



State Project No. U354-14-8.69 Sec 00
Federal Project No. STP-0014 (111)E

WV 14, Mineral Wells to Pettyville Wood County, West Virginia



FINDING OF NO SIGNIFICANT IMPACT (FONSI)



August 28, 2014



**Federal Highway Administration and
West Virginia Department of Transportation, Division of Highways**

**FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT**

**WV 14, MINERAL WELLS TO PETTYVILLE PROJECT
WOOD COUNTY, WEST VIRGINIA**

**State Project U354-14-8.69 Sec 00
Federal Project No. STP-0014 (111)E**

The Federal Highway Administration (FHWA) and the West Virginia Department of Transportation, Division of Highways (WVDOH) have prepared an Environmental Assessment (EA) to identify and evaluate the potential environmental impacts as a result of the proposed upgrade to an approximately 1.1-mile section of West Virginia State Route 14 (WV 14) in Wood County from Mineral Wells to Pettyville.

The EA analyzes the potential impacts of the proposed action on the natural, physical, and socioeconomic environments. In accordance with appropriate federal regulations (40 CFR 1502.14(a); 23 CFR 771.123(c) and FHWA Technical Advisory T 6640.8A, five alternatives were evaluated. They include the no-build and four build alternatives. Following a screening process, Alternative 4 was identified as the Preferred Alternative because it best addresses the project's purpose and need and minimizes impacts on the environment.

Impacts from the Preferred Alternative are not anticipated to be significant on the natural, physical, social, or cultural (historical and archaeological) environments. The combined effects of this project with foreseeable future projects are not anticipated to produce significant cumulative impacts to these resources.

This Finding of No Significant Impact (FONSI) was prepared pursuant to the Council on Environmental Quality Regulations (40 CFR, Parts 1500-1508). The FHWA has determined that the construction of the Preferred Alternative will have no significant impact on the human environment within the meaning of the National Environmental Policy Act of 1969 (42 USC 4321 et seq.). This FONSI is based on the attached EA, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

9/3/2014

Date


For FHWA

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ATTACHMENTS

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Attachment B: Addendum to the April 23, 2014 Environmental Assessment

Attachment C: June 17, 2014 Public Meeting Handout and Comments Received During
Comment Period

1.0 PROJECT SUMMARY

The West Virginia Department of Transportation, 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 (Figure 1). The proposed action is included in the approved *FY 2012-2015 Biennial Transportation Improvement Program (TIP)* and the *FINAL Draft 2014-2017 TIP* for the region as State Project U354-14-8.69 Sec 00 and Federal Project STP-0014 113(D) (WWW-IPC, 2011 and 2013a).

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). 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).

1.1 Purpose and Need

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.

WVDOH and FHWA considered a range of alternatives and their potential environmental impacts, leading to selection of a Preferred Alternative that avoids, minimizes and mitigates for environmental impacts, all of which fall below a level of significance. The alternatives and their analysis were detailed in an Environmental Assessment (EA), dated April 23, 2014. Alternative 4 was carried forward as the Preferred Alternative for detailed analysis in the EA.

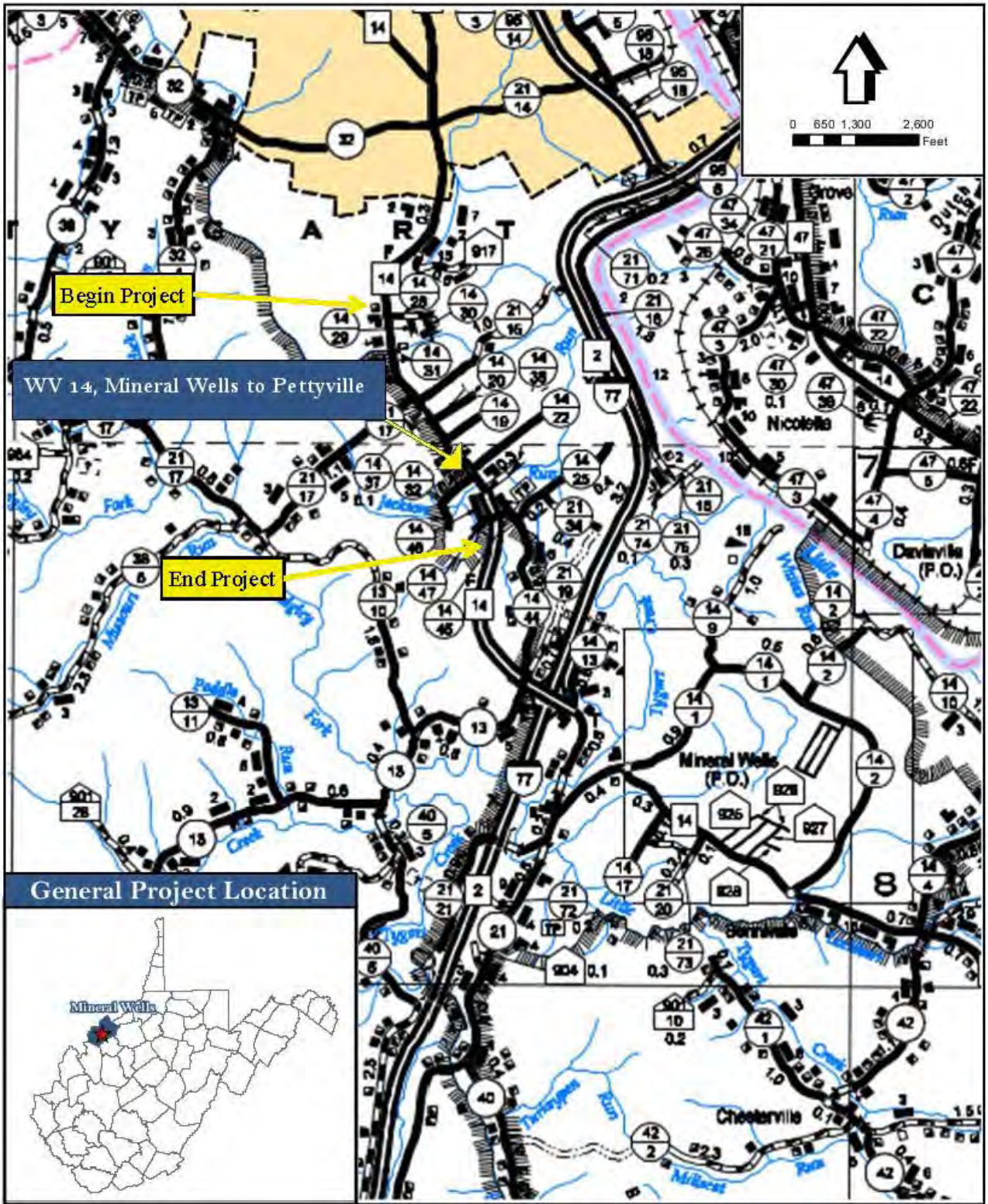


Figure 1. Project Location

Resource agencies and the public were invited to attend a public meeting and were afforded a month-long comment period after the meeting. The EA and materials from the public meeting were posted to the WVDOH's project website. Seven (7) comment letters were submitted; the comments and responses to them are detailed in Section 7.0.

Since publication of the EA, a slight shift has been made to the Preferred Alternative in response to changes in the project area. This change is summarized in Section 2.0. After consideration of changes to impacts, Preferred Alternative 4 with a shift near the southern terminus has been chosen as the Selected Alternative for the project. The Selected Alternative is detailed in Section 3.0.

2.0 REVISIONS TO THE ENVIRONMENTAL ASSESSMENT

The EA for the project was finalized in April 2014 and is included as Attachment A with this document. Since the EA's alternatives analysis, conditions within the proposed right-of-way (ROW) of Preferred Alternative 4 changed near the southern terminus. A new business, Cintas, has located a new facility adjacent to WV 14 on Broadhead Lane in Mineral Wells (Figure 2). Twenty-one (21) employees work at the new facility, and eleven (11) truck routes operate in and out of the facility daily. WVDOH design engineers saw opportunity to avoid impacting the business while avoiding any new significant impacts by shifting the alignment slightly to the north to undeveloped property. Therefore, an addendum to the EA has been produced and is attached to this document (Attachment B).

