ohio 45648

Representing:

Self

How will you or your family be impacted by the project (positives and negatives)?

My family will not be affected directly but it will have a positive effect on this area. By having a better highway system, hopefully new employers will look to relocate to this area and create new jobs for Scioto county and indirectly the Portsmouth area.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting **November 13, 2002** **Comment Sheet**

Name: Valerie Carson
Address: 3021 Michigan - Pmts.
Representing: _____

How will you or your family be impacted by the project (positives and negatives)?
No comment

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Denise Jordan

Address: 3506 Poplar Fork Rd. Franklin Furnace Oh. 42024

Representing: CAO

How will you or your family be impacted by the project (positives and negatives)?

Not at all affected.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

None

Other comments:

None

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An Appalachian Development Highway

Public Meeting November 13, 2002 Comment Sheet

Name: Carrie Massie

Address: 2837 North Hill Road, Portsmouth OH 45662

Representing: CAO

How will you or your family be impacted by the project (positives and negatives)?

It will not affect us.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I hope the location will not detract from the Lucasville library.

Other comments:

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Public Meeting

November 13, 2002

Comment Sheet

Name: Fannie Justice

Address: 6314 E. Front Street Sciotoville

Representing: Self

How will you or your family be impacted by the project (positives and negatives)?

I think the Bypass will be a Plus for the Portsmouth Area - unless it affects the Sciotoville Exit 140 & RT52 and Railroad Crossings to East Front Street

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Multiple horizontal lines for writing additional comments.

Other comments:

Multiple horizontal lines for writing other comments.

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Public Meeting

November 13, 2002

Comment Sheet

Name: Eugene Collins

Address: 1206 Waller St Portsmouth Ohio

Representing: Portsmouth Intercity Development Corp (President)

How will you or your family be impacted by the project (positives and negatives)?

Positive

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

This action will increase Rural Business Opportunity
And Economic Development

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting November 13, 2002 Comment Sheet

Name: Sandy Hammond
Address: 2275 Arabes Rd Portsmouth, OH
Representing: Community Action Org

How will you or your family be impacted by the project (positives and negatives)?

Hopefully a by-pass will add work to the area by having accessible freeways to the main interstates. Many businesses, hopefully, will come around the surrounding area. I am concerned I have been ferried about down from Portsmouth. We need

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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+ 100 ft - 200 ft - 300 ft



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Public Meeting

November 13, 2002

Comment Sheet

Name: Barb Gibson

Address: 2201 Sunrise Ave

Representing: Community Action

How will you or your family be impacted by the project (positives and negatives)?

Positive: It will reduce the heavy traffic of trucks & semis going through Portsmouth. Save wear & tear on the city streets of Portsmouth.

Negative: I'm sure the people of the Lucasville area will not want this traffic in their area.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

I truly believe this Bypass will bring business to this area by being accessible to the area.

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Public Meeting

November 13, 2002

Comment Sheet

Name: Shirley Cortez
Address: 1825 Timmonds Ave. Ports., Oh. 45662
Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

My nephew will have to move his family to A new location.

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Other comments:

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Public Meeting

November 13, 2002

Comment Sheet

Name: Victor Napierkowski

Address: 2307 Melby Ave Portsmouth, OH 45662

Representing: Community Action Organization

How will you or your family be impacted by the project (positives and negatives)?

if that it will be very beneficial to our area we need this!!

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I have no comments about the roadway at this time.

Other comments:

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Public Meeting November 13, 2002 Comment Sheet

Name: Ari Bregman

Address: 101 Hungry Hollow Rd.

Representing: Lucasville OH 45648

How will you or your family be impacted by the project (positives and negatives)?

This project will help me and my family out tremendously! We live in the Lucasville area.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

NO.

Other comments:



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting **November 13, 2002** **Comment Sheet**

Name: EVA M. DAVIS

Address: 12327 - 104 Lucasville, Ohio

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

I would love it!

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments: Should have been built in the 1960's

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Public Meeting

November 13, 2002

Comment Sheet

Name:

Laura Taylor

Address:

516 Pleasant Drive Lucasville, Ohio

Representing:

Valley District, Lucasville & CAO Health Clinic

How will you or your family be impacted by the project (positives and negatives)?

Positive

Negative

1. Increase access to interstate travel thus decrease amount of time needed to access the airport, Columbus, Cincinnati, Huntington, Charleston, etc.

1. If the By-Pass (Rt 823) follows the Proposed route at this time, the effects on my family will be:

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Construct the By-Pass through the hills. Start the By-Pass north of the Scioto Co. fairground with an Access/Exit Ramp at that location. This will cost more financially but will cause less stress and emotional turmoil on the community. This route will help to unite the community behind this project instead of tearing it apart.

Other comments:

I support the Interstate & the Proposed By-Pass (Rt 823). I don't want to see my community bisected & divided when there are alternative routes available. Please listen to the concerns of the citizens of our community and make a decision which will allow progress but won't destroy our community.

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An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: GARY ANDREWS
 Address: 1026 28TH PORTSMOUTH OH 45662-2223
 Representing: SELF

How will you or your family be impacted by the project (positives and negatives)?

JOHN NAISBITT, AUTHOR OF MEGA TRENDS, SAYS IT IS VIRTUALLY IMPOSSIBLE TO HURT THE ECONOMY BY IMPROVING TRAFFIC FLOW. FEWER TRUCKS CLOGGING THE RT 52 AND RT 23 AND RT 104 CORRIDORS SHOULD ENABLE ALL OTHER TRAFFIC TO GET TO WORK WHERE THEY EARN AND PAY TAXES, TO SHOP AND PAY SALES TAXES, ENABLING COMPANIES TO EARN & BE TAXED.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

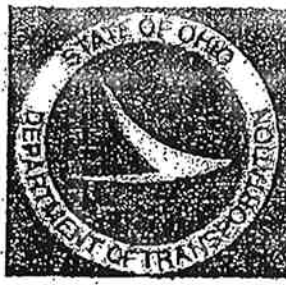
ANY LEG OF WHAT WILL EVENTUALLY BE A N. KENTUCKY/S. OHIO "LOOP" LIKE CINCINNATI IS A GOOD GROWTH MOVE. THE MILFORD LEG PROMISES TO OPEN LAND FOR COMMERCIAL-INDUSTRIAL DEVELOPMENT WHICH IS NOW IMPRACTICAL DUE TO HIGHWAY LIMITATIONS. AS SOON AS THIS LEG IS COMMITTED, TACTICS SHOULD BE ENACTED TO DESIGN THE NEXT LEG. ANY COMPANY ADVERSELY AFFECTED SHOULD BE ACCOMMODATED IN RELOCATING ONTO THE BYPASS ROUTE IF THEY CAN SHOW THAT TRAFFIC IS THEIR LIVELIHOOD.

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting **November 13, 2002** Comment Sheet

Name: Carolyn Wells

Address: 5781 Gallia St New Boston, OH 45662

Representing: CRU of Scioto Co

How will you or your family be impacted by the project (positives and negatives)?

Positive: Shopping will cut down on heavy traffic through New Boston & save wear & tear on main streets. Will be more accessible for trucks & trailers to get to Rt 23 from Rt 52.

Negative: Not sure what impact it might have on small businesses & shopping malls - could possibly see some job loss & lose tax base.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I have not seen plans enough to comment - My only hope is that there will be ^{good} access points to all townships & villages to lessen the impact on already depressed areas.

Hope for access points to housing, schools etc. are being considered so that home owners, farmers businesses, & schools can have easy access to their property.

Other comments:

I feel the Bypass is needed. I just hope it has positive effects on the whole area.

This could possibly help ~~attract~~ ^{promote} community development in this area.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting November 13, 2002 Comment Sheet

Name: DALE BANNER

Address: 358 HASTINGS HILL RD C PORTSMOUTH

Representing: MYSELF

How will you or your family be impacted by the project (positives and negatives)?

IT WOULD APPEAR THAT MY LAND ON 140 WOULD BE IMPACTED. IT IS HARD TO SEE WHAT THIS WOULD DO IN LOOKING AT THE MAP. WOULD YOU PLEASE INFORM ME OF THE IMPACT ON 140 AND MY LAND.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I WOULD LIKE TO KNOW WHY IT DOES NOT TIE IN TO 52 OVER THE HASTINGS HILL SITE. WHY DO YOU NOT COME DOWN 140 MORE AND CUT ACROSS THE HASTINGS HILL AREA?

Other comments:

MY FEELING IS THAT THE BYPASS IS DEFINITELY NEEDED FOR THE PORTSMOUTH AREA. IT SHOULD NOT BE DELAYED BECAUSE OF A FEW PEOPLE. WE NEED IT FOR ECONOMIC GROWTH. IT IS NEEDED! PLEASE GIVE IT PROMPT ATTENTION AND GET IT GOING. THANK YOU.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Angela Y. Davis

Address: 1718 Beekman Ave., West Portsmouth, OH 45663

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

I believe the Portsmouth Bypass will have a positive impact on the entire community. We must encourage development in parts of the county other than Portsmouth. I believe the bypass will allow businesses the opportunity to expand or start anew in Lucasville, New Boston, and Wheelersburg.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Gerry Wilson

Address: 1236 Sara Sue Ave Ports, Ohio 45662

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

We are in FAVOR of Bypass - Easier Access + Faster time to get to vacation areas etc

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Our daughters had to go out of town to seek work + employment.

By putting MAJOR Route thru area, will encourage industry + help OUR AREA'S ECONOMY.

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Aurora Pendleton

Address: 373 Briggs Rd Wheelersburg

Representing: VAO Clinic

How will you or your family be impacted by the project (positives and negatives)?

NO effect

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting **November 13, 2002** Comment Sheet

Name: Samela Lewis

Address: 475 Elliott Hill Road - Portsmouth, Ohio 45662

Representing: Self

How will you or your family be impacted by the project (positives and negatives)?

The Portsmouth Bypass should help Scioto County grow. We are in desperate need of industrial growth, to bring jobs here and keep our children here. Scioto County has alot to offer, but without the Bypass we're going to be a retirement area!

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I really don't know which path would be best. My biggest concern is that they get it started A.S.A.P. If construction were to start tomorrow it would be great!

Other comments:

They previously discussed going over Elliott Hill Road - what happened to that route?

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December 10, 2002

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Kim Bradley
877 Lucasville-Minford Rd.
Lucasville, OH 45648
(740) 259-3431

As a property owner and a mother of children who attend schools in the Valley school district, I am strongly stating my opposition to the proposed location of the Portsmouth Bypass along St. Rt. 728 and Lucasville-Minford Road.

I am extremely concerned about the noise, transporting of hazardous waste, and pollution that will be on this by-pass near my children's schools. Taking away of the access roads off of St. Rt. 728 to Bel Air Drive, and Valley High and Elementary schools will create a tremendously dangerous situation for our busses, students, parents, and the residents who live in this once quiet neighborhood that has now become a through way.

Morris Lane and Thomas Hollow were not designed to handle the heavy flow of traffic that would be the only way into and out of the schools and existing neighborhood.

The possible loss of our public library and doctor's office is unacceptable. Another suitable location for them to relocate is just not available in our community.


The number of homes that will be lost along this 6 mile section is more than half of the total amount of homes to be lost along the entire 16.5 miles of the by-pass. The effect on our community will be devastating. The state of Ohio already owns a lot of property that taxes are not paid on. If these 33 homes are taken by the by-pass more than likely the families will relocate out of our community due to the lack of equivalent property here. We will loose those tax dollars. Our already low tax base will suffer even further, reducing the amount of township services that can be provided. Not to mention the property values declining.

This proposed by-pass will not create one positive thing for our community. It will be the beginning of our demise.

Take another route, go through the hills and leave our wonderful growing community alone!

Thank You,

Kim Bradley



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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Herb A. Chamberlin

Address:

8652 Hillcrest Dr Wheelersburg Oh

Representing:

CAO

How will you or your family be impacted by the project (positives and negatives)?

This project would be a great economic boost to our community.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting **November 13, 2002** **Comment Sheet**

Name: Michele Dodds

Address: 2202 Sheldon-Carro Rd. Wheelersburg OH 45694

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

This should bring in more business, large corp, and industry. Our town will die without growth. Our roads can not take care of growth.

We need a shopping mall - There is no way now that would ever happen.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I am not sure where the roadway will be. It will leave this question to the families that will be affected.

Other comments:

I am all for this bypass - We need jobs in our area. All of my three sons had to leave their home town for work. We are losing our families because "NO JOBS"

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Brenda Haynes

Address: 14328B US Rt 52 West Ports. Oh 45663

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

Anything that brings more industry and business to this area would be great. There are no jobs here to keep our family in this area so everyone is relocating.

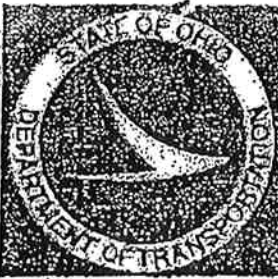
ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Gloria Hamilton

Address: _____

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

*more jobs for the city of Portsmouth
and the state.*

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

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Scioto County FSA Office
612 Sixth Street
Portsmouth, Ohio 45662
Phone 740-353-8339
FAX 740-354-1762
December 6, 2002

To the planners, policy makers, and decision makers relative to the Portsmouth Area Bypass:

About a year ago our office was contacted by Susan Swartz with TranSystems Corporation relative to the proposed Portsmouth Area Bypass. She was interested in obtaining information about the farms within the proposed route for the bypass and any related agricultural businesses. Her comments were quite specific that it was in the best interest to plan the highway in such a way to have the least impact on agriculture.

I provided her with a considerable amount of information relative to the farms, tillable acres, and program participation within the shaded area of the map she had at that time. After viewing our maps of the area south of Minford along Route 335, her comments were that the best placement of the highway would be along the west side of Route 335 south of Minford. This area is primarily a wooded ridge line with little to no farming.

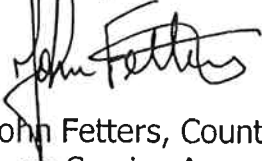
But now, the preferred route has been announced as crossing Route 335 just south of the Scioto County airport and proceeding through the bottom ground crossing Wheeler's mill to Gampp Lane. This area is some of the most productive farm land in Scioto County. Several of the farms will be split in two and will have land locked with no access after the new highway is constructed.

The idea of placing the highway west of Route 335 along the wooded ridge line seems to have evaporated. I've read comments about how the highway is needed for the economic development of the area. How that "vacant" land in the Minford area could be used for industry once the highway is built. It disturbs me that bureaucrats see productive farm land as "vacant" land. Some of these farms have been in the same family for several generations and have been the corner stones of their communities. To ignore their value is a shameful form of discrimination.

Placing the bypass west of Route 335 would allow for the best of both worlds. Economic development would not be hindered; the productive family farms located through that portion of the county would be preserved.

I beg you to reconsider and do your civic duty to preserve these family farms.

Sincerely,

A handwritten signature in black ink, appearing to read "John Fetters". The signature is written in a cursive style with a large initial "J" and "F".

John Fetters, County Executive Director
Farm Service Agency, Scioto County

Firman Marvin Wiehle
4866 State Route 335
Portsmouth, Ohio 45662

December 10, 2002

To the Planners, Policy Makers, and Decision Makers Relative to the Portsmouth Area Bypass (#823):

We, the landowners of the properties now being considered for construction of the Portsmouth Area Bypass were under the impression from local officials that the Bypass was to be constructed along the ridgeline west of State Route 335. This proposed route had gained acceptance in our community. Now within the last two months we are being told that the most feasible route is through the bottom grounds, some of the most productive farms in Scioto County.

In the name of economic development, we farmers are being asked to give up part and in some instances, a major part of our income from our small businesses – farming. I for one would be adversely affected from earning a sustaining income from my farm by the proposed bypass, as it would completely divide our farm in half. Only ten acres of crop land, barn, silo, and house would be on the west side of the roadway with the remainder of the cropland and all of the pasture on the east side. We are primarily a beef cattle operation and have been told by Tran System that no provisions will be made so we may get our cattle from barn to pasture. Almost 1/8th of our tillage acres will be taken for the proposed bypass. A major underground drainage system will be severed and cause the productive acres to revert back to their prior state of being less productive due to wetter soils. The roadway will remove the dam to our three-acre pond. This pond provides water for our cattle and we have a valve system thru the dam where we can irrigate some of our cropland during drought conditions. Also affected will be our farm road, which is used to access our total farm. The proposed roadway will lay dead center of our farm road, the total length of the farm, from the north side to the south side. This same farm road has been continuously maintained and upgraded for the last 64 years. It would be costly to replace.

This bypass, as proposed thru the farmland, will have a devastating affect on our close knit community, which has been known as Sunshine Community since the late 1800's. Our community is comprised of twelve farms dating back over 100 years old, one at 95 and two at 80 years old. My farm was established in 1818. All of these farms have been in the same families for the durations stated, and all but two

of the families related. We are an old farming and business community and our only wish is to not be dissected and become pawns to the state at the hands of urban-minded politicians.

On August 7, 1996, Governor Voinovich ordered the creation of The Ohio Farmland Preservation Task Force. It was to examine the historical trends, causes, and consequences of the conversion of agricultural land to non-agricultural uses and identify ways of maintaining the land for agricultural production. Senator Voinovich has always been a supporter of farmland preservation along with Governor Hollister and Governor Taft. We applaud Governor Taft and the Ohio General Assembly on their efforts to help local communities preserve farmlands. It is hard to imagine that these governors both past and present, who have lectured us on farmland preservation, would not give top priority to our farming community, rather than a redundant Portsmouth Bypass which will serve no one locally but will move out of town traffic around Portsmouth quicker and expedite her death.

Local politicians have digressed from their plan for a bypass to now include the ploy of economic development in the planning of the roadway. They say they have 3,000 acres for economic development. This is a lie by these politicians and their cohorts. If the acres exist we ask to be shown where they are. The farmland around Minford and Sunshine Community is not for sale. If they want to develop 3,000 acres, they fail to tell the truth and reveal that the proposed road will land lock nearly 1,000 acres of productive land. There is a sense that farmland is idle land because it is "empty". With past practice of economic development within our county, yes, we may see more empty and idle land spring up from bottomless political promises. We have yet to see economical growth along State Route 23 and 32, where there are thousands of prime acres to develop.

We consider our farms to be a business and will not waiver in our effort to get just compensation for our loss of businesses. Representative Rob Portman, in the last edition of The Community Common, states he supports family farmers and small businesses in their bid to sell their goods to new markets, and that the importance of small businesses is often overlooked. We as small businessmen have taken the necessary action of signing our farms up in an "agricultural district" to protect our rights to be employed as farmers. One would feel discriminated against when deprived of his livelihood, especially when an alternate bypass route is available.

We are not opposed to a Portsmouth Bypass. It is our belief the end result could still be attained with less impact on our community by reconsidering the hill route – Segment 1A. The study on this route contains several flaws with no facts to back up several studies made by Tran Systems. The Segment 1A route also offers a fog free highway; contrary to the route thru the bottoms where the fog can get so thick you can cut it with a knife.

It is our wish that Tran System, ODOT, policy makers and decision makers take a step back and reconsider the options on the table – be it Segment 1A or the Feurt Hill Bypass at half the cost of the proposed route.

Sincerely,

A handwritten signature in cursive script that reads "Firman Marvin Wiehle". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

Firman Marvin Wiehle

Public Meeting

November 13, 2002

Comment Sheet

Name: Debra Allen

Address: 213 Eckhart Road Lucasville, Ohio 45648

Representing: Adams Memorial Church

How will you or your family be impacted by the project (positives and negatives)?

I live in the Minford Community. I am sure the bypass may provide some economical benefits for our community. However, I am also sure it will change the atmosphere of our small town. It will also impact me on a personal level as the route will take the church where I have attended for 45 years.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I think a viable alternative to the proposed route, would be a route that runs along the hillside. This would be costly but I am thinking not any more costly than purchasing the land and housing along the proposed route.

I ask that you reconsider taking our church. Many of our Members at Adams Memorial United Methodist Church are older and have attended that congregation for many years. Our church is a beautiful building built in 1963.

There is no way we can replace what is there for the price you would probably provide. I also know that the proposed bypass will take many of the farms in the Minford area along route 335. For these people you will not only take their land but also their source of income.

Other comments:

In an area of unemployment and poverty, it seems a shame to take a route which will further add to the problems of making a living for some of the area residents. I ask that you consider a route which takes less personal property and does not take any houses of God. Our church is not the only church to be taken along the proposed route. Please consider the hillside route before making any decisions. I ask that you consider a less populated route and provide additional exits.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Carolyn Wilcox
Address: 4290 St Rt. 335 Portsmouth, OH 45662
Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

(Negatives) the loss of family members farms, land locked area and a community we have been a part of, and our grand parents were a part of, for over 100 years.

Positives - None - There will not be a way for us to get on or off

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Because of loss of family owned farms, land locked areas and no real industrial sites. The airport version of Ohio 823 seems a poor choice. In the pasted Portsmouth-New Boston area had land on the site of the steel mill located on the Ohio River and the Railroad line and has not attracted any new industrial sites. Why not improve Rt 23 and keep the road closer to Portsmouth. There are many empty stores and ample land to be developed in town and the extra traffic flow would improve the businesses already located in Portsmouth.

Improve Rt 23, go across the Perkins Bridge to Ky. Rt 23, then cross Greenup Dam back into Ohio.

This route helps Portsmouth Ky. and the land along the Ohio River in both states -

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Lori Cunningham
 Address: 2433 St. Rt. 140 Wadsworth, OH 45694
 Representing: Family

How will you or your family be impacted by the project (positives and negatives)?

The Bypass currently considered will take our home and the rest of our property, about 12 acres. We had planned to build a larger home for our expanding family up on top of the hill, away from busy Rt. 140. It would be difficult, and expensive to find prime real estate on Rt. 140 to move to. I feel it is most important to stay as close to my elderly mother since my Dad has just died (4337 Rt. 140).

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I am not as informed of the other possible bypass routes as my husband, who has attended all the meetings and handled all correspondence, but I'm hoping that there might be another way to avoid our property and so many of the farms that would be affected more than our little 12 acres. We have been here for about 12 years and have 2 small children. Many others have spent their life on their land and it is their livelihood. The Bypass would greatly affect them. I teach in the Northwest School District in McDermott, just beyond Lucasville and make the daily trek thru Minford. I understand this Bypass will not be of any benefit to the local people for such a drive. I try to consider the economic impact but am not convinced this is the best route for such a highway.

Other comments:

I know you are some people sitting "up there" wherever, making decisions that will never affect you except be on a list of your career accomplishments. Please take into consideration the human factor. Many peoples lives will be tremendously changed. Losing your home to fire or tornado, or some other act of God is one thing - we are resilient and would rebuild. Taking our homes and farms and land is another. We cannot ever get that back. Thank you for the opportunity to share our concerns with you. We are not just numbers, we are people.

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CO-Susan Swartz

From: Robert G. pRESTON [rrgp67@juno.com]
Sent: Friday, December 13, 2002 1:28 PM
To: CO-Susan Swartz; CO-Susan Swartz
Cc: rpreston@valley.k12.oh.us; rrgp67@juno.com
Subject: Comments on another feasible alternative
Comments Regarding November 13, 2002 Lucasville, Ohio Public Meeting

FEASIBLE ALTERNATIVE

At the Lucasville Public Meeting it was apparent the residents and local officials (school, fire, maintenance, etc.) were not in favor of the planned 823 Portsmouth Bypass coming so close to the local school, library and doctor's office and dividing the community.

I think a segment connecting Minford and U.S. Route 32 close to the Beaver Ohio Route 335 interchange is a better and much less obtrusive route than the currently planned Lucasville segment. The following are some of the reasons:

- This segment would open a four-lane road parallel with U.S. Route 23 from U.S. 52 to U.S. 32.
- It could greatly benefit the recently approved **United States Enrichment Corporation (USEC)** facility East of Piketon, Ohio on U.S. Route 32.
- It could benefit (reduce) traffic on State Routes 335 and 93.
- It would greatly improve access from U.S. 52 to Athens, Jackson, and Wellston, Ohio and the U.S. 32 highway in general which connects with Cincinnati, and Interstate 77 at Parkersburg, West Virginia..
- A future segment could connect to U.S. 35 -- which among other things would offer a bypass of Waverly, Ohio.
- Lucasville area drivers could still connect with the bypass in Minford and would therefore benefit also.
- The terrain from U.S. 32 to Minford is generally flat farmland.
- Such a segment would not interfere with any public buildings (i.e. school, library and doctor's office).
- It would not require the expensive interchange over the railroad at Lucasville.
- The land could be much cheaper to acquire.
- There could be much less resistance in acquiring the right away.

Thank you for your consideration. My phone number is 740-259-2043.

Robert G. Preston

47 Clairdon Dr.

Lucasville, Ohio 45648-8522

12/13/2002

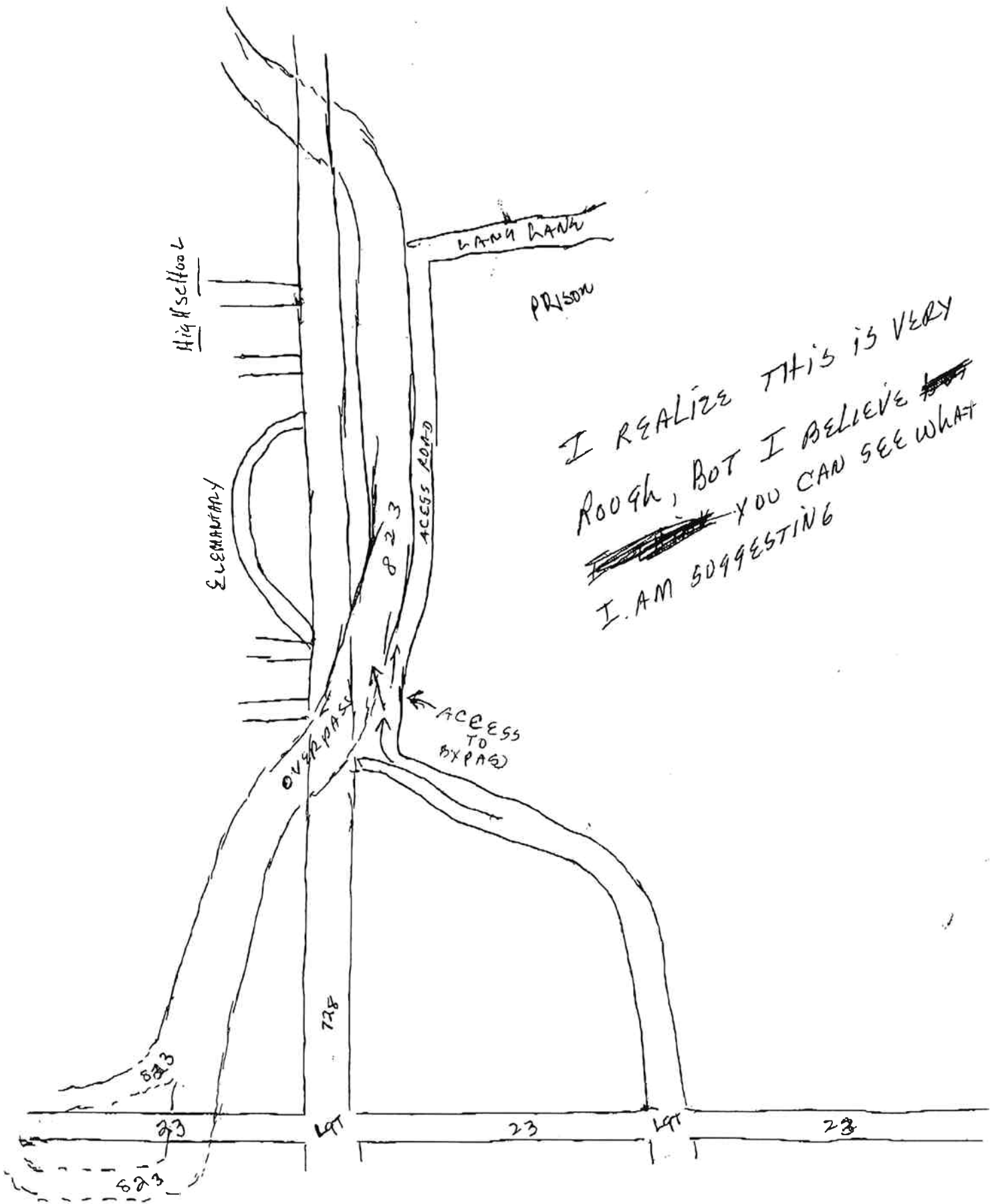
TO: SR 823 STUDY TEAM
SCSWARTZ

FROM: SAM RAY
128 OVERLOOK DR PH
AUCASVILLE, OH 45648 740-259-2863

I would like to make some comments on your proposed route for 823. The route you propose is not community friendly. An example would be when you sand a piece of wood you sand with the grain not against the grain. Your proposed route goes against the grain. I believe it is possible ^{to use} the very same location and go with the grain. The first thing you would need to do is leave 728 as is. You might need to move it slightly north & upgrade it to some extent.

The ⁽⁸²³⁾ bypass needs to be on the south side of 728. (crossing over 728 at the top of the hill,) as close to the prison as possible with sound barriers on the north side of the bypass. Not all residents are going to be happy, but you should attempt to alienate as few as possible. The bypass could be narrower (two lanes) until it passes the prison & then widen as necessary. I don't see this as a problem and it would save space & money. 823 should cross over 728 on the edge of the Spriggs property at top of hill. If done properly this would avoid taking property at Hohbrook addition. (money saver) I have attempted to draw a map of what I consider to be a feasible design.

THANK YOU
Sam Ray



I REALIZE THIS IS VERY
 ROUGH, BUT I BELIEVE ~~IT~~
~~I~~ YOU CAN SEE WHAT
 I AM SUGGESTING

CO-Susan Swartz

From: Lynn Gampp [Lynn.Gampp@cchmc.org]
Sent: Monday, December 16, 2002 5:28 PM
To: CO-Susan Swartz
Subject: Airport Bypass

To all involved and concerned:

I am writing to express my adamant opposition to the proposed airport bypass project in Scioto County. As it is currently written, this bypass will have an adverse effect on my families' homes and businesses, destroy the economic livelihood of Scioto County, and needlessly waste taxpayer dollars financing an ill-designed project. I strongly urge you, as our government official in a position to affect this decision, to vote against the airport bypass project.

In June of 2000, a meeting was held at Shawnee State University called the Portsmouth Transportation Study. Prior to that time, ODOT officials, the Scioto County Engineer, local county commissioners, and area residents voiced support for the Route 23/52 upgrade, Feurt Hill, and ridgeline (segment 1a) bypass options. Unfortunately, ODOT and TranSystems used this meeting to advocate a new airport bypass option and collected "local" stakeholder comment sheets to support this alternative. Of the 139 people in attendance of that meeting, only 29 submitted comment sheets with a mere 21 people in favor of the airport bypass. Prior to that time, 869 signatures were collected on a petition supporting the airport bypass. Of those who signed, 17 have Minford addresses and 69 are Lucasville residents (half of which are west of Route 23 and unaffected by the bypass). More than 170 signatures were from people out of the state or country entirely. Interesting that at the time these petitions were signed, the only airport bypass proposed was along the ridge on segment 1a. Even more interesting is that TranSystems included this in their feasibility study as support for the new airport bypass. Folks, that's called fraud. Nevertheless, 21 comment sheets (primarily nonlocal) are being cited in TranSystems' official report as "overwhelming support" for this proposal. All things considered, you can hardly call 0.02% support "overwhelming".

Thanks in large part to Canadian citizens and representatives of Huntington, Ashland, and Greenup, Ross, and Franklin Counties voicing support of the airport bypass, true stakeholders were not even aware the routing had changed until November 14, 2002 when TranSystems held a Minford meeting informing landowners of the new proposal that would be made final in December. Now with only minimal time to react, we are being told that the decision is all but made. The real stakeholders were blindsided! It seems that some politicians find it easy to sacrifice two of the most prosperous and beautiful communities in the county for the sake of foreigners and, in effect, giving them more representation than us, the directly impacted stakeholders.

With only weeks for stakeholders to examine the new data, wade through mounds of studies, and contact officials, I have no doubt that TranSystems and ODOT are confident their plans will be approved with minimal opposition. After studying the report, I now realize why they had hoped to sneak it through—it makes no sense at all.

To begin, a recurring theme of the airport bypass option is that it will bring economic development for a depressed area. We are being told that although this road will bisect 14 farms (many century-eligible), landlock 1,007 acres of prime Southern Ohio farmland, destroy 67 residences, and cause traffic to circumvent local businesses, we will have a better chance of attracting higher-paying manufacturing jobs that will lift Portsmouth and New Boston out of poverty. Yet a December 13th article in USA Today reads:

The decline in manufacturing jobs has swiftly accelerated since the beginning of 2000. Since then, more than 1.9 million factory jobs have been cut—about 10% of the sector's workforce. During the same period, the number of jobs outside manufacturing has risen close to 2%. Many of the factory jobs are being cut as companies respond to a sharp rise in global competition. Unable to raise prices—and often forced to cut them—companies must find any way they can to reduce costs and hang onto profits. Jobs are increasingly being moved abroad as companies take advantage of lower labor costs and position themselves to sell products to a growing—and promising—market abroad. Economy.com, an economic consulting firm in West Chester, PA, estimates 1.3 million manufacturing jobs have been moved abroad since the beginning of 1992—the bulk coming in the last three years. Most of those jobs have gone to Mexico and East Asia. (Statistics compiled by analysis of Bureau of Labor Statistics data)

The article goes on to point out that the trend is not expected to slow or change. What most logical people wonder is why ODOT would destroy what works in Scioto County (agriculture and small business) and replace it with an empty promise not supported by the most recent studies.

Congressman Rob Portman, in a December 8th Community Common article, states:

When you hear news about business and the state of the economy, the stories almost exclusively revolve around large companies. While bigger companies do have a large impact on our economy, the importance of small businesses is often overlooked. It is small businesses that employ 53 percent of the private work force and produce about 75 percent of new jobs. Here in Ohio, small businesses play an especially important role. Small business is the engine that drives our economy.

He proceeds in his remarks to include farms as small businesses (unlike ODOT and TranSystems). Thus, the best producers of economic stability in Scioto County, farms and other small business, stand to be sacrificed on a hope and a prayer that the bypass will bring economic prosperity. Much of the affected land qualifies for century farm status, with one being established as early as the 1700s. The irony of the situation is almost unbearable. These farms have survived multiple natural disasters, two world wars, and the Great Depression and still function as a major economic contributor to Scioto County, yet they stand to be replaced by asphalt while the State of Ohio and its Ohio Farmland Preservation Taskforce struggles to stop the removal of agricultural land from production.

Along those same lines, Appendix D of the feasibility study, states the communities most likely to see any adverse impacts are the ones with less than 1,000 people". Those are the same areas that currently produce some of the best small businesses in Southern Ohio. The proposed bypass will adversely affect one business in particular,

Gampp's Service & John Deere Dealership. Gampp's, in operation since 1925, employs 16 people who sell and service John Deere equipment, deliver fuel to area homes and businesses, and are currently spending a half million dollars to build a convenience store in Slocum. Much like other area businesses, Gampp's will suffer the negative effects of the bypass because it will be difficult for locals to access the business and outside traffic will be shuttled south to Kentucky or north to Columbus. With only one access point in 17 miles of highway, this road is not being built to benefit local businesses or residents. It insults our intelligence that some would have us believe that by removing or bypassing what currently provides economic stability in favor of manufacturing, an economic sector the U.S. cannot even retain, we will have economic prosperity in Southern Ohio. Look at other areas across Ohio like Cambridge, Route 23 from Columbus to Portsmouth, and Route 32 from Cincinnati to Athens to witness that having access to a highway will not bring development. A Wal-Mart, truck stop, and rest area will not bring Portsmouth and New Boston out of poverty. Productive farmland and tried and true small businesses are "the engine that drives our economy".

Another term repeated in the feasibility report is "developable land". In Part X, figure X-9: Northern Map of Economic Development Areas, Existing and New, two ovals showing 4,100 "new" acres have left Minford residents baffled, many of them farm owners within those areas. The source is attributed to the Scioto County Economic Development Office, yet Steve Carter, Scioto County Economic Development Office Director, states that he has never even seen that map. Again folks, that is fraud. This "developable land" is frequently referenced in the feasibility report to justify the airport bypass because several of the alternative routes are shorter, less destructive, and significantly cheaper. If "developable" land is what you're after, you can take your bypass elsewhere. Our land has already been developed for centuries since the arrival of our ancestors and continues to be developed every spring and fall—with plows and combines—and it is NOT for sale! Similarly, Part V of the feasibility report states that a moderately-sized parcel adjacent to the Scioto County Airport exists that is being marketed by Scioto County and the Airport Authority Board. I find it remarkable that they are unaware of this given that they are actively marketing it. Clearly, the justification for this route is rooted in corruption and dishonesty because of its lack of true merit otherwise, and it should be removed from consideration.

As can also be viewed in the ODOT feasibility study, four distinct bypass possibilities exist. The most expensive, environmentally damaging, and economically costly bypass under consideration is the current airport option, costing at least \$157 million to build. The least expensive option is the upgrade to Routes 23 and 52 at \$40 million. Regardless of all previous arguments, it shocks me that a state facing a billion dollar budget deficit could justify a \$157 million expenditure when \$40 million will accomplish the same goal. All Ohio residents expect fiscal responsibility in their elected officials, not just concerned Scioto County residents. Unfortunately, instead of arguing the merits of each possibility at the same time and being forthright about how the estimates were generated, transportation officials have instead elected a divide and conquer strategy. By approaching each bypass option separately, they pit family against family, neighbor against neighbor, and community against community. When the facts finally surface, it's too late for reason to prevail

and a politically-driven decision can be made because the opposition is fragmented. And logic takes a back seat to a few people's pocketbooks. In a word, it's shameful. Especially for citizens chosen to represent us much like the Golden Rule dictates.

These costs don't even account for the State's long-term commitment to maintain 17 miles of new road, 21 possible new bridges, or the environmental damage to adjacent farmland. By improving already-existing roads (where infrastructure already exists) or building a shorter bypass option, the State saves both present dollars as well as future money that could be better spent elsewhere. The long list of other overlooked costs in the airport bypass is stunning. The economic savings through reduced accidents fails to consider that the proposed route crosses the Teays River Valley bottoms where the fog severely reduces visibility most spring and fall nights. Nor does it factor that much of the route will be built over the same "gumbo" clay that caused the new Minford High School to exceed its building budget by millions because special stabilization was needed—even in parking lots and access roads. Imagine how this will affect bridgework and 17 miles of interstate that has to withstand semi traffic. Additionally, the report offers \$3,500 per acre for farmland and \$2,500 per acre for landlocked farmland. Bob Walton, the contact for 172 acres in the French Grant section of Routes 52 and 522, advised that the agricultural land presently owned by Occidental Petroleum is offered at \$5,000 per acre when purchasing the entire 172 acres. If it is subdivided, the price increases significantly—by three to four times, according to Mr. Walton. According to Steve Carter, Scioto County Economic Development Director, the agricultural land in the northwest quadrant of Scioto County (Routes 23 and 348) is offered at \$35,000 per acre—fully 10 times that which would be offered to our farmers. I won't bore you with the math, but this pushes the airport bypass option well over \$200 million and climbing.

Sadly enough, any bypass option besides the Route 23/52 upgrade will be a death blow to an already depressed Portsmouth and New Boston Community. By inviting both business and through traffic to circumvent the area, local retailers, restaurants, and entertainment venues will have even fewer patrons using their services. Witness the effects of virtually every city outerbelt constructed. Columbus and Cincinnati's downtowns did not prosper upon their completion. Instead, residents and downtown business fled, leaving a shell of what used to be. Eliminating farmland and small businesses, destroying what is left of our downtown area, and choosing the most expensive route already puts three strikes against choosing the airport bypass option. A State of Virginia report on sprawl confirms my suspicions:

The pattern of sprawl development that has spread throughout the United States has contributed to the abandonment of many of our historic neighborhoods and downtowns while destroying rural landscapes and natural resources. Sprawl is now recognized for its adverse impact on many assets that Americans value: vibrant downtowns, Main Streets, historic landmarks, the countryside, clean air, safe drinking water, mobility, farmland, and sense of community. The story in Virginia is much the same as in other states: open space, farmland, and scenic vistas are disappearing as new development consumes available land. Meanwhile, older cities and towns struggle to survive as public and private investment turns to outlying areas. Unfortunately, much of the problem stems from inadequate governmental policies and planning. Although various economic, social, and cultural forces can be blamed for

causing sprawl, governmental planning and policy decisions often enable it.

The study goes on to say, "Virginia has an aggressive road-building policy, with new and expanding transportation corridors exacerbating sprawl". This is quite troubling because it seems as though Ohio mirrors Virginia in this respect according to Tim Hill of ODOT when he stated that Ohio has more highways than any other state. It pains me to think that our chosen way of life, be it driving 90 minutes one-way to work or not, is in jeopardy of urban sprawl due to someone else's idea that OUR farmland is "available" and "developable". Ohio's transportation mentality is one of inflexibility. Most transportation problems are treated with a one-size-fits-all solution, and that solution is almost always: build more roads! Transportation projects can be collaboratively designed to be in harmony with their historic and environmental context so that valuable resources can be preserved while maintaining safety and mobility. But, it is up to us to see that through.

Although cost and false economic development are the two biggest reasons to eliminate the airport bypass option, it is also worth noting the flawed assumptions made to support this choice. Access to the Greater Portsmouth Regional Airport is cited as a major consideration in choosing the airport bypass. TranSystems received comments concerning airport expansion as a possible contributor to economic development. In speaking with a member of the Airport Authority Board, I learned that our airport can currently land the largest private jet. The board hopes to purchase land in future years to expand the runway by 500 feet, allowing it to still only land the largest private jet. As much as I would love to catch a commuter hop out of Scioto County, the possibility simply does not exist. Not only does the surrounding land limit runway expansion, but the airline restructuring after September 11th has resulted in even less utilization of small airports as they are no longer profitable operations.

Upon deeper review of the feasibility study, it states that the proposed airport route is likely to encounter areas of historical and prehistorical significance, but that cost is "undetermined". Study officials assure us they have contacted the proper experts, but the State's historic preservation office has no record of being contacted nor does it have any information on this study. Should the airport bypass become a reality, how much additional cost is the State willing to accept when construction unearths these treasures and ODOT is forced to build elsewhere?

In short, TranSystems and ODOT have chosen the longest, most expensive, and most destructive route based on false economic assumptions, estimates modified to advocate for a previously-made decision, and over the concerns of the people who need to be heard the most—the locals. History does not support the study's conclusions, present data points to opposite economic assumptions, and all the while our futures are to be paved over to save 15 minutes on someone's vacation journey. I trust that you as our elected representatives are intelligent enough to recognize the invalidity of TranSystems' feasibility report and the millions of dollars Ohio taxpayers have already lost in financing it. The deception, misrepresentation, and outright fraud that the feasibility report is derived from should not be tolerated at any level—not ours, not yours.

Sincerely,
Lynn M. Gampp

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ALFRED T. COOK

1019 Lucasville-Main Road RD
Lucasville, Ohio 43645
740-334-4567
Alfred@tjg.net.com

November 15, 2002

**SR 823 Study Team
TransSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017**

Dear Friend,

I'm very concerned about the environmental issues related with the bypass construction, IE: Noise, Water run off (drainage) due to the close proximity (350') of the right of way to my house and pool areas. To help eliminate the negative impact in my situation would be to erect a sound wall, fence and evergreen trees, any type of vegetation to help control sound and vibration levels, and a no engine brake (jake) zone through the valley area, move the road higher up the ridge approximately 200 or 300 feet. Insure proper drainage systems are constructed. for water control.

I highly support the construction of the bypass and will actively lobby my congressmen to support the funding of this project in the Federal Transportation bill in 2003.

Signature

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CO-Susan Swartz

From: CO-Santi Sopraseuth
Sent: Friday, November 08, 2002 4:10 PM
To: CO-Susan Swartz
Subject: FW: roads

I assume this is Portsmouth Public Involvement....

-----Original Message-----

From: david hilton [mailto:dhilton@falcon1.net]
Sent: Friday, November 08, 2002 4:01 PM
To: CO-Santi Sopraseuth
Subject: roads

hi is piketon road in this deal if so it is a good one.

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This is to inform the parties involved in the decision of the Portsmouth Bypass as to my family's personal impact.

This area of southern Ohio is where my husband and I will forever call home. We had to relocate to northern Ohio about 20 years ago due to lack of jobs in this area, so we know how much Scioto County needs to revitalize. But, this is no way to help. The farms and the families that run them, have been the backbone of this area for many years. When industry left and the jobless residents followed, the farms remained, keeping the area at least stable for schools, etc.

Now, as a frequent visitor to this part of Ohio, the Bypass will not even improve my travels home. We will now have to backtrack to get to Minford and will not even have access to State Route 140. How will this help the area if the access is so limited?

In conclusion, the Bypass will not help if it is at the cost of the family farm, which has kept this area together as a community. I appeal to you to look at the underdeveloped and undeveloped areas of this county, even if it costs a little more money to build. The end result would be an area that would open its arms to this development and help in many ways to improve this beautiful region of our state.

Thank you.

Teresa and David Hobson

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CO-Susan Swartz

From: Rebecca Wrage [wrage@falcon1.net]
Sent: Sunday, December 15, 2002 6:51 PM
To: CO-Susan Swartz
Subject: SR 823

To whom it may concern,

Our names are Eric and Becky Wrage, 564 Bull Run Road, Minford, Ohio 45653

We would like to make the following comments on the proposed Portsmouth bypass.

We are opposed to the proposed route because of the following reasons:

- (1) it will affect agricultural areas that are already producing crops and have a present beneficial economic impact on our community;
- (2) it will landlock over 1000 acres of farmland which will no longer be able to produce crops;
- (3) the proposed route will destroy farms that have been in our community for over 100 years;
- (4) there is no need for a limited access bypass, the route should have more entrance and exit ramps so that more local citizens will be able to utilize the proposed route;
- (5) the one proposed exit ramp will mean that local citizens will continue to utilize roads that are in poor conditions to commute to Portsmouth, Lucasville and Wheelersburg;
- (6) there is no promise by any existing business entity that economic development will be produced as a result of the bypass with its sole exit at the Minford Airport;
- (7) we believe that the distance of the bypass from Portsmouth will only cause more economic stagnation for the City of Portsmouth and Village of New Boston;

We suggest the following:

- (1) the route should be reexamined and should focus on passing over hilltops so that less homes and farms will be impacted;
- (2) that the route should have more access points and not be a limited access bypass such as the one that is in existence in Athens, Ohio;
- (3) the route should be closer to the City of Portsmouth, along the lines of one of the earlier proposed routes;
- (4) we believe that routes closer to Portsmouth will help foster industry and already existing businesses in Portsmouth and New Boston.

Thank you for taking the time to read our concerns. Please feel free to email us back.

Sincerely, Eric and Becky Wrage

12/16/2002

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CO-Susan Swartz

From: June Marcum [junemarcum@earthlink.net]
[junemarcum@earthlink.net]
Sent: Saturday, December 14, 2002 12:26 PM
To: CO-Susan Swartz
Subject: odot

Mr. And Mrs. Daniel A. Mccoy
114 Bel-Air Drive
Lucasville, Ohio
45648

How will you or your family be impacted by the project (positive and negative?)

Positives? NONE

: Approximately fifteen years ago we made a decision to move our family from the busy route 52 in Portsmouth, Ohio to a beautiful ,quiet residential neighborhood in Lucasville Ohio.

We chose to move from the city because of the following:

1. We did not like the noise of the traffic.
2. We did not like the heavy semi-tractor trailers that came with in a few feet of our property.
3. We did not like the filth that the busy street brought to our home.
4. We felt the highway was a hazardous environment that was not conducive to raising small children.

Therefore, we moved to a nice residential area that provided the following:

1. Beautiful residential community
2. A place where you know neighbors not only on your street but, two streets over from you. Today, most people do not even know their neighbors next door let alone those who live two and three streets away from you..
3. School facilities that currently rank as one of the best in the state. Our football stadium is state of the art for our young athletes. The aesthetics of this stadium is above and beyond any junior college in the state.

Our family will be impacted by this by-pass by the following:

1. If we as a community allow the O.D.O.T. to continue on with their current agenda. They will be disrupting a community that is made up of several generations .We realize that from the states perspective all they have to go on is a geographic area with demographics and surveyed land that would provide for them the cheapest route to build an interstate. We would like for them to stop and think about the community they are about to destroy. Just two hours North of us you would not find a community such as ours. Lucasville is the epitome of other communities.
2. This disruption will only facilitate frustration within the community.
3. The by-pass will not expedite formation of new businesses for our community that would promote growth and prosperity. If anything, it will deter businesses from moving to our area.

12/16/2002

4. There will be several homes that will be disrupted and made to relocate but can think of 3 homes in particular that will be tragically effected Each of these families has a parent on one side of the road and a sibling and grandchild on the other side of the road. For a grandparent this is utopia. It just does not get any better than this. We can only hope that O.D.O.T. will consider these families before continuing on with the current plan for the interstate.

No access roads.

This will be a major concern for our small community. Morris Lane and Thomas hollow will be heavily traveled. Morris Lanes is already a dangerous road. You can expect more traffic accidents on these side streets because they were not intended for high traffic volume.

4. Without the access roads the residents on Bel-air, Jo-etta and Pleasant will be greatly hampered.

Emergency Vehicles:

1. The lengthened response time will obviously take the lives of some people. The extra time that it will take for them to respond could mean life or death of an individual. Again, it is with deep regret that the O.D.O. T. is so remotely removed and detached from this issue. Looking at hillsides and demographics does not require them to include sensitivity, emotions, or feelings for the families within the community that will be devastated by passage of the interstate.

Schools:

1. Currently, the Valley Schools has the highest enrollment in our school system than we have had in the last decade. This by-pass will have a catastrophic effect our school system. People in the surrounding areas will no longer want to send their children to a school that is on a major highway with hazardous waste being transported right pass the schools front yard.
2. The noise aspect will have a domino effect on the students learning ability. The noise will have a devastating impact on the student academic curriculum. The students will have a less than optimal attention span therefore, prohibiting students from functioning at their fullest potential. This in turn will have an adverse effect on the schools proficiency testing. We can expect lower scores than we have had previously. Proficiency testing is something that Valley High has always taken great pride in. For a good education proficiency testing is one of the tools that parents use to help them decide where to send their child to school.

Financial

The value of our property will decrease while the taxes increase to help pay for the interstate.

Final thoughts.

We do not want the by-pass north or south of route 728. We want the by-pass out of Lucasville. By taking it more south will only disrupt other families in Lucasville

Respectfully submitted

Mr. And Mrs. Daniel A. Mccoy and family

Public Meeting

November 13, 2002

Comment Sheet

Name:

Charlotte, Horsley

Address:

5919-A Sephart Rd., Wheelersburg, Ohio 45669

Representing:

Adams Memorial U.M. Church

How will you or your family be impacted by the project (positives and negatives)?

I have no objection to the By-pass. I think we really need it but I would like to see it routed another way, I don't want our Church to be affected. I have belonged there 44 years, we would had to get it built, no way can we build that.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

Why not try routing the by-pass through Swager Valley? There are so many accidents and deaths on that road.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

**SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017**

**E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com**

612 Sixth Street
Suite A, Courthouse Annex
Portsmouth, OH 45662

740/354-1454
FAX: 740/353-6582
E-mail: kuhn@zoomnet.net

December 11, 2002

Susan Swartz-Project Manger
SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

RE: 823 Bypass

Dear Ms. Swartz:

I am part of a team of four (4) attorneys representing Ken Rase, 9960 State Route 139, Minford, Ohio 45653 on the above matter.

Mr. Rase owns Five Hundred Sixty (560) acres, which is the largest continuous parcel of land in this area. The proposal Bypass would bisect Mr. Rase's property and adversely affect his farming operation and the nature of his property.

We have had an independent appraisal of the farm at \$1,485,000.00 before the take, and \$961,500.00 after the take. The total value of the property to be taken by eminent domain and the damage to the residue is \$523,500.00. The total value of the take would be approximately \$100,000.00 less, if the highway was moved two hundred (200) feet to the south because of the damage to the water source (lake) for the cattle, the access to the other side of the farm, and the damage to the draining system.

Specifically, my client in opposition to the proposed Bypass bisecting the Rase Property for the following reasons:

- 1) He questions the need for the project.
- 2) He questions the location of the project.
- 3) It will cut one of Scioto Counties finest farms into two (2) parcels resulting in real estate devaluation and disfunction to the farming operation.
- 4) The estimated cost for real estate acquisition is grossly underestimated. A professional analysis of real estate values needs to be completed prior to the proceeding with the 832 project design.
- 5) A cemetery is on my client's farm.
- 6) My client's farm has been platted for a subdivision on State Route 139 and Swauger Valley.

Any takes of my client's property for less than fair market value, will result in ligation to the fullest extent of the law to reach fair consideration.

Very truly yours,

A handwritten signature in cursive script that reads "David W. Kuhn". The signature is written in dark ink and is positioned directly below the typed phrase "Very truly yours,".

David W. Kuhn
Attorney at Law

DWK/ljh

CC: Gordon Proctor
Director, ODOT



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting November 13, 2002 Comment Sheet

Name: PAUL DEVER
Address: 3402 ST. RT. 335 PORTSMOUTH, OH 45662
Representing: OUR DAIRY AND BEEF FARM

How will you or your family be impacted by the project (positives and negatives)?

*Been thinking about the positives of the by-pass are few: 1. Improved local traffic
no 2. Maybe and I stress maybe some economic development. With the current plan much in the
way of the infrastructure of county & township roads has to be changed. The farm community
south of the airport is devastated with farms split and much needed ground land-locked.
For our family personally it means the family dairy farm of 85 years at this address being force*

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

*Segment 1A should be the only segment considered south of the airport
(it does not disturb local highways), does not disturb viable farms which
are contributing to the local economy, but still allows the out of town
traveler to save seventeen minutes of travel time between U.S. 52 and U.S. 23*

*Segment 1A still affect many of the same people, but they would
gladly see the new highway in the hill country, verse their productive
farm grounds*

Other comments:

*The residences of Lucasville and Minford southward should
not be asked to front the brunt of the proposed bypass, if the bypass
should be in the segment considered and dismissed Seg. 11-F1A*

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

December 12, 2002

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ODOT:
Scioto County Commissioners:

Your proposed Bypass around Portsmouth through Lucasville is absurd and an insult to the people of Lucasville.

The people of Lucasville live here because of the peace and quiet of country living. We do not need a behemoth highway in our front or back yards. We live here to get away from traffic and noise and now you want to come and destroy our homes and lives for whatever your gain is.

We would be impeded by a limited access highway with one (1) access in seventeen (17) miles. It would affect our schools, library, homes, farms and Churches.

By taking over Route 728 it would be a disruption in our daily lives, as well as limit access to our homes, schools, jobs and Churches, and increase our driving distances as well as endangering our children getting to their schools, Library and Churches.

The Cook Road access to Route 23 is across a railroad with a grade too steep and short for trucks, trailers, etc. This would increase traffic over this railroad crossing.

You have already spent millions of dollars to build Route 32. You can use this highway to Route 139 or 335 and move south east to get your goal. You have already wasted millions of dollars to figure a way to destroy our way of life.

If you want to help the people of Scioto County, you could build a bridge from Route 73/104 to Route 23 at Rosemount. Also you could build a bridge across the Ohio River from Kentucky to New Boston.

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Yours truly,
A Lifetime Scioto /Lucasville Resident

Michael Shane Clark

Michael Shane Clark.
3570 Millers/Back Run Road
Lucasville, Ohio 45648

December 12, 2002

354

ODOT:
Scioto County Commissioners:

Your proposed Bypass around Portsmouth through Lucasville is absurd and an insult to the people of Lucasville.

The people of Lucasville live here because of the peace and quiet of country living. We do not need a behemoth highway in our front or back yards. We live here to get away from traffic and noise and now you want to come and destroy our homes and lives for whatever your gain is.

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Yours truly,
A Lifetime Scioto /Lucasville Resident


Bernedia Clark.

694 Burns Road
Lucasville, Ohio 45648



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

Christy Deven

Address:

1169 State Route 140 Sciotoville, Ohio 45662

Representing:

Deven Park and our home

How will you or your family be impacted by the project (positives and negatives)?

My husband's dairy farm would be split in two with no access for crop/field work at his ^{S.R.} 335 farm. The project, also, takes our home/land on S.R. 140. It takes peace and tranquility away from our family which is treasured. We were looking forward to building - extending family memories with our new four and half month old son - see below

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Segment 1A is the preferred roadway. It does not destroy the infrastructure of the south eastern part of Scioto County. Township roads will be "cut out". The 1A proposal does not effect as many people and farm businesses that are already established.

Other comments:

He would not have a chance to experience the unique farm life his father, grandfather, 2 great grandfathers, 1 great great grandfather, and 2 great great uncles lived. It would take a

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Tim Dever
Address: 1169 St. Rt. 140 Sciotoville, Ohio
Representing: Dever Dairy

How will you or your family be impacted by the project (positives and negatives)?

The only positive to mention is the reduced traffic that will be on ^{SOUTH OF A.P.} S.R. 335 in my opinion. The negatives are great concerning the community south of the Minford airport, as the H.W. dissects family farm businesses, land locks farm ground including half of our farm and cuts existing county and township roads up.

I do realize that economic development is hoped for, which I do also, but it is only a hope.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

The roadway as presented over the past several years as following through the ridges in the hills south of the airport never drew much public outcry if any, until the 11/13/02 presentation of it dissecting through and basically following local road bed (S.R. 335 - Dixon Mill Rd. S.R. 140). The people located south of the airport are not against the bypass, but through the years we were lead to believe that it would stay in the hills where it does not do so much damage to this area. Many of the same people who are protesting the current study route own this same hill ground in segment 1A and would gladly forfeit this ground to save this community from the destruction of the current proposed route.

So in the opinion of this dairy farmer, segment 1A should be reconsidered to save this part of Scioto Co from a change which would not be in the best interest of the county.

Other comments:

Our government officials tout farmland preservation, but the only thing farmers preserve it for is for the taking of it for public use.

Basically the people of this community are being asked to give up their livelihoods to save out of town drivers 17 minutes of travel time through Portsmouth. A change back to segment 1A would accomplish this without much change to eastern Scioto Co.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43007

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
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December 12, 2002

3507

ODOT:
Scioto County Commissioners:

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By taking over Route 728 it would be a disruption in our daily lives, as well as limit access to our homes, schools, jobs and Churches, and increase our driving distances as well as endangering our children getting to their schools, Library and Churches.

The Cook Road access to Route 23 is across a railroad with a grade too steep and short for trucks, trailers, etc. This would increase traffic over this railroad crossing.

You have already spent millions of dollars to build Route 32. You can use this highway to Route 139 or 335 and move south east to get your goal. You have already wasted millions of dollars to figure a way to destroy our way of life.

If you want to help the people of Scioto County, you could build a bridge from Route 73/104 to Route 23 at Rosemount. Also you could build a bridge across the Ohio River from Kentucky to New Boston.

