

# **Welcome!**

**Informational Workshop Public Meeting  
for the  
WV 14, Mineral Wells to Pettyville Project  
Wood County, West Virginia**

*State Project U354-14-8.69 Sec 00  
Federal Project STP-0014 (111)E*

**Mineral Wells Elementary School  
Tuesday, June 17, 2014, 4:00-7:00 PM**



# Figures

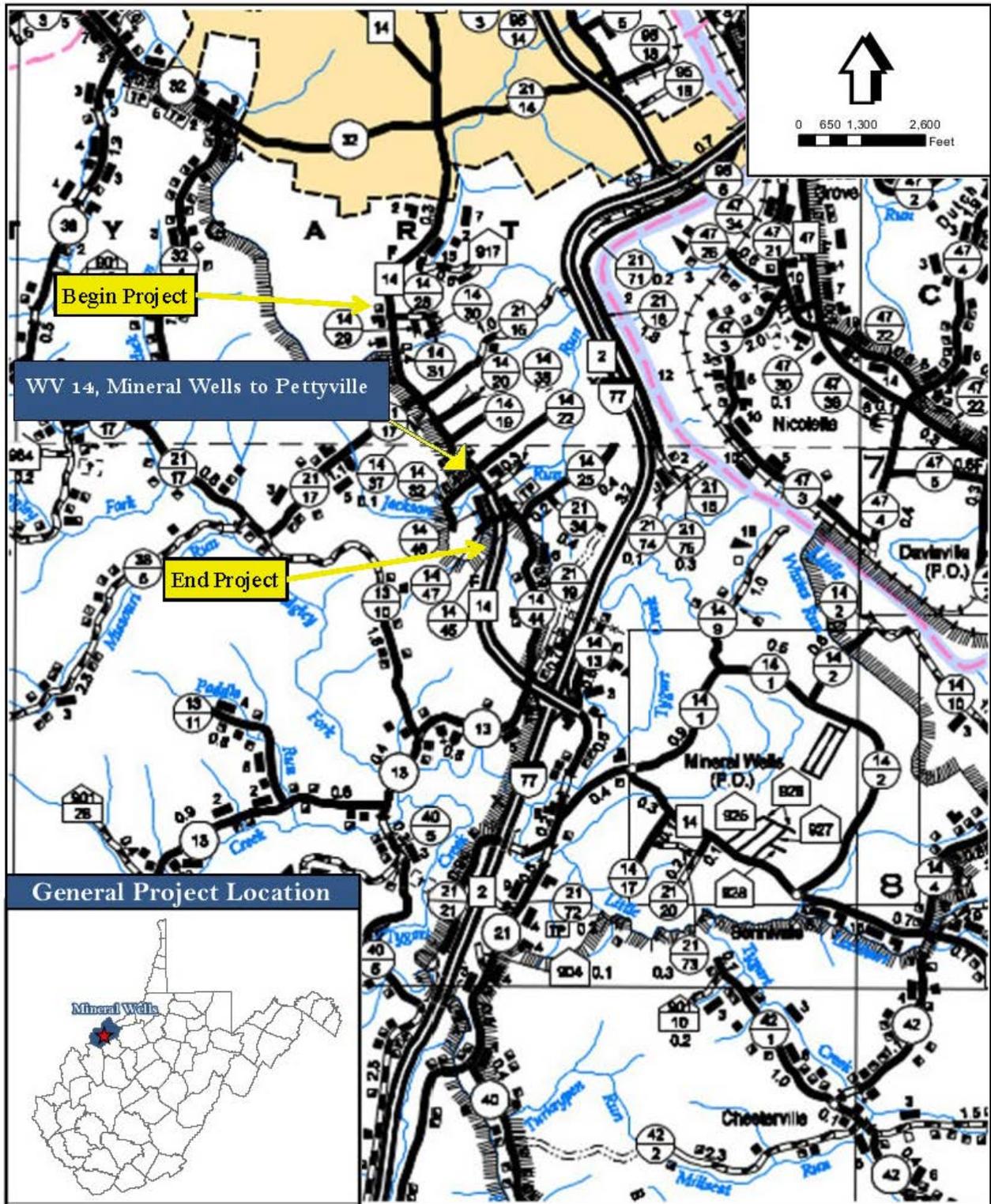


Figure 1. Project Location

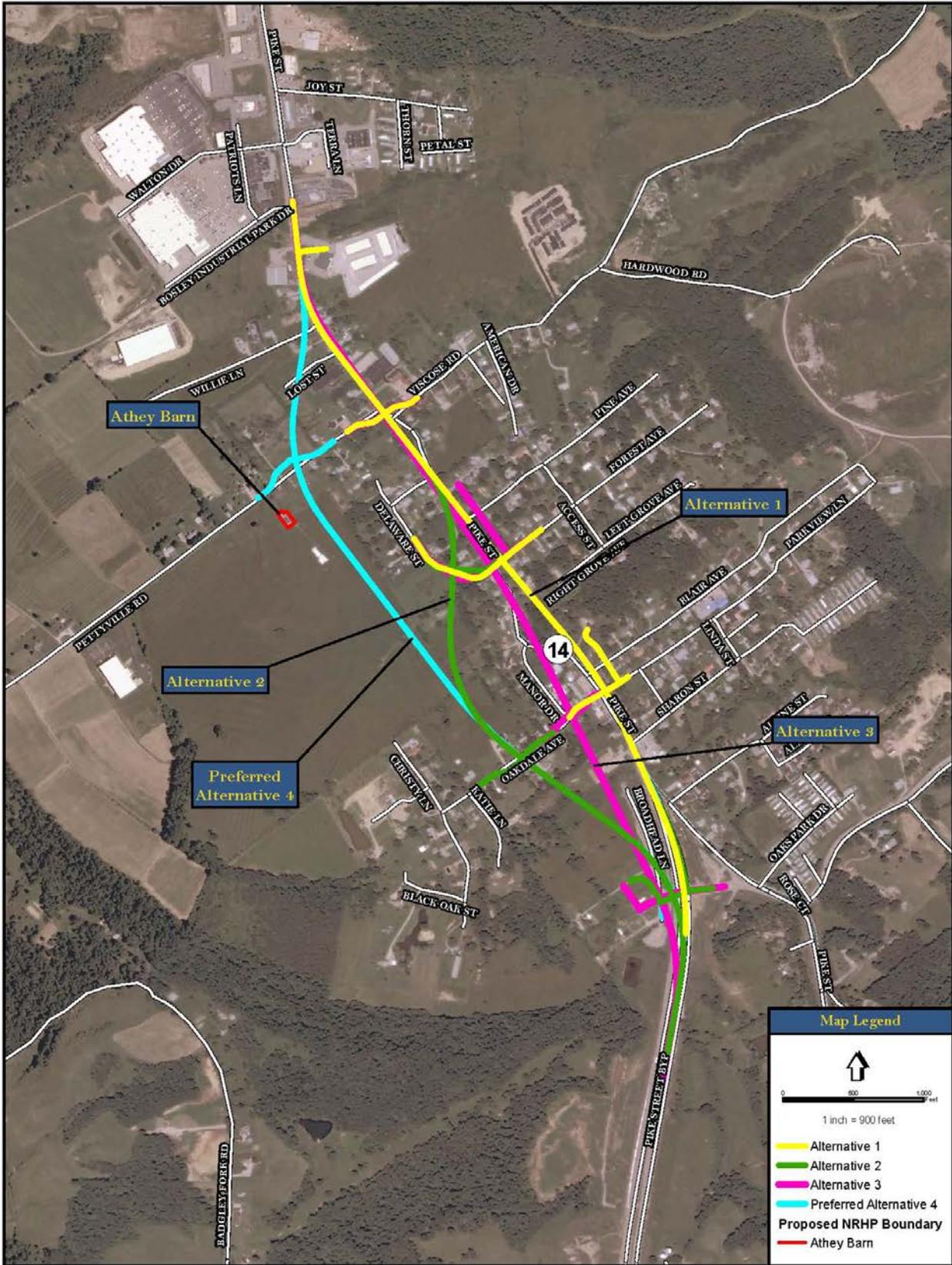
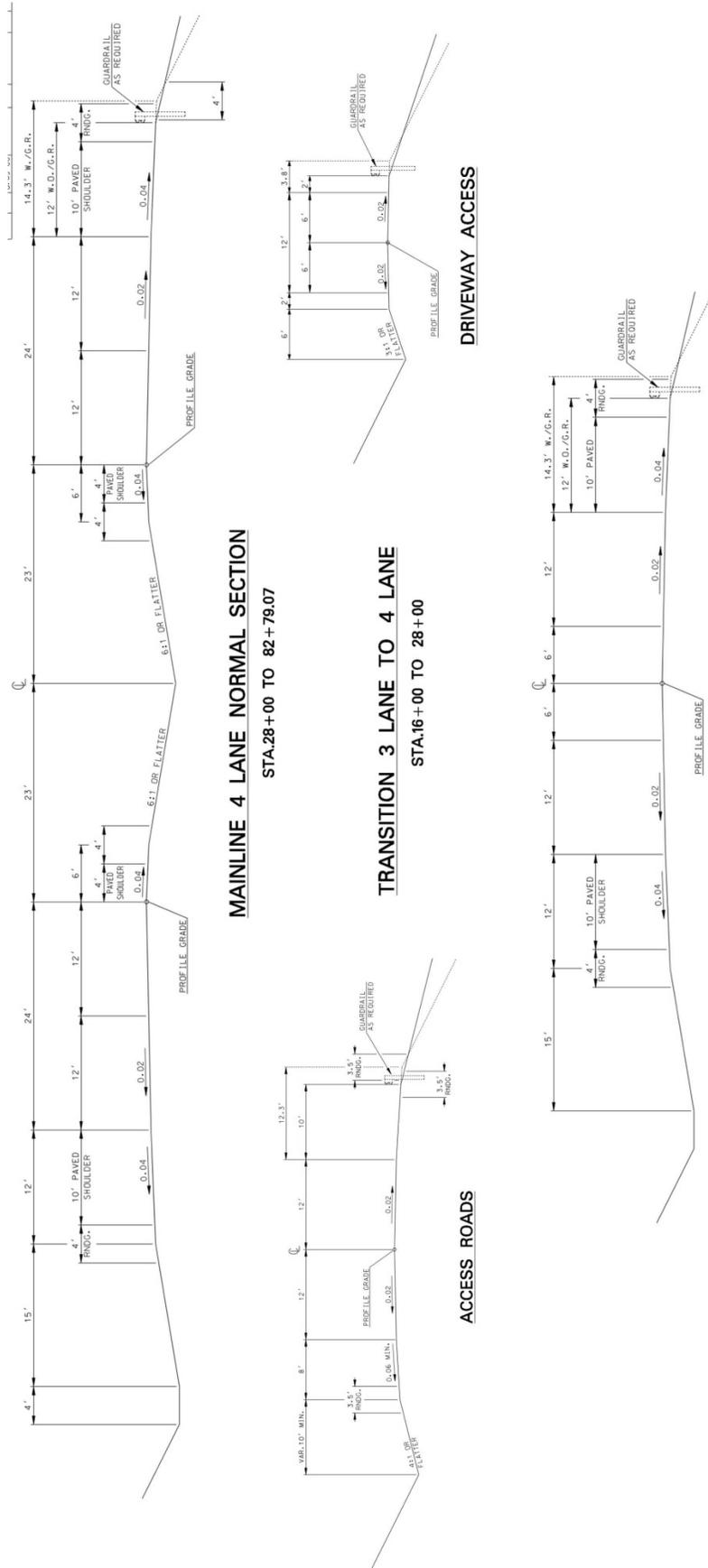