As detailed in the EA addendum (Attachment B), Preferred Alternative 4 is now 151 feet longer than presented in the April EA because of the new curve (Figure 3). However, a portion of the increased length simply overlaps more of the existing WV 14 ROW, and total acreage of impact to land use has actually been reduced.

The minor changes to impacts do not affect the outcome of the alternatives screening and the selection of Preferred Alternative 4. Additionally, as detailed in Section 7.0, the public has had opportunity to view and comment on the changes, and no comments on this subject were received.

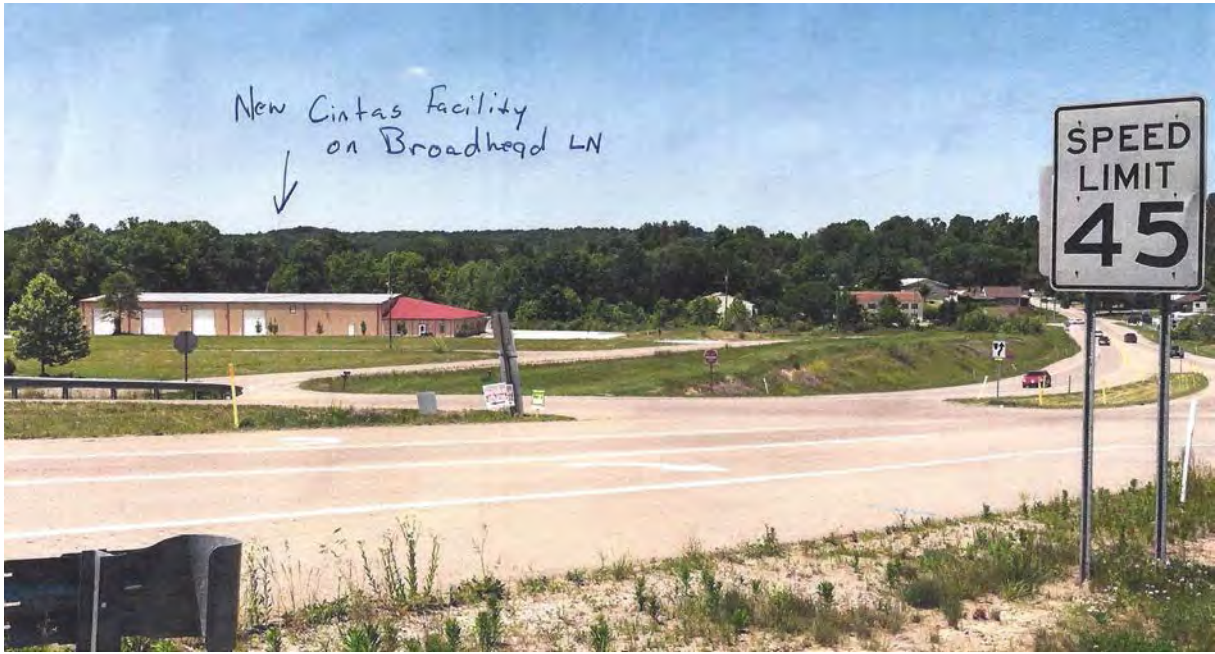


Figure 2. New Cintas business facility at southern end of project. Top: View from across WV 14 sent by WVDOH District 3 Office at beginning of EA comment period. Bottom: View from the back of the new Cintas building; WV 14 is visible in the far left background.

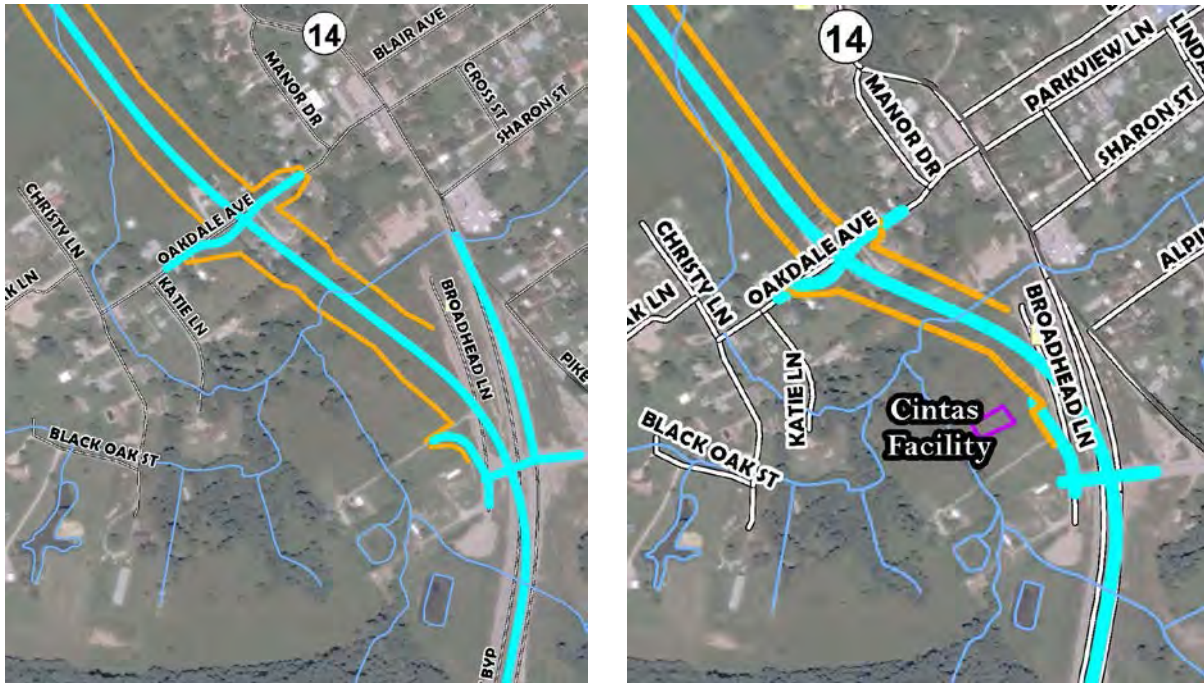


Figure 3. Shift in alignment of Preferred Alternative 4 near its southern terminus. Left: Alignment as presented in the April 23, 2014 EA. Right: Alignment as presented in the June 17, 2014 public meeting and materials posted to WVDOH website for comment. The alignment now follows existing WV 14 for a slightly longer distance before bending toward its Oakdale Avenue crossing

3.0 SUMMARY OF SELECTED ALTERNATIVE

After consideration for changes in the project area and the shift, Preferred Alternative 4 is being carried forward as the Selected Alternative. The complete Selected Alternative is shown in Figure 4. This alternative 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.