The people of Lucasville go to Waverly to shop. The people from Minford go to Jackson to shop. People from all over Scioto County go to Ashland and Huntington to shop. Those people from the West Side of the County cross the new bridge to Kentucky to go there. Your highway will only make it easier for Scioto people to go to Ashland or Huntington to shop. What will this do to help Portsmouth??? NOTHING!!! Portsmouth has already been destroyed.

Yours truly,
A Lifetime Scioto /Lucasville Resident

Carol Barnett
Carol J. Barnett
162 Left Fork, Lintz Road
Lucasville, Ohio 45648

December 12, 2002

358

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Yours truly,
A Lifetime Scioto /Lucasville Resident

Wirty Penix
Wirty Penix, Sr.
90 Worstel Street
Lucasville, Ohio 45648

December 12, 2002

359

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Yours truly,
A Lifetime Scioto /Lucasville Resident


Deborah Ann Penix.
90 Worstel Street
Lucasville, Ohio 45648

December 12, 2002

360

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A Lifetime Scioto /Lucasville Resident

James M Clark
James Michael Clark.
321 Left Fork, Lintz Road
Lucasville, Ohio 45648

December 12, 2002

361

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A Lifetime Scioto /Lucasville Resident

Beverly Sue Clark

Beverly Sue Clark.
321 Left Fork, Lintz Road
Lucasville, Ohio 45648

December 12, 2002

362

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Yours truly,
A Lifetime Scioto /Lucasville Resident

Ronald E. Barnett
Donald E. Barnett
162 Left Fork, Lintz Road
Lucasville, Ohio 45648

December 14, 2002

Portsmouth Bypass Project Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Attention Susan C. Swartz, Project Manager

Re: Moving 823 Bypass North to the Cockrells Run/Caldwell Road Area

A Few of The Advantages With The Northern Route:

- Town of Lucasville untouched
- Medical offices not destroyed
- Lucasville development land not taken by exits (23 & 348)
- School parking not taken
- School access not hindered
- Less noise near schools and subdivisions
- Subdivisions not destroyed nor cut off
- Rt 728 and Thomas Hollow not congested
- Fire and emergency service response time not extended
- Fairground traffic not hampered
- Reduce impact on whole Lucasville area
- Cockrells Run/Caldwell Road area less populated
- Land is more level
- More usable land to develop
- Bypass located closer to Tourist Info/Rest Stop on US 23
- Also located closer to Rt 32
- Approximate 2-mile band between Cockrells Run/Caldwell Road Area
- These 2 roads carry a lot less traffic than Rt 728
- Bypass should be more economical to build even though it may have to be extended approximately 1 1/2 to 2 more miles
- More flexibility in open area
- Less families to uproot and houses to buy
- A lot of farmland and woodland on CAUV tax basis--less tax impact

These are just some of the differences. As this project has been on the drawing board for about 40 years, a couple more years to revise a route should not be that much of a delay. As for the poverty and unemployment in Scioto County, when you dig deep enough you will find that a high percentage of it is "by choice". There are a lot of good workers in this area who have pride and principle and those are the ones that have always carried the area. Portsmouth made their decision to be a college town--the industry has long been gone.

Sincerely,
Leona F. Tackett
Mrs. Leona F. Tackett
101 Overlook Drive
Lucasville, Ohio 45648-8696

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name:

GREG DEVER

Address:

SR 823 CAMP LN PORTSMOUTH OH

CAROLYN DEVER

Representing:

YSHWZ

232 HANSEN MORGAN RD

KENNELS

WHEELERSBURG OH 45642

How will you or your family be impacted by the project (positives and negatives)?

DOGWOOD BOARDING KENNELS (THE LARGEST PET BOARDING KENNEL IN SCIOTO COUNTY) WILL BE WIPE OUT. THIS KENNEL ISN'T JUST FOUR WALLS WITH A FENCE, ITS A FULL BLOWN SET UP, CUSTOM SET UP INSIDE WITH HEATING, AIR CONDITIONING, STOMPED CEILING, CEILING FANS, FULLY INSULATED. NICER THAN MANY HOMES.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

REBUILDING WOULD BE VERY EXPENSIVE

LARGE 9 ROOM HOUSE PLUS BASEMENT ON ~3 ACRES OF LAND

KENNEL CONSIST OF : 2 BUILDING WITH 44 RUNS, 2 4'X5' FENS INSIDE WITH SLIDING DOOR LEADING TO OUT SIDE CONCRETED RUNS RANGING 10' - 15' LONG

1 BUILDING WITH 8 INSIDE RUNS

1 BUILDING FOR STORAGE

1 DOG GROOMING FACILITY

SECURITY FENCE AROUND IT ALL

REBUILDING COST WOULD ALSO INCLUDE : ANY DOWN TIME OF BUSINESS

Other comments:

SEWAGE AND DRAINAGE SYSTEM
ADVERTISING OF RELOCATION

I HAVE A NOTE FROM TIM HILL WITH ODOT THAT STATES: "IF IMPACTS ARE NECESSARY ODOTS GOAL IS TO RELOCATE W/ THE SAME QUALITY OF LIFE W/ NO OUT OF POCKET EXPENSE TO THE HOME OWNER."

I'm SORRY AS GOOD AS IT SOUNDS I AM VERY SKEPTICAL ON THIS MATTER.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
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Greg Dever

McKINLEY FUNERAL HOME

J. William McKinley

Funeral Director, Lic. No. 7398

Lucasville, Ohio 45648

Phone (740) 259-2481 • Fax (740) 259-4333

365

December 13, 2002

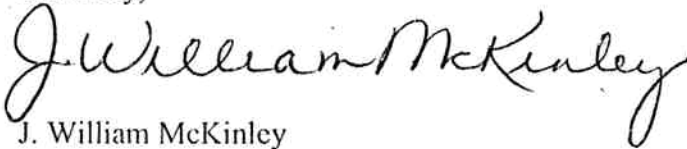
Ms. Susan Swartz
SR 823 Study Team
TransSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Dear Ms. Swartz:

After studying the proposed Portsmouth Bypass and reviewing the documentation as prepared by Valley Local Schools Superintendent Douglas L. Booth and Assistant Superintendent Eric C. Humston, I have come to the conclusion and realization that the proposed routing of Bypass 823 would be devastating to Valley Township, the community as a whole, and most importantly, the Valley Local School District.

As you well know I have been a life-long supporter of education. I have made generous financial contributions to The Ohio State University, Shawnee State University, and all of the local school districts. I have been a very staunch supporter of the Valley Local Schools. Being a resident and alumnus of this district I wish to make my feelings perfectly clear. I am adamantly opposed to this routing and ask that a more northerly or southerly route be considered that does not involve this community and school district. If this cannot be done, then I urge that the Appalachian highway money be spent elsewhere.

Sincerely,


J. William McKinley

December 13, 2002

Susan C. Swartz,
TranSystems Corporation Consultants
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Dear Ms. Swartz:

I am writing you in regards to the proposed Portsmouth Bypass. I wish to express my vehement displeasure not only over your proposed route but over this entire project.

First and foremost, why does the Ohio Department of Transportation and TranSystems Corporation wish to bypass a dying city (Portsmouth) that has little going for it economically except for through traffic? Your project will greatly contribute to further economic decay of this once beautiful town and the immediate surrounding communities. The bypass does not need to be constructed.

Secondly, the proposed route will destroy some of the most scenic countryside in this region. Throughout all seasons, from the trillium blooming in the early spring to the colorful leaves in the Fall, we are surrounded by some of the most aesthetically-pleasing landscapes found anywhere in the United States. In addition to our scenic landscape, the impact on our flora and fauna would be irreparable and inexcusable.

Your project would infringe upon my freedom of speech rights as guaranteed by the Constitution since my property and my house are extensions of my self-expression. When I purchased my house, I did not plan on having a major highway near or in my front yard. I do not know if the courts have ever considered the construction of a highway as a violation of freedom of speech but I would certainly be willing to explore this possibility through litigation.

The property in this school district (Valley Local) has increased in value since the passage of our local school levy and subsequent new schools. Your proposed route and the project as a whole would greatly impact property values in this area and would decrease the value of my own house and land.

Where was the public input earlier in this project? Why ask for public input at this time if the portions of the proposed route are already decided? I think that you will see from the number of responses you receive from this community, the overall opinion is not favorable to your project.

I urge you to reconsider your justification for this project and ask yourselves "Do we really need this by-pass?" My thinking is that it is not necessary or needed for this community.

Sincerely,



Kenneth R. Smith
2753 Houston Hollow-Candy Run Road
Lucasville, OH 45648
(740) 259-3065

John & Jean (Boyer) Pendland
1540 Tick Ridge Road
Wheelersburg, Ohio 45694

367

12/06/2002

Ms Susan Swartz - Project Manager
SR 823 Study Team
TransSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

Re: Regarding proposed location of roadway B, A or C, AC.

We recently attended an informational meeting held Nov. 26, 2002, at the Minford High School in Minford, Ohio. After listening to both pro and con on the proposed location, inclosed are are our thoughts and request for a re-evaluation of this road's location.

We were among many in attendance who live on farm property purchased and developed by our fore-fathers over 100 years ago. Although our farm is not directly affected by the roadways path, several of our neighbors whose property abut ours, are directly affected to the point of losing homes, land, and loss of use due to land lock. We feel this to be a negative impact and just one of the reason's for re-evaluation of location.

One of the pro's mentioned in the meeting was that of economic development, certainly a point of concern to everyone. We feel that public opinion is for the by-pass road, but at what and whose expense. Scioto County has basically an agrararian economy. The economy in Southeastern Ohio has been in steady decline over the past 20-30 years due to lack of industry and lost jobs. Now it is proposed to take farm land and build a road. This will mean further loss of income to those affected farmers both now and in the future. This will also mean loss of tax base since once the road is built the land can never be reclaimed for farm use. It may be true that with the road, industry may be attracted, however there are no guarantees this will happen. It seems we are betting on things to come and doing away with things that are certain, an agrararian economy in part.

We believe segments 1-A and/or 1-B should be re-evaluated in lieu of AC, A or C, and B. We realize, as indicated in the Nov. 26th meeting, this will increase cost. We feel this increased cost can be balanced against the loss of farm use and tax base in the comunity. The "Hill Route" may cost more, but how can one measure the loss in part of ones land as well as the historical implications of dissecting a century old farm. Has your economical survey considered this in any way?

We are also including copies of this correspondence to our federal, state, and local government representatives to demonstrate our concerns.

Thank You


John & Jean Pendland



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting **November 13, 2002** **Comment Sheet**

Name: JOHN ~~AND~~ JEAN (BOYER) PENDLAND
Address: 1540 TICK RIDGE RD. WHEELERSBURG, OH. 45694
Representing: BOYER FAMILY - LANDED PROPERTY FOR OVER 100 YEARS.

How will you or your family be impacted by the project (positives and negatives)?

I CAN THINK OF NO POSITIVE IMPACT ON MY FAMILY. I BELIEVE THE ECOLOGICAL AND ECONOMIC IMPACT TO THE AREA TO BE A NEGATIVE. FARM LAND, OWNED BY OUR NEIGHBORS HAROLD AND RONARD GAIN, WILL BE REPLACED AND DEPLETED BY SEGMENTS "C" PROPOSAL, OUR FARM ADJUTS THIS FARM PROPERTY.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

I/WE BELIEVE SEGMENTS 1A AND/OR 1B SHOULD BE RE-EVALUATED IN LIEU OF A, AC & C. AS INDICATED IN THE NOV. 26TH MEETING @ MINFORD HIGH SCHOOL, THIS WILL INCREASE PROJECT COST, HOWEVER, IT SHOULD BE BALANCED BY THE ECONOMIC LOSS TO OUR AREA FARM ECONOMY. FARM LAND LOST TO THE HIGHWAY CAN NEVER BE RECLAIMED FOR FARM USE AND WILL RESULT IN ECONOMIC HARDSHIP BOTH PRESENT AND FUTURE TO FARM FAMILIES, MANY WHO REPRESENT CENTURY FAMILY FARMS.

THE ECONOMY IN SOUTH EASTERN OHIO, ESPECIALLY SCIOTO COUNTY, HAS DECLINED OVER THE PAST 20-30 YEARS DUE TO LACK OF INDUSTRY AND LOSS OF JOBS. ONE OF THE FEW STRONG ECONOMIES LEFT HERE, THE AGRARIAN ECONOMY, IS NOW BEING THREATENED. OUR FAMILY AS WELL AS OUR NEIGHBORING FAMILIES ARE NOT AGAINST THIS PROJECT. HOWEVER WE ARE AGAINST THE LOSS OF OUR

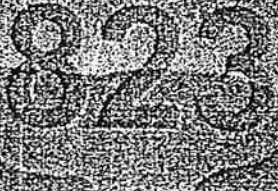
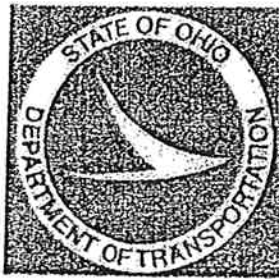
Other comments: VALUABLE FARM LAND AND A WAY OF LIFE WHICH HAS ENDURED FOR OVER 100 YEAR

IT MAY BE TRUE THAT A BY-PASS WILL EVENTUALLY HELP THE AREA ECONOMICALLY, HOWEVER, THERE ARE NO GUARANTEE'S. I HAVE YET TO SEE A LIST OF INDUSTRIES THAT WANT TO ALIGN THEMSELVES ALONG OUR PROPOSED BY-PASS. THE FARMS ARE HERE, ARE IN OPERATIONS, AND WILL CONTINUE TO OPERATE IN THE FUTURE. I FEEL OTHER ALTERNATIVES MUST BE INVESTIGATED AND/OR RE-EVALUATED FOR THIS PROJECT.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: Teddy L. BUSSEY
 Address: 3345 st Rt 140 WHEELERSBURG, Ohio 45694
 Representing: SLOCUM STATION

How will you or your family be impacted by the project (positives and negatives)?

This roadway will split good farms that we need. This road will only help people that is coming from up north to Bypass. Portsmouth-BYE not being able to get on only at Lucasville - Minford + Sciotoville - is no help to us.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

The Bypass that you had from around Slocum and coming back in at Lindsey School was the more FEASIBLE - route. If you would have built it then you would have saved the taxpayer a lot of money.

Other comments:

We were told that you have a lot of land around minford to ~~make~~ make a industrial park. We can not find one person ~~that~~ with land that know anything about that. Why dont you quite lying to the public. I think taking peoples property when it is not needfull is wrong

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

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 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

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Portsmouth Bypass

An Appalachian Development Highway

3000
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Public Meeting

November 13, 2002

Comment Sheet

Name: GI VICTOR STAKER + A. LORRAINE STAKER

Address: 7476 OHIO RIVER RD SCOTTSVILLE, O. 45162

Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

AT PRESENT TIME IT DOESN'T SEEM OUR PROPERTY WILL BE TAKEN HOWEVER, SHOULD IT - IT WOULD TAKE ONE ACRE OF GROUND A PLACE OF BUSINESS VIE STAKER AUTOBODY SERVICE AND OUR HOME IT WOULD BE DIFFICULT TO ~~RE~~ RELOCATE OUR BUSINESS + HOME AT THIS TIME OF LIFE MY WIFE IS IN POOR HEALTH.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

IT IS MY OPINION THAT THE HIGHWAY BE TO MINFORD TO PASS THE AIRPORT THEN TO 140, WITH THE HIGHWAY BACK OF TWO CEMETARIES ONE IN WHEELERSBURG ONE OUTSIDE WHEELERSBURG OR FRT.

IT WILL BE GOOD IF THIS ROAD WILL BE BUILT ON HIGHER GROUND - FOR GOOD VENTILATION - FOR CARS - TRUCKS - D. TRAINS -

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

JR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



3701

Empire Realty, S.E.

02 Gallia Street
Portsmouth, Ohio 45662
Business (740) 354-2112
Toll Free (800) 354-9260
Fax (740) 353-5365
Website www.century21empirerealty.com

December 3, 2002

Jeff Baughman
Doug Booth
Lucasville, Ohio

RE: Proposed By-Pass

Sirs;

Thank you so much for allowing me the opportunity to respond relative to property marketing opportunities in the aftermath of the Proposed By-Pass Announcement. During the past 10-14 days I personally have had three potential Buyers express to me their concern about purchasing anything adjacent to the planned roadway.

All are qualified to purchase upper price range properties. Rich and Mamie Snook had presented an "Offer To Purchase" the property at 100 Cobblestone. When we were unable to negotiate this offer, they investigated the purchase of two lots in the Breckenridge Development. During conversations with Mrs. Snook on Monday of this week she expressed their intent to move to other areas of the county where the roadway was not an issue.

Dr. Valerie Fletcher had narrowed her search to two properties, one in the West Portsmouth area and one in Breckenridge. When the announcement of the by-pass was made, she initiated an "Offer To Purchase" on the Oakwood property in West Portsmouth. Although she agreed the by-pass would make for an easier commute, the eight-ten year spread between conception and realization would make it impossible for her to sell the property should she elect to leave Southern Ohio Medical Center.

Mr. and Mrs. Terry Grashel had expressed interest in the home of Dave and Tanya Thoroughman located on Hangsen Morgan Road on St. Rt. 140. The proposed by-pass, although not at present scheduled to take this residence, will go adjacent to the property. They elected not to proceed with the purchase.

The potential construction along Lucasville-Minford Road, in my opinion, will be devastating to the Breckenridge Subdivision. In past years, sales of mid-to-upper priced properties largely took place in the area immediately surrounding the Southern Ohio Medical Center Campus or in the Wheelersburg area. Professionals coming to SOMC who did purchase in the Portsmouth area more often than not utilized the Notre Dame School System for their educational needs. The commute through New Boston made it difficult for an on-call physician to reside in Porter Township.



Each Office Is Independently Owned And Operated

With the construction of new schools in West Portsmouth and Valley, we have found a new trend emerging. Buyers are investigating the school systems, especially with this information available on the State of Ohio Department of Education website, they are looking at test scores and program offered. The open-enrollment arrangement has made utilizing the new Valley Schools a positive choice, and one many individuals within the Portsmouth District have elected to utilize, myself included. Traveling along the Lucasville Minford Road area, an individual can see the construction of new homes. The installation of new sewer lines and established neighborhoods and oversized lots in both the Lucasville and Valley areas has made this an attractive option in purchasing.

As a parent, I believe the delays and the normal atmosphere that surrounds a construction site will make utilizing the Valley School System an almost impossible alternative. In addition, individuals such as Dr. and Mrs. Elie Saab, Jim and Laura Peach and others who make this twice-daily commute – will find it even more difficult.

I do believe the construction of a By-Pass is necessary; but placing the property owners in a state of limbo for the next ten years while funding is procured, is wrong. The Valley and Minford districts have been the hardest hit with the closure of the Portsmouth Area Gaseous Diffusion Plant. In addition, many of these individuals have been the victims of lost 401K funds during the recent downturn of the stock market and to compound this with the inability to sell their homes could be devastating to many.

The Breckenridge area provides one of the few planned subdivisions offering restrictions and the guarantee that like construction will always take place in your neighborhood. The appeal of such a neighborhood is reflected in the number of lots and professionals who have elected to live there. Marketing these properties during the coming months will be nearly impossible.

For your reference I am including property sales in excess of \$150,000 in all school districts and I have included 2001 and 2002 transactions for the Valley Township area. You will also find a plat map from the Engineers office for the Breckenridge subdivision.

Should there be any questions, please do not hesitate to contact me at my office, 740-354-2112.

Respectfully,



Debra Gambill
Owner



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 13, 2002

Comment Sheet

Name: D Jean Radabaugh
 Address: 15 Hartford Drive, Lucasville OH 45648
 Representing: _____

How will you or your family be impacted by the project (positives and negatives)?

D I live at the corner of Thomas Hollow and Hartford Drive. If the proposed bypass is the final decision, it appears to me that Thomas Hollow will be used more than now, and therefore will need to be straightened and widened. If made wider, the road would be closer to my house (my bedrooms) and would be (see back)

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

Other comments:

I feel the bypass is needed for travel, but I also feel all communities should be enhanced rather than just left as a spot on the map.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
 TranSystems Corporation
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

SR 823 Study Team
Transystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

place
stamp
here

Return address:

1) an inconvenience, and hazard, and would greatly devalue my property. Widening Thomas Hollow would affect many other properties as well. If the road were to be widened, surely ADOT would purchase our properties where the road ~~is~~ ^{comes} too close for comfort rather than force us, the property owners, to endure the distress of cars flying by within 12-15 feet of our houses.

To return without envelope: fold in thirds, tape or staple, and affix postage.


373

Rosemary Harwood
P.O. Box 551
Lucasville, OH 45648

December 14, 2002

To Whom It May Concern:

I, Rosemary Harwood, feel that the Portsmouth by-pass will severely damage my business and the value of my commercial property by placing my location on an access road. I feel that the new highway system should incorporate the present Rt. 728, and all roads that exit should remain as is for the safety and well being of my business and the community. This new highway system, if built, should be adapted to permit the community to grow, not to divide and separate the community and devalue it's property. Also, it should not present a business (such as mine) with a major loss of income and its potential to grow.


Rosemary H. Harwood

12-18-02
Date



374

County of Scioto

OFFICE OF
COUNTY COMMISSIONERS

TOM REISER, Chairman
VERN RIFFE
OPAL M. SPEARS



Room 1, Courthouse, 602 Seventh Street

PORTSMOUTH, OHIO 45662

INEZ BLOOMFIELD, CLERK
JANE KITTS, DEPUTY CLERK
JUDY ROWSON, DEPUTY CLERK

Telephone (740) 355-8313
Fax (740) 353-7358

December 12, 2002

SR 823 Study Team
Transportation Corporation
5747 Perimeter Drive Suite 240
Dublin, OH 43017

Dear Sir:

The Scioto County Commissioners are in support of the 823 By-Pass as we feel it is vital to the economic growth of our county over the next several decades. It will not only provide access to undeveloped areas of the county, but will provide extremely improved access to development in the eastern parts of Scioto County. This project is an important infrastructure improvement that has the potential of providing significant employment opportunities for Scioto County citizens in the future.

We do have serious concerns about the proposed routing of the project. We encourage your organization to seriously consider the impact of the currently proposed routing of the Lucasville community as well as the proposed routing in Harrison Township.

We are aware of most of the comments that have been received by your office and know that there are many valid concerns that have been raised and should receive full consideration.

This project not only has the potential to provide economic impetus for our county, it also has the potential to negatively affect many citizens who have worked tirelessly to be responsible productive members of our community.

We are confident that over the next several months your organization will carefully consider the issues involved and we will look forward to further discussion with you and to a satisfactory solution to this important project.

Sincerely,

BOARD OF SCIOTO COUNTY COMMISSIONERS


Tom Reiser, Chairman


Vern Riffe, Vice Chairman


Opal Spears, Commissioner

"Scioto County - Somewhere Special"



William S. Reed
509 Gampp Lane
Portsmouth, OH 45662

December 16, 2002

To the Planners and Decision Makers for the Portsmouth Bypass #823:

I am writing concerning the proposed #823 bypass. The segment that goes through several acres of farm land would leave over 1,000 acres of good tillable farmland land locked and the century old farms with to few acres to earn a living off of after this so called highway improvement.

The reason we built on Gampp Lane was because it was a dead end road, quiet and the scenery. With this road I would lose all of this. The noise pollution from traffic, pollution from the road itself, the possibility of hazardous waste accidents and the loss of thousands of dollars in property value of our home. Being retired we cannot afford to lose this money and can not afford to move and rebuild.

If you want to build this road, put it back on the proposed Segment 1A that goes thru the hills where the county engineer suggested it should be built in the first place. We are opposed to the Segment C and will do all we can to see that road is not built through the farmlands as you seem to think looks good on a piece of paper.

There is plenty of land along Rt #23 and #52 that could be used for so - called industrial expansion that may or may not come to pass. Why not use the original planned route thru Feurt Hill that seemed to be the most feasible. This would give you access to the land on Rt #23 and #52. Or just simply go down the ridges and leave the livable land alone.

I will do all in my power to see that the road through good farmland and homes does not happen, by attending meetings, writing letters or at the ballot box. This is wrong to force this bypass on people and take their way of making a living away from them and adversely affect the lives of retired people.

You have alternate routes through the ridges that would have a lot less of an impact on less people. Please put the bypass through Segment 1A or the less expensive Feurt Hill route.

Sincerely,

William S. Reed
William S. Reed

Dec 13, 2002

Dear Ms. Swartz,

I'm writing this letter to inform you of how I and my community feel about the 823 Portsmouth Bypass. Our community is devastated, we feel like 9-11 all over again like someone just dropped a bomb on us.

For over forty years we have heard of a bypass around Portsmouth, but it never developed. In the past few months that's all we've been hearing. Several meetings were held to discuss the positives and negatives, there are no positives.

We live in a quite, beautiful rural agricultural community. The Knowles, Briskers, Wickles, Gampis, Coriell's and Nevers, some of these farms have been in the family for over a hundred years. My husband's family has farmed this land since 1849, six generations, our youngest son and my brother-in-law are farming it at the present.

If ODOT choose (segment C of 823 Portsmouth Bypass) it will take our home of 40 years, loss of farmland, income and difficulty in reaching other property. It will destroy some of the farmland, or it will be in land lock, which is unusable and unsellable. There will be increase water damage to the farmland adjacent to highway due to water runoff. It will lower property value for surrounding farms, houses, and area land.

We have a community that is proud of our heritage and take pride in historical farm area.

If ODOT choose (segment A+C of 823 Portsmouth Bypass) with no access to SR 140, it will bypass our 77 year old business, a family owned and operated for five generations.

In 2001 we built a new John Deere Dealership building, and are in the process of building a new service station and convenience mart. We considered this as economic development. The income for twelve families would be affected by the bypass.

The purpose of the bypass is to attract economic development and jobs, does this sound like what is happening. When farmers are being forced out, homes destroyed and your livelyhood is taken away. The project is not designed to help Portsmouth or current businesses. If you can't even get off the road, how can they bring economic gain to the entire region where the road is built.

If indeed a bypass is necessary, then put it in a place where the least of the public will be affected. The project by ODOT was first presented for an area on the ridges called the grey area. The too will affect my family, but it is timber land not productive farm land or our home of 40 years.

Sincerely

Fredra Gampp
Harold Gampp



Harold E. & Fredia A Gampp
222 Gampp Ln.
Portsmouth, OH 45662-8944



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting **November 13, 2002** Comment Sheet

Name: HAROLD E. GAMP
Address: 222 GAMP LANE PORTSMOUTH, OHIO 45662
Representing: GAMP FARMS

How will you or your family be impacted by the project (positives and negatives)?

It will take our home, loss of some farmland. It will lower property value for the rest of the farm and area. Land I own property on both side of A-C segments, with no access, it will be difficult to get from one farm to the other, several miles. It will increase water damage to farmlands next to highway. The historical value will be destroyed. A/C with no access to SR140 will bypa

ODOJ will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

If indeed a bypass is necessary then build it in an area where the least of the public will be affected. The project was first presented for an area on the ridges called the grey area. This way they can have a scenic view of the valley and not destroy the historical farm area. The grey area project will affect my family also, but it is timber land not productive farm land or our home of 40 years.

Other comments:

My family has farmed this land since 1849, seven generations. We are proud of our historical area. We are in the process of changing our family owned business of 77 years. In 2001 we built a new John Deere Dealership building and are now building a new service station and convenient mart. project A/C will cut us off from the bypass traffic.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 16, 2002:

SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

Ronald Gampp
3553 St. Rt. 335
Portsmouth, Ohio 45662

December 16, 2002

To the Planners, Policy Makers, and Decision Makers Relative to the
Portsmouth Area Bypass (#823):

I would like to express my concern for the proposed bypass route. I have lived in this area for 56 years. I was born on Gampp Lane in 1946 and now live in the house my father built in the early 1950s. Being raised on a farm all my life, I too chose farming as my occupation, taking over my father's farm after he passed away. I have enjoyed my life as a farmer and provided a nice living for my wife and two sons.

A few months ago, I received a letter from TranSystems Corp. stating that our area had been chosen as a possible site for a bypass on the south side of Minford. After attending the November 13, 2002, we were shocked to learn where the proposed bypass would actually run. Instead of routing through the timber ground on the ridges in our area, we were told that the new route, segment A, would be running directly through our community invading our homes and farmland. This route is dividing many farms and destroying valuable farm ground. Our farm will suffer along with many of our neighbors. Most of these properties will be split down the middle, land locking hundreds of acres.

In talking with John Hagen and Kay Humble, they informed us that they had helped in planning a bypass around Portsmouth. They stated that the route was to be through the hills of Lucasville and the hills south of Minford preserving the area farms.

On November 25, 2002 the Lucasville community held a public meeting to discuss the proposed route. They too were unhappy with this new routing. The Lucasville community was very concerned with the safety of their school children. The new route will be in such close proximity to their Middle school that the noise of passing vehicles will be a disruption to the children and teachers. Another concern is the bus routing. The proposed

route will force the buses on narrow back roads and reduce outlets from seven intersections to one creating a severe bottleneck.

On November 26, 2002 the Minford community called a public meeting at Minford High School to discuss the route. The Minford community is focused on preserving the farms that date back over one hundred years or more. These farms are very productive and have survived many years. In 1957, The Portsmouth Area Chamber of Commerce and area farmers decided to honor the local outstanding farmers:

1970 Joe Brisker
1975 Pete Fuhrman
1978 Harold & Ronald Gampp
1979 Earl Gampp
1980 Paul, Tim & Terry Dever
1982 Richard, Steve & John Coriell
1990 Marvin Wiehle
2000 John Gampp

Five of these Farmers of the Year will be bisected and have hundreds of acres landlocked according to this proposed routing.

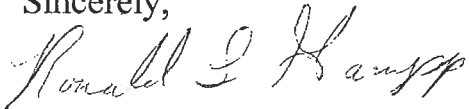
In 1991, Clyde Willis, Scioto County Engineer was asked to recommend a route for a Portsmouth Bypass. His study concluded that the area known as Segment 1A would be the best choice. This is the same route that John Hagen proposed at the 2002 Scioto County Fair. This segment has had local support with little opposition as it affects fewer farms, homes and businesses.

In 1996, then Governor Voinovich created The Farmland Preservation Task Force to help communities who are faced with the situation with which we are now opposed. The task force was charged with preserving farmland while utilizing the present infrastructure.

When do we, the local residents get a voice in the decisions concerning OUR community? When do we finally say, "Enough is enough"? How many roads do we need? How much farmland is needed to feed our population? What if this "experiment" doesn't work? In the future will we be tearing up the roads that did not bring economic growth and converting the land back to agriculture use? Farmland is fast disappearing with no regard for the future, and no regard for the certain economic impact to area communities.

If the planners, policy makers and decision makers are convinced we need a bypass, then route it where it doesn't impact the history of our community or adversely affect the economy by landlocking hundreds of acres of agricultural land which reduces income for farmers and reduces taxes to our schools.

Sincerely,

A handwritten signature in cursive script that reads "Ronald E. Gampp". The signature is written in dark ink and is positioned above the printed name.

Ronald Gampp

R.D. Zande & Associates, Inc.

December 9, 2002

Transystems, Inc.
6161 Riverside Drive
Columbus, Ohio 43017

Attn: Ms. Susan Schwartz

Re: Greater Portsmouth Regional Airport

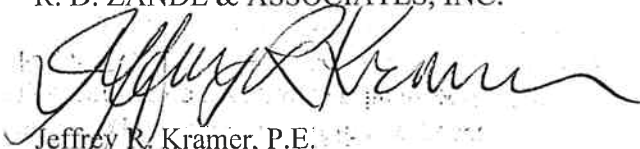
Dear Ms. Schwartz:

I spoke with you at the public workshop meeting for the Portsmouth bypass about obtaining more detailed information regarding the location of the proposed right-of-way in relation to the south end of the runway (Runway 36) at the airport. You had some large scale maps and photographs that I believe would be suitable for our review to determine if the proposed roadway would impact the airport. As I mentioned at the meeting, we would not need the entire map. I believe that we would only require the portion that shows the south end of the runway and the proposed roadway for a distance of approximately 1,000 feet in both directions (measured perpendicular to the runway). We will also need the proposed centerline elevation in both directions of travel.

Once we obtain this information, we will attempt to determine if the proposed development will be a problem with any proposed development at the airport. The Airport Authority is planning on installing a Localizer and Glide Slope at the airport to permit Precision Instrument Approaches. They are also contemplating extension of the runway on this end.

In addition, the Airport Authority has made an offer to Mr. and Mrs. Knore to purchase a portion of their property between the airport and the creek. A drawing of this area is attached. If we are successful, either by negotiated settlement or by appropriation, less land would need to be acquired for the roadway. In fact, the Airport Authority may wish to purchase additional land from the state for airport approach protection. A drawing showing the proposed acquisition is enclosed. The existing Runway Protection Zone is also shown on this drawing.

Very truly yours,
R. D. ZANDE & ASSOCIATES, INC.


Jeffrey R. Kramer, P.E.
Project Manager - Airports Division

Corporate Headquarters

1237 Dublin Road
Columbus, OH 43215
614/486-4383
FAX: 614/486-4387

11500 Northlake Drive
Suite 150
Cincinnati, OH 45249
513/769-5009
FAX: 513/769-5030

10534 Success Lane
Suite C
Centerville, OH 45458
937/885-2640
FAX: 937/885-2721

5555 Airport Highway
Suite 210
Toledo, OH 43615
419/867-6666
FAX: 419/867-6654

78 West Main Street
Logan, OH 43138
740/380-2828
FAX: 740/380-3535

1 Moore Avenue
Buckhannon, WV 26201
304/472-7140
FAX: 304/472-6239

424 Second Street
St. Albans, WV 25177
304/722-7251
FAX: 304/722-7252

P.O. Box 1082
Mt. Pleasant, SC 29465
843/884-6415
FAX: 843/884-4026

1-800-340-2743
www.zande.com





Fax

379

FAXED

To: S.C. Swartz
336-8540

From: Stephanie McCloud
Deputy Chief Legal Counsel

Date: December 19, 2002

Re: Public Meeting Comment Sheet

Number of Pages: 4, including this cover sheet

The following is a comment sheet our office received regarding the Portsmouth Bypass. I'll forward the original to Jennifer Townley. If you have any questions, please contact me at (614) 466-3664.

Confidentiality Statement

This is a fax transmission of attorney privileged and/or confidential information. It is intended only for the use of the individual or entity to which it is addressed. If you have received this communication in error, please notify the sender at the address listed below and **destroy this transmittal**. If you are not the intended recipient, you are hereby notified that any retention or dissemination of this information is strictly prohibited. Your cooperation is appreciated.

1980 West Broad Street, First Floor
Columbus, Ohio 43223

CENTRAL COUNCIL
ODOT

379

2002 DEC 19 A 9:25

Public Meeting

November 13, 2002

Comment Sheet

Name: JOHN BERRY
Address: 392 RASES MOUNTAIN DRIVE MINTON OHIO 45653
Representing: Self

How will you or your family be impacted by the project (positives and negatives)?

See attached

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

See attached

Other comments:

See attached

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:


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TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

I am opposed to the Minford Bypass for the following reasons, among others:

1. The direct cost differential between the Minford Bypass and the Feurt Hill Bypass is not worth what I view as the slim possibility that the Minford Bypass will bring greater economic development.
2. I accept the proposition that for safety and to reduce cross county secondary road traffic a bypass is useful. I also accept that being able to get from 23 to 52 without the 29 traffic lights may lead to some economic positives.
3. I do not think a Minford Bypass will have any significant economic impact that is worth the additional cost over the Feurt Hill Bypass:
 - a. It is too far from Portsmouth;
 - b. There will never be an Interstate northbound from Portsmouth so any increased speed in movements northbound from the heavy industrial tracts along US 52 in Eastern Scioto County is not a great benefit;
 - c. There are already significant industrial sites on US 52 that have significant infrastructure that do not exist in Minford;
 - d. Any economic development in Minford is likely to be of the Wal-Mart, fast food, truck stop variety;
 - e. A Bypass by the Scioto County Airport is not significant to economic development.
4. The slim possibility of economic development is outweighed by the destruction of existing and long standing economic entities, i.e., farms;
5. The slim possibility of economic development is outweighed by the great negative social cost:
 - a. The Minford Bypass has the maximum impact on historic family farms;
 - b. The Minford Bypass has the maximum impact on owner occupied, single family homes;
 - c. The Minford Bypass has the maximum impact on a "way of life" that was sought by the people who live in the Lucasville, Minford, Sunshines, Slocum and Scioto Dale areas;

6. I do not know anyone who lives in the community who cares whether they can get from Lucasville to Wheelersburg or vice a versa 17 minutes faster.



John F. Berry
392 Rase's Mountain Drive
Minford OH 45653

(1)

1. One of my sons (Barren) Purchased
P.E. at Superintendent's ^{South} ~~Central~~ ^{Public} center
Property from Keith Purchase this
Spring. This property is located
near the Minford Air Port and
borders Mc Kenzie's Property
on the Northwest side of the
railroad.

Our family will be impacted
in numerous negative ways
by this Potomouth Bypass.
It will create a negative living
environment by destroying the
peaceful, Private Atmosphere,
Private Property, Land lock some
of Property, Create water
Problems, Create noise, dirt,
Aest, ruin property value,

(2)

Raise of Property Taxes, Create traffic
Problems, endangers life - health
Because response time for fire
and emergency will be increased,
Make it difficult for children to
get to school and change our
way of life.

It will also create social,
emotional and financial problems.

(3)

2. Another route for the bypass should be chosen. The bypass should not go to the Airport in Mairford. This creates many problems.

If the bypass went through Portsmouth it would not destroy so much good property, farm land and homes. There is really nothing (Very little) in Portsmouth now. It could go across the Carl Perkins Bridge on the new bridge in down town Portsmouth. Another choice could be Rosemont. Another choice would be to cut off Appalachian Highway (32) come down through Smith Webster Area to Webersburg.

(4)

Another possibility would be come to Mairford and go down Swager Valley (on top of the hills) to Seatonville.

3. If the bypass by the Airport, (Where the proposed approach entrance / exit) were moved 300' to 400' South it would miss my son (Karen's) Property. This would place the highway more on top of the hills and out of a ravine where it is now proposed.

(5)

A terrible traffic problem will be created by the proposed bypass. This will be from State Route 335 at the Curv Part North to intersection of State Route 139 North to intersection of 335 and Successville. Manford Road. From 2:30 p.m. - 8:00 p.m. traffic is very heavy, now with school, business and other traffic.

This ^(road) will not create jobs for people in this area or bring in business. Only one entrance to road from Successville to Wheelash. Much good land will with potential for development will either be destroyed by the road or land locked.

(6)

The only people that will get work from this proposed road are Consulting firms, State employees, Construction Workers. Construction Workers have been busy in this area working on new schools.

I know about all (many) people in Scott Co. I don't know anyone in the Manford or Successville area that is for this bypass.



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: _____

Address: _____

Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

AFTER SEEING THE FIRST PREFERRED ROUTE LAYED OUT BY TRANSYSTEMS LAST YEAR I THOUGHT IT ALL MADE SENSE TO BUILD THE ROAD WHICH WOULD BE FOR THE BEST WHEN IT COMES DOWN TO ECONOMIC REASONS THAT WILL BENEFIT THIS COUNTY FOR GENERATIONS TO COME.

AFTER HAVING PUBLIC MEETINGS A FEW PEOPLE DON'T WANT THIS ROAD IN THEIR BACKYARD THEY FEEL IT MAKES BETTER SENSE TO PUT IT IN SOMEONE ELSE'S BACKYARD. I ONLY HOPE THAT TRANSYSTEMS AND ODOT GETS TOGETHER AND BUILDS THIS HIGHWAY WHERE IT NEEDS TO BE TO HAVE THE MOST IMPACT THAT LEADS TO ECONOMIC GROWTH FOR SOUTHERN OHIO. AND NOT PUT PEOPLE ON ONE SIDE OF THE COMMUNITY AGAINST PEOPLE ON THE OTHER SIDE. THE DECISION SHOULD BE UP TO THE STUDY TEAM AND NOT ONE SIDE OF A COMMUNITY

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: DAVID + Kimberly Adkins
 Address: 2626 Lucasville - Minford Rd, Lucasville, OH 45648
 Representing: _____

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<u>Hill 1</u> or Valley 1	<u>Hill</u> /Valley 2	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
---------------------------	-----------------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

This road is only a benefit to people living out of town, passing thru. It will not benefit this community in any way. The Hill way is the lesser of the two evils. It would uproot less families.

How will you or your family be impacted by the project (positives and negatives)?

If the Valley 3 section is chosen as an alternative. The fence will be within 100 feet of our house & the bypass within 180 feet. We would rather our house be taken than live that close to the road. We would be left with a house on a worthless piece of ground, a small triangle.

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823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Tommy Adkins

Address: P.O. Box 1325 Lucasville, O 45648

Representing: Myself as a property owner in the path of New Road.

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Valley 1-2-3-4

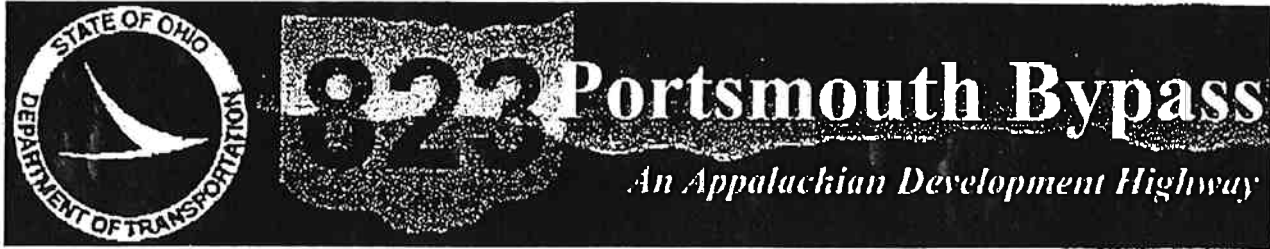
How will you or your family be impacted by the project (positives and negatives)?

I Believe Growth For the Lucasville Area will help our family because we are business people. This should help everyone. I believe the positive will override the negative.

Other comments:

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TranSystems SR 823 Study Team 5747 Perimeter Drive, Suite 240 Dublin, OH 43017	E-mail: scswartz@transystems.com Fax: (614) 336-8540 Web: www.PortsmouthBypass.com
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Public Meeting November 19, 2003 Comment Sheet

Name: LOWANNA AKERS
 Address: 970 Ryle Road Lucasville, Ohio 45648
 Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or <u>Valley 1</u>	Hill <u>Valley 2</u>	Hill 3 or <u>Valley 3</u>	Hill 4 or <u>Valley 4</u>
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I have chosen the Valley routes from all alternatives because when considering the financial status of our local, state + federal governments seems foolish to chose the more expensive routes. We are already experiencing layoffs and store closings locally. Why not put that money to better use?

How will you or your family be impacted by the project (positives and negatives)?

If Hill 3 is chosen it will affect the home my husband + I purchased this year, which is our first, along with the home my parents built themselves. When looking out my kitchen window, I won't see nature's beauty, I will see a highway that will eventually run

Other comments:

right through the middle of my parents lake. Some people spend their entire lives trying to get the opportunity to buy down their dream homes. Why should the few people who are actually able to make that dream a reality be punished and have that taken away???

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Raymond Paul Akers

Address:

970 Pyle Road Lucasville, OH 45640

Representing:

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Approximately 8 months ago my wife + I purchased our first home. We spent nearly \$200,000 for a home specifically for its location. We wanted to be somewhere without neighbors, Trains, Tractor Trailers, Automobiles or anything other than Nature. We were told at the time of our purchase that the proposed route would not affect us because it was too costly to go through the hills. This is why we purchased here. Why would you want to destroy all the woodland + nature when you don't have to + when it's CHEAPER not to.

You can't put Nature back!!

How will you or your family be impacted by the project (positives and negatives)?

In my opinion there is no positive to taking it through the hills. It is cheaper to go through the valley + you don't have to destroy nature + the wildlife in the area!

Other comments:

I have been in contact with the National Wildlife Association, North American Hunting Club, + I am trying to contact others in hope they will join my fight.

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823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: RON ARRICK

Address: 549 Cook Rd

Representing: RON, MELINDA, MANDY, BETH ARRICK

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	<u>Hill 4 or Valley 4</u>
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

My comments will be confined to Hill 4 vs. Valley 4. I'll go out on a limb and say Lucasville residents overwhelmingly support Hill 4. The cost differential appears in line with figures discussed at town meetings several months ago. I realize this "is not a vote," but you make a farce of this questioning and democratic process if you ask for comments and then ignore them. If Hill 4 is not practical, why didn't you say so a long time ago? Don't tease citizens of Lucasville with this comment sheet + then build valley 4.

How will you or your family be impacted by the project (positives and negatives)?

All negative. Positives would be distant "possibles"

Other comments:

If industrial development in mintom is real possibility spend the money to do it right. ~~minimum~~ please do not ruin the heart of Lucasville.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: DEBRA E. BAUGHMAN
 Address: 52 MEAD ST. P.O. Box 670 Lucasville, Ohio 43048
 Representing: Valley Local Schools, RN ; Breckenridge Land Dev. Inc

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	--------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

The Hill alternative route will affect fewer residential homes and businesses. The Valley route would split the Lucasville community. We are fortunate to have excellent ^{new} school facilities and I believe a bypass would greatly jeopardize the safety of our students. I'm concerned about the response time of the EMS to the schools as I am the School Nurse at Valley Local Schools. The interchange on the Hill route is much safer and conducive to traffic flow. The Valley route interchange would add much more traffic to 728 especially during peak traffic times. I'm very concerned about the safety of our students and members of our community.

How will you or your family be impacted by the project (positives and negatives)?

I am an owner of the Breckenridge Subdivision. The Valley route would have a negative effect on my family as it will be in such close proximity of our home. Issues such as increased noise & traffic on SR 728 could decrease the value of homes in Breckenridge affecting our

Other comments: financial future.

Both the Valley Local Schools and the Southern Ohio Correctional Facility bought considerably large parcels of property to provide a safe location. If the Valley route is chosen, the bypass will be at the front door of the prison and the Valley Middle School. The Hill route would keep our community intact and address the safety needs of both adults & children.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: JEFFREY G. SAVIGNANO
 Address: 52 MERRILL ST. P.O. Box 670 Lucasville, Ohio 45648
 Representing: Scioto Co. Planning Commission, Breckinridge Land Dev. Inc

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1</u> or Valley 1	<u>Hill</u> Valley 2	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
---------------------------	----------------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I BELIEVE THE HILL ROUTE MAKES MORE "CENTS" BECAUSE IT KEEPS THE BYPASS FROM EATING UP VALUABLE FLAT GROUND WHICH CAN AND NO DOUBT WILL BE DEVELOPED OVER THE NEXT 5, 10 OR 20 YEARS. WE MUST LOOK TO OUR FUTURE AND OUR CHILDREN'S FUTURE. PUTTING THE PASS IN THE VALLEY ON THE LUCASVILLE END WILL NO DOUBT DIMINISH THAT FUTURE BECAUSE THE 823 ROUTE EATS UP OUR MOST VALUABLE LAND. A FEW EXTRA MILLION DOLLARS TO SAVE THIS LAND AND OUR COMMUNITY IS SURELY WORTH IT. THE HILL ROUTE INTERCHANGE ON THE LUCASVILLE END IS MUCH SAFER AND EASY TO GET WHERE YOU WANT TO GO. THE VALLEY ALTERNATIVE IS CONFUSING AND WILL ADD MORE VEHICLES TO SR 728 & US 23 INTERSECTION WHICH IS NOT NEEDED OR WANTED.

How will you or your family be impacted by the project (positives and negatives)?

AS THE BUILDER & DEVELOPER OF BRECKINRIDGE LAND DEVELOPMENT I FEEL THAT HOME & LOT SALES WILL BE SEVERELY HURT. I HAVE ALREADY LOST SEVERAL SALES OF LOTS AND A HOME I HAD FOR SALE BECAUSE THEY DID NOT WANT TO BE NEAR A SUPER HIGHWAY. MY WHOLE FUTURE IS TIED TO BRECKINRIDGE AND BUILDING THE BYPASS IN FRONT OF OUR

Other comments: SUBDIVISION MAY CAUSE FINANCIAL RUIN.

AS A LONG TIME MEMBER OF THE SCIOTO CO PLANNING COMMISSION I AM SHOCKED THAT WE HAVE TO FIGHT TO SAVE OUR COMMUNITY AT LUCASVILLE. WHEN THE 823 ROUTE WAS PROPOSED WE WERE ASSURED THAT THE ROAD WOULD FOLLOW THE HILL. SO AS A GROUP WE FULLY SUPPORTED THE BYPASS AND ENERGETICALLY WORKED TO GET OTHERS TO SUPPORT IT TOO. I SUPPORT A BYPASS BUT NOT AT THE TREMENDOUS COST

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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the Lucasville community must pay. PUT IT ON THE HILL!

December 17, 2003

1273 Lang Slocum Ridge Road
Wheelersburg, Ohio 45694

Portsmouth Bypass Project Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

To Whom It May Concern:

The following comments address my views and requests around the alternatives most recently proposed at the public meeting held November 19, 2003. I was unable to attend due to giving a final exam at Ohio University's Southern Campus in Ironton, Ohio that afternoon but my husband attended at obtained the materials distributed that date.

Upon review of your findings, it is obvious to me that the hillier route bisecting the village of Slocum, although costlier, would have more negative impact on all areas surveyed; agriculture, homesteads, streams and tributaries and the wildlife and flora attached, churches, cemeteries, etc. I ask you not to let the lower dollar cost be the major determinate in your decision. Please recognize the more important **human** factor.

As a lifelong (55 years) resident of the Slocum area, I beg you to consider the impact of your decision on the community of Slocum Station, Ohio. Slocum is one of the few areas of Scioto County experiencing an economic boom. Please recognize the contributions of local business owners to this growth -- Gampp's Sales and Service, Earl's Garage, Conley's Trucking off Route 140, Furhman's Orchards and several home-based businesses along Morgan Hangsen Road off Dixon Mill Road, Gerlach's Farm and Feed off Simon Miller Road, etc. These businesses are all owned and operated by 2nd, 3rd and 4th generations committed to the quality of life in this rural, agricultural area. Please note that families, not houses, are involved as parts of these areas are vacated to clear a path for the 823 Portsmouth Bypass. It is ironic that this bypass, designed to create progress, will, in my opinion, have the adverse affect, assuring the bypassing of a community by severing the very bi-ways necessary for current progress.

I have been praying that a nearly extinct plant or animal would be located in the woods along this alternate route and have wanted to plow "Some Pig!" in the surrounding fields, to be noted by your contracted flight surveyors -- anything to keep this route out of this area. At this point, however, I can only ask that the heart be as strong as the head in your decision. Should the Slocum Route be the chosen one, won't you at least consider moving the route behind the folk living on Simon Miller Road? I know that that decision will perhaps move the road closer to my kitchen window view, but would have peace knowing Cline Jenkin's and his neighbor's homes would be spared.

Thank you for listening to and considering my comments.

Mary Beaumont



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Gus Bennett

Address: 90 Highland Dr. Portsmouth Ohio

Representing: _____

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<u>Hill 1</u> or Valley 1	<u>Hill</u> Valley 2	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I believe that the Hill Routes are the best ways to go and will have less impact on the people, homes & land. I believe most of the construction will be out of the way. Valley Routes will just be the opposite - a lot of inconvenience for people.

How will you or your family be impacted by the project (positives and negatives)?

With a new highway I think it will make everyones life a little better. No negatives.

Other comments:

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Douglas L. Booth
Superintendent

Eric C. Humston
Assistant Superintendent

Michael W. Bennett
Treasurer

Board of Education

Carl Crabtree
Joseph D. Romanello

Don Crabtree

Roger L. Gahm
Charles W. Wilson, D.D.S.

Board Resolution #241-03

Dr. Charles Wilson moved the Board adopt the following resolution in opposition to the proposed "valley" route of the Portsmouth By-Pass:

The Valley Local Board of Education is adamantly opposed to the proposed route of the Portsmouth By-pass that follows SR 728 and Lucasville-Minford Road, (valley segments 3 and 4). The proposed route would have a negative impact upon our school district and community. We urge the decision-makers and public officials to do whatever possible to seek the additional funds to relocate the bypass along a northern route that runs behind the hills and beyond the neighborhoods (hill segments 3 and 4), or to abandon this project altogether.

Roger Gahm seconded the motion. Roll call: Joe Romanello, yes; Dr. Wilson, yes; Carl Crabtree, yes; Don Crabtree yes; Roger Gahm, yes. The President declared the motion carried.

I certify that this a true and accurate record of action taken by the Valley Local Board of Education at its regular meeting on November 26, 2003.

Michael Bennett
Treasurer



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

David Bibbey

Address:

894 Morris Lane

Representing:

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

This choice has much less impact on the Lucasville Community. It is safer because hazardous materials will not be passing near the schools or prison

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

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CO-Annette N. Marquez

From: CO-Santi Sopraseuth
Sent: Monday, December 15, 2003 9:32 AM
To: CO-Annette N. Marquez
Subject: FW: BYPASS

Santi Sopraseuth
Transportation Designer
LAN/CADD/WEB Administrator

TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017
E-mail: ssopraseuth@transystems.com
Web: www.transystems.com
T: 614.336.8480
F: 614.336.8540

-----Original Message-----

From: JPBITTINGER@aol.com [mailto:JPBITTINGER@aol.com]
Sent: Sunday, December 14, 2003 9:17 PM
To: CO-Santi Sopraseuth
Subject: BYPASS

I JUST WANTED TO KNOW, IF THE BYPASS GOES THROUGH THE VALLEY, WILL MY PROPERTY AT 416 LANG LANE BE TAKEN?

CO-Annette N. Marquez

From: CO-Santi Sopraseuth
Sent: Friday, December 12, 2003 1:51 PM
To: CO-Annette N. Marquez
Subject: FW: Form posted from Microsoft Internet Explorer.



POSTDATA.ATT
(976 B)

Name=Jeff Blevings
phone=740-574-1561
Address=2235 Concord Drive

Email=jblevings@shawnee.edu

categorylist=Other

Comment=I have a couple concerns about the bypass. First I think the bypass should take the high ground path to keep from relocating as many people as possible. If you go across the top of the hills there aren't too many homes located there. If its a matter of cost I think the state should absorb the cost to keep from displacing residents. The other concern is there are no entrance or exit ramps. That will hurt local business and make it so if a local person wants to utilize the bypass they have to go to Lucasville or Wheelersburg to get on it. It look like the only people that will benefit are those not in the local area.

Santi Sopraseuth
Transportation Designer
LAN/CADD/WEB Administrator

TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017
E-mail: ssopraseuth@transystems.com
Web: www.transystems.com
T: 614.336.8480
F: 614.336.8540

-----Original Message-----

From: Jeff Blevings [<mailto:jblevings@shawnee.edu>]
Sent: Friday, December 12, 2003 12:14 PM
To: CO-Santi Sopraseuth
Subject: Form posted from Microsoft Internet Explorer.

<<POSTDATA.ATT>>



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Roger & Janet Bolander

Address: 7344 Ohio River Rd.

Representing: _____

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Hill 1 or Valley 1	<u>Hill/Valley 2</u>	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

That would be the cheapest for the state to go.

How will you or your family be impacted by the project (positives and negatives)?

By the noise & traffic

Other comments:

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December 11, 2003

Mr. Gordon Proctor, Director
Ohio Department of Transportation
1350 W Broad Street
Columbus, OH 43217

Director Proctor:

We would like to take this opportunity to voice our concerns about the proposed route of the Portsmouth Bypass project, State Route 823.

As you know the Portsmouth Bypass is of vital importance to the continued growth of Southern Ohio. The area affected has some of the highest unemployment in the state and the completed bypass may help to attract much needed jobs to our area. However, we both see some problems in the proposed alignments of the route.

At the most recent public meeting, Trans Systems revealed the remaining two proposed routes: one going along the hillsides and ridges throughout the entire route and the other which alternates from hillside to valley. As you may well know, we adamantly oppose any route that would destroy the continuity of the Lucasville community or the rich and historic farmlands of the Minford area.

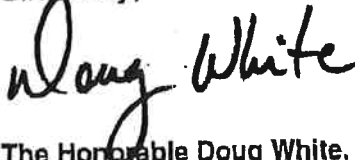
We also know that the hillside route will be more expensive, however, we feel the added cost to construct the hill route is justified. The hillside route will be more cost effective because the communities of Lucasville and Minford will not be destroyed by the bypass project. This roadway is paramount to the development of Scioto County and with your assistance, we are hopeful that this project can be an economic benefit to the region and still keep the integrity of our communities intact.

**Director Proctor
RE: Portsmouth Bypass Project**

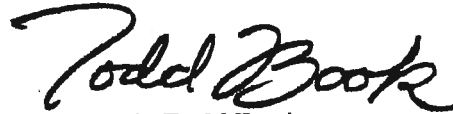
Page 2

Should you have any questions or concerns, please do not hesitate to contact our offices.

Sincerely,



**The Honorable Doug White,
President, Ohio Senate
14th District
Statehouse
Columbus, OH 43215
(614) 466-8082**



**The Honorable Todd Book,
Member, Ohio House of Representatives
89th District
Riffe Center, 77 South High Street
Columbus, OH 43215
(614) 466-2124**



December 5, 2003

Douglas L. Booth
Superintendent

Eric C. Humston
Assistant Superintendent

Michael W. Bennett
Treasurer

Board of Education

Carl Crabtree
Joseph D. Romanello

Don Crabtree

Roger L. Gahm
Charles W. Wilson, D.D.S.

Mrs. Susan Swartz
Project Manager
SR 823 Portsmouth Bypass Team
Transystem Corporation
5747 Perimeter Drive Suite 240
Dublin, OH 43017

Re: Project SCI-823-00.00

Dear Ms. Swartz:

I am writing in support of the hill route in segment 4 of the proposed Portsmouth Bypass. While the revised Valley route is an improvement over the initial routing that was proposed, the new route still significantly affects the Valley Local School District. I feel the following problems and issues would make the hill route the most reasonable, responsible and least intrusive of the two proposed routes involving Lucasville.

1. The proposed Valley route would limit, impede and deter any future development at or near the Valley Local School District. There is very little property remaining in this district that can be developed as we are already severely impacted by state and local government properties that are tax exempt and have taken a large portion of our prime locations. This routing will be counter productive to all the things you say are going to be beneficial to this area such as growth and development. While that may occur in other areas, in Lucasville Valley, this routing becomes a death blow. Currently much of the land you are proposing to take is farm land and not for sale. Someday, though, it may be offered for sale and would contribute to the continued growth and prosperity of the school district. I also feel that this route will have a negative impact on Breckenridge, which is the only prime, upscale development currently taking place in this district.
2. As I look at the map and compare the landlocked properties, it only makes sense to take the hill route, especially the Hill 4 segment. Nearly all the properties in the Valley segment that are going to be landlocked currently have access to paved and improved roads. There are other properties which you have overlooked that will be in this same condition. Whereas those landlocked properties in the hill route do not currently have access to paved roads and will, therefore, not be so severely impacted. There is an enormous difference in the value of these properties. Please don't destroy our most valuable properties.
3. The Valley route will remove our library. We were told at a previous meeting that neither Trans nor ODOT had any intention of taking the library and the elimination of this very important institution was never in the plans. Now it is proposed that the library will be taken and ODOT will pay for the relocation. The question becomes...where will it be relocated? It currently is the most utilized branch library in Scioto County as it serves two school districts and is centrally located. It is in walking distance for our poorer segment of the Lucasville area. The current location of this library serves our community extremely well. The library board is struggling financially and they may elect to take the money and spend it elsewhere. My major concern is that it will not be rebuilt.

