WELCOME

Public Informational Workshop

Hosted by the
West Virginia Department of Transportation, Division of Highways
& Federal Highway Administration

Summary of Workshop

The West Virginia Department of Transportation, Division of Highways (WVDOH) and the Federal Highway Administration (FHWA) are pleased to host this workshop to provide information and answer questions on the Glenville Truss Bridge Project. No formal presentation is planned. Preliminary mapping, project schedule, and other materials are available to review in person as well as online at the link provided at the bottom of this page. This meeting complies with the National Environmental Policy Act and Section 106 of the National Historic Preservation Act requirements.

Summary of Project

Constructed in 1929, the existing Glenville Truss Bridge carries US 33 / US 119 over the Little Kanawha River. The structure is rated in poor condition. The purpose of the project is to replace the Glenville Truss Bridge with a bridge that meets current design standards.

The existing bridge was determined to be eligible for listing in the National Register of Historic Places. Coordination with the State Historic Preservation Office has been an important part of project planning.

The Preferred Alternative is to replace the bridge in the same location with a new steel plate girder bridge. The new bridge will meet current design standards and will have two spans, with a pier located outside the river. During demolition and construction, a detour route will be provided using Brooklyn Drive and a temporary bridge constructed downstream. The Preferred Alternative includes the taking of four (4) structures for right-of-way and temporary construction easements. The project includes approximately 250 feet of roadway work in both directions, and the end of Brooklyn Drive will be shifted slightly to the west along US 33 / US 119. The total estimated cost of the Preferred Alternative, including right-of-way and utility costs, is $12,622,300. Further details are provided in the attached pages.

Additional Information

Copies of meeting materials are attached to this handout and are available online at the following WVDOH website: http://go.wv.gov/dotcomment (linked through code at right).

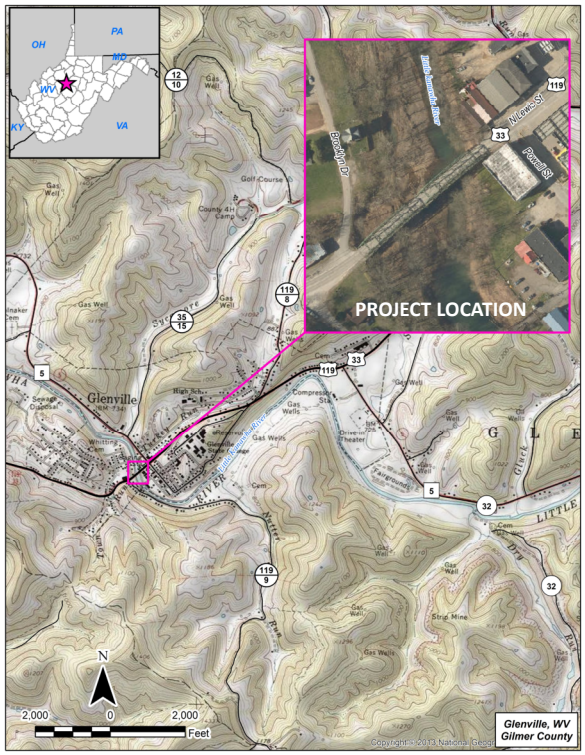
Commenting

Comments are welcome and are due Friday, April 7, 2023. They may be submitted using the comment form provided at the meeting or printed from the website. Additionally, comments may be submitted digitally through the website.

Thank you for attending tonight's workshop!

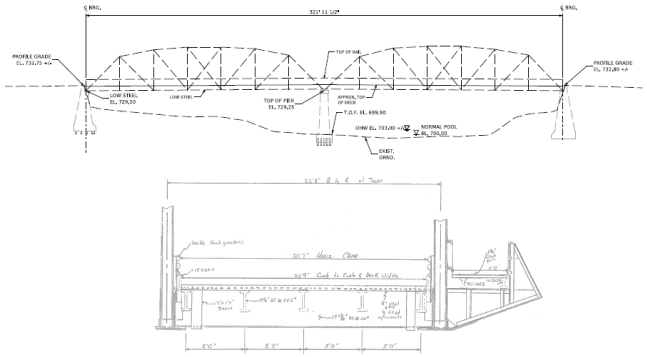
PROJECT OVERVIEW

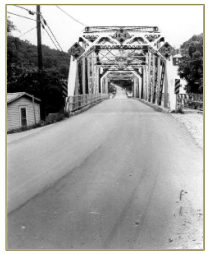
The purpose of the project is to replace the existing Glenville Truss Bridge with a bridge that meets current design standards.