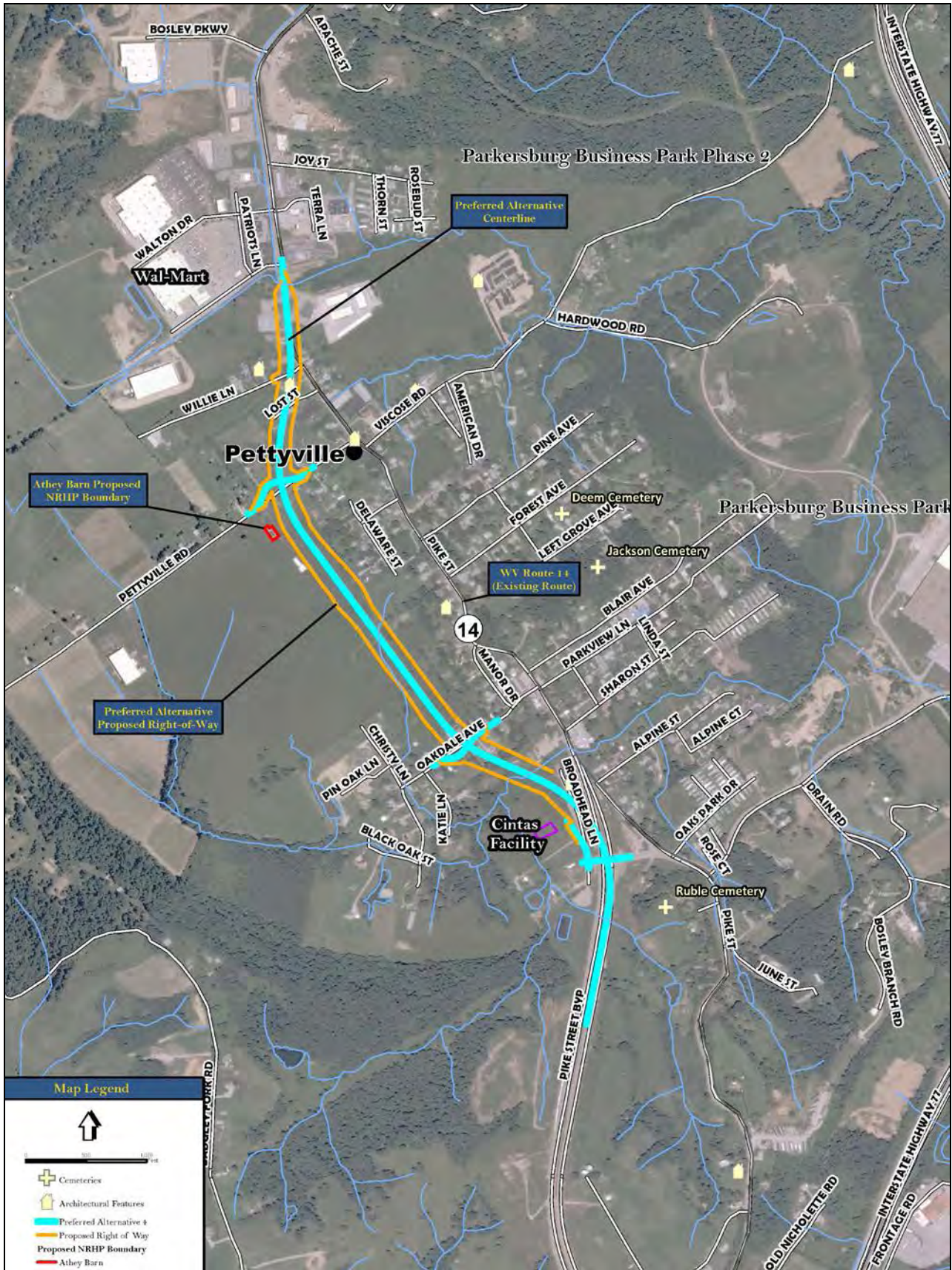


Figure 4. Selected Alternative

The Selected Alternative is an approximately 1.41-mile roadway, predominantly passing to the west of the existing WV 14 and the residential community surrounding it. The new roadway will be considered a divided rural arterial with a design speed of 55 mph. 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 46-foot grassed median with 6:1 slopes toward the centerline. 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 at road crossings, which include Lost Street, County Route (CR) 21/17 (Pettyville Road), CR 14/32 (Oakdale Avenue), and Broadhead Lane. The construction of the Preferred Alternative will have minimal interruption to traffic for the majority of the project. At the roadway crossings listed above, traffic may be interrupted to allow for truck crossings while moving earthwork. At the project termini, existing WV 14 will be down to one-lane traffic near the end of the project for the final tie-in's into the new four-lane highway.

The Selected Alternative displaces a total of 13 residences, four (4) businesses, and no (0) churches. The Selected Alternative avoids direct impacts to neighborhoods along WV 14, but will impact the Oakdale neighborhood. It will change the land use to the west of existing WV 14. The total ROW for the new roadway is 26.1 acres, most of which (19.0 acres) will convert grassland/pastureland/agricultural land to transportation land use. The project will impact noise, as defined in the EA Section 3.9, at seven residences and one picnic area. The project will have minimal impacts to air quality. The viewsheds for some neighborhoods and travelers will be altered by the new roadway. The project will not cause disproportionately high and adverse effects on any minority or low-income populations.

The ROW crosses approximately one acre of palustrine emergent wetland and 574 feet of perennial stream. Total stream crossings include 491 feet of Jackson Run and 83 feet of the Unnamed Tributary to Little Kanawha River. The streams will be crossed by culverts. No Federally listed threatened or endangered species will be impacted by the project.

Few known hazardous sites are in close proximity to the ROW, and there is a low likelihood of encountering hazardous materials with the project. In addition, the Selected Alternative 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. 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 the Selected Alternative is \$9.602 million.

3.1 Summary of Mitigation and Responsibilities

Table 1 reviews the mitigation commitments planned in association with the WV 14, Mineral Wells to Pettyville Project to reduce impacts.

Table 1: Summary of Mitigation

| Resource/Issue | Mitigation Measure |
|--|--|
| Residences | Acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. |
| Hazardous Materials | Should hazardous materials be encountered prior to or during the construction phase of the proposed action, any identified waste will be managed according to applicable federal and state laws, ordinances, and regulations. Proper worker and environmental safety protocols will be followed. |
| Historic Properties and Archaeological Sites | If any unanticipated discoveries are encountered during project implementation, work will be suspended in the area of the discovery until the WVDOH has developed and implemented an appropriate treatment plan in consultation with the WVSHPO pursuant to 36 CFR 800.13(b). |
| Fish and Wildlife | Construction will include Best Management Practices to control sedimentation and erosion. Removal of vegetation from the riparian zone will be kept to the minimum and all disturbed areas will be reseeded with native vegetation. |
| Streams and Wetlands | A jurisdictional determination will be performed for impacts to waters of the United States and required permits will be obtained prior to construction in accordance with the Clean Water Act. A compensatory mitigation plan will be developed consistent with the 2008 Final Rule on Compensatory Mitigation for Losses of Aquatic Resources (33 CFR 332).. |
| Floodplains | Stream crossings will be designed so as to ensure the impact to floodplains will not increase the 100-year flood elevation. |
| Construction Impacts (Traffic and Noise) | A maintenance of traffic plan will be developed and implemented during construction to assure both motorist and construction worker safety. This plan will be developed using guidelines of FHWA, the American Association of State Highway and Transportation Officials, and WVDOH. Control of construction noise will be governed by WVDOT's Standard Specifications for Road and Bridge Construction |

4.0 SECTION 7 OF THE ENDANGERED SPECIES ACT CONSULTATION

In accordance with Section 7 of the Endangered Species Act of 1973, as amended, WVDOH engaged in informal consultation with the U.S. Fish and Wildlife Service (USFWS) for the project. In correspondence dated June 14, 2013 and March 5, 2014, USFWS concurred with the finding that the project will not impact Federally-listed species. USFWS stated that no further Section 7 consultation is required. Copies of the correspondence are included with the EA (Attachment A).

5.0 SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT CONSULTATION

In accordance with Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800, WVDOH. Qualified archaeologists and historians conducted appropriate desktop and field surveys and submitted reports to the State Historic Preservation Office. In correspondence dated April 24, 2013, April 29, 2013, and December 9, 2013, the SHPO concurred with the findings that no resources listed on or eligible for listing on the National Register of Historic Places will be impacted by the project and no additional Section 106 consultation is required. Copies of the correspondence are included with the EA (Attachment A).

6.0 SECTION 4(F) STATEMENT

Section 4(f) of the Department of Transportation Act of 1966 (49 USC Section 303 and 23 CFR Part 774) provides certain protections to significant publicly-owned public parks, recreation areas, wildlife and waterfowl refuges, and significant historic sites. No significant publically-owned public parks, recreation areas, or wildlife and waterfowl refuges exist in the project area. One historic resource exists in the project area. The Athey Barn is eligible for listing on the National Register of Historic Places and is located on Pettyville Road toward the northern end of the project area (Figure 4). However, the project will not impact this resource. The State Historic Preservation Office concurred with this finding, as documented in the EA. Therefore, the WV 14, Mineral Wells to Pettyville Project will not impact any properties protected under Section 4(f).

7.0 PUBLIC COMMENT PERIOD

Development of the EA involved coordination with local, state, and Federal agencies, and the public. A summary of coordination since publication of the EA and responses to substantive comments on the EA are presented in the following sections.

7.1 Distribution of the Environmental Assessment

WVDOH has continued to maintain a public project website for disseminating information about the project and announcing meetings. This website is located at:
<http://www.transportation.wv.gov/highways/engineering/comment/wv14mwp/Pages/default.a>

spx. A digital version of the EA as well as the public meeting hand-out have been available for download, and contact information for submitting comments was posted on this website.

