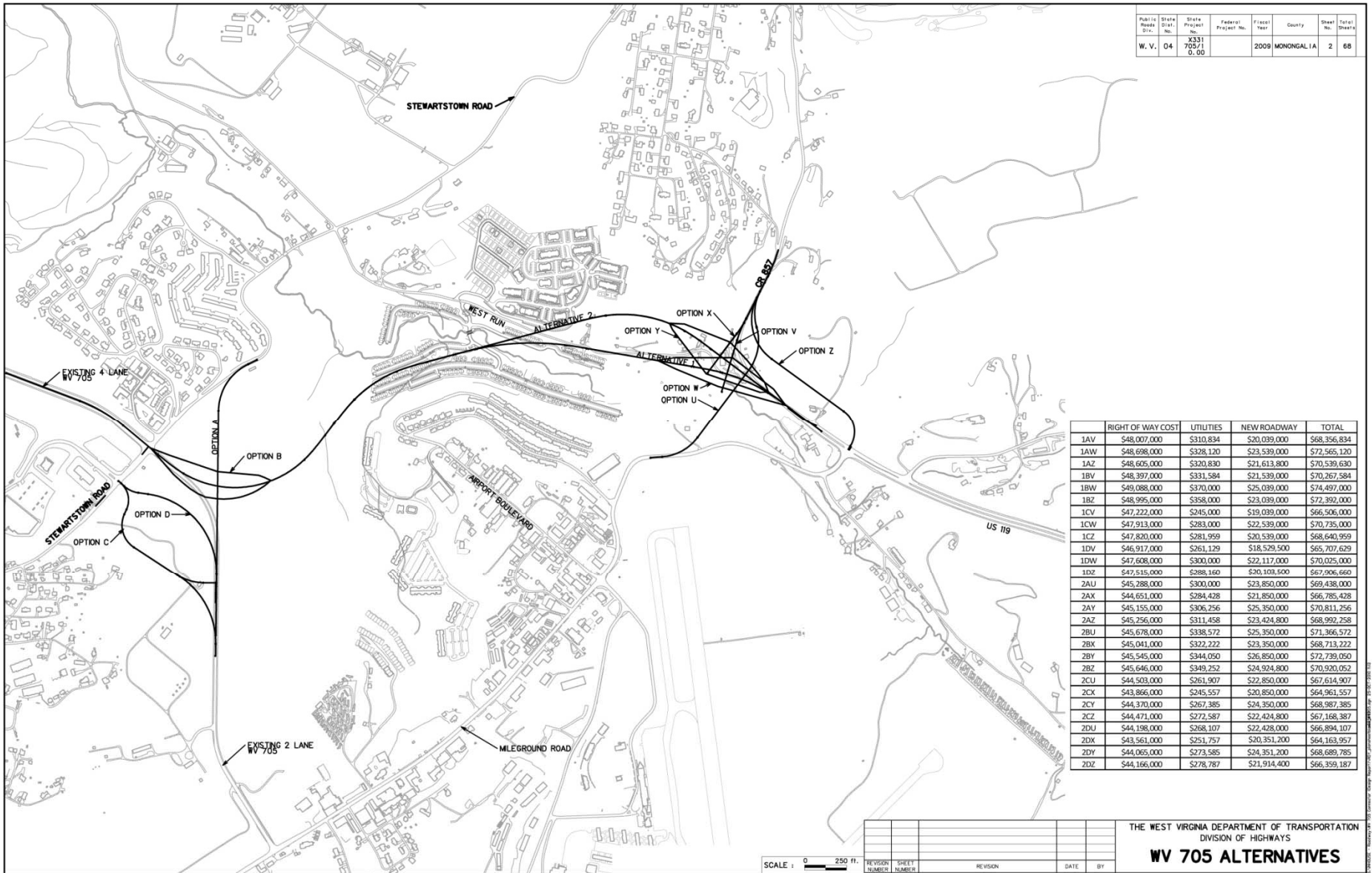


WV 705

Upgrading between Stewartstown Road and CR 857

Alternatives 1 & 2 studied in the Gannett Fleming Design Report





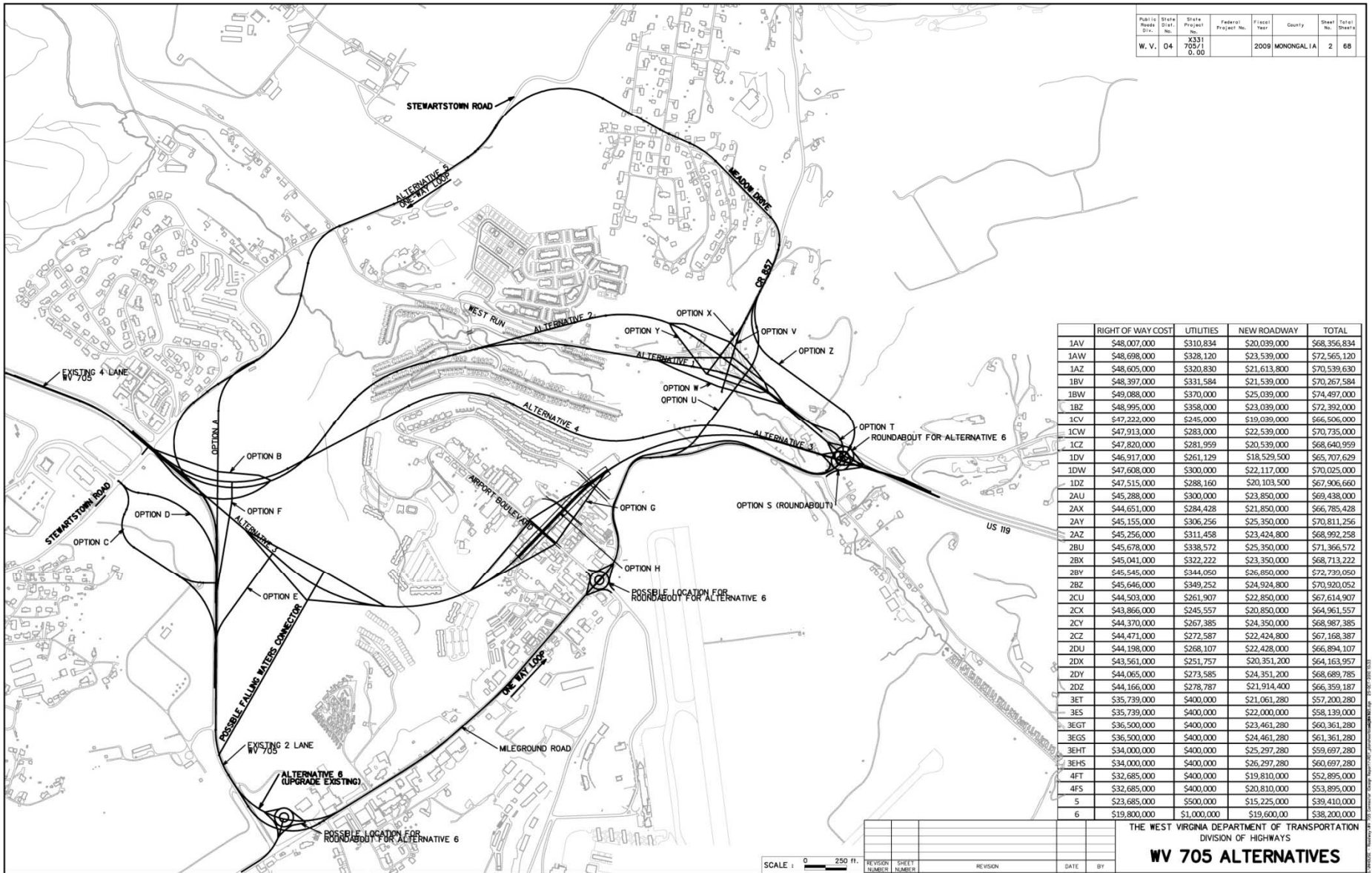
Alternative 1

Alternative 1 begins at the intersection of Stewartstown Road with a horizontal curve of 965 feet which is the minimum for a 55 mph design speed. This is the largest curve that can be placed without impacting the current residential community to the east. It has a maximum grade of 8% which is the maximum allowable grade. This was done to reduce the amount of embankment material required through this section of roadway. A curved bridge(s) will be required to cross West Run.

Alternative 2

Alternative 2 follows the Alternative 1 alignment for the first 3500 feet. At that point, Alternative 2 deviates to the north of Alternative 1, crosses West Run, and ties to existing US 119 with a tangent section. It has a maximum grade of 8% which is the maximum allowable grade. This was done to reduce the amount of embankment material required through this section of roadway. This alignment will require less borrow material than Alternative 1 due to the excavation to the north of CR 67/1, which is significant due to the lack of potential borrow sites in the area. A straight bridge(s) will be required to cross West Run.