P.O. Box 888 • Lucasville, Ohio 45648
Phone (740) 259-3115 • Fax (740) 259-2314

4. The proposed Valley 4 route removes a business, Farm Credit Services of Mid-America, that is currently doing well and will be forever lost to the community.
5. The Valley route destroys a farm and farmhouse (Spriggs farm) that was built in 1900 and has been continuously farmed since that time. The proposed route takes a house that was built in 1865, land locks that property and, consequently, either destroys or land locks a cemetery on the property where at least one civil war officer is buried. The route then crosses under SR 728 and severely impacts a century old farm that has received numerous awards including the prestigious governor's award. Of special interest to my wife is the fact that this route also would remove my house. We moved into the newly constructed home September 28, 2002. It was built on land we have owned for over 30 years. We chose to build our retirement home in this location after being assured by high level ODOT personnel, local politicians, and AAA President Emeritus Bob Morton, that my property would not be involved in the bypass construction. For all practical purposes, the taking of the property on which my house is situated land locks the balance of the land. There is no reasonable access from any other road. We have been on hold in terms of completing our landscaping, the building of a large pond, and other planned improvements far too long, awaiting a final decision on the bypass location.
6. I have serious concerns regarding the proposal build a four lane highway that is going to be located between current SR 728 and the existing prison facility. The road will have to be compressed and narrowed to what I feel, are unsafe dimensions without sufficient berm to pull off and obvious insufficient water run off. The idea of building a four lane highway within such close proximity to the penal institution just begs for problems. This maximum security prison was built in this location originally for security reasons whereby it would not be located near a major highway.

By taking the highway so close to the prison, many safety issues are raised. This section of the bypass will be too narrow to permit sufficient room for a disabled vehicle to move off the highway safely. Barriers and retaining walls are going to be built which will be a blight on existing nearby properties. I feel that this proximity creates serious security breeches. The Valley Local School District has already paid a price for a major security breach, the infamous Lucasville prison riot. I can only imagine what might happen if someone decided to commit an act of terrorism or attempted to breach security due to the inadequate space between the highway and the prison. Another concern should be a hazardous spill which would have the potential to wipe out the entire prison population, as well as the employees, since they could not be expeditiously evacuated. Placement of the four lane highway between SR 728 and the prison is unsound, unsafe and there is a much better alternative.

Do not let the bottom line dollar drive this project. Do what is in the people's best interest and use the hill route, especially the Hill 4 segment.

Sincerely,



Douglas L. Booth
Local Superintendent

cc: Gordon Proctor, John Hagen, Governor Taft, Ted Strickland, Todd Book, Rob Portman, Doug White, Scioto County Commissioners

P. O. Box 634
Lucasville, OH 45648
December 3, 2003

Ms Susan Swartz
Project Manager
SR 823 Portsmouth Bypass Team
TranSystem Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

RE: Project SCI-823-00.00

Dear Ms. Swartz:

It is apparent TranSystems feels they have mitigated the concerns of the Lucasville citizens as outlined in your "response to comments from November, 2002 meeting." That is not so. While the realignment of the "Valley" route seeks to alleviate some of the traffic problems of the proposed RT. 823 bypass (ingress/egress, access, safety, response time, etc.), the core issues remain. Let me spell them out.

1. Location. The people of Lucasville do not want a major interstate traversing the only progressive section of the community. To reiterate—if you select the Valley 4 route, the library, a private financial institution, 100 year old homes, farms and a Civil War cemetery plus other private residences will be destroyed or encroached upon. Although it was stated at the November, 2003, meeting that the library would be relocated, nothing from the library board nor their State offices has come forth to say that the library would be relocated in Lucasville or a time line provided. On the contrary, funding for such a change does not exist even with the monies that will come from ODOT for the relocation. The question also remains as to where, when and if the institution would be rebuilt. Another ultra-crucial issue is the Lucasville Penitentiary. When constructed, one of the primary considerations was to locate the prison as far away from a primary thoroughfare as possible. The proposed bypass would send a major highway within a few hundred feet of the main gate! My tax dollars helped pay for that library and the prison parking lot. I don't want to see that money thrown away when there are other options.

2. Cost. By your own accounting, the Hill 4 segment would cost approximately 8% (\$18 million) more than the V-4 routing. The H-4 route would not disturb institutions, businesses or residences. Eighteen million dollars is not inconsequential, however, it represents an increase of just 8% on the overall project, which is minutiae when you consider the sacrifice you are asking of the community of Lucasville. An additional interchange for the Glendale area was mentioned as being highly likely at the meeting. Surely this added cost would negate a large chunk of the \$18 million, lessening even further the differential between H-4 and V-4 segments.

Since the inception of this project, changes have been made to "save" the Bell Hill area of Wheelersburg, the Highland Bend area as well as many of the farms of Minford—all at an added cost to the overall project. Lucasville should be spared as well.

3. Benefits. There is nothing in the bypass plan that would allow for any new development in the Lucasville area due to lack of access ramps and the flood plane areas. Therefore, there is no reason to blight the beauty of the area with this major highway through the heart of Lucasville. I urge you to take this project via the Hill-4 route and allow the SR 728 area to continue the upward progress that has been accomplished in the last 12 years.

I want my voice heard—relocate the bypass to the hills. Don't set back the clock for Lucasville in the quest to develop other parts of our county.

Sincerely,

A handwritten signature in cursive script that reads "Helen Sue Booth".

Helen Sue Booth

Copies to: Gordon Proctor, John Hagen, Governor Taft, Ted Strickland,
Todd Book, Rob Portman, Doug White, and Scioto County
Commissioners



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Stephanie J Born
Address: 169 Smith St, Sciotoville, OH
Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or <u>Valley 1</u>	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

This project is necessary for the economic development of Southern Ohio. It is time to stop taking comments & make a decision. Our home ~~is~~ will be destroyed if you take the above route - but we are willing to make the sacrifice for the cheaper route. We are tired of waiting, however. We need to make changes & feel like we can't. This wait is what is causing unnecessary hardship on our family. Please make a decision soon so we can choose make a decisions that are important to our family.

How will you or your family be impacted by the project (positives and negatives)?

We will have to relocate but we're ready. We need a larger home but we can't add-on or sell our house while we're in this limbo. Who wants to buy a house that may be demolished in a few years?

Other comments:

You should make the cheapest & best highway possible!!

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Bob Baults
 Address: 1071 Shumway Rd
 Representing: Self

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1 or Valley 1</u>	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

We live directly across from the Airport therefore we simply have no preference

Based on our family & friends that will be impacted we would choose Hill 1 this would avoid impacting families in our Church
 ✓ Row & Patty Stone on Tick Ridge Rd
 ✓ Robb Billiard on Long Slacum ✓ Bob King on Long Slacum
 ✓ Glen C Cunningham on Rt 140 ✓ Stowers Garage on Tick Ridge
 ✓ Miss Stuby on Tick Ridge

How will you or your family be impacted by the project (positives and negatives)?

Totally TAKES OUR HOME AND ACRES (21) THAT WE BUILT ON 18 YEARS AGO.

Other comments:

Add more entries/exits so the local residents can take advantage as well as the transients and local business can benefit from

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Tuesday, December 02, 2003 2:01 PM
To: CO-Annette N. Marquez
Subject: FW: Portsmouth Bypass

-----Original Message-----

From: Boyce, Angela K [mailto:boyceak@Ports.USEC.com]
Sent: Tue 12/2/2003 10:29 AM
To: CO-Susan Swartz
Cc:
Subject: Portsmouth Bypass

I attended the public meeting held on 11/19/03 at Valley Middle School and was very pleased that our Community's concerns have been addressed.

In my opinion Hill 4 is the best option. It would be less intrusive to the Community and better over all. Progress is great, but not at the expense of an established Community. Hill 4 would not have any impact on the Schools or on the progress of the new housing development, Breckenridge.

The current Valley 4 proposal is better than the previous proposed route, however I believe it would still impact our Schools and Community, and decrease property value.

Thank you for your consideration.

Angie Boyce
174 Thomas Hollow Rd.
Lucasville, Ohio 45648



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: James Brannan
 Address: 12599 Rt. 104, Lucasville, Oh 45648
 Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill 4 is clearly better for Lucasville. Hill 4 does not take as much farmland. Hill 4 does not take any houses or businesses. Hill 4 will not divide the community like Valley 4 would. Hill 4 would not be near the schools or prison. Hill 4 would not take the best development land in Lucasville like Valley 4 would, limiting growth of the community.

How will you or your family be impacted by the project (positives and negatives)?

The hill 4 has a better interchange at Rt. 23 to get to Rt. 104. Valley 4 would be a negative to get to 348 and 104 from West 823.
There are no positives for the community under Valley 4.

Other comments:

Valley 4 goes too close to the prison (S.O.C.F), safety is a concern.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



823 Portsmouth Bypass

In Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Sharon Brumfield
 Address: 318 Lindeman Rd., Sciotoville, OH 45662
 Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill/option looks like a straighter route. I live in Valley option & feel that the best route is the Hill Route. The Valley option landlocks my property and I feel too much effort/earth moving for this option. Also it impacts the stream & all the animals through this whole Valley Section. It is not un common to see deer, squirrels, fox, small red-headed woodpeckers & large red-headed woodpeckers, owls, & (muskrats & beavers) are in the stream. I feel this will remove all the natural habitat for these animals. What a terrible thing to do.

How will you or your family be impacted by the project (positives and negatives)?

I feel that if Valley 1 is selected we would have to move - if would be much too close. I could hear it & see it. We live in a secluded setting & we prefer it. This is a 2nd generation home built in the depression era & I wouldn't want to live anywhere else. We are just completing a large pond also.

Other comments:

I can't really tell from maps - but if the Hill Section removes the Highland Bend area or part of it - that would be a perfect solution for such a low-income, distressed housing & high crime area that has plagued this areas for generations.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Claudia Burchett

Address:

120 Breckenridge Dr

Representing:

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1</u> or Valley 1	<u>Hill/Valley 2</u>	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill 4 avoids cutting Lucasville residential/school with a major interstate.

seems to affect the least number of houses residential sections.

How will you or your family be impacted by the project (positives and negatives)?

I live in Breckenridge & do not want the interstate running beside it

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: DONALD E. & Suzanne Walters

Address: 637 FAIRGROUND Rd., Lucasville, Ohio 45748

Representing: Self

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or <u>Valley 4</u>
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

(1) Cost in the Valley route is less; (2) Amount of agricultural ground lost less (less land taken for valley 4 than Hill 4) (3) Woodland (habitat) for wildlife less by using Valley 4 route; (4) Less of an impact to existing wetlands & creeks (5) Less impacts to property by Right of Way if Valley 4 is used. (6) It is better to keep the exchange as close to Lucasville as possible to benefit existing business and growth of Lucasville.

How will you or your family be impacted by the project (positives and negatives)?

(1) Highway 4 takes part of the land that helps us with our income. (2) Will cause rebuilding of existing silos. (3) Takes some of the food source for our livestock. (4) Access to farming ground through our property by neighbors will probably be eliminated. (5) Highway 4 takes additional farm ground than close to Lucasville.

Other comments:

Really do not see how this will benefit the existing area except possibly Wheelburg. It takes more than a road to bring industry into an area. The cost appears to out weigh the benefits of the bypass (compared) over the hill routes, especially Hill 4 there is no place at all for industry without extreme cost of earth movement; which will not occur.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

COMMUNITY ACTION ORGANIZATION OF SCIOTO COUNTY, INC.

"Services Rendered On A Non-Discriminatory Basis"

Robert Walton, Executive Director

James H. Jarvis, Comptroller

P.O. Box 1525
433 Third Street
Portsmouth, Ohio 45662

December 19, 2003

Telephone: (740) 354-7541
Fax: (740) 354-3933
E-mail: bwalton@zoomnet.net

Ms. Susan Schwartz
TranSystems Corporation
SR 833 Study Team
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

Dear Ms. Schwartz,

The Community Action Organization of Scioto County, Inc. supports the following alternatives for the Portsmouth By-pass: Hill 1, Hill/Valley 2, Hill 3, and Hill 4. It is the Agency's thoughts that this combination of alternatives will impact the least amount of active farmland and help maintain most of the area's current road system. It is our understanding that the Scioto County Farm Bureau also supports the above routing scenario.

Community Action is also supportive of an interchange near the Minford Airport connecting to SR 335, thus keeping the By-pass a limited access highway. Our main purpose in supporting the concept of the By-pass is to open up access to land in the Teays River Valley for future industrial and commercial development and to the Scioto-Lawrence Industrial corridor along U.S. 52 and the Ohio River in Southeastern Scioto County.

We appreciate ODOT's and TranSystems efforts in helping to make this project a reality - helping to secure Scioto County's economic future with a modern, safe transportation system that has the potential for creating jobs for our citizens. Irregardless of which combination of alternatives is selected, Community Action Organization of Scioto County, Inc. is in strong support of the Portsmouth By-pass.

Sincerely,



Robert Walton, Executive Director
CAO of Scioto County, Inc.

COMMUNITY ACTION ORGANIZATION OF SCIOTO COUNTY, INC.

"Services Rendered On A Non-Discriminatory Basis"

Robert Walton, Executive Director

James H. Jarvis, Comptroller

P.O. Box 1525
433 Third Street
Portsmouth, Ohio 45662

December 19, 2003

Telephone: (740) 354-7541
Fax: (740) 354-3933
E-mail: bwalton@zoomnet.net

Ms. Susan Schwartz
TranSystems Corporation
SR 833 Study Team
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

Dear Ms. Schwartz,

The Community Action Organization of Scioto County, Inc. supports the following alternatives for the Portsmouth By-pass: Hill 1, Hill/Valley 2, Hill 3, and Hill 4. It is the Agency's thoughts that this combination of alternatives will impact the least amount of active farmland and help maintain most of the area's current road system. It is our understanding that the Scioto County Farm Bureau also supports the above routing scenario.

Community Action is also supportive of an interchange near the Minford Airport connecting to SR 335, thus keeping the By-pass a limited access highway. Our main purpose in supporting the concept of the By-pass is to open up access to land in the Teays River Valley for future industrial and commercial development and to the Scioto-Lawrence Industrial corridor along U.S. 52 and the Ohio River in Southeastern Scioto County.

We appreciate ODOT's and TranSystems efforts in helping to make this project a reality - helping to secure Scioto County's economic future with a modern, safe transportation system that has the potential for creating jobs for our citizens. Irregardless of which combination of alternatives is selected, Community Action Organization of Scioto County, Inc. is in strong support of the Portsmouth By-pass.

Sincerely,



Robert Walton, Executive Director
CAO of Scioto County, Inc.

Village of New Boston

3980 Rhodes Avenue

New Boston, Ohio 45662

OFFICE OF
JAMES WARREN, JR., MAYOR
PHONE (740) 456-4103

December 18, 2003

Ms. Susan Schwartz
TranSystems Corporation
SR 833 Study Team
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

Dear Ms. Schwartz,

The Village of New Boston supports the following alternatives for the Portsmouth By-pass: Hill 1, Hill/Valley2, Hill 3 and Hill 4. It is our thoughts that this combination of alternatives will impact the least amount of active farmland and help maintain most of the area's current road system. It is our understanding that the Scioto County Farm Bureau also supports the above routing scenario.

The Village of New Boston is also supportive of an interchange near the Minford Airport connecting to SR 335, thus keeping the By-pass a limited access highway. Our main purpose in supporting the concept of the By-pass is to open up access to land in the Teays River Valley for future industrial and commercial development and to the Scioto-Lawrence Industrial corridor along U.S. 52 and the Ohio River in Southeastern Scioto County.

We appreciate ODOT's and TranSystems efforts in helping to make this project a reality – helping to secure Scioto County's economic future with a modern, safe transportation system that has the potential for creating jobs for our citizens. Irregardless of which combination of alternatives is selected, the Village of New Boston is in strong support of the Portsmouth By-pass.

Yours truly,



JAMES N. WARREN JR., MAYOR
Village Of New Boston



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Kenneth & Helen Wells
 Address: 238 Lucasville - Minford Road
 Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill 4 - At this point ~~in my lives~~ we really do not want to relocate nor do we want a road over us or next to us. Presently living on Lucasville - Minford Road we hear the traffic. We really cannot imagine what it will be if it's a four lane highway. The Lucasville Community has been built around the schools. Valley School district is an important part of our community and a major highway through the center is not in the best interest of the students. We also feel that the highway would make it easier and more tempting for inmates to escape. Please do not choose the Valley route - go the extra money and take the hill route.

How will you or your family be impacted by the project (positives and negatives)?

Taking the valley 4 route would relocate my family. Although we do not have children in the valley Local School District, we feel that the road should not be so close to the schools.

The new valley schools are the heart of our community and the road would interfere, producing more traffic and dangerous situations for the student and parents.

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Lynn & Linda Wessel

Address: 4155-B State Route 335

Representing: Self

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or <u>Valley 1</u>	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill 1 Station 250+00 without a service road to our property would not only take our home + 30 acres on which it is located, it would also cut off access to our 175 acres of timber (tree farm) which we have been working & managing for our retirement. This land and adjoining timber land belonging to cousin-neighbors has been part of my wife's family (Coriell, Wm.) for generations. This is property that we need to maintain for our home and retirement and to fulfill our plans to pass the legacy on to our children. If the Hill 1 alternative has to be

How will you or your family be impacted by the project (positives and negatives)?

chosen, then PLEASE provide a service access road to our Schomberg Hollow ^{access driveway} Road. This would eliminate need for state to purchase our home & its acreage and still allow access to our timber and the timber of our

Other comments:
 neighboring land owners (Roger & Kenny Coriell + McLaughlin)
 We appreciate your consideration of these concerns. They are extremely important to us, our children, and our grandchildren.

Lynn & Linda Wessel

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team 5747 Perimeter Drive, Suite 240 Dublin, OH 43017	E-mail: scswartz@transystems.com Fax: (614) 336-8540 Web: www.PortsmouthBypass.com
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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Wanda J Wheeler
 Address: 213 Hastings Hill Rd
 Representing: Portsmouth Ohio 45662

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or <u>Valley 1</u>	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Valley 1 I have lived here since "1976" I have watched this town become a college town a retirement town & drug infested due to no work.

my second reason the least bit of snow gets on Rosemount Rd they shut it down where I work in Chillicothe I then have to reroute thru town to get to work which add another 20 to 25 minutes on top of the 110 mile drive a day I already have

How will you or your family be impacted by the project (positives and negatives)?

positive - I will be closer to work and have an extra 3 hrs a day for myself & not on the road

Neg - I have lived here off + on since "1976" will miss the home, place

Other comments:

Can you start this project ASAP. I would say to the people @ Ross Connectional Inc that I work with feel the same way I do we need this by pass, so myself & 200 people I work with that live here in Scioto Co feel the same way do.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

Thank you



December 11, 2003

Mr. Gordon Proctor, Director
Ohio Department of Transportation
1350 W Broad Street
Columbus, OH 43217

Director Proctor:

We would like to take this opportunity to voice our concerns about the proposed route of the Portsmouth Bypass project, State Route 823.

As you know the Portsmouth Bypass is of vital importance to the continued growth of Southern Ohio. The area affected has some of the highest unemployment in the state and the completed bypass may help to attract much needed jobs to our area. However, we both see some problems in the proposed alignments of the route.

At the most recent public meeting, Trans Systems revealed the remaining two proposed routes: one going along the hillsides and ridges throughout the entire route and the other which alternates from hillside to valley. As you may well know, we adamantly oppose any route that would destroy the continuity of the Lucasville community or the rich and historic farmlands of the Minford area.

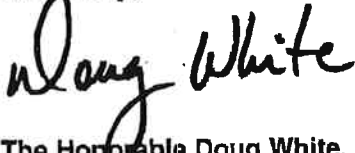
We also know that the hillside route will be more expensive, however, we feel the added cost to construct the hill route is justified. The hillside route will be more cost effective because the communities of Lucasville and Minford will not be destroyed by the bypass project. This roadway is paramount to the development of Scioto County and with your assistance, we are hopeful that this project can be an economic benefit to the region and still keep the integrity of our communities intact.

**Director Proctor
RE: Portsmouth Bypass Project**

Page 2

Should you have any questions or concerns, please do not hesitate to contact our offices.

Sincerely,



**The Honorable Doug White,
President, Ohio Senate
14th District
Statehouse
Columbus, OH 43215
(614) 466-8082**



**The Honorable Todd Book,
Member, Ohio House of Representatives
89th District
Riffe Center, 77 South High Street
Columbus, OH 43215
(614) 466-2124**

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Wednesday, December 17, 2003 5:34 PM
To: CO-Annette N. Marquez
Subject: FW: 823 Ports. Bypass

-----Original Message-----

From: Robert Will [mailto:rcsjwill@falcon1.net]

Sent: Wed 12/17/2003 5:11 PM

To: CO-Susan Swartz

Cc:

Subject: 823 Ports. Bypass

Comments concerning the Ports. Bypass #823:

My thoughts and feelings concerning the project are that the view that it will benefit local economy is a false idea. Especially with a limited excess highway. With the economy the way it is in this area I feel the disruption of the farms that it will spoil will be a great detriment to our area. The farms that are "Home" farms are not for sale, therefore the argument that industry will come in is false, since these family owned farms are not for sale. I live in the area called Valley 3 which if used it appears that it would disrupt more homes and people than by using the Hill 3 area. If we take away a good number of valuable homes the property taxes for the county will be greatly hurt. I wonder how many of these people will move out of the area. As a result the school system will also be hurt. I personally believe the arguments that I have heard are politically motivated and will hurt the area economy and the benefits for the local people are none.

Respectfully submitted:

Robert C. Will

rcsjwill@falcon1.net

23 Hayes St.

Minford, Ohio 45653



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: HAROLD W. WILLIAMS
 Address: 3839 ST RT 335 PORTSMOUTH, OHIO 45662
 Representing: OWNER

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 of Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

This Bypass would destroy the value of my farm & my way to make money on my farm. I have two st. highways, 2 steel tower transmission lines, 2 Res. Electric lines, 2 water lines, 1 gas line on my property, this takes & est. 30 acres in easements on my farm, I will not give up ANY MORE OF MY FARM.

Harold Williams

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team 5747 Perimeter Drive, Suite 240 Dublin, OH 43017	E-mail: scswartz@transystems.com Fax: (614) 336-8540 Web: www.PortsmouthBypass.com
--	--



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: HAROLD G. WILKINS
 Address: 3839 ST RT 335 PORTSMOUTH OHIO 45662-8641
 Representing: LAND OWNER

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

STAY OUT OF FARM LAND

How will you or your family be impacted by the project (positives and negatives)?
WILL LAND LOCK PART OF MY PROPERTY, I HAVE 2 POWER LINES, 2 ROADS, 2 WATER LINES, ONE GAS LINE, 1 RES. ELECTRIC LINE, I DON'T NEED ANY MORE OF MY PROPERTY TAKEN

Other comments:
IF YOU GO THEN MY FARM STAY IN THE TIMBER LAND



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Jack Williams
 Address: 487A Salem Road Minford OH 45653
 Representing: Citizen

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or <u>Valley 1</u>	<u>Hill/Valley 2</u>	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

This route will open less congested areas of the county.

How will you or your family be impacted by the project (positives and negatives)?

positives

Other comments:

Not enough entry/exit points. This will not benefit area residents if you can't get on it. Many citizens feel the same way. More entry exits will only help the county. For instance Valley 1 does not include an entry/exit on 170.... big mistake, please include an entry and exit point here for the residents of Sarah Webster.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: LARRY & SUE WILLIAMS
 Address: 6609 ST. RT. 140, WHEELERS BURLINGHAM OH.
 Representing: PUBLIC INTEREST ONLY

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill Route: Better if 140 exit
Valley 1 to Hill 3 to Hill 4 - preference
Much more helpful to public if a
couple of exits: 1 at Allegheny Hill and
1 between Dertels corner and Mansford

How will you or your family be impacted by the project (positives and negatives)?
Not much help unless a 140 exit or
entrance is added. Would be a great
benefit to Susquehanna County.

Other comments:
Overall plus for the area if
either route is used.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Michael J. Williams

Address:

146 Glendale Rd Lucasville, Ohio

Representing:

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	--------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

IF A BYPASS should come to this area, I would like to see the Hill proposal in all 4-sections, especially Hill-3, ~~the~~ because the Valley-3 proposal would come within 600 to 800 feet from my house.

How will you or your family be impacted by the project (positives and negatives)?

Negative - It would completely disrupt our quiet neighborhood.

Other comments:

I am not interested in any interchange at Glendale Rd. because of ~~the~~ all the traffic.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Friday, December 05, 2003 11:14 AM
To: CO-Annette N. Marquez
Subject: FW: Highway Project

-----Original Message-----

From: Kathleen Fuller [mailto:Kathleen.Fuller@dot.state.oh.us]
Sent: Friday, December 05, 2003 11:12 AM
To: John Hagen; Kaye Humble; CO-Susan Swartz
Subject: Highway Project

FYI....

----- Forwarded by Kathleen Fuller/Administration/D09/ODOT on 12/05/2003 11:11 AM -----

<feedback@www.buckeyetraffic.org>

To: <kathleen.fuller@dot.state.oh.us>

12/05/2003 10:37 AM

cc:

Subject: Highway Project

Please respond to ItQuacks

ODOT FEEDBACK			
NAME	Patricia Williams	SUBJECT	Highway Project
COMPANY NAME	N/A	CONTACT ASAP	YES
TELEPHONE	740-259-4588	DATE	12/5/2003 10:37:59 AM
FAX	740-259-488	LOCAL ADDR	192.168.1.149
AREA	SCIOTO	REMOTE ADDR	64.12.96.40
EMAIL	ItQuacks@aol.com		
REFERER	http://www.buckeyetraffic.org/feedback.asp		
BROWSER	Mozilla/4.0 (compatible; MSIE 5.0; AOL 8.0; Windows 98; DigExt)		
COMMENTS	The so-called 23 bypass should be located through the hills east of Lucasville, not through a middle-class neighborhood of several hundred residents, whose financial worth is largely invested in their homes. Those homes' values will drop drastically when this noisy, dirty highway is forced on top of us. Why destroy many homes and ruin the value of the rest of them in this neighborhood. This plan is a hideous miscalculation. Is this how Ohio treats its southern Ohio citizens?		

12/5/2003

CO-Susan Swartz

From: John Hagen [John.Hagen@dot.state.oh.us]
Sent: Friday, December 05, 2003 4:47 PM
To: ltQuacks@aol.com
Subject: Re: 23 bypass at Lucasville

Good afternoon, Ms. Williams.

Thank you for writing and submitting your concerns about the Portsmouth Bypass project. The following response is an attempt to address some of your comments:

Concerning the public library at Lucasville: Early in this project, citizens brought their concerns to our attention that an alignment for the proposed bypass might be selected which would force a closure of the library. It is ODOT's intent to reassure the residents that in the event such an alignment is selected, the state of Ohio would relocate the library within the community so that its operation would continue. It is not my, or anyone else's, intent to use the library or any other property as a guise to pacify residents; rather, we are making every attempt to answer questions or concerns directly and honestly about this project and impacts to specific properties.

Concerning the loss of homes and diminished property values: As part of the environmental scoping process with any project, the department assesses all impacts that a given project will have on any property and the residents. It is incumbent upon the department to administer projects in accordance with the environmental protection policies, regulations, laws and goals of the National Environmental Protection Act (NEPA). NEPA requires the examination and avoidance of potential impacts to the social and natural environment when considering approval of proposed transportation projects. In addition to evaluating the potential environmental effects, we must also take into account the transportation needs of the public in reaching decisions that are in the best overall public interest. The project development process is an approach to balanced transportation decision-making that takes into account the potential impacts on all aspects of the environment - be it social, economic, historic, ecological, cultural or aesthetic - and the public's need for safe and efficient transportation. In conjunction with this, real estate mitigation and the property acquisition process take all impacts into account when determining property values and reimbursement to affected property owners.

Concerning the location for a potential route and its relation to "landmark" homes: Federal law mandates that we document all structures and structure types which might be affected by a project. Any home or structure which is deemed historic is noted in our documentation, and such property is given careful scrutiny when decisions are being made which might affect the loss of such property. Section 4(f) of the Department of Transportation Act of 1966 outlines the federal policy for such properties.

Concerning comments made by employees from the state of Ohio or representatives of the state: If you know with whom you spoke during the public meeting of November 19 who made any such statements concerning decision-makers in Columbus and this project, I would like to know who this person is. Please know that neither I nor my colleagues from Central Office are "ridiculing" the citizens of the Lucasville-Minford areas. Also, the department does not view the people of southern Ohio as those who "can be run over, railroaded and scammed into anything." The department respects the views of the people it works to serve, and through the public meeting and public comment forum, it seeks to make this and other projects viable and successful. Anyone who might have made such statements to you privately has misrepresented the department and its intentions for this project.

Further, I would like to note that the department is truly dedicated to improving this project and committed to serving the best interest of the people of Scioto County, as well as the taxpayers and the state of Ohio. In November 2002, we presented a single possible alternative for the bypass that was met unfavorably by many. It is because we at ODOT value the opinions of citizens such as you and your neighbors that we re-examined other possible alternatives for the route and continued the study phase for an additional year rather than make any hasty decision. Based on the opinions expressed by the public, our consultants and project managers have attempted to address the specific concerns, to

modify the alignment which was brought to the public, and to present a second possible alignment. The alignment that is chosen will be one which serves the public good as a whole, produces the fewest or least-severe environmental impacts and merits the greatest cost-benefit to the taxpayers.

Again, I thank you for writing and sharing your comments. Should you require more information, don't hesitate to write or call.

Thank you,
John F. Hagen, P.E.
ODOT District 9 Deputy Director

ItQuacks@aol.com

12/05/03 10:27 AM

To: John.Hagen@dot.state.oh.us
cc:
Subject: 23 bypass at Lucasville

Dear Sir: You have been quoted in the press as reassuring the citizens in the vicinity of Lucasville that the local public library would be relocated when ODOT butchers our community east of Lucaville, the home of several hundred residents. That statement misses the point entirely. The complaint is the outrage of having not only many homes destroyed, but the property values of the rest of us greatly reduced by running a noisy, dirty highway right next to our quiet, pleasant, middle-class neighborhood. You need to route the highway through a much lower-impact area, through the hills. Most middle-class people have their net worth invested in their homes--which ODOT intends to destroy. Another important point is that ODOT intends to run this highway through a landmark home which is well over 100 years old! ODOT's arrogance and disdain for us is disgusting. One of the men from the state of Ohio who was present at the information meeting in November at the Valley Middle School admitted to me privately that the decision makers in Columbus were indeed ridiculing us and laughing at us as ignorant yokels who can be run over, railroaded and scammed into anything ODOT wants to do to us. It's an travesty, an outrage, a vile calumny. Ohio forced this hideous prison on us--now they intend to ruin our neighborhood and our financial health. Your fatuous comments about moving the library are a smokescreen intending to pacify the residents, who are not fooled. Most Sincerely, Patricia Williams, Lucasville OH



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Patricia E. Williams

Address: P.O. Box 601, 307 Bel Air Drive, Lucasville

Representing: Property owners whose lives you wish to devastate

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I live about one mile east of Lucasville in an area of middle-class homes
 I have circled Hill 4 because it would be less destructive than Valley 4. Several hundred residents' property values will be drastically lowered if you pursue your nefarious scheme to route 823 along the path of SR 928.
 No one seems to care about the rights of these people, including those of my husband and me.
 Ohio forced SOCF on us - now this!

affected. "Impact" is not a verb. It is a noun.

How will you or your family be impacted by the project (positives and negatives)?

I see no positive aspects. No buildable land for industry exists in this neighborhood. If this highway is built less than 1/2 mile from my house, my property value will drop. How can you do this to us and our neighbors.

Other comments:

The library which John Hagen is so concerned about, can be moved. ODOT and TransSystems will work a tremendous wrong if Valley 4 is built. The attitude of ODOT and TransSystems is that we of this area can be scammed into believing we will be helped by this scheme. Build a highway through your neighborhoods!

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TransSystems SR 823 Study Team
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Peggy Williams

Address:

3839 St/ Rt 335 Portsmouth, Ohio 45662

Representing:

owner

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or <u>Valley 1</u>	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
---------------------------	---------------	--------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

This bypass would destroy the habitat of the Indiana bat that was found on this property. It would also destroy the value and the farm ground. We already have tower transmissions, Res. electric lines, water lines, gas line. It takes an est. 30 acres in easements.

Peggy Williams

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
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Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Tuesday, December 16, 2003 6:43 AM
To: CO-Annette N. Marquez
Subject: FW: State Route 823 Portsmouth Bypass Project Comments

-----Original Message-----

From: Jason Williams [mailto:jawilliams@cinci.rr.com]
Sent: Mon 12/15/2003 9:24 PM
To: CO-Susan Swartz
Cc: dwhite@mailr.sen.state.oh.us; district89@ohr.state.oh.us; sccommish@hotmail.com; ospears@zoomnet.net; tomr@zoomnet.net; John.Hagen@dot.state.oh.us; Troy.Huff@dot.state.oh.us
Subject: State Route 823 Portsmouth Bypass Project Comments

My name is Jason Williams and I am writing to express my opinions on the State Rout 823 Portsmouth Bypass Project. I am representing the Harold G. Williams family.

Please see the attached Microsoft Word document for my comments and concerns.

I welcome any comments or questions you may have.

Thank you,

Jason Williams

December 15, 2003

TransSystems SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Dear ODOT and members of the TranSystems SR 823 Study Team:

My name is Jason Williams and I am writing in regard to the SR 823 Portsmouth Bypass Project. My family would be directly affected and would not support any alternative of the SR 823 Bypass that would include "Hill 1" as part of the route. The proposed "Hill 1" route would cost taxpayers millions of incremental dollars due to the extensive amount of fill and earth work that would be required to build this section of roadway. This proposed "Hill 1" section of roadway would pass through the Williams farm limiting its further use for agricultural purposes. It would also pass through valuable woodland, animal habitat and areas with evidence of early Native American cultures.

If the proposed "Hill 1" section of the SR 823 Bypass were built it would negatively impact my family in many ways. My family has already sacrificed agricultural land and is currently impacted by another ODOT project involving SR 335. It would hardly seem fair for ODOT to ask this family to sacrifice any remaining property for the SR 823 Portsmouth Bypass Project. An additional roadway project through our farm would severely restrict and diminish use of the land for future generations of the family.

This piece of land is home to my family and did not come without hard work and sacrifice. After the flu epidemics of the early 1900s my Great Grandfather moved the surviving members of the Williams family from Kentucky to Ohio. They worked as sharecroppers and after many years were able to purchase this property that is now our farm with their savings. My father worked the family farm and another job to put three children including myself through college at The Ohio State University in Columbus. Without the supplemental income of the farm, I am certain that many opportunities would not have been available to my family and me.

For the last 17 years I have worked away from home with one goal in mind – to retire early and return to the family farm to start a vineyard and cultivate the soil where I was born. The proposed ODOT Bypass Project, if constructed through our property, would make my goals unattainable. It is hard to believe all my hard work for the last 17 years might be for nothing if ODOT chooses to build another roadway across our farm.

I ask that ODOT and the TransSystem Study Team consider my comments and concerns before making a decision on this project. I would be happy to answer any questions that you may have concerning the comments I have submitted.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason A. Williams". The signature is fluid and cursive, with a large initial "J" and "W".

Jason A. Williams
3839 State Route 335
Portsmouth, OH 45662

Cc: Governor Bob Taft
Senator Doug White
Representative Todd Book
Scioto County Commissioner Vernal Riffe III
Scioto County Commissioner Opal Spears
Scioto County Commissioner Thomas Reiser
District 9 ODOT Deputy Director John Hagen
Scioto County ODOT Administrator Todd Huff



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: SUE WILLIAMS

Address: 6607 ST RT 140 WHEELERSBURG

Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	--------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Valley 1 To Hill/Valley 2, Valley 3, Valley 4
much better if enter/exit to Rt. 140.

How will you or your family be impacted by the project (positives and negatives)?

POSITIVE IF AN EXIT IS PLACED ON ST. RT. 140 NEAR
GAMPP'S SERVICE STATION.

Other comments:

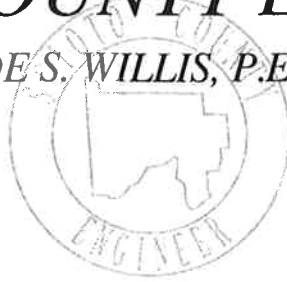
A GREAT POSITIVE FOR SCIOTO COUNTY!
Thank you.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team 5747 Perimeter Drive, Suite 240 Dublin, OH 43017	E-mail: scswartz@transystems.com Fax: (614) 336-8540 Web: www.PortsmouthBypass.com
--	--

SCIOTO COUNTY ENGINEER

CLYDE S. WILLIS, P.E., P.S.



COURTHOUSE OFFICE
ROOM 106 COURTHOUSE
602 SEVENTH STREET
PORTSMOUTH, OHIO 45662
(740) 355-8265

GARAGE OFFICE
56 S.R. 728 - P.O. BOX 429
LUCASVILLE, OHIO 45648
(740) 259-5541

December 12, 2003

Portsmouth Bypass Project Team
Transystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

ATTN: Susan C. Swartz, P.E.,
Project Manager

Dear Susan:

I was very pleased when I attended the meeting on November 19, 2003 at Valley Middle School. The Format was good and I also like the idea of having people vote for what they wanted.

I am in favor of Hill 1 because it does not disturb so much of our valuable flat land and I also like the direct approach of U.S. Route 52 instead of having to travel up State Route 140 to get on this road.

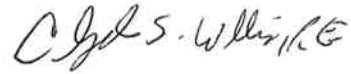
I am in favor of Hill/Valley 2 since it is the only option, however it is far better than the Valley option was.

I am in favor of Hill 3 because it would make an interchange possible for CR 28, Lucasville-Minford Road instead of Glendale Road, CR549. I would also be in favor of an interchange at Lucasville-Minford Road, CR28. This would cause less interferences with traffic on CR28 during construction.

I am in favor of Valley 4 because with the changes made since the last presentation all of the issues raised by the schools and local people have been addressed and I think this is the logical place for the new highway. The Hill route is more expensive and more intrusive than the valley route. I also like the relocation of CR28, Lucasville-Minford Road because in the area of relocation we have a very dangerous road especially in the winter time and there isn't sufficient local funding to correct the problem.

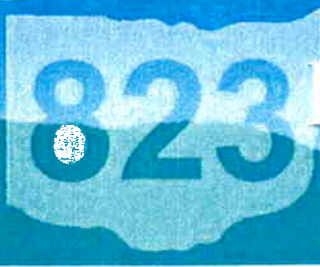
I hope that these comments help in your decision.

Sincerely,

A handwritten signature in black ink that reads "Clyde S. Willis, P.E." The signature is written in a cursive style with a large initial 'C'.

CLYDE S. WILLIS, P. E.,
Scioto County Engineer

CSW:dsl
cc:file



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Clyde S. Willis

Address: 83 Rases Mtn Drive

Representing: Scioto County Engineer

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill 1 - less intrusive on existing infrastructure and flat land

Hill/Valley 2 - only choice available

Hill 3 - for no more extra money that it costs it Bypasses Properties on Lucasville Minford Road which could eventually be developed.

Valley 4 - Because it is much cheaper and the problems with the previous submittal have been solved. I also like the arrangement for Lucasville-Minford Hwy Lane, and Morris Lane. This is a problem area which we have been trying to

How will you or your family be impacted by the project (positives and negatives)?

Solve for a long time - steep hills & sharp curves.
We go to Wheelersburg quite often and this will save time and be much safer.

Other comments:

① Please build the By-pass. ② I would like to see an interchange at Lucasville-Minford Road and this is another reason for wanting Hill 3.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

105 Indian Drive
Lucasville Ohio 45648
December 2, 2003

TranSystem Corporation
Susan Swartz – Project Manager
SR823 Study Team
5747 Perimeter Drive, Suite 240
Dublin Ohio 43017

Dear Susan Swartz:

I am writing again to urge you and ODOT to build the Portsmouth Bypass along the Hill route. Although some of the routing concerns of the Valley Local School District have been addressed, the new Valley routing contains serious flaws, as I will explain:

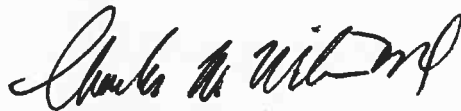
1. The proposed Valley route limits access to all of the potential residential development property south of State Route 728 in section 4. Although now agricultural and not for sale, future generations may well sell it for development. This is our future tax base. A road is forever.
2. As best I can ascertain, all of the landlocked property caused by the Valley route has primary access to SR 728/Lucasville Minford Road. None of the Hill route has primary access to improved (paved) roads. There is considerable difference in the values of these two types of property.
3. The Valley route will take a house built circa 1865 and land lock a cemetery of the property in which at least one Civil War Soldier is interred.
4. The proposed concrete terraced abortion to be built in front of the prison begs for any variety of mishap. It is too narrow – not allowing a vehicle to move off the roadway free of traffic if disabled. It seems ridiculous to me to have a 4-lane highway (Interstate?) against the barrier of a maximum-security prison. Safety issues alone make this placement unsound, without adding concerns about possible criminal attempts to breach the facility from outside. It is poor planning if no other route is feasible. In this case, there is an acceptable route well away from SOCF. How can the Bureau of Prisons agree to this?
5. TranSystems has stated that there is a cost difference of several million dollars between the Hill route and the Valley route – with the Valley route the cheaper.

I dispute this. Multiple changes in existing roadway (taking more of our valuable property) will be required to restore access to SOCF in addition to residential areas at considerable cost. We are losing our library, which serves two school districts in our county. Multiple changes in utilities will be necessary – gas, electric, telephone, and cable, again significant additional cost. None of this is going to be the case with the Hill route. The bridge access from US Route 23 over Norfolk-Southern railroad tracks will be very high and is much larger than that planned for the Hill route. This will be likely to ice quickly in winter months and again, will be a huge additional cost. Since TranSystems has been far less than truthful with us in the past, I have little confidence in their numbers.

We are not concerned about a small amount of additional cost (compared with the cost of the project) being spent to save our neighborhoods and community. It is not a coincidence that the new schools are a magnet to new development. We had hoped for this response. We did not plan on a highway bisecting our township's major residential area.

We deserve more from our government than to have our lives, hopes and dreams shattered by what appears to be a poorly thought out routing of a major highway. You have not assessed the human cost of the Valley route. Surely, our insistence on the Hill route is worth far more than the Questionable savings gained by ruining our community. I still believe in an attitude of common sense, and I appeal to yours. Please don't force this down our throats.

Sincerely,



Charles W. Wilson



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: CHARLES & CAROL WITT
 Address: 690A BLUE RUN RD. MINFORD OH. 45653
 Representing: WITT'S FARM

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1</u> or Valley 1	<u>Hill/Valley 2</u>	Hill 3 or <u>Valley 3</u>	<u>Hill 4</u> or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

MY FIRST CHOICE WOULD BE TO SAY WE THE PROPERTY OWNERS IN ANY OF THESE CORRIDORS DO NOT DESIRE THIS BYPASS AS IT WOULD GREATLY IMPACT US IN MANY NEGATIVE WAYS, DURING ITS CONSTRUCTION AND AFTER COMPLETION. THERE IS NO POSITIVE BENEFIT TO THOSE OF US WHO OWN PROPERTY AFFECTED. OUR PROPERTY WOULD BE DIVIDED, HAND LOCKED, AND CONFISCATED AT THE STATES DISCRETION AND PRICE, NOT THE TRUE VALUE OF THE PROPERTY, WHERE IS THE FREEDOM AND INDIVIDUAL RIGHTS OF THE AMERICAN PEOPLE THAT I FOUGHT TO PRESERVE FOR 10 AND 1/2 YEARS DURING THE CUBAN CRISIS AND VIETNAM WAR? MY WIFE AND I HAVE WORKED OVER 32 YEARS TO IMPROVE OUR FARM. NOW THAT WE ARE RETIRED THE STATE WANTS TO DIVIDE AND PHONDER IT.

How will you or your family be impacted by the project (positives and negatives)?

"NEGATIVE" EXCESSIVE NOISE - AIR POLLUTION FROM EXHAUST FUNES - THE AIR POLLUTION WOULD ALSO AFFECT OUR ORCHARD AND HONEY BEES - MAJOR RESTRICTION TO ACCESS OUR ONE ACRE POND - RESTRICT ACCESS FOR FIRE AND AMBUANCE SERVICE TO OUR HOME - THERE IS NOT ONE "POSITIVE" OR GOOD THING THIS BYPASS WOULD

Other comments: PROVIDE US

OUR LAND VALUE WOULD DECREASE, BUT OUR TAXES WOULD INCREASE. THE WILD LIFE ANIMALS WE HAD WOULD BE FORCED TO RELOCATE OR BE KILLED. WE SETTLED IN THE COUNTRY BECAUSE OF THE PEACE AND QUIET WITHOUT POLLUTION AND TRAFFIC NOISE.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: CHARLES & CAROL WITT

Address: 690A BLUE RUN RD. MINFORD OH. 45653

Representing: WITT'S FARM

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(Hill 1) or Valley 1	(Hill) Valley 2	Hill 3 or (Valley 3)	(Hill 4) or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

My first choice would be to say we the property owners in any of these corridors do not desire this by pass as it would greatly impact us in many negative ways, during its construction and after completion, there is no positive benefit to those of us who own property affected. Our property would be divided, land locked, and confiscated at the states discretion and price, not the true value of the property. Where is the freedom and individual rights of the American people that I fought to preserve for 10 and 1/2 years during the Cuban crisis and Vietnam war? My wife and I have worked over 32 years to improve our farm. Now that we are retired the state wants to divide and plunder it.

How will you or your family be impacted by the project (positives and negatives)?

"NEGATIVE" EXCESSIVE NOISE - AIR POLLUTION FROM EXHAUST FUMES - THE AIR POLLUTION WOULD ALSO AFFECT OUR ORCHARD AND HONEY BEES - MAJOR RESTRICTIONS TO ACCESS OUR ONE ACRE POOD - RESTRICT ACCESS FOR FIRE AND AMBULANCE SERVICE TO OUR HOME. THERE IS NOT ONE "POSITIVE" OR GOOD THING THIS BY PASS WOULD

Other comments: Provide us

our land value would decrease, but our taxes would increase. The wild life animals we have would be forced to relocate or be killed. We settled in the country because of the peace and quiet without pollution and traffic noise.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: M/M JEFFREY L. WOODARD

Address: 623 Schuler Hollow Road, Lucasville, Ohio

Representing: _____

48648-0637

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1 or Valley 1</u>	<u>Hill/Valley 2</u>	<u>Hill 3 or Valley 3</u>	<u>Hill 4 or Valley 4</u>
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

HILL #1: CLOSER TO PORTSMOUTH. INCREASES POSSIBILITIES FOR THE AREA TO BE REVITALIZED

HILL/VALLEY #2: PULL AIRPORT INTO DEVELOPMENT PICTURES.

HILL #3: EFFECTS LESS RESIDENTIAL PROPERTY & ASSOCIATED VALUES. ANY POTENTIAL NEW BUSINESSES WILL HAVE ONLY A POSITIVE EFFECT ON PROPERTY VALUE.

HILL #4: SAME AS HILL #3

How will you or your family be impacted by the project (positives and negatives)?

HILL 3 WOULD HAVE LITTLE OR NO IMPACT TO OUR PROPERTY VALUE. WHEREIN VALLEY #3 WOULD DECREASE PROPERTY VALUE

Other comments:

Willing to pay higher taxes to offset additional cost of Hill route. Hill route is a win/win with property value & potential development

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W. Dale Wortman
331 Pleasant Drive
Lucasville, OH 45648-8529

1-740-259-4658
wdwoodenworks@aol.com

December 2, 2003

TranSystems SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Dear Sir;

Thank you for addressing some of the serious concerns I have about the locating and building of the Rt. 823 bypass. I still have serious concerns about the location of this highway.

Placing the highway in the proximity of the best property in the Valley School District is not desirable. At both of the public meetings you have stated the purpose of this highway is economic development. I can see no economic development opportunities for the Lucasville area. This location captures and removes most of the area suitable for development. It takes away the property at the intersection of Rt. 23 and 348. It removes the library we place a high value on and the surrounding land. It removes the developable property in the Rose Hill Road area.

I was told the library would be figured on a Functional Value basis. That sounds fine except it does not solve the question of where to place the library and with what. How will the building be replaced, and on what amount of land? I have a serious doubt that the library would be replaced. The library board has a serious money shortage. The money for the library could be accepted as cash and then be used for the general funds and operation of the other library facilities. All of the above are unacceptable.

Placing the highway against the Southern Ohio Correctional Facility is not desirable. This highway will provide no easy access to the prison for the care, protection and evacuation of the approximately 1,500 inmates and employees that are in the facility at anytime. The hazard material exposure in of a concern when it is thought of and planned for if a spill happens on RT 23, it has to be a much greater concern if the highway is within a few feet of this facility.

The design has no interchange for the Rose Hill area. This is an area that offers some of the best economic development opportunities. And this oversight does not offer access to the largest population in the area, the prison.

An interchange must be included for the Clarktown area with access to St Rt. 139.

If you want to bypass the area why not use the \$20,000,000 facility already in place. It would eliminate the problems associated with an elevated bridge system over the railroad tracks at Lucasville. We know how dangerous those curved, tilted and elevated bridges can be in cold weather. We can listen to the radio each morning when it is a heavy fog, frost, snow or freezing rain condition and learn of the accidents at the Sciotoville overhead. Take the bypass off RT 23 at RT 32; go east to RT 335, south to the Minford area, over to the South Webster community, and then to the Greenup Dam Bridge.

This option would be less expensive and serve more people in a greater area than either of the proposed routes for Rt. 823. It would tie in with the AA Highway in Kentucky which includes access to Ashland and Alexandria near Cincinnati, and as a bonus it ties in with the Connector road that runs from Rt. 23 in Kentucky to the I-64 giving access to the east and the west of the United States. This is a bypass that would offer the best and most for economic development for the region.

The best option for this bypass is the Rt. 23, Rt. 32, and Rt. 335 to Rt. 52 at the Greenup Dam.

The second best option is the Hill Route as now proposed.

The least desirable route and a route that I oppose is the propose route through and over the Lucasville community.

Respectfully submitted,



W. Dale Wortman

CC; Congressman Rob Portman
CC; Congressman Ted Strickland
CC; State Senator Doug White
CC; State Representative Todd Book
CC Division Nine Director, John Hagan



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Steven & Lisa Wright

Address: 110 Hayes Rd Minford Oh 45653

Representing: _____

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Hill 1 or Valley 1	Hill/Valley 2	<input checked="" type="radio"/> Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill 3, but we dont mind if it goes the alternate routes as long as all of our property is purchased so we have the opportunity to find another area not beside a Highway

How will you or your family be impacted by the project (positives and negatives)?

No positives
Negatives ~~loss~~ giving up our property that has had 2 generations grow up there

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Russell Yates

Address:

Representing:

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

INTERCHANGE AT Hill 3

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

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823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Clifford Jenkins Jr.

Address:

126 Rice Rd, Mansfield, Ohio 45653

Representing:

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

How will you or your family be impacted by the project (positives and negatives)?

It will be negative for many reasons such as it will divide the community, cause transportation problems for school system, fire dept. and rescue squads. It will create traffic problems on St. Rt. 335 from intersection of 139 south past school to air port.

Other comments:

The bypass should not go to the airport, that creates additional problems.

My son Darren Jenkins owns property near the airport. You have been told several times before but it is still listed as Keith Burchett. The bypass is coming across the back of his property. (over)

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To return without envelope: fold in thirds, tape or staple, and affix postage.

If the curve was taken out of the roadway it could stay more toward the top of the hill and miss his property. Also as you (the roadway) come from the top of the hill it would be more level. There is also a valley there where the extra dirt could be placed.

Return address:

place
stamp
here

SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: SAM RAY
 Address: 128 OVERHOOK DR LUCASVILLE, OH 45648
 Representing: LUCASVILLE AREA

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

EVEN THOUGH VALLEY 3 & VALLEY 4 WERE IMPROVED UPON, THIS WOULD STILL NOT BE A GOOD CHOICE. THIS CHOICE WOULD IMPACT PRIME SUBDIVISION POSSIBILITIES. RESIDENTS WOULD BE SUBJECTED TO HIGHWAY NOISE & INCONVENIENCES ON INITIAL BUILDING OF HIGHWAY. TRAFFIC ON THIS HIGHWAY WILL BE GREAT & WILL STEADILY INCREASE OVER THE YEARS. GIVEN THE CHOICE, MOST (90%+) LUCASVILLE RESIDENTS WILL SAY THEY WOULD RATHER NOT HAVE THE BYPASS IF VALLEY 3 & VALLEY 4 IS THE CHOICE. AESTHETICS IS ALSO INVOLVED. USING THE HILL ROUTE WILL LOOK BETTER AND HAVE MUCH LESS NEGATIVE IMPACT ON THE COMMUNITY

How will you or your family be impacted by the project (positives and negatives)?

POSITIVES - TRAFFIC ON LUCASVILLE - MINFORD SHOULD DECREASE DRAMATICALLY
 " - SCHOOL TRAFFIC WILL BECOME LESS
 NEGATIVES - DEPENDS ON CHOICE, VALLEY 3 & 4 WILL CREATE NOISE LEVEL - I SEE NO REAL NEGATIVES WITH HILL ROUTE.

Other comments:

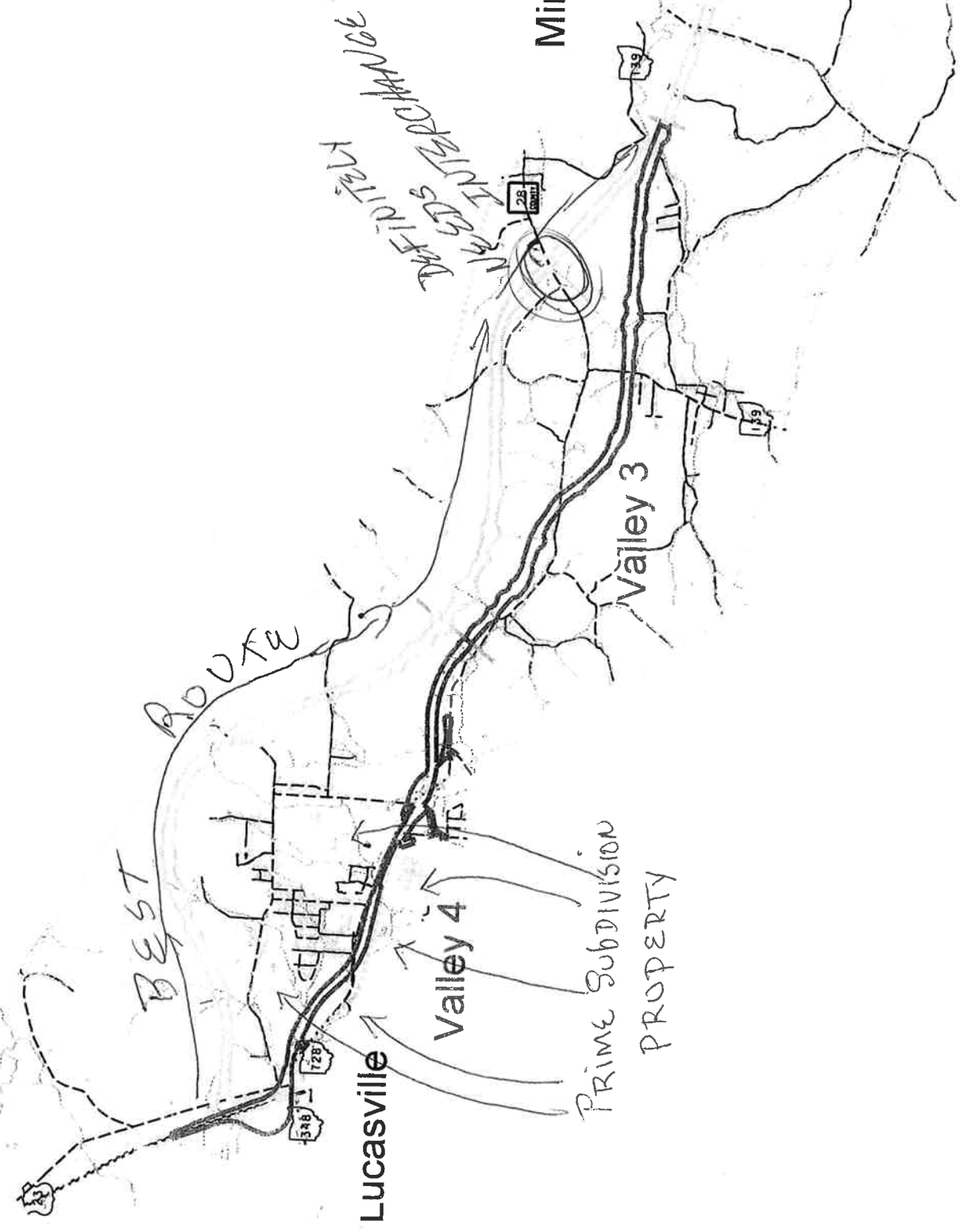
WE DEFINITELY NEED AN INTERCHANGE WHERE THE HILL ROUTE CROSSES 728. THIS WOULD GIVE MINFORD RESIDENTS BETTER ACCESS TO BYPASS COMING & GOING.

DOE TO LACK OF KNOWLEDGE I DID NOT COMMENT ON OTHER END OF BYPASS.

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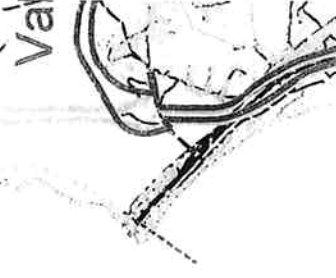


VALLEY 3 \$40 M
 " 4848 M
 \$88
 HILL 3 45 M
 HILL 4 66 M
 101

\$13^M DIFFERENCE

THIS IS A SMALL PRICE TO PAY FOR DOING IT RIGHT.

Portsmouth



Steve Wells

PO Box 766
Lucasville, OH

→ supports bypass &
feels it is critical to
the growth of the area.
Feels it has been needed
for a long time. Thinks

ODOT should hurry up &
do it. Either / or

Scioto County Joint Vocational
School



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: MARY JANE BURCHETT
 Address: 5474 ST RT 348 Blue Creek, Oh - 1063A Lucasville - Minford Rd.
 Representing: _____

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Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	<u>Hill 4</u> or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I own 90+ AC. of land. The road is taking a small part and the rest is unaccessable, and this will be a great lost to me.

