

WV 2 PARKERSBURG TO ST. MARYS PUBLIC MEETING

U354-2-23.11 07



OCTOBER 29, 2018

WELCOME TO TODAY'S INFORMATIONAL WORKSHOP PUBLIC MEETING!

The West Virginia Department of Transportation, is currently preparing a Reevaluation of the 2002 Finding of No Significant Impact report to assess Preferred Alternative 4 originally evaluated in the 2002 Environmental Assessment and FONSI report.



The objective of this workshop is to present the proposed project modifications to Preferred Alternative 4 and discuss the reevaluation.

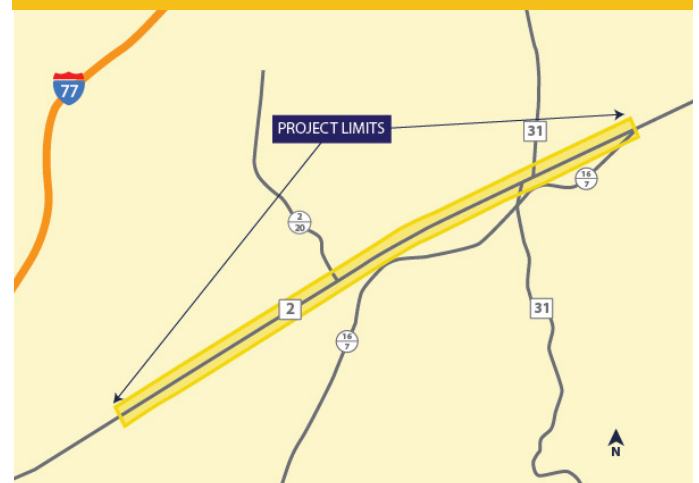


This workshop is from 4:00 pm to 7:00 pm and there will be no formal presentation. The workshop is intended to be informal to maximize the interaction between the citizens and project team.



We invite you to browse the displays and encourage discussions with the project team. A comment sheet is included in this package and additional sheets are available at the sign-in desk.

PROJECT LOCATION



BACKGROUND

WVDOH is proposing to upgrade WV State Route 2 (WV 2) from County Route 3/8 (Valley Mills Road) to WV State Route 31 (WV 31) for a distance of 2.19 miles. The proposed work would tie into and extend the previously constructed 5-lane section north to the intersection with WV 31. This project began in 1999 as part of a larger project to upgrade WV 2 from Interstate 77 (I-77) to WV 31. At that time an Environmental Document was prepared resulting in a Finding of No Significant Impact (FONSI) dated January 2002. Construction was completed from I-77 to Valley Mills Road for a distance of 1.65 miles; however, due to funding constraints the section of roadway from Valley Mills Road to WV 31, approximately 2.19 miles, was put on hold. With funding now available through the Governors Roads to Prosperity Program, the remaining section of the project has been restarted. WVDOH is currently in the process of designing the roadway and preparing an environmental reevaluation.

PURPOSE

The purpose of the upgrade of WV 2 from I-77 to WV 31 is to improve capacity, mobility, and safety to a level consistent for arterial classification.

NEED

The current project need is roadway deficiencies. The existing road geometry does not meet current design criteria.



NEPA REEVALUATION

What is a Reevaluation?

A reevaluation is the process to determine whether a NEPA decision for a project remains valid.

Purpose of a Reevaluation?

The purpose of the reevaluation is to assess changes that may have occurred between the time the FONSI was signed by the Federal Highway Administration in 2002, and the current Preferred Alternative. If there are significant changes, then a new NEPA document will need to be prepared.

WVDOH has initiated a reevaluation of the FONSI which includes additional assessment of cultural, natural, and socioeconomic resources.

ENVIRONMENTAL FEATURE	2018 MODIFIED ALTERNATIVE 4
Meets Purpose and Need	Yes
Consistent with State and Local Plan	Yes
Improves Safety	Yes
Parcels Impacted and Displacements	
Parcels Impacted	83
Residences	18
Businesses	3
Church	0
Water Resource Impacts	
Wetlands Impacted	1.25 ac.
Stream Impacts	2,425 lf
Floodplain Encroachment	Minimal
Threatened and Endangered Species	None
Cultural Impacts	
Historic	Studies Ongoing
Archaeological	Studies Ongoing
Land Use	None
Air Quality	Studies Ongoing
Noise	Studies Ongoing
Socioeconomic Impact	Reduced traffic congestion, delay, and accidents
Hazardous Materials	USTs at 1 location.