All Six Alternatives For Upgrading WV 705

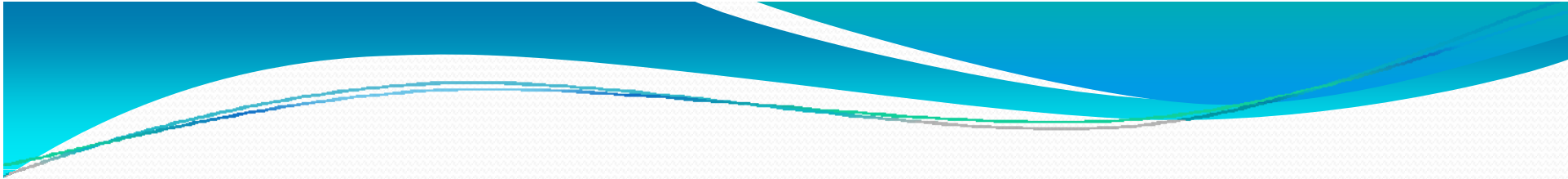


Public Road Dist.	State Dist. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W. V.	04	K331 705/1 0.00		2009	MONONGALIA	2	68

	RIGHT OF WAY COST	UTILITIES	NEW ROADWAY	TOTAL
1AV	\$48,007,000	\$310,834	\$20,039,000	\$68,356,834
1AW	\$48,698,000	\$328,120	\$23,539,000	\$72,565,120
1AZ	\$48,605,000	\$320,830	\$21,613,800	\$70,539,630
1BV	\$48,397,000	\$331,584	\$21,539,000	\$70,267,584
1BW	\$49,088,000	\$370,000	\$25,039,000	\$74,497,000
1BZ	\$48,995,000	\$358,000	\$23,039,000	\$72,392,000
1CV	\$47,222,000	\$245,000	\$19,039,000	\$66,506,000
1CW	\$47,913,000	\$283,000	\$22,539,000	\$70,735,000
1CZ	\$47,820,000	\$281,959	\$20,539,000	\$68,640,959
1DV	\$46,917,000	\$261,129	\$18,529,500	\$65,707,629
1DW	\$47,608,000	\$300,000	\$22,117,000	\$70,025,000
1DZ	\$47,515,000	\$288,160	\$20,103,500	\$67,906,660
2AU	\$45,288,000	\$300,000	\$23,850,000	\$69,438,000
2AX	\$44,651,000	\$284,428	\$21,850,000	\$66,785,428
2AY	\$45,155,000	\$306,256	\$25,350,000	\$70,811,256
2AZ	\$45,256,000	\$311,458	\$23,424,800	\$68,992,258
2BU	\$45,678,000	\$338,572	\$25,350,000	\$71,366,572
2BX	\$45,041,000	\$322,722	\$23,350,000	\$68,713,222
2BY	\$45,545,000	\$344,050	\$26,850,000	\$72,739,050
2BZ	\$45,646,000	\$349,252	\$24,924,800	\$70,920,052
2CU	\$44,503,000	\$261,907	\$22,850,000	\$67,614,907
2CX	\$43,866,000	\$245,557	\$20,850,000	\$64,961,557
2CY	\$44,370,000	\$267,385	\$24,350,000	\$68,987,385
2CZ	\$44,471,000	\$272,587	\$22,424,800	\$67,168,387
2DU	\$44,198,000	\$268,107	\$22,428,000	\$66,894,107
2DX	\$43,561,000	\$251,757	\$20,351,200	\$64,163,957
2DY	\$44,065,000	\$273,585	\$24,351,200	\$68,689,785
2DZ	\$44,166,000	\$278,787	\$21,914,400	\$66,359,187
3ET	\$35,739,000	\$400,000	\$21,061,280	\$57,200,280
3ES	\$35,739,000	\$400,000	\$22,000,000	\$58,139,000
3EGT	\$36,500,000	\$400,000	\$23,461,280	\$60,361,280
3EGS	\$36,500,000	\$400,000	\$24,461,280	\$61,361,280
3EHT	\$34,000,000	\$400,000	\$25,297,280	\$59,697,280
3EHS	\$34,000,000	\$400,000	\$26,297,280	\$60,697,280
4FT	\$32,685,000	\$400,000	\$19,810,000	\$52,895,000
4FS	\$32,685,000	\$400,000	\$20,810,000	\$53,895,000
5	\$23,685,000	\$500,000	\$15,225,000	\$39,410,000
6	\$19,800,000	\$1,000,000	\$19,600,000	\$38,200,000

