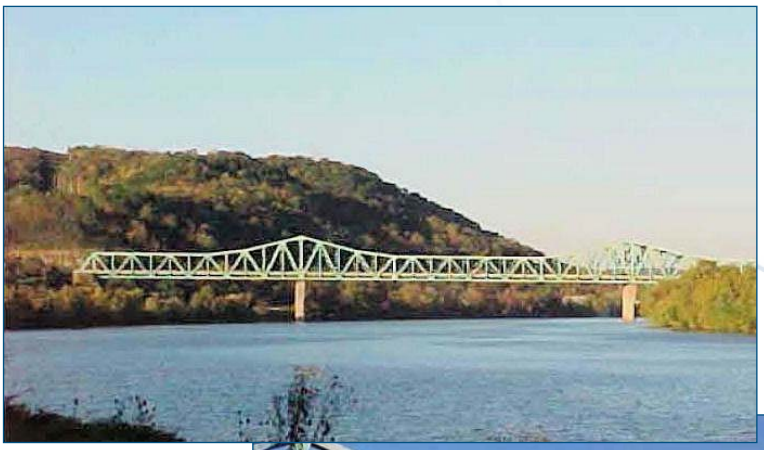
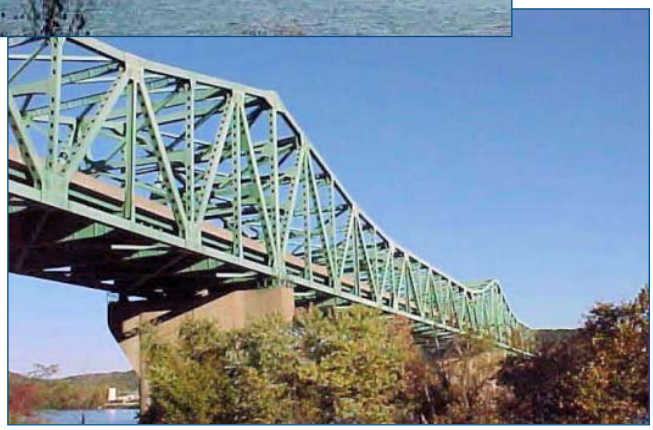
INFORMATIONAL PUBLIC WORKSHOP





I-64 Widening and Improvements

West Virginia Department of Transportation, Division of Highways

State Project: U340-64-41.37

Federal Project: NH-0641(318)

Location: Rock Branch Elementary School
Monday, May 20, 2013
4:00pm to 7:00pm

WORKSHOP PURPOSE

The purpose of this Informational Public Workshop is to provide an update on the progress of the Interstate 64 widening and improvement study. This Public Workshop is intended to provide information about how the alternatives were developed 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.
http://go.wv.gov/dotcomment