Figure 2. Build Alternative Alignments as Presented in the EA



**Figure 3. Build Alternative Typical Sections**

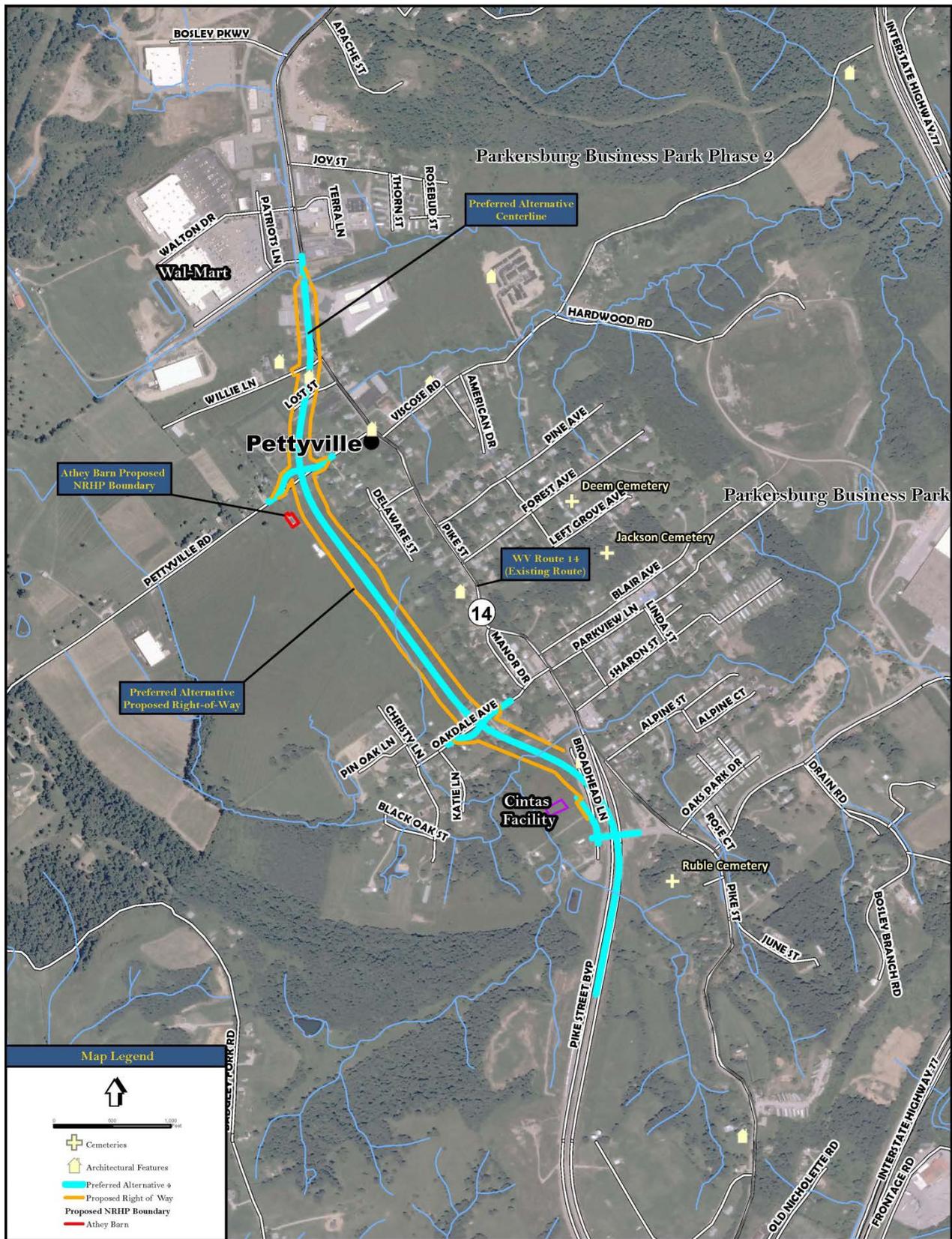


Figure 4. Preferred Alternative 4

## Introduction

The West Virginia Division of Highways (WVDOH), in cooperation with the Federal Highway Administration (FHWA), proposes to upgrade an approximately 1.1-mile section of West Virginia State Route 14 (WV 14) in Wood County from Mineral Wells to Pettyville, a community within the urban area boundary of Parkersburg, WV. The project location is shown in Figure 1. WVDOH and FHWA have assessed a range of alternatives, as presented in an Environmental Assessment (EA) document. The purpose of this workshop is to share the findings of the EA and receive feedback from the public. A sheet for commenting is included at the end of this hand-out.

The Project Area lies between an already upgraded section of WV 14 just north of the Interstate 77 (I-77) interchange in Mineral Wells and a growing commercial district in Pettyville. Congestion along WV 14 through the Project Area is projected to increase, particularly with use of the roadway by commuters to the City of Parkersburg. With only two lanes for the majority of its length, the existing roadway lacks capacity to handle the region's growth. The existing roadway also has a high number of sharp curves and access points (i.e., driveways), and conditions in certain portions of the Project Area require speed reductions to 20 mph and 35 mph.

Additionally, improvements in this part of the greater Parkersburg area are goals of the *Interstate Planning Commission Transportation Plan Update: 2035*, produced by the Wood-Washington-Wirt Interstate Planning Commission (WWW-IPC). The Plan highlights two general needs that relate to WV 14 in the Project Area: 1) the need for improved access to I-77 in the region, and 2) the need for handling and facilitating anticipated growth near the commercial development along WV 14 (WWW-IPC, 2013b).

In summary, WV 14 between Mineral Wells and Pettyville has the following needs:

- 1) Improved traffic volume capacity,
- 2) Safer roadway geometry (i.e., curves and sight-distances) that can allow improved traffic flow,
- 3) Control of roadway access for travelers between I-77 and Pettyville, and
- 4) Support of local planning goals for growth.

Based on these transportation needs, WVDOH has developed the following project purpose statement:

*The purpose of the WV 14 Mineral Wells to Pettyville project is to increase capacity, reduce geometric constraints, control access along WV 14 for travelers between Mineral Wells and Pettyville, and facilitate growth in accordance with regional land use planning.*

## Alternatives

WVDOH has developed four (4) Build Alternatives for analysis and consideration. Additionally, the No-Build Alternative is considered as a basis of comparison. The alternatives are shown in Figure 2 and summarized in Table 1. Each of the Build Alternatives has the same typical sections of four-lanes in the south and three lanes in the north to match the existing WV 14 in those areas. The typical sections are shown in Figure 3.

Two principle criteria were used to screen alternatives: ability to fulfill the purpose of the project and the number of relocations required of businesses, residences, and churches. Impacts to other natural, cultural, and physical environmental resources were not prioritized in the screening process because of the small scale of impacts and the lack of particularly sensitive resources.

The initial public and agency coordination and inventory of resources within and adjacent to the Project Area did not reveal particularly sensitive or locally important resources to be prioritized in the screening process other than the relocations. None of the alternatives impact listed historic resources, archaeological sites requiring further study, federally protected species and any designated critical habitat, parks or wildlife refuges. The alternatives differ in their impacts to wetland and farmland soil resources (Table 1).