I feel you should buy all the land at fair Market Value, before you destroy the value of the land that is landlocked.

The only thing Hill 4 does is give me a little more land left than what the Valley 4 does.

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Raymond Bryan

Address: 426 Flowers Iron Rd Minford, Oh 45653

Representing: _____

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill 1 Although the probable cost is higher it seems to have less effect on woodlands & Active Agricultural lands that people depend on for a living

Valley 3 The cost is less for this route & it will not disturb any cemeteries and will not effect as much wood land.

Valley 4 cost is less Land already affected by ANE Road will not damage as much wood land & will make easy access to Route 23

How will you or your family be impacted by the project (positives and negatives)?

If the hill 3 section is chosen, my children and I will not have a place to ride motor cycles, hunt, play in the woods, cut fire wood, enjoy the wild flowers & wildlife as we do now. The Bypass would be where our back yard is now the traffic noise would ruin our house (if

Other comments: The Road doesn't take the house too!

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Portsmouth Bypass

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Public Meeting

November 19, 2003

Comment Sheet

Name: Earl Carter

Address: 70 Burns Hollow Right Fork Lucasville

Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1</u> or Valley 1	Hill/Valley 2	Hill 3 or <u>Valley 3</u>	Hill 4 or <u>Valley 4</u>
---------------------------	---------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I feel this would be the most practical way for the bypass to be built.

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Donna Carver

Address: 142 Hayes St Minford OH 45653

Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	<u>Hill 3 or Valley 3</u>	<u>Hill 4 or Valley 4</u>
--------------------	---------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I don't want the bypass in my backyard!
 If it is going to be that close to the houses on Hayes Street, then I feel the houses should be bought! 850 feet will be way too close to the houses. There will be noise and headlights all the time! I don't want the construction mess that close to my house either! I want the trees and wooded areas left alone in my backyard!

How will you or your family be impacted by the project (positives and negatives)?

I have 2 children and they like they're big backyard and sled down the hills during the winter months. There are no positives, only negatives!

Other comments:

One of the reasons I bought this house 4 years ago was because it was a quiet neighbor hood and a dead end street so there's not much traffic. If the bypass goes through here all of that would change. It will be a big problem.

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 Dublin, OH 43017

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December 6, 2003

Dear Mr. Hagen,

I am writing in regard to the proposed Portsmouth Bypass in Lucasville. If chosen, I believe the Valley 4 alternative will have a severe negative impact on the Lucasville community. Under the Valley 4 proposal, the Southern Ohio Correctional Facility entrance would be changed from state highway 728 to county road Lang Lane. This would cause more traffic and noise in my Lang Lane- Marca community, having a negative impact on my neighborhood.

I am not the only one who would be impacted. Two hundred percent more farmland, some in the same family for generations, would be taken under this proposal. Seven homes and businesses would be taken under the Valley 4 proposal. Some of the best development land in Valley Township will be gone.

The new highway would pass near the Valley Middle School and through the current parking lot of the S.O.C.F. prison, putting both in danger of hazardous materials. How would the prison be evacuated if there were a spill? During the 1993 riot it became necessary to close all the roads around the prison for a week for security reasons. Would ODOT be willing to close the bypass if there were another situation.? The proposed bypass is closer to the prison than the current highway and within 150 ft. of the north prison fence. I believe this could lead to a security issue.

Hill 4 has none of these problems. It will take less farmland.. It will take no homes, businesses, or churches. Hazardous materials would not travel by the schools and prison. The best development land in Valley Township would not be taken. A community would not be physically split down the middle by a limited access highway.

I would appreciate learning your views about my concerns. I am not against development in Scioto County. I just believe Valley 4 is such a poor plan and Hill 4 would be much better for Lucasville. I look forward to hearing from you.

Sincerely,

Donald R Chaffin
218 MARCA DR.
LUCASVILLE, OHIO 45648

December 4, 2003

Dear Senate President White,

I am writing in regard to the proposed Portsmouth Bypass in Lucasville. If chosen, I believe the Valley 4 alternative will have a severe negative impact on the Lucasville community. Under the Valley 4 proposal, the entrance to the Southern Ohio Correctional Facility would be changed to Lang Lane, a county road, from the current state highway. Many employees would use county road Lang Lane to return to Rt. 23 and Portsmouth leading to more traffic and noise in my community.

I am not the only one who would be impacted. Two hundred percent more farmland, some in the same family for generations, would be taken under this proposal. Seven homes and businesses would be taken under Valley 4 proposal. The new highway would pass near the Valley Middle School and through the current parking lot of the S.O.C.F. prison, putting both in danger of hazardous materials. How would the prison be evacuated if there were a spill? During the 1993 riot it became necessary to close all the roads around the prison for over a week for security reasons. Would ODOT be willing to close the bypass if there were another situation? The proposed bypass is closer to the prison than the current highway and within 150 ft. of the north prison fence.

Hill 4 has none of these problems. It will take less farmland. It will take no homes, churches, or businesses. Hazardous materials would not travel by the schools and prison. It would not pass through a heavy residential area. A community would not be physically split down the middle by a limited access highway.

I do not think ODOT appreciates the negative impact Valley 4 will have on the community. I ask that you make our concerns known to them.

I am not against development in Scioto County. I just believe Valley 4 is such a poor plan, and Hill 4 would be much better for Lucasville. I look forward to hearing from you.

Sincerely,

Norma M. Chaffin
218 Marco Dr.
Lucasville, OH.

45648



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Blaine Conkey

Address: 13476 St. Rt. 335 Lucasville, Oh.

Representing: Madison Sup. (Trustee)

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	--------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

The bypass will be a huge asset to our community and future generations. One spit would be adequate for initial construction, with others added as industry demands for delivery of raw materials, shipping and neighboring counties employees, as to not distract local traffic.

Also agricultural land in production should bring premium price, as these are the landowners who will sacrifice the most.

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

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823

Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Victor & Rebecca Colley

Address:

9198 St Rt 139, Minford, Ohio 45653

Representing:

us the property owners

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	<u>Hill/Valley 2</u>	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	----------------------	-------------------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

We chose to live in the country & raise our family. If we had wanted to listen to semi's & cars & smell exhaust fumes we would have bought a house in the city. If this has to go through I want it as far from my house as possible. It seems like we have wasted 20 yrs, fixing up our home & land, who in there right mind would want to buy a house and have a view of a busy interstate highway.

How will you or your family be impacted by the project (positives and negatives)?

Our who life style will change, we have horses & like to ride - that will be out, the extra noise will scare the horses. The noise of building, dust, view, I HATE this dam road.

Other comments:

Just leave us alone, We do not want this highway. You are disrupting people's whole lives with these little line on your maps.

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ALFRED T. COOK

1119 Lucasville-Minford Rd
Lucasville, Ohio 45648
Tel: 203-2228
Alfred@jgind.com

December 10, 2003

TranSystem SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

The hill route 4 would be more suitable to the majority of the people in this community because it would keep the highway away from the valley schools, library and major bus routes. You don't need to split up an already established community.

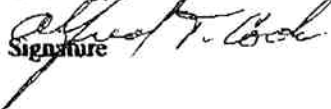
The hill route 3 would be more suitable, because it would put the highway on the hill were it belongs. The highway doesn't need to be in people's back doors in this valley route, we already have a busy Lucasville-Minford road in front of us with a noise level at 61 decibels. If you built the highway to close it would make for an unlivable condition not to mention a sharp decline in our home and property values.

The hill route 1 again would be more suitable because it would keep the highway out of people's back doors. Don't split up established communities.

Positives = If you take the hill routes (H1+HV2+H3+H4)

Negative = If you take the valley routes. I know it will cost more in earth moving and in construction cost, but it would decrease the number of residences close to the Highway to 290 (Within 400' of R/W). Don't make enemies of the people and don't drive them away, put them to work, let the construction bids out to the local contractors in this economically depressed area, let the people in this area prosper from this major highway project.

Sincerely,


Signature

ALFRED T. COOK

1119 Lucasville-Minford RD
Lucasville, Ohio 43048
740-254-4868
Alfred@tcbol.com

December 10, 2003

TranSystem SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

The hill route 4 would be more suitable to the majority of the people in this community because it would keep the highway away from the valley schools, library and major bus routes. You don't need to split up an already established community.

The hill route 3 would be more suitable, because it would put the highway on the hill where it belongs. The highway doesn't need to be in people's back doors in this valley route; we already have a busy Lucasville-Minford road in front of us with a noise level at 61 decibels. If you built the highway to close it would make for an unlivable condition not to mention a sharp decline in our home and property values.

The hill route 1 again would be more suitable because it would keep the highway out of people's back doors. Don't split up established communities.

Positives = If you take the hill routes (H1+HV2+H3+H4)

Negative = If you take the valley routes. I know it will cost more in earth moving and in construction cost, but it would decrease the number of residences close to the Highway to 290 (Within 400' of R/W).

Don't make enemies of the people and don't drive them away, put them to work, let the construction bids out to the local contractors in this economically depressed area, let the people in this area prosper from this major highway project.

Sincerely,


Signature



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: John M CORIELL

Address: ST. RT. 335 Portsmouth

Representing: CORIELL FARMS

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	<u>Hill 3 or Valley 3</u>	Hill 4 or Valley 4
--------------------	---------------	---------------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

IT WILL NOT TAKE HOUSE AND FARM
LAND

How will you or your family be impacted by the project (positives and negatives)?

Yes IT WILL SPLIT OUR FARM in To
two ~~pieces~~ AND LEAVE HALF OF IT
~~gone~~ THAT WILL PUT US OUT FARMING
AND ~~we~~ we WILL be to old to START again

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Mildred A Coriell
 Address: 3620 SR 335 Ports Oh 45662
 Representing: _____

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Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

The Hill Routes.

How will you or your family be impacted by the project (positives and negatives)?

Our farm will be divided with the best farming land being deadlocked. There is to be a culvert across the creek, which carries a lot of water during rainy season. We would like

Other comments:

for this culvert to be as large as possible so we can get to that landlocked land. Could you possibly consider this? A culvert large enough for a pickup truck to drive through

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 Web: www.PortsmouthBypass.com

=== COVER PAGE ===

TO: _____

FAX: 16143368540

FROM: PORTSMOUTH BLDG SUP

FAX: 1-740-354-4753

TEL: 1-740-353-1324

COMMENT:



Portsmouth Bypass

Ohio's Most Beautiful Scenic Byway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Randall J. Coriell

Address:

189 Coriell

Representing:

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Hill 1 or <u>Valley 1</u>	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I would have to say I chose the lesser of 2 Evils. Hill 1 would cut through my fathers, brothers, 3 Cousins and My Uncles property. The most Troubling though is the Route would block us off from our family cabin. This Cabin which was built by my Great Grandfather the better part of a Century ago, means a lot not only to our family, but to members of our Community. It has been used by various school group, 4-H group Church organizations and boy and girl scouts. I must also say that Valley 1 Route would cut up my Uncles farm again just as Straightway 335 Did. So that option is not Much Better.

How will you or your family be impacted by the project (positives and negatives)?

Our Property has always been in the Coriell family. Its been in the Coriell family for hundreds of years. It was settled and clear by my family in the Early 1800's. Now you want to cut through it and have a land block from the Rest.

Other comments:

The Bypass as a whole is not beneficial. The only people who would benefit are the ones who are trying to get through Scioto County as quickly as possible. No one along the Route would benefit, actually just the opposite. Plus, the City of Portsmouth and the Village of New Boston would dry up and blow away.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Mary Kate Crabtree
 Address: 55 Ladonna Ave. Lucasville OH 45648
 Representing: Lucasville Community | Self

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Valley 4 puts the road too close to schools. It also is extremely close to the prison. Would this not be a safety issue if highway ever had to be closed down (For example due to a tanker chemical spill, etc.) You can not evacuate the prison!?

Working in "the hills" is not going to affect anyone > no traffic disruption, noise, etc.

How will you or your family be impacted by the project (positives and negatives)?

Change will impact everyone - no matter what. The road is a good thing for Southern Ohio but just make sure you give it your all::: It affects human lives and their day to day living in our little rural area!!

Other comments:

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November 25, 2003

PORTSMOUTH BYPASS COMMENTS

ATTENTION: Susan Swartz, Project Manager

Dear Ms. Swartz,

Thank you for all you have done to educate the residents of Lucasville about the new Portsmouth Bypass and for giving us the opportunity to comment on the proposed routes. I attended both the November 19th Open House at the Valley Middle School and the November 2002 "debate" at the Valley High School. I am a project manager at USEC and was very impressed with your presentation and how you remained objective despite the emotional responses of some of my fellow Lucasville area residents.

Please accept my comments on the Bypass as follows:

1. Given the options of the Hill or Valley routes, **I would prefer the Hill route, especially through Lucasville.** A Valley route through Lucasville offers no benefit to the community and takes up much of the readily developable land east of Route 23. It cuts through the middle of the community and changes the access to several area roads. The Hill route is much less obtrusive and maintains the present openness of the community. Although the project cost for the Hill route is undoubtedly more expensive, the adverse impact of the Valley route to the Lucasville community will remain forever.
2. More important than the route through Lucasville is the proposal for an interchange between Lucasville and Minford. **Regardless of whether the Hill or Valley route is chosen, an interchange between the two communities is a necessity.** Without the proposed interchange, the residents of Lucasville who live by the Valley Schools and around the SOCF prison will get little or no use from the new bypass. It cannot be used to head west to Route 23 and in order to head east, we will have to drive 5 minutes west to get on the bypass and take 3 more minutes on the new bypass to get back by the prison heading east. Instead of taking 8 minutes to back track, most of us will probably just head down Cook Road to Route 23 and over Rosemont Hill to Wheelersburg (as we currently do) and not get any benefit at all from the bypass. A new interchange between Lucasville and Minford would allow us to head east a short distance and then use the new bypass to get to Wheelersburg and further east.

The proposed interchange will also allow these others to use the bypass that might not use it without the new interchange:

1. People living in Muletown and west of Minford will be able to travel west on the bypass without having to backtrack south of Minford to the Airport interchange.
2. Traffic coming south on Route 335 heading west would not have to come through Minford to the Airport interchange.
3. Traffic coming southwest on Route 139 heading west would not have to come through Minford to the Airport interchange.
4. Traffic coming north on Route 139 heading west will have no access to the new bypass without the proposed interchange

I know the people of Lucasville will be much less resistant to the bypass (even the Valley route) if there is a new interchange east of Lucasville that will allow more of us to use the new bypass.

Thank you for your time and good luck with your project.

gmc
Gary M. Crandall
1414 Cook Road
Lucasville, OH 45648
(740) 897-4721 - work
(740) 259-3881 - home



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Esther Coniff

Address: 144 Top Ridge Rd. Wheelersburg, Oh. 45694

Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1</u> or Valley 1	<u>Hill/Valley 2</u>	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

The hill project would serve us best and also save valuable farm land.

How will you or your family be impacted by the project (positives and negatives)?

The Valley 1 project is closer to us than we want it. We like the quiet country side. That is why we choose to live here.

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Gene Crisp

Address: 1011 Tick Ridge Rd Wheelersburg OH 45691

Representing: self

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<input checked="" type="radio"/> Hill 1 or Valley 1	<input checked="" type="radio"/> Hill/Valley 2	<input checked="" type="radio"/> Hill 3 or Valley 3	<input checked="" type="radio"/> Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

The Hill segments seem to be the best route for the Portsmouth Bypass, money wise the Hill segment will cost more than Valley segment. The extra cost will be offset by saving the agricultural land that will soon be the main industry in the Portsmouth area.

How will you or your family be impacted by the project (positives and negatives)?

Our home is about five houses from the proposed Valley 2 segment on Tick Ridge

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Bob and Landonna Chatter
 Address: 228 Pleasant Grove, Lucasville, OH
 Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

We are primarily concerned with section 4 since that is the area where we live. We would prefer the Hill 4 option because the Valley 4 option would cause so much inconvenience to the residential area there, especially during construction. The Middle School, where I teach, would be inconvenienced during construction and would face a major highway afterwards if Valley 4 were used. School transportation would also be affected.

How will you or your family be impacted by the project (positives and negatives)?

*Positive: easier access to Heilbrunn and Huntington
 Negative: listed above.*

Other comments:

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823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Glenn Cunningham Jr.

Address: 2433 SR 140 Wheelersburg Oh. 45694

Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1</u> or Valley 1	Hill/Valley 2	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
---------------------------	---------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I would prefer the hill alternative to the valley route in that it would have less of a impact on area farmers. The Valley routing seems as though to have a large amount of land locked acreage. The Valley 1 route with which I am more familiar will destroy or severely damage numerous farms. It will be expensive to buy farm ground in comparison to ridge line property. If farm ground is taken where will these people go? Farm ground for sale is rather rare and when found is very expensive, something for your relocation assistance to consider. With an eye to the future, remember that if put on the ridge, later on the flat valley ground will be there for development.

How will you or your family be impacted by the project (positives and negatives)?

If ran through Valley 1 my 15 acre farm will be taken out with about 2 acres left land locked and 2 acres left accessible by a steep hill face too narrow to construct a passible road.

Other comments:

I think the hill alter notive will be easier from the standpoint that the valley farmers will fight you aggressively and will cost you more in the end. The people on the ridge will be more likely to accept your offer, because it will be easier for them to relocate because small tracts with homes are relatively easy to find

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: JANE A. CURRY
 Address: 796 Morris Lane Lucasville, Oh 45648
 Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	--------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Disturbs less of the landscape + ecology.

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team 5747 Perimeter Drive, Suite 240 Dublin, OH 43017	E-mail: scswartz@transystems.com Fax: (614) 336-8540 Web: www.PortsmouthBypass.com
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CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Friday, December 19, 2003 10:06 AM
To: CO-Annette N. Marquez
Subject: FW: Portsmouth Bypass Route Comment

-----Original Message-----

From: jrdailey [mailto:jrdailey@eagle.ptialaska.net]
Sent: Fri 12/19/2003 2:04 AM
To: CO-Susan Swartz
Cc:
Subject: Portsmouth Bypass Route Comment

Portsmouth Bypass Route Selection

Name, Address, Representing

J. R. Dailey
P. O. Box 930
Sterling, Alaska (AK) 99672
907-262-3142
907-398-4374

My mother, Shirley Dailey, is the property owner at 2107 Lucasville Minford Rd, Lucasville, Ohio.
She can be reached at 740-773-1006 during business hours.

The HILL 4 option is our choice!

Our family has owned the property on Lucasville Minford Road since 1920. My great-grandfather moved his family to this location from Kentucky. Five generations of our family have farmed, worked, raised vegetables, fruits and berries, hunted, played and lived at this place. As First Nations peoples have affinity to a geographic area, so this land with its hills and bottoms, hollows and creeks means very much to our family. Not many families are as fortunate as ours to own this amount of acreage for over 80 years.

Change will always be a part of life. In accepting inevitability of the Portsmouth Bypass we urge TranSystems and the Ohio Department of Transportation to route the Bypass in Section 4 via the HILL option.

This option represents a compromise. Travelers through Scioto County can do so on a modern highway. Our family will have this property to enjoy for future generations.

Impacts on Our Family and Neighbors

Routing the Portsmouth Bypass via the HILL 4 option will impact our family as follows:

- *The HILL 4 option does not harm homes and property owners who have dwellings near Lucasville Minford Rd. This will allow for my mother, who is near retirement, to continue her plans to retire at 2107 Lucasville Minford Rd. She has planned for the last 10 years or more to retire at this property, and to return to where she lived as a child. The HILL 4 option routes the Bypass away from existing homes, lessening the impact on homeowners along Lucasville Minford Rd.*

- *The HILL 4 option makes better use of resources. The HILL 4 option crosses land that has not been developed ("Woodland"), and in the foreseeable future, probably would not be developed.*
 - If that land was going to be developed, it would have been developed by now.
 - It does not make sense to forego using undeveloped (and generally difficult to develop for homes, business, and the like) and route the Bypass near present homes, civic and community locations (2 churches, 2 cemeteries, Valley Local Middle School, and the branch of the Portsmouth Library). The HILL 4 option would impact fewer residents and property owners negatively than the Valley 4 option.

- *The HILL 4 option will potentially impact fewer historical structures than the Valley 4 option.*

- *The HILL 4 option will necessitate fewer relocations of homes, businesses, and civic/community locations.*

- *If the Valley 4 option is selected, our family may lose the property altogether, which for us would be fairly devastating.*

Other Comments

It may seem unusual that someone from Alaska would comment on a highway project in Ohio. As I said before, this property is important to everyone in our family. Hunting Ohio whitetails on my family's farm is more enjoyable than hunting moose or caribou in Alaska.

We urge TranSystems and ODOT to route the Bypass via the HILL 4 option.

Thanks again for the opportunity to provide input on this important decision.

urgent

f a c s i m i l e

To: **TranSystems**
Fax Number: 1-614-336-8540

From: **J.R. Dailey**
Fax Number:
Business Phone: 907-398-4374
Home Phone: 907-262-3142

Pages: 3
Date/Time: 12/18/2003 10:01:45 PM
Subject: Portsmouth Bypass Route Selection

Please forward to the Portsmouth Bypass Route Selection team! Thanks!

Portsmouth Bypass Route Selection

Name, Address, Representing

J. R. Dailey
P. O. Box 930
Sterling, Alaska (AK) 99672
907-262-3142
907-398-4374

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She can be reached at 740-773-1006 during business hours.

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Other Comments

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We urge TranSystems and ODOT to route the Bypass via the HILL 4 option.

Thanks again for the opportunity to provide input on this important decision.



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: JAMES Darland
Address: 27 Lakewood Dr. Lucasville Ohio.
Representing: Family

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I picked this route because it appears that it wouldn't affect the most people.

How will you or your family be impacted by the project (positives and negatives)?

Too much traffic, safety for kids in area. They already run stop signs now and not pay any attention to kids.

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Thursday, December 04, 2003 8:25 AM
To: CO-Annette N. Marquez
Subject: FW: Portsmouth Bypass

-----Original Message-----

From: Laura Davis [mailto:ldobbinsdavis@ohiohills.com]
Sent: Wednesday, December 03, 2003 6:58 PM
To: CO-Susan Swartz
Subject: Portsmouth Bypass

I am part owner of property at 28 Pleasant Drive, Lucasville, Ohio. My choice is the **HILL 4**. My property is located at the corner of Pleasant Drive and the old Lucasville-Minford, Road. The new highway will be right across from my property. The noise level from the new highway is my concern, along with the possible decrease in property value. Additionally, the access to my driveway is a concern. Further, I am employed at the Southern Ohio Correctional Facility and do not wish to lose parking space at the facility. To move the parking around to the side of the building would mean that the employees would have to walk further to the front of the facility. When the weather is bad (i.e., raining, snowing, sleeting), it is very uncomfortable to have to walk a distance just to get inside the building.

The positive aspect of the highway is that it will cut down the time to access Rt. 52 in Wheelersburg. I want the highway to go back behind the housing additions in the hills where it will not impact the property values nor have the increase in noise. Additionally, if the hill 4 is selected, not as many homeowners will be affected. We have lived in this area for many, many years and do not wish to lose our property, nor see the value decrease.

Laura Davis



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Paul Dawson

Address:

3218 Swanger Valley Rd, Portsmouth, OH 45662

Representing:

Concerned resident of Community

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Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Although I don't live in the actual path of the proposed highway, I have a concern for those that do. In my opinion, the Hill 3 route would be less disruptive to the majority of the residents of that area. It appears to me that this highway will be of no benefit to the people that it is inconveniencing. Considering the people impacted, I believe that the Hill 3 route is the only one that makes sense regardless of any cost difference.

How will you or your family be impacted by the project (positives and negatives)?

Although this highway would not directly impact my property, it will not be of any benefit to me at all.

Other comments:

I was born and raised in the Minford area and still live there today. For much of my life I have worked in Portsmouth. I can't imagine how this highway would benefit the city of Portsmouth or the residents of this area.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

John D. Days

Address:

230 Belair Drive Lucasville

Representing:

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1</u> or Valley 1	Hill/Valley 2	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

The least impact on peoples homes is a Big factor. I am, or would be greatly impacted by Valley 4 choice and it would turn our quiet neighborhood into a very noisy, and busy one. The Hill 4 choice would be a better alternative. I have yet to hear a good reason to Bypass Portsmouth. This road will only finish driving business away from our area. Raising our children around a busy road such as this is not why we moved here.

How will you or your family be impacted by the project (positives and negatives)?

More traffic on Valley 4 would make for more noise and dangers associated with it. Hill routes would be the lesser evils. Do Not want Bypass period!

Other comments:

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823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Pamela S. Days
 Address: 230 Belair Dr. Lucasville, Ohio 45648
 Representing: Self

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I feel the "hill choice" will impact less homes and cause less confusion around the school area. But if given the choice to have the highway or not I would go for "not". I see no advantage to this highway. Only that we would make a ghost town out of Portsmouth. This area is already suffering from the impact of jobs that have gone out business and unemployment is at a very high rate. If this road by passes Portsmouth, more jobs will be lost by restaurants closing ~~down~~ ^{down}, gas stations etc.

How will you or your family be impacted by the project (positives and negatives)?

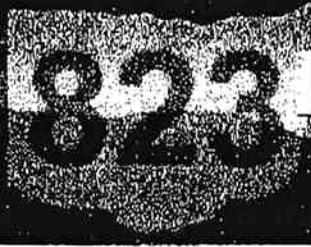
Other comments:

Also my husband and I wanted a quiet "Village" like Lucasville to live in and raise our son. If we wanted a "Big Highway Area" we would have moved to Columbus. We have worked all our life for our home and this highway will lessen the value of our "Home"

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Christina E. Devel
 Address: 1169 State Route 140, Sevierville, Ohio 45662
 Representing: Devel Dairy

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	--------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

It seems to me, it makes more sense to build the highway using the hills. This proposal disrupts local homes and multi-generation farms. If the highway splits my husband's farm on 335, he will have no way to farm several acres of land - the for his dairy farm business.

It seems that this bypass will really hurt Portsmouth businesses that are already struggling to survive.

How will you or your family be impacted by the project (positives and negatives)?

* If the highway splits the farm on 335 my husband's job will be negatively impacted. He grows most of the acreage for planting for feed for his dairy cows. Also, this means the opportunity for our 11 1/2 month year old son to enjoy, learn, & explore the farm.

Other comments: Like the Devel family had enjoyed for 4 generations now.

* If the highway crosses on 140 next to our home the same is true for a 5 generation farm.

PAGE 1 of 2



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting **November 19, 2003** Comment Sheet

Name: GREG DEVER

Address: 502 CAMP LN PORTSMOUTH OH 45002

Representing: CARDYN DEVER - DOGWOOD BOARDING KENNA 232 HANSDEN MA
WHEATON OH

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	--------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

My area of concern is of Hill 1 or Valley 1 we chose Hill 1
 I'm sitting here looking at the #'s ODOT PROVIDED CONCERNING THE # OF PEOPLE
 AND THE PROBABLE COST. I SEE A \$20 MILLION DIFFERENCE. THE PART I CAN'T FIND
 IS THE ~~DIFF~~ AMOUNT ODOT PROJECTS FOR THE RELOCATIONS OF HAINES/LAND.
 I SEE THE NUMBERS OF RELOCATIONS BUT NOT THE COST. LAST YEARS MEETING
 OF NOV 13, 02 SHOWED VALLEY 1 A LOT HIGH DOLLAR FIGURE THAN
 HILL 1. THERE WAS A BIG DIFFERENCE BETWEEN THE TWO. AT THAT SAME MEETING
 ODOT STATED REALSTATE PROJECTIONS GENERALLY DOUBLE IN WHICH CASE THE
 (DIFF AMOUNT) WOULD DOUBLE SHREAKING THE \$20 MILLION DOLLAR GAP.

How will you or your family be impacted by the project (positives and negatives)?

MONEY ONE THING. BUT GOOD LAND VS BAD LAND IS ANOTHER. WHY USE
 THE GOOD LAND. WHY NOT TAKE THE BAD LAND & DO SOMETHING GOOD WITH
 IT. JUST BECAUSE IT COST MORE. I FIGURE AS THE PROCESS PROCEEDS THE COST
 OF VALLEY 1 WILL INCREASE AS THE PEOPLE GO TO COURT WANTING TO GET

Other comments: THE TRUE VALUE OF THEIR HM. AGAIN TAKE THE BAD
 LAND DO SOMETHING GOOD WITH IT. IN 10, 20, 40, 50 YRS.
 THE GOOD LAND WILL STILL BE GOOD AND THE BAD LAND HAS
 BEEN PUT TO GOOD USE.

CONTINUE PAGE 2

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

823

PAGE 2 of 2

Public Meeting

Comment Sheet

Name: CAROL DEVER
Address: 592 CAMP LN PORTSMOUTH OH 43027
Representing: USUW

ALSO CONCERNED ABOUT: CAROLYN DEVER - DOGWOOD BOARDING KENNELS
232 HANSEN MORGAN RD WHEELERSBURG OH 43082

How will you or your family be impacted by the project (positives and negatives)?

DOGWOOD BOARDING KENNELS (THE LARGEST PET BOARDING KENNEL IN SHELBY COUNTY) WILL BE WIRED OUT. THIS KENNEL ISN'T JUST FOUR WALLS WITH A FENCE, IT'S A FULL BLOWN SET UP, CUSTOM SET UP INSIDE WITH HEATING, AIR CONDITIONING, STOMPED CEILING, CEILING FANS, FULLY INSULATED, NICER THAN MANY HOMES.

ODOT will review all comments before making a final decision on the location of the roadway. Do you have any suggestions for the segments currently under consideration (Feasible Alternatives) or comments on alternatives previously considered?

REBUILDING WOULD BE VERY EXPENSIVE
LARGE 9 ROOM HOUSE PLUS GARAGE ON 2.3 ACRES OF LAND

KENNEL CONSIST OF : 2 BUILDING WITH 44 RUNS, 8' X 5' PENS INSIDE WITH SLIDING DOOR LEADING TO OUTSIDE CONCRETE RUNS RANGING 10' - 15' LONG
1 BUILDING WITH 8 INSIDE RUNS
1 BUILDING FOR STORAGE
1 DOG GROOMING FACILITY
SECURITY FENCE AROUND IT ALL

REBUILDING COST WOULD ALSO INCLUDE : ANY DOWN TIME OF BUSINESS
SEWAGE AND DRAINAGE SYSTEM
ADVERTISING OF RELOCATION

I HAVE A NOTE FROM TIM HILL WITH ODOT THAT STATES: " IF IMPACTS ARE NECESSARY ODOTS GOAL IS TO RELOCATE W/ THE SAME QUALITY OF LIFE W/ NO OUT OF POCKET EXPENSE TO THE HOME OWNER."

I'm SORRY AS GOOD AS IT SOUNDS I AM VERY SKEPTICAL ON THIS MATTER.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 2, 2002:

SR 823 Study Team
TransSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Paul Dever

Address:

3402 State Route 335 Portsmouth Ohio

Representing:

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<input checked="" type="radio"/> Hill 1 or Valley 1	<input type="radio"/> Hill/Valley 2	<input checked="" type="radio"/> Hill 3 or Valley 3	<input checked="" type="radio"/> Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

In looking at the map "Hill and Valley Segments" one can quickly see that the "Hill" segments are the best alternative for several reasons

1. The "hill" routes disrupt less lives and livelihoods, keeping our tax-paying communities intact - the personal lives of citizens need to be valued more than the additional cost of running the route through the hills
2. The current road system will not be affected near as much - most of the bypass can be built without the public even noticing construction
3. By the time the valley route slices through, if development is wanted there will be no intact open ground

How will you or your family be impacted by the project (positives and negatives)?

Our home operation dairy farm on Rt. 335 will be sliced in two. A farm we have on Old Rt. 140 will have a part of it taken

The bypass will not do it take some traffic off the secondary rd

Other comments:

The main beneficiary of the bypass will be the cost of town travel. Like citizens of eastern Ohio we should not have to pay the price of this kind of progress with their way of life and destruction of communities

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Tim Dever

Address: 1169 St. Rt. 140

Representing: Sciotoville, Ohio 45602

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

In keeping the planned highway within all of the "Hill" areas, disruption to the present infrastructure is kept to a minimum. I do not like speaking for an area in which I do not live such as Valley/Hill 3+4 but I do know that the citizens of that area did not like the Valley plan that dissected through that section so close to the schools and many homes, which is the same as the Valley 1 plan that destroys the local community in that section.

How will you or your family be impacted by the project (positives and negatives)?

In the Valley I section we have two different farms that are impacted, one on S.R. 325 which is our dairy farm will be cut in two, the other on S.R. 140 will probably take the house where I and my family live which was built by my great grand parents which started the dairy over 100 years ago.

Other comments:

I have heard it said that the highway should be able to show potential developers the areas land mass, this to me is totally illogical when the Valley routes chop the area up so much and when areas mentioned in the past are out of viewing sight from the highway, the less disruptive hill routes would accomplish the main goal, moving traffic from Rt. 23 to Rt. 52

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Robin Dunham
 Address: 15629 US Rte 23 Lucasville, OH 45648
 Representing: _____

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Valley 4 would require the relocation of the Lucasville library. The highway would pass too close to the prison. It takes many established farms and 5 homes, some historical. Hazardous materials would pass my children's school. The best potential development ground in Valley Schools would be lost.

There would be none of the problems under Hill 4!

How will you or your family be impacted by the project (positives and negatives)?

Valley 4 would impact the community in a negative way. The Valley 4 choice would make the Lucasville-Valley community a less desirable place to live.

Other comments:

Valley 4 has a poor design to travel west bound on 823 and turn south into Lucasville.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Mary Dunn
 Address: 1123 Coles Blvd, Portsmouth, Oh, 45662
 Representing: _____

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Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	<u>Hill 4</u> or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill 4 is the best choice for Lucasville. It does not tear down any homes, businesses, or churches. It does not pass near the schools and residential areas. Hill 4 does not pass near the prison. Hill 4 does not take as much farmland. Hill 4 would not disrupt traffic on Lucasville-Munford Rd. during construction, such as school buses, fire, and medical vehicles.

How will you or your family be impacted by the project (positives and negatives)?

I have a grandson who works at S.O.C.F. and does not want the highway that close to the prison. He was at the prison during the 1993 riot. I have a granddaughter who lives in the Valley community and does not want Valley 4.

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Sharon and Robert Dwyer
 Address: 41 Bel-Air Drive, Lucasville OH 45648
 Representing: Sharon and Robert Dwyer

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<u>Hill 1</u> or Valley 1	Hill/Valley 2	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Thank you for allowing us to share our fears and concerns. We do not want our home taken, and we do not want a sound barrier/road 100 feet from our home. That is why we ask you to be sympathetic and understanding and choose the northern route. Also, we do not like the road that close to our schools. We feel it would not be a suitable environment for our children.

How will you or your family be impacted by the project (positives and negatives)?

We are in our 70's. Relocating will be very hard on us. We have failing health (heart and lung) and the requirement of emergency services would be delayed to the extent it could be life threatening. The value of our home would decrease living 100 ft from the road.

Other comments:

We feel we have been put into a position that is on "hold". We are proud of our home and what we have accomplished and don't want that taken away. This has given us a feeling it is not ours and living in a dictatorial world. Please take into consideration that this area is the nicer part of Lucasville. We have worked to make this a proud place to live. We hope and pray desperately that you will choose the northern route.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Christine Elswick and Jodie Elswick

Address:

11 Stillwater Crossing, Lucasville, OH 45648

Representing:

Ourselves

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

These options disrupt the lives of less hardworking families in the community. Our homes and towns are our lives. We have worked every day of our lives to get our homes and neighborhoods to the beautiful and peaceful manner that they are in. Any disruption of anyone's life or home is unacceptable. This highway has no benefit to our area. The selfishness of the state has overshadowed the needs of the small town people. The taxpayers.

How will you or your family be impacted by the project (positives and negatives)? ^{!!!}

An ugly, cold, concrete structure will be barreling through our beautiful town and neighborhood. Our friends and neighbors will lose what they have worked their whole lives to obtain.

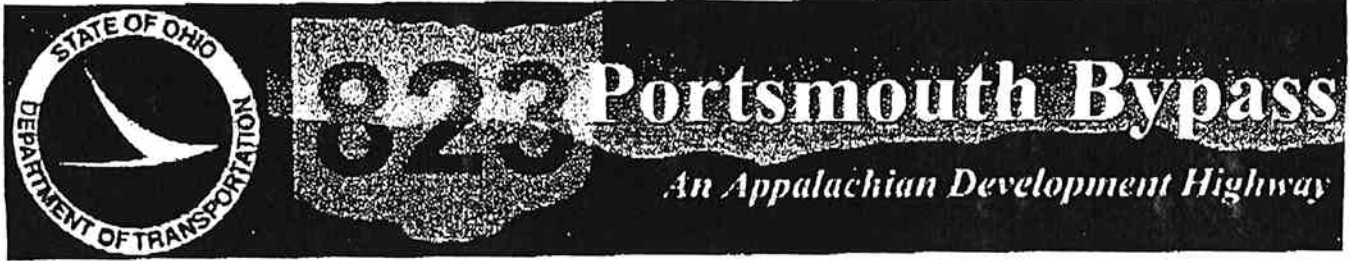
Other comments:

Not only do we have to pay for this unwanted, unneeded waste of money with our tax dollars, you also want us to pay for it with our lives, blood, sweat and tears. Please choose the one that will disrupt the least amount of people.

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Public Meeting

November 19, 2003

Comment Sheet

Name: MICHAEL E. EMNETT + ANNE EMNETT

Address: 17 ROWE ST PORTSMOUTH OHIO

Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1</u> or Valley 1	<u>Hill</u> /Valley 2	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

WE DO NOT WANT TO SELL OR MOVE

WE HAVE A VIEW + LOCATION THAT CANT BE REPLACED

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003;

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: RONALD FANKELL

Address: 310 HANSEN MORGAN RD WHEELERSBURG, OHIO 45694

Representing: 220-00

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

This would take it away from our home.

How will you or your family be impacted by the project (positives and negatives)?

This would be to close to our home if the Valley 1 route was taken. Please take our home if you get this close. It is through our bedroom or outside the window. 740-776-7015 RONALD FANKELL

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting **November 19, 2003** **Comment Sheet**

Name: Paul Faulkner / Robert Faulkner

Address: _____

Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	<u>Hill/Valley 2</u>	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Shumway - Hollow ROAD
 cut of Ramp - new property owner stores
 at end of Ramp - trailer -
 will need new ~~drive~~ cut ROAD from ROAD

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Thursday, December 18, 2003 11:48 AM
To: CO-Annette N. Marquez
Subject: FW: Bypass 823

-----Original Message-----

From: hflowers@scoca-k12.org [mailto:hflowers@scoca-k12.org]
Sent: Thursday, December 18, 2003 11:28 AM
To: CO-Susan Swartz
Subject: Bypass 823

Susan Swartz – Sr. 823 Study Team
December 15, 2003

I wish to express my concern about the proposed Portsmouth (823) Bypass Roadway.

I still feel that this is not an Economic Corridor. This roadway will only "Bypass" our community. By having only 1 Interchange along a 17 mile stretch of roadway, how could any benefit to our community be expected? There could only be a decline of small business in this area. Property values would be lowered causing our schools to be adversely affected. The amount of traffic on Lucasville-Minford Road from our community will still be the same.

I feel that the dangers on this road will be greater during the construction of SR823 due to the bridges and road crossings over Lucasville- Minford Road during construction. The proposed highway that follows Lucasville-Minford Road effectively splits our community {Jefferson Township} in half.

There is a more effective way of providing a connecting route. The option of moving the Proposed Roadway to the North would affect fewer people, and would cause less disruption to Lucasville – Minford Road. By using the "Hill Route 3" thru Jefferson Township much less stress would be placed on residential areas. This path would reduce the amount of houses affected. This area is mostly woodlands and not a residential area. This Route also would not try to put 2 roadways in the same small valley. Also it would not cause the terrific noise problem that would exist with a major highway going thru residential areas.

The Valley Route land locks 2 Pieces of my property. One section of this land is a family farm that has been in my family since the early 1900's. (It probably could be considered a "Century Farm."). I have lived on this farm for 59 years, my mother has lived here 62 years, She is 88 years old. My grandparents and my father worked their fingers to the bone to buy this property. Their intention was to have a farm to pass on to their descendants. The other farm has also been in my family for three generations. This 35 acre piece of land stands to be lost completely when it has approximately 5 acres cut from the front for the proposed highway, and the remainder almost inaccessible. We have held on to these properties for our children to have building sites in the future. Being land locked poses a grave problem. Relocation is not even an option.

This roadway seems to offer no guarantee of economic development. It looks to me that it would effectively ruin any hope of growth for this area, especially Portsmouth. Again, please try to leave farming communities intact by choosing a route that would cause the least impact on their lives. "I believe the road project should follow the Northern-most Route

thru Jefferson Township, Or be abandoned completely."

How could a committee justify destroying so many homes and upsetting so many lives for a proposed roadway that shows no promise of creating a better way of life for our community?

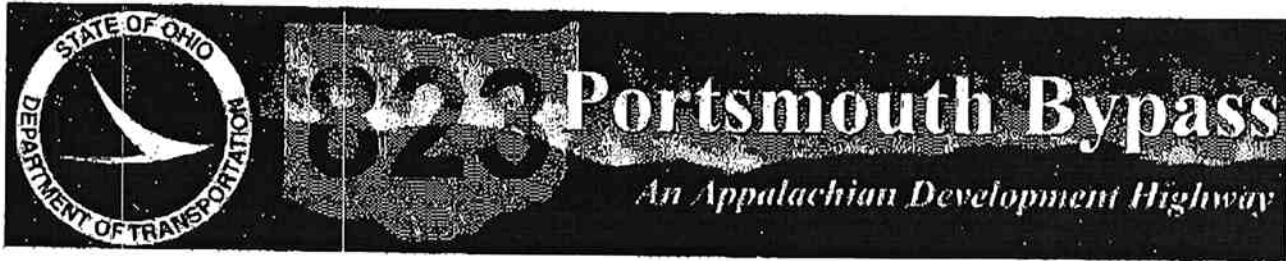
Sincerely,

DannyFlowers

2940-2575 Lucasville-Minford Road

Lucasville, Ohio, 45648

740-259-4082



Public Meeting **November 19, 2003** **Comment Sheet**

Name: DANNY FLOWERS
 Address: ^{Home} 2940 LUCASVILLE - MINFORD ROAD, LUCASVILLE, OHIO 45648
 Representing: HOMEOWNER ALSO 2575 LUCASVILLE MINFORD ROAD, ALSO LAND ACROSS THE ROAD - 2690 ?

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

THE HILL 3 ROUTE IS THE BEST ALTERNATIVE FOR MY FAMILY AND FOR OTHER MEMBERS OF MY COMMUNITY. WE DO NOT WANT THE HIGHWAY TO COME SO CLOSE TO OUR HOMES, ESPECIALLY IF A VIABLE ALTERNATIVE CAN BE FOUND. APPARENTLY, THE HILL 3 ROUTE WOULD IMPACT FEWER PEOPLE AND DOES NOT APPEAR TO BE OVERLY COSTLY. SINCE THE RESIDENTS OF THIS COMMUNITY ARE NOT GOING TO GET MUCH USE FROM THE HIGHWAY, THEN I VOTE FOR BUILDING IT IN THE BEST WAY POSSIBLE FOR THESE PEOPLE. HILL 3 IS THE OBVIOUS CHOICE.

How will you or your family be impacted by the project (positives and negatives)?

THE PROPOSED LIMITED-ACCESS HIGHWAY WILL BE OF NO REAL BENEFIT TO ME OR MY FAMILY. IT WILL, HOWEVER, EITHER LAND-LOCK MUCH OF MY PROPERTY OR LEAVE EXTREMELY POOR ACCESS TO IT, LEAVING MANY ACRES VIRTUALLY WORTHLESS.

Other comments:

I HAVE LIVED IN THIS COMMUNITY ALL OF MY LIFE, AND I HATE TO SEE A ROAD BE BUILT THAT WILL DESTROY THE LAND THAT I, AND OTHERS AROUND ME, HAVE LOVED FOR SO LONG. HILL 3 IS MY CHOICE.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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Susan Swartz - Sr. 823 Study Team

December 15, 2003

I wish to express my concern about the proposed Portsmouth (823) Bypass Roadway.

I still feel that this is not an Economic Corridor. This roadway will only "Bypass" our community. By having only 1 Interchange along a 17 mile stretch of roadway, how could any benefit to our community be expected? There could only be a decline of small business in this area. Property values would be lowered causing our schools to be adversely affected. The amount of traffic on Lucasville-Minford Road from our community will still be the same.

I feel that the dangers on this road will be greater during the construction of SR823 due to the bridges and road crossings over Lucasville-Minford Road during construction. The proposed highway that follows Lucasville-Minford Road effectively splits our community {Jefferson Township} in half.

There is a more effective way of providing a connecting route. The option of moving the Proposed Roadway to the North would affect fewer people, and would cause less disruption to Lucasville - Minford Road. By using the "Hill Route 3" thru Jefferson Township much less stress would be placed on residential areas. This path would reduce the amount of houses affected. This area is mostly woodlands and not a residential area. This Route also would not try to put 2 roadways in the same small valley. Also it would not cause the terrific noise problem that would exist with a major highway going thru residential areas.

The Valley Route land locks 2 Pieces of my property. One section of this land is a family farm that has been in my family since the early 1900's. (It probably could be considered a "Century Farm.") I have lived on this farm for 59 years, my mother has lived here 62 years, She is 88 years old. My grandparents and my father worked their fingers to the bone to buy this property. Their intention was to have a farm to pass on to their descendants. The other farm has also been in my family for three generations. This 35 acre piece of land stands to be lost completely when it has approximately 5 acres cut from the front for the proposed highway, and the remainder almost inaccessible. We have held on to these properties for our children to have building sites in the future. Being land locked poses a grave problem. Relocation is not even an option.

This roadway seems to offer no guarantee of economic development. It looks to me that it would *effectively ruin* any hope of growth for this area, *especially Portsmouth*. Again, please try to leave farming communities intact by choosing a route that would cause the least impact on their lives.

"I believe the road project should follow the Northern-most Route thru Jefferson Township, Or be abandoned completely."

How could a committee justify destroying so many homes and upsetting so many lives for a proposed roadway that shows no promise of creating a better way of life for our community?

Sincerely,

Danny Flowers



2940-2578 Lucasville-Minford Road

Lucasville, Ohio, 45648

740-259-4082



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Nancy Flowers

Address:

3001 Lucas-Minford Rd Lucasville OH 45648

Representing:

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

See attached

How will you or your family be impacted by the project (positives and negatives)?

The road will be in front of my house w/ Valley 3 + I think the value of my property will be hurt. By Hill 3 it will not be disturbing value of residential homes + it would be behind my home +

~~Other comments:~~ *we probably would not even know it is there. I cannot think of any pros for the road to take the Valley 3 route.*

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Dublin, OH 43017

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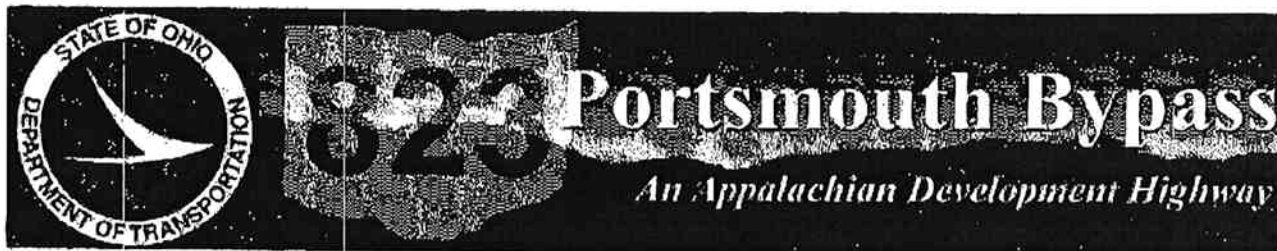
I have chosen the Hill 4 route for the following concerns:

- 1) interruption of school
- 2) tanker trucks carrying chemicals overturning – will the prison have to evacuate because how close it will be, if so, this is dangerous for our community.
- 3) construction of the road will make it difficult in our daily commute

I have chosen the Hill 3 route and think if the Hill 4 route is not chosen Hill 3 route should still be considered for the following reasons:

- 1) impact study shows very little difference in all categories so why disturb the community
- 2) by looking at the maps, there are no properties being landlocked by choosing Hill 3 – when you look at the Valley 3 there are several pieces of property that will be landlocked
- 3) Lucasville-Minford road is two lanes and heavily traveled daily. All of the construction would cause it difficult to commute to school, work and to our homes
- 4) all of the heavy equipment on the road would make it difficult for the buses, cars, emergency vehicles, etc.

Looking at all of this realistically I think by looking at all of the studies and maps that the Hill 3 route is the best solution for all concerned. The studies show that all considered is equal. The residents on the Valley 3 route I feel will be more affected than those of the Hill 3. I hope with all of the comments the Hill 3 route will be chosen.



Public Meeting

November 19, 2003

Comment Sheet

Name: Arlen Flowers
 Address: 294 Lucasville Market Road, Lucasville, Ohio 46048
 Representing: Homeowner

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

The Hill 3 route will be the least disruptive for Homeowners along Lucasville Market Road. This option will not involve as much disruption to properties. The Hill 3 option allows more properties to remain intact, with less loss of yard space so those living along the new route will be able to retain properties that have, in some instances, been in families for several generations.

How will you or your family be impacted by the project (positives and negatives)?

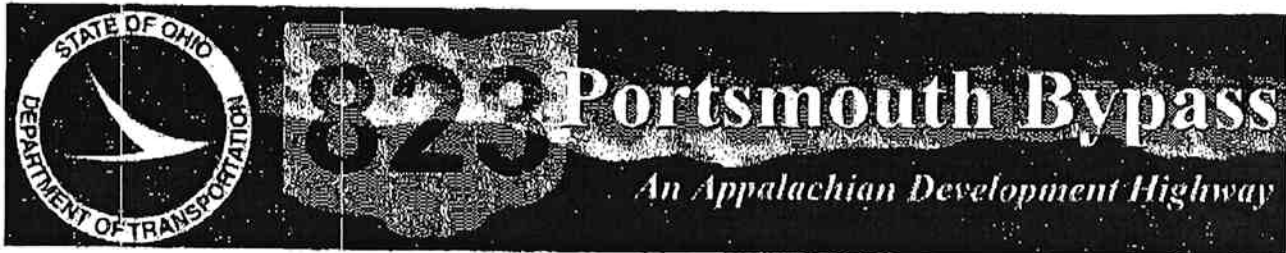
This road will have negative effects, with few positive advantages. Economic gain will be minimal because it is limited access. Therefore, our community will have to adjust to increased noise levels, more traffic, with no true benefits.

Other comments:

With so few benefits locally, the Hill 3 route will have the least negative impact on our community.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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 E-mail: scswartz@transystems.com
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 Web: www.PortsmouthBypass.com



Public Meeting

November 19, 2003

Comment Sheet

Name: Mildred Flowers

Address: 3036 Lucasville-Minford Road, Lucasville, Ohio 45648

Representing: Family Name Homeowner - Property Owner on Lucasville-Minford Road

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I believe that Hill 3 is the best alternative. Lucasville-Minford Road is busy and noisy enough without placing a major highway so close to it. Hill 3 would also result in much less land locked acreage, acreage that many of us have worked long, (I'm 88 years old), and hard to obtain. With the difference in cost being so close, I believe the decision should be based on what is best for the homeowners and taxpayers that will be directly affected by the project. The best choice for us is Hill 3.

How will you or your family be impacted by the project (positives and negatives)?

Much of my family's property, (formerly mine), would be landlocked if Valley 3 is chosen, leaving that property much less valuable than it is currently. The construction period of the highway would also be a major inconvenience to my family members in their daily commutes, unless Hill 3 is selected.

Other comments:

After looking at the preliminary project impacts, it appears to me that Hill 3 has fewer detrimental effects on our homes and our lands. I choose Hill 3.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Dave Frantz

Address: 924 Morris Lane

Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or <u>Valley 1</u>	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I live in a nice quiet neighborhood & purchased the property for that reason. The Valley route is farther away from our area & would be better for us & our neighbors.

How will you or your family be impacted by the project (positives and negatives)?

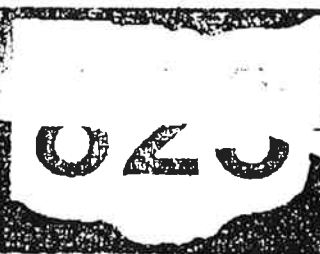
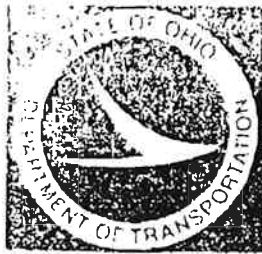
We live where we do to enjoy the wildlife. Hill 1 will hurt this

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Ann Y Frazier
 Address: 1050 - 28th St., Portsmouth, Oh 45662
 Representing: _____

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Hill 1 or Valley 1	Hill/Valley 2	<u>Hill 3 or Valley 3</u>	<u>Hill 4 or Valley 4</u>
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

My main concern is the proximity of the proposed Valley 4 route to the Lucasville Collection Facility. It is absurd to build a major highway directly to the prison. Also, I can't believe your plan is to destroy the library. Where are the school children to go to get research materials? Many older people use that facility as their only access to computers.

How will you or your family be impacted by the project (positives and negatives)?

The City of Portsmouth will experience a decline in revenues due to reduced traffic flow if we are bypassed.

Other comments:

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Public Meeting **November 19, 2003** **Comment Sheet**

Name: PAUL W. FUHRMANN
 Address: 658 HANSGEN-MORGAN RD Wheelersburg, OH 45694
 Representing: FUHRMANN ORCHARDS

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Of all the segments considered the Hill/Valley is most important to us. We strongly suggest the HILL 2 route. If the road was build in "Valley 3" it will cut off too too many roads. Closing a business located on HANSGEN-MORGAN RD. Retail customers will have to drive an additional 2-3 miles to get to our business. We feel that this will effect local residents most as Lark-Slocum rd and Simon-Miller roads also are rerouted and will cause additional driving. Going through the hill will affect less businesses and active FARM LAND. Hill 3 route would be better than Valley as most people traveling from Minford could enter SR 823 on Marford Lucas Rd & stay out of the "NARROWS" AND BE ON A SAFER ROAD TO THE NORTH.

How will you or your family be impacted by the project (positives and negatives)?

We are in favor of the whole Bypass, but the Hill/Valley 1 most important. We travel to Wheelersburg alot daily and the Valley route will more burden than Hill 2. Hill 2 keeps the Bypass out of the way. - through the Hills To get on the Bypass would be easy to go down 140 get on it

Other comments:
 drive to Lucasville for points North.



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Cora Fyffe

Address:

11307 St. Rt. 104 - Apt. 22 Lucasville, OH 45648

Representing:

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--------------------	---------------	--------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill 4 will be better for the Lucasville community. It will not take any homes or businesses. It will not pass near the schools or prison. Construction will not disrupt Lucasville - Minford Road. The current county roads will not be able to handle the daily construction and traffic.

How will you or your family be impacted by the project (positives and negatives)?

Valley 4 would have a negative impact on my daughter as she lives by the Valley Middle School.

Other comments:

Hill 4 has a better clover-leaf interchange on to Route 23.

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Barb Gampp
3567 SR 335
Portsmouth, OH 45662

December 18, 2003

To the Planners, Policy Makers, and Decision Makers Relative to the Portsmouth Area Bypass (#823):

I am writing to express my support of the Hill 1, Hill 3, and Hill 4 segments for the Portsmouth Bypass. I stand in opposition to the Valley segments as they will have a greater negative impact on farming operations and will be much more disruptive to the communities.

Our area is an agricultural community established nearly two hundred years ago. Many of the farmers in our community are direct descendants of the early pioneers of Scioto County. The Valley 1 segment will adversely affect several of these farms. The Coriell family (established in Harrison Township in 1819) has already relinquished part of their agricultural land for the SR 335 improvement. The Valley 1 segment will not only bisect their farm, but it also landlocks many acres.

Tim Dever is another farmer who stands to lose many acres by Valley 1. Nearly half of his active agricultural ground will be landlocked. Tim owns and operates one of the few remaining dairy farms in Scioto County, which was started by his grandfather in 1918. He also owns property on SR 140. Unfortunately, this ground lies in the direct path of Valley 1 also.

Step 5 of the 9 Step Process addresses these farm issues:

- The analysis must address farm production from the standpoint of a business...
- An effort must be made to avoid splitting farm properties in order to minimize effects on farm operations.
- If a farmland impact is unavoidable, then great care must be taken to stay on or near existing right-of-way lines, and out of high production fields.

Not only will the Coriell and Dever farms be affected, other agricultural land will be taken by the Valley 1 option. Mr. Risner, whose farm is on Lang-Slocum and Mr. Wente, whose farm is on SR 140 will also lose valuable ground.

Our property on Dixon Mill Road is also in the direct path of Valley 1. Two of our daughters built homes on this land. Although a portion of this land has been used for agricultural purposes the past twelve years, our intention was to build a baseball field there. Our four grandsons are very much involved with baseball, and one son-in-law has been involved with coaching for the past eight years. Slocum is a community that lies at the intersection of three school districts, and as such, has neither schools nor recreational facilities for several miles with the exception of McGraw Bottoms. A ball field would be of benefit to the local children, as well as providing a place for a church softball league for the "big" kids. We were recently approached by some members of Porter Freewill Baptist Church about combining our efforts to construct such a facility. Porter Church is adjacent to our property and is presently constructing a fellowship hall which will house an indoor gym. The value of providing a place for young people to engage in wholesome activities cannot be underestimated.

All of these issues can be avoided by building the bypass on the Hill 1 segment. Hill 1 is mostly timberland, although the literature provided by TranSystems Corporation lists the potential landlocked properties as 649 acres for Hill 1, 547 acres for Valley 1. This is very misleading. The landlocked acres of Valley 1 are mainly agriculture while the Hill 1 option landlocks timberland. This agricultural ground has a much greater impact on the local economy than does the timberland. Likewise, the loss of the agricultural ground will have a much greater negative impact on our local economy.

I am also concerned about the access roads, which will be built as a result of Valley 1. Existing roads will be cut off causing an inconvenience to the local residents. Hill 1 avoids this whole disruption to the Slocum community.

Another area of concern is the number of residences within 400' of the right of way. The Hill option from start to finish has the fewest homes affected.

It is my sincere hope that you will consider these issues, which are of particular concern to our community. Many residents are doubtful that a bypass will be of any economical benefit to our county. However, if the bypass must be built, then please take the route that does the least harm to the existing communities and businesses (read farms). That route would be the Hill Segments from start to finish. There is much more to consider here than the bottom dollar.

Sincerely,

Barb Gampp



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Dale L. Gampp

Address: 3567 SR 335 Portsmouth, OH 45662

Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I prefer the Hill Segments the entire length of the bypass. The Hill Segments have less impact on farmground, less impact on communities, and fewer residents are affected. Although the Hill Segments are more costly than the Valley Segments, cost should not carry more importance than the disruption of lives and livelihoods. After all, the economy of our area is the purpose of this bypass and dividing farms, landlocking their grain fields and pasture, and thereby reducing the productivity of these farms will definitely have a negative economic impact.

