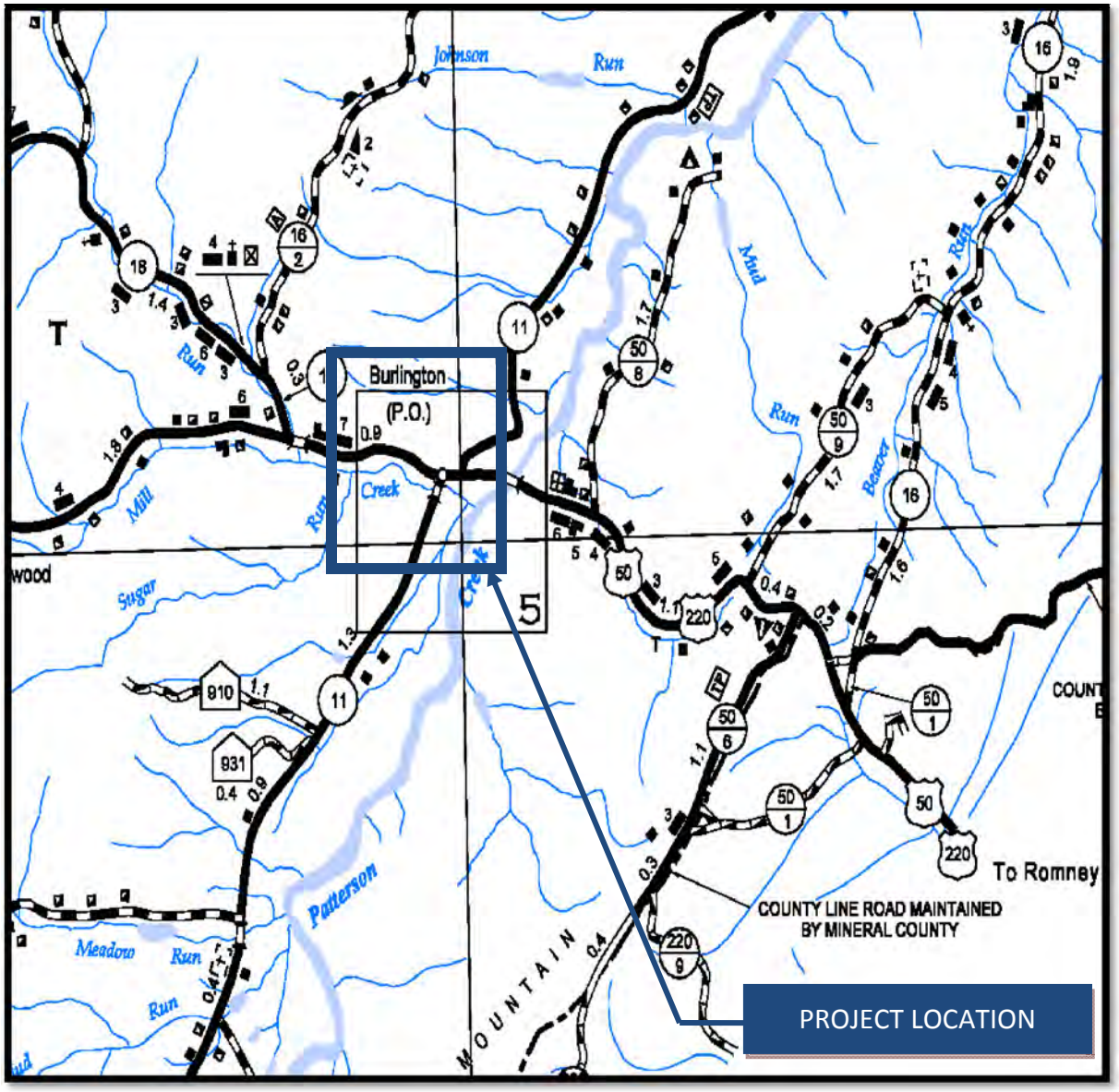
Informational Public Workshop
Monday June 24, 2013
4 PM - 7 PM
For The Replacement of Burlington Mill Creek Bridge
WVDOH-District 5 Headquarters
Burlington, WV