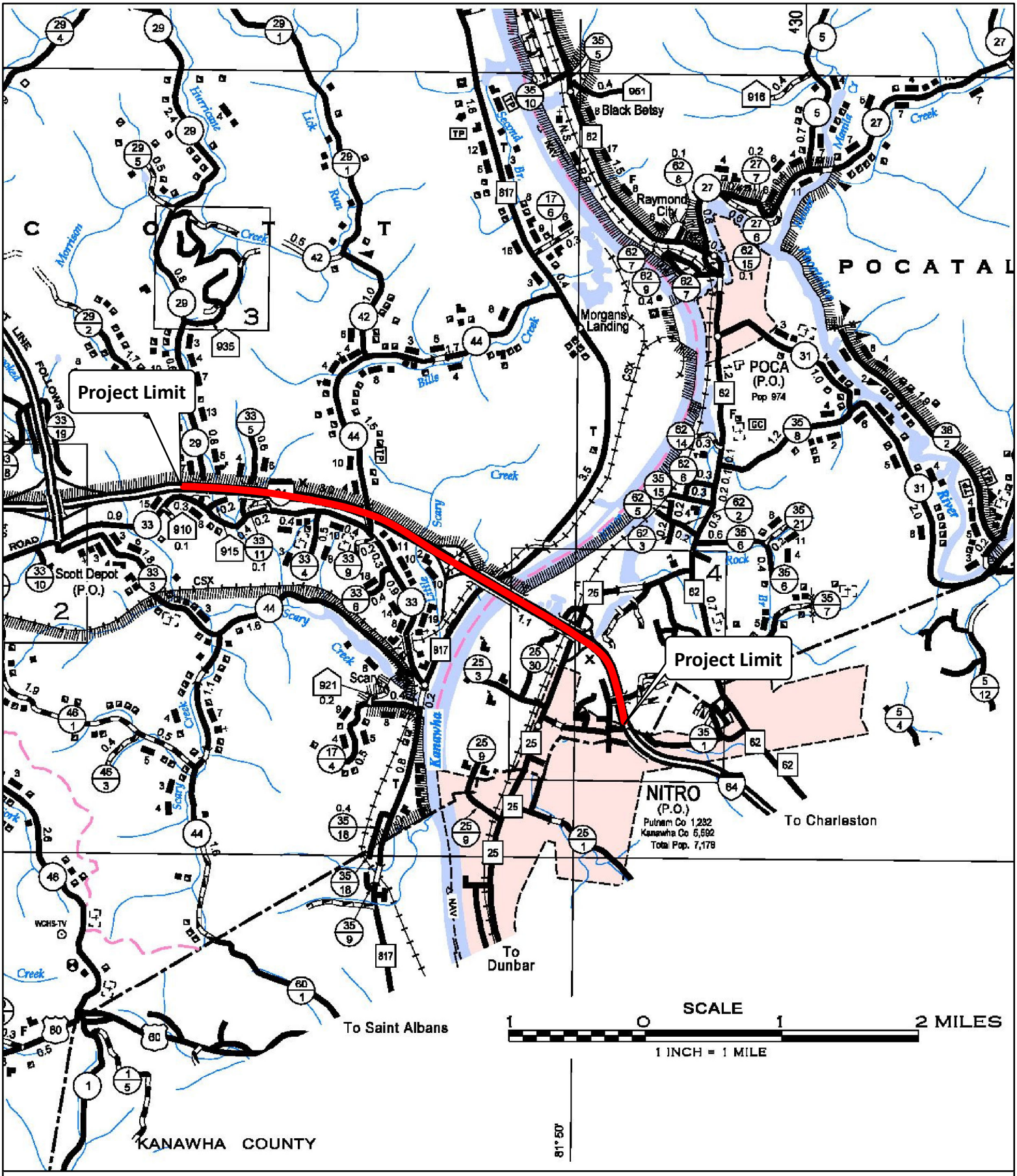
PROJECT DESCRIPTION

The West Virginia Department of Transportation, Division of Highways (WVDOH), in cooperation with the Federal Highway Administration (FHWA) are developing an environmental study in compliance with the National Environmental Policy Act (NEPA) and determining how to best minimize potential impacts to the project area. The proposed project is to widen Interstate 64 from four to six lanes east of the new I-64/US 35 interchange (Exit 40) at Crooked Creek to east of the Nitro interchange (Exit 45) in Putnam County. This 3.79-mile stretch of interstate lies between two existing six-lane sections of Interstate 64 and includes a truss bridge over the Kanawha River. There are three interchanges within the project Exit 40 to US 35 area: Exit 44 to WV 817 (formerly US 35) at St Albans and Exit 45 to WV 25 in Nitro (1st Avenue). Interstate 64 annual average daily traffic volumes are estimated at 69,500 vehicles per day, based on 2013 traffic volumes. Projected annual average daily traffic volumes using Interstate 64 for 2033 are estimated at 101,400 vehicles under the build or no build alternative.

This project is part of the WVDOT Statewide Transportation Improvement Program 2012/2017. Once completed, an increase in the number of lanes, and thus capacity will have occurred from Charleston to the unincorporated community of Scott Depot at Interstate 64/WV 34 Exit 39.

This project includes the rehabilitation/widening and/or construction of the following bridges (West to East):

- Parallel Interstate 64 structures over CR 29 (Rocky Step Road) and Rocky Step Run Creek (Bridge # 2130)
- Parallel Interstate 64 structures over CR 33/5 (McCloud Road) (Bridge # 2131)
- CR 44 (Bills Creek Road) overpass of Interstate 64 (Bridge # 2132)
- Overpass at St. Albans Interchange (Bridge # 2133)



I-64 Widening
Putnam County

Figure 1
Project Limits

May 20, 2013

- Interstate 64 Kanawha River Crossing (Donald Legg Bridge) (Bridge # 2134)
- Parallel I-64 structures over WV 25, CR 25, and railroad tracks at Nitro Interchange (Bridge # 2135)
- Double Barrel reinforced concrete box culvert that conveys Armour Creek under Interstate 64 Bridge # 5537)

This project includes modifications to the following interchanges (West to East):

- Exit 44 at St. Albans is a diamond interchange that provides a connection to WV 817. WV 817 runs parallel to the Kanawha River and provides a link to US 60 in St. Albans. This route was designated as US 35 until US 35 was rerouted further west, creating a new interchange with I-64 immediately east of the study area. WV 817 carries approximately 7,250 to 14,550 vehicles per day in 2013. An estimated 10,500 to 21,150 vehicles per day are projected to use WV 817 for the year 2033.

- Exit 45 (the Nitro Interchange) is a diamond interchange that provides a connection to WV 25 in Nitro. WV 25 (40th Street) is the main thoroughfare through Nitro, carrying an estimated 17,950 to 18,250 vehicles per day in 2013. An estimated 25,800 to 26,600 vehicles per day are projected to use WV 25 in the year 2033.

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 I-64 Widening and Improvements 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.

Environmental Studies

Representatives from the WVDOH and the consulting firms of TRC and CDM Smith are here today to discuss the environmental study process, including an estimate of impacts the proposed alternates will have on the natural, economic, and social environments as of the date of this meeting. Maps depicting the proposed alternatives are available for viewing.

Engineering

Representatives from the WVDOH and the consulting firm of TRC are available to discuss the location and preliminary design of the project area. 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. Right-of-Way brochures are available upon request.

DESCRIPTION OF ALTERNATIVES CONSIDERED

The proposed project widens I-64 from four to six lanes starting east of the US 35 – Winfield, Point Pleasant Interchange (Exit 40) to east of the WV 25 Interchange at Nitro (Exit 45) in Putnam County, a distance of approximately 3.79 miles.

Further, the proposed project is consistent with state and local transportation plans, including:

- The project is included in the *2040 Long Range Transportation Plan*, approved by the Regional Intergovernmental Council (Putnam and Kanawha Counties) in December 2009. The I-64 Widening Project is identified as a long range action item, intended to provide a high level of congestion relief on a high volume roadway and to promote economic and regional connectivity.
- The project is consistent with the capacity improvements goal identified for highway projects in the WVDOT 2010 *Multi-Modal Statewide Transportation Plan*.
- Funding for design, right-of-way, and construction is included in the WVDOT Statewide Transportation Improvement Program (STIP) 2013-2018 published March 2013.

Once completed, an increase in the number of lanes, and thus capacity will have occurred from Charleston to the unincorporated community of Scott Depot and WV 34 located at Interstate 64 Exit 39.

WIDENING OF INTERSTATE 64

The widening of Interstate 64 from the beginning of the project to just west of Bills Creek Road (CR 44) will be to the inside of the existing lanes in a manner consistent with adjacent projects that have already been constructed. From just west of Bills Creek Road to 40th Street in Nitro there are two alternates presented. Due to the narrow existing median in this section, the widening is shifted outside of the existing lanes. The Downstream Alternate places a new Kanawha River Crossing downstream of the current I-64 Donald Legg Memorial Bridge. The Upstream Alternate places a new Kanawha River Crossing upstream of the current Donald Legg Memorial Bridge. Both alternates retain the existing Donald Legg Memorial Bridge, modifying it to carry four lanes of one-way traffic.

For each of the two mainline alternates, upstream and downstream, alternates are presented for the St. Albans Interchange and for the Nitro Interchange.