PROPOSED BUILD ALTERNATIVE 4

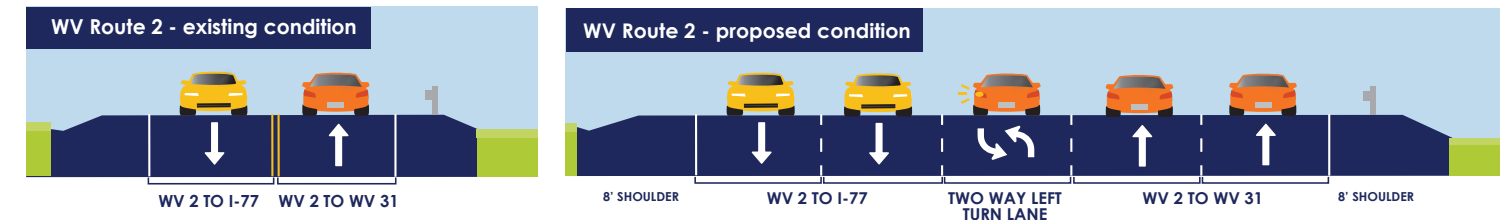
The new roadway will be similar to the roadway that has already been constructed. It will provide two northbound lanes, two southbound lanes, a continuous center turn lane and paved shoulders. Roadway widening will continue along the right side of the roadway until it approaches WV 31. The roadway will transition back to the existing two lane configuration north of WV 31.

This alternative is a modification to the 2002 Preferred Alternative 4, which included a combination widening on both sides of WV 2. During preliminary design review it was determined that widening this section entirely to the right would significantly reduce impacts

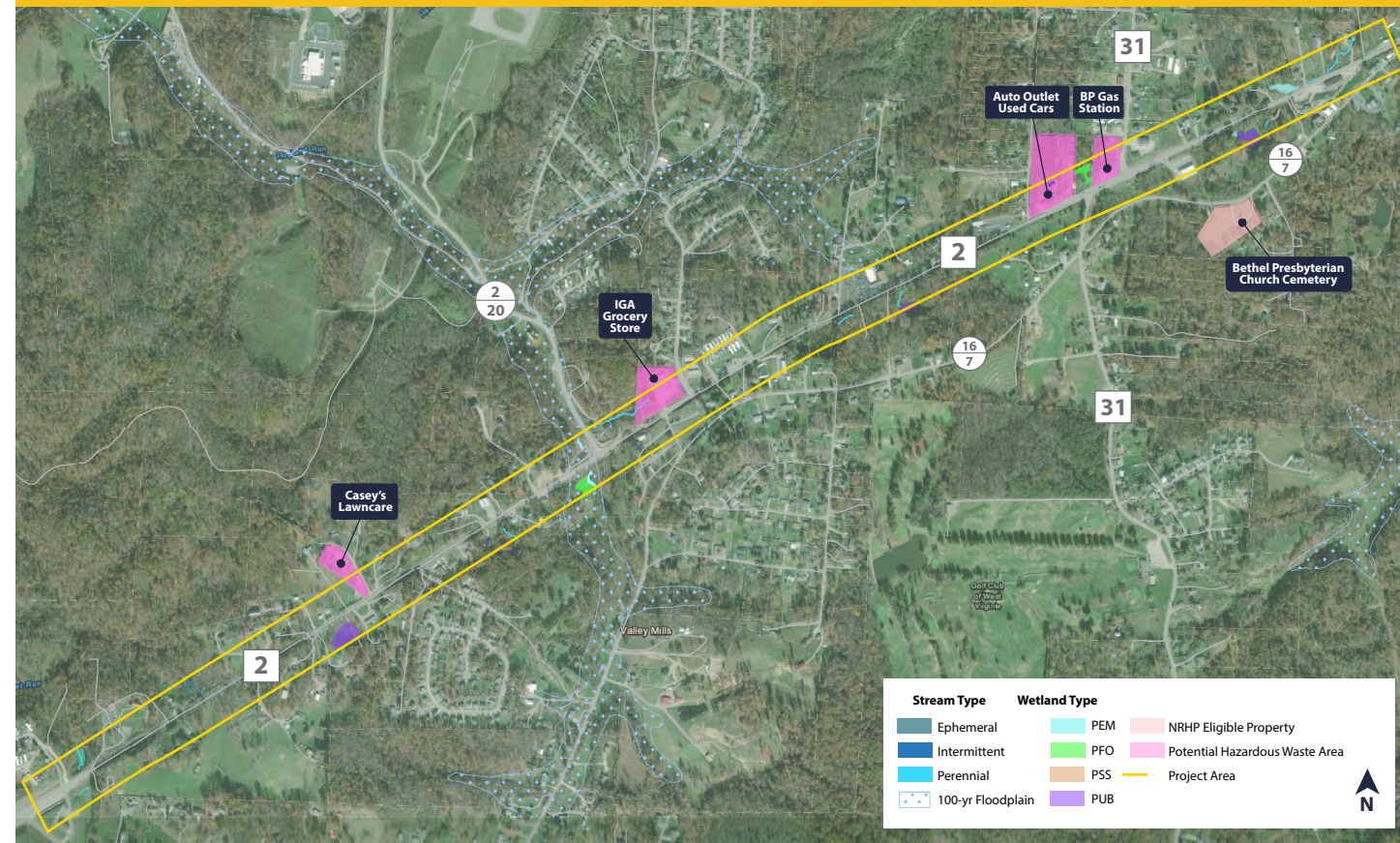
to utilities, including the relatively new sanitary sewer facilities which were installed after the 2002 environmental studies and preliminary engineering design were completed.