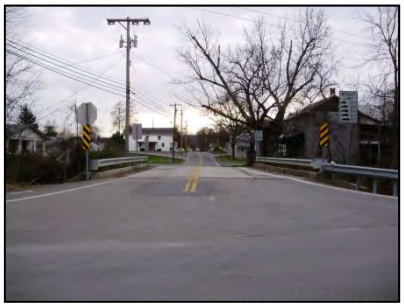
WV Department of Transportation
Division of Highways
State Project S329-11-7.97
Federal Project ACBR-0011(129)D

Burlington Mill Creek Bridge
Mineral County



WORKSHOP PURPOSE

The purpose of this Informational Public Workshop is to provide an update on the progress of the Burlington Mill Creek Bridge replacement study. This Public Workshop is intended to provide information about the project alternatives and how you can provide your comments. In addition, this workshop will provide information about the history of the project and the current study.



We encourage you to examine the project maps and displays, discuss the project with the members of our study team who are here today, and complete the enclosed comment sheet. A box is provided at the registration table to deposit the comment sheets. Or, if you prefer,

completed comment sheets may be mailed to us at the address on the form or at;
http://go.wv.gov/dotcomment

PROJECT DESCRIPTION

The West Virginia Department of Transportation, Division of Highways (WVDOH) proposes to improve access from US 50/US 220 onto Mineral County Route 11 (CR 11). CR 11 annual average daily traffic volumes are estimated at 1,750 vehicles per day, based on 2012 traffic volumes. Projected annual average daily traffic volumes using CR 11 for 2032 are estimated at 2,470 vehicles under the build or no build alternative.

The Burlington Mill Creek Bridge Project is located at the intersection of US 50/US 220 and CR 11 (Patterson Creek Road) in the unincorporated town of Burlington (see Figure 1). This project will replace the existing bridge either in its current location or along a bypass alignment.

CR 11 (Patterson Creek Road) is also listed as the Patterson Creek Valley Turnpike. The Patterson Creek Valley Turnpike has an existing right of way width 60 feet which was used for this study to determine right of way acquisition limits.

The existing bridge is currently posted with weight restrictions. The existing bridge has an additional restriction due to alignment issues at the structure. There is a “No Right Turn” sign posted for trucks traveling east on US 50 that would like to turn south onto CR 11. Additionally, the steel beam superstructure and cast-in-place reinforced concrete deck are both rated “POOR”.

WORKSHOP FORMAT

The WVDOH procedures for public workshops are established to ensure meaningful citizen input in the development of proposed projects, in compliance with all applicable regulations and requirements. This informational public workshop is being held in an informal format.

Registration

If you have not already printed your name and address on the registration sheet, please remember to do so before you leave. Additional copies of this handout and the comment sheet are available at the registration table. The WVDOH welcomes your comments on the project; therefore, please feel free to write comments as you visit other displays around the room. You can drop the completed sheet in the Comment Box; return it to any

Burlington Mill Creek Bridge alternative alignment study representative at the meeting, or mail it to the WVDOH at the address printed on the comment sheet. You may also comment on the project at **http://go.wv.gov/dotcomment**.

Engineering
Representatives from the WVDOH and the consulting firm of CDM Smith are available to discuss the location and preliminary design of the project alternatives. These representatives also have information regarding the build alternates studied for the project and can help you find landmarks throughout the study area.

Right-of-Way and Relocation
WVDOH Right-of-Way representatives are available to answer your questions regarding right-of-way acquisition and relocation. WVDOH Right-of-Way procedures are also available online at: http://www.transportation.wv.gov/highways/right-of-way/Pages/default.aspx

DESCRIPTION OF ALTERNATIVES CONSIDERED

This project study includes the following alternatives:

- Alternates 1, 3, 5, 5A and 6 employ a wide bridge design that will accommodate an AASHTO (CITY-BUS) turning movements and pedestrians. The ingress and egress movements for CR 11 are designed to accommodate the AASHTO vehicle CITY-BUS. The design vehicle was selected on information received as to the configuration of the vehicles used to service the Burlington Elementary School. Alternates 1, 3, 5, 5A and 6 are located within the Burlington Historic District.