Bound copies of the EA were also made available for review and as a hand-out at the June 2014 public meeting. Bound copies of the EA were delivered to the following agencies or individuals:

- U.S. Army Corps of Engineers, Huntington District
- U.S. Department of Agriculture, Natural Resource Conservation Service
- U.S. Department of the Interior, Fish and Wildlife Service, West Virginia Field Office
- U.S. Environmental Protection Agency (USEPA), Region 3
- U.S. Department of Homeland Security, Federal Emergency Management Agency
- WV Department of Environmental Protection, Cabinet Secretary
- WV Department of Environmental Protection, Division of Land Restoration
- WV Department of Environmental Protection, Division of Water and Waste Management
- WV Department of Environmental Protection, Office of Air Quality
- WV Division of Culture and History, State Historic Preservation Officer
- WV Division of Natural Resources
- WV Division of Natural Resources, Natural Heritage Program
- Mid-Ohio Valley Regional Council
- Wood County Commission
- Members of the WV State Legislature: Delegate Bill Anderson, Delegate Tom Azinger, Delegate John Ellem, Delegate Daniel Poling, Delegate Anna Border Sheppard, Senator David Nohe, and Senator Donna Boley.

7.2 Informational Public Workshop

A public informational workshop meeting was held on June 17, 2014 at the Mineral Wells Elementary School. The meeting included a display of maps and informational boards, and a hand-out. A copy of the meeting handout is provided in Attachment C. Meeting materials included presentation of the Preferred Alternative 4 with the shift near the southern terminus added in June 2014. Complete copies of the EA were also available. Personnel from WVDOH and FHWA were available to answer questions, and attendees were encouraged to submit comments. The meeting had approximately 74 attendees.

7.3 Comments on the Environmental Assessment

The comment period for the EA continued through July 17, 2014. Comments could be submitted at the June public meeting, through postal mail, email and the website. A total of seven (7) comment letters were received from outside WVDOH. One (1) comment was from the Wood County Commission and the remaining six (6) comments were from individuals or families. No comments were received from resource agencies. Copies of the comment submissions are provided in Attachment C. A summary of the substantive comments and responses to them are provided below.

- Specific support for Preferred Alternative 4 came from four (4) of the seven (7) commenters.
- Two (2) commenters voiced concern for bicyclists and/or pedestrians, with one (1) concluding that the Preferred Alternative 4 will be best in this regard. The other commenter did not express support for a particular alternative, but offered the following specific comment:

“I believe it is critical for Wood County economic development and quality of life that this project include ample/generous provision for pedestrians and bicyclists.

“Ideally the bikeway/walkway would be separated from the roadway to provide a more pleasant walking and biking experience.”

WVDOH Response: The Selected Alternative will have a six-foot usable shoulder on the inside and a twelve-foot usable shoulder on the outside in both directions.

- One (1) commenter requested that the Preferred Alternative 4 be moved to the south-southeast 50-60 yards to be farther from the backyards of the Delaware Street residents. Specifically, the letter stated,

“From the maps we observed the right of way will take at least 50% of our backyard, placing the driving lane 100 feet from our home. By re-routing where RT. 14 enters the Athey field from the Mineral Wells side, this will re-locate the road into the field past the wet lands, avoiding the storage building business and other homes. RT. 14 would still exit the Athey field in the proposed location at the Wal-Mart end of the route.

“It is stated in the handout, building a noise wall would not be cost effective. By relocation of this section of the highway it will somewhat help reduce the road noise.

“We would like to invite the Federal Highway Administration, WV Dept. of Transportation, as well as other engineers involved in the [project], to personally take part in an on site {walk} of the area.

“We spoke to Thrasher Engineering on Wednesday 6-29-14 while observing some of the proposed route behind our home, particularly East, an on site perspective is much different than looking at maps, aerial photos and actual aerial views.

“Once again we along with others, living on Delaware St. are asking you to consider relocating this section of RT/ 14 out of our backyards.”

WVDOH Response: During final engineering plan development, WVDOH will look into shifting the proposed highway alignment farther away from the Delaware Street properties which should minimize impacts and reduce potential noise.

- One (1) commenter expressed concern for drainage on his property adjacent to the ROW. The letter included a map of his property which appears to include wetlands and stated,

“Would you please advise me of what will be done with this water.

“Will there be any exits on this road?”

WVDOH Response: A detailed hydraulic analysis will be performed during the final design phase for the Preferred Alternative. The pipe crossings of the streams will be designed such that the impact will not increase the 100-year flood elevation. Storm water will be managed in accordance with the WVDOH Drainage Manual.

The new roadway will have controlled access points; part of the need for the project was to reduce the number of access points along the arterial which connects to I-77.

Attachment A:
April 23, 2014 Environmental Assessment

Attachment B:
Addendum to the April 23, 2014 Environmental
Assessment

WEST VIRGINIA DEPT. OF TRANSPORTATION, DIVISION OF HIGHWAYS

AUGUST 2014

**ADDENDUM TO THE
WV 14, MINERAL WELLS TO PETTYVILLE
ENVIRONMENTAL ASSESSMENT, DATED APRIL 23, 2014**

1.1 Changes to Preferred Alternative

Since finalization of the Environmental Assessment (EA) in April of 2014, a change in the project area has resulted in a shift to the Preferred Alternative (PA) alignment near its southern terminus. In early June, 2014, the West Virginia Department of Transportation, Division of Highways (WVDOH) District 3 office sent a photograph of a new facility located on Broadhead Lane in Mineral Wells within the PA right-of-way (ROW) (Figure 1).

The new business facility employs 21 people, as of July 31, 2014. The facility provides uniform rental services and has trucks running 11 different routes in the region. Traffic is in and out of their driveway throughout the day.¹

WVDOH determined a shift away from this facility was appropriate and would not cause significant impact. The shift was incorporated in time for presentation at the public meeting for the EA (June 17, 2014). The revised PA was shown on a display board and in the handout for that meeting, and these items were also posted to the WVDOH project website for comment. The change to the alignment is shown in Figure 2.

¹ Personal Communication with Cintas office (304-489-9058) by Martha DoByns of Michael Baker Jr., Inc. July 31, 2014.



Figure 1. New Cintas business facility at southern end of project. Top: View from across WV 14 sent by WVDOH District 3 Office at beginning of EA comment period. Bottom: View from the back of the new Cintas building; WV 14 is visible in the far left background.

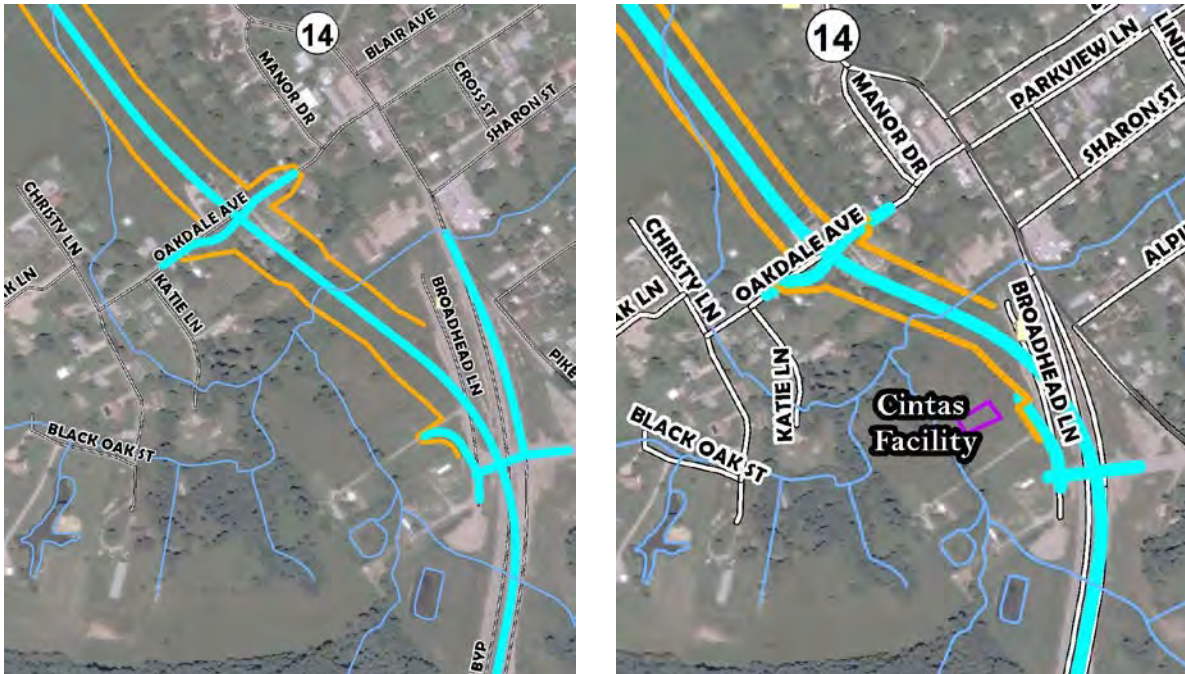


Figure 2. Shift in alignment of PA near its southern terminus. Left: Alignment as presented in the April 23, 2014 EA. Right: Alignment as presented in the June 17, 2014 public meeting and materials posted to WVDOH website for comment. The alignment now follows existing WV 14 for a slightly longer distance before bending toward its Oakdale Avenue crossing.