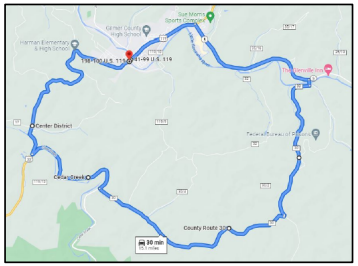
Major destinations for travelers in the project area include the Gilmer County High School and Glenville State University, shown below, both within a half mile of the bridge.

- The bridge was built in 1929 and carries US 33/ US 119 over the Little Kanawha River in Glenville
- The existing bridge exhibits deterioration, with rust, spalling, and collision damage
- The bridge structure is in poor condition, prompting WVDOH to post weight limits and conduct more frequent inspections
- Vertical clearance is limited to 14 feet 11 inches
- Travel lanes are narrow (10 feet), and the roadway has no shoulders
- One sidewalk is mounted on the upstream side of the structure
- The **existing bridge profile and section** are shown below (from 1992 inventory report):





The existing bridge was determined to be eligible for listing in the National Register of Historic Places. Coordination with the State Historic Preservation Office has been an important part of project planning (photo from 1984 Historic Properties Inventory Form).



TRAFFIC CONDITIONS AND DETOUR

Trucks and buses must cross the Glenville Truss Bridge one at a time. The 2021 Average Daily Traffic (ADT) was 3,130 Vehicles Per Day, and that number is expected to grow.

The Glenville Truss Bridge is the only crossing of the Little Kanawha River in the region. If the bridge were to close, a 15-mile detour would take approximately 30 minutes to drive, as shown on the Google Map above. The conditions of the detour route are not suitable for commercial traffic.

PREFERRED ALTERNATIVE

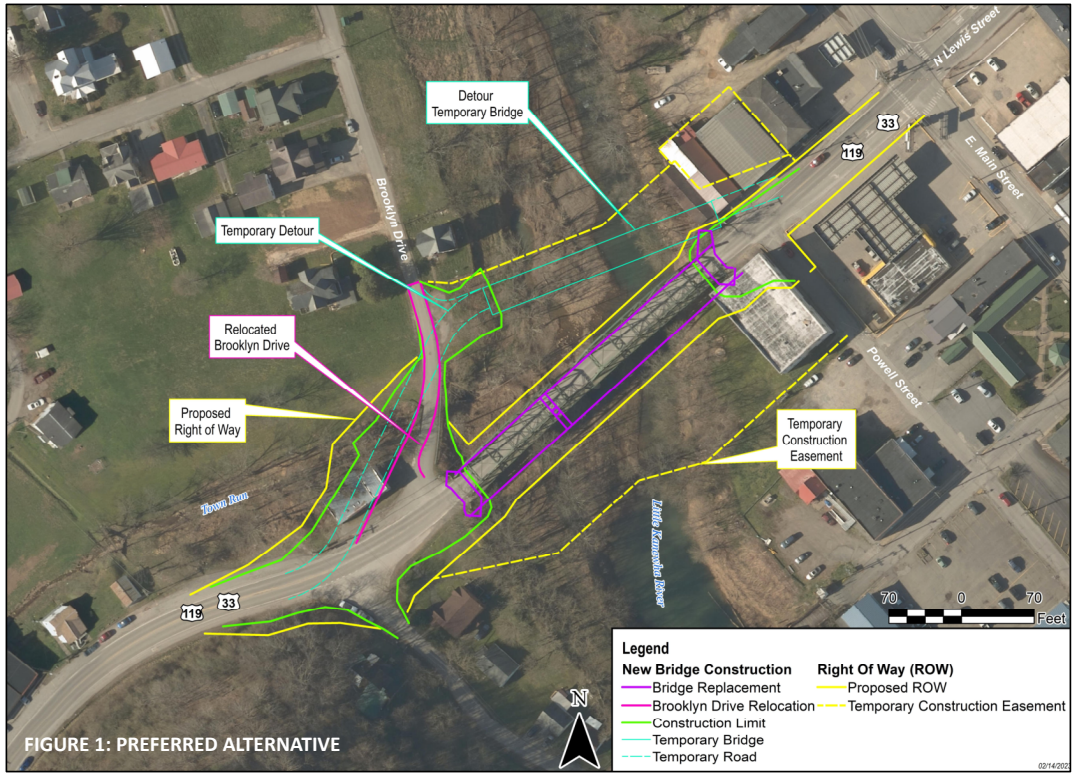


FIGURE 1: PREFERRED ALTERNATIVE

To meet the project need, WVDOH considered several build alternatives and the No Build Alternative. Build Alternative 4 is the Preferred Alternative. The Preferred Alternative includes the following features:

- Steel plate girder bridge with an overall length of 353 feet
- Two spans with a single pier positioned outside the river
- Abutments built behind (farther from river) the existing abutments, which will be removed to a point below the ground surface
- Clear roadway width of 32 feet, including two 12-foot vehicle lanes and two 4-foot shoulders
- Sidewalk that is 5 feet, 7 ¾ inches wide
- Approximately 250 feet of roadway approach work in both directions
- Shifting the end of Brooklyn Drive slightly to the west to allow for the new bridge abutment construction
- Four structures are planned to be taken for right-of-way and temporary construction easements
- A temporary bridge built downstream during construction
- No work will take place below the ordinary high water (OHW) mark of the Little Kanawha River
- Total estimated cost of $12.6 million.

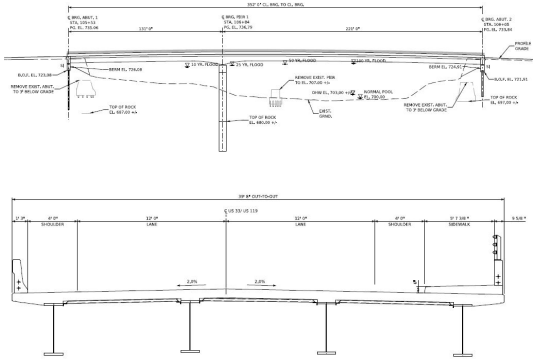


FIGURE 2: PROFILE AND SECTION OF THE PREFERRED ALTERNATIVE

TEMPORARY BRIDGE AND DETOUR

To avoid need for a 15-mile detour, a temporary bridge will be constructed downstream of the existing bridge. Traffic will be directed from US 33/119 to the temporary bridge, and will use Brooklyn Drive to get back onto the US route (see Figure 1). Once the temporary bridge and detour are established, the old bridge will be removed and the new bridge will be constructed in its place.

The proposed temporary structure is a single-span, approximately 250-foot long, Acrow (or similar) structure (see Figure 3). It will have two 10-foot traffic lanes and a 5-foot sidewalk with a 2-foot buffer for barrels to lie between the traffic and sidewalk. The temporary bridge can be launched from the banks of the Little Kanawha River or lifted into place using one or more cranes.

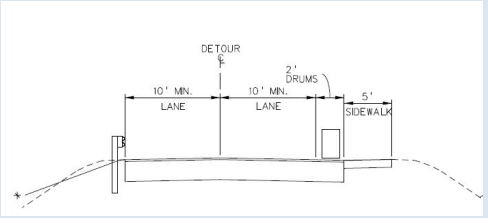


FIGURE 3: TYPICAL SECTION OF DETOUR

TIMELINE & COMMENTING

We Are Here

SPRING 2023: Public Workshop & Comment Period

WINTER 2023-24: Environmental Clearance Complete

SUMMER 2024: Right-of-Way Activities Begin

SUMMER 2025: Construction Activities Begin

SUMMER 2026: Open to Traffic

NOTE: All dates represent estimates and are subject to change.

PLEASE SHARE YOUR COMMENTS! THE COMMENT PERIOD ENDS:
APRIL 7, 2023

Mail comments to:

Mr. Travis Long, Director Technical Support Division
West Virginia Division of Highways
1334 Smith Street
Charleston, West Virginia 25301

Comments may also be submitted using the form included with tonight's handout or online at the WVDOH website:
http://go.wv.gov/dotcomment

DATE:

Mr. Travis Long, Director
Technical Support Division
West Virginia Division of Highways
1334 Smith Street
Charleston, West Virginia 25301

MEETING DATE: **Tuesday, March 7, 2023, 4:00-7:00 PM**
LOCATION: **Gilmer County High School,**
300 Pine Street, Glenville, WV
SUBJECT: **PUBLIC INFORMATIONAL WORKSHOP**
PROJECT: **Glenville Truss Bridge**
S211-33-16.59 00
STP-0033(439)D
Gilmer County

COMMENTS DUE BY: **Friday, April 7, 2023**

Please consider the following comments:

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(Please print the following information)

NAME:

ADDRESS:

ORGANIZATION (IF ANY):

How did you hear about the Public Informational Workshop?

Project Information and Comment Sheets
can be found by clicking on the project name at the following WVDOH Website:
https://transportation.wv.gov/comments/.