There are three separate sites where twin structures carry Interstate 64 over other roadways. These three sites are at Putnam County Route 29 (Bridge # 2130), Putnam County Route 33/5 (Bridge # 2131), and at WV 25 (Bridge # 2135). At two other locations existing roadways cross over Interstate 64. These sites are Putnam County Route 44 (Bridge # 2132) and at the St. Albans Interchange, Exit 44 (Bridge # 2133). The alternatives for these structures are as follows:

- For Bridge #2130 there are four Alternates – widen with deck overlay, widen with deck replacement, widen with new superstructure, and widen with deck replacement/partial superstructure replacement.
- For Bridge #2131 there are three Alternates – widen with deck overlay, widen with deck replacement, and widen with new superstructure.
- For Bridge #2132 there are four Alternates each for upstream and downstream– Replace with single span in current location, replace with two span in current location, replace with single span on new alignment, and replace with two span on new alignment.
- For Bridge #2133 there are two Alternates for interchange Alternates 1, 2 and 3 – Replace with single span and replace with two span. Alternate 4 is a down stream only alternate that will require a single span and a multiple span structure.
- For Bridge #2135 there are three Alternates each for upstream and downstream – Widening with deck overlay, widening deck replacement, and widening with superstructure replacement.

There is one double barrel reinforced concrete box (Bridge # 5537) culvert that conveys Armour Creek under Interstate 64 near the Nitro Interchange. This culvert will require lengthening to accommodate the interstate widening.

KANAWHA RIVER CROSSING

The Donald M. Legg Memorial Bridge (Bridge # 2134) which carries Interstate 64 over the Kanawha River, WV 817 and the CSX Railroad, is a three-span through cantilever truss bridge built in 1962. The overall length of the bridge from paving notch to paving notch is 1400'. The center span is 562.5', with anchor spans on either side of 375'. A 78' span is at the east approach. The out to out width of the bridge deck is 67'-9" and currently accommodates four (4) lanes of traffic.

At approximately 0.1 mile past the west end of the bridge there is an exit with an overpass bridge. At approximately 0.4 mile past the east end there is a small bridge crossing WV Route 25 and the Conrail Railroad that is tied into the Nitro interchange (Exit 45).

Only truss alternatives for a new Kanawha River crossing that are similar to the existing truss are considered for this Design Study. Each alternate will utilize the existing truss in the Final Design.

The design study for the widening and improvements to Interstate 64 was originally developed December 2005 then revised in January 2006. Subsequently a report was produced that studies the feasibility of widening the existing Kanawha River crossing at the Donald Legg Memorial Bridge on Interstate 64 under live interstate traffic. The report to widen the river crossing was completed in June 2012.

SUMMARY OF IMPACTS

This study is currently in its inception with data collection ongoing. Detailed impacts by alternative have not yet been quantified.

RIGHT-OF-WAY GENERAL INFORMATION

The WVDOH will 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 the brochure *A guide*

for Property Owners and Tenants, which is available at this workshop. 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.

- 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 .....May 20, 2013

Workshop Comments Due .....June 20, 2013

Approval of Environmental Assessment 2014

Public Informational Workshop.....Winter 2014

Approval of Finding of No Significant Impact (FONSI).....2015

Begin Final Design 2015

Current Right of Way STIP Date.....November 28, 2015

Construction STIP Date .....November 28, 2016

(STIP—State Transportation Improvement Plan)

COMMENTS

Please send written comments on or before Wednesday, June 20, 2013 to:
Mr. Gregory Bailey, PE
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",
and then click on "Interstate 64 Widening and Improvements"

I-64 Widening - Crooked Creek to Nitro (40th Street)Alignment Alternative Evaluation Cost Matrix							
Impact Catagory	**Upstream Alternate 1** Widening upstream (to the south) of I-64 with a trumpet interchange	**Upstream Alternate 2** Widening upstream (to the south) of I-64 with a diamond interchange	**Upstream Alternate 3** Widening upstream (to the south) of I-64 with a trumpet interchange west of the existing	**Downstream Alternate 1** Widening downstream (to the north) of I-64 with a trumpet interchange	**Downstream Alternate 2** Widening downstream (to the north) of I-64 with a diamond interchange	**Downstream Alternate 3** Widening downstream (to the north) of I-64 with a trumpet interchange west of the existing	**Preferred Downstream Alternate 4** Widening downstream (to the north) of I-64 with a flyover interchange
Engineering							
Mainline Configuration	Utilizes existing horizontal and vertical aligment	Utilizes existing horizontal and vertical aligment	Utilizes existing horizontal and vertical aligment	Utilizes existing horizontal and vertical aligment	Utilizes existing horizontal and vertical aligment	Utilizes existing horizontal and vertical aligment	Utilizes existing horizontal and vertical aligment
Saint Albans Interchange							
Westbound Exit	R=180' - 25 MPH	K=112 - 50 MPH	R=200' - 25 MPH	R=180' - 25 MPH	K=109 - 50 MPH	R=200' - 25 MPH	R=214' - 30 MPH
Westbound Entrance	R=170' - 25 MPH	K=117 - 55 MPH	R=210' - 25 MPH	R=170' - 25 MPH	55 MPH	R=210' - 25 MPH	R=300' - 30 MPH
Eastbound Exit	Dc=9°30' - 45 MPH	K=34 - 35 MPH	K=62 - 45 MPH	Dc=9°30' - 45 MPH	K=43 - 35 MPH	K=63 - 45 MPH	Dc=9°30' - 45 MPH
Eastbound Entrance	K=29 - 35 MPH	K =43 - 35 MPH	Dc=10°30' & K=45 - 45 MPH	K=39 - 35 MPH	K=39 - 35 MPH	K=57 - 40 MPH	K=39 - 35 MPH
Westbound Entrance Ramp Acceleration Lane Length	1420'	800'	820'	1420'	800'	820'	1497'
Eastbound Exit Ramp Deceleration Lane Length	700'	700'	700'	700'	700'	700'	700'
Nitro Interchange	Radius and width improvments - 35 MPH	Radius and width improvments - 35 MPH	Radius and width improvments - 35 MPH	Radius and width improvments - 35 MPH	Radius and width improvments - 35 MPH	Radius and width improvments - 35 MPH	Radius and width improvments - 35 MPH
Financial / Costs							
Estimated Construction Cost	$124,079,351	$123,166,232	$126,018,971	$123,787,699	$121,674,822	$125,396,134	$125,468,333
Right of Way Impacts							
Controlled Access R/W	341,741 SF	259,749 SF	347,551 SF	411,661 SF	274,456 SF	626,538 SF	312,601 SF
Non-Controlled Access R/W	9,279 SF	9,279 SF	9,279 SF	8,991 SF	8,991 SF	8,991 SF	8,991 SF
Temporary Construction Eastments	37,037 SF	37,037 SF	37,037 SF	11,515 SF	11,515 SF	11,515 SF	11,515 SF
Environmental / Physical Impacts							
Potential Hazardous Waste Sites	1	1	1	Sites have been mitigated	Sites have been mitigated	Sites have been mitigated	Sites have been mitigated
Wetland and Streams Impacts	Kanawha River	Kanawha River	Kanawha River	Kanawha River & Armour Creek	Kanawha River & Armour Creek	Kanawha River & Armour Creek	Kanawha River & Armour Creek