How will you or your family be impacted by the project (positives and negatives)?

The Feasibility Study stated that communities with less than 1,000 historically suffer adverse impacts ^{from bypasses}. We have two businesses at Slocum and presently employ 21. One has to wonder what effect this bypass will have on our business.

Other comments:

landlocking timberland ^(Hill 1) is much more acceptable than landlocking farmground ^(valley 1).

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

CO-Annette N. Marquez

From: CO-Santi Sopraseuth
Sent: Monday, December 22, 2003 10:40 AM
To: CO-Annette N. Marquez
Subject: FW: Form posted from Microsoft Internet Explorer.



POSTDATA.ATT (1
KB)

Name=Michael Gampp
phone=7407766554
Address=765A Gampp Lane Portsmouth
Email= mgampp@direcway.com

categorylist=Planning Process

Comment=

Although neither of the proposed routes would have any effect on my property, I strongly believe that the hill routes on each end of the project should be the ones chosen. These routes would have a lesser negative impact on the farming operations and homeowners. It does not make much sense to me to go across the Little Scioto River Floodplain and construct a highway that is .8 miles longer than it would be to stay on the hilltops. Maybe you should go to Kentucky and see how they can construct highways without landlocking people. Why not construct this in a way similar to Route 32 so that the adjoining property could be developed. The hill route also runs parallel to the railway, which would provide another transportation link to property along the route and make it attractive for industrial development.

Santi Sopraseuth
Transportation Designer
LAN/CADD/WEB Administrator

TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017
E-mail: ssopraseuth@transystems.com
Web: www.transystems.com
T: 614.336.8480
F: 614.336.8540

-----Original Message-----

From: Michael Gampp [<mailto:mgampp@direcway.com>]
Sent: Friday, December 19, 2003 8:47 PM
To: CO-Santi Sopraseuth
Subject: Form posted from Microsoft Internet Explorer.



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

John Gamp

Address:

11931 St. Rt. 139 Minford, Oh 45653

Representing:

John Gamp Farms + Bennetts Collision Repair Center

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<u>Hill 1</u> or Valley 1	Hill/Valley 2	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

*I think the hill woul be the best
It makes more sense.*

How will you or your family be impacted by the project (positives and negatives)?

*Have a large farm, but could be turned into an
Industrial site
also own business, will have better access on
deliveries from Columbus, and Louisville.*

Other comments:

*I think the interchange should be a
Mingard instead at the airport*

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KB)

Name=Michael Gampp
phone=7407766554
Address=765A Gampp Lane Portsmouth
Email= mgampp@direcway.com

categorylist=Planning Process

Comment=

Although neither of the proposed routes would have any effect on my property, I strongly believe that the hill routes on each end of the project should be the ones chosen. These routes would have a lesser negative impact on the farming operations and homeowners. It does not make much sense to me to go across the Little Scioto River Floodplain and construct a highway that is .8 miles longer than it would be to stay on the hilltops. Maybe you should go to Kentucky and see how they can construct highways without landlocking people. Why not construct this in a way similar to Route 32 so that the adjoining property could be developed. The hill route also runs parallel to the railway, which would prove another transportation link to property along the route and make it attractive for industrial development.

santi Sopraseuth
Transportation Designer
LAN/CADD/WEB Administrator

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: FRANKLIN T. GERLACH

Address: 814 7TH ST. PORTSMOUTH, OH 45662-4128

Representing: I 73/74 COMMITTEE

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1</u> or Valley 1	Hill/Valley 2	Hill 3 or <u>Valley 3</u>	Hill 4 or <u>Valley 4</u>
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

- ① BY PASS SHOULD HAVE LESS MILES TO TRAVEL TO SAVE GAS (16.10 MILES) AND EXPEDITE TRUCK AND PASSENGER CAR TRAVEL AROUND PORTSMOUTH
- ② THE PROBABLE COST FOR HILL 1 SEEMS EXCESSIVE AND SHOULD BE DOUBLED CHECKED WHEN YOU COMPARE COST FOR "HILL 4" PROBABLE COST.
- ③ ENTIRE PROJECT APPEARS TO MEET NEEDS FOR TRAVEL AND TO ALLOW FOR EXPANSION OF ECONOMIC DEVELOPMENT.
- ④ WOULD SUGGEST FIRST FUNDS BE USED TO BUY RIGHT OF WAY FOR FOUR LANE HIGHWAY ALONG SELECTED PREFERRED ALTERNATIVE
- ⑤ APPEARS CONSTRUCTION WOULD KEEP INCONVENIENCE OF TRAVEL AT A MINIMUM DURING CONSTRUCTION PHASE

How will you or your family be impacted by the project (positives and negatives)?

THE INCREASED ECONOMIC ACTIVITY OF CONSTRUCTION AND DEVELOPMENTS ALONG RIGHT OF WAY WILL BE POSITIVE FOR AREA AND MEET THE GOALS OF AN ECONOMIC DEVELOPMENT HIGHWAY.

Other comments:

THANK YOU FOR KEEPING PUBLIC INFORMED. YOUR STAFF HAS ALWAYS TRIED TO BE HELPFUL WITH INFORMATION

Franklin Gerlach

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Paul W. Silcher

Address:

144 E. Maraca Dr.

Representing:

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill 4 is the most logical route. It will not displace established homes and disrupt an entire community. With the plan it will not make the entrance of the prison necessary. If valley 4 is adopted Lang Lane will become congested and dump a lot of traffic onto Cook Rd which is already a dangerous rd.

How will you or your family be impacted by the project (positives and negatives)?

The noise from the highway will be terrible because it will be near homes plus the pollution. Real Estate will drop and will be unable to sell our property.

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: FRANK GILLETTE

Address: 3385 DUCK RUN RD., LUCASVILLE, OH 45648

Representing: _____

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Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	<u>Hill 4</u> or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

- VALLEY 4 TOO CLOSE TO THE PRISON
- VALLEY 4 TAKES HOMES, BUSINESSES, THE LIBRARY.
- VALLEY 4 TAKES DEVELOPMENT LAND.
- VALLEY 4 TOO CLOSE TO VALLEY MIDDLE SCHOOL.
- VALLEY 4 HAS A BAD DESIGNED INTERCHANGE AT RT. 23.

HILL 4 HAS NONE OF THE PROBLEMS.
HILL 4 IS THE ONLY LOGICAL CHOICE.

How will you or your family be impacted by the project (positives and negatives)?

FAMILY AND FRIENDS HOMES AND PROPERTY WOULD BE TAKEN UNDER VALLEY 4. PLEASE DON'T RUIN A BEAUTIFUL COMMUNITY.

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Clyde E. & DeRita Gilliland

Address: 44 Heathstone Dr. Lucasville, Oh. 45648

Representing: _____

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

We as homeowners in Breckenridge Development feel the better route is the hill route around Lucasville. It may cost more, but would cause the least amount of community disruption. I can see absolutely no benefit for the road to run alongside of 728. The hill route affects less people and the environmental is not that much. The hills have pretty much been stripped of trees anyway.

How will you or your family be impacted by the project (positives and negatives)?

nothing positive comes to mind. Lots of negatives, noise, aesthetics, disruption of small town way of life, taking out our library, too close to SACF prison, too close to valley schools.

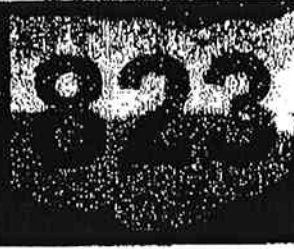
Other comments:

If this road is ever funded? I would certainly hope the hill route would be the choice

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: JUDY GILLILAND
 Address: 176 HAYES ST. MINFORD, OH. 45653
 Representing: My interest

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

This route will affect less homes and I think the less people disturbed the better for all.

How will you or your family be impacted by the project (positives and negatives)?

If it doesn't go through Hill 3 it will take a part of my back yard & the hill my grandchildren sleigh ride on.

Other comments:

I think it makes more sense to go behind Flower-John Rd & across Blue Run than to take so many more homes.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Mike Gleen

Address:

113 Barbara Ave, McDermott, OH 45652

Representing:

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill 4 has a better designed cloverleaf at Rte. 23. Valley 4 passes too close to the prison and cuts through the heart of the valley community.

How will you or your family be impacted by the project (positives and negatives)?

I travel Lucasville - Minford Road often, and Hill 4 would cause less trouble for local traffic during construction.

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: JAMES A. GOODMAN

Address: 210 MARCA DR.

Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I live on the MARCA subdivisions and also work at Southeast Ohio Correctional Facility. The "Hill 4" option appears to make much more sense both in a practical and financial sense. The costs involved to the state and Ohio taxpayers to "relocate" parking and a secure entrance to SOCF would be enormous. Plus diverting approx. 800 employees to use Lang Lane and Cook Rd. as a main entrance to SOCF is both dangerous and impractical. Additionally, the "Hill 4" alternative would take less established housing and minimize the drastic reductions of property values in the MARCA subdivisions.

How will you or your family be impacted by the project (positives and negatives)?

Lang Lane and Cook Rd. are already heavily traveled, narrow and curvy roads. The added traffic of 800 employees to SOCF plus the traffic from around the state from inmate visitors would create unnecessary dangers. These roads would also carry the traffic of heavy construction equipment during construction

Other comments: *of the bypass.*

Placing a 4 lane highway within 150ft. of a Maximum Security Prison fence, in front of newly constructed and renovated schools does not seem wise. Placing the entrance to the prison in my front yard does nothing but reduce my property value.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Laura Goodman

Address:

310 MARCA DR. Lucasville

Representing:

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Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

The "Hill 4" option takes less existing housing, in fact, no homes. The "Valley 4" option takes 5 homes.

The "Valley 4" option destroys our library, divides the community, takes up more farmland, takes up more potential development property, and most importantly, routes traffic and hazardous material within less than a football field from our schools and a Maximum Security Prison.

How will you or your family be impacted by the project (positives and negatives)?

Our property value will depreciate dramatically. We will have a Maximum Security Prison entrance 100yds. from our front door and a 4 lane highway 100yds from our back yard.

Other comments:

I remember all too well the traffic problems during the 1993 riot at SOCF. Putting the main entrance off of Long Lane would be very problematic.

Why not just widen St. Rt. 348 until just past the Prison and the MARCA Subdivision? This is already one of the busiest roads in the county.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Carolyn Green
 Address: 3338 Duck Run Rd., Lucasville Oh 45648
 Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill 4 would cause the least disruption to the Lucasville community. Many residences, such as my son's and grandchildren's, will be taken or ruined under Valley 4. Valley 4 goes too close to schools, residential areas and the prison. How would the prison be evacuated with a hazardous material spill next to the prison. No matter how remote a spill, it would be nonexistent problem under Hill 4. It seems your only concern is saving money, which means you are not interested in what is best for the community.

Don't use Valley 4

How will you or your family be impacted by the project (positives and negatives)?

Negative!! The Lang - Morris Road connector goes through my son's and grandchildren's property. The Lang Lane truck entrance is 700 ft. from their house now. It would go through their back yard under Valley 4 plan. It would take most of their land and riding arena causing great financial loss for their home and remaining bank.

You are causing a great amount of stress in the community. It will not be a happy holiday season with this hanging over our head. My granddaughter was crying after the Nov. 19th meeting.

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823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Ada J. Altman
 Address: 967 Lucasville - Minford Rd. Lucasville, Oh 45648
 Representing: myself

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I prefer Hill - Valley 2 because it takes less homes & doesn't uproot as many people it will have less impact on the area.

I realize progress has to happen but also you have to look at people that have lived in their country homes for a lot of years and what it does to them. My husband died several years ago and it is only me. And I figured I would live here til I died - But I want to die of natural causes not be

How will you or your family be impacted by the project (positives and negatives)?

I don't think there would be any positives they would all be negatives - it will ruin my property value. the noise of a 4 lane that close by.

Other comments:

I would rather it take my house and land than live next to it if I find out for sure it goes by my house I will probably sell it

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

To return without envelope: fold in thirds, tape or staple, and affix postage.

Aggravated to death by traffic or by dust + so forth
so if it goes valley & I hope they move it to go
thru my house and you take it - That would
be the best for me I can't live 150 ft from
all this.

Return address:

Ada J. Altman
967 Lucasville-Minford Rd.
Lucasville, Oh 45648



SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017



Portsmouth Bypass Project Team
TransSystems Corporation
5747 Perimeter Drive
Suite 240
Dublin, Ohio 43017

To Whom This May Concern,

I'm writing my comments about the Portsmouth Bypass Project because I too have property and an individual interest in the development of this highway. I was unable to attend the November meeting but from what I understand from others who did, the concerns they express about location and lack of appreciation for their knowledge of the area in interest, was certainly disrespectful.

Let me start by telling you I'm not an expert myself. I do have a college education, I have lived in this area all my life. I work at Shawnee State University as a clinical dental hygienist and at a respectable dentist office in Portsmouth. I have many patients that are concerned about our failing

(2)

city. We have no real industry aside from Osce, Mitchellace, the Centifuge plant in Waverly. Our city now consist of a few hotels, fast food places, video stores and gas stations. Our downtown area thrives this moment from the traffic that goes through town by way of US 23 and US 52. Once your proposed By Pass passes, what little traffic that our downtown area receives will certainly dry up and instead of creating jobs in our Portsmouth, this will certainly cause unemployment. Now I'm not sure of who's big idea of a By-Pass gave thought to what would happen to our town. The other day I was at my realtor's office closing on a piece of property that happens to be in the proposed highway area. We began discussing the highway. It seems that they weren't interested in the by-pass any more. What at one time seemed like a good idea has since become

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another threat of "what will really" happen to our Portsmouth area - I had a patient the other day who is very prominent in our downtown area. He owns a high furniture store. The radio was on and the mayor was talking about the by-pass. The patient asked me what I really thought about the proposed by-pass. He knew previously that I could stand to lose my home or a substantial amount of property to it. To this day I do not know if he was one of the ones who were for or against it. My reply to him was simply, I would certainly welcome a new highway, but first I want to see the new industry and the jobs to be created. I want the guaranty that if I have to give up my home that it is for development of Portsmouth. But if all we are getting in trade for my property are hotels, more fast foods

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gas stations that produce minimum wage jobs. I'm not prepared to sacrifice my land that has been my husband's ancestors' homes for 100's of years. A land that generations of Coriell's and generations of Coriell's to follow would appreciate more. I see the strategy "build it and they will come." What if they don't? I can understand with our history of labor problems why industries are gunning for this area. Look at our track record. We are almost left with none. Can you promise me that this big change will happen? No, you can't. None care. This brings me back to the meeting of November 19. I realize you are representatives of the Appalachian Development Highway System, but some of the lack of caring must have certainly reflected at that meeting. Let me first say that the lack of knowledge

about the area can be excused because you don't live in this area. All the information that has been compiled I'm sure by experts that get paid well for their services. My gripe I guess is the lack of respect for the people that have lived in the area all their lives who have walked the hills, valleys and know the land, far better than most of those representatives who were present that evening. That certainly must be true because with further research the proposed "industrial site" that was to be in Brisher's Bottoms would have been flooded every spring. I'm certainly glad someone took note from the local farmers. Billions of dollars would have been wasted if that corridor had not been taken off the drawing board. I understand that the focus of

the other might was the ridge that goes from Ken Kasis farm on St. Rt 139 to Highland Bend on St Rt 335 + St Rt 140. The discussion was that why didn't they hold the highway back on that ridge. It is flat and follows close to one of the proposed corridors. It would not land lock anyone's property. Peoples homes, including mine would not be affected. Generations of Coriello & other families would not lose future building sites for the next generation of children and peoples lives in general would not be disrupted. But the reply to that was "that's not correct, that ridge is not on our computers." So if it's not on our computers than it's not there. Well just smack all that people who know it there, have played and walked the ridge. Are

^

You calling these people liars. They should know. General asked the representatives if they wanted to walk it, their reply was it not on the computers. Well, some one needs to do more research and realize that it is there just like it was true that Brisher's bottoms does really flood so be it true about the ridge? Could be. If this is true or not, it may cost more money but it could be less. The proposed route calls for tons of fill. Why spend money on fill when you won't need it. Also it could get real expensive; people around here are already up in arms, it could be hard to get extra property or be lucky like the new 335 extension and get all that fill dirt for free. I don't think that will happen

for this proposed By-Pass. The feelings of the people in this area have been deeply scarred. We don't want to lose our privacy, our history and a peaceful way of life. If there is to be a By-Pass please pick the best route. Not the least expensive. Take people's property into consideration - Yes there are some people who would give their homes up in a minute. We're not those people. Land in southern Ohio is like gold to a King. We love our land. We love it here. Our future generations want to be here. Please consider my letter when you make the final route.

Sincerely
Kennie and Suelann
Coriell
4071 St 104335
Portsmouth, Ohio

Phone 740-776-6083



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: David L. Green
 Address: 20 Marca Drive Lucasville, OH 45648
 Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

- * "Hill 4" will not physically divide our community as does many of the "Valley" proposals
- * Traffic would not be disrupted in our community during the construction process. Our fire and ambulance service comes from the Clarktown area to our neighborhood this would be affected when the Lucasville - Minford Road would be closed for construction.
- * Visitors to the prison would be closer to the Marca Subdivision
- * The entrance to the prison would be on Lang Lane. Many employees would use Lang Lane to travel to Rt. 33 causing more noise and traffic in our family neighborhood
- * During the prison riots of '93 all roadway around the prison was closed for a number of days for security. Would ODOT be willing to do this with the bypass? If so a major thoroughfare would be closed.

How will you or your family be impacted by the project (positives and negatives)?

Present roads would be used for access for all construction equipment. Safety is an issue for our neighborhood, bringing equipment, large trucks, dirt and noise into our family community. A library and businesses would be taken under "Valley 4" NONE under "Hill 4" "Valley 4" would lower our property values and lead to a poor quality of life within our community.

Other comments:

Why build a limited access highway in the heart of so many communities taking prime farmland and future development land when you have a proposal that would take useless hill ground and not have such a negative impact on hundreds of families? If money and cost are the only answers, I feel our quality of life is worth more than any amount of money that may be saved.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Karen A. Green
 Address: 210 East Marca Drive Lucasville, OH 45648
 Representing: 740-259-4641

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

The Hill 4 is the best choice. It would not disrupt families by taking residences. Fewer farms and development land would be impacted. Valley 4 takes development ground we were saving for our children. Hazardous materials would not be passing by schools, the prison, and heavier residential areas under Hill 4. Hill 4 would have a less negative impact on the Valley School Community.

We are TOTALLY UPSET that Valley 4 is even being considered.

How will you or your family be impacted by the project (positives and negatives)?

Valley 4 Prison Access Road runs through our farm and within 100 ft. of the rear of our house. We built our house 300 ft. off the current road for privacy. We would have no privacy and truck noise under this plan. We have a new \$50,000 Horse Barn/Riding Ring which are not on your aerial map. These would become useless without the land to support it.

Other comments:

During the 1993 SDCF riot, it became necessary for the Ohio Highway Patrol to close over one mile of Route 728 at the Prison for security reasons. Valley 4 runs closer to the Prison than the current Route 728.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Teroy Green
 Address: 3218 Big Run Rd., Lucasville, Oh. 45648
 Representing: _____

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill 4 is a much better proposal. It uses land that will probably never be developed. It will not split the community. It does not travel near the prison or schools. It does not take the library or homes. Valley 4 is a very poor plan with all the new construction around the schools and prison.

How will you or your family be impacted by the project (positives and negatives)?

Valley 4 has a bad design to get from 823 to 348, which would have a negative impact on my family.

Other comments:

Lucasville - Minford Rd will become unsafe during construction of the bypass if Valley 4 is used. Hill 4 will not be near current Lucasville - Minford Rd and will not disrupt traffic during construction, such as fire, emt, etc.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: R. TIMOTHY GREEN

Address: 210 EAST MARCA DR., LUCASVILLE, OH. 45648

Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I PREFER THE HILL 4 ROUTE BECAUSE THERE WOULD BE MINIMUM NEGATIVE IMPACT OF THE VALLEY SCHOOL COMMUNITY, VALLEY 4 ROUTE PASSES TOO CLOSE TO THE PRISON AND SCHOOLS, THE COMMUNITY WOULD BE DIVIDED BY THE HIGHWAY, HAZARDOUS MATERIALS WOULD BE PASSING BY SCHOOLS AND RESIDENTIAL AREAS, THERE WOULD BE INCREASED NOISE IN A RESIDENTIAL AREA. MUCH VALUABLE FARM GROUND AND FUTURE DEVELOPMENT GROUND WOULD BE TAKEN BY VALLEY 4. MANY LONG ESTABLISHED RESIDENCES WOULD BE DESTROYED. THERE WILL BE NONE OF THESE NEGATIVES UNDER HILL 4.

How will you or your family be impacted by the project (positives and negatives)?

THE PRISON ACCESS ROAD WOULD PASS THROUGH THE MIDDLE OF OUR FARM. THIS WOULD BE A HUGE FINANCIAL AND QUALITY OF LIFE NEGATIVE FOR MY FAMILY, THE REMAINING GROUND WOULD NOT BE ENOUGH TO SUPPORT MY BARN, RESULTING IN DIMINISHED VALUE, THE ROAD PASSES WITHIN 100' FT OF THE REAR OF MY HOUSE LEADING TO A NOISE PROBLEM,

Other comments:

HOW WOULD THE S.O.C.F. PRISON BE EVACUATED IF THERE WAS A HAZARDOUS MATERIAL SPILL ON THE HIGHWAY NEAR THE PRISON. VALLEY 4 PLAN PASSES TOO CLOSE TO THE PRISON AND VALLEY MIDDLE SCHOOL.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Ronald Green
 Address: 3338 Duck Run Rd., Lucasville, OH 45648
 Representing: _____

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Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill 4 would be the best choice for Lucasville. It would not take any homes or churches. It would not be near the schools or prison. The hill land it takes would never be developed. Too much farm land and potential development land is taken under Valley 4. Some farms have been in families for generations. It would physically divide the community.

I see no community positives for Valley 4.

How will you or your family be impacted by the project (positives and negatives)?

My daughter owns a building lot in Breckinridge subdivision. She was selling it and the buyers backed out when Valley 4 was announced as still a possibility. Valley 4 has already had a negative impact on my family.

Other comments:

My son lives at Lang Lane and Marca Drive. I do not like the entrance to the prison being relocated to Lang Lane. This will encourage prison employees to use Lang Lane to get to 23 and Portsmouth. Lang Lane and Cook Road would become dangerous.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Donald and Bonnie Griffith

Address: 208 Lang Lane

Representing: Lucasville, Ohio, 45648

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Will 4 would take no homes, businesses or churches. would be far enough away from schools & prison to prevent closure if a problem should arise (such as like the heat in 1993). County roads would not have to be used for prison/personnel or trucks. Traffic Hazardous material spills would not present a problem to our community.

How will you or your family be impacted by the project (positives and negatives)?

If valleys were used for new bypass. The entrance to prison would be moved onto county road Lang Lane causing an increase in traffic going to Rt 3 and jobs. Hazardous Material would pass closer to our community at least 5 homes and a church

Other comments:

and business would be taken out. This highway would physically divide the valley school district or community and would cause property values to decrease. Please consider using Hill 4 instead. Thank you

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TranSystems SR 823 Study Team
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Dublin, OH 43017

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: DANA HALL

Address: 1656 COOK RD

Representing: LUCASVILLE, OH 45648

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I like Valley 4 it will bring lots of good things to our area!!

How will you or your family be impacted by the project (positives and negatives)?

Bring in goods things to our area which is already growing
Easy access to Columbus for us and our school system and SOCF for people
Hours Jobs
travelling out of town

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823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting **November 19, 2003** **Comment Sheet**

Name: Virginia Hamilton
 Address: 535 Schuler Hollow Rd Lucasville, OH
 Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	--------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

If you stay on the hills, you will disturb less homes.

Portsmouth is economically depressed now with travelers being a source of income. This road takes travelers out of Portsmouth faster. How can we gain from this?

Why isn't there a referendum on this to determine if local citizens want this road! Do we deserve a right to say no!

How will you or your family be impacted by the project (positives and negatives)?

Negatively. There will be more noise, more traffic, less economic gain for existing business. What happens to our taxes - they have to go up! We can't afford what we have to pay now!

Other comments:

There has been a lot of propaganda sold to our politicians about how we will gain that is not true. The common person gets hurt again! And for what - so travelers can get past us faster!

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: William Hamilton
 Address: 535 Schuler Hollow Rd Lucasville Ohio
 Representing: Myself a tax payer!

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1</u> or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
---------------------------	---------------	--------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

WE DON'T NEED A ROAD! THIS WILL KILL PORTSMOUTH.
BUT IF WE HAVE TO HAVE IT TAKE HILL 3 OR
HILL 4. DON'T ROB US POOR PEOPLE TO
MAKE YOURSELVES RICH!

How will you or your family be impacted by the project (positives and negatives)?

SOUND, TAXES, LOSS OF HOME, PRIVACY
WHY NOT PUT THIS ROAD UP NORTH WHERE THE PEOPLE WHO
WANT IT LIVE?

Other comments:

ONLY THE POOR WILL LOSE HERE. PUT THIS
ON A VOTE. PEOPLE WILL VOTE IT DOWN AND
THOSE WHO ARE PUSHING IT.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Tim & Staci Harr

Address: 1068B Morris Ln

Representing: _____

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Hill 1 or Valley 1	Hill/Valley 2	<u>Hill 3 or Valley 3</u>	<u>Hill 4 or Valley 4</u>
--------------------	---------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

This will affect as few homes as possible.
Please don't take our Country Store!

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

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11-22-03



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: _____
 Address: _____
 Representing: _____

"God's Love Never Fails"
 Linda L & John N Hartle
 3011 State Route 335
 Portsmouth, Ohio 45662-8949

Self

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

therefore shorter + more cost effective, less property impacted by right of way required, less woodland impacted by bypass - better for the environment; fewer land locked properties & acreage, fewer stream length relocated or impacted and the bottom line is it would be far enough away from our house to not cause a lot of dust + construction noise which my wife is sick + this would not be good for her or her health.

How will you or your family be impacted by the project (positives and negatives)?

Delays in moving about freely - some construction noise - not being able to get from our residence to east side of county as easy. no close interchange.

Other comments:

with only one interchange between Lucasville + Wheelersburg - where is the opportunity for industry - all is being done is as the name says "By Passing Portsmouth."

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awaiting your reply.



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Keith Hickman

Address: 213 Judy Lane Lucasville, OH 45648

Representing: Valley Local School District

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 <u>(or Valley 1)</u>	Hill/Valley 2	<u>(Hill 3 or Valley 3)</u>	<u>(Hill 4 or Valley 4)</u>
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

The Hill 4 route will keep the beautiful Lucasville community intact.

18 million is a very small amt of money when considering a community could be divided.

How will you or your family be impacted by the project (positives and negatives)?

If Hill 3 and Hill 4 are used, my family will not be affected. Also, Hill 3 and Hill 4 should be used so the Valley Local School District is not affected.

Other comments:

In conclusion, use Hill 3 + Hill 4. Please consider the Lucasville community in your decision. Thank You.

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823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Merrill W. Hickman
 Address: 70 Yale Drive
 Representing: Mid Ford, Ohio 45853

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or <u>Valley 1</u>	Hill/Valley 2	<u>Hill 3</u> or Valley 3	Hill 4 or <u>Valley 4</u>
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Your Valley 3 will come so close to my house we won't be able to afford to sell it. We have lived there since 1970. So much for a peaceful retire ment. We won't be able to hear the birds because of the traffic noise. I think we who live in this area are worth the 18 million extra to put the road up on the hill, that hill land has been cut off for has we fair trails on it. Couldn't be worth one thousand dollars an acre. There are lots in the valley that are worth 50 to 60 thousand. I don't

How will you or your family be impacted by the project (positives and negatives)?

Know what the Bypass Committee has for brains. If the valleys ~~are used~~ ^{are used} ~~two of my children will move out of the area with seven of my grandchildren I didn't~~ are used two of my children will move out of the area with seven of my grandchildren I didn't

Other comments:

Work all of my life to spend the last few years of my life next to a freeway. And another thing why would you suggest putting the road so close to the prison? Ted Strickland and the rest of our representatives just well hang it up if

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This happens.

Merrill W. Hickman



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Sandra Hickman

Address:

70 Yale Drive, Minford, Ohio 45653

Representing:

myself, my grandchildren

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

My selections will keep the roadway away from Valley Schools and not destroy as many 'tax-paying' properties. The beauty and hardwork we as Valley School residents have committed to our children will not be impacted.

I feel the Minford Schools will be spared the confusion. The students in the Minford Schools deserve a good school also and not disruption.

Let's not disrupt our children.

How will you or your family be impacted by the project (positives and negatives)?

Very little if the Hill 4 section is used, but greatly otherwise. We are responsible for our children and grandchildren's education. Nice schools have been attained - don't ruin it for them.

Other comments:

Too many times 'big government' cares nothing for the people. I sure wish the government would protect our beautiful schools and kids.

Put the by pass in but not mess up schools.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

RONALD HIGGINS

Address:

571 Pleasant Dr - Leesville - Ohio

Representing:

myself - a homeowner and business owner for 25 yrs.

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill 1	Hill/Valley 2	Hill 3	Hill 4
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This route I feel would place a less negative impact on the schools, the prison location and create less congestion at the new business intersections dealing with those locations

How will you or your family be impacted by the project (positives and negatives)?

I don't feel there would be any positive impacts from this, but more likely negative due to increased traffic and thus increased crime to the area w/ transits.

Other comments:

The most logical route would be Chillicothe Bypass to Jackson and on into Gallipolis to Point Pleasant and Int. 77.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Randy L. Hill

Address:

333 E MARCA DR, LUCASVILLE OH 45648

Representing:

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	<u>Hill 4 or Valley 4</u>
--------------------	---------------	--------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

SEE ATTACHED

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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December 18, 2003

To whom it may concern:

For the record, we agree with the enclosed letters and statements that were written to State Representative Todd Book and Director Wilkerson. We own a home on one acre that is located directly across from the Green property. We fear the ramifications of the Valley 4 proposal will have devastating effects on our property and future. Please keep us apprised of the situation.

Respectfully yours,



Kimberly Kizer – Hill
Former Legislative Aide to
State Representative Frank S. Sawyer
D-Mansfield

e-mail: khill45@adelphia.net

Telephone: 740-354-5112

Mailing address:

Randy & Kim Hill

1138 29th Street

Portsmouth, Ohio 45662

210 East Marca Drive
Lucasville, Ohio 45648
November 28, 2003

F41

Dear Director Wilkenson,

I am writing you in regards to the proposed Portsmouth Bypass in Lucasville. I live on the corner of Lang Lane and Marca Drive adjacent to the Southern Ohio Correctional Facility. Under one of the proposals by ODOT, the new four lane highway would pass through the current parking lot of the S.O.C.F. This is closer than the current Route 728 and within about 150 feet on the north fence. There would be truck traffic on this proposed highway that currently does not pass by the prison. This proposal is known as Valley 4.

I am concerned about possible security issues with a major highway this close to the prison. If there was a hazardous material spill, how would S.O.C.F. evacuate the inmates? If it could not be done in a timely matter, there would be a huge liability issue. Even if the possibility is small, there still is the potential for a spill and disaster.

During the 1993 S.O.C.F. riot, it became necessary to close the roads around the prison for security reasons. If there would be another incident such as the 1993 riot, would ODOT be willing to close the bypass? If so, this would shut down what is supposed to be a major thoroughfare.

Under the proposed Valley 4 option, the entrance to S.O.C.F. would be changed to the east side of the facility. This would empty employee and visitor traffic onto county road Lang Lane, causing more noise and traffic in the residential Marca neighborhood. Many employees would use Lang Lane, a county road, instead of the current Rt. 728, as it would be closer to Rt. 23 and Portsmouth.

Under the other proposal, known as Hill 4, the highway would not pass near the prison and none of the potential problems would exist.

I would appreciate learning your views on these problems if Valley 4 is selected. If you share my concern of the highway passing so close to S.O.C.F. and the potential problems, would you please share those concerns with the Ohio Dept. of Transportation. I look forward to hearing from you and how you will deal with these problems.

Thank you,

R. Timothy Green
740-259-4641
green@zoomnet.net

210 East Marca Dr.
Lucasville, Ohio 45648
November 28, 2003

F41

Dear Mr. Book,

I am writing in regard to the proposed Portsmouth Bypass in Lucasville. If chosen, I believe the Valley 4 alternative will have a severe negative impact on the Lucasville community. Under the Valley 4 proposal, the prison access road would cut through the middle of my farm and within 100 ft. of my home, taking much of my land. This would ruin my farm, home, and privacy that my family values. I can not see myself staying on the land that I cleared, built a home, and love if this road passes through it.

I am not the only one who would be impacted. Many farms, some in the same family for over 100 years, would be taken under this proposal. Five homes would be taken under the Valley 4 proposal. The new highway would pass near the Valley Middle School and through the current parking lot of the S.O.C.F. prison, putting both in danger of hazardous materials. How would the prison be evacuated if there was a spill? During the 1993 riot it became necessary to close all the roads around the prison for a week for security reasons. Would ODOT be willing to close the bypass if there were another situation? The proposed bypass is closer to the prison than the current highway. Under Valley 4, the entrance to the prison would be changed to a county road dumping more traffic onto Lang Lane and our residential Marca area community. There would be increased noise in a residential area, decreasing property values. The best potential development land for Valley Schools would be taken under the Valley 4 plan, leading to decreased future tax base for the schools.

Hill 4 has none of these problems. It will take less farm land. It will take no homes or churches. Hazardous materials would not travel by the schools and prison. A community would not be split down the middle by a limited access highway.

I do not think ODOT appreciates the negative impact Valley 4 will have on the community. I believe their only concern is money. I ask that you make our concerns known to them.

Please contact me with your view on this situation and share my concerns with ODOT. I invite you to visit my home to view first hand the impact. I look forward to hearing from you.

Thank you,

R. Timothy Green
740-259-4641
green@zoomnet.net

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Friday, December 19, 2003 10:07 AM
To: CO-Annette N. Marquez
Subject: FW: Portsmouth Bypass

-----Original Message-----

From: Tim Hill [mailto:Tim.Hill@dot.state.oh.us]
Sent: Fri 12/19/2003 7:38 AM
To: CO-Susan Swartz
Cc: Noel Alcala
Subject: Re: Portsmouth Bypass

FYI and use.

-Tim

Timothy M. Hill, Administrator
Office of Environmental Services
Ohio Department of Transportation
Email: Tim.Hill@dot.state.oh.us
(614) 644-0377 (phone)
(614) 728-7368 (fax)

----- Forwarded by Tim Hill/Environmental/CEN/ODOT on 12/19/03 07:38 AM -----

Gordon Proctor

To: dtackett@zoomnet.net
cc: John Hagen/Administration/D09/ODOT@ODOT, Tim Hill/Environmental/CEN/ODOT@ODOT
Subject: Re: Portsmouth Bypass [Link](#)

12/19/03 07:37 AM

Mr. Hackett,
I will forward your concerns to District Deputy Director John Hagan for a response. Thank you for your comments.
Gordon Proctor
Director

dtackett@zoomnet.net

12/18/03 09:16 PM

Please respond to dtackett

To: Gordon.Proctor@dot.state.oh.us

cc:

Subject: Portsmouth Bypass

Dear Mr. Proctor,

I want to express my concerns about the proposed Portsmouth Bypass roadway. I have serious concerns that this highway will be of any benefit to my community, economic or otherwise. However, if the road is going to be built, then I am asking for your help in making the project the least intrusive

possible to the residents that reside in its proposed path. In my case, this means supporting the Hill 3 route.

Recently, the residents of my community were presented with two options for our segment of the highway - one would follow the hills behind our homes (Hill 3) and the other would follow the valley alongside the existing Lucasville Minford Road (Valley 3). After careful examination of the maps and materials presented to us, I believe that the hill route is the only one that makes sense.

Cost does not appear to be a major factor between these two segments. The preliminary project impacts show that the cost difference between Hill 3 and Valley 3 is minimal. Moreover, the studies presented by the development team show that the Hill 3 route would land-lock fewer acres and be much less disruptive to homeowners than the Valley 3 route. So, why not select Hill 3 and build the road with as little disturbance to local homes and lands as possible? In fact, in spite of the differences in cost, I would support the entire hill route. The hill routes harm far fewer people than the valley routes do, so in my opinion, they would be worth the extra expense. After all, how can you put a cost on people's lives?

The valley route would have many negative impacts upon homeowners living in my area. First, placing a highway along Lucasville Minford Road would disrupt the everyday commute of countless local citizens, especially during the construction period itself.

Noise would also be a factor with the valley route. Lucasville Minford Road is heavily traveled and noisy enough. The noise increase from the addition of the new road may not be significant enough to warrant action on the part of the engineers constructing the highway, but I am sure that the local residents would notice a significant difference.

For all of these reasons, I believe that the Hill 3 route is the best alternative for my community. If the two options in my segment are so close in cost, then why not choose the option that would negatively impact the fewest number of people?

Please support Hill 3.

Sincerely,
Danette Tackett
2575 Lucasville Minford Rd.
Lucasville, OH 45648

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Thursday, December 18, 2003 3:26 AM
To: CO-Annette N. Marquez
Subject: FW: Portsmouth By Pass

-----Original Message-----

From: John Hemmings III [mailto:cbhemmings@earthlink.net]
Sent: Wed 12/17/2003 10:45 PM
To: CO-Susan Swartz
Cc: treiser@sciotocounty.net; ospears@sciotocounty.net; sriffe@sciotocounty.net; KHarless@ofbf.org
Subject: Portsmouth By Pass

Dear Ms. Swartz:

At its September 14, 2003 Annual Meeting, the Scioto County Farm Bureau adopted its 2004 Policy Resolutions. As a part of its 2004 Policy Resolutions, the Scioto County Farm Bureau "supports the Portsmouth By-pass to choose routes through land that would not destroy active farmland, a limited access highway as proposed by ODOT".

Given our position, the Scioto County Farm Bureau supports the following alternatives for the Portsmouth By-pass: Hill 1, Hill/Valley 2, Hill 3, and Hill 4. These alternatives are preferred in combination with one another by the Scioto County Farm Bureau because they will cause the least amount of impact to active farmland (55 total acres). All other combination of alternatives will result in a greater amount of active farmland being impacted.

In addition, the Portsmouth By-pass should be developed as a limited access highway in order to manage future growth along the corridor. A limited access highway will only help to protect active farmland adjacent to the final selected route.

If we can be of further assistance, please do not hesitate to contact us.

Respectfully submitted,

John W. III and Crystal B. Hemmings
Scioto County Farm Bureau
Government Affairs Co-Chairs
151 Mead-McNeer Road
Wheelersburg, Ohio 45694
(740) 776-4106
cbhemmings@earthlink.net
Why Wait? Move to EarthLink.



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Rita J. Howell (Clarktown)

Address: 381 Gledale Rd - Lucasville OH 45648

Representing: Leave this area pollution, traffic free. Please

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	<u>Hill 3</u> Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I would have to relocate; I do not want to move from my present home - it is in a safe location. I have some physical conditions that would limit where I could move - the highway would cause hardship with all the traffic - and limit the access road for my daughter's school - Please try to relocate the highway it would be a hardship for extra road and exit accesses to Valley schools. When there are alternatives that would not have to relocate many families - with noise pollution

How will you or your family be impacted by the project (positives and negatives)?

Only negative - I would have to move out of my "home" - I would not have access to Valley easily - the traffic, pollution, and noise in the country. There will not be my beautiful countryside left

Other comments:

I would like for you to take seriously the alternative route - leave this area clean - pollution free and access to our "Dew Valley Schools" have it low traffic area. Please think of our children and what upheaval this would cause - Thank you

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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Dublin, OH 43017

E-mail:
Fax:
Web:

scswartz@transystema.com
(614) 336-8540
www.PortsmouthBypass.com

Please
Close on
Alternative (Hill 3)



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: _____

Address: _____

Representing: _____

*Shuff
Lucasville (Valley)
Self*

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<input checked="" type="radio"/> Hill 1 or Valley 1	<input checked="" type="radio"/> Hill/ Valley 2	<input checked="" type="radio"/> Hill 3 or Valley 3	<input checked="" type="radio"/> Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I feel the route that impacts people the least is the best. The Government spends a lot of money & 20 m is not a lot of money in a stat that spends a whole lot more for other construction projects.

How will you or your family be impacted by the project (positives and negatives)?

I do not feel the Valley alternative would be a positive improvement, traffic, noise etc.

Other comments:

What impact is this going to have on Portsmouth, an area that is already dying.

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Dublin, OH 43017

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Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Mary Louise Johnson
 Address: 1149 Cook Road Lucasville
 Representing: myself

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1</u> or Valley 1	Hill/Valley 2	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Life Long resident who doesnt WANT our community which is rapidly growing, cut in two AND have property destroyed AND devaluated that is PRIME Residential.

How will you or your family be impacted by the project (positives and negatives)?

Noise AND excess traffic on Lang Lane AND Cook Road

Other comments:

Please READ MY ATTACHMENT
 Thank you for your considerations to SAVE your COMMUNITY (ex: MARCA)

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Mary Louise Johnson
1149 Cook Road,
Lucasville, OH 45648.

TO WHOM IT MAY CONCERN

I have lived here in Lucasville for 74 years and it has always been a nice and close knit community. However, the plan of building a bypass through the Valley 4 section will dramatically change our town in many negative ways.

The bypass will take away our library, parts of our neighbor's houses, and most important, our access to the main town of Lucasville, the school, and the stores. It now takes me 5 minutes to go to the Country Store and my great grandchildren the same amount of time to go to school by bus, but once the bypass is built, it will takes us at least 30 minutes to get to wherever we want. It's hard to believe that the kids will have to wake up an hour earlier everyday to ride the bus and I will have to spend twice as much money on gasoline as I do now. In addition, the new bypass will bring a lot of traffic to the area, which is now very peaceful and quiet while I, especially in my old age, hardly can stand the noise and the dust of busy vehicles. In one word, the bypass will break the balance of life in our community.

Moreover, I believe the bypass will not bring any practical benefit to our community. Though it may allow more traffic going by, its limited exists will prohibit us from getting into and out of our residence area and therefore will definitely cause us a lot of inconveniences. We are now much satisfied with our local road network and the 23 state route – We don't need and don't want any changes. Not only will the bypass affect our life but it will also make our property value drop considerably. It is understandable that people don't want to live in or to buy houses which locate right next to busy traffic. Even though I don't plan to sell my house or to move away from this area, yet seeing my property becoming valueless still hurts me a lot. In addition, I believe property devaluation will have a negative impact on financial situation of many other families in the area, such as my daughter's or my granddaughter's.

On the other hand, since there aren't many families living along the Hill 4 section, the bypass if built through that way will not affect as many aspects of life. In case the government really thinks a new bypass is necessary, I fervently suggest that it should be build through the Hill 4 section as much as I strongly oppose to the plan that it would be build through our Valley 4 section.

Yours sincerely,

A handwritten signature in cursive script that reads "Mary Louise Johnson". The signature is written in dark ink and is positioned above the printed name.

Mary Louise Johnson.



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Steve Jones

Address: 2922 Brant St., Portsmouth, Ohio 45662

Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	<u>Hill 4</u> or Valley 4
--------------------	---------------	--------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill 4 is a better plan for Lucasville. It will not go by the prison or the schools. Valley 4 is too close to the prison. Hill 4 has a better cloverleaf design at Rt 23. Hill 4 will not take potential development land.

How will you or your family be impacted by the project (positives and negatives)?

I travel Rt. 728 and Lucasville - Minford Rd. The Hill 4 construction would take place away from 728 and Lucasville - Minford Rd and would not disrupt traffic.

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Justice DONALD R.
 Address: 7224 Ohio River Rd. Sciotoville, Ohio, 45662
 Representing: DONALD R. JUSTICE

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	--------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Study team, I live somewhat I understand, right on the line for the highway no matter what route you determine to take. I understand this is something that's going to happen, but without knowing what's going to happen and not happen with my home is causing a great deal of stress to me. I have heart problems and the stress of this, not knowing and worrying just seems to keep me feeling sick about it. I would greatly appreciate it if you could let me know the status of my home one way or the other.

*Thank you for your time
 Don Justice*

How will you or your family be impacted by the project (positives and negatives)?

I have my daughter her son and my father-in-law living with my wife and myself. It causes me a lot of stress worrying about trying to find a new home for all of us.

Other comments:

I'll sure be happy when we have some definite answers with all this. I don't mean to be a pain, but the uncertainty of this has been keeping me stressed.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team 5747 Perimeter Drive, Suite 240 Dublin, OH 43017	E-mail: scswartz@transystems.com Fax: (614) 336-8540 Web: www.PortsmouthBypass.com
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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Pamela Sue Justice

Address: 123 Lang Lane Lucasville, Ohio

Representing: myself, A very proud homeowner

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	<u>Hill 3 or Valley 3</u>	<u>Hill 4 or Valley 4</u>
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I will not attempt to make a choice in regions 1 or 2 as I have not studied or am not familiar with those areas. I know that progress is important and road highways are an integral part of our future. I am a life long resident of Lucasville and I have proudly seen her grow. I believe that the Bypass going thru the Valley part on our side will cut our growing town in half. Lucasville is growing to the east and that is the area that will be impacted, stopping the growth of a future city.

How will you or your family be impacted by the project (positives and negatives)?

I can hear traffic on route 23 on quiet notes, you can not tell us will not hear traffic on a Bypass much, much closer and in sure much louder than #23 in the distance. Also we want to see Lucasville continue to grow.

Other comments:

We have so many new homes that will be so close to the Bypass and we believe that the property values will diminish. Please open up the Hill Route. Let us grow in Lucasville. This is really upsetting a good community.

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823

Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

A. ARCH JUSTUS

Address:

983 SIMON MILLER RD. PORTSMOUTH, OHIO 45662

Representing:

SELF + WIFE

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1</u> or Valley 1	<u>Hill/Valley 2</u>	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
---------------------------	----------------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Since my wife and I are both in our 70's and having lived on Simon Miller Rd for 20+ years - we both thought that our last years would be spent on Simon Miller - Now we are told that there is a BIG possibility that the 823 bypass will go through our HOUSE splitting what little property (7±A) we own into two sections - Having had some experience in construction (roads & pipeline) I can't see the justification in even considering VALLEY 1 VS HILL 1 - therefore we are certainly for the HILL 1 route

How will you or your family be impacted by the project (positives and negatives)?

We Don't see any need of explaining our opinions any further because I somehow got the impression that we better begin packing - for where I don't know

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Joann Justus
 Address: 983 Simon Miller Rd, Portsmouth, Ohio
 Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<input checked="" type="radio"/> Hill 1 or Valley 1	<input type="radio"/> Hill/Valley 2	<input type="radio"/> Hill 3 or Valley 3	<input type="radio"/> Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

~~It~~ Other section splits our property in two parts, with the route going through our living room.

How will you or your family be impacted by the project (positives and negatives)?

Very "NEGATIVE". My husband and I both in our seventies had planned to live at this address the rest of our lives. NO AMOUNT of money could buy the peace + quiet we have on our property.

Other comments:

Thank you,
Joann Justus

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: ALLEN KELLER

Address: 5135 MILLERS RUN BACK RUN LECASVILLE OHIO

Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1</u> or Valley 1	Hill/ <u>Valley 2</u>	Hill 3 or <u>Valley 3</u>	<u>Hill 4</u> or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

GIVES A BETTER ACCESS TO THE AIRPORT

THE HILL ROUTE WILL BE QUIETER FOR THOSE WHO LIVE IN ALREADY CONGESTED AREAS

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: CHARLENE KELLER

Address: 5135 MILLER'S BACK ROAD LUCASVILLE, OH.

Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1</u> or Valley 1	Hill/Valley 2	Hill 3 or <u>Valley 3</u>	<u>Hill 4</u> or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

TAKING THE HILL ROUTE WILL BE QUIETER AND LESS CONGESTED. THE PROJECT WILL BENEFIT ALL OF US. IT WILL GIVE BETTER ACCESS TO THE AIRPORT AND GETTING TO US 52 FROM OUR AREA.

How will you or your family be impacted by the project (positives and negatives)?

IT DOESN'T AFFECT OUR PROPERTY

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: MARISANE Kelly
 Address: 165 Smith St Scio, OH 45662
 Representing: self

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1 or Valley 1</u>	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

cheaper
lower impact on environment

How will you or your family be impacted by the project (positives and negatives)?

negative -> NOISE, DIRT, ↓ property values, big change in "country" environment

positive -> improved access + hopefully ↑ in industry + jobs

Other comments:
Please strive to maintain integrity of wildlife, land flow, trees, and control noise by means of natural barriers.

Thanks

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Carol Kennedy
 Address: 165 Smith St
 Representing: Self

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1 or Valley 1</u>	<u>Hill/Valley 2</u>	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill 1 ~~is~~ has less impact on my property. My property on Valley 1 would be right next to the highway but not taken.

It is also a more direct route and cheaper. I don't really have an opinion on ~~the~~ Section 3 or 4. I have not viewed it.

How will you or your family be impacted by the project (positives and negatives)?

I would like to see the highway built. It would certainly be a positive for our area. I would not want to be right on the edge of it though.

Other comments:

I hope the decision will be made soon so that plans can be made by the impacted families.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Kimberly Kerns P

Address:

1023 Blue Run Rd Middletown, Ohio

Representing:

Myself Blue Run Rd County 45653

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or <u>Valley 3</u>	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I Don't want the Road to Make me Move Because My Land has a lot of Continetal Meings to me and it has been in my family for 15 or 20 years. I talk to you buy's at meeting you buy's said it would not bother me I was so Happy. Very very Happy to know that. Because it something would ever happens to me I pin on leaving the land to my Brother.

How will you or your family be impacted by the project (positives and negatives)?

I was very very Happy when you said it would not bother me. I have really good neighbors I don't think they want to move either.

Other comments:

I Don't care if the comes thru. Just is long I don't have to move. It would be cheaper on Valley 3 Route to go. With Road.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Kimberly Kerns P
 Address: 1023 Blue Run Rd Mansfield, Ohio
 Representing: Myself Blue Run rd county 45655

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I Don't want the Road to Make me Move because my land has a lot of sentimental meaning to me and it has been in a family for 15 or 20 years I talk to you guys at meetings you guys said I would not bother me at all.

I was very very happy to know that I something never happens to me ~~here~~ + plan ^{on} leaving land to my brother.

How will you or your family be impacted by the project (positives and negatives)?

I was very very happy when you said I would not bother me at all I have really good neighbors I don't think they want to move either.

Other comments:

I don't care if the road comes thru my land as long as I don't have to move I would be I don't cheaper on valley 3 route go with Road

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Coors

12/15/2003

Ms Susan Schwartz
Iron Systems Corp.

Dear Ms Schwartz

It is very important to me
and our forty employees, families
and friends that the Portsmouth
By-Pass: Hill 1, Hill Valley 2,
Hill 3 and Hill 4 alternatives
be approved.

It also is important
that you approve an interchange
near the Minford airport connecting
to SR 335.

We must have this
Portsmouth By-pass for all
of our well being.

Best wishes on your
decision and thank you
for your interest.

Sincerely
Kenneth Kerr
Pres.



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Getta Louise King Trust

Address:

8339 SR 139

Representing:

Minford, Ohio

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	--------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Please take the hill route - I am 78 years old - it would absolutely make me ill to move. The trust our home, the home 4 1/2 acres.

It is in ~~our~~ my trust to leave it to our only daughter and her 3 sons. There is plenty of room for them to build nice homes. My desire is to keep the family together.

We don't need the noise and dirt from construction

Thank

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

Don't want it in the Valley.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Herbert E. King (Husband of Geneva Louise King Trust)

Address:

8339 SR. 137

Representing:

Minford, OH 45653

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	--------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I Have emphysema - 80 years old. I need to start relocating. I don't need the dirt and dust, and noise because of my illness.

The property is in trust to daughter and three sons to build homes on.

Please take the full route.

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

Please take the full route

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Howard Kingery
 Address: 1840 Hansgen Morgan Rd. Wheelersburg, OH
 Representing: Harrison B township

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or <u>Valley 1</u>	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
---------------------------	---------------	--------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

More Room for future development.

If it goes on valley 1 option, we would like to SEE it acquire our property instead of going right beside of us. It needs to be moved back toward Dixon Mill Road about ~~300-400~~ 300-400ft. It would also be next to Gamp's Gas Station And benifet them alot if it is moved back.

IF It can't be moved toward Dixon Mill Rd more then I would rather it go the other way

How will you or your family be impacted by the project (positives and negatives)?

Than to leave us here looking at it out of our window.

Other comments:

If it cannot be moved back toward Dixon Mill Rd then we would rather it go further up or not this way At all. Our neighbor also feels the SAME. There are 2 businesses here that will be worthless if it does not take them as well.

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823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Jim & Mark Kingery
 Address: 214 Hansgen Morgan Road, Wheelersburg, Ohio
 Representing: Located in Harrison B township

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Better location in my opinion instead of on top of a hill. Better soil - Clay & not rock to cut through.

Our property would have been acquired with the first alternative now it won't be. If the road can't be moved back to its original location in our area then I would rather it go on the hill. If it comes through here I want it to go over our property. We do not want valueless property and are willing participants.

How will you or your family be impacted by the project (positives and negatives)?

The first alternative presented last time came right on our property. Now it has been moved and we are going to be stuck here with a highway running right beside us. Our place will be invaluable & unsellable!

Other comments:

I would like to see it moved back to its original location so our property will be acquired. We are willing to sell to keep from getting stuck beside the bypass. Others are going to put up a fight about selling out. We are willing.

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E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Friday, December 19, 2003 10:07 AM
To: CO-Annette N. Marquez
Subject: FW: SR 823 Bypass Comments

-----Original Message-----

From: Regina Kuhn [mailto:kuhnfarm@falcon1.net]
Sent: Fri 12/19/2003 7:09 AM
To: CO-Susan Swartz
Cc:
Subject: SR 823 Bypass Comments

Please see the attached comments.

Regina Kuhn
5010 SR 335
Portsmouth, OH 45662
(740)820-4690

December 17, 2003

Portsmouth Bypass Project Team
TransSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

Dear Bypass Project Team:

I am writing in regards to the placement of the proposed Portsmouth Bypass in southern Ohio. I welcome the opportunity to voice my opinions and concerns.

As an educated professional, I can certainly appreciate the desire for surrounding communities to pursue economic development through this proposed roadway. The need for jobs that provide individuals with a living wage is crucial to any area.

Indeed this bypass may open up a variety of areas that may very well benefit from its development. However, due to its construction as a limited access highway, most of this development is sure to happen north and south of the proposed route. Conversely, current business and landowners in the path of S.R. 823 will only be able to look at it, hear it, smell it, endure it and possibly see it destroy their family property, business and livelihood. Most will not be able to gain access to it, and/or reap any of the positive benefits created by the increased traffic through their community.

In Scioto County, the small business owners have been the backbone and driving force behind the economy. They have been the ones to make a difference and provide the majority of people living here good jobs. They are also the people who support our local schools, youth organizations, local government officials and provide charitable donations to the needy. In short, they are in it for the long haul. They have stayed when the big businesses left for cheaper labor and more tax breaks elsewhere.

Consequently, I am very concerned that the local small business owners, farmers and landowners (who have struggled to make something of this community) are not being fairly considered in the placement of this proposed bypass. Are their contributions, lives and jobs worth sacrificing for the minimum wage jobs that may be created by the corporate fast food and convenience stores that may spring up? This "Wal-Mart mentality" frequently sounds good on the surface. On the contrary, it often hurts small, local businesses and only offers part-time, short term and low paid employment to the local workforce.

The farming and small business communities support not only a large number of families but also provide good jobs to many individuals who reside here. By land locking their property, and removing their access to the mainstream traffic, you are in a sense saying to these people that their "economic development," their income, and their chosen way of life is not important or viable. Many of these farms and businesses cannot, and will not,

be replaced elsewhere if the bypass ruins their access or ability to utilize the land they currently inhabit. They will simply be lost to our community.

In truth, these businesses provide a good living wage to many people and in the case of farmers; their products impact not only this county, but this state, our nation and the world.

Many of the people in the Sunshine community (just south of Minford on S.R. 335) were born here. Their families, like my own parents, came to this region and carved a living out of the land through many sacrifices, blood, sweat and tears.

Others, like my husband and I, have returned to this community and bought our own property. In turn, we too have made our own investments and improvements to the land and our businesses. It is a way of life we have chosen for ourselves and our families and something we have invested our future in.

Through farming and other small businesses the members of this community have created a wholesome and prosperous neighborhood that supports not only themselves but other families outside the area. These citizens have worked for generations to build their businesses and farms. However, their businesses and land are not simply property or land that is easily sacrificed as many would have you to believe. This land represents their livelihood, their heritage, their retirement, their inheritance, their home, and quite simply, their way of life. Such places that could be negatively affected include The Lady Bug Greenhouse, Fuhrmann's Orchard, Gampp's and many current farming operations.

This is not to say that in some ways our community could not benefit from the bypass. However, I feel that ODOT and TransSystem must do a better job of addressing the concerns of the people affected by this bypass and not just present a "bunch of numbers and talking heads" that fail to provide any answer other than "I don't know you need to see so and so."

If any aspect of this project is ever to succeed without countless, needless and ugly battles with landowners, everyone must commit themselves to obtaining accurate knowledge of land ownership, needed accesses, current land usage and other potential impacts before making sweeping assumptions based on a bunch of numbers. It is easy to make those decisions sitting behind a desk and walk away from it when it is finished. But what about those of us who have to live with it, and the mistakes?

The lack of any real reporting of information to the media and the "divide and conquer" methods used to confuse and "inform" local residents have led to a lot of misleading assumptions about this project. Most people (even those living in the middle of it's proposed route) have no idea that this highway is limited access, let alone where it is going, or how it may positively or negatively impact our area.

Furthermore, no public official in their right mind (or upstanding citizen for that matter according to the media) could ever be against "economic development" and therefore question any aspect of the Portsmouth Bypass. Consequently, little is truly known by the

public, or even our representatives. Therefore, few hard questions have been asked by anyone, let alone anyone receiving any answers.

Ironically, most people believe that industry is a "sure thing" for our community if the bypass becomes a reality. Many say that "anything is worth whatever sacrifice we all must make to have jobs" in our area. In truth, there are no definite promises or jobs. But there are definite impacts to many of those whose property will be affected by this proposed bypass.

Sure, it is easy to say "not in my backyard" and that "someone" has to sacrifice for the "good of the whole." However, our particular community is not without sacrifices already. For instance, my father, Harold Williams, has already given up a lot of land to government, transportation and utility right of ways. He currently has two major power lines, the railroad, S.R. 335, plus the new uncompleted S.R. 335 straightening project crossing his farm. If selected, the "Hill 1" would land lock a vast majority of his remaining acreage and inhibit it's current and future use for agricultural purposes. This would greatly affect my parents income, as well as, diminish the viability of a planned vineyard that could create real "economic development" in our area. For these reasons, I am definitely not in favor of the "Hill 1" option.