In consideration for all these factors and the balance of impacts assessed in the EA, WVDOH and FHWA chose Alternative 4 as the Preferred Alternative and carried it forward for more detailed analysis in the EA. All alternatives fulfill the purpose and need; however, Alternatives 1, 2, and 3 fulfill the economic growth component of the purpose to a lesser degree than does Preferred Alternative 4, which provides access to undeveloped acreage that could offer economic expansion opportunities in the future. Preferred Alternative 4 also requires far less disposal of waste and is estimated to cost substantially less than any of the other alternatives (Table 1).

Preferred Alternative 4, which is located away from existing infrastructure, impacts the greatest amount of wetland as compared to the other alternatives. Wetland impacts are a meaningful criterion in the analysis; however, these impacts are considered manageable because of the proximity of large expanses of undeveloped land and mitigation measures.

A more critical criterion in this area was considered to be impacts to residents. Alternatives 1, 2, and 3 consist of upgrades along the existing WV 14 alignment, and therefore have the greatest disruption to the continuity of the neighborhoods through the Project Area and have substantially greater numbers of displacements. Additionally, construction of Alternative 3 results in a disproportionate impact to an Environmental Justice population. Preferred Alternative 4 is located on new alignment, across mostly undeveloped land, and has the fewest relocations. Preferred Alternative 4 displaces 13 residences, four (4) businesses, and no (0) churches. The next smallest amount of displacements occurs with Alternative 2, which has 29 residential relocations, five (5) business relocations, and one (1) church relocation.

Since the EA analysis and development of the alternatives as presented in Figure 2, Cintas Facility Services of Parkersburg has opened a new business location within the area that overlaps right-of-way for Alternatives 2, 3, or the Preferred Alternative 4. WVDOH engineers have incorporated a slight shift to the east in this location. Figure 4 shows the Preferred Alternative 4 as it is now designed.

Under the No-Build Alternative, the proposed project is not implemented, all currently adopted and planned transportation improvements proceed, and WV 14 only undergoes routine maintenance in the Project Area. Although the No-Build Alternative does not meet the project's purpose and need, it is carried forward for analysis as a basis of comparison for the Preferred Alternative.

**Table 1: Alternatives Comparison as Presented in the EA**

	No Build Alternative	Alternative 1	Alternative 2	Alternative 3	Alternative 4 (Preferred)
<b>Length</b>	Not Applicable	1.16 miles (6,100 feet)	1.36 miles (7,200 feet)	1.33 miles (7,000 feet)	1.38 miles (7,300 feet)
<b>Net Waste<sup>1</sup></b>	0	260,000 yards <sup>3</sup>	190,000 yards <sup>3</sup>	140,000 yards <sup>3</sup>	73,300 yards <sup>3</sup>
<b>Improves Capacity and Geometry</b>	No	Yes	Yes	Yes	Yes
<b>Controls Access</b>	No	Yes	Yes	Yes	Yes
<b>Improves Access to Economic Centers</b>	No	Yes	Yes	Yes	Yes
<b>Fulfills Purpose and Need</b>	No	Yes	Yes	Yes	Yes
<b>Residential Relocations</b>	0	38	29	36, plus 24-unit apart. complex	13
<b>Commercial Relocations</b>	0	7	5	7	4
<b>Church Relocations</b>	0	1	1	1	0
<b>Environmental Justice Impact</b>	No	No	No	Yes	No
<b>Stream Crossings</b>	0	2 (203 feet)	3 (513 feet)	2 (276 feet)	3 (413 feet)
<b>Estimated Wetland Impacts<sup>2</sup></b>	0	2 crossings; 0.02 acre	4 crossings; 0.41 acre	1 crossings; 0.02 acre	4 crossings; 0.99 acre
<b>Farmland Soils</b>	0	2 acres	11 acres	5 acres	21 acres
<b>Rare, Threatened, and Endangered Species</b>	No	No	No	No	No
<b>Cultural Resources</b>	No	No	No	No	No
<b>Hazardous Materials Site(s) in new right-of-way</b>	Not Applicable	Yes	None Known	Yes	None Known
<b>Air Quality</b>	No	No	No	No	No
<b>Estimated Cost<sup>3</sup></b>	0	\$16.883 million	\$14.426 million	\$18.801 million	\$9.601 million

<sup>1</sup> Net Waste equals the required amount of material to be cut minus the amount of material needed for fill. The remainder represents the amount of material that will have to be hauled and disposed outside the right-of-way.