*This study is currently in its inception with data collection ongoing. Detailed impacts by alternative have not yet been qualified.

I-64 Widening
Crooked Creek to Nitro (40th St.)

Begin Project

64

33

29

To Huntington

Rock Step Rd.

McCloud Rd.

Electric Transmission Lines

Gas Pipelines

44

Bills Creek Rd.

33

Teay's Valley Rd.

Teays Valley

Rockstep Run

John Amos
Fly Ash Pond

Exit
44

Chessie System Railroad

WV Rte. 817

Kanawha River

Electric Transmission Lines

Little Scary Creek

817

Utility Transmission Lines

Former City of
Nitro Dump

817

Conrail Railroad

Armour Creek

25

Exit
45

1st Ave.

To Charleston

End Project

40th St.

Nitro

Nitro

64

Putnam County

Kanawha County

Downstream Alternative #4 (Preferred)

May 20, 2013

N

0.5 0.25 0 0.5 Miles

I-64 Widening
Crooked Creek to Nitro (40th St.)

Begin Project

64

33

29

To Huntington

Rock Step Rd.

McCloud Rd.

Electric Transmission Lines

Gas Pipelines

44

Bills Creek Rd.

33

Teay's Valley Rd.

Teays Valley

John Amos
Fly Ash Pond

Rockstep Run

Exit
44

Chessie System Railroad

WV Rte. 817

Kanawha River

Electric Transmission Lines

Little Scary Creek

817

Utility Transmission Lines

Former City of
Nitro Dump

817

Conrail Railroad

Armour Creek

25

Exit
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1st Ave.

To Charleston

End Project

40th St.