It is a shame that our community has been pitted against one another in this project. Due to the close proximity of the proposed options in our area south of Minford, many of the same people are affected by one or both of the options. In some instances, individuals feel they have been forced to choose the routes that will affect them the least, but will certainly negatively impact their neighbors and even other family members greatly. The community that once supported each other must now choose sides in order to survive. Surely, there must be some way that we can lessen these negative impacts by discussing alternative routes and provisions that provide for the opportunity for economic development but does not ruin our way of life and negatively affect our current businesses, farms, and communities.

Thank you for the opportunity to express my concerns. I welcome your comments, questions and the opportunity to learn more about the proposed S.R. 823 Portsmouth Bypass.

Sincerely,

Regina Kuhn
5010 S.R. 335
Portsmouth, Ohio 45662
(740) 820-4690
kuhnfarm@falcon1.net

cc:
Governor Bob Taft

Senator Doug White
Representative Todd Book
Scioto County Commissioner Vernal Riffe III
Scioto County Commissioner Opal Spears
Scioto County Commissioner Tom Reiser
District 9 Deputy Director John Hagen
Scioto County ODOT Troy Huff



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Pam Kurtz

Address:

250 Egbert St Sciotoville OH 45662

Representing:

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I live by Rt 52 and the railroad track on the Wheelersburg end of project. I saw on your map that the Bypass seems to swing out wide and goes through my house. On the other side of Rt 52 the bypass (Old Gallia Pike) seems to run very close to 52. I just wondered why the road has to be that wide on my side.

How will you or your family be impacted by the project (positives and negatives)?

My family owns 3 houses in this area. My parents live beside me and my daughter was going to move in one of the houses after she got out of college. My parents are getting older and I had promised to be

Other comments: there to take care of them. Living close

has been very important to us. Now I don't know what we will do because how we find 3 houses together. Please think about taking people's homes

Thank you.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Cherif Saxton

Address:

2869c Lucasville-Mirford Rd Lucasville Ohio

Representing:

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Hill 1 or <u>Valley 1</u>	Hill/Valley 2	Hill 3 or <u>Valley 3</u>	Hill 4 or <u>Valley 4</u>
---------------------------	---------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

This choice will divert the proposed by-pass from my property. Besides it would be cheaper also.

You just don't know how much our property and home means to us. My husband built our property and home what it is today. We have approx 50 acres and we enjoy nature, no close neighbors, peace and quiet.

How will you or your family be impacted by the project (positives and negatives)?

Myself, my husband, children and grandchildren could no longer swim, fish, or hunt - or even ride four wheelers. No more nature or peace and quiet.

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: VIRGIL LAXTON
 Address: 2869 C ^{AS} Lucasville-Minford Rd, Lucasville Ohio 45648
 Representing: THE LAXTON FAMILY

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or <u>Valley 1</u>	Hill/Valley 2	Hill 3 or <u>Valley 3</u>	Hill 4 or <u>Valley 4</u>
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

THIS LAND IS MY HOME I HAD A VISION OF WHAT I WANTED IT TO BE AND TO LOOK LIKE. A QUIET PLACE TO BE LEFT ALONE AWAY FROM THE FAST LAWE OF LIFE. A PLACE WITH GOOD HUNTING, A PLACE WITH SMALL LAKE AND GOOD FISHING I QUIET PLACE TO TAKE A WALK OR RIDE A FOURWHEELER I KNOW WITH A LOT OF HARD WORK DREAM CAN COME TRUE. A ROAD OR BYPASS WOULD DESTROY IT FOR WHAT IT IS TODAY. WE BUILT EVERY ASPECT OF IT I LIVE IN THE HOUSE, THE LAWE IS MY HOME!

How will you or your family be impacted by the project (positives and negatives)?

Hill 3 give us two options sell it all and start over OR TO STAY AND FIGHT AND WE BOTH LOSE AND THE LAWYER WIN!

Other comments:

PUTTING THE BYPASS COST MORE MONEY IN THE HILL WHEN WE ARE IN A DEFICIT NOW! SPENDING MORE MONEY DESTROY NATURE HERE AND IN A YEAR TO COME SPEND MORE MONEY TO PRESERVE IT SOMEWHERE ELSE. WE ALL PAY FOR THESE THINGS NOT JUST THE ONE THAT WANT IT IN THE HILLS

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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Portsmouth Bypass

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Public Meeting

November 19, 2003

Comment Sheet

Name: VIRGIL LAXTON
 Address: 2869 C Lucasville-Minford Rd, Lucasville Ohio 45648
 Representing: THE LAXTON FAMILY

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or <u>Valley 1</u>	Hill/Valley 2	Hill 3 or <u>Valley 3</u>	Hill 4 or <u>Valley 4</u>
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

THIS LAND IS MY HOME. I HAD A VISION
OF WHAT I WANTED IT TO BE AND TO
LOOK LIKE. A QUIET PLACE TO BE LEFT
ALONE AWAY FROM THE FAST LANE OF LIFE.
A PLACE WITH GOOD HUNTING. A PLACE WITH SMALL
LAKE AND GOOD FISHING. A QUIET PLACE TO TAKE A WALK
OR RIDE A FOURWHEELER. I KNOW NOW WITH A LOT OF HARD
WORK DREAM CAN COME TRUE. A ROAD OR BYPASS WOULD DESTROY
IT FOR WHAT IT IS TODAY. WE BUILT EVERY ASPECT OF IT
I LIVE IN THE HOUSE. THE LAKE IS MY HOME!

How will you or your family be impacted by the project (positives and negatives)?

Hill 3 give us two options sell it all and start over
OR TO STAY AND FIGHT AND WE BOTH LOSE AND
THE LAWYER WIN!

Other comments:

PUTTING THE BYPASS COST MORE MONEY IN THE HILL WHEN WE ARE
IN A DEFICIT NOW! SPENDING MORE MONEY DESTROY NATURE HERE
AND IN A YEAR TO COME SPEND MORE MONEY TO PRESERVE IT SOMEWHERE
ELSE. WE ALL PAY FOR THESE THINGS NOT JUST THE ONE
THAT WANT IT IN THE HILLS

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TransSystems SR 823 Study Team
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Marcus Leadingham

Address: 247 Indian Dr. Lucasville, OH 45648

Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or <u>Valley 1</u>	<u>Hill/Valley 2</u>	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
---------------------------	----------------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I have chosen these alternatives that seems to disrupt fewer peoples homes. I am not as familiar with minford and wheelersborg, but I live in the vicinity of valley schools, and I believe the library and schools there should be given primary importance and protection. Hill 3 & Hill 4 definitely are better for education facilities and homes of the area. We along the west end of 728 are proud of our schools and our community and want it free from the bypass

How will you or your family be impacted by the project (positives and negatives)? at all costs.

I will not be in the valley 4 roadway, but I live close to the intermediate school on Indian Dr. and will be facing the highway. I personally will not welcome the highway in the front of my

Other comments: no se.

The options should put the lives, comfort & happiness of the citizens as first priority. Schools and library should be given prime consideration. Cost cannot be the determining factor. The hill route is much, much, to

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003: be preferred

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823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Patsy Leadingham

Address:

247 Indian Dr - Lucasville OH 45648

Representing:

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Hill 1 or <u>Valley 1</u>	<u>Hill/Valley 2</u>	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
---------------------------	----------------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I have chosen these alternatives that seems to disrupt fewer people's homes. I am not as familiar with minford and Wheelersburg, but I live in the vicinity of Valley Schools, and I believe the library and schools there should be given primary importance and protection. Hill 3 and Hill 4 definitely are better for the educational facilities and homes of the area. We along the western end of 728 are proud of our schools and our community and want it free of the bypass at all costs.

How will you or your family be impacted by the project (positives and negatives)?

We will not be in the Valley roadway, but we live close to the intermediate school on Indian Drive and will be facing the highway. I personally will not welcome the highway in the front of my house.

Other comments:

The options should put the lives, comfort and happiness of the citizens as first priority. Schools and library should be given prime consideration. Cost cannot be the determining factor. The hill route is much, much, to be preferred.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Deborah L Lewis

Address:

1969 Thomas Hollow Rd.

Representing:

Land owner

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or <u>Valley 1</u>	Hill <u>Valley 2</u>	Hill 3 or <u>Valley 3</u>	Hill 4 or <u>Valley 4</u>
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I would strongly support Valley 1, Valley 2, Valley 3 + Valley 4. It only makes sense financially, and keeping with the current traffic flow.

How will you or your family be impacted by the project (positives and negatives)?

The hill option would be a strong negative to my family causing us to probably relocate out of the state. The Valley option would be a positive making the route to Ky & WVa a quicker trip.

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Jeffrey A. Lewis

Address:

1969 Thomas Hollow Rd.

Representing:

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

The above choice for the bypass makes sense financially and would make an positive impact on my life.

How will you or your family be impacted by the project (positives and negatives)?

Using Hill 4 option would be a strong negative on my family and will most likely force us to relocate out of state.

Other comments:

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Web: www.PortsmouthBypass.com

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Monday, December 01, 2003 8:36 AM
To: CO-Annette N. Marquez
Subject: FW: 823 Portsmouth Bypass

-----Original Message-----

From: Maryofou2@aol.com [mailto:Maryofou2@aol.com]
Sent: Sunday, November 30, 2003 7:06 PM
To: CO-Susan Swartz
Subject: 823 Portsmouth Bypass

This email is to delineate my choice for the proposed bypass. My choice is Hill 3 for the following reasons: It does not waste as much land because less acreage is land locked; it will affect less wildlife since fewer ponds and streams are located in that area; it is in an area where fewer families will be affected by the construction process and by the traffic that will ensue by a 4 lane highway. The only disadvantages I can see to selection of the Hill 3 version is the loss of the landscape of the Hills and the labor by ODOT in working through the hills. The repercussions, however, of selecting the Valley 3 version outweighs these disadvantages. The disadvantages for my family include the following problems: I am over 60 years old and soon to retire-- I purchased property in the Valley 3 proposed sight many years ago with the plan that my grandchildren would each receive a lot to build a home--with this thought in mind I was willing to take with that land purchase an older home that would have very little value without the attached land in order to provide a future home for my grandchildren--if the Valley 3 proposal is selected--although I will still have my home--my home will be worth little because its worth is attached highly to the acreage with the home--will ODOT be willing to compensate me for the devaluation of my home and the dreams of my family. In addition, for all families in the Valley 3 proposal, it would mean additional driving times for those who work north of Lucasville, etc Chillicothe and Columbus--this would be especially bad in the winter; Furthermore, if my property is purchased for the Valley 3 proposal--it will greatly affect the wildlife in the area. For the past 3 years, otters have come up the stream and had baby otters in the pond--the pond has also been the site for many deer, cranes, ducks, geese, wild canaries, etc. Even tho the rightaway only is close to the pond, the construction and fencing will surely drive away the wildlife--the reason many of use choose the hardships of living in a rural area is to allow our families to appreciate and live with nature. Truly I can see no advantages to the selection of the Valley 3 version for the bypass and wonder why the state of Ohio would even consider it over Hill 3 version.

It is difficult for me to analyze why the state would even consider the Valley 3 route when the Hill 3 route is not more expensive; is less invasive to families and animal families in our area and will waste less inhabited land. The Valley 3 version will definitely corrupt our community and make life harder for those in the area who had consciously selected this area as the ideal place to live and raise our children. As taxpayers, we expect and deserve to be treated fairly and if The Valley 3 version is selected--this would not be the case Thank you. Dr Mary E Lynd--advocate for human and animal families.



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Amy Mains

Address:

155 Evelyn Ave. Lucasville, Ohio 45648

Representing:

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I do not want either one or any combination of this proposed bypass. Our community does not need this for several reasons. IT will take homes, or library or church. How sad. It will cause traffic noise, who knows what kinds of hazardous material will be transported. The new road would run along our existing road and cause problems. The other alternative runs up over the hill, & that would be paid also. It would be within 5 miles of my house. How could we ever

How will you or your family be impacted by the project (positives and negatives)?

~~Resale~~ sell. Who wants to live that close? No positive impact. I can only think negative. This is a small community and that is why people move here, STAY here and come back to. IF we wanted city

Other comments: traffic - We would move to the city. We need jobs in the community to keep young people here, not build a bypass to pass us by completely. I am upset that you make it sound like we have to 'vote' one route over the other, when reality we can vote no all together - you

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scswartz@transystems.com
 (614) 336-8540
 www.PortsmouthBypass.com

neglect to tell people that.

Eugene F. Marsh
96 Lang Lane
Lucasville, OH 45648

To: The Honorable Todd Book
John Hagan, Deputy Director
The Honorable Rob Portman
ODOT - Gordon Proctor, Director
Scioto County Commissioners
The Honorable Ted Strickland
Susan Swartz
The Honorable Doug White

From: Eugene F. Marsh

Date: December 1, 2003

I attended the November 25, 2002 bypass meeting. I then sent letters listing my concerns to Susan Swartz, ODOT, and the Transportation Review Advisory Board. I had replies from ODOT, Gordon Proctor, and John Hagen that did not address my concerns, but dealt only in generalities regarding the bypass. There was no reply from the project manager.

The November 19, 2003 meeting was conducted in an entirely different fashion. It was structured to disallow any group discussion as occurred in 2002, where it was evident that most opposed the bypass altogether!

In addition to my previous concerns, which I still have, I now have even more concerns! Enclosed is a copy of my 2002 letter, plus a listing of my new concerns. My main concern remains: Why do we need such a bypass?

Thank you for your consideration of my concerns.

Respectfully,


Eugene F. Marsh

Enclosures: The 2002 Letter
Portsmouth Bypass Document listing of concerns

I attended the Nov.25th public meeting concerning the Portsmouth Bypass at the Lucasville H.S. The tenor of the meeting no doubt that most everyone there is opposed to the proposed route and for the most part opposed to the idea of a bypass being necessary or wanted at all.

The current proposal would not affect my property directly but would affect me as well all other local residents by curtailing access from one side to the other of the limited access road.

The proposal is entirely unsatisfactory and illogical to split the Lucasville community with a limited access road!

My specific questions are:

Since the project was included in the 1964 proposal to reduce poverty in the Appalachian Region, is the justification valid today as it was then?

If it seeks to end isolation ,why is it a limited access road?

Is the limited access more to expedite the traffic flow?

Why use a limited access road to connect US23 and US52 neither of which is a limited access?

How can a limited access road reduce poverty?

It would appear these meetings should have been held prior to the projections so that input rather than objections could have been expressed.

Sincerely, Eugene F. Marsh

96 Lang Lane

Lucasville, Ohio

45648

Portsmouth Bypass

The Ohio Department of Transportation and TranSystem have made public the latest proposed alignments for the highway. They have asked for comments and feedback on the proposals. We believe the Valley 4 alignment would have a negative impact on our Marca community. It passes through the current parking lot of S.O.C.F. The entrance to the prison would be changed to Lang Lane. A new road would be built through the field of Tim and Karen Green. The alternative proposal is known as Hill 4 and would not pass near our community.

Negatives under Valley 4:

- The entrance to the prison would be on Lang Lane. Many employees would use Lang Lane to travel to Rt 23 and Portsmouth causing more noise and traffic in our community.
- Visitors to the prison would be closer to the Marca subdivision.
- Hazardous material would pass near our community.
- How could the prison handle a hazardous material spill since the highway is within 150' of the north fence? What would be the evacuation plan?
- During the 1993 riot it became necessary to close the highways around the prison for security. Would ODOT be willing to do this with the bypass? If so, a major thoroughfare would be closed.
- Traffic and hazardous material would pass near Valley Middle School.
- Valley 4 would take 5 homes (Dr. Wilson, Spriggs, Wells...), Hill 4 would take no homes.
- Valley 4 takes ²⁰⁰ % more farm land than Hill 4.
- Valley 4 takes the best potential development ground in our community, limiting the future tax base.
- Present roads would be used for access for all construction equipment. Safety is an issue for our neighborhood bringing equipment, large trucks, dirt, and noise to our community.
- The Lucasville Library would be taken under Valley 4.
- The highway would physically divide the Valley School community.

We believe all of the above would lead to lower property values and a poorer quality of life for our community.



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Kathie & Rob Martin

Address: 87 Skyline - Lucasville

Representing: _____

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<u>Hill 1 or Valley 1</u>	<u>Hill/Valley 2</u>	<u>Hill 3 or Valley 3</u>	<u>Hill 4 or Valley 4</u>
---------------------------	----------------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Our family supports the Hill 3 and Hill 4 options. They limit the negative impact to the Lucasville community. It keeps the highway away from the schools and the subdivisions that are so valuable to our area. We do not want the noise and pollution so close to our schools and homes.

How will you or your family be impacted by the project (positives and negatives)?

Our family will be negatively impacted by Valley 3 and 4. These options will completely disrupt our schools, the valuable housing, and our general community transportation routes.

Other comments:

We do not want the Valley 3+4 option, and will support all opposition to this route. Our community feels this is basically to serve as a short cut for Columbus and does not provide any economic stimulus to our county

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TransSystems SR 823 Study Team
47 Perimeter Drive, Suite 240
Dublin, OH 43017

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Web: www.PortsmouthBypass.com

November 24, 2003

Susan Swartz
TransSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin OH 43017

Ms. Swartz:

As a property owner and community member in the Lucasville area, I am stating my opposition to the proposed location of the Portsmouth Bypass. **The proposed section, Valley 3 and 4, of the bypass along SR 728 and Lucasville-Minford Road is totally unacceptable.** It will destroy our existing transportation infrastructure, eliminate and devalue our prime residential real estate, and completely disrupt our educational system.

Residential properties along the route will lose their value. The proposed Valley 3 & 4 routes go extremely close to our most promising area for residential development. The effects of these routes upon our community will be devastating. Relocation for residents is a problem as much of the land is used for agriculture and is not available for residential development. The limited opportunities for available or new housing will mean people will leave the area.

The bypass will cut off easy access from our schools and surrounding residences to Lucasville. All school traffic and residents will have to use a complex of access roads and existing local roads to get to Lucasville and Route 23. The access road system forces all local and school traffic to use dangerous intersections that school buses are currently prohibited from using. The heavy volume of school traffic will be forced into local roads that were not designed to carry such a volume. This is a safety hazard!

The access routes increase the response time of fire and other emergency vehicles. This puts our community at risk when minutes may be the difference between life and death. The bypass will also cause us to lose our public library and only doctor's office and clinic in our community. In addition, it is estimated that this proposed route will cost our local utilities over \$5 million dollars to relocate the utility infrastructure. Another cost the people of our area will carry. The state claims it will save \$20 million dollars by taking this route. The people of Lucasville will lose more than \$20 million dollars if it happens.

It is my understanding that the goal of the bypass is to bring economic stimulus to this region of Ohio. However, the proposed route simply bypasses the majority of our county. This is merely a short-cut for those in Columbus to travel south. If you want to see our county prosper, provide interstate roadway from Columbus to our area. Bypass South Bloomfield and Waverly then you will see economic prosperity reach this region.

I do not see any benefits the bypass will provide for the Lucasville area. I see only the demise of a community that our local people have worked so hard to make into a place to live and raise their families. If the bypass must be built, **my family supports the Hill 3 and Hill 4 option.** We do not want Highway 823 through Lucasville!

Respectfully,



Rob and Kathie Martin
87 Skyline Drive - PO Box 228
Lucasville OH 45648

Cc: Gordon Proctor, John Hagen, Governor Taft, Ted Strickland, Todd Book, Rob Portman, Opal Spears, Skip Riffe, Tom Reiser, Mike DeWine, George Voinovich, Doug White, Michael Shoemaker



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: PAUL E. MARTIN
 Address: 1205 LUCASVILLE NEW FORD ROAD LUCASVILLE OHIO 45648
 Representing: HOMEOWNER

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I believe that the hill route would be the preferred one. It would have less disruption on existing roads and traffic patterns. The valley route would destroy the best features of the Lucasville community. It would cause major problems with the library, doctor's office, schools, S.O.C.F. and the better houses in the area. The Valley route would have disastrous effects on my neighbors housing and property. This is no place for them to relocate to in this area.

How will you or your family be impacted by the project (positives and negatives)?

The Nov 2002 plan for the Valley Route would not have touched my property. The current Valley Route would cross my property. It would create problems for me to get to the places I normally travel to.

Other comments:

I would prefer to have no roadway as to being forced into the Valley plan. I am skeptical as to benefits of this roadway. The people who live here have worked hard for what they have and should not be disturbed for the wishes of someone sitting in an office in Columbus.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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December 15, 2003

To whom it may concern,

I attended the recent meeting at Valley Middle School concerning the new revisions of the proposed Portsmouth Bypass Highway. I was happy to see that the options now include the Hill 1 option. This alternative seems to be the most logical choice because it saves so many of our communities' valuable agricultural resources. Often, it seems, farming is not considered an important economic factor. Highways have been built right over top of farmlands that have been productive in families for generations. We have farms like that here in Scioto County that have endured well over a century, and by using the Hill 1 option, many of them will be spared. One of those farms, owned by John and Steve Coriell, has already been impacted by the new addition currently under construction on State Route 335. By using any other alternative than Hill 1, this family will once again suffer a huge impact on their farming abilities. I feel this is not acceptable when it is so easily avoidable.

By using the Hill 1 option, fewer businesses, as well as homes, are affected. However, I do have some concerns with the current routing of this option. I understand there are many considerations when going over the ridge. It has been explained to us that the cost is larger to go through, or on, the hill. It seems that the higher cost would be outweighed by the fact that the local citizens would be much more compliant if the highway was built on the ridge, as opposed to just at the edge of the ridge.

We have also been told that there are environmental concerns throughout the ridge area, specifically the location of certain types of bats. I think it is outrageous that any animal is considered more of an asset than the people who have lived and worked on this land for generations.

I am encouraged you are considering this new Hill 1 option, but I still believe this alternative could be improved significantly. By moving it completely onto the ridge, even fewer people are negatively impacted. Many of us sent in letters last year asking you to please reconsider the ridge option. Many of the land owners from the earlier options are also land owners along the ridge. They were willing to sacrifice the ridge land for the sake of saving their farms. Many others in the community supported their efforts. We are a very family-oriented, close-knit community and would want to help our neighbors and friends, especially when there is an alternative we all agree on. However, some of those very people are now themselves being adversely affected by this new option just because it is not farther back on the ridge where, by the way, there are no homes.

I am somewhat encouraged by the new options but am rather disappointed that they are not the best possible solution for the majority involved. I am happiest with the Hill 1 option, I just find it difficult to completely support an option that still has such a negative impact on my family and friends on either side of State Route 335. If the highway must

come through, then move it back a little farther onto the hill and you will receive a lot less resistance.

Thank you for taking our comments. I hope you will consider them when making your final decision. To those of us who live here, the choice is obvious.

Thank you,



Lisa Gampp McCray
1195 Dixon Mill Road
Portsmouth, OH 45662

December 12, 2003

Susan Swartz
Project Manager
SR 823 Portsmouth Bypass Team
Transystem Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Re: Project SCI-823-00.00

Dear Ms. Swartz:

My wife, Susan, and I are homeowners at 224 Breckenridge Drive in Lucasville, Ohio. Breckenridge Development is between the middle school and high school. We would like to express our concern about the proposed routes that were recently presented at the meeting at Valley Middle School. We are in support and urge you to consider the Hill Route as the best approach and for the betterment of the Lucasville Community.

The Hill Route, north of Lucasville, would have less negative impact on the Lucasville Community. The Hill Route would involve fewer homes and would impact fewer people. It would also involve a better interchange than the one currently proposed as the Valley Route. The proposed Hill Route, we realize would cost more, however, we believe that the impact on the Community and its citizens is well worth the additional cost if this highway is going to be built.

We understand that the main purpose of this bypass is for alleged development in the Minford area which we believe is pure speculation and not supported by sufficient objective facts. Further a bypass, by definition, is to go around or by pass an area as opposed to positively influencing a community by way of economic growth.

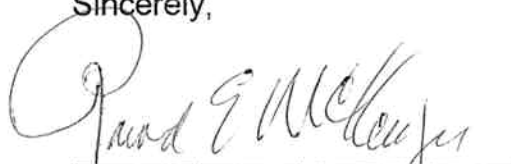
We are also concerned that the Valley Route not only would split our Community and destroy our Library, but the traffic noise would be disruptive both to students and citizens who live in the area. Further the aesthetics of the area

Susan Swartz
December 12, 2003
Page 2

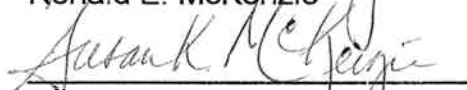
would be impacted and harmed. Further we believe the Valley Route would destroy home development, particularly in the Breckenridge Subdivision due to the location of this bypass which would therefore create less real estate taxes and impacting the schools.

Please accept this letter as our support for the Hill Route as a preferred route in the event that this project is adopted. Do not let the issue of money (a small amount considering the total project) be the driving force in making your decision and ignoring what is best for the Community and its citizens.

Sincerely,



Ronald E. McKenzie



Susan K. McKenzie

224 Breckenridge Drive
Lucasville, Ohio 45648



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Paul & Betty Means

Address:

118 Tree Ridge Road - Wheelersburg, OH 45694

Representing:

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<input checked="" type="radio"/> Hill 1 or Valley 1	<input type="radio"/> Hill/Valley 2	<input type="radio"/> Hill 3 or Valley 3	<input type="radio"/> Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

We prefer Hill 1 because it would not affect us as much as the other Route. Valley 1 comes with 600 feet. We are concerned about the noise.

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

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5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: James Mubles

Address: 79 Wang Street

Representing: (Highland Bend) Rt 335

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

We as a home owner. And a ~~home~~ business ~~owner~~ would be happy with the Bypass as long as there is a interchange in Scottdale. Where our yard can be reach.

How will you or your family be impacted by the project (positives and negatives)?

The only impact I see is if you cut off the main Rt's or bypass then that enter's our business in Highland Bend?

Other comments:

I believe it would be good for Highland Bend & area due to the clean up effort and bring in newer commerce.

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Portsmouth Bypass

John and Mary Ellen Miller 497 Glendale Road Lucasville

Selection: Hill 3

I have lived and farmed on my property on Glendale Road for over 50 years and I believe the Hill 3 and Hill 4 sections should be chosen for the following reasons:

1. The Valley alignments are too close to many homes and will affect more families homes, property, and transportation to Lucasville.
2. More property is being lost due to landlocked areas in the Valley route verses the Hill route.
3. The present traffic is enough for our present roads, we don't need added construction traffic, mess and pollution. This is a potential danger for a small Glendale area.
4. I would rather leave my property and family tradition farmland for over 100 years, a tradition for my grandchildren.

I have already dealt with AEP taking part of my farm and I don't want to deal with ODOT at my age of 75. This is just stress I don't need.

John J. Miller



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: PAUL MILLER
 Address: 11208 Houston Hollow Rd Lucasville OH 45648
 Representing: VALLEY SCHOOLS

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

(Hill 1) or Valley 1	(Hill) Valley 2	(Hill 3) or Valley 3	(Hill 4) or Valley 4
----------------------	-----------------	----------------------	----------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Why disrupt peoples lives? Some have worked their whole life to attain the property they now have. Running the road through the hills will have the least effect on the populace.

How will you or your family be impacted by the project (positives and negatives)?

Erosion of tax base for school district

Other comments:

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Portsmouth Bypass

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Public Meeting

November 19, 2003

Comment Sheet

Name:

David Mitchell

Address:

4358 Sims Rd Portsmouth, Oh 45662

Representing:

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill 4 would not take any homes. Hill 4 will take less farm land. 50% more residences would be within 400ft of the highway under Valley 4. Hill 4 would not pass by the schools or prison. The prison entrance would be changed to Long Lane under Valley 4, causing more traffic on a county road. The prison entrance is currently on a state highway. Hill 4 takes no businesses. Hill 4 takes land that will not likely be developed. Valley 4 takes some of the best development ground in Valley Township. Hill 4 is best for the community.

How will you or your family be impacted by the project (positives and negatives)?

Valley 4 will have a negative impact on my family. My sister's property will be taken under Valley 4. My son spends a lot of time at their farm. There will be more noise in a residential community.

Other comments:

The prison entrance should not be placed on a county road.

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Portsmouth Bypass

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Public Meeting

November 19, 2003

Comment Sheet

Name: Dorothy Mitchell
 Address: 1245 Coles Blvd, Portsmouth, Oh 45662
 Representing: _____

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Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	<u>Hill 4</u> or Valley 4
--------------------	---------------	--------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill 4 would be better for the community.
Valley 4 is too close to the prison and schools.
Hill 4 does not require any homes, businesses or the library to be taken. Hill 4 uses less farm and development land.
The community wants Hill 4.

How will you or your family be impacted by the project (positives and negatives)?

Valley 4 would have a negative impact on my family. My son works at S.O.C.F. and does not want the highway that close to the North Fence. My daughter's property would be taken after they have worked 20 years to clear land and build their home.

Other comments:

Valley 4 has a poor interchange from 823 west to 23 south.

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Portsmouth Bypass

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Public Meeting

November 19, 2003

Comment Sheet

Name: Nova Mitchell
 Address: 2107 27th St - Portsmouth, OH 45662
 Representing: _____

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Hill 4 would be the better route. Valley 4 goes too close to the prison. Traffic would be disrupted on Lucasville-Minford Rd during construction. Hill 4 would have little impact on traffic during construction.

How will you or your family be impacted by the project (positives and negatives)?

My grandchildren live in the Marca area. Under Valley 4 during construction, emergency vehicles would take longer ~~longer~~ to reach their home. Jefferson Township fire Department is in Clarktown.

Other comments:

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Public Meeting

November 19, 2003

Comment Sheet

Name: ROBERT L. MORTON, RETIRED PRESIDENT, AAA SOUTH CENTRAL OHIO
 Address: 2439 MICKLETWAITE RD, PORTSMOUTH, OH 45662
 Representing: AAA SOUTH CENTRAL OHIO BOARD OF TRUSTEES

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

The need for the bypass has been affirmed and agreed on by all interested parties. Cost remains the question.

Segment hill number one should be chosen and the \$20 million additional cost of this choice can be offset by choosing the Valley segments for both three and four as the costs are reduced by \$5 million and \$18 million for a total of \$23 million. These choices balance each other and create less problems for the majority of the general population of the area. These are my recommendations.

How will you or your family be impacted by the project (positives and negatives)?

My family and I will be impacted positively by the increase in economic development and prosperity of the area. There will be no negative impact.

Other comments:

This bypass highway is one which will last and be beneficial for an unforeseeable number of years. The additional cost of one hill section is an insignificant amount of money when one considers the future years involved for its usage.

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Portsmouth Bypass

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Public Meeting

November 19, 2003

Comment Sheet

Name: JIM MOSSBARGER

Address: 98 BEL-AIR DR. LUCASVILLE, OH 45648

Representing: _____

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Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

INTERCHANGE AT HILLS (ADDITIONAL)

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

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Portsmouth Bypass

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November 19, 2003

Comment Sheet

Name:

Clyde Mowery

Address:

217 INDIAN RD.

Representing:

LUCASVILLE OHIO 45648

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Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	<u>Hill 4 or Valley 4</u>
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I realize a cost savings is probable for the Valley 4 but, the Hill RT. is preferred as it will cause less separation of the school pattern and, will also be less impact on housing currently installed.

How will you or your family be impacted by the project (positives and negatives)?

The Valley 4 location will serve to cut the school district in two. Also, will isolate the largest housing area with the link fence reducing property value.

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Randel Murphy

Address: 194 Brookside Drive, Lucasville Ohio 45648

Representing: Randel Murphy, Beverly Murphy & Kevin Murphy

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	<u>Hill 3 or Valley 3</u>	<u>Hill 4 or Valley 4</u>
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

The "Hill 4" section would leave local traffic around the school & Lucasville area basically undisturbed and safer.

The "Hill 3" section is preferred over the "Valley 3" by Faro. Although the construction in the Schuller Road / Meadowbrook area should be placed further north of Lucasville / Minford Road, this - to eliminate noise - in a perfectly quiet living area. Completely north of the ridge line in this area - out of sight & hearing - would be best. This would also lessen the possibility of someone stopping along the highway and breaking in to homes close by.

How will you or your family be impacted by the project (positives and negatives)?

Regardless of any study or survey - and comments of what industry or jobs MAY (more like MAY NOT) be generated by this project, there are NO positives for me, my family or neighbors. The noise alone would be a problem, as well as increased traffic in the area.

Other comments:

Since the most expensive route for this by-pass is being pushed on us, then obviously money is not a problem. The highway can be put far enough north of Lucasville / Minford Rd in the Meadowbrook area regardless of the cost. Or build it where it costs the least amount of money. Or better yet - Don't build it at all!! Build some industry that may last.

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Public Meeting

November 19, 2003

Comment Sheet

Name: Mustari Franklin W

Address: 13013 Mallin St. Ports 45662

Representing: _____

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<u>Hill 1 or Valley 1</u>	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Please let me know if this is going to effect my property?
(740) 776-3365

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

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823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Wayne L Nichols
Address: P.O. Box 1161 Portsmouth Ohio 45662 (740-355-8560)
Representing: self, trucking interest and some citizens of this county

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<u>Hill 1</u> or Valley 1	<u>Hill</u> Valley 2	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
---------------------------	----------------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I'm in favor of Hill 1 as the farms that were by passed that have some of the same property owners advised me that they would give the state o.k. on ^{the price offered} also I know it would support the road and avoid high water or soft areas from the "little scioto river" etc. Hill 2 keeping it on the same plane, Hill 3 for the same reason and there is just about as much traffic on lucosville/minford road start 139 ~~it~~ it wouldn't hurt to have it connected to a "Big Road" Hill 4 as start 728 is already there and is not going anywhere. It also gets bottled up at the lucosville Railroad underpass that needs to be widened irregardless of the 823 bypass also if there would be another problem at the lucosville Correctional facility it would give us an ^(ALTERNATIVE) alternative around it

How will you or your family be impacted by the project (positives and negatives)? with ^{horizontal} roads it will life better when your start of prtsmouth in wheelersburg, Irnton southpoint and want to drive to columbus and not have any red lights till waverly or if your in chillicothe and want to go to any point on I64 in KY ^(INDUSTRIAL HIGHWAY) now you can go to Greenup ky via the by pass to the new rt 67 Via the by pass

Other comments: with only 1 red light on US23 and be on I 64 in approx . 15 min ^(TO EXCELLENCE) I think Susan Swartz and transystems have done a good job on the maps working with the D.O.T and bringing about item tives to the orginal plan I am also Glad to see Gov VITTS Jobs project chip in 8 million for this project it ought to be 80 million but were Glad its something! ^{Wagner} Been with this from Day One?

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when the By Pass is completed

December 9, 2003

Dear, Sir or Madam:

1093 Dixon Mill Rd
Potomac, Ohio 45662

My name is Ashley,
I have a few questions for you.
Why are you doing this? Do
you want to make people mad.
You know people have been
voting for you not do it.
I ride my motorcycle back there.

So the summer we can
look back there and see how beautiful
it is if you do the by pass there's
no beauty to see. Think if you
could ride your motorcycle
for hour and think how much
fun that would be if you
do it's like to be there.

I hope you will think
about people and there yards
and please don't do the
Bypass.

Sincerely,
Ashley Oesch
Ashley Oesch



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Tina Osborne (Eldridge)
 Address: 1509 Blake hollow Rd Portsmouth, Ohio
 Representing: Blake Hollow Rd

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

OUR property lines are wrong on your map. And if you close our road off and put a tile in you will have to buy all our property because the hill on the other end of road is too bad in the winter to get out and the tunnel access is our main way in. And that is where our kids catch the bus. And bus won't come over the hill.

How will you or your family be impacted by the project (positives and negatives)?

We will be stuck in the winter time with NO way out. We will be ~~storranded~~ stranded with 3 small children and I feel you should take it all. If

Other comments: you are gonna buy some.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: LES OTT

Address: 610 GAY ST., P.O. BOX 1452,

Representing: _____

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Access near Sta 365 to 000 West of
new road to remainder of the 910 acre tract
is blocked. The culvert under the highway needs
to be passible by vehicular traffic.

Although BLAKE Hollow road has frontage on the
tract, there is NO access in a southerly direction
to the fields in the center of the tract. The terrain
is too steep & there is NO connecting road.

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

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Portsmouth Bypass

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Public Meeting

November 19, 2003

Comment Sheet

Name: Betty PAGE
 Address: 5 INDIAN DR, Lucasville, OH 45648
 Representing: _____

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Please choose the Hill 4 Route to SAVE the Lucasville community AND the LIBRARY.

How will you or your family be impacted by the project (positives and negatives)?

PART of my back yard will be TAKEN AND, perhaps, my whole house. I CANNOT TELL from the MAP.

Other comments:

I HAVE HAD shingles since Nov 2002! Your proposed Route to TAKE my home is CAUSING me severe physical disability

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823 Portsmouth Bypass

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Public Meeting

November 19, 2003

Comment Sheet

Name: WELLS E. PERCH

Address: 4155 STATE RTE 335 PORTSMOUTH, OH. 45662

Representing: _____

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Hill 1 or <u>Valley 1</u>	Hill/Valley 2	Hill 3 or <u>Valley 3</u>	Hill 4 or <u>Valley 4</u>
---------------------------	---------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I PREFER V-1 OVER H-1 BECAUSE (1) COST LESS (2) THERE IS AN UNDERGROUND RIVER UNDER MOST OF H-1, IT HAS BEEN FOUND LESS THAN 200 FEET BELOW THE GROUND LEVEL WHILE TRYING TO DRILL GAS WELLS. (BOTH V-1 + H-1 HAVE HISTORIC VALUE BECAUSE MOST OF THE LAND ON BOTH HAVE BEEN OWNED BY THE SAME FAMILIES FOR 5 TO 8 GENERATIONS DATING BACK WELL INTO THE 1800'S BOTH V-1 + H-1 CONTAINS FARM LAND BUT ALMOST ALL OF IT IS OWNED BY CORPORATIONS OR TRUSTS AND NO ONE DEPENDS ON THE FARMS FOR THEIR MAIN INCOME.) (4) H-1 WOULD RESULT IN SEVERAL THOUSAND ACRES IN LAND LOCKED PARCELS

How will you or your family be impacted by the project (positives and negatives)?

SEVERAL OF THE PEOPLE THAT WOULD BE DISPLACED BY H-1 ARE ELDERLY AND WOULD BE SEVERELY IMPACTED

MY UNCLE AS WELL AS MYSELF WERE BORN ON THE PROPERTY WHERE WE NOW LIVE

Other comments:

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Portsmouth Bypass

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Public Meeting

November 19, 2003

Comment Sheet

Name: JOHN & JEAN PENDLAND

Address: 1540 TUCK RIDGE ROAD WHEELERSBURG, OH. 45664

Representing: CITIZENS CONCERNED ABOUT THE BY-PASS LOCATION

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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

OUR COMMENTS ABOUT LOCATION DEALS PRIMARILY WITH "HILL 1" ROUTE. THIS SECTION IS NEAREST TO OUR FARM. WE FAVOR "HILL 1" SECTION WITH EXCEPTIONS. WE STRONGLY FAVOR A MORE SWEEPING TRANSITION FROM ITS START NEAR SCIOTOVILLE TO WHERE IT MEETS HILL/VALLEY 2 SEGMENT. WE FEEL THE PEOPLE LIVING ALONG THE OTHER SECTIONS SHOULD VOICE THEIR CONCERNS. WE BELIEVE THE EXCEPTION FOR "HILL 1" MATCHES A PREVIOUS ALTERNATIVE ORIGINALLY PLANNED AS HILL ROUTE SEGMENT 1-A. THIS WOULD BE MORE DESIRABLE AS IT WOULD INVOLVE LESS FARM LAND BEING LAND-LOCKED TO SEVERAL FARMS LOCATED NEAR STE. RTE. 335. (NOTE THE MOST RECENT ILLUSTRATION OF "HILL 1" BENDS IT EASTWARD AND THEN ARC'S BACK TO THE NORTH MEETING "H/V 2" SEGMENT.) A MORE SWEEPING ARC TO THE WEST IS DESIREABLE.

THIS PLAN GREATLY AFFECTS MR DALE KILWIS' FARM ON STE. RTE. 335. MR KILWIS ALSO LEASES OUR FARM PROPERTY AT THIS LOCATION. ALSO OUR DAUGHTER AND SON LIVE ON GLENDALE ROAD. FOR THEIR SAKE WE WOULD FAVOR "HILL 3" SEGMENT WITH AN INTERCHANGE ON LUCASVILLE-MUNFORD ROAD NEAR CLARKTOWN. GLENDALE ROAD IS ALREADY TOO HEAVILY TRAVELED.

Other comments:
WE ARE STRONGLY OPPOSED TO ANY LOCATION WHICH LAND-LOCKS FARM LAND AND PREVENTS FARMERS FROM ENGAGING IN THEIR CHOSEN OCCUPATION. THE SOLE REASON FOR THIS BY-PASS, AS WE HAVE BEEN TOLD, IS TO IMPROVE SOUTH-EASTERN OHIO'S ECONOMY. CURRENTLY THE FARM INDUSTRY AND ASSOCIATED SUPPORT IS OUR BIGGEST ECONOMY. LETS NOT DESTROY S IN "HOPE" OF OBTAINING INDUSTRY AT SOME FUTURE DATE, WHICH CREATES A VOID AND

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TranSystems SR 823 Study Team
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

LEAVES US WITH AN UNCERTAIN AND SHAKY FUTURE. THANKS John & Jean Pendland



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Guernont Corp, Helen C. Phillips President

Address:

New + Es. P.O. Box 1265 Fox Mountain, O.

Representing:

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	----------------------	--------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Railroad tunnel needs to stay - Only entrance to the 910A, Dan White Hollow - tunnel

395 + 0.00 or 320 + 000
Approxt Only access - other access physically Impaired

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Betty S. Price
 Address: 111 East Marco Drive
 Representing: Lucasville, Ohio 45648-9007

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	<u>Hill 4</u> or Valley 4
--------------------	---------------	--------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I am very much against the valley 4 alternative

Using the Hill 4 alternative would service the public, community, neighborhood and ODOT much better - The only negative would be greater cost; however, that can be re-couped by the higher class of neighborhood and homes in the area if the Hill 4 is used rather than the valley 4 -

How will you or your family be impacted by the project (positives and negatives)?

- Traffic from prison & noise level from traffic
- Difficulty getting across community w/ highway in valley area
- Safety hazards increase - Children crossing highways to get to and from school.

Other comments: Lower property value in an outstanding residential area -
Splitting a tight community and neighborhood

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

GARY E. PRICE

Address:

111 EAST MARCA DRIVE, LUCASVILLE, OH

Representing:

LUCASVILLE Community

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	--------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

- Change of entrance to prison will create hazards due to location of highway near prison and also middle school - It will also disrupt community and neighborhood. - Community will be divided.
- Many farms and valuable real estate will be taken by Valley 4 proposal.
- Public library will be taken
- Students who stay for after school activities will have to cross the highway to get home - A safety hazard

How will you or your family be impacted by the project (positives and negatives)?

- Increased traffic in hang have area
- Dirt, noise and safety problem resulting for valley 4
- Decrease in real estate value -

Other comments:

Hill 4 may cost more initially; however, many prime real estate owners would still be available to pay taxes, etc. Community will be strong - Area on top of hill could be used for development of commercial facilities -

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: BARBARA RAPP-JYFFE
 Address: 697 BLUE RUN Rd Minford Oh 45253
 Representing: Hill 3

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	---------------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I have lived at my family home for 46 years & would hate to leave my home, But if it will definitely bring work (jobs) in our area I am willing to sell and move. I have put all this in God's hands and he will take care of it because he knows what is best for me!!!

How will you or your family be impacted by the project (positives and negatives)?

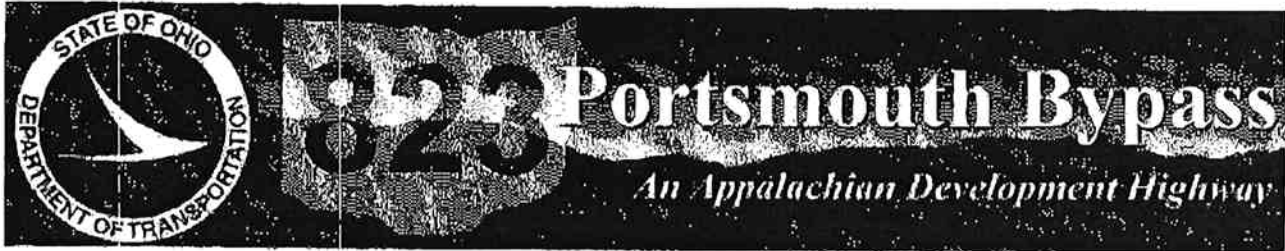
I have my own natural Gas Well that I use & depend on it to cook & heat my home. I will hate to lose it. But if the highway will help my husband get a better job & help our area I will sell & move.

Other comments:

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Public Meeting

November 19, 2003

Comment Sheet

Name: ROSANN REED

Address: 3058 KENSINGTON RD., CLEVELAND HEIGHTS, OHIO. 44118

Representing: PROPERTY OWNER ON LUCASVILLE-MINFORD ROAD

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	<input checked="" type="radio"/> Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	---	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

THE HILL 3 ROUTE SEEMS LIKE THE BEST CHOICE. IT WOULD HAVE THE LEAST NEGATIVE IMPACT ON THE RESIDENTS OF LUCASVILLE-MINFORD ROAD. A LIMITED ACCESS HIGHWAY SO CLOSE TO LUCASVILLE-MINFORD ROAD COULD ONLY BE NOISY AND HAVE LITTLE POSITIVE VALUE TO THIS AREA.

How will you or your family be impacted by the project (positives and negatives)?

MY PROPERTY WILL NOT BENEFIT FROM THIS PROJECT. SOME OF MY BROTHER'S FARM WILL BE LEFT WITH VERY POOR ACCESS. THE NOISE FACTOR CANNOT BE A POSITIVE RESULT OF THIS HIGHWAY.

Other comments:

I SEE LITTLE POSITIVE VALUE FROM THIS ROADWAY. HILL 3 SEEMS TO HAVE THE LEAST IMPACT ON THE COMMUNITY. WHY NOT USE THE ROUTE HAVING THE LEAST NEGATIVE EFFECT ON THE COMMUNITY. CHOOSE HILL 3

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

William S. Reed

Address:

509 Damp Lane, Portsmouth, Ohio 45662

Representing:

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<u>Hill 1</u> or Valley 1	<u>Hill/Valley 2</u>	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
---------------------------	----------------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Less disruption useful residential land. This route may cost more, were talking about a road being there for a long period of time. This amount of money being invested over a long period of time would be a small investment per year.

How will you or your family be impacted by the project (positives and negatives)?

Keeping the road and noise out of site of home owners, keeping road hazards away from residential areas. The road would be of very little value for personal use. I would be using 385 to access 23 or

Other comments:

52 same as I do now.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Jack Reinhardt

Address: 1030 Flatwood Fallen Timber Rd. Lucasville, Ohio

Representing: SELF

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Hill 1 or <u>Valley 1</u>	<u>Hill/Valley 2</u>	Hill 3 or <u>Valley 3</u>	<u>Hill 4</u> or Valley 4
---------------------------	----------------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I choose hill 4 AS IT LEAVES FARMLAND south of RT.728 Free For Subdivisions such as Breckenridge located north of RT.728, M.B. wedding located Fairy Round Rd. This land could be developed in future yrs. Valley 4 would force any development to use Cook Rd. For egress to Rt. 23, this would mean crossing a dangerous Railroad crossing. Hill 4 would also eliminate any need for noise walls plus all other advantages listed in your response to comments from Nov. 2002 meeting. I choose Valley 3 For a interchange to be built at Glendale Rd. I choose Valley 1 due to cost.

How will you or your family be impacted by the project (positives and negatives)?

Hill 4 will probably create noise in AREA where I live. Hill 4 will also take several acres of logged/scrub property. For the future of Lucasville I choose Hill 4.

Other comments:

My thoughts on this ARE looking 20 to 40 years in the future when TRAFFIC AND Population will be ^{much} ~~much~~ GREATER.

Thank you
Jack

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OFFICE OF
COUNTY COMMISSIONERS

TOM REISER, Chairman
VERN RIFFE
OPAL M. SPEARS



County of Scioto

Room 1, Courthouse, 602 Seventh Street

PORTSMOUTH, OHIO 45662

INEZ BLOOMFIELD, CLERK
JANE KITTS, DEPUTY CLERK
JUDY ROWSON, DEPUTY CLERK

Telephone (740) 355-8313
Fax (740) 353-7358

December 18, 2003

Ms. Susan Schwartz
TranSystems Corporation
SR 833 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Portsmouth By-pass

Dear Ms. Schwartz,

The Scioto County Board of Commissioners supports the following alternatives for the Portsmouth By-pass: Hill 1, Hill/Valley 2, Hill 3, and Hill 4. It is the Board's thoughts that this combination of alternatives will impact the least amount of active farmland and help maintain most of the area's current road system. It is our understanding that the Scioto County Farm Bureau also supports the above routing scenario.

The Board is also supportive of an interchange near the Minford Airport connecting to SR 335, thus keeping the By-pass a limited access highway. Our main purpose in supporting the concept of the By-pass is to open up access to land in the Teays River Valley for future industrial and commercial development and to the Scioto-Lawrence Industrial corridor along U.S. 52 and the Ohio River in Southeastern Scioto County.

We appreciate ODOT's and TranSystems efforts in helping to make this project a reality – helping to secure Scioto County's economic future with a modern, safe transportation system that has the potential for creating jobs for our citizens. Irregardless of which combination of alternatives is selected, the Scioto County Board of County Commissioners is in strong support of the Portsmouth By-pass.

"Scioto County - Somewhere Special"



December 18, 2003
Page 2

Sincerely,

BOARD OF COUNTY COMMISSIONERS

A handwritten signature in blue ink that reads "Tom Reiser". The signature is written in a cursive style with a large, looping initial "T".

Tom Reiser, Chairman

TR/ib



OFFICE OF
COUNTY COMMISSIONERS

TOM REISER, Chairman
VERN RIFFE
OPAL M. SPEARS



County of Scioto

Room 1, Courthouse, 602 Seventh Street

PORTSMOUTH, OHIO 45662

INEZ BLOOMFIELD, CLERK
JANE KITTS, DEPUTY CLERK
JUDY ROWSON, DEPUTY CLERK

Telephone (740) 355-8313
Fax (740) 353-7358

December 18, 2003

Ms. Susan Schwartz
TranSystems Corporation
SR 833 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Portsmouth By-pass

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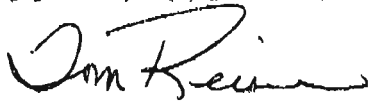
"Scioto County - Somewhere Special"



December 18, 2003
Page 2

Sincerely,

BOARD OF COUNTY COMMISSIONERS

A handwritten signature in cursive script, appearing to read "Tom Reiser".

Tom Reiser, Chairman

TR/ib



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Howard L. Riddlebarger

Address: 1123 Gleim Rd, Wheelersburg, Ohio, 45694

Representing: Community in & around Clarktown, Rubyville, etc.

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1</u> or Valley 1	Hill/Valley 2	Hill 3 or <u>Valley 3</u>	Hill 4 or <u>Valley 4</u>
---------------------------	---------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I have what I think are good reasons for my choice of Hill 1 and Valley 4 but I will confine my comments to Valley 3. More specifically ~~the~~ an interchange at Clarktown to serve the valleys and ridges around Clarktown, Blue Run, Glendale, Rubyville, Twin Valley and the Route 728 area, immediately east and west of Glendale Road. This extended area feeds State Route 139 and an interchange at Glendale Road and Valley 3 would open up this large community of citizens and businesses to the bypass, both to the

How will you or your family be impacted by the project (positives and negatives)?

east and the west, in a way that would be convenient to them. Most of the valleys and ridges in this area are already partly developed, but the interchange would enhance the area for further business and

Other comments:-

and residential development. Without this interchange trucks, buses, cars, ambulances, fire equipment, law enforcement etc. would have to travel ~~to~~ east to Minford to access the bypass and the ones wanting to travel westward would then have to double back

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and back track towards route 23. Minford is

Page 2

already shown to have an interchange at the airport. Two interchanges at Minford would appear to be only about a half mile or so apart, both serving the same people. The locating of an interchange at Clarktown instead of two at Minford would be moving it a little closer to the more metropolitan area of New Boston / Portsmouth. Roads such as Rosemont Hill Road, Houston Hollow, Feunt Hill, Maple Benner, Greenbrier, Riddlebarger Road, Back Run, Millers Run and others are sometimes difficult to travel during winter because of snow and ice, Route 139 north to Clarktown is always passable very quickly when these conditions occur. Emergency vehicles could hop on and off the bypass at Clarktown interchange to serve all of this area (as well as business trucks, buses, cars etc) Many citizens in the area I'm talking about would get on at this interchange to go west to route 23 daily to go to work at places as far away as Columbus. If they had to use the Minford interchange they would have to drive east out of their way and then double back to the west or travel old 728 which is a very dangerous road. We do not have "complete" medical facilities in Scioto County. Emergency vehicles could be on the bypass and headed for Columbus or Huntington more quickly. Would likely save lives. Of course, I do not know all the things you have to consider in deciding to locate an interchange at Clarktown. Having said that, I can think of no

P. 3

negatives to locating the interchange
at Clarktown, only positives for the
people and the areas around Clarktown.

Sincerely
Howard L. Riddlebarger
1123 Gleim Road
Wheelerburg, Ohio 45694



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Tom Riehl

Address:

20 Brookside Dr. Lucasville, Ohio 45648

Representing:

Self

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(Hill 1 or Valley 1)	Hill/Valley 2	(Hill 3 or Valley 3)	(Hill 4 or Valley 4)
----------------------	---------------	----------------------	----------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Prefer this Road to come right thru my living room!

How will you or your family be impacted by the project (positives and negatives)?

Our Home fronts Lucasville-Minford Rd. at Brookside Dr. (Meadow Brook) We would prefer the Road stay further away from us, if it is not going to be using our property. However, we do need this by-pass

Other comments: completed, one way or the other!

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823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Yvonne Jennifer Riggs

Address:

206 Hayes Street, Menford Ohio 45653

Representing:

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<input checked="" type="radio"/> Hill 1 or Valley 1	<input checked="" type="radio"/> Hill/Valley 2	<input checked="" type="radio"/> Hill 3 or Valley 3	<input checked="" type="radio"/> Hill 4 or Valley 4
---	--	---	---

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I would like to have an off on ramp on glendale Rd. If roadway goes through Valley 3.

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

John Risner

Address:

1503 Lang - Slocum Ridge, Wheelersburg, Oh, 45694

Representing:

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<u>Hill 1</u> or Valley 1	<u>Hill</u> /Valley 2	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
---------------------------	-----------------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

The Hill option is the least invasive to people's lives. More people will lose homes and home sites using the Valley Option. If the Valley option is used more people will need to relocate. The Hill option seems more feasible. It has less impact on people directly.

How will you or your family be impacted by the project (positives and negatives)?

The proposed valley option will run 2 roads next to our home. It will generate noise. It will destroy our farm. We will no longer have a land to farm and enjoy. A part of our land will be landlocked which makes it useless.

Other comments:

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Portsmouth Bypass

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Public Meeting

November 19, 2003

Comment Sheet

Name:

Deborah C. Risner

Address:

1503 Lang-Slocum Ridge, Wheelersburg, OH, 45694

Representing:

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<u>Hill 1</u> or Valley 1	<u>Hill</u> /Valley 2	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
---------------------------	-----------------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

The Hill route would open more lands. It would provide a more scenic drive. The Valley route would create a relocation of many families. The Valley route would not aid the present economics of the area due to limited access to the proposed road.

How will you or your family be impacted by the project (positives and negatives)?

If 823 route goes by the Hill option, we will have little impact from it. If route 823 goes the Valley, it will land lock 1/3 of our property, the roads (823), (reroute of Simon Miller Rd.) will take the majority of our pasture. It will depreciate our property.

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Portsmouth Bypass

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Public Meeting

November 19, 2003

Comment Sheet

Name: NANCY ROSS

Address: 2155 SANDSTONE DR PORTSMOUTH, OH

Representing: Self

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Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	--------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Valley 4 -
 I have been waiting 2 yrs. wanting to build apartments - shall I go ahead - IT LOOKS like you are taking my property one way - other way not -

If you keep straddling the fence - you're likely to get stuck - lets make decision - move on -

How will you or your family be impacted by the project (positives and negatives)?

- The Problem is we can't make a living if we do not keep building - BUT we can't afford to take a big loss if we put apartments up then

Other comments: You choose it.

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CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Monday, December 01, 2003 9:15 AM
To: CO-Annette N. Marquez
Subject: FW: portsmouth bypass

Add to summary.

-----Original Message-----

From: Kaye Humble [mailto:Kaye.Humble@dot.state.oh.us]
Sent: Tuesday, November 25, 2003 4:02 PM
To: mail
Cc: CO-Susan Swartz; John Hagen; Todd Long; Tom Corbin
Subject: Re: portsmouth bypass

Mr. Salyers,

Thank you for your comments regarding the proposed Portsmouth Bypass. Once the preferred alignment is selected the concerns you raise regarding close proximity of the roadways to individual property owners, noise etc. will be addressed. State and Federal laws prohibit the acquisition of more property than is necessitated by the highway.

Again, We thank you for your interest in the project.

Kaye Humble
Project Manager

"mail"
<tim@tlexpress.co To: <khumble@dot.state.oh.us>
m> cc:
Subject: portsmouth bypass
11/21/03 03:25 PM

After reviewing the map for the portsmouth bypass, i see my propetry is at the edge of the rideway of the valley route. Do to the increase in noise level and unsightly view i feel my property value will be greatly impacted, therefore the sate should bye my property or compensatae me for the decrease in value if the valley route is chosen. MY property is located 171 fair ground road lucasville,oh. A reply would greatly apreciated.

Sincerly Yours
Charles Salyers
E-mail tim@tlexpress.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: LEONARD J. & FAYE E. SAVAGE
 Address: 155 MARCA DRIVE LUCASVILLE OH. 45648
 Representing: ours selfs.

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	--------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

The Hill option is the only one that makes any sense. The Hill & Valley map that I picked up shows very little detail (perhaps intentionally)

I am opposed to Valley 3 & Valley 4. Keep the by pass away from the population. The State should not LAND-LOCK ANY LAND!

How will you or your family be impacted by the project (positives and negatives)?

Road noise comes closer to our property with the Valley options, and makes it more difficult to get out.

Other comments:

By including The Valley option makes me think the the decision is already made. Jan Rhoads put this damn Bypass in our back yard, and now this!

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

DAVE Scott

Address:

P.O. Box 29 Milford Ohio 45653

Representing:

Property

295 L-m Rd

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Southern Ohio needs all the help it can get and for this reason I am not opposed to a by pass. My opposition is to the valley routes being considered. Lucasville is very limited on land suitable for development. We don't need concrete and asphalt taking a big piece of land that could be used for industry, community business and housing. This type of development brings in tax revenue to the area and the valley by pass would only limit these monies by constricting the amount of ground available. You can't expand much when you only have hill property left to use.