1.2 Assessment of Impacts

With the shift, the PA now crosses Broadhead Lane slightly north of where it crossed prior to the shift; however, it bends to cross Oakdale Avenue at approximately the same location as prior to the shift. This path adds approximately 151 feet in length between the project termini; therefore, the overall length of the new roadway has increased from 1.38 miles to 1.41 miles. However, more of the southern end of the alignment now overlaps the existing WV 14 ROW. In addition, with the adjustment, engineers further minimized ROW impacts at the intersection with Oakdale Avenue. Together, these changes result in less conversion of other land uses (e.g., forest and grassland) to transportation land use with the shifted alignment.

All of the impacts as reported in the EA have been assessed for changes with the shift. Impacts to resources are as follows, in order of appearance in the EA:

- Land Use:

Table 1: Changes to Land Use Impacts

| Land Use Category | Acreage in ROW – April 2014 PA | Acreage in ROW – June 2014 PA |
|---|---------------------------------------|--------------------------------------|
| Forested | 3.7 acres | 3.6 acres |
| Grasslands/Pasturelands/ Agricultural | 19.7 acres | 19.0 acres |
| Barren/Developed | 1.1 acres | 1.0 acres |
| Total area converted to transportation land use | 24.5 acres | 23.6 acres |

- Farmland: There is no change to the impacts as reported in the April EA.
- Socioeconomics: There is no change to the impacts as reported in the April EA. No new structures will be relocated. No new high and adverse effects will occur, and no new Environmental Justice concerns exist.
- Pedestrian and Bicyclist Facilities: There is no change to the impacts as reported in the April EA.
- Hazardous Materials: The new Cintas business facility near the project’s southern terminus may be a new source of hazardous materials in the vicinity of the project, although it is not located within the ROW. As stated in the EA, currently unknown hazards may exist and will be considered prior to and during construction.
- Historic and Archaeological Resources: There will be no impacts to historic resources from the shift. Archaeological findings in the vicinity of the ROW shift indicated that the area has the potential to contain cultural deposits, but that the potential is not very high. If any unanticipated discoveries are encountered during project implementation, work will be suspended in the area of the discovery until the WVDOH has developed and implemented an appropriate treatment plan in consultation with the WVSHPO pursuant to 36 CFR 800.13(b).
- Surface Waters: With the shift, the crossing of Jackson Run is somewhat more tangential. The length of the crossing increases from 330 feet to 491 feet, and the total stream impact increases from 413 feet to 574 feet. Jackson Run will still be crossed with a culvert and will require the proper permitting through the appropriate state and federal agencies.
- Wetlands: There is no change to the impacts as reported in the April EA.

- Floodplains: With the shift, the PA's crossing of the Jackson Run floodplain is slightly greater. The area of impact has increased from 2.15 acres to 2.25 acres of the 100-year floodplain.
- Fish and Wildlife: As reported above, stream length impact has increased, and upland, undeveloped land impact has decreased. However, the shift has not substantially changed the quantity or quality of habitat impacts.
- Air Quality: There is no change to the impacts as reported in the April EA.
- Noise: There is no change to the impacts as reported in the April EA. Potential receptors in the vicinity of the shifted ROW include the new Cintas business itself and the Pettyville Gardens apartment buildings. These were considered for changes in noise impacts associated with the PA. The Cintas facility is not considered a noise sensitive receptor. The apartment building closest to the ROW was found to have an existing noise level of 53 dBA. With the revised PA, the noise level will be 65 dBA. This increase does not represent either a substantial increase impact (15 dBA increase) or a Noise Abatement Criteria impact (66 dBA or above for residential structure). Additionally, the building appears to lack outdoor recreational space.
- Visual and Aesthetic Impacts: With the increased development in the area of the shift and the minor degree of shift, the PA has no change to the impacts as reported in the April EA.
- Indirect and Cumulative Effects: With the increased development in the area of the shift and the minor degree of shift, the PA has no change to the impacts as reported in the April EA.

Additional considerations include cost and feedback on the shift, as summarized below:

- Cost: The cost of construction increases as a result of the increased length of roadway. However, the cost of ROW decreases because more of the roadway length is within existing ROW. Therefore, the cost estimate as reported in the EA remains a good approximation of the PA cost.
- Public Involvement: The PA with the shift was presented at the public meeting for the April EA and posted on the project website. No comments were received on the shift.

None of these impacts is considered significant, and the changes do not affect the results of the alternatives analysis. For screening the alternatives in the EA, two criteria were singled out as most important: fulfillment of the project's purpose and need and number of relocations. Table 1 provides a summary of this screening, as first presented in Section 2.0 of the April EA, with the addition of the revised June 2014 PA.

Table 2: Screening of Alternatives

| | No Build Alternative | Alternative 1 | Alternative 2 | Alternative 3 | Alternative 4 (April Preferred)* | Alternative 4 (June Preferred)* |
|---|----------------------|---------------|---------------|--------------------------------------|----------------------------------|---------------------------------|
| Elements of the Purpose and Need | | | | | | |
| Improves Roadway Capacity and Geometry | No | Yes | Yes | Yes | Yes | Yes |
| Controls Access | No | Yes | Yes | Yes | Yes | Yes |
| Improves Access to Economic Centers | No | Yes | Yes | Yes | Yes | Yes |
| Fulfills Purpose and Need | No | Yes | Yes | Yes | Yes | Yes |
| Relocations | | | | | | |
| Residential Relocations | 0 | 38 | 29 | 36, plus a 24-unit apartment complex | 13 | 13 |
| Commercial Relocations | 0 | 7 | 5 | 7 | 4 | 4 |
| Church Relocations | 0 | 1 | 1 | 1 | 0 | 0 |

** Preferred Alternative 4 was adjusted after the EA was finalized in April 2014 and before the Public Meeting for the EA in June 2014.*

1.3 Conclusion

With the minor changes affected by the June 2014 shift to the PA, results of the alternatives screening remain the same as with the April EA: Alternative 4 is the Preferred Alternative. As presented in this addendum to the EA, the increases in impacts from the shift along Broadhead Lane are minor. The Preferred Alternative impacts remain below levels of significance, and analysis in an environmental impact statement is not required.