- Alternates 2 and 4 are the bypass alternatives. The proposed bridges for alternates 2 and 4 are not as wide as alternates 1, 3, 5, 5A and 6 and do not have provisions for pedestrians. The proposed bridges on Alternates 2 and 4 will accommodate an AASHTO WB-50. It is the intent, for Alternates 2 and 4, to close the existing CR 11 Bridge to vehicular traffic, but to remain accessible for pedestrian use. Alternates 2 and 4 will require the construction of roadway embankment within the Patterson Creek 100 year Flood Plain.

Alternate 1

Alternate 1 consists of a new structure at the existing CR 11 bridge location with a downstream detour for temporary traffic control. The design of the new structure will accommodate vehicular turning movements and pedestrians. During construction it is envisioned that the existing CR 11 Bridge maintain two-lane two-way traffic during the construction phase.

The ingress and egress movements for CR 11 are designed to accommodate the AASHTO vehicle CITY-BUS. This design vehicle was selected on information received as to the configuration of the vehicles used to service the Burlington Elementary School.

Alternate 2

Alternate 2 is one of two alignments that bypass Burlington. This alternate re-aligns CR 11 east of the existing bridge site. This relocation of CR 11 lines up the southern leg with the northern leg, eliminating the existing "T" intersection. The Existing CR 11 Bridge will be closed to vehicular traffic, but will remain accessible to pedestrians. A turn-around is required near the existing bridge location. Alternative 2 will disturb a private septic system that serves the Burlington Elementary School and seven (7) of the community residences. The approximate location of the septic system is shown on the Alternate 2 plan sheets. A three (3) foot thick blanket of select embankment is anticipated for the bottom of the proposed embankment.

Alternate 3

Alternate 3 consists of a new structure at the existing CR 11 Bridge location. The bridge widening will occur on the upstream side of the existing bridge. A temporary detour will not be used for this alternative. Phase construction techniques will take the place of the detour road. A portion of the new structure will be constructed while the existing bridge remains in service. During construction it is envisioned that the existing CR 11 Bridge will only be capable of single lane traffic. After the first section of the new structure is finished, the traffic will be switched onto it. The old bridge will be demolished while the remainder of the new structure is constructed. Again, it is envisioned that the portion of the newly constructed structure will allow only a single lane of traffic. The phase construction will eliminate the need for a temporary detour road, but will severely limit the size of the vehicles turning onto CR 11 and there will be no provisions for pedestrians through the construction zone. Additionally, traffic could back-up on US 50/US 220 while vehicles await their turn to use CR 11. The ultimate structure will allow two-lane two-way operation.

The ingress and egress movements for CR 11 are designed to accommodate the AASHTO vehicle CITY-BUS. This design vehicle was selected on information received as to the configuration of the vehicles used to service the Burlington Elementary School.

Alternate 4

Alternate 4 is one of two alignments that bypass Burlington. Alternate 4 re-aligns CR 11 east of the existing bridge site with the WVDOH District 5 Headquarters. Existing CR 11 Bridge will be closed to vehicular traffic, but remains accessible to pedestrians. A turn-around is required near the existing bridge location. Alternative 4, like Alternate 2, will disturb a private septic system that serves the Burlington Elementary School and seven (7) of the community residences. The approximate location of the septic system is shown on the Alternate 4 exhibit. A three (3) foot thick blanket of select embankment is anticipated for the bottom of the proposed embankment.

The ingress and egress movements for CR 11 are designed to accommodate the AASHTO vehicle WB-50.

Alternate 5

Alternate 5 consists of a new structure on a new alignment located downstream of the existing bridge. The existing bridge will remain in service during construction of the new bridge, thus eliminating the need to construct a temporary detour road. Property acquisitions for Alternate 5 will be used for the permanent alignment, not for a temporary detour road. The design of the new structure will accommodate vehicular turning movements and pedestrians.