(PLEASE SEE ATTACHED SHEETS)

How will you or your family be impacted by the project (positives and negatives)?

Other comments:

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I have heard that it will cost \$20 million dollars more if the Hill route is used. Please look 20, 30-50 years down the road at the impact between the two proposals. The Hill route would let the community expand out to the by pass and the valley route will only choke the chance of expansion.

We don't need a 4 lane sidewalk for SOCF and what if we would have another riot or break out at SOCF? Do you intend to close down the by pass until the situation is resolved? Lucasville - Minford Rd. was closed several days the last incident that occurred at SOCF. We don't need this. Just by looking at your figures on the impact sheet the Hill route would have far less impact on future growth and tax revenues than the Valley route.

Don't give the area the Death Penalty! Let us live and try to grow and expand the area. We need more industry and business to locate in this area. Too many of our children have no choice but to leave the area to find suitable employment. Portsmouth is out of ground to expand on, Lucasville is very limited on good ground for developments and Minford is bottle necked by not having a good access route to the airport. If we look into the future this by pass could be a huge asset to all of Scott county! The added dollars to use the Hill route will be just a drop in the bucket when compared to the impact the Valley route would have on the community. Please look at our future and use the Hill route.

Thank you Dave Scott

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Wednesday, December 17, 2003 7:03 AM
To: CO-Annette N. Marquez
Subject: FW: 823 Portsmouth Bypass

-----Original Message-----

From: Dave & Sherri See [mailto:dsee@adelphia.net]
Sent: Tue 12/16/2003 10:04 PM
To: CO-Susan Swartz
Cc:
Subject: 823 Portsmouth Bypass

I wish to submit the following comments for consideration regarding the 823 Portsmouth Bypass:

1) The April 2001 Gannett Fleming Feasibility Study Report found existing road conditions such that it justified the expenditure of more than \$150 million to improve transportation to the area. The bypass will improve travel for those who wish to travel through the area, however this bypass will do nothing to improve conditions for local traffic. If these current roads are so bad to travel then why isn't there a plan in place to improve existing roads as a life/safety issue for the community! If this road were intended to improve local travel, then an additional two exits would be added between Lucasville and Minford with an additional two exits added between Minford and Sciotoville so local traffic could access this road.

2) Based on everything available to review by the general public, I can only determine that the current location for this road is based solely on a poor political decision made by elected officials in 1998 when the Southeast Ohio Highway Compact was agreed upon. Minutes of a meeting recorded by Gordon Proctor details that Ted Strickland supported this decision and had it not been for him, this would not be an issue today. If one will acknowledge the Gannett Fleming report (as mentioned above) to achieve the goals of ARC and the Appalachian transportation plan as a whole, this road would connect the bridge at Greenup Dam to RT 32 and RT 35 at Jackson. This would open the southern quadrant of Ohio and improve excess to KY. I do not know how to get peoples attention in authority to step back and acknowledge this fact. I can only hope that the people in decision making positions today with ODOT will swallow pride and correct this error!

3) As to todays plan I ask that the Hill Segment 4 is selected. The purpose of this road is stated to provide roadway attracting economic development and jobs. Yet, the valley segment will take the most attractive land in the Lucasville area for development. The valley segment destroys the Kline farm (area across from Middle School), the Dalton property (area across from County Store) and the Shelton farm (east of rosehill/fallen timber rd and 728 intersection or Morris property). If the Hill Segment 4 section is selected then all these areas will remain open for development when current owners sell for development. I understand that this section is estimated to cost \$18 million more, but in the holistic picture, this is not much money. I spent \$44 million dollars rebuilding SOCF after the 93 riot, surely we can spend an additional \$18 million to preserve a community! I do not feel that I know the remaining bypass route to comment. I can relay to this community that I comments I hear is the community prefers the Hill Segment in all areas.

Thank you in advance for considering these comments.

David & Sherri See
P. O. Box 801
278 Belair Dr.
Lucasville, Oh 45648

E-Mail dsee@adelphia.net
Phone 740-259-5381



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Kyle Sec
 Address: 278 Bel Air Dr. Lucasville OH 45648
 Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

In my opinion this has the least effect on the people.

How will you or your family be impacted by the project (positives and negatives)?

It will destroy houses @ which I know the owner. It will also decrease property value. How will this road effect emergence vehical responce time?

Other comments:

- What is the purpose of this road?
- How many homes will be effected? I may be wrong, however I think it will effect them all.
- Who is funding this project?
- Please send me a letter or Email at: Secdog@adelphia.net

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

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 Dublin, OH 43017

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 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Earl Seibert

Address: 713 Dixon Mill Rd.

Representing: Wheelerburg, O. 45694

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1 or Valley 1</u>	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

To save Farms & Farm Land - save more Homes

How will you or your family be impacted by the project (positives and negatives)?

Positive

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Bernard T + Rhonda Sexton

Address: 958 Morris Ln. Lucasville

Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	--------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

We live in the valley below Hill 4 and I think it would create too much noise in that valley.

How will you or your family be impacted by the project (positives and negatives)?

I think it will help develop the community. I think you need more on/off interchanges, ~~but~~ if there is only one at Minford.

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: JAMES H. SHELTON

Address: 224 MORRIS LANE, LUCASVILLE OHIO 45648

Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1</u> or Valley 1	<u>Hill/Valley 2</u>	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
---------------------------	----------------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I LIVE IN JEFFERSON TOWNSHIP, ON MORRIS LANE OFF LUCASVILLE/MINFORD RD.
WE THINK THE (HILL 1-2-3-4) WILL HAVE LESS IMPACT ON THE
COUNTY. WE ARE VERY CONCERNED ABOUT VALLEY GRADE SCHOOL
THE (VALLEY SECTION) WILL DESTROY THE TAX BASE OF THE TOWNSHIP

How will you or your family be impacted by the project (positives and negatives)?

POSITIVE (IF THE HILL 1-2-3-4 ARE USED)

Other comments:

WE THINK THE 823 BYPASS IS A GOOD IDEA.
AND WE WOULD LIKE TO SEE AN INTERCHANGE AT
GLENDALE RD OR ON LUCASVILLE/MINFORD RD.

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Portsmouth ByPass

Ellen and Terry Shope 474 Glendale Road, Lucasville
Selection: Hill 3

I am still firmly against the Valley 3 section, the new alignment doesn't take our home but it is still too close. We still may lose the house at 381 Glendale and will definitely lose some property and a long time neighbor, DeAtleys. The ByPass and possible interchange across this area will be right on top of our neighborhood and children, where safety will be a huge concern. Throughout the construction additional property will be torn up, not to mention workers and machinery right in our backyards. The use of our present two lane roads during construction will also cause a problem. Glendale Road and Lucasville-Minford Road are highly populated for this area and definitely some of the busiest roads in the area. Building a highway will only bring additional hazard to our families, traffic flow and possibly the construction workers. The highway may possibly help in the future for traffic but only if it is not stuck right on top of us. The Hill 3 alignment would be further from sight and would not be traveled next to or under as we commute to Lucasville, creating a safer environment for all involved.

The number of relocations may be equal in the two sections of Hill 3 and Valley 3 but Valley 3 has considerably more homes in very close proximity to the highway which is definitely impacting more families and disrupting more lives than Hill 3. Again, bringing the danger issue closer to our families. The Valley 3 section will landlock more than 200 additional acres in comparison to the Hill 3 section. Those additional acres could possibly be developed in the future rather than being wasted and become an eye soar.

To ByPass Portsmouth, should the highway tear up Lucasville? Why not ByPass the community of Lucasville as well by selecting Hill 4 and Hill 3 alignments. The Valley School District and Prison would be less affected with traffic and safety issues. The community wouldn't be as disrupted and stressed if the highway were not right on top of us. Overall, most of us love our community in which we have chosen to live and raise our families, Hill 3 and Hill 4 would help us keep our community as we know it!

Sincerely,



Ellen Shope



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: RIEK + NELLIE SHOPE

Address: 117 MARCA DRIVE LUCASVILLE, OHIO 45648

Representing: OURSELVES and our 8 YR OLD DAUGHTER

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<u>Hill 1</u> or Valley 1	Hill/ <u>Valley 2</u>	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
---------------------------	-----------------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

SEE ATTACHED

How will you or your family be impacted by the project (positives and negatives)?

school access endangered; prison security diminished; access road to prison on Valley 4 proposal too close for comfort; property value decreased;

Other comments:

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December 12, 2003

To Whom It May Concern:

Here we go again!!!!

A year ago the Lucasville community was upset by the Portsmouth Bypass Project. ODOT shared plans for the project, a project that had seemingly been dormant for many years. As proposed, many people would lose their homes or farmland, schools would be greatly impacted and a small-town community and its values would be gutted by a road few to none want. Now, a year after more studying, the same situation exists... same story, just a worrisome year later for a whole lot of people who have been holding their breath waiting for ODOT to allow them to breathe easily again.

It is fact that southern Ohio is an economically repressed area, however, building a road that guts it won't solve the economics of the region. Whereas a "bigger and better" road may allow some businesses to move more quickly through our area, it is an intrusion without benefit for those of us who have chosen to make this area our home. We do not need nor want front row seats to such "progress". In fact, many of us chose this area as our homes because the community is free of the "fast pace" of other areas.

We still question the need for the entire bypass project! A whole lot of time and money have been spent researching this road that could have been spent in oh, so many other ways... But..... IF this project must go forward..... the hill route being proposed is the least intrusive to the residential, business and educational centers in the Lucasville area.

A year ago I sent letters stating my objections to the proposed plan at that time. I still have exactly the same objections, plus we've added a few. Our number one concern is still the traffic patterns, both during and after construction, around the Valley schools. Our kids don't need the added dangers that would be present.

Another big concern if the valley route is selected, is security at SOCF. The new road would be very close to the fencing, and would pose heightened security problems for SOCF personnel. This would be a new danger for the staff (and community) there each day, and would cause even more alarm when there is an execution or some other public activity taking place. Major security issues would be created needlessly.

During the construction of the bypass road "through the valley" the Lucasville-Minford Road will have limited access. This is a main route for many people to get to/from work and school. This is also a main route for emergency vehicles. Limiting or delaying traffic on the Lucasville-Minford Road would create difficulty for the ambulances, fire trucks, police, etc. in this area.

These are the primary concerns with the proposed project. Certainly the hill route is the most obvious choice to minimize disruption and maximize safety and security for the

area. The diminishing property values, inconvenience to local citizens and the insertion of transient activity are additional problems that would occur.

This entire project has been talked about for far too long. This community has been "put on hold" waiting to see what's going to happen. IF this project must continue a decision must be made. Soon! We've been held hostage long enough and it's time everyone moves forward...in some direction. The best direction would certainly be the proposed hill route.

Sincerely,



Rick Shope
Nellie Shope
117 Marca Drive
Lucasville, Ohio 45648
(740) 259-3368



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: John W. Shupert
 Address: 69 North Street Lucasville Ohio 45648
 Representing: Self

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	<u>Hill/Valley 2</u>	<u>Hill 3 or Valley 3</u>	<u>Hill 4 or Valley 4</u>
--------------------	----------------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I feel that the road needs to go North of the village of Lucasville, our schools and established neighborhoods. No dollar amount can be put on the disruption to people's lives if the road goes through our neighborhood.

How will you or your family be impacted by the project (positives and negatives)?

Putting the highway on the 728 roadway will interrupt the daily lives of the residents of Lucasville and put the highway too close to our schools.

Other comments:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Kari Smith

Address:

3054 Clover Ave. Portsmouth, OH 45662

Representing:

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or <u>Valley 1</u>	Hill/Valley 2	<u>Hill 3 or Valley 3</u>	<u>Hill 4 or Valley 4</u>
---------------------------	---------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I am choosing Hill 3 and Hill 4 because it will not take out as many residential homes. However, I feel that the most important reason for choosing the Hill route for 3 & 4 is because it will go behind Valley schools. I think running the Rt. in front of the schools will tremendously affect Valley's residential community and school system. It may cost more \$ for the longer Rt. but in the long run I feel it will pay off by not affecting the school zone. I also feel it is a bad idea to run the Rt. right in front of the prison. The prison is a high security maximum prison that does not

How will you or your family be impacted by the project (positives and negatives)?

need a convenient escape route provided for the inmates.

Other comments:

Although I no longer live in Lucasville, that is where I grew up. My family still lives on Pleasant Drive. I plan to send my daughter to Valley in the year 2007. I hate the thought of a highway being in front of the school.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Kenneth R. Smith
 Address: 2753 Candy Run Rd. Lucasville, OH 45648
 Representing: Self

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<u>Hill 1</u> or Valley 1	<u>Hill</u> /Valley 2	<u>Hill 3</u> or Valley 3	<u>Hill 4</u> or Valley 4
---------------------------	-----------------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Less intrusion on well-established neighborhoods/communities

"No alternative" would be the best choice meaning the bypass should not be built!

How will you or your family be impacted by the project (positives and negatives)?

Negatives: Destruction of existing neighborhoods, beautiful hills & streams, destruction of habitat for flora & fauna regardless of whether it is endangered.

Positives: None

Other comments:

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 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

CO-Annette N. Marquez

From: CO-Santi Sopraseuth
Sent: Monday, December 22, 2003 10:37 AM
To: CO-Annette N. Marquez
Subject: FW: Form posted from Microsoft Internet Explorer.



POSTDATA.ATT
(823 B)

Name=Mel Smith

phone=740-354-3040

Address=1601 Offnere Street

Email= mel.smith@oh.usda.gov

categorylist=Environmental

Comment=

I support the Hill Route alternative. I can see that it will probably be the more expensive route, involving more culverts and earthmoving, it will undoubtedly pose more challenges during construction to control soil erosion and to minimize the impact on streams. It will also have the least impact on established residences and farms. The Hill Route offers the greatest benefit with the least detrimental impact on people's lives.

Santi Sopraseuth
Transportation Designer
LAN/CADD/WEB Administrator

TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017
E-mail: ssopraseuth@transystems.com
Web: www.transystems.com
T: 614.336.8480
F: 614.336.8540

-----Original Message-----

From: Mel Smith [<mailto:mel.smith@oh.usda.gov>]
Sent: Friday, December 19, 2003 2:34 PM
To: CO-Santi Sopraseuth
Subject: Form posted from Microsoft Internet Explorer.



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: Rodney Spriggs
 Address: P.O. box 161 686 Thomas Hollow Rd Lucasville OH 45648
 Representing: My Family

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 of <u>Valley 3</u>	Hill 4 of <u>Valley 4</u>
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

My choice for the proposed highway from route 23 to the airport is to take the Valley routes. These routes would open up more property that could be used for economic purposes. It would make much more sense for economic development to take the cheapest route and use the money saved to build another access ramp at Clarktown (This would open up more land in that area). From the airport to route 52 take the route that would most benefit the county economically. That's supposed to be the sole purpose of this highway

How will you or your family be impacted by the project (positives and negatives)?

Positive - It would most definitely bring more employment to the area

Negatives It may decrease the value of my home being within eyesight of either route.

Other comments:

I don't think the opinion of a very, very few but loud individuals should turn the Portsmouth Bypass into a Lucasville Bypass.

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 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

CO-Annette N. Marquez

From: CO-Santi Sopraseuth
Sent: Wednesday, December 17, 2003 9:53 AM
To: CO-Annette N. Marquez
Subject: FW: Form posted from Microsoft Internet Explorer.

Translated:

Name=Amy Stamper
phone=%28740%29 776-0375
Address=258 Simon Miller Rd., Wheelersburg, OH 45694
&Email=astamper@falcon1.net
categorylist=Real Estate

Comment=

I would like for you to choose Hill 1. I live in section 24 on the map. My husband and I have just built a new home on Simon Miller Road and one of the proposed sites is down the road about 1/2 mile. We have two small boys (ages 2 and 5). We chose to build our new home and raise two small boys on a quiet street - one that I was hoping would give the boys a little freedom to ride bikes and play outdoors. We just moved from a busy road because of the all of the traffic and the fear of one of them getting hurt. If you choose to cut our road in half and there is an access road, my boys will never get to venture outside. There will be a significant increase in traffic, as well as strangers passing by in the neighborhood. I am sure that if you had two small children, you would not want a busy highway 1/2 mile from your home or an access road made out of your street. As a mother of young boys, I urge you to choose Hill 1. Thank you for your time and consideration.

Santi Sopraseuth
Transportation Designer
LAN/CADD/WEB Administrator

TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017
E-mail: ssopraseuth@transystems.com
Web: www.transystems.com
T: 614.336.8480
F: 614.336.8540

-----Original Message-----

From: Amy Stamper [<mailto:astamper@falcon1.net>]
Sent: Tuesday, December 16, 2003 9:37 PM
To: CO-Santi Sopraseuth
Subject: Form posted from Microsoft Internet Explorer.

12/17/2003



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: RONALD + PATRICIA STONE

Address: 240 Tick Ridge Rd.

Representing: Wheelerburg, Oh.

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<input checked="" type="radio"/> Hill 1 or Valley 1	<input type="radio"/> Hill/Valley 2	<input type="radio"/> Hill 3 or Valley 3	<input type="radio"/> Hill 4 or Valley 4
---	-------------------------------------	--	--

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

I would like for them to go hill 1 because it would affect me and my son. My son lives behind us and he has a garage that will be commercial. We have a right away for the power lines big towers in our field. There is a right of way between our house and the house next door to get to the field + my sons house. if you take our property it will land lock part of our land. We have clay soil which stays wet.

How will you or your family be impacted by the project (positives and negatives)?

We will have to move and we will not be able to find another 9 1/4 acres of all flat land. my son would have to relocate his home and his business.

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



433 Third Street
P.O. Box 1525
Portsmouth, Ohio 45662
Phone (740) 354-7541
Fax (740) 354-3933

December 19, 2003

Ms. Susan Schwartz
TranSystems Corporation
SR 833 Study Team
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

Dear Ms. Schwartz,

The Southern Ohio Port Authority supports the following alternatives for the Portsmouth By-pass: Hill 1, Hill/Valley 2, Hill 3, and Hill 4. It is the Board's thoughts that this combination of alternatives will impact the least amount of active farmland and help maintain most of the area's current road system. It is our understanding that the Scioto County Farm Bureau also supports the above routing scenario.

The Board is also supportive of an interchange near the Minford Airport connecting to SR 335, thus keeping the By-pass a limited access highway. Our main purpose in supporting the concept of the By-pass is to open up access to land in the Teays River Valley for future industrial and commercial development and to the Scioto-Lawrence Industrial corridor along U.S. 52 and the Ohio River in Southeastern Scioto County.

We appreciate ODOT's and TranSystems efforts in helping to make this project a reality - helping to secure Scioto County's economic future with a modern, safe transportation system that has the potential for creating jobs for our citizens. Irregardless of which combination of alternatives is selected, the Southern Ohio Port Authority is in strong support of the Portsmouth By-pass.

Sincerely,

A handwritten signature in blue ink that reads "Michael P. Sturgill".

Michael Sturgill, Chairman
Southern Ohio Port Authority





433 Third Street
P.O. Box 1525
Portsmouth, Ohio 45662
Phone (740) 354-7541
Fax (740) 354-3933

December 19, 2003

Ms. Susan Schwartz
TranSystems Corporation
SR 833 Study Team
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

Dear Ms. Schwartz,

The Southern Ohio Port Authority supports the following alternatives for the Portsmouth By-pass: Hill 1, Hill/Valley 2, Hill 3, and Hill 4. It is the Board's thoughts that this combination of alternatives will impact the least amount of active farmland and help maintain most of the area's current road system. It is our understanding that the Scioto County Farm Bureau also supports the above routing scenario.

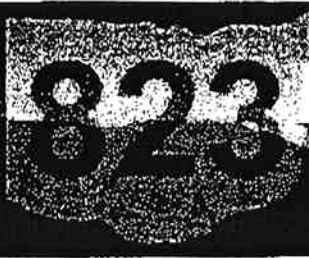
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Sincerely,

A handwritten signature in black ink, appearing to read "Michael P. Sturgill". The signature is written in a cursive style.

Michael Sturgill, Chairman
Southern Ohio Port Authority



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Tom + Connie SWAVEL

Address:

76 Heathstone Dr. Lucasville, Ohio 45648

Representing:

Concerned Homeowner

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

<input checked="" type="radio"/> Hill 1 or Valley 1	<input type="radio"/> Hill/Valley 2	<input type="radio"/> Hill 3 or Valley 3	<input type="radio"/> Hill 4 or Valley 4
---	-------------------------------------	--	--

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

The Hill Route thru Lucasville would have less impact on our community. This area is one of the very few areas in our county that is growing, and this project if not built thru the hills would have a negative impact for years, affecting homes, schools, businesses.

How will you or your family be impacted by the project (positives and negatives)?

The new home we purchased 3 yrs ago would be affected. We live in the white victorian across from the prison in Breckinridge Addition. The value of the homes in this area are increasing ^{nicely} but this proposal if not put in the countryside hill would destroy what we have worked hard for.

Other comments:

Our community is worth more than the difference in cost of the two proposals. We welcome progress but not at the expense of our homes, schools, and community.

Thank you

Thomas F. Swavel

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

The City of Portsmouth

"Where Southern Hospitality Begins"



OFFICE OF THE CITY COUNCIL

Municipal Building
728 Second Street
Portsmouth, Ohio 45662

State of Ohio

December 19, 2003

Ms. Susan Schwartz
TransSystems Corporation
SR 833 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

RE: Portsmouth By-pass

Dear Ms. Schwartz,

I support the following alternatives for the Portsmouth By-pass: Hill 1, Hill/Valley 2, Hill 3 and Hill 4. It is my thoughts that this combination of alternatives will impact the least amount of active farmland and will help maintain most of the area's current road system. It is my understanding that the Scioto County Farm Bureau also supports the above routing scenario.

I am also supportive of an interchange near the Minford Airport connecting to SR 335, thus keeping the By-pass a limited access highway. My purpose in supporting the concept of the By-pass is to open up access to land in the Teays River Valley for future industrial and commercial development and to the Scioto-Lawrence Industrial corridor along U.S. 52 and the Ohio River in Southeastern Scioto County.

I appreciate ODOT's and TranSystems' efforts in helping to make this project a reality – helping to secure Scioto County's economic future with a modern, safe transportation system that has the potential for creating jobs for our citizens. Regardless of which combination of alternatives is selected, I strongly support the Portsmouth By-pass.

Sincerely,

Ann Sydnor
Councilwoman

The City of Portsmouth

"Where Southern Hospitality Begins"



OFFICE OF THE CITY COUNCIL

Municipal Building
728 Second Street
Portsmouth, Ohio 45662

State of Ohio

December 19, 2003

Ms. Susan Schwartz
TransSystems Corporation
SR 833 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

RE: Portsmouth By-pass

Dear Ms. Schwartz,

I support the following alternatives for the Portsmouth By-pass: Hill 1, Hill/Valley 2, Hill 3 and Hill 4. It is my thoughts that this combination of alternatives will impact the least amount of active farmland and will help maintain most of the area's current road system. It is my understanding that the Scioto County Farm Bureau also supports the above routing scenario.

I am also supportive of an interchange near the Minford Airport connecting to SR 335, thus keeping the By-pass a limited access highway. My purpose in supporting the concept of the By-pass is to open up access to land in the Teays River Valley for future industrial and commercial development and to the Scioto-Lawrence Industrial corridor along U.S. 52 and the Ohio River in Southeastern Scioto County.

I appreciate ODOT's and TransSystems' efforts in helping to make this project a reality – helping to secure Scioto County's economic future with a modern, safe transportation system that has the potential for creating jobs for our citizens. Regardless of which combination of alternatives is selected, I strongly support the Portsmouth By-pass.

Sincerely,

Ann Sydnor
Councilwoman



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Danette Tackett

Address:

2575 Lucasville Minford Rd., Lucasville, OH 45648

Representing:

Homeowner

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
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Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Although I have Hill 3 and Valley 4 selected above, I truly believe that Hill 3 and Hill 4 are the best alternatives for my community. However, if both Hill routes cannot be built due to monetary issues, then please consider Hill 3 with a crossover to Valley 4. Being a limited access highway, the Bypass will be of little, if any, benefit to the daily commute of the residents of this community. So, why not build the highway in the least intrusive way possible to those that live in its path? Lucasville-Minford Road is highly traveled and noisy enough, and adding a major highway that closely (the Valley routes) will have to increase the noise level for local residents. While the Valley routes take fewer homes than before, they still disrupt our lands and lifestyles while providing little benefit to us in our daily commutes. The only routes that make sense for us are the Hill routes.

How will you or your family be impacted by the project (positives and negatives)?

The project will have little, if any, positive impact for my family. There are many negative impacts, however. The road will be very close to my home if Hill 3 is not chosen. The road will also leave some of my family's land virtually worthless because it takes all of our road frontage and leaves only the wooded hillside (which will likely be landlocked).

Other comments: after the highway is constructed.

Being a limited-access highway, the new road will be of little use to residents of my community. We will have to travel out of our way to even get on the highway. I believe this is a good reason to build the road on the Hill routes so that our current lifestyles will be disrupted as little as possible. Even the construction of the road, while temporary, will be a huge disruption to an already busy roadway unless the Hill routes are selected.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

December 17, 2003

Susan Swartz - Project Manager
SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Dear Ms. Swartz,

As a member of the Lucasville community, I want to express my concerns about the proposed Portsmouth Bypass highway. I am against the bypass at its currently proposed locations. However, if the road must be built in our area, then I hope that you will consider which route is the best for the people of the community. You have presented us with two alternatives - a hill route and a valley route. In my case, the best alternative is Hill 3.

The Hill 3 route has several advantages over the Valley 3 route. First, the Hill 3 route would be less damaging to property values. The Hill 3 route land-locks much less acreage than the Valley 3 route and would cause fewer people to be forced into a relocation that they did not want. With the Valley 3 route coming so close to so many homes along Lucasville Minford Road and Hayes Street, appraisal values of our homes would undoubtedly be negatively affected. The Hill 3 route, though, would move the highway farther away from our properties and our homes. It is a much better choice for local homeowners.

In addition, the Valley 3 route shows little advantage to local traffic. With so few access points, we will not even be able to get to the highway, much less benefit from it. Actually, this is true of either alternative. So, why not select Hill 3 and build the road as far away from our homes as possible, since we will not get to enjoy any benefit from it?

For these reasons and many more, I am against the bypass, especially if the Valley 3 route is selected. We have no guarantee that the bypass will improve our lives, but we are guaranteed that the Valley 3 route would ruin life as we know it. Most of us chose to live in rural southern Ohio for a reason, and that reason was not so that we could live within 100 yards of a major interstate highway. Hill 3 is a much better option for the residents of my community.

Thank you,



Tim Tackett
2575 Lucasville Minford Rd.
Lucasville, OH 45648

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Friday, December 19, 2003 10:07 AM
To: CO-Annette N. Marquez
Subject: FW: Portsmouth Bypass

-----Original Message-----

From: Tim Hill [mailto:Tim.Hill@dot.state.oh.us]
Sent: Fri 12/19/2003 7:38 AM
To: CO-Susan Swartz
Cc: Noel Alcala
Subject: Re: Portsmouth Bypass

FYI and use.

-Tim

Timothy M. Hill, Administrator
Office of Environmental Services
Ohio Department of Transportation
Email: Tim.Hill@dot.state.oh.us
(614) 644-0377 (phone)
(614) 728-7368 (fax)

----- Forwarded by Tim Hill/Environmental/CEN/ODOT on 12/19/03 07:38 AM -----

Gordon Proctor

To: dtackett@zoomnet.net
12/19/03 07:37 AM **cc:** John Hagen/Administration/D09/ODOT@ODOT, Tim Hill/Environmental/CEN/ODOT@ODOT
Subject: Re: Portsmouth Bypass [Link](#)

Mr. Hackett,
I will forward your concerns to District Deputy Director John Hagan for a response. Thank you for your comments.
Gordon Proctor
Director

dtackett@zoomnet.net

12/18/03 09:16 PM
Please respond to dtackett

To: Gordon.Proctor@dot.state.oh.us
cc:
Subject: Portsmouth Bypass

Dear Mr. Proctor,

I want to express my concerns about the proposed Portsmouth Bypass roadway. I have serious concerns that this highway will be of any benefit to my community, economic or otherwise. However, if the road is going to be built, then I am asking for your help in making the project the least intrusive

12/19/2003

possible to the residents that reside in its proposed path. In my case, this means supporting the Hill 3 route.

Recently, the residents of my community were presented with two options for our segment of the highway - one would follow the hills behind our homes (Hill 3) and the other would follow the valley alongside the existing Lucasville Minford Road (Valley 3). After careful examination of the maps and materials presented to us, I believe that the hill route is the only one that makes sense.

Cost does not appear to be a major factor between these two segments. The preliminary project impacts show that the cost difference between Hill 3 and Valley 3 is minimal. Moreover, the studies presented by the development team show that the Hill 3 route would land-lock fewer acres and be much less disruptive to homeowners than the Valley 3 route. So, why not select Hill 3 and build the road with as little disturbance to local homes and lands as possible? In fact, in spite of the differences in cost, I would support the entire hill route. The hill routes harm far fewer people than the valley routes do, so in my opinion, they would be worth the extra expense. After all, how can you put a cost on people's lives?

The valley route would have many negative impacts upon homeowners living in my area. First, placing a highway along Lucasville Minford Road would disrupt the everyday commute of countless local citizens, especially during the construction period itself.

Noise would also be a factor with the valley route. Lucasville Minford Road is heavily traveled and noisy enough. The noise increase from the addition of the new road may not be significant enough to warrant action on the part of the engineers constructing the highway, but I am sure that the local residents would notice a significant difference.

For all of these reasons, I believe that the Hill 3 route is the best alternative for my community. If the two options in my segment are so close in cost, then why not choose the option that would negatively impact the fewest number of people?

Please support Hill 3.

Sincerely,
Danette Tackett
2575 Lucasville Minford Rd.
Lucasville, OH 45648

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Friday, December 19, 2003 10:06 AM
To: CO-Annette N. Marquez
Subject: FW: Portsmouth Bypass

-----Original Message-----

From: dtackett@zoomnet.net [mailto:dtackett@zoomnet.net]
Sent: Thu 12/18/2003 7:53 PM
To: CO-Susan Swartz
Cc:
Subject: Portsmouth Bypass

Dear Susan,

I want to express my concern over the proposed Portsmouth Bypass roadway. If the road is going to be built, then I am asking for your help in fighting for the alternative that is the least intrusive option for the residents that reside in its path. In my case, this means supporting the Hill 3 route.

Recently, you presented the residents of my community with two options for our segment of the highway - one would follow the hills behind our homes (Hill 3) and the other would follow the valley alongside the existing Lucasville Minford Road (Valley 3). After careful examination of the maps and materials presented to us, I believe that the hill route is the only one that makes sense for this community.

Cost does not appear to be a major factor between these two segments. The preliminary project impacts show that the cost difference between Hill 3 and Valley 3 is minimal. The studies presented by the development team also show that the Hill 3 route would land-lock fewer acres and be much less disruptive to homeowners than the Valley 3 route, making Hill 3 more appealing to area residents. However, even if cost were an issue, I would still favor the Hill 3 route. I would be most in favor of all of the hill routes being selected. You can't put a price on people's lives.

The difference in noise level between the two segments should also be considered. Lucasville Minford Road is heavily traveled and noisy enough. The Valley 3 route would increase this noise level dramatically for local residents. This increase may not be significant enough to warrant the building of noise barriers, but I am sure that the local residents would believe it was significant. The noise from the Hill 3 route would be far less significant.

Relocations and reduced property values would also result from the Valley 3 route. Many homeowners in this area are living on land that has been in their families for years. For these people, relocation is not an acceptable option. And for those homes that would not be taken, the road would lie so close to the houses that property values would be greatly diminished. Hundreds of acres would also be land-locked if the Valley 3 route is selected, again reducing property values. All of these issues would ultimately result in decreased funding for our schools. The Hill 3 route would be much less damaging to our properties.

For all of these reasons, I believe that Hill 3 should be selected or the project should be abandoned all together. I urge you to please consider the negative impact this roadway will have on my community. Please support Hill 3.

Thank you,

Danette Tackett
2575 Lucasville Minford Rd.
Lucasville, OH 45648

December 16, 2003

Susan Swartz
SR 823 Study Team
TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Dear Ms. Swartz,

I want to express my concern over the proposed Portsmouth Bypass roadway. If the road is going to be built, then I am asking for your help in fighting for the alternative that is the least intrusive option for the residents that reside in its path. In my case, this means supporting the Hill 3 route.


Recently, you presented the residents of my community with two options for our segment of the highway - one would follow the hills behind our homes (Hill 3) and the other would follow the valley alongside the existing Lucasville Minford Road (Valley 3). After careful examination of the maps and materials presented to us, I believe that the hill route is the only one that makes sense for this community.

Cost does not appear to be a major factor between the two segments. The preliminary project impacts show that the cost difference between Hill 3 and Valley 3 is minimal. The studies presented by the development team also show that the Hill 3 route would land-lock fewer acres and be much less disruptive to homeowners than the Valley 3 route, making Hill 3 more appealing to area residents.

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For all of these reasons, I believe that Hill 3 should be selected or the project should be abandoned all together. I urge you to please consider the negative impact this roadway will have on my community. Please support Hill 3.

Thank you,

Danette Tackett
2575 Lucasville Minford Rd.
Lucasville, OH 45648

Recently, the residents of my community were presented with two options for our segment of the highway - one would follow the hills behind our homes (Hill 3) and the other would follow the valley alongside the existing Lucasville Minford Road (Valley 3). After careful examination of the maps and materials presented to us, I believe that the hill route is the only one that makes sense for this community.

Cost does not appear to be a major factor between the two segments. The preliminary project impacts show that the cost difference between Hill 3 and Valley 3 is minimal. The studies presented by the development team also show that the Hill 3 route would land-lock fewer acres and be much less disruptive to homeowners than the Valley 3 route, making Hill 3 more appealing to area residents.

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For all of these reasons, I believe that Hill 3 should be selected or the project should be abandoned all together. I urge you to please consider the negative impact this roadway will have on my community, and help us make a stand against the demolition of our homes and our lives.

Thank you,

Danette Tackett
2575 Lucasville Minford Rd.
Lucasville, OH 45648

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Friday, December 19, 2003 10:08 AM
To: CO-Annette N. Marquez
Subject: FW: comments on Portsmouth Bypass proposals

-----Original Message-----

From: Kathleen Fuller [mailto:Kathleen.Fuller@dot.state.oh.us]
Sent: Fri 12/19/2003 7:50 AM
To: dtackett@zoomnet.net
Cc: John Hagen; CO-Susan Swartz; Kaye Humble
Subject: Re: comments on Portsmouth Bypass proposals

Ms. Tackett,

Thank you for submitting your comments. By way of copy, I am forwarding these to officials with ODOT and TranSystems to be reviewed as part of the public comment period for the proposed Portsmouth Bypass (S.R. 823) project.

Thank you,
Kathleen Fuller
Public Information Officer
Ohio Department of Transportation, District 9
650 Eastern Avenue
Chillicothe, Ohio 45601
888-819-8501, ext. 136 in Ohio
740-773-2691, ext. 136 outside Ohio
888-385-4294, pager

dtackett@zoomnet.net

12/18/2003 09:50 PM

Please respond to dtackett

To: Kathleen.Fuller@dot.state.oh.us

cc:

Subject: comments on Portsmouth Bypass proposals

Dear Kathleen,

I want to express my concern over the proposed Portsmouth Bypass roadway. In my opinion, the new roadway will provide no benefit (economic or otherwise) to our local residents. With so few access points along the 17-mile highway, the road is exactly what it is titled "a "bypass" of our community. A large number of residents are not in favor of this road at all and believe that the highway would be nothing but a disruption to our local travelers and our hard-working, tax-paying families. However, if the road is going to be built, then I am asking for your help in fighting for the alternative that is the least intrusive option for the residents that reside in its path. In my case, this means supporting the Hill 3 route.

12/19/2003



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Danette Tackett

Address:

2575 Lucasville Minford Rd., Lucasville, OH 45648

Representing:

Homeowner

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	<u>Hill 3 or Valley 3</u>	Hill 4 or <u>Valley 4</u>
--------------------	---------------	---------------------------	---------------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Although I have Hill 3 and Valley 4 selected above, I truly believe that Hill 3 and Hill 4 are the best alternatives for my community. However, if both Hill routes cannot be built due to monetary issues, then please consider Hill 3 with a crossover to Valley 4. Being a limited access highway, the Bypass will be of little, if any, benefit to the daily commute of the residents of this community. So, why not build the highway in the least intrusive way possible to those that live in its path? Lucasville-Minford Road is highly traveled and noisy enough, and adding a major highway that closely (the Valley routes) will have to increase the noise level for local residents. While the Valley routes take fewer homes than before, they still disrupt our lands and lifestyles while providing little benefit to us in our daily commutes. The only routes that make sense for us are the Hill routes.

How will you or your family be impacted by the project (positives and negatives)?

The project will have little, if any, positive impact for my family. There are many negative impacts, however. The road will be very close to my home if Hill 3 is not chosen. The road will also leave some of my family's land virtually worthless because it takes all of our road frontage and leaves only the wooded hillside (which will likely be landlocked).

Other comments: after the highway is constructed.

Being a limited-access highway, the new road will be of little use to residents of my community. We will have to travel out of our way to even get on the highway. I believe this is a good reason to build the road on the Hill routes so that our current lifestyles will be disrupted as little as possible. Even the construction of the road, while temporary, will be a great disruption to an already busy roadway unless the Hill routes are selected.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Friday, December 19, 2003 10:06 AM
To: CO-Annette N. Marquez
Subject: FW: Portsmouth Bypass

-----Original Message-----

From: dtackett@zoomnet.net [mailto:dtackett@zoomnet.net]
Sent: Thu 12/18/2003 7:53 PM
To: CO-Susan Swartz
Cc:
Subject: Portsmouth Bypass

Dear Susan,

I want to express my concern over the proposed Portsmouth Bypass roadway. If the road is going to be built, then I am asking for your help in fighting for the alternative that is the least intrusive option for the residents that reside in its path. In my case, this means supporting the Hill 3 route.

Recently, you presented the residents of my community with two options for our segment of the highway - one would follow the hills behind our homes (Hill 3) and the other would follow the valley alongside the existing Lucasville Minford Road (Valley 3). After careful examination of the maps and materials presented to us, I believe that the hill route is the only one that makes sense for this community.

Cost does not appear to be a major factor between these two segments. The preliminary project impacts show that the cost difference between Hill 3 and Valley 3 is minimal. The studies presented by the development team also show that the Hill 3 route would land-lock fewer acres and be much less disruptive to homeowners than the Valley 3 route, making Hill 3 more appealing to area residents. However, even if cost were an issue, I would still favor the Hill 3 route. I would be most in favor of all of the hill routes being selected. You can't put a price on people's lives.

The difference in noise level between the two segments should also be considered. Lucasville Minford Road is heavily traveled and noisy enough. The Valley 3 route would increase this noise level dramatically for local residents. This increase may not be significant enough to warrant the building of noise barriers, but I am sure that the local residents would believe it was significant. The noise from the Hill 3 route would be far less significant.

Relocations and reduced property values would also result from the Valley 3 route. Many homeowners in this area are living on land that has been in their families for years. For these people, relocation is not an acceptable option. And for those homes that would not be taken, the road would lie so close to the houses that property values would be greatly diminished. Hundreds of acres would also be land-locked if the Valley 3 route is selected, again reducing property values. All of these issues would ultimately result in decreased funding for our schools. The Hill 3 route would be much less damaging to our properties.

For all of these reasons, I believe that Hill 3 should be selected or the project should be abandoned all together. I urge you to please consider the negative impact this roadway will have on my community. Please support Hill 3.

Thank you,

Danette Tackett
2575 Lucasville Minford Rd.
Lucasville, OH 45648

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Friday, December 19, 2003 10:07 AM
To: CO-Annette N. Marquez
Subject: FW: Portsmouth Bypass

-----Original Message-----

From: Tim Hill [mailto:Tim.Hill@dot.state.oh.us]
Sent: Fri 12/19/2003 7:38 AM
To: CO-Susan Swartz
Cc: Noel Alcala
Subject: Re: Portsmouth Bypass

FYI and use.

-Tim

Timothy M. Hill, Administrator
Office of Environmental Services
Ohio Department of Transportation
Email: Tim.Hill@dot.state.oh.us
(614) 644-0377 (phone)
(614) 728-7368 (fax)

----- Forwarded by Tim Hill/Environmental/CEN/ODOT on 12/19/03 07:38 AM -----

Gordon Proctor

To: dtackett@zoomnet.net
12/19/03 07:37 AM cc: John Hagen/Administration/D09/ODOT@ODOT, Tim Hill/Environmental/CEN/ODOT@ODOT
Subject: Re: Portsmouth Bypass [Link](#)

Mr. Hackett,
I will forward your concerns to District Deputy Director John Hagan for a response. Thank you for your comments.
Gordon Proctor
Director

dtackett@zoomnet.net

12/18/03 09:16 PM
Please respond to dtackett

To: Gordon.Proctor@dot.state.oh.us
cc:
Subject: Portsmouth Bypass

Dear Mr. Proctor,

I want to express my concerns about the proposed Portsmouth Bypass roadway. I have serious concerns that this highway will be of any benefit to my community, economic or otherwise. However, if the road is going to be built, then I am asking for your help in making the project the least intrusive

12/22/2003

possible to the residents that reside in its proposed path. In my case, this means supporting the Hill 3 route.

Recently, the residents of my community were presented with two options for our segment of the highway - one would follow the hills behind our homes (Hill 3) and the other would follow the valley alongside the existing Lucasville Minford Road (Valley 3). After careful examination of the maps and materials presented to us, I believe that the hill route is the only one that makes sense.

Cost does not appear to be a major factor between these two segments. The preliminary project impacts show that the cost difference between Hill 3 and Valley 3 is minimal. Moreover, the studies presented by the development team show that the Hill 3 route would land-lock fewer acres and be much less disruptive to homeowners than the Valley 3 route. So, why not select Hill 3 and build the road with as little disturbance to local homes and lands as possible? In fact, in spite of the differences in cost, I would support the entire hill route. The hill routes harm far fewer people than the valley routes do, so in my opinion, they would be worth the extra expense. After all, how can you put a cost on people's lives?

The valley route would have many negative impacts upon homeowners living in my area. First, placing a highway along Lucasville Minford Road would disrupt the everyday commute of countless local citizens, especially during the construction period itself.

Noise would also be a factor with the valley route. Lucasville Minford Road is heavily traveled and noisy enough. The noise increase from the addition of the new road may not be significant enough to warrant action on the part of the engineers constructing the highway, but I am sure that the local residents would notice a significant difference.

For all of these reasons, I believe that the Hill 3 route is the best alternative for my community. If the two options in my segment are so close in cost, then why not choose the option that would negatively impact the fewest number of people?

Please support Hill 3.

Sincerely,
Danette Tackett
2575 Lucasville Minford Rd.
Lucasville, OH 45648

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Friday, December 19, 2003 10:08 AM
To: CO-Annette N. Marquez
Subject: FW: comments on Portsmouth Bypass proposals

-----Original Message-----

From: Kathleen Fuller [mailto:Kathleen.Fuller@dot.state.oh.us]
Sent: Fri 12/19/2003 7:50 AM
To: dtackett@zoomnet.net
Cc: John Hagen; CO-Susan Swartz; Kaye Humble
Subject: Re: comments on Portsmouth Bypass proposals

Ms. Tackett,

Thank you for submitting your comments. By way of copy, I am forwarding these to officials with ODOT and TranSystems to be reviewed as part of the public comment period for the proposed Portsmouth Bypass (S.R. 823) project.

Thank you,
 Kathleen Fuller
 Public Information Officer
 Ohio Department of Transportation, District 9
 650 Eastern Avenue
 Chillicothe, Ohio 45601
 888-819-8501, ext. 136 in Ohio
 740-773-2691, ext. 136 outside Ohio
 888-385-4294, pager

dtackett@zoomnet.net

12/18/2003 09:50 PM

Please respond to dtackett

To: Kathleen.Fuller@dot.state.oh.us

cc:

Subject: comments on Portsmouth Bypass proposals

Dear Kathleen,

I want to express my concern over the proposed Portsmouth Bypass roadway. In my opinion, the new roadway will provide no benefit (economic or otherwise) to our local residents. With so few access points along the 17-mile highway, the road is exactly what it is titled "a "bypass" of our community. A large number of residents are not in favor of this road at all and believe that the highway would be nothing but a disruption to our local travelers and our hard-working, tax-paying families. However, if the road is going to be built, then I am asking for your help in fighting for the alternative that is the least intrusive option for the residents that reside in its path. In my case, this means supporting the Hill 3 route.

12/22/2003

Recently, the residents of my community were presented with two options for our segment of the highway - one would follow the hills behind our homes (Hill 3) and the other would follow the valley alongside the existing Lucasville Minford Road (Valley 3). After careful examination of the maps and materials presented to us, I believe that the hill route is the only one that makes sense for this community.

Cost does not appear to be a major factor between the two segments. The preliminary project impacts show that the cost difference between Hill 3 and Valley 3 is minimal. The studies presented by the development team also show that the Hill 3 route would land-lock fewer acres and be much less disruptive to homeowners than the Valley 3 route, making Hill 3 more appealing to area residents.

The difference in noise level between the two segments should also be considered. Lucasville Minford Road is heavily traveled and noisy enough. The Valley 3 route would increase this noise level dramatically for local residents. This increase may not be significant enough to warrant the building of noise barriers, but I am sure that the local residents would believe it was significant. The noise from the Hill 3 route would be far less significant.

Relocations and reduced property values would also result from the Valley 3 route. Many homeowners in this area are living on land that has been in their families for years. For these people, relocation is not an acceptable option. And for those homes that would not be taken, the road would lie so close to the houses that property values would be greatly diminished. Hundreds of acres would also be land-locked if the Valley 3 route is selected, again reducing property values. All of these issues would ultimately result in decreased funding for our schools. The Hill 3 route would be much less damaging to our properties.

For all of these reasons, I believe that Hill 3 should be selected or the project should be abandoned all together. I urge you to please consider the negative impact this roadway will have on my community, and help us make a stand against the demolition of our homes and our lives.

Thank you,

Danette Tackett
2575 Lucasville Minford Rd.
Lucasville, OH 45648

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Friday, December 19, 2003 10:06 AM
To: CO-Annette N. Marquez
Subject: FW: Portsmouth Bypass - from Tim Tackett

-----Original Message-----

From: dtackett@zoomnet.net [mailto:dtackett@zoomnet.net]
Sent: Thu 12/18/2003 7:55 PM
To: CO-Susan Swartz
Cc:
Subject: Portsmouth Bypass - from Tim Tackett

Dear Susan,

As a member of the Lucasville community, I want to express my concerns about the proposed Portsmouth Bypass highway. I am against the bypass at its currently proposed locations. However, if the road must be built in our area, then I hope that you will consider which route is the best for the people of the community. You have presented us with two alternatives - a hill route and a valley route. In my case, the best alternative is Hill 3.

The Hill 3 route has several advantages over the Valley 3 route. First, the Hill 3 route would be less damaging to property values. The Hill 3 route land-locks much less acreage than the Valley 3 route and would cause fewer people to be forced into a relocation that they did not want. With the Valley 3 route coming so close to so many homes along Lucasville Minford Road and Hayes Street, appraisal values of our homes would undoubtedly be negatively affected. The Hill 3 route, though, would move the highway farther away from our properties and our homes. It is a much better choice for local homeowners.

In addition, the Valley 3 route shows little advantage to local traffic. With so few access points, we will not even be able to get to the highway, much less benefit from it. Actually, this is true of either alternative. So, why not select Hill 3 and build the road as far away from our homes as possible, since we will not get to enjoy any benefit from it?

For these reasons and many more, I am against the bypass, especially if the Valley 3 route is selected. We have no guarantee that the bypass will improve our lives, but we are guaranteed that the Valley 3 route would ruin life as we know it. Most of us chose to live in rural southern Ohio for a reason, and that reason was not so that we could live within 100 yards of a major interstate highway. Hill 3 is a much better option for the residents of my community.

Thank you,

Tim Tackett
2575 Lucasville Minford Rd.
Lucasville, OH 45648

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Friday, December 19, 2003 10:08 AM
To: CO-Annette N. Marquez
Subject: FW: Portsmouth Bypass Highway

-----Original Message-----

From: Kathleen Fuller [mailto:Kathleen.Fuller@dot.state.oh.us]
Sent: Fri 12/19/2003 7:50 AM
To: dtackett@zoomnet.net
Cc: John Hagen; CO-Susan Swartz; Kaye Humble
Subject: Re: Portsmouth Bypass Highway

Mr. Tackett,

Thank you for submitting your comments. By way of copy, I am forwarding these to officials with ODOT and TranSystems to be reviewed as part of the public comment period for the proposed Portsmouth Bypass (S.R. 823) project.

Thank you,
 Kathleen Fuller
 Public Information Officer
 Ohio Department of Transportation, District 9
 650 Eastern Avenue
 Chillicothe, Ohio 45601
 888-819-8501, ext. 136 in Ohio
 740-773-2691, ext. 136 outside Ohio
 888-385-4294, pager

dtackett@zoomnet.net

12/18/2003 09:48 PM
 Please respond to dtackett

To: Kathleen.Fuller@dot.state.oh.us
cc:
Subject: Portsmouth Bypass Highway

Dear Kathleen,

As a member of the Lucasville community, I want to express my concerns about the proposed Portsmouth Bypass highway. I am against the bypass at its currently proposed locations. However, if the road must be built in our area, then I hope that you will consider which route is the best for the people of the community. TranSystems has presented us with two alternatives - a hill route and a valley route. In my case, the best alternative is Hill 3.

The Hill 3 route has several advantages over the Valley 3 route. First, the Hill 3 route would be less damaging to property values. The Hill 3 route land-locks much less acreage than the Valley 3 route and would cause fewer people to be forced into a relocation that they did not want. With the Valley

3 route coming so close to so many homes along Lucasville Minford Road and Hayes Street, appraisal values of our homes would undoubtedly be negatively affected. The Hill 3 route, though, would move the highway farther away from our properties and our homes. It is a much better choice for local homeowners.

In addition, the Valley 3 route shows little advantage to local traffic. With so few access points, we will not even be able to get to the highway, much less benefit from it. Actually, this is true of either alternative. So, why not select Hill 3 and build the road as far away from our homes as possible, since we will not get to enjoy any benefit from it?

For these reasons and many more, I am against the bypass, especially if the Valley 3 route is selected. We have no guarantee that the bypass will improve our lives, but we are guaranteed that the Valley 3 route would ruin life as we know it. Most of us chose to live in rural southern Ohio for a reason, and that reason was not so that we could live within 100 yards of a major interstate highway. Hill 3 is a much better option for the residents of my community.

Please support the hill routes. Please support Hill 3.

Thank you,

Tim Tackett
2575 Lucasville Minford Rd.
Lucasville, OH 45648

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Friday, December 19, 2003 10:07 AM
To: CO-Annette N. Marquez
Subject: FW: Portsmouth Bypass comments from Tim Tackett

-----Original Message-----

From: Tim Hill [mailto:Tim.Hill@dot.state.oh.us]
Sent: Fri 12/19/2003 7:41 AM
To: CO-Susan Swartz
Cc: Noel Alcalá; Jennifer Townley
Subject: Re: Portsmouth Bypass comments from Tim Tackett

FYI and use.

-Tim

Timothy M. Hill, Administrator
Office of Environmental Services
Ohio Department of Transportation
Email: Tim.Hill@dot.state.oh.us
(614) 644-0377 (phone)
(614) 728-7368 (fax)

----- Forwarded by Tim Hill/Environmental/CEN/ODOT on 12/19/03 07:41 AM -----

Gordon Proctor

12/19/03 07:39 AM **To:** dtackett@zoomnet.net
 cc: John Hagen/Administration/D09/ODOT@ODOT, Tim Hill/Environmental/CEN/ODOT@ODOT
 Subject: Re: Portsmouth Bypass comments from Tim Tackett [Link](#)

Mr. Hackett,
I will forward your concern to district deputy director John Hagan for a response. Thank you.
Gordon Proctor
Director

dtackett@zoomnet.net

12/18/03 09:17 PM **To:** Gordon.Proctor@dot.state.oh.us
 cc:
 Subject: Portsmouth Bypass comments from Tim Tackett
Please respond to dtackett

Dear Mr. Proctor,

As a member of the Lucasville community, I want to express my concerns about the proposed Portsmouth Bypass highway. I am against the bypass at its currently proposed locations. However, if the road must be built in our area, then I hope that you will consider which route is the best for the people of the community. TranSystems has presented us with two alternatives - a hill

route and a valley route. In my case, the best alternative is Hill 3.

The Hill 3 route has several advantages over the Valley 3 route. First, the Hill 3 route would be less damaging to property values. The Hill 3 route land-locks much less acreage than the Valley 3 route and would cause fewer people to be forced into a relocation that they did not want. With the Valley 3 route coming so close to so many homes along Lucasville Minford Road and Hayes Street, appraisal values of our homes would undoubtedly be negatively affected. The Hill 3 route, though, would move the highway farther away from our properties and our homes. It is a much better choice for local homeowners.

In addition, the Valley 3 route shows little advantage to local traffic. With so few access points, we will not even be able to get to the highway, much less benefit from it. Actually, this is true of either alternative. So, why not select Hill 3 and build the road as far away from our homes as possible, since we will not get to enjoy any benefit from it?

For these reasons and many more, I am against the bypass, especially if the Valley 3 route is selected. We have no guarantee that the bypass will improve our lives, but we are guaranteed that the Valley 3 route would ruin life as we know it. Most of us chose to live in rural southern Ohio for a reason, and that reason was not so that we could live within 100 yards of a major interstate highway. Hill 3 is a much better option for the residents of my community.

Thank you,

Tim Tackett
2575 Lucasville Minford Rd.
Lucasville, OH 45648



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name:

Tim Tackett

Address:

Lucasville-Minford Rd. ~ Lucasville

Representing:

myself

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	Hill 3 or Valley 3	Hill 4 or Valley 4
--------------------	---------------	--------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

Valley 1 seems to be the least obtrusive of the choices in that area. Hill 3 and Hill 4 seem to be the "common sense" choices for the people in these areas. These choices may cost more, but the fact that they do not Destroy! the area will make that money well spent.

* If my thoughts are truly important, consider this thought: The lives and heritage of the people this road will be negatively impacting is worth at least the added expense of putting this road "NOT" directly in our face. Some other people must want this, don't punish us for it.

How will you or your family be impacted by the project (positives and negatives)?

Positives - NONE
Negatives - This road (if Valley 3 is the route selected) will go through or directly beside the brand new home I just built. For the preservation of this community, please choose Hill 3.

Other comments:

It is my opinion, that with a decision of this magnitude, it only makes sense to vote on whether we want this or not. We still live in America!
If the people in this area, (the ones that will supposedly benefit from it) do not want it, then don't ram it down their throats.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team 5747 Perimeter Drive, Suite 240 Dublin, OH 43017	E-mail: scswartz@transystems.com Fax: (614) 336-8540 Web: www.PortsmouthBypass.com
--	--

Deloitte.

Tele: 614.229.4631

Cell: 740.357.3037

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CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Wednesday, December 17, 2003 5:35 PM
To: CO-Annette N. Marquez
Subject: FW: Portsmouth Bypass Comments

-----Original Message-----

From: Taylor, Jeff (US - Columbus) [mailto:jefftaylor@deloitte.com]
Sent: Wed 12/17/2003 3:44 PM
To: CO-Susan Swartz
Cc:
Subject: Portsmouth Bypass Comments

James J Taylor II
98 East Marca Drive
Lucasville, OH 45648

Route choice: Hill 4

Reason: The Hill 4 route would be less of an impact to the residential and commercial community of the Lucasville area than the Valley 4 route. While the Valley 4 route would cost the state less money to construct than the Hill 4 route the negative social and economic impact to the residents of Lucasville would be hard to over look.

My family would be impacted in the following way:

The Valley 4 route would reroute the access route to the prison from its current entrance from rt 728 to a new route that passes through a residential area. This new route not only passes through the Marca neighborhood it also funnels all of the prison traffic from a 3 lane state highway onto a 2 lane access road. This would mean that every one of the 1200 employees of the prison would then enter and exit via a series of 2 lanes roads (either the new road (north, west traffic) or a combination of cook road and Lang lane (east, south traffic)). Currently the state has spent a good deal of time and money trying to reconstruct the entrance at 728 to handle the large amount of traffic that is present during school hours and shift changes at the prison (this large amount of traffic has resulted in many accidents some of which have been very serious). Add to this the amount of traffic that will be added to the 2 lanes roads from contractors, inmate families and other visitors of the prison that will now be using the new prison entrance. The proposed traffic pattern alone presents a congestion problem but we also have to consider the families in the Marca sub division that will be forced to deal with navigating among this congestion. Along with these considerations add the increased security risk that is posed by having the road go past and through residential neighborhood. Today inmate families and visitors are directed to the prison via st rt 728 and do not go directly through residential neighborhoods, but once this new road is built those who are visiting the prison on weekends and holidays will be going directly through the Marca subdivision. This increase exposure will attract some to a drive by the residential streets and homes introducing an element of risk that is not currently present.

Other Comments:

Thank you for listening to our comments and suggestions last year and reconsidering the proposed route. I hope that the process works again this time. I also hope that the state will consider its options and chooses the right alternative for all residents of the surrounding community not just the lowest cost alternative.

Cheers,

Jeff Taylor

From: Taylor, Jeff (US – Columbus) [mailto:jefftaylor@deloitte.com]
Sent: Wednesday, December 17, 2003 3:31 PM
To: CO-Santi Sopraseuth
Subject: Form posted from Microsoft Internet Explorer.

<<POSTDATA.ATT>>

This message (including any attachments) contains confidential information intended for a specific individual and purpose, and is protected by law. If you are not the intended recipient, you should delete this message. Any disclosure, copying, or distribution of this message, or the taking of any action based on it, is strictly prohibited.

CO-Annette N. Marquez

From: CO-Santi Sopraseuth
Sent: Thursday, December 18, 2003 9:41 AM
To: CO-Annette N. Marquez
Subject: FW: Form posted from Microsoft Internet Explorer.



POSTDATA.ATT (2
KB)

Name=James J Taylor II
phone=740.357.3037
Address=98 East Marca Dr
Email= jefftaylor@deloitte.com

categorylist=Planning Process

Comment=

I believe that the alignment of the Valley 4 segment of the proposed bypass would have a negative impact on the residents of the Lucasville area. Specifically this option would reroute the access route to the prison from its current entrance from rt 728 to a new route that passes through a residential area. This new route not only passes through the Marca neighborhood it also funnels all of the prison traffic from a 3 lane state highway onto a 2 lane access road. This would mean that every one of the 1200 employees of the prison would then enter and exit via a series of 2 lanes roads either the new road north, west traffic or a combination of cook road and lang lane east, south traffic. Currently the state has spent a good deal of time and money trying to reconstruct the entrance at 728 to handle the large amount of traffic that is present during school hours and shift changes at the prison this large amount of traffic has resulted in many accidents some of which have been very serious. Add to this the amount of traffic that will be added to the 2 lanes roads from contractors, inmate families and other visitors of the prison that will now be using the new prison entrance. The proposed traffic pattern alone presents a congestion problem but we also have to consider the families in the Marca sub division that will be forced to deal with navigating among this congestion. Along with these considerations add the increased security risk that is posed by having the road go past and through residential neighborhood. Today inmate families and visitors are directed to the prison via st rt 728 and do not go directly through residential neighborhoods, but once this new road is built those who are visiting the prison on weekends and holidays will be going directly through the Marca subdivision. This increase exposure will attract some to a drive by the residential streets and homes introducing an element of risk that is not currently present. These issues along with the general impact of the residents along Lucasville Minford road who will be losing the homes and way of life as a result of the Valley 4 segment being built would sway me to vote for the Hill 4 route.