Nitro

Nitro

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Putnam County

Kanawha County

Upstream Alternative #2

May 20, 2013

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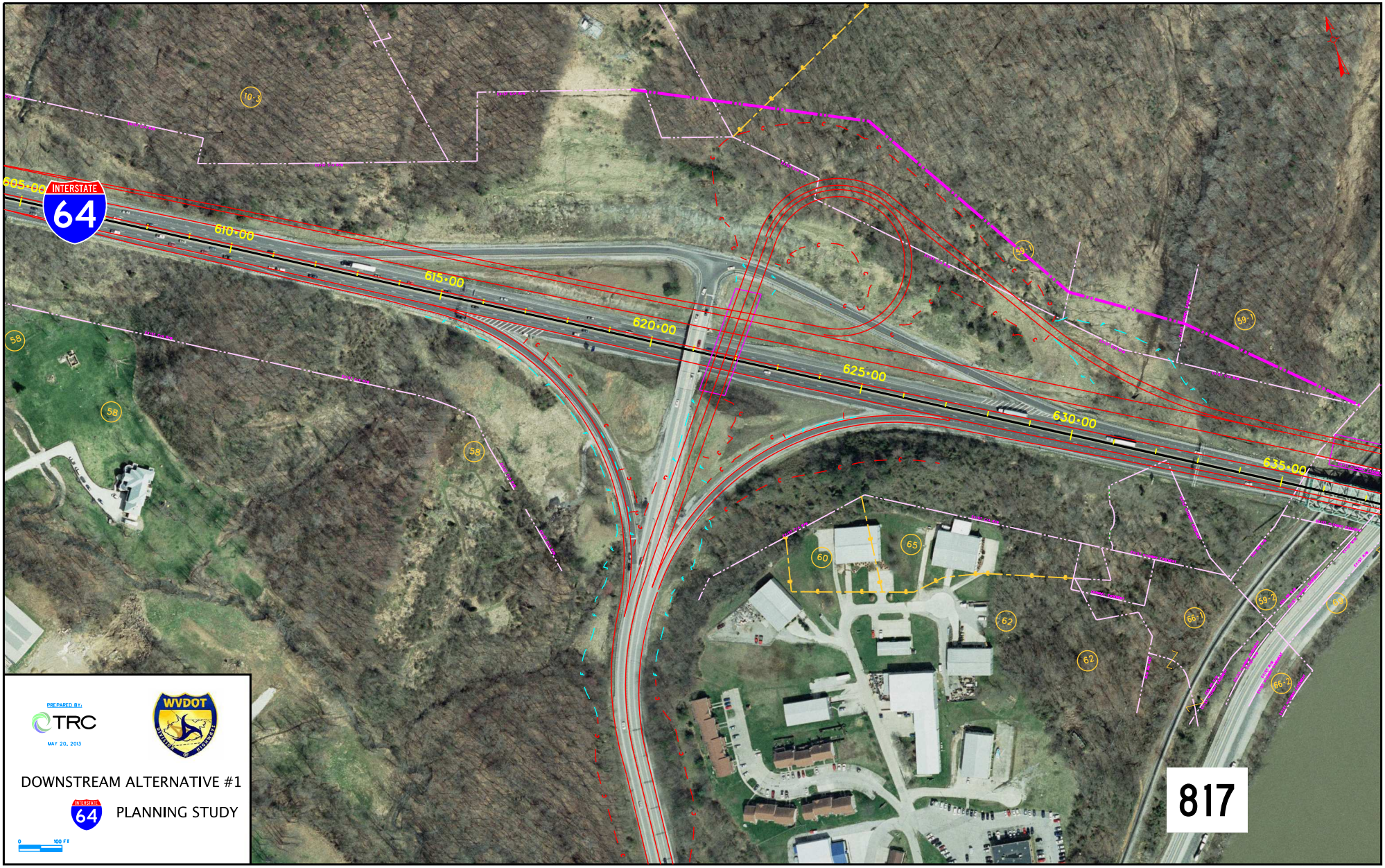