Attachment C:

**June 17, 2014 Public Meeting Handout and
Comments Received During Comment Period**

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

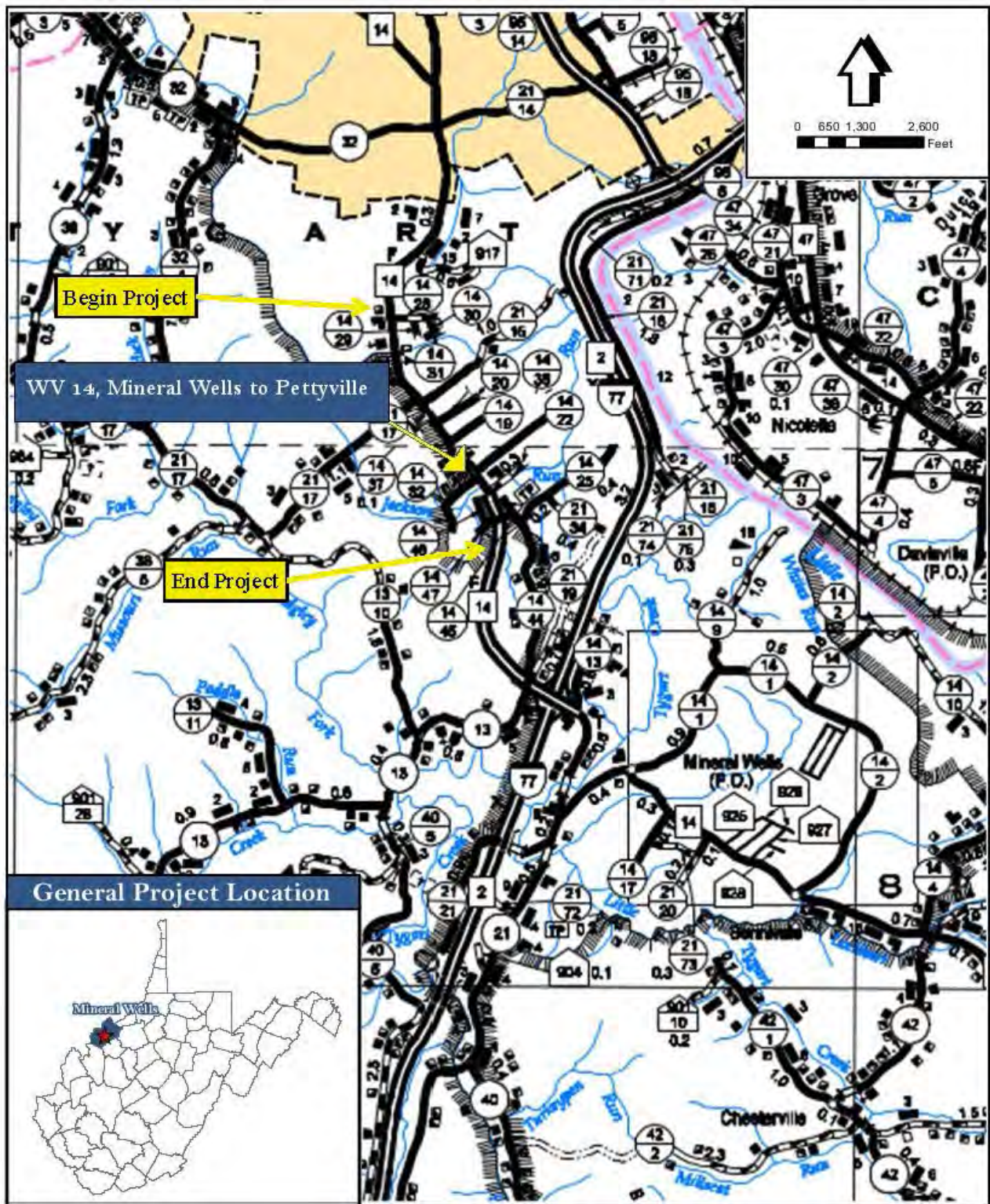


Figure 1. Project Location

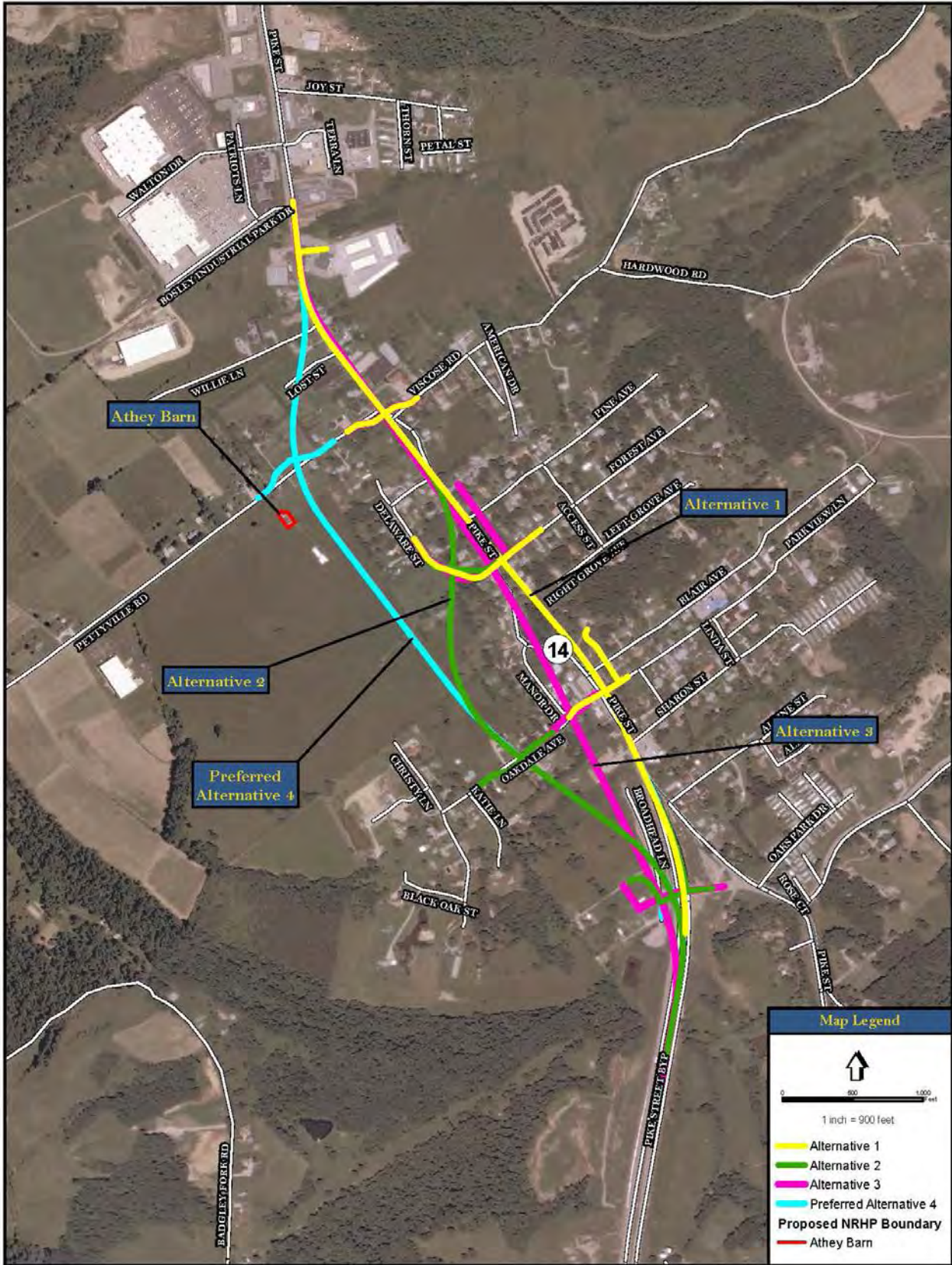


Figure 2. Build Alternative Alignments as Presented in the EA

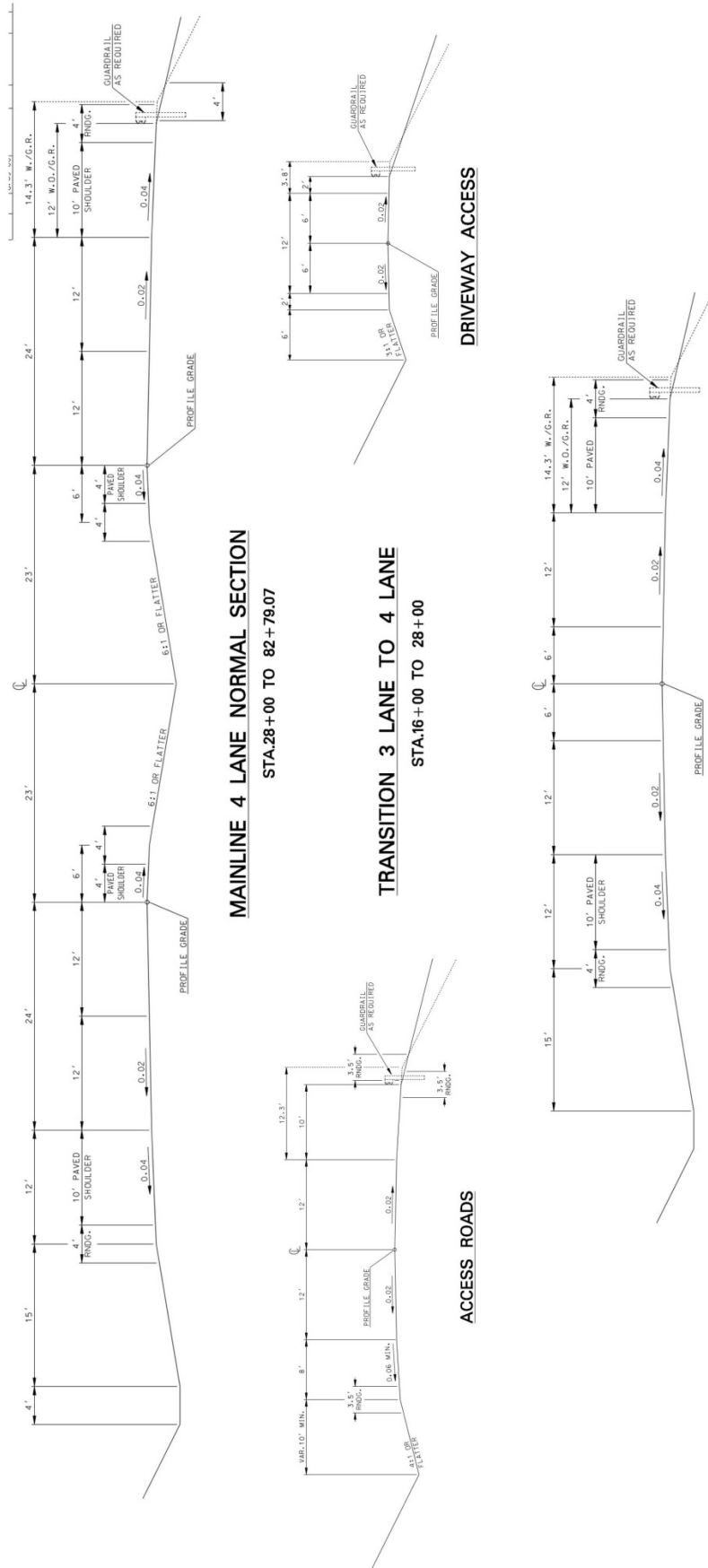


Figure 3. Build Alternative Typical Sections

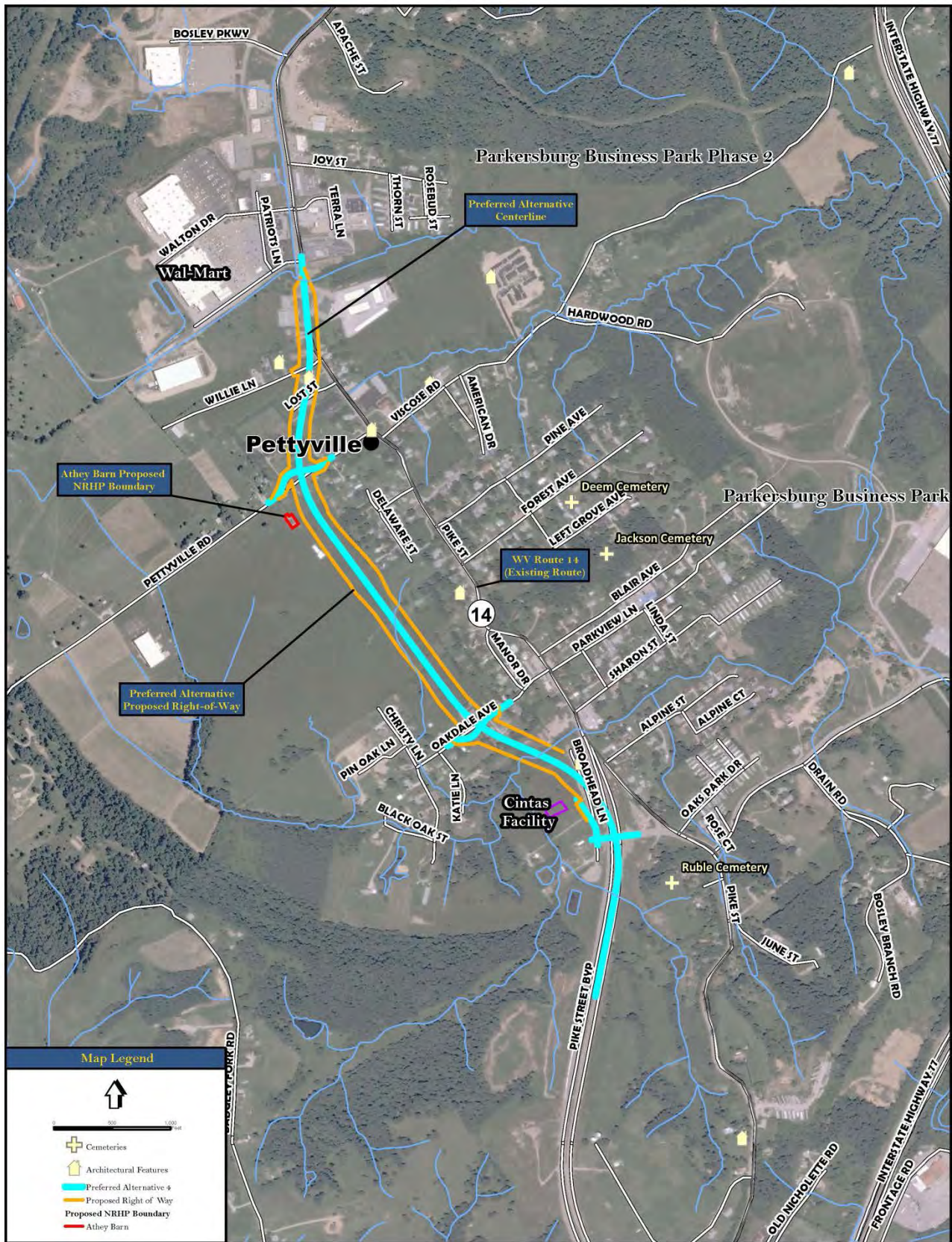


Figure 4. Preferred Alternative 4

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) |
|--|----------------------|----------------------------|----------------------------|---------------------------------|---------------------------|
| Length | 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) |
| Net Waste¹ | 0 | 260,000 yards ³ | 190,000 yards ³ | 140,000 yards ³ | 73,300 yards ³ |
| Improves Capacity and Geometry | No | Yes | Yes | Yes | Yes |
| Controls Access | No | Yes | Yes | Yes | Yes |
| Improves Access to Economic Centers | No | Yes | Yes | Yes | Yes |
| Fulfills Purpose and Need | No | Yes | Yes | Yes | Yes |
| Residential Relocations | 0 | 38 | 29 | 36, plus 24-unit apart. complex | 13 |
| Commercial Relocations | 0 | 7 | 5 | 7 | 4 |
| Church Relocations | 0 | 1 | 1 | 1 | 0 |
| Environmental Justice Impact | No | No | No | Yes | No |
| Stream Crossings | 0 | 2 (203 feet) | 3 (513 feet) | 2 (276 feet) | 3 (413 feet) |
| Estimated Wetland Impacts² | 0 | 2 crossings; 0.02 acre | 4 crossings; 0.41 acre | 1 crossings; 0.02 acre | 4 crossings; 0.99 acre |
| Farmland Soils | 0 | 2 acres | 11 acres | 5 acres | 21 acres |
| Rare, Threatened, and Endangered Species | No | No | No | No | No |
| Cultural Resources | No | No | No | No | No |
| Hazardous Materials Site(s) in new right-of-way | Not Applicable | Yes | None Known | Yes | None Known |
| Air Quality | No | No | No | No | No |
| Estimated Cost³ | 0 | \$16.883 million | \$14.426 million | \$18.801 million | \$9.601 million |

¹ 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.