SCALE : 0 250 FT.
 REVISION NUMBER SHEET NUMBER REVISION DATE BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
WV 705 ALTERNATIVES



Alternative 3

Alternative 3 also begins at the intersection of Stewartstown Road. The horizontal curvature on the alignment will contain curves that are well above the minimum for a 55 mph design speed. This particular area has the least amount of residential impact. The grades on this alignment range between 4% and 6%. The amount of embankment material will nearly be balanced on this section of roadway because of the placement of a depressed section or roadway under Airport Boulevard, where a straight, 2 lane bridge will be required. The alignment will tie back into US 119 near the intersection of US 119 and CR 857 with either a “T” intersection or a round-a-bout.

Alternative 4

Alternative 4 also begins at the intersection of Stewartstown Road. The alignment then winds along the terrain to fit between the newly created developments. One row of the condo developments will be impacted by the roadway. It is possible once further geotechnical investigation is performed that more of the development will be taken because of the stability of the area post development. The alignment will tie back into US 119 near the intersection of US 119 and CR 857.



Alternative 5

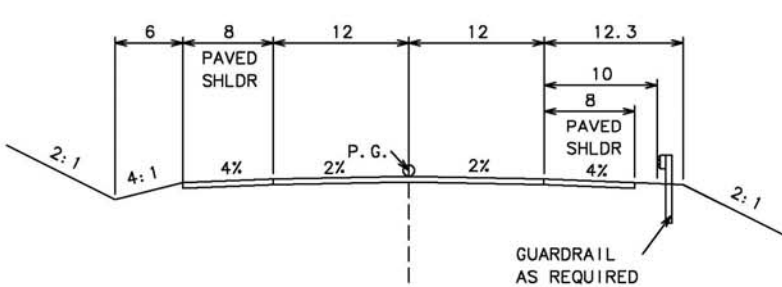
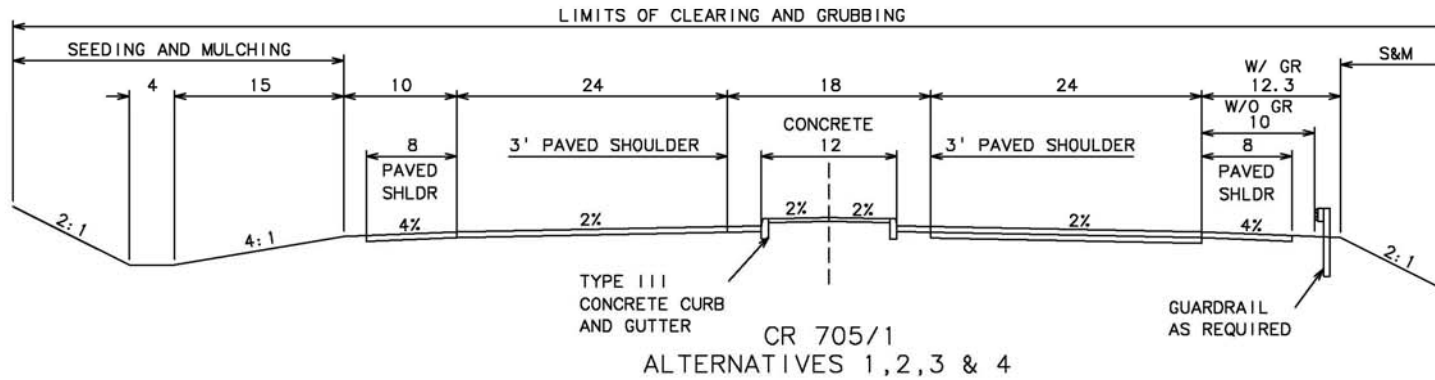
Alternative 5 is a through loop that will provide a continuous traffic movement from the intersection of CR 857 and Meadow Drive to the intersection of US 119 and CR 857. The loop begins by following Meadow Drive north until it reaches Stewartstown Road. Portions of Stewartstown Road will be realigned to create a smooth alignment. The intersection of WV 705 and Stewartstown Road will also be realigned to create a thru movement and allow access from the connecting roads. The loop then follows WV 705 and the Mileground on their existing alignments with intersection improvements to continue the thru movement. The loop then continues at the intersection of US 119 and CR 857, turning a portion of US 119 one way till the loop terminates at its beginning at Meadow Drive. For further improvement of the loop roundabouts could be added at the time of construction or a later date.