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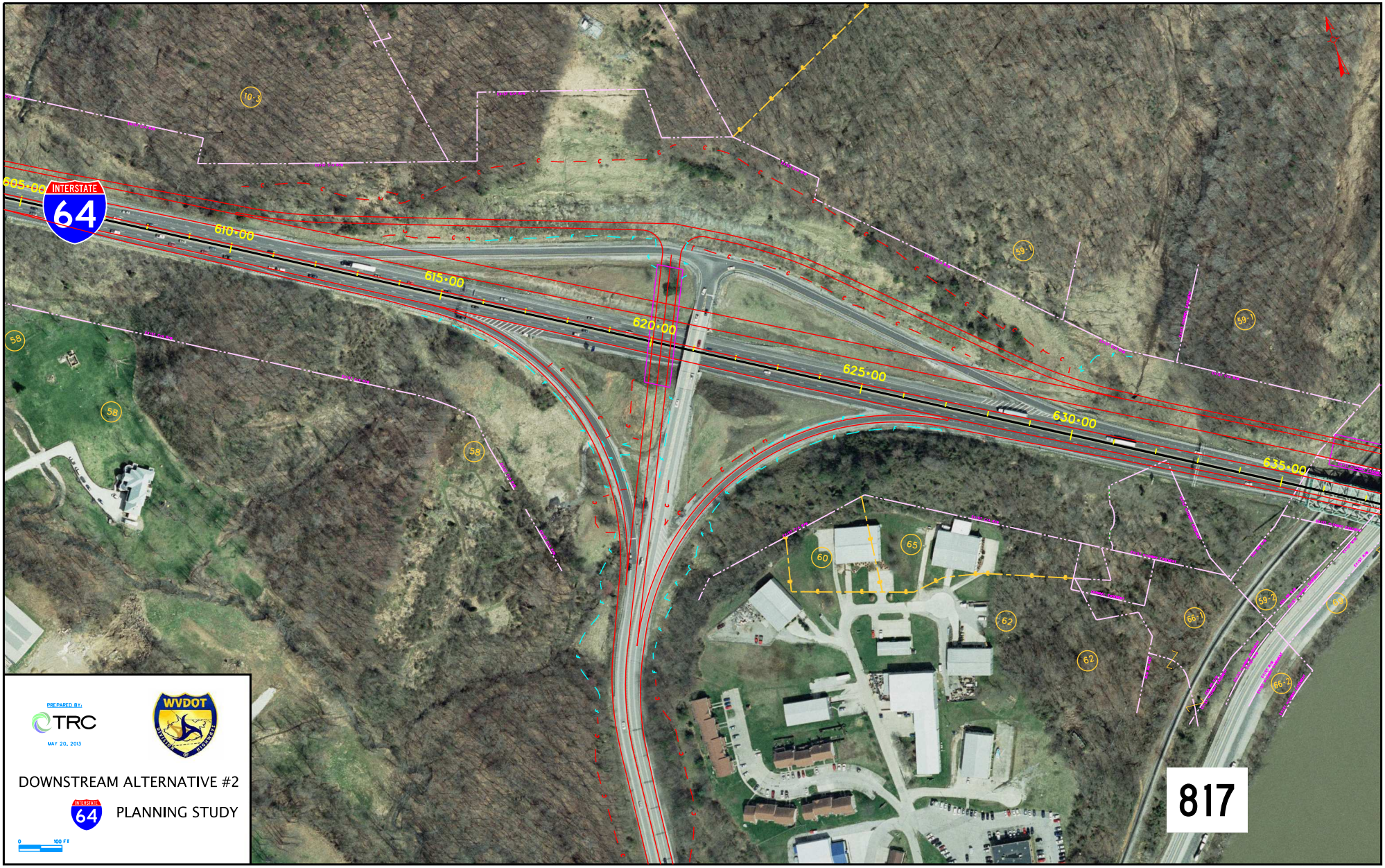
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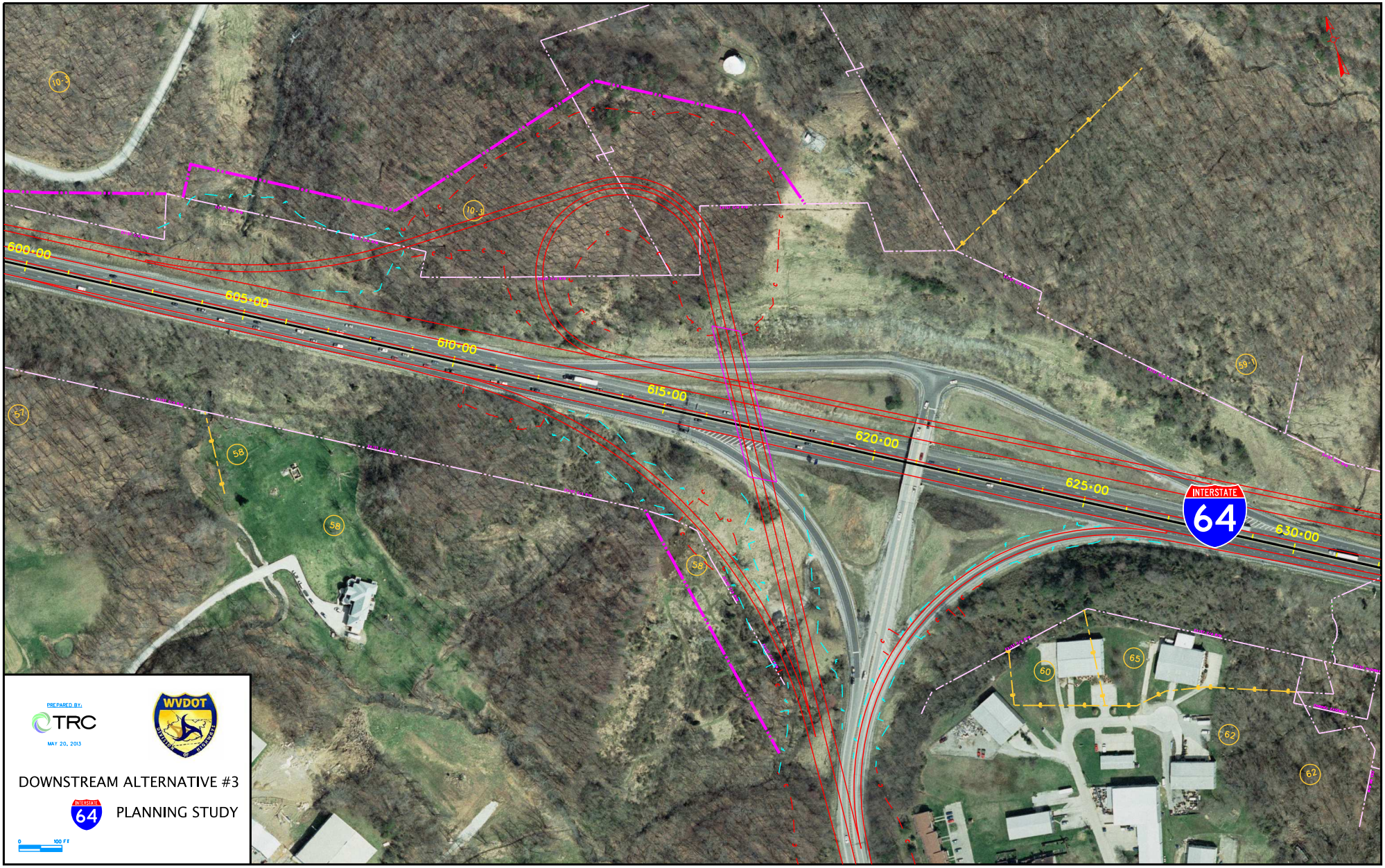