<sup>2</sup> No jurisdictional determination has been conducted. Wetland acreage is based on preliminary assessment by wetland scientists.

<sup>3</sup> Estimate includes costs of construction, utilities, and right-of-way.

## Summary of Preferred Alternative

Preferred Alternative 4 fulfills the project's purpose and need. It improves roadway capacity and geometry by offering a four-lane facility without sharp curves; it provides a controlled access facility; and it improves access to economic centers by providing the improved facility from the I-77 interchange to the Pettyville commercial center, and by providing access to undeveloped acreage that could serve to offer economic expansion needs in the future.

Preferred Alternative 4 will construct approximately 1.4 miles of new roadway to the west of the existing roadway and the residential community surrounding it. The new roadway will be considered a divided rural arterial with a design speed of 55 mph. For most of its length, the typical section will match that of the first mile of WV 14 to the south of the Project Area: four twelve-foot travel lanes with a six-foot usable shoulder on the inside and a twelve-foot usable shoulder on the outside. The north and south bound lanes will be separated by a grassed median. Where the roadway transitions to a three-lane facility near its northern terminus in Pettyville, it will have three twelve-foot lanes, with the center lane designated for turning and two twelve-foot shoulders to either side.

Direct access will be maintained from the new WV 14 to the unnamed side street south of the WalMart, Pettyville Road, Oakdale Avenue, and Sam's Creek Road. The corridor does not cross other roads that will require re-routing. During construction, a plan will be in place for maintenance of traffic but regular traffic patterns will be temporarily disrupted.

Preferred Alternative 4 displaces a total of 13 residences, four (4) businesses, and no (0) churches. Direct impacts are avoided to neighborhoods along WV 14, but the Oakdale neighborhood will be impacted. It will change the land use to the west of existing WV 14. The total right-of-way for the new roadway is approximately 28 acres, most of which will convert grassland/ pastureland/ agricultural land to transportation land use. The project will cause a noise impact at eight receptors (seven residences and one picnic area) and will have minimal air quality effects. The viewsheds for some neighborhoods and travelers will experience an effect as well. The project will not cause disproportionately high and adverse effects on any minority or low-income populations.

The right-of-way takes approximately one acre of palustrine emergent wetland and 413 feet of perennial stream. Total stream crossings include 330 feet of Jackson Run and 83 feet of the Unnamed Tributary to Little Kanawha River. The streams will be crossed with pipes. No Federally listed threatened or endangered species will be impacted by the project.

Few known hazardous sites are in close proximity to the right-of-way, and there is a low likelihood of encountering hazardous materials with the project. In addition, Preferred Alternative 4 does not impact any historic property or known archaeological site.

The economic environment in general is expected to benefit from the project. In the short-term, construction will provide jobs and indirect economic activity from the increase in workers in the area. In the long-term, there will be improved transportation to and from I-77 and opportunity provided by access to developable land. Reasonably foreseeable future development has been included in the analysis of cumulative effects in the EA. The future land use in the area is not within the control of WVDOH or FHWA. However, it is reasonably foreseeable that more development will occur to the west of WV 14 because of the project purpose and stated vision by local planners. The estimated cost of Preferred Alternative 4 is approximately \$9.6 million.

## **Current Project Schedule**

Informational Workshop Public Meeting.....June 17, 2014

Public Meeting Comments Due By.....July 17, 2014

\*Expected Environmental Clearance/FHWA NEPA Document Approval.....Fall 2014

\*Expected Right-of-Way Acquisition.....Winter 2015

\*Expected Construction.....Spring 2015

*\*dates subject to change*