Alternative 6

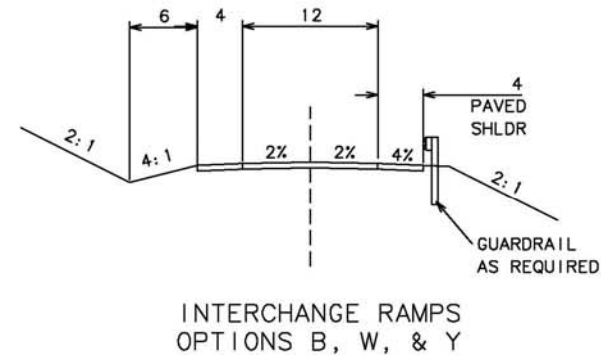
Alternative 6 upgrades the existing WV 705 and US 119 (The Mileground) to a five lane roadway. This alternative can provide either four 11' lanes and a 15' center turn lane or a four lane highway with median barrier from the intersection with Stewartstown Road to intersection with US 119. For further improvement of the highway a total of three roundabouts could be added at the time of construction or a later date.

Typical Sections

Publ. No.	Sheet No.	Date	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W. V. 4	4	X331 705/1 0.00		2009	MONONGALIA	1	68

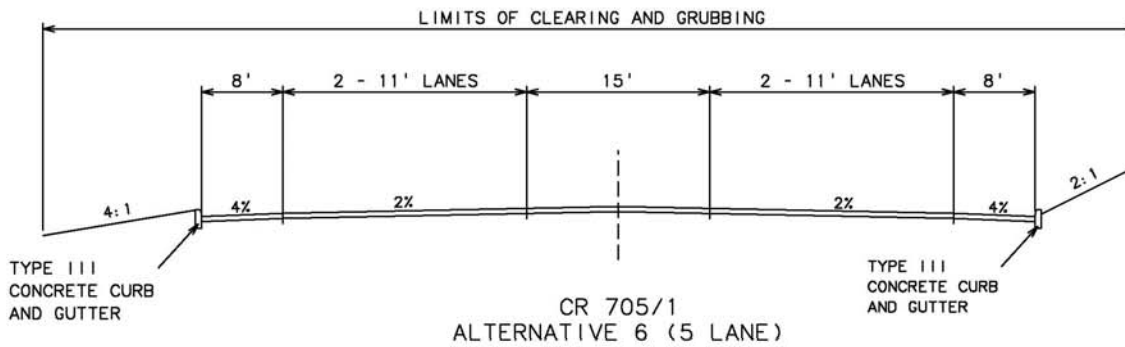
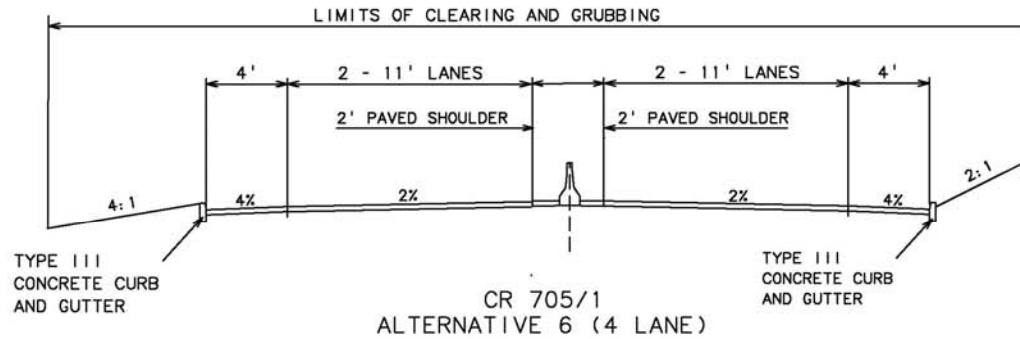


US 119 AND CR 67
OPTIONS A, C, D, E, T, U, V, X, & Z



Typical Section Options for Alternative 6

Publ'd	State	State	Federal	Fiscal	County	Sheet	Total
Drawn	Dist.	Project	Project	Year		No.	Sheets
W. V.	4	3331		2009	MONONGALIA	1	1
		705/1					
		0.00					



SCALE: 0 _____ NTS FT.

REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
TYPICAL SECTIONS

Selected Alternative 6 – Upgrading Existing WV 705 and the Mileground