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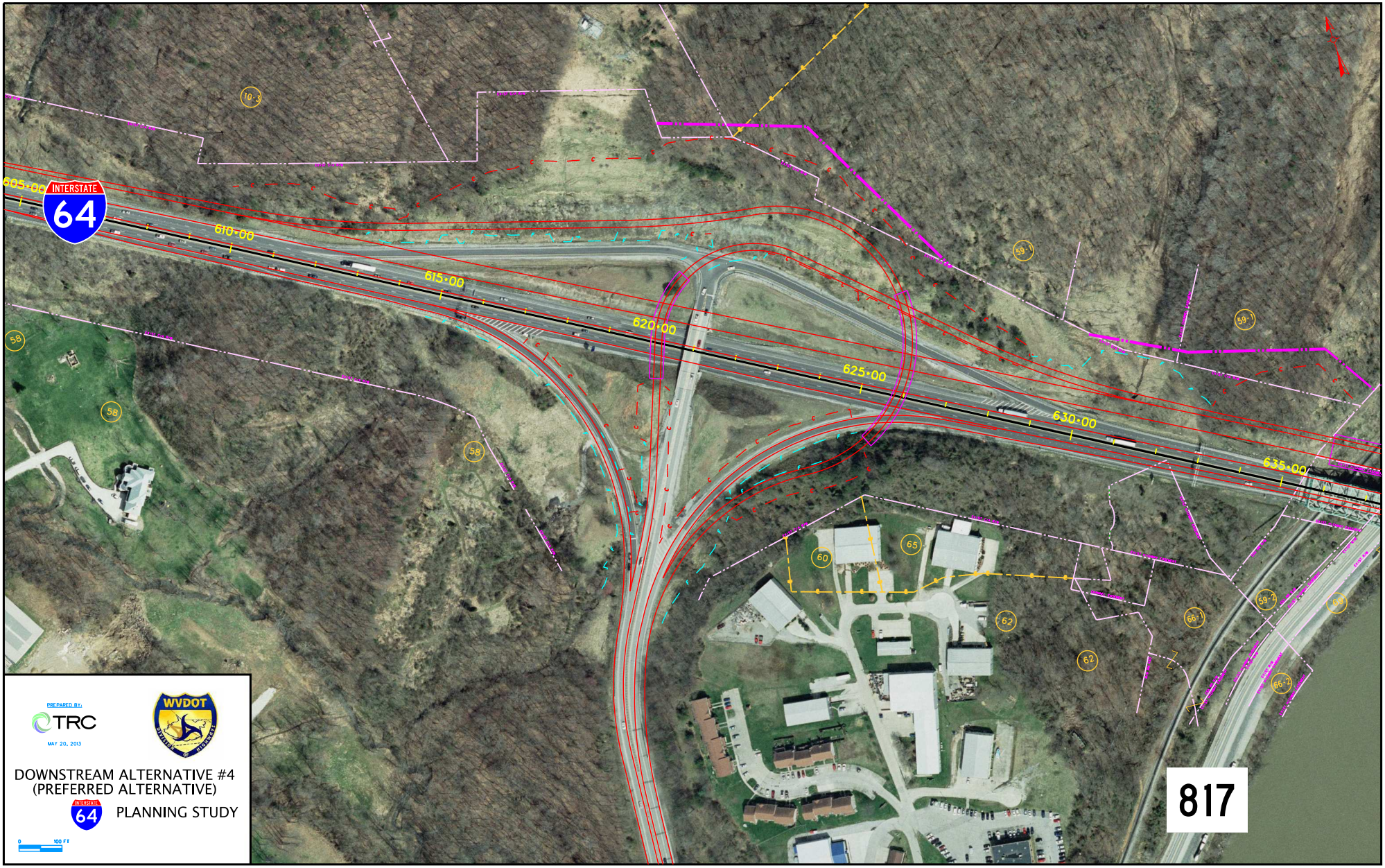
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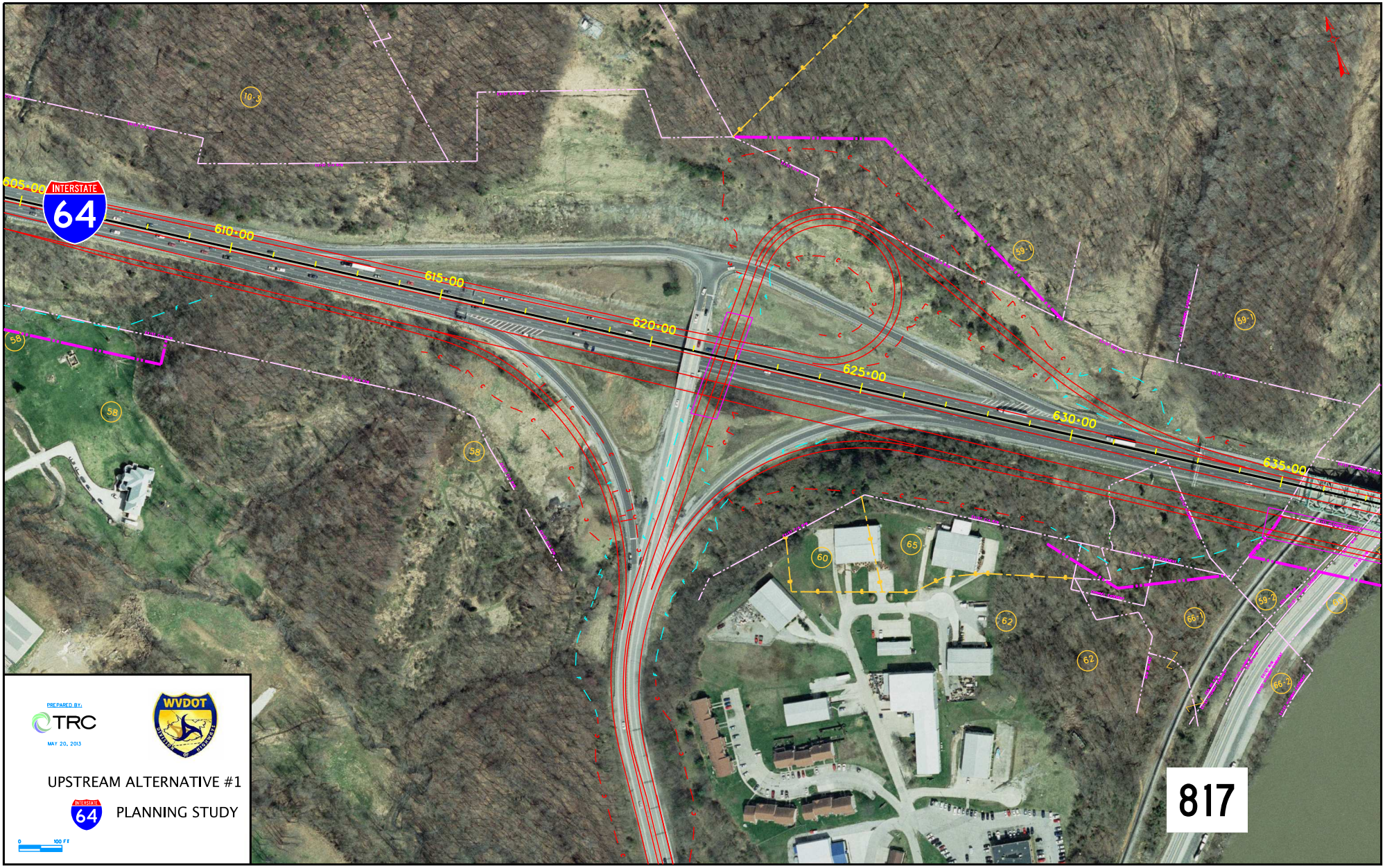
