Effectiveness of Wildlife Mitigation Treatments on the Nelsonville Bypass

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Historic Background

- During the Hocking Valley coal boom of 1870 - 1925, Nelsonville blossomed into a thriving Appalachian town, due mainly to the accessibility and availability of coal earning the nickname “The Little City of Black Diamonds”.

- Nelsonville was the central point for transportation shipping more than $1 million of coal a day in 1910.
HISTORY OF THE BYPASS

1965 – Nelsonville Bypass project was first proposed
1970’s – Bypass was designed and ready for construction in 1975
   – The 1973 Gas and Oil Embargo decreased transportation funding and put the project on hold
January 1994 – Project development recommenced
   – Consultant was hired
September 2002 – Designated a priority project by the federal government ($3.75 M Earmark)
March 2005 – Split development of 9 Mile project into 2 biddable construction projects
HISTORY OF THE BYPASS

- May 2006 – Project funded ($150 M)
- December 2006 – Project funding again withdrawn
  - That same day, the District proposed selling a small portion in the middle of the 2 phase project to get a “foot in the door”
  - Phase 1 (Dorr Run) was born
- June 2007 – Phase 1 was sold
  - Development of Phases 2 and 3 continued with the intent to jump at any possible funding opportunity
- March 2009 – Stimulus Funding became available for Phases 2 and 3 (if plans could be submitted in 90 days)
  - Contracts for Phases 2 and 3 were both sold in Fall of 2009
- Currently 8 federal agencies now have project oversight
FACTS & FIGURES

- US-33 Extends from the southeast corner of Michigan to Virginia
- US-33 carries over 73,800 vehicles per day (1,700 trucks) in some stretches between Columbus, Ohio and West Virginia
  - One of the 8 busiest truck routes in Ohio
- Completed project will upgrade existing two-lane to 8.5 miles of new four-lane
  - Reduces traffic through Nelsonville where numerous accidents have occurred
BYPASS ALIGNMENT

OTEC Conference 2016
FACTS & FIGURES

- Phase 1 ($20.5 M); completed Aug. 2009
  - Kokosing Construction Co.
- Phase 2 ($45.2 M); projected completion – Nov. 2012
  - Kokosing Construction Co.
- Phase 3 ($92.9 M); projected completion – Sept. 2013
  - Beaver Excavating Co.
- Phases 2 & 3 combine for the largest stimulus project in Ohio ($138.1 M)
- Total for Phases 1-3 ($158.6 M)
PHASE 1

Wildlife Concerns
- Snake Fence (4,434 FT)
- Wildlife Jumpout (2 Locations)
- Indiana Bats
PHASE 2

Wildlife Concerns

- Snake Fence (2,813 FT)
- Earth Bottom Culvert Lining (172’)
- Wildlife Jumpout (6 Locations)
- Indiana Bats
- Southern Grizzled Skipper
  - Twin 141’ 3 Span Bridges (Approx. $1.56 M)
PHASE 3

Wildlife Concerns
- Amphibian Guidance System (1 Location)
- Wildlife Jumpout (7 Locations)
- Bat Houses (9 Locations)
AASHTO President’s Transportation Award For Environment
Now What

 -$ 10 million spend on environmental features
 -$ Do they work??