

### **Addition of SR 733**

On April 6, 1998, following the completion to the Pomeroy-Middleport Bypass (Rock Springs to Five Points) the segment of S.R. 7 between the Five Points Interchange and the Beacon was abandoned to the Meigs County Highway System. The 2.24 mile long roadway passes through Salisbury and Sutton Townships before entering the Village of Pomeroy and intersecting the present S.R 833 and S.R. 124. As a result of the change, the existing right of way and responsibility for the roadway will transfer to the Ohio Department of Transportation.

State Route 733 was chosen to reflect the juxtaposition of the new route with US Route 33 and State Routes 7, 124 and 833 in the Pomeroy area.

### **Abandonment of SR 684 and 692**

State Routes 684 and 692, in Scipio Township were improved in the 1960's to accommodate traffic to the new Meigs Mines coal operations. The closure of the facility led to a substantial reduction in traffic volume and composition. Subsequent to the resurfacing of SR 684 last year and upon completion of the current project to replace the bridge at the 0.35 mile marker of SR 692, the 2.97 miles of SR 684 and 3.19 miles of SR 692 will be abandoned. As a result of the change, the existing right of way and responsibility for the roadways will transfer to the Meigs County Highway Department. The Meigs County Engineer will assign the new County Route Number.

### **Elimination of Proposed SR 124 Alignment**

In the early 1970's, a study was prepared to improve access and capacity to Western Meigs County, particularly to service the growing Meigs Mines coal operations. The proposal included bypass segments of the Villages of Wilkesville and Rutland, as well as an extension from the intersection of SR 7 and SR 124 into the Village of Pomeroy to connect to the Pomeroy-Mason Bridge. While systematic improvements to the existing roadway occurred through the ensuing decades the major elements of the proposal were not acted upon. However, the proposed alignment was included in a number of state highway planning inventories. Since the closure of the mines and the completion of the new Ohio River Bridge, the need and feasibility of the proposed connector has diminished. No right of way was ever acquired for the alignment. Therefore, this action will eliminate the alignment from the active ODOT records.