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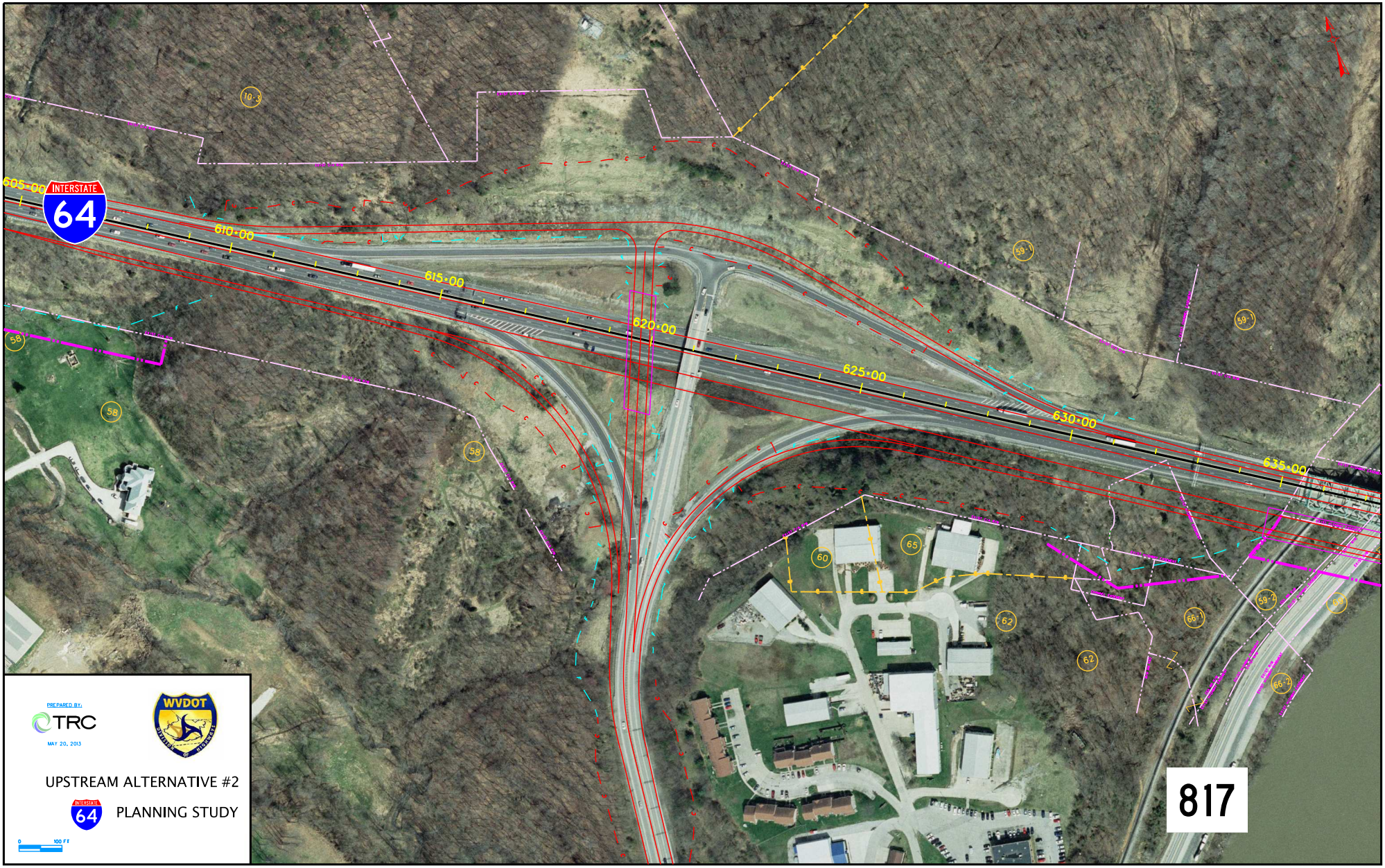
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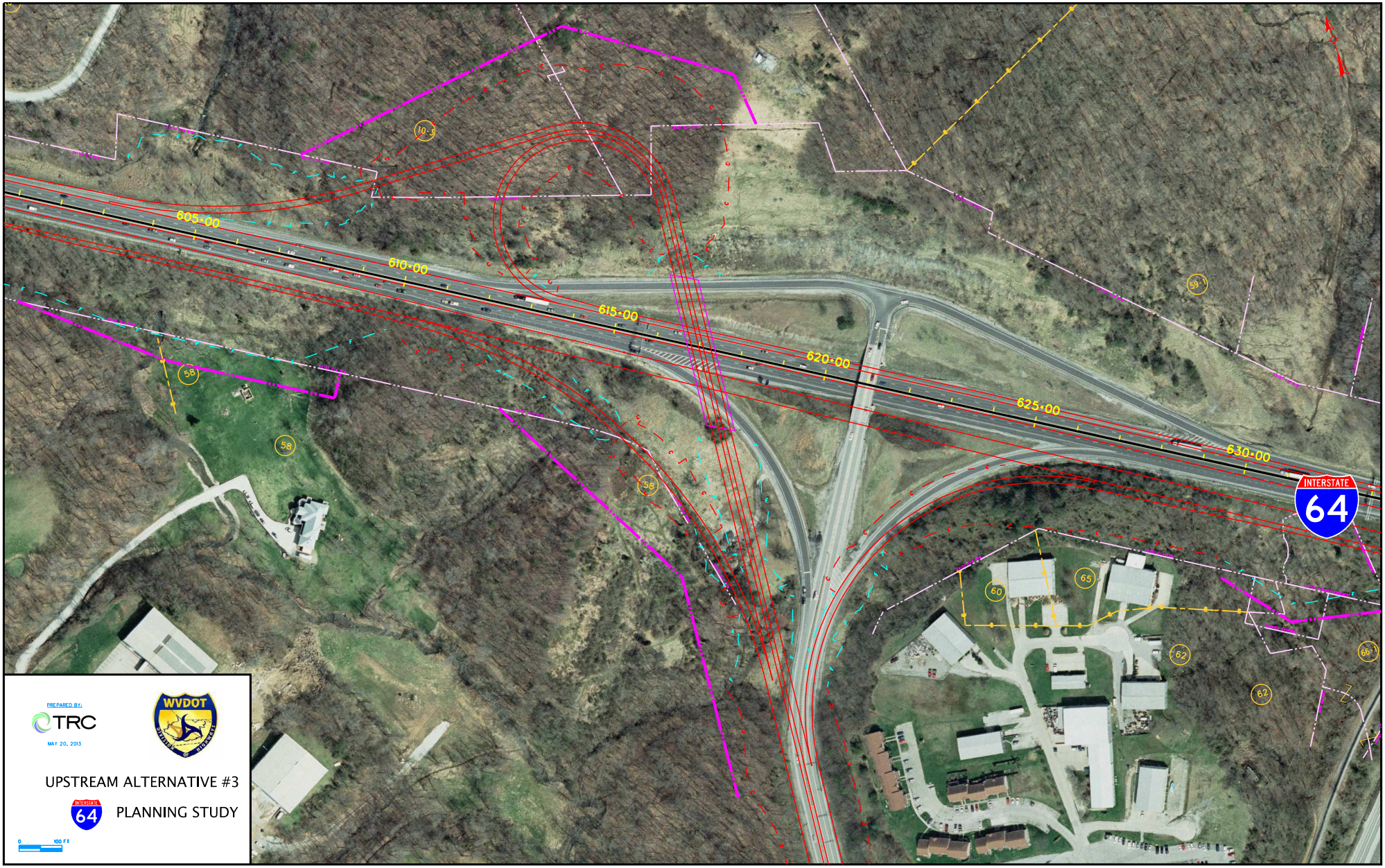
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