Santi Sopraseuth
Transportation Designer
LAN/CADD/WEB Administrator

TranSystems Corporation
5747 Perimeter Drive, Suite 240
Dublin, OH 43017
E-mail: ssopraseuth@transystems.com
Web: www.transystems.com
T: 614.336.8480
 : 614.336.8540

-----Original Message-----

CO-Annette N. Marquez

From: CO-Susan Swartz
Sent: Wednesday, December 17, 2003 11:40 AM
To: CO-Annette N. Marquez
Subject: FW: State Route 823 Portsmouth Bypass Project Comments

-----Original Message-----

From: Thacker, Kristie [mailto:ThackerK@somc.org]
Sent: Wed 12/17/2003 11:03 AM
To: CO-Susan Swartz
Cc: dwhite@mailr.sen.state.oh.us; district89@ohr.state.oh.us; sccommish@hotmail.com; ospears@zoomnet.net; John.Hagen@dot.state.oh.us
Subject: State Route 823 Portsmouth Bypass Project Comments

Please consider my thoughts and comments in the attached document regarding the proposed Hill 1 portion of 823, which will affect the property of Harold G. Williams.

Thank you.

Kristie Williams Thacker

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December 17, 2003

SR 823 Study Team
Tran Systems Corporation
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

ODOT and the TranSystems SR 823 Study Team:

I am writing you in regards to the Portsmouth Bypass project currently under consideration by you and your organization. I am writing on behalf of Harold G. Williams, my father. I grew up in one of the areas termed "Hill Portion 1" and under consideration for this route. Our family's resources and quality of life would be severely diminished if the Hill Portion of the route. The agricultural impact is obvious. The route would cut the farm in thirds, considering ODOT has already destroyed a section of my family's property with the current project to straighten 335. A portion of SR 823 would further cut off access to our land.

Your project claims to "allow access to economically distressed areas with the intent to lay groundwork for business investment and creation of new jobs". How can there be access with little or no exit ramps in this area? What about the jobs and lives you will destroy? The proposed "Hill 1" portion of the bypass will cut through my parent's back yard. My father and other farmers will lose land and total access to their land. My parents have struggled to keep the farm all their lives, and now that they are enjoying retirement, this road will destroy the land they have fought so hard to keep in our family. My husband and I had plans to build a house, but now cannot, because the bypass is in direct line of where we want to build. Your bypass will dissect a neighborhood that is made up of people who live and work in the community now. Where do you think those people will go? What so called business investment and new jobs will there be? Fast food restaurants and gas stations do not support a community, especially when this portion does not allow an exit ramp or any access to the road. These people will move, and when they do, they may likely move out of the area.

My family has lived on this land for four generations. The Williams land means more to me than "the hill portion of Segment 3" or "undeveloped, flat property in the county that is not a floodplain" as you put it. My great grandfather brought his family to Ohio after losing his wife and two of his children in the Spanish influenza epidemic. My grandmother raised my father on this land and later deeded the farm to him. It was the lifeblood of our family and helped my father Harold G. Williams, put three children through college at The Ohio State University. My sister is the Scioto County 4H Extension agent, my brother a manager at Sara Lee Corporation in Cincinnati, and I myself am an Audiologist at Southern Ohio Medical Center.

I understand these things mean nothing to you, but to me this land is as much a part of our upbringing and character as our education in college. My father farmed the land and raised cattle. Living on the farm taught us responsibility, work ethic, and understanding

of nature and the environment we could never have experienced in a city. We learned how to grow our own food and survive without the conveniences of "developed" areas. I did not suffer without a McDonalds or a SuperAmerica on my door step. I woke up every morning to a beautiful quiet forest landscape and clean air. This project would affect the wildlife and woodland habitat in the area, bringing noise and air pollution.

I have studied the ever changing maps generated by your department. I know what drives your decision to cut through a neighborhood when you have the chance to go through hills and areas where there are no houses. I am sure it is about the almighty dollar, and of course your willingness to sacrifice homes that have stood for many years to save money in your million dollar budget. The Hill portion would require a large amount of land fill, and would destroy natural waterways, vegetation, and woodland, likely leading to soil erosion and limiting the resources of water for cattle in pasture land.

When I graduated from college, I could have lived in a large town with the conveniences of the city. Instead I chose to live where it is quiet, the air is clean, and children are safe to play in the yard and enjoy nature. People of education that live in Scioto County for that reason will no longer want to live here with a four lane highway in their back yard. I will move my tax dollars out of this state to find peace and nature if I can no longer have them here.

Thank you for your consideration,

Kristie Williams Thacker
3839 State Route 335
Portsmouth, Ohio 45662

cc: Governor Bob Taft
Senator Doug White
Representative Todd Book
Scioto County Commissioner Vernal Riffe III
Scioto County Commissioner Thomas Reiser
District 9 ODOT Deputy Director John Hagen
Scioto County ODOT Administrator Todd Huff



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

November 19, 2003

Comment Sheet

Name: RICHARD + BARBARA TROWBRIDGE
 Address: 9309 State Rt. 139, MINFORD, OH 45653-8658
 Representing: _____

The proposed bypass is shown in four sections. There are two alternatives under consideration for three of the four sections of the Bypass. The choices in each section can be mixed and matched to make a complete path for the roadway. Please circle the name of the alternative that you prefer in each section.

Hill 1 or Valley 1	Hill/Valley 2	<u>Hill 3 or Valley 3</u>	Hill 4 or Valley 4
--------------------	---------------	---------------------------	--------------------

Please explain your choice. Although it is not a "vote," ODOT will review all comments received before making a final decision on the location of the roadway. Your thoughts are important.

The "Hill 3" route will miss our house and our print shop.
if "Valley 3" is chosen, we will lose the house that has been in Richard's family for 48 years. It will also take the building that our print shop is in.

How will you or your family be impacted by the project (positives and negatives)?

Negative - The "Valley 3" route takes our house.
Positive - The "Hill 3" route misses our home and our business.

Other comments:

Comments will be accepted at the meeting, by mail, fax, website or e-mail until December 19, 2003:

TranSystems SR 823 Study Team
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name:

Leanne Allen

Address:

1484 Cook Rd, Lucasville

Representing:

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

This plan is so much better in avoiding populated spots. None of the routes would have affected us but this one preserves the communities better and makes more use of less useful land - hillsides, etc.
Good choice!

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name:

Steve R Allen

Address:

1484 Cook Road Lucasville, Ohio 45648.

Representing:

Home - owner,

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

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Please tell us your comments on the Preferred Alternative:

This appears to be a very good plan. I'm sure that there is going to be some owners not in agreement but, it seems your team has really done their homework.

Thanks for caring.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name:

TOM BENNINGTON

Address:

1908 BENNETT School house Rd, Wheelersburg, OH 45694

Representing:

Myself

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Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

I APPROVE OF THE PLAN AND RECOMMEND ITS COMPLETION. I LIKE THE ENTRANCE AND EXIT RAMPS AT THE AIRPORT AND ON LUCASVILLE-MINTON RD.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name:

Gloria Bentley

Address:

11091 St. Rt. 139 Minford, OH 45653

Representing:

Self

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

Your plan is satisfactory to me & my residence

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Web: www.PortsmouthBypass.com

CO-Susan Swartz

From: Boyce, Angela K [boyceak@Ports.USEC.com]
Sent: Friday, August 20, 2004 7:25 AM
To: CO-Susan Swartz
Subject: 823 Portsmouth Bypass

My husband and I attended the public meeting on 8/19/04 and are very pleased with the preferred alternate route.

I see no adverse effects on our schools or the heart of our community as the previous routes had.

With the addition of the interchange, Lucasville should actually see some economic benefits from this route. The previous routes would have virtually annihilated Lucasville.

Thank you for listening to our concerns and working so hard to address them.

Angie Boyce
USEC Field Services
Phone 740-897-2987
Fax 740-897-4417



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name: WILLIAM BURKE
 Address: 20178 ST Rt 73 McDERMOTT, OH 45652
 Representing: OSCO INDUSTRIES

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

THE PLAN FOR THE PORTSMOUTH
 BYPASS PRESENTED 8-19-04
 LOOKS GREAT.
 LETS START CONSTRUCTION.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until September 3, 2004:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name:

Fred Conkel

Address:

1033 Blue Run Road Minford

Representing:

Self

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

"Great" it will help everyone who travels thru this area.

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Dublin, OH 43017

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name: Sue Ann Coriell
 Address: 4071 St. Kee 335 Portsmouth, Ohio
 Representing: Home owner

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

I feel the new route is a better one for all involved. You are listening to the communities and the individual families that have been in the area for 100 of years. Thank you. At first we thought our comments were not appreciated, but as of now you have decided to change the route not just for myself but for the betterment of a lot of families.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name: MARK & Terri CORNWELL

Address: 447 B, ST. RT 140 - PORTSMOUTH, OH 45662

Representing: Poplar Heights

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

When I lived here over 14 years, we purchased additional lots adjoining the dwelling in later years for the privacy. We love where we live, I like to watch the deer, turkeys, rabbits & squirrels. Even though we never wanted to lose our house, we thought that whatever route the by-pass would take it would take our house, and that would be better than it being alongside us. Now the route has somewhat changed and we will be on top of the interchange. Everything we love about our home & location will be gone. Please take our home instead of ruining everything we've worked & paid for for 14 years. I feel our privacy will be gone & the property value will drastically be reduced.

Home

*Please Call at (740) 776-2055 Thank you
(740) 353-1175 -work - Terri Cornwell*

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name:

Carl Dalton

Address:

30 Pershing Ave

Representing:

Sciotoville

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

The Highway is taking to my front yard at an angle including my driveway. Please take this lot, possible more I own 5 lots

*Thank you
Carl Dalton*

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Dublin, OH 43017

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name:

William M. Dodson

Address:

PO Box 227, Minford, OH 45653

Representing:

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

The hill route for 823 looks good to me.
Your presentation was very good.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until September 3, 2004:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name: Mark Fitzgerald Ph. 740-776-2558

Address: 474 HIGHLAND BLVD. AT PO BOX 4123 SCIOTOVILLE OHIO 45662

Representing: _____

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

This new route divides my property in half and
land locks me from my road off S.R. 140 at
Lindsey School and locks me from 178 Acres.
It also cuts through my business.

Please do what you can to save my property!

Comments will be accepted at the meeting, by mail, fax, website or e-mail until September 3, 2004:

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Dublin, OH 43017

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Web: www.PortsmouthBypass.com



Bypass

Highway

Comment Sheet

Public Meeting

Name: DANNY FL

Address: 2940 LUCAS - M

Representing: _____

Following the November 19, 2003 Public Meeting and concluded that the Hill Alignment is the preferred alternative pending environmental reviews.

Now, the design team will begin to develop upon the recommended option by adding details. For example, the project team would like to determine if a solution can be developed to address concerns. Suggestions may be received from citizens and the public to improve the project and reduce impacts to people and property.

Please tell us your comments on the project.

I FEEL THAT THE
ROUTE FOR THE NEW 823
THE PARTIES INVOLVED IN
LISTEN TO THE CONCERNS
TO BE MUCH LESS IMPACT
THAN THE PREVIOUS VALLE

AGAIN I AM PLEASED
HILL ROUTE, THANKS

004

45648

THE PREFERRED

TO HAVE

THE HILL ROUTE,

HERE SEEMS

ROAD COMMUNITY

USE THE



Portsmouth Bypass

Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name:

Helen Flowers

Address:

2940 Lucasville - Mt. Pleasant Road, Lucasville, OH

Representing:

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

I wish to express my appreciation for your willingness to listen and work with the members of our community. I approve the selection of the Hill Bypass for the new bypass as it will be the least intrusive to our community.

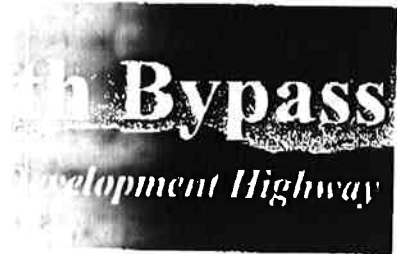
Helen Flowers

Comments will be accepted at the meeting, by mail, fax, website or e-mail until September 3, 2004:

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Dublin, OH 43017

E-mail:
Fax:
Web:

scswartz@transystems.com
(614) 336-8540
www.PortsouthBypass.com



Public Meeting

Name: S. Mildred Howers
Address: 3036 Lucasville-M
Representing: _____

104

Comment Sheet

Following the November 19, 2003 Public Meeting and concluded that the Hill Alignment was preferred after environmental reviews.

and W
omr

reviewed all comments received and preferred Alternative, pending

Now, the design team will begin to develop upon the recommended option by addressing, for example, the project team would like to work to determine if a solution can be developed to address suggestions may be received from citizens, people and property.

an will
and sug
ner of
ie a ex
pre

concentrate on trying to improve conditions of property owners. For initially landlocked property to the property. Similarly, other project and reduce impacts to

Please tell us your comments on the Preferred Alternative.

I approve of your decision
New 823 Bypass
I am 89 years old and
keep me from having a back
Thanks again for your

the
no
per
with

Route for the
the Hill Route will
back yard.
decision.

S. Mildred

Howers

Comments will be accepted at the meeting. TranSystems SR 823 Study Team 5747 Perimeter Drive, Suite 240 Dublin, OH 43017

submit comments by mail until September 3, 2004; email: swartz@transystems.com; phone: (614) 336-8540; website: www.PortsmouthBypass.com



823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name: _____



John Hartle
3011 State Route 335
Portsmouth OH 45662

Address: _____

Representing: Self

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

I Like it.
It appears to impact the least amount of residences, etc + mostly impacts bare land.
The addition of more interchanges is good.
What about an interchange at St. Rt. 335 + Swager Valley Area - just before or just after going into Highland Bend?

Please keep me informed via mail - I have no computer access - of further developments

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name:

Kate Kerr

Address:

4231 State Route 140, Wheelersburg OH 45694

Representing:

Private citizen and League of Women Voters

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

The Preferred alternative route appears to be a major improvement in comparison to the earlier version. The potential impact on families and property owners is significantly reduced and the basic integrity of small rural communities is preserved. I am heartened by the responsiveness of the ODOT planning team and congratulate you on listening to communities and constituents' needs. I have one question on my mind: There presently is a lot of coal truck activity on state route 140 from OH 93 between Jackson and Oak Hill. How will the bypass, with its interchange on or close to 139, affect coal truck routes? I realize the trucks' operators will seek the fastest most direct route to their destination (coal-loading facility next to Ohio River on US Route 52). Will there likely be road widening construction on either Ohio Route 140 or OH Rte. 139? Thanks for your consideration of these questions.

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823 Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name: Carol Maze
Address: 125 Bel-Air Dr. Lucasville, Ohio 45648
Representing: _____

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

I am in favor of the preferred Hill Route presented on 8/19/04 - Mansfield High School.

Thankyou.
Carol

Comments will be accepted at the meeting, by mail, fax, website or e-mail until September 3, 2004:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name:

Ted Mays

Address:

125 Bel Air Dr

Representing:

Self

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

Hill Project Good Choice

Thank you

Comments will be accepted at the meeting, by mail, fax, website or e-mail until September 3, 2004:

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Dublin, OH 43017

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name: Lisa (Gamp) McCray
 Address: 1195 Dixon Mill Road Portsmouth, OH 45662
 Representing: _____

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

I am so much happier to see the new Hill Alignment Chosen for the bypass. This has such a low impact on most of our residents when compared to the previous alternatives. The new route seems to make better sense, and I am very happy that you have spared all of my family and friends' farmlands. Thank you for taking our comments into consideration! I initially was completely opposed to the new road. However, since things were rerouted to accommodate most of our residents, I am now looking forward to the growth it may bring. Thanks again!

Comments will be accepted at the meeting, by mail, fax, website or e-mail until September 3, 2004:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name:

James Minzelli

Address:

6595 ST RT 138 MINFORD OH 45653

Representing:

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

My concerns are that with a highway of this size being this close to my home that the value of my property will drop considerably not to mention the noise, pollution & overall cleanliness. What is a very quiet & peaceful home will now be very noisy & polluted with dirt & noise.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until September 3, 2004:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name: Robert L Morton
 Address: 70 AAA 1414 12th St. Portsmouth OH 45662
 Representing: Retired AAA S.C. Ohio President & present Board Member

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

the ODOT decision to use the "Hill" Alignment is to
be commended. This is the best utilization of land and while
initially more costly will be less expensive in the future years
the addition of an interchange at the Lucasville-Minford Rd
is a good change to better serve Scioto County citizens
this Bypass highway is needed to improve economic
condition in this area of Ohio. Highways bring business

Sincerely,
Robert L Morton

Comments will be accepted at the meeting, by mail, fax, website or e-mail until September 3, 2004:

TranSystems SR 823 Study Team
 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name:

Wayne L Nichols

Address:

P.O. Box 1161 Portsmouth Ohio 45662

Representing:

Self + Trucking interest

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

(Good Job Susan?)

I believe this route is much better than some of the other previous proposals it is a good compromise a well thought out plan that should benefit the citizens of Scioto, Pike and Lawrence counties in Ohio as well as many in Carter Greenup county Kentucky and trucking interest both trucking companies and owner operators in all surrounding states as well as Ohio.

I only hope the funds will flow as soon as possible, and if hope Government and industry ~~operate~~ cooperate on an industrial park later years around the air port area. As Congressman Shickland said we need (backstop) not premises!

The Hill route should with stand the weight of Heavy Trucks better than some of the previous valley Routes that could be soft + flood easily and cause long term problems.

I think there was good work done here a good plan as this County has been owed this bypass for over 30 years!

PS I'd like to see the bridges named after Sara P.O.W.'s Wayne L Nichols

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Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name: TIM OHRSTROM

Address: 14677 US HWY 52

Representing: AEP

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

LOOKS GOOD — MOSTLY HILLOPS
 & THE LAND CUT YOU CAN USE AS FILL,
 & FEWER HOMES IMPACTED, & ELECTRIC LINES

Comments will be accepted at the meeting, by mail, fax, website or e-mail until September 3, 2004:

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name: DAVE OSBORNE

Address: 2233 FLATWOOD FALLEN TIMBER RD

Representing: SELF + community

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

I think we should have an ON + OFF Ramp from
FLATWOOD FALLEN TIMBER RD BECAUSE WE WOULD HAVE TO DRIVE
to Lucasville OR BLUE RUN to HAVE USE for it

IF we DONT it wont Be WORTH the NOISE!

Thank you

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Dublin, OH 43017

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Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name:

Lisa Eldridge Osborne

Address:

1509 Blake hollow Rd Portsmouth, Ohio

Representing:

Blake Hollow

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

Well, My concerns are My Children walk to 335 to catch School Bus, and when they put tile in they will not have access to Bus and in the winter time the township does not keep up the Road well enough to give us access to the hill to get out. If an emergency would arise we would be in trouble. And when it rains really hard our Creeks come out of its banks. I can imagine what would happen if it only had a tile to go thru.

So basically this new highway will be a hardship to us all the way. We would have to drive extra miles to get into Minford and I feel if you are going to block the road way and take just a piece of my property you should have to buy it all. instead of putting my family

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Web: www.PortsmouthBypass.com

and danger this way.



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name: Rickie and Katherine Oxyer

Address: 66 Foch Avenue

Representing: ourselves

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

with the sound wall placed where projected it looks like the best area for the new road.

But if you would like, you can purchase my house and make us a very happy couple.

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5747 Perimeter Drive, Suite 240
Dublin, OH 43017

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Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name: Kimberly Kenas Pauley
 Address: 1023 Blue Run Rd Minford, Ohio 45055
 Representing: Me

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

I don't want to move my land
 has been in family 20 or 30
 years I don't care if they have
 the highway I just still don't
 want to move at all I will
 never change my mind about wanting
 to move at all. Right now it
 looks like I don't have to be
 worried about the road thanks a lot
 if grate alley appreciated so much.
 I think the way they got
 chosen now is best way
 and the cheaper way.

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Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name: FRANKLIN T. GERLACH
 Address: 814 74th ST. PORTSMOUTH, OH 45862
 Representing: I 73/74

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

GOOD JOB IN DEALING WITH PRIOR CONCERNS
OF THE CITIZENS

THIS WILL HAVE A VERY FAVORABLE ECONOMIC
IMPACT ON THE COMMUNITY WITH MINIMAL
LOSS OF STRUCTURES.

I FAVOR THE PROPOSAL AND URGE IT
BE EXPEDITED SO IT CAN START TO
CREATE NEEDED JOBS FOR OUR AREA

GOOD JOB - KEEP UP THE GOOD WORK.

THANKS FOR KEEPING COMMUNITY INFORMED.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until September 3, 2004:

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5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting *Susan A. Phillips* August 19, 2004 Comment Sheet

Name: Bluemont Corp. & Heer & Co.

Address: 931 Gallia St - Portsmouth, OH (PO Box 1265)

Representing: Bluemont Corp. & Co.

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

When crossing Bluemont Corp (Heer & Co) property, please contact the owners (Mrs Phillips) about cutting off access. We ~~hope~~ ^{want} an oversize culvert capable of allowing large trucks to pass through for the removal of forest products.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until September 3, 2004:

TranSystems SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

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Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name:

William A. Reed

Address:

509 CAMP LANE PORTSMOUTH OH 45662

Representing:

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

*WE ARE GLAD YOU TOOK THE HILL ROUTE. THE
ONE THAT WAS RECOMMENDED YEAR AGO.
THIS DOES NOT INTERFERE WITH THE HOMES
& LANDLOCKING GROUND THAT THE OTHER ROUTES DID.
YOU FINALLY HAVE THE RIGHT ROUTE,*

Comments will be accepted at the meeting, by mail, fax, website or e-mail until September 3, 2004:

TranSystems SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

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Web: www.PortsmouthBypass.com



County of Scioto

OFFICE OF
COUNTY COMMISSIONERS
VERN RIFFE, Chairman
TOM REISER
OPAL M. SPEARS



Room 1, Courthouse, 602 Seventh Street
PORTSMOUTH, OHIO 45662

JANE KITT'S, CLERK
CYNTHIA QUILLEN, DEPUTY CLERK
JUDY ROWSON, DEPUTY CLERK
Telephone (740) 355-8313
Fax (740) 353-7358

COVER SHEET

PHONE: (740) 355-8356
FAX: (740) 353-7358

DATE: September 2, 2004

PLEASE DELIVER THE FOLLOWING MATERIAL AS SOON AS POSSIBLE.

TO: Susan Schwartz FAX NO. 1-614-336-8540

FROM: Scioto County Commissioners

TOTAL NUMBER OF PAGES 2 (INCLUDING COVER SHEET)

MESSAGE:

IF YOU DID NOT RECEIVE ALL OF THE PAGES OR FIND THAT THEY ARE ILLEGIBLE, PLEASE CALL THE UNDERSIGNED AT 740/355-8356 AS SOON AS POSSIBLE.

THANK YOU,

Heidi

OPERATOR

"Scioto County - Somewhere Special"



County of Scioto

OFFICE OF
COUNTY COMMISSIONERS
VERN RIFFE, Chairman
TOM REISER
OPAL M. SPEARS



Room 1, Courthouse, 602 Seventh Street
PORTSMOUTH, OHIO 45662
JANE KITTS, CLERK
HEIDI CRABTREE, DEPUTY CLERK
JENN SMITH, DEPUTY CLERK
Telephone (740) 355-8313
Fax (740) 353-7358

September 2, 2004

Ms. Susan Schwartz
TransSystems Corporation
SR 833 Study Team
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

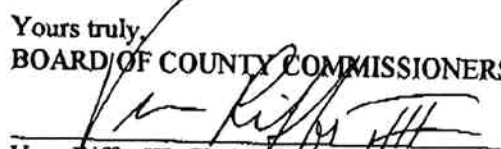
RE: Portsmouth Bypass

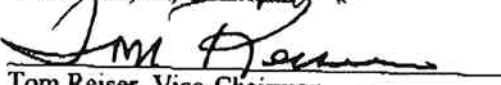
Dear Ms. Schwartz:

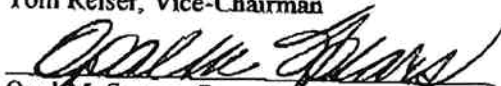
As represented by the Ohio Department of Transportation at a meeting held on August 19, 2004, at Minford High School, the Portsmouth Bypass will be a four-lane, divided, limited-access freeway from Wheelersburg to Lucasville with access provided by interchanges at US 52, at Shumway Hollow near the Airport on SR 335, at Lucasville-Minford Road, and at US 23. The Scioto County Board of Commissioners strongly support the route chosen. The Board is also supportive of an interchange near the Minford Airport connecting to SR 335, thus keeping the Bypass a limited access highway. It is the goal of the Board to open up access to land in the Teays River Valley for future industrial and commercial development and to the Scioto-Lawrence Industrial corridor along U.S. 52 and the Ohio River in Southeastern Scioto County.

We appreciate the Ohio Department of Transportation's and TranSystem's efforts in helping to make this project a reality, thereby helping to secure Scioto County's economic future with a modern and safe transportation system that has the potential for creating jobs for our citizens.

Yours truly,
BOARD OF COUNTY COMMISSIONERS


Vern Riffe, III, Chairman


Tom Reiser, Vice-Chairman


Opal M. Spears, Commissioners

/hc

"Scioto County - Somewhere Special"



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name: GREGORY K. RUCKER
 Address: 351 BURNS HOLLOW RD. LUCASVILLE, OHIO 45648
 Representing: SELF

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

JUST WANTED TO THANK YOU FOR THE PUBLIC MEETINGS, IT WAS WELL ORGANIZED AND EVERYONE WAS VERY HELPFUL. I WAS PLEASED OVERALL WITH THE HILL ROUTE BEING CHOSEN, I WOULD LIKE TO THANK WHOEVER WAS RESPONSIBLE FOR THE DECISION OF SPENDING THE EXTRA MONEY TO SEE THAT IT WAS DONE. I PERSONALLY WOULD LIKE TO SEE THIS PROJECT MOVE ON AS QUICKLY AS POSSIBLE AS I THINK IT WILL BENEFIT OUR AREA GREATLY.

THANKS
 Greg Rucker

Comments will be accepted at the meeting, by mail, fax, website or e-mail until September 3, 2004:

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 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name:

Mrs Ronald Taylor

Address:

75 Hayes St. Minford

Representing:

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

This is a great plan. Better than the first. This new highway is better for traveling

Comments will be accepted at the meeting, by mail, fax, website or e-mail until September 3, 2004:

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Dublin, OH 43017

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Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name:

Ruth A. Laffoon

Address:

75 Hayes St Minford Ohio 45653

Representing:

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

I think the new plan is better. its greater than the old plan.

We will appreciate when its all is completed.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until September 3, 2004:

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Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name: DAVID SEE

Address: P.O. Box 801 Lucasville, Ohio 45648

Representing: _____

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

THANK YOU FOR HEARING CONCERNS FROM THE PUBLIC. THIS IS A MUCH BETTER ROUTE.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until September 3, 2004:

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 5747 Perimeter Drive, Suite 240
 Dublin, OH 43017

E-mail: scswartz@transystems.com
 Fax: (614) 336-8540
 Web: www.PortsmouthBypass.com

CO-Annette Marquez

From: CO-Santi Sopraseduth
Sent: Friday, August 27, 2004 10:40 AM
To: CO-Annette Marquez
Subject: FW: Form posted from Microsoft Internet Explorer.

Name= Mrs. Mysti L. Stiltner, Scioto County Horse Rescue
phone= (740)456-5953
Address=922 Carver Ridge Rd.,Portsmouth,OH 45662
Email= Cowgirl1139@peoplepc.com

categorylist= Planning Process

Comment=

This is comment concerning the Portsmouth Bypass project. Why not use State Route 139 from 23? It is mostly hillside with fewer residents. We live in a nice little area, but we do not have access to cable, good internet service or Columbia gas, which is not a huge ordeal, but it would be nice to obtain these services. We do run the equine rescue for all of southern, Ohio and we ,as do our neighbors have interest in relocation. There is not much farm land in this direction and there are several propertys for sale at this time. Also many others wishing to sell. You could use 139 from 23 and go immediately over the hills. A route of this sort would easily be feasible to the Wheelersburg area. Just a thought. Thank you for allowing an area for feedback and comments. Mrs. Stiltner

:: Santi Sopraseduth
Transportation Designer
LAN/CADD/WEB Administrator
ssopraseduth@transystems.com

:: TranSystems Corporation ::
p: 614.336.8480
f: 614.336.8540
www.transystems.com

-----Original Message-----

From: Mysti Stiltner [<mailto:COWGIRL139@peoplepc.com>]
Sent: Thursday, August 26, 2004 4:30 PM
To: CO-Santi Sopraseduth
Subject: Form posted from Microsoft Internet Explorer.



Portsmouth Bypass

in Appalachian Development Highway

Public Meeting

Name: I. J. Tackett Comment Sheet

Address: 212 Hill Rd. Lucasville OH 45648

Representing: _____

Following the November 19, 2004 Public Meeting and Final Environmental Review, the Preferred Alternative was selected. A reviewed all comments received and concluded the Preferred Alternative, pending

Now, the design team will be concentrating on trying to improve upon the recommended alternative and address the suggestions of property owners. For example, the project will make a determination as to whether or not potentially landlocked property to determine if a solution can be developed that will provide access to the property. Similarly, other suggestions may be developed that will improve the project and reduce impacts to

Please tell us your comments

I believe the Hill route is a much better alternative for the residents of the area. The route will be less of an inconvenience in the Lucasville area. Also, with the Hill route, the access to Lucasville Minford Road, the new route will be more of the local residents' discretion to us, rather than a Hill route, a definitely support the consideration of our concerns into

Comments will be accepted until September 3, 2004.
TranSystems SR 8
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

Small until September 3, 2004:
scswartz@transystems.com
(614) 336-8540
www.PortsmouthBypass.com



Public Meeting

Comment Sheet

Name: J. TACKER

Address: 25 Lucas Lucasville OH 45648

Representing: _____

Following the November 19, 2003 meeting, the Hill Alignment was reviewed. The HWA reviewed all comments received and recommended Preferred Alternative, pending

Now, the design team will begin to develop the preferred alternative. For example, the project team would like to determine if a solution can be developed to provide access to the property. Similarly, other suggestions may be made to improve the project and reduce impacts to people and property.

Please tell us your comments on the proposed route. We will concentrate on trying to improve suggestions of property owners. For example, the project team would like to determine if a solution can be developed to provide access to the property. Similarly, other suggestions may be made to improve the project and reduce impacts to people and property.

Thank you for the choice for the route. It puts the yard in a new interesting get to be all water.

The route is a better access to Minford Road off of our homes and the highway with the road so we may be pleased with this option presented so far.

Comments will be accepted until September 3, 2004. Please call or e-mail until September 3, 2004:

TransSystems Systems, Inc.
5747 Edgewater
Dublin, OH 43017

scswartz@transystems.com
(614) 336-8540
www.PortsmouthBypass.com

CO-Susan Swartz

From: Jim Taylor [jytaylor@dragonbbs.com]
Sent: Friday, August 20, 2004 12:49 PM
To: CO-Susan Swartz
Subject: Public Meeting 8/19/2004 Minford HS

James J Taylor
426 Pleasant Drive
Lucasville, OH 45648
740-259-4918

I attended the meeting and reviewed the maps. I am very pleased you have chosen the hill route for Lucasville. The valley route would have destroyed the community.

CO-Annette Marquez

From: CO-Susan Swartz
Sent: Wednesday, September 08, 2004 2:31 PM
To: 'Greg Manson'; 'Noel Alcala'
Cc: CO-Annette Marquez
Subject: SCI-823: Call from Walkers

I received a call from Harry and Suzanne Walker today. They live at 112 Cramer Road in Lucasville. Their family owns 81 acres on the west side of US 23 just north of the areas where the bypass will go. They wanted some information on the location in relation to their family's property.

Mr. Walker felt that the project was a good idea since Scioto County has been depressed for so long. He remembers the project being talked about for the last 40 years. He had one additional comment to offer that we don't hear very often – he felt that the construction jobs and the purchase of materials would be very helpful to the economy of the area and thought that should be considered as well. Just thought I'd pass that along.

-- Susan

Susan C. Swartz, PE, AICP
Manager, Transportation and Environmental Planning
TranSystems Corporation
614-336-8480
fax 614-336-8540
scswartz@transystems.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name:

Patricia E. Williams

Address:

P.O. Box 601, 307 Bel Air Dr., Lucasville OH 45648

Representing:

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

The Hill Route is vastly superior to the so-called Valley Route. I live one mile east of US 23, and the Valley Route would have seriously devalued my property and that of hundreds of my neighbors.

I very much appreciate ODOT's re-routing of this section of ~~the~~ proposed 823. All of us who live in the residential area in the Valley School District are very, very relieved.

Please keep the Hill Route!!!

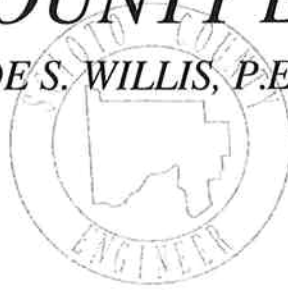
Comments will be accepted at the meeting, by mail, fax, website or e-mail until September 3, 2004:

TranSystems SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

SCIOTO COUNTY ENGINEER

CLYDE S. WILLIS, P.E., P.S.



COURTHOUSE OFFICE
ROOM 106 COURTHOUSE
602 SEVENTH STREET
PORTSMOUTH, OHIO 45662
(740) 355-8265

GARAGE OFFICE
56 S.R. 728 - P.O. BOX 429
LUCASVILLE, OHIO 45648
(740) 259-5541

September 1, 2004

Transystem Corporation SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, Ohio 43017

Re: Portsmouth By Pass S.R. 823

Gentlemen:

I was very pleased with the Preferred Alternative which was presented at Minford High School on August 19, 2004. I was also very happy that the Highway Director decided to spend the extra money to eliminate the relocation of Scioto County Citizens on both ends of the project by choosing the hill alternatives.

Since the meeting I received a call from Herman Esham who lived on Stout Hollow Road reminded me of the fact that Stout Hollow Road is going to be dead ended by the new road and the underpass off of S.R. 335 is not very high and would preclude tall delivery trucks and concrete mixers from coming in. I gave him Susan Swartz phone number and he said he would call but I wanted to mention it to you.

If you have any question please call.

Sincerely,

CLYDE S. WILLIS, P.E.,
SCIOTO COUNTY ENGINEER

CSW/I



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name: James Willis

Address: 830 Connie Ave. Wheelersburg, OH

Representing: _____

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

I am very excited about the potential of increased traffic due to the bypass. The route appears to be well thought out and will greatly improve a drive I make often. I am glad the State is working with property owners and I hope that any potential problems can be resolved to everyone's satisfaction. Let's get it built.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until September 3, 2004:

TranSystems SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com



Portsmouth Bypass

An Appalachian Development Highway

Public Meeting

August 19, 2004

Comment Sheet

Name:

SANDY WILLIS

Address:

83 RASE'S MAN.

MINFORD

Representing:

Following the November 19, 2003 Public Meeting, ODOT and FHWA reviewed all comments received and concluded that the Hill Alignment would be the recommended Preferred Alternative, pending environmental reviews.

Now, the design team will begin to develop roadway plans and will concentrate on trying to improve upon the recommended option by addressing concerns and suggestions of property owners. For example, the project team would like to work with the owners of potentially landlocked property to determine if a solution can be developed that would provide access to the property. Similarly, other suggestions may be received from citizens that would improve the project and reduce impacts to people and property.

Please tell us your comments on the Preferred Alternative:

I LIKE THE PROPOSED Rt. OF THE Scioto County Bypass AND APPRECIATE GREATLY THE DIRECTOR AND HIS EFFORTS TO GIVE Scioto County THE BEST POSSIBLE ROUTE.

Comments will be accepted at the meeting, by mail, fax, website or e-mail until September 3, 2004:

TranSystems SR 823 Study Team
5747 Perimeter Drive, Suite 240
Dublin, OH 43017

E-mail: scswartz@transystems.com
Fax: (614) 336-8540
Web: www.PortsmouthBypass.com

*An Appalachian Development Highway***APPENDIX D – LIST OF PREPARERS AND REVIEWERS****FEDERAL HIGHWAY ADMINISTRATION**

Dave Snyder, Environmental Program Coordinator, Federal Highway Administration- B.S. in Civil Engineering, 9 years experience in environmental document preparation and review.

OHIO DEPARTMENT OF TRANSPORTATION**Office of Environmental Services**

Noel A. Alcala, Major New Coordinator, ODOT, P.E.- B.S. in Civil Engineering, 12 years experience in ESA studies. 4 years experience as environmental coordinator of major new projects.

John R. Baird, Environmental Specialist, ODOT- B.S. in Biology, 13 years experience in ecological field investigations and coordination, including wetland mitigation design and monitoring.

Deborah L. Brown, Environmental Specialist, ODOT- B.S. in Agriculture, 8 years experience as horticulturalist; 6 years experience as landscape technician. 3 years experience environmental document preparation and review.

William R. Cody, Assistant Environmental Administrator, ODOT- B.S. in Landscape Architecture, 21 years experience in landscape architectural design with 5 years in waterway permit coordination.

Julie Denniss, Environmental Supervisor, ODOT- B.A. in Geology, 16 years of experience in ESA.

Paul B. Graham, Assistant Environmental Administrator, ODOT- B.A. in Anthropology, M.A. level Certificate in Public Service Archaeology- 24 years experience in archaeological investigations, environmental document preparation and review.

Timothy M. Hill, Administrator, ODOT- B.S. in Design Technology- Architectural/ Environmental Design- 12 years experience in project management/ development, environmental document preparation, review and oversight.

Elvin W. Pinckney, Environmental Specialist, ODOT- B.A. in Business Management, 31 years experience in air quality and noise impact assessment.

Mary Anne Reeves, Environmental Specialist, ODOT- M.A. Art History; B.A. Humanities; B.A. Art History; Minor History- 17 years with Ohio Historic Preservation Office; 3 years with

An Appalachian Development Highway

Florida Department of Transportation; identification of historic properties, document preparation (reports, National Register Nominations, OHI forms), and 106 reviews.

Donald E. Rostofer, Environmental Specialist, ODOT- B.S. in Natural Resources- 16 years experience in civil engineering, 10 years experience in natural resource management, 7 years experience in environmental reviews, permit coordination, stream investigations, mitigation, restoration designs and monitoring.

Fredric K. Steck, Environmental Supervisor, ODOT- B.S. in Life Science- M.S. in Forest Ecology, Doctoral Studies in Plant Ecology- 29 years experience in identification, assessment and coordination of ecological impacts, farmland impacts and Section 4(f) impacts.

Susan J. Wyant, Public Involvement Specialist, ODOT- B.A. in Communications- 22 years experience in public service: 10 years in transportation, 6 years experience in environmental document preparation and review.

District 9

Kathleen Fuller, Public Information Officer, ODOT- B.A. in English- 12 years experience in communications and writing, including 4 years with the Ohio Department of Transportation.

ODOT- DISTRICT 9 CONSULTANTS**TranSystems Corporation**

Kelley C. Daniels, TranSystems – B.A. in Professional Writing- 5 years experience in marketing, technical writing, and graphic design.

Cary L. Ehrman, TranSystems – B.A. in Geology, M.S. in Environmental Science- 18 years experience in environmental analysis related to Ohio Department of Transportation's (ODOT) preliminary development process.

Stacey C. Forman, TranSystems, EIT – B.S. in Civil Engineering, M.S. in Civil Engineering- 1 year experience in transportation and environmental planning.

Annette N. Marquez, TranSystems, EIT – B.S. in Civil Engineering- 2 years experience in transportation and environmental planning.

Bryan G. Newell, TranSystems, AICP – B.S. in Architecture, M.S. in City and Regional Planning- 5 years experience in transportation planning and traffic engineering.

Greg F. Parsons, TranSystems, P.E. – B.S. in Civil Engineering- 17 years experience on highway projects, including preliminary layouts, feasibility and corridor studies.

An Appalachian Development Highway

Terry Shaw, TranSystems – B.S. in Civil Engineering, M.S. in Civil Engineering- 13 years experience in transportation and planning.

David F. Shipps, TranSystems – B.A. in Geography, M.S. in City and Regional Planning- 2 years experience in environmental planning.

Susan C. Swartz, TranSystems, P.E., AICP – B.S. in Civil Engineering- 11 years experience in transportation planning and environmental analysis, including 7 years with the Ohio Department of Transportation.

CH2M Hill

Robert Hook, Environmental Planner, CH2M HILL - M.S. in Biology- 18 years experience in ecological field investigations, including wetlands delineation, wetlands mitigation, habitat surveys, and rare species surveys.

Stuart C. Jennings, Environmental Planner, CH2M HILL - M.A. in Biology- 3 years experience in ecological field studies.

Frank Orr, GIS Analyst, CH2MHILL - M.S. in GIS- 7 years experience in GIS data collection and creation, GIS application development, spatial analysis, and cartographic production.

Rob Miller, AICP, Environmental Planner, CH2MHILL - M.S. in Forest Management- 16 years experience in ecological and planning studies, including wetland delineation/mitigation, NEPA documentation and impact analysis.

DLZ, Inc.

Arthur (Pete) Nix, P.E., Geotechnical Division Manager, DLZ Ohio, Inc.- B.S. in Civil Engineering, 20 years experience in subsurface investigations and geotechnical evaluations, including roadway and bridge projects, water resource projects, and landslide rehabilitations.

Martin R. Shumway, Geotechnical Engineer, DLZ Ohio, Inc.- B.S. and M.S. in Civil Engineering, 4 years experience in geotechnical engineering, 3 years experience in mining geology.

*An Appalachian Development Highway***APPENDIX E – Distribution List**

The Draft Environmental Impact Statement will be distributed to the following agencies for review:

<u>Agency</u>	<u>Comments Requested</u>	<u>Comments Received</u>
Federal Agencies		
Fish and Wildlife Service	(x)	()
Environmental Protection Agency- Chicago	(x)	()
Environmental Protection Agency- Washington, D.C.	(x)	()
Army Corps of Engineers, Huntington District	(x)	()
Department of the Interior	(x)	()
State Agencies		
Ohio Department of Natural Resources	(x)	()
Ohio Department of Agriculture	(x)	()
Ohio Environmental Protection Agency	(x)	()
Ohio Historic Preservation Office	()	()
Local Agencies		
Portsmouth Public Library- Portsmouth Branch	()	()
Portsmouth Public Library- Lucasville Branch	()	()
Scioto County Engineer's Office	()	()

*An Appalachian Development Highway***APPENDIX F – AFFECTED UTILITY LINES**

Columbia Gas of Ohio. The following table lists the locations of gas lines that may be affected by the project alignments.

Location	Beginning Station	Ending Station	Length Affected (ft)
H1	30+00.00(NB)	45+67.51(NB)	1620
H1	41+32.39(NB)	43+06.49(NB)	205
H1	43+16.29(NB)	46+20.12(NB)	420
H1	63+70.21	68+39.56	1050
V1	30+00.00(NB)	45+67.51(NB)	1620
V1	41+32.39(NB)	43+06.49(NB)	205
V1	43+16.29(NB)	46+20.12(NB)	420
V1	65+96.62	68+81.86	600
V3	694+69.64	699+62.22	630
V4	808+53.62	814+83.12	740
V4	824+58.63	853+69.65	2945
V4	869+34.07	876+68.04	815

Minford/ Sprint Telephone Company. The following table lists the locations of Sprint telephone utility lines that may be impacted by one of the alignments.

Location	Beginning Station	Ending Station	Description	Length Affected (ft)
H2	363+33.07	364+41.46	1-12 pair aerial cable	710
H2	391+87.74	396+65.28	1-6 pair aerial cable	2130
H2	460+45.18	461+37.47	1-18 fiber buried, 1-50 pair aerial, and 1-150 pair aerial cable **(@ bridge structure)	410
H3	504+36.44	505+59.54	1-200 pair aerial cable **(@ bridge structure)	420
H3	555+69.76	557+45.11	2-12 fiber aerial and 1-200 pair aerial cable **(@ bridge structure)	435
V2	427+02.86	427+41.49	1-12 pair aerial cable	465
V2	455+87.57	458+45.34	1-6 pair buried cable	475
V2	523+55.14	524+47.28	1-18 fiber buried, 1-50 pair aerial, and 1-150 pair aerial cable	410
V3	567+92.18	570+56.38	1-200 pair aerial cable	475

An Appalachian Development Highway

Scioto County Regional Water Authority. The following table lists the locations of water lines that may be impacted by one of the alignments.

Location	Beginning Station	Ending Station	Description	Length Affected (ft)
H1	126+10.68	128+47.00	3" PVC	375
H1	170+28.10	172+69.86	8" AC	230
H1	249+31.52	249+30.12	2" PVC	540
H2	392+20.23	396+23.37	2" PVC	740
H2	400+34.28	405+31.20	8" PVC *(Shumway Hollow Rd/exit ramp impact)	495
H2	400+71.01	401+86.60	8" PVC *(Shumway Hollow Rd/exit ramp impact)	260
H2	460+98.35	461+82.70	4" PVC **(@ bridge structure)	410
H3	503+75.19	505+08.76	8" PVC **(@ bridge structure)	420
H3	556+25.15	558+03.31	5" PVC **(@ bridge structure)	435
H3	597+82.77	598+76.34	4" PVC **(@ bridge structure)	420
H4	737+56.86	737+58.64	3" PVC **(@ bridge structure)	400
H4	774+48.25	775+06.09		405
H4	909+92.16	911+26.59	8" PVC **(@ bridge structure)	465
H4	910+11.85	911+54.87	3" PVC **(@ bridge structure)	485
V1	132+85.89	134+25.76	2" PVC	425
V1	155+86.48	157+62.90	3" PVC	445
V1	178+26.04	181+72.84	3" PVC	535
V1	186+20.66	186+72.26	6" AC	400
V1	219+87.67	220+19.46	2.5" PVC	400
V1	239+48.59	241+07.62	4" PVC	435
V1	312+41.82	315+15.95	12" PI	485
V1	315+96.30	319+01.33	3" PVC	515
V2	456+40.45	459+08.57	2" PVC	480
V2	524+08.35	524+92.17	4" PVC	410
V3	567+28.31	569+87.50	8" PVC	475
V3	645+08.16	645+11.68	10" AC	400
V3	694+66.64	699+46.22	10" AC	630
V4	787+98.04	788+48.49	12" C-900 *(SR 728 relocation impact)	75
V4	792+21.52	792+61.60	12" C-900 *(SR 728 relocation impact)	75
V4	807+31.04	813+10.87	12" C-900	715
V4	809+28.53	818+96.80	8" AC	1085
V4	816+64.09	816+74.64	8" AC *(SR 728 relocation	40

An Appalachian Development Highway

TABLE F-3: Scioto County Regional Water Authority- Affected Lines

Location	Beginning Station	Ending Station	Description	Length Affected (ft)
			impact)	
V4	816+69.51	817+73.75	12" C-900 *(SR 728 relocation impact)	115
V4	819+09.10	822+26.82	8" AC *(SR 728 relocation impact)	365
V4	826+07.38	827+14.82	8" AC	330
V4	827+16.38	854+47.20	12" C-900	2755
V4	834+39.62	834+52.80	Unknown (distribution line for prison)	300
V4	868+18.48	876+45.09	12" C-900	915
V4	872+89.42	878+52.11	12" AC	665
V4	925+50.49	926+59.92	8" PVC	430
V4	925+64.02	926+89.04	3" PVC	440

Scioto County Sanitary Sewer. The following table lists the locations of sanitary sewer lines that may be impacted by one of the alignments.

TABLE F-4: Scioto County Sanitary Sewer- Affected Lines

Location	Beginning Station	Ending Station	Description	Length Affected (ft)
H1	39+73.94(NB)	46+84.44(NB)	8" Gravity Sewer	651
H4	910+14.10	911+71.21	6" Force Main w/ 12" casing**(@ bridge structure)	500
V1	41+18.51(NB)	43+57.44(NB)	8" Gravity Sewer	245
V4	826+52.12	851+36.91	6"/8" Force Main	2675
V4	923+15.22	927+04.22	8"/10" Gravity Sewer, 6" Force Main w/ 12" casing	495

Verizon Telephone Company. The following table lists the locations of Verizon telephone lines that may be affected by one of the proposed alignments.

*An Appalachian Development Highway***TABLE F-5: Verizon Telephone Co- Affected Lines**

Location	Beginning Station	Ending Station	Description	Length (ft)
H1	40+74.21(NB)	48+13.85(NB)	Under Ground (UG) conduits, fiber optic, MH, possible junction box(?)	837
H1	44+01.21(NB)	48+32.31(NB)	UG conduits, fiber optic, MH, possible junction box(?)	435
H1	64+15.58	69+64.32	Above Ground (AG) Fiber optic, copper lines on AEP poles	1659
H1	67+69.10	76+75.74	AG copper distribution lines	923
H1	69+21.07	69+42.76	AG copper dist. lines	25
H1	126+11.90	129+47.77	AG copper dist. Lines **(@ bridge structure)	525
H1	127+15.83	128+12.65	AG copper dist. lines	160
H1	169+64.11	171+99.83	AG copper dist. lines	465
H4	737+35.82	737+40.92	UG copper dist. lines**(@ bridge structure)	400
H4	774+71.39	775+29.32	UG and AG copper dist. lines	405
H4	910+27.95	911+89.83	UG fiber lines **(@ bridge structure)	505
V1	42+82.29(NB)	46+95.21(NB)	UG conduits, fiber optic, MH, possible junction box(?)	470
V1	44+01.21(NB)	44+19.90(NB)	UG conduits, fiber optic, MH, possible junction box(?)	20
V1	67+31.52	67+63.80	AG fiber and copper dist. lines **(@ bridge structure)	1030
V1	68+71.45	70+11.40	AG copper dist. lines	925
V1	111+52.18	112+71.27	AG fiber and copper dist. lines	625
V1	156+20.54	157+89.50	AG copper dist. lines	445
V1	178+60.58	182+00.87	AG copper dist. lines	535
V1	185+30.24	185+93.86	AG copper dist. lines	400
V1	219+63.38	219+94.52	AG copper dist. lines	400
V1	239+19.51	240+76.43	AG copper dist. lines	435
V1	315+46.76	318+20.49	AG fiber and copper dist. lines	500
V3	645+34.66	645+37.61	AG fiber and copper dist. lines	400
V3	694+57.92	699+32.50	AG fiber and copper dist. Lines (along SR 139, lines share AEP power poles)	630
V4	808+70.08	815+06.87	AG fiber and copper dist. lines	745
V4	817+78.06	818+39.61	AG fiber and copper dist. Lines *(SR 728 relocation impact)	95
V4	829+54.64	848+21.93	AG fiber and copper dist. lines	1900
V4	871+69.21	877+72.84	AG fiber and copper dist. lines	700
V4	872+41.32	872+59.06	AG copper dist. lines	40
V4	920+77.72	926+65.49	UG fiber lines	605
V4	926+15.76	927+17.14	UG fiber lines	465

An Appalachian Development Highway

Time Warner/ Adelphia Cable. The following table lists the locations of Time Warner/ Adelphia Cable utilities that may be affected by one of the alignments.

Location	Beginning Station	Ending Station	Length Affected (ft)
H1	249+48.61	249+37.58	210
H2	400+36.78	NA	490
H2	461+26.99	462+00.71	410
H3	503+54.16	504+81.72	420
H3	556+48.34	558+23.36	435
H3	598+69.49	599+33.29	450
H4	910+19.72	911+80.64	500
V1	220+15.58	220+46.01	400
V1	240+15.64	241+80.61	435
V1	316+05.56	319+05.67	525
V2	524+37.03	525+10.19	410
V3	567+00.55	569+50.92	475
V3	644+83.65	644+96.05	400
V3	694+95.26	699+81.15	630
V4	808+95.11	815+47.74	745
V4	822+95.10	854+47.07	3265
V4	869+58.11	876+82.99	825
V4	921+95.45	926+81.87	500
V4	926+21.33	927+31.35	470

*An Appalachian Development Highway***APPENDIX I – ALTERNATIVES COMPARISON**

Table I-1 compiles the general conclusions of the preceding sections of this report. Each alternative is ranked from best to worst within each performance measure. The darker colors indicate better performance, using this scale:

1.1.	Rank
1	
2	
3	
4	
5	
6	
7	

US 23/US 52 Upgrade. This alternative would have the lowest cost at \$36.8 million. It would allow for direct improvements to congested intersections along the route and have some limited safety benefits as a result. This option would provide very little travel time savings for through trips and would have no measurable economic development benefits. This alternative has a very small, but positive, net benefit and a benefit/cost ratio of better than 1.0; therefore, it would be an economically feasible project if the decision were made to limit the purpose of the proposed project to target specific congestion and safety problems along the existing route. This option would not meet the goals of ARC or *Access Ohio*.

SR 104 Arterial. This alternative would have the second lowest cost at \$43.6 million. It would directly improve the deficient segment of SR 104 to an acceptable level of service. This alternative would provide just under 6 minutes of travel time savings over using existing US 23/US 52, but no improvement over the best available, the Rosemount route. As this area has very few accident problems overall, it would provide very little safety benefit. This alternative is projected to have no measurable economic development benefit. This option possesses a positive net benefit and a benefit/cost ratio of better than 1.0. If the purpose of the project were limited to reducing congestion on SR 104, this alternative would be an economically reasonable project. This option would not meet the goals of ARC or *Access Ohio*.

Table I-1: Comparison of Preliminary Alternatives

Alternative	2005 Cost (millions)	2025 Traffic on Improved Route	Financial Measures*		Levels of Service	Safety Benefits		Mobility		Economic Development Issues
			Net Benefit	Benefit/Cost		Improvement to deficient locations	Improvement to high accident locations	Accident Savings (millions)	Through Travel Time	
Feurt Hill Bypass	\$98.2	16,700	\$81.5	2.1	+	+	+	26:30	12:13	916
Inner Bypass	\$114.0	24,100	-\$30.5	0.6	-	+/-	+/-	28:00	10:43	69
Airport Bypass	\$154.0	25,000	\$63.2	1.6	+/-	+++	+++	23:00	15:43	2016
West Bypass	\$63.0	8,800	-\$24.4	0.5	---	-	-	31:30	7:13	17
Airport Arterial	\$74.4	15,300	\$20.7	1.4	-	++	++	32:30	6:13	580
SR 104 Arterial	\$43.6	14,300	\$21.0	1.7	+++	---	---	32:00	6:43	0
US 23/US 52 Upgrade	\$36.8	22,200	\$6.6	1.3	++	-	-	37:36	1:07	0

* Net Benefit represents the current value of the total transportation benefits minus the total project cost. Benefit/Cost represents the current value of the total transportation benefits divided by the current value of the total project costs. Economic Development benefits have not been included in this calculation.

Source: Gannett Fleming, 2000

An Appalachian Development Highway

West Bypass. This alternative is the third least-costly of the alternatives under consideration at \$63.0 million. It would allow through travelers to save approximately 7 minutes over the existing US 23/US 52 route. However, this alternative would divert very little through traffic and draw only a total of 8,800 vehicles per day in 2025. This option has limited potential to encourage economic development within the area studied, resulting in only a projected increase of 147 jobs. This option would provide very little congestion relief or safety benefit. This option has the potential to have substantial impacts on the Scioto River, floodway, and flood plain, in addition to known archaeological resources within the corridor. Based upon the measures used in this study, the West Bypass would generate no net benefit, with a benefit/cost ratio of only 0.5. This option would address few of the identified needs and would not be economically feasible as a solution to the problems identified in the study area. It should be noted that this might be a valid project if aimed at a different set of transportation problems, potentially to the south and west of this area.

Airport Arterial. This alternative is the next most expensive option at a projected cost of \$74.4 million. This option would provide approximately 6 minutes of travel time savings over the existing US 23/US 52 route, but no savings over the best available existing route. It would generate some safety benefits by direct improvement of high accident locations along the route and by diversion of traffic from higher accident segments. This option would provide very little congestion relief. The Airport Arterial would provide improved access to economic development areas and is projected to enhance the development potential of the area on the order of 1,612 jobs. However, this option has the potential to displace a large number of residential properties. An arterial would be prone to generating traffic signals which would erode the mobility and economic development benefits over time. The Airport Arterial would have a positive net benefit and a benefit/cost ratio of greater than 1.0. Therefore, this alternative would be a reasonable project from an economic standpoint.

Feurt Hill Bypass. This alternative would cost approximately \$98.2 million in 2005 dollars. This option would provide a substantial travel time savings of over 12 minutes for through traffic compared to existing US 23/US 52. This option would provide a moderate level of congestion relief and safety benefit through diversion of traffic off

An Appalachian Development Highway

congested and/or high accident routes segments. However, it would not bypass, but rather encourage additional traffic on, the deficient portions of US 23 through Lucasville. This option would provide some economic development benefit, with an estimated 1,948 potential jobs. This option would provide the greatest transportation benefits as measured by Vehicle Miles of Travel (VMT) and Vehicle Hours of Travel (VHT) on the roadway network within the study area. This is reflected in the benefit/cost calculations – the Feurt Hill Bypass has the greatest net benefit and highest benefit/cost ratio.

Inner Bypass. This alternative would cost approximately \$114.0 million. This option would provide approximately 10 minutes in travel time savings compared to existing US 23/US 52. Over 24,000 vehicles would use this route by 2025. This alternative would provide some economic development potential, at approximately 492 jobs. This option would provide very little congestion relief and only a moderate level of safety benefits. It would require a new crossing of the Ohio River, impact wetlands in the floodplain, and displace a neighborhood at the interchange with US 52. This alternative would have a high level of impacts and a low level of performance on each measure, would have no net benefit and a benefit/cost ratio of only 0.6. Therefore, this alternative would not be economically feasible.

Airport Bypass. This alternative is the most costly at \$154.0 million in 2005 dollars. This option provides the greatest travel time savings for through travelers, at nearly 16 minutes shorter than existing US 23/US 52. It performs just behind the Feurt Hill Bypass on other transportation factors such as VMT and VHT reduction, with over 25,000 vehicles per day utilizing the route by 2025. It possesses the greatest accident reduction potential and provides moderate congestion relief through diversion of traffic. The Airport Bypass has the potential to generate substantial economic development, at an estimated 5,798 jobs – almost three times the calculated potential of the Feurt Hill Bypass, which was the second best alternative in this category. The Airport Bypass would have a positive net benefit and a benefit/cost ratio of 1.6 based upon transportation factors alone.