The ingress and egress movements from CR 11 are designed to accommodate the AASHTO vehicle CITY-BUS. This design vehicle was selected on information received as to the configuration of the vehicles used to service the Burlington Elementary School.

Alternate 5A

Alternate 5A consists of a new structure on a new alignment located downstream of the existing bridge. A temporary detour will not be used for Alternative 5A. Phase construction techniques will take the place of the detour road. A portion of the new structure will be constructed while the existing bridge remains in service. During construction it is envisioned that the existing CR 11 Bridge maintain two-lane two-way traffic during the construction phase. After the first section of the new structure is finished, the traffic will be be switched onto it. It is envisioned that the portion of the ultimate bridge built in the previous phase will maintain two-lane two-way traffic. The old bridge will be demolished and the remainder of the new structure will be constructed. The phase construction will eliminate the need for a temporary detour road, but will severely limit the size of the vehicles turning onto CR 11 and there will be no provisions for pedestrians through the construction zone. The ultimate structure will allow two-lane two-way operation.

The ingress and egress movements from CR 11 are designed to accommodate the AASHTO vehicle CITY-BUS. This design vehicle was selected on information received as to the configuration of the vehicles used to service the Burlington Elementary School.

Alternate 6 – Preferred Alternative

Alternate 6 consists of a new structure downstream of the CR 11 bridge location with an upstream detour for temporary traffic control. During construction it is envisioned that the detour road will maintain two-lane two-way traffic during the construction phase.

The ingress and egress movements from CR 11 are designed to accommodate the AASHTO vehicle CITY-BUS. This design vehicle was selected on information received as to the configuration of the vehicles used to service the Burlington Elementary School.

RIGHT-OF-WAY GENERAL INFORMATION

The WVDOH will also comply with the federal *Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended*. The Act, passed by congress in 1970, is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, business, or farms. The Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects. In addition, the WVDOH right-of-way guidelines, activities, procedures, and services are outlined in a brochure titled *A guide for Property Owners and Tenants*. Right-of-Way acquisition and relocation activities usually take place immediately prior to construction. Persons directly affected by the project will be contacted by the WVDOH. If you have any questions regarding the right-of-way acquisition process, please see one of the WVDOH right-of-way representatives or contact the WVDOH at the address given at the end of this handout.

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- Information on the WVDOH right-of-way procedures is also available at:
  - http://www.transportation.wv.gov/highways/right-of-way/Pages/default.aspx

- Information on the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended is also available online at:
  - http//www.hud.gov/offices/cpd/affordablehousing/training/web/relocation/overview.cfm

NEXT STEPS IN THE STUDY PROCESS

Public Information Workshop..... June 24, 2013

Workshop Comments Due .....July 24, 2013

Right of Way STIP Date.....October 28, 2013

Construction STIP Date.....October 28, 2014

(STIP – State Transportation Improvement Plan)

COMMENTS

Please send written comments on or before Wednesday, July 24, 2013 to:
Mr. David Bodnar, PE
Acting Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Project Information and Comment Sheets can be found online at our web page:
http://go.wv.gov/dotcomment
Click on "Comment on Engineering Projects", then "Open",
then click on "Burlington Mill Creek Bridge"

DATE:

Mr. David Bodnar, P.E.
Acting Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

DATE: **Monday, June 24 2013**
LOCATION: **WVDOH District 5 Headquarters**
SUBJECT: **INFORMATIONAL WORKSHOP PUBLIC MEETING**
PROJECT: **Burlington Mill Creek Bridge**
S329-11-7.97
ACBR-0011(129)D
Mineral County

COMMENTS DUE BY **Wednesday, July 24, 2013**

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 Informational Workshop Public Meeting?

Project Information and Comment Sheets

Can be found online at our WVDOH Website at http://go.wv.gov/dotcomment.

Under Engineering Projects, Open, and then click Burlington Mill Creek Bridge.