Currently WV 31 has an offset intersection configuration with WV 2. The new design will provide a reconstructed plus intersection with a traffic signal which is safer and more efficient for drivers.

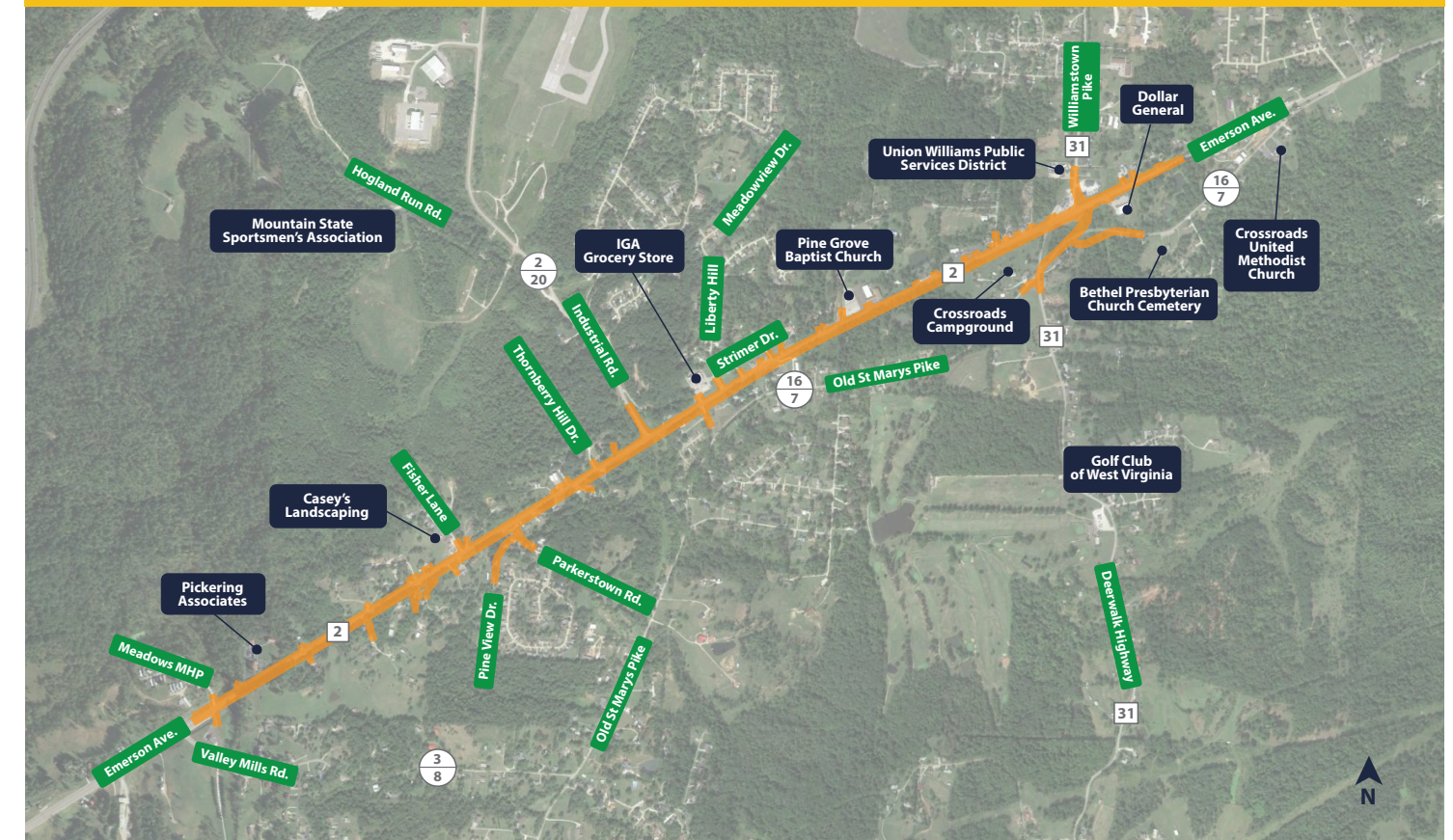
TYPICAL SECTIONS



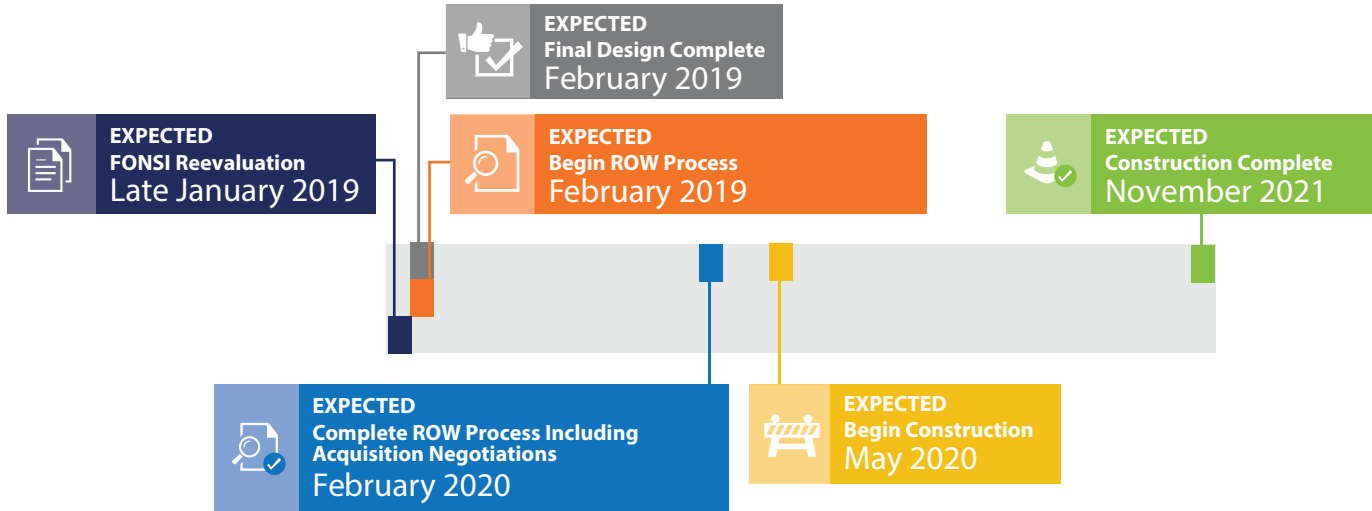
ENVIRONMENTAL RESOURCES



PREFERRED ALTERNATIVE 4



PROJECT TIMELINE



WHY SHOULD YOU BE INVOLVED IN THE PROJECT?

Comments on this project and its potential impacts are requested from the public to assist in the study and development of the recommendations.

Comments are due by November 29, 2018 and should be sent to the following:



Mr. RJ Scites, P.E.
Director, Engineering Division
West Virginia Division of Highways
1334 Smith Street
Charleston, West Virginia 25301



Project information and comment sheets can be found online at our WVDOH website at <http://go.wv.gov/dotcomment>.



Each comment and suggestion provided will help the involved agencies hear directly from the public. Your input is important and will be used to guide the study team as the project moves forward.