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

³ 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*



DATE: June 24, 2014

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

DATE: Tuesday, June 17, 2014
LOCATION: Mineral Wells Elementary School
SUBJECT: INFORMATIONAL WORKSHOP PUBLIC MEETING
PROJECT: WV 14 Mineral Wells to Pettyville
Wood County

COMMENTS DUE BY Thursday, July 17, 2014

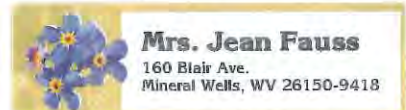
Please consider the following comments:

I urge you to use the Preferred alternative 4 as the relocation of Route 14 through Pettyville. Any of the other plans would destroy the Pettyville United Meth. Church which is a landmark having being established in 1883 - the oldest church in the area.

(Please print the following information)

NAME: Jean Fauss
ADDRESS: 160 Blair Ave., Mineral Wells, WV 26150

ORGANIZATION (IF ANY):



How did you hear about the Informational Workshop Public Meeting?

A neighbor received a letter informing them and they passed the information to me

Project Information and Comment Sheets

Can be found online at our web page <http://go.wv.gov/dotcomment>

Click on engineering projects, Open, and then click on WV 14 Mineral Wells to Pettyville

DATE:

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

DATE: Tuesday, June 17, 2014
LOCATION: Mineral Wells Elementary School
SUBJECT: INFORMATIONAL WORKSHOP PUBLIC MEETING
PROJECT: WV 14 Mineral Wells to Pettyville
Wood County

COMMENTS DUE BY Thursday, July 17, 2014

Please consider the following comments:

Please consider Alternate RT #4

(Please print the following information)

NAME: *Marlene Carr*
ADDRESS: *142 Cedar Dr. Mineral Wells, WV 26150*
ORGANIZATION (IF ANY):

How did you hear about the Informational Workshop Public Meeting? *Letter*

DATE:

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

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Wood County

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Please consider the following comments:

I BELIEVE IT IS CRITICAL FOR WOOD COUNTY ECONOMIC
DEVELOPMENT AND ~~SA~~ QUALITY OF LIFE THAT THIS
PROJECT INCLUDE AMPLE / GENEROUS PROVISION FOR
PEDESTRIANS AND BICYCLISTS.

IDEALLY THE BIKEWAY / WALKWAY WOULD
BE SEPARATED FROM THE ROADWAY TO
~~PRO~~VIDE A MORE PLEASANT WALKING
AND BIKING EXPERIENCE

(Please print the following information)

NAME: LLOYD ROBERTS

ADDRESS: 612 WILLIAMS AVE, WILLIAMSTOWN WV 26187

ORGANIZATION (IF ANY):

LLOYD_TZIS@YAHOO.COM

How did you hear about the Informational Workshop Public Meeting?

EMAIL FROM WOOD COUNTY ALTERNATIVE TRANSPORTATION
COUNCIL

Project Information and Comment Sheets

Can be found online at our web page <http://go.wv.gov/dotcomment>

Click on engineering projects, Open, and then click on WV 14 Mineral Wells to Pettyville

DATE: *June 17, 2014*

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

DATE: Tuesday, June 17, 2014
LOCATION: Mineral Wells Elementary School
SUBJECT: INFORMATIONAL WORKSHOP PUBLIC MEETING
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Wood County

COMMENTS DUE BY Thursday, July 17, 2014

Please consider the following comments:

I FIND MYSELF TO BE IN FAVOR OF ALTERNATIVE 4 AFTER CONSIDERING THE MANY PLUSES AND VERY FEW NEGATIVES PROVIDED IN THE WUDON'S STUDY. THE LOSS OF HOUSING (13 HOUSES) IS REGRETTABLE, YET MUCH, MUCH LESS THAN THE RELOCATIONS REQUIRED BY OTHER PLANS. AS A BICYCLIST, THE IDEA OF HAVING A 10' WIDE PAVED BERM ALONGSIDE THE NORTH AND SOUTH BANKS IS VERY ^{GOOD} AMONG SO MANY OTHER THINGS, A MAXIMUM 7° GRADE IS A REAL POSITIVE IN BICYCLING. -THANK YOU, - Phillip C. Smith

(Please print the following information)

NAME: *Phillip C. Smith*

ADDRESS: *888 DAVISVILLE ROAD, DAVISVILLE, WV 26142-9612*

ORGANIZATION (IF ANY): *None*

How did you hear about the Informational Workshop Public Meeting?

FACEBOOK - A OUTDOOR ENTHUSIAST ADVISED ME TO TAKE A LOOK AT AND MAKE A COMMENT TO DOH PERTAINING TO THE 1.3 MILES LONG PROJECT. DOH MADE MENTION OF TODAY'S MEETING.

Project Information and Comment Sheets

Can be found online at our web page <http://go.wv.gov/dotcomment>

Click on engineering projects, Open, and then click on WV 14 Mineral Wells to Pettyville

To Whom It May Concern:

This letter is regarding the placement of WV 14, Mineral Wells to Pettyville Wood County West Virginia, state project number U354-14-8.69 SEC 00, Federal project number STP-0014 {111}E. We understand option 4 is the most logical, affecting the least amount of families. The placement of RT.14 is a huge concern to our family, we reside at 27 Delaware Street, noise receptor #190.

We would appreciate your consideration in moving the location of the road South, Southeast 50-60 yards routing RT. 14 out of Delaware St. residence back yards. From the maps we observed the right of way will take at least 50 % of our backyard, placing the driving lane 100 feet from our home. By re-routing where RT. 14 enters the Athey field from the Mineral Wells side, this will re-locate the road into the field past the wet lands, avoiding the storage building business and other homes. RT .14 would still exit the Athey field in the proposed location at the Wal-Mart end of the route.

It is stated in the handout, building a noise barrier wall would not be cost effective. By relocation of this section of the highway it will somewhat help reduce the road noise.

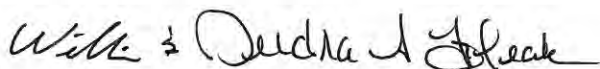
We would like to invite the Federal Highway Administration, WV Dept. of Transportation, as well as other engineers involved in the U354-14-8.69 SEC 00 project, to personally take part in an on site {walk} of the area.

We spoke to Thrasher Engineering on Wednesday 6-29-14 while observing some of the proposed route behind our home, particularly East, an on site perspective is much different than looking at maps, aerial photos and actual aerial views.

Once again we, along with others, living on Delaware St. are asking you to consider relocating this section of RT .14 out of our backyards.

Please strongly consider the idea we have put forth to you. Again we invite you to come to our home, see for yourself our concerns and why we have written this letter.

Thank you for your time,



William and Deidra Fleak

DATE:

7/17/14

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

DATE: Tuesday, June 17, 2014
LOCATION: Mineral Wells Elementary School
SUBJECT: INFORMATIONAL WORKSHOP PUBLIC MEETING
PROJECT: WV 14 Mineral Wells to Pettyville
Wood County

RECEIVED
JUL 22 2014
ENGINEERING
DIVISION

COMMENTS DUE BY Thursday, July 17, 2014

Please consider the following comments:

I own 3 1/2 acres that will be along
the alternative 4 project. I am concerned about
the preferred alternative 4 blocking the
natural water drainage from the 3 1/2 acres.
Would you please advise me of what will be
done with this water.
Will there be any exits on this road

(Please print the following information)

NAME: Roger Rawson
ADDRESS: 1172 Jerry's Run Rd. Belleville, WV 26133

ORGANIZATION (IF ANY):

How did you hear about the Informational Workshop Public Meeting?

Project Information and Comment Sheets

Can be found online at our web page <http://go.wv.gov/dotcomment>

Click on engineering projects, Open, and then click on WV 14 Mineral Wells to Pettyville

Preferred Alternative
Centerline

Athey Barn

Roger RAWSON
3 1/2 ACRES

Preferred Alternative
ROW

UP Little Kanawha River

Jackson Run

7/2/12
Roger D. Rawson
1172 Jerrys Run Rd.
Belleville, WV 26133-8393

Office of the County Commission of Wood County, West Virginia

Commissioners
David Blair Couch
Wayne Dunn
Steve Gainer



No. 1 Court Square
Suite 203
Parkersburg, WV 26101
Phone 304-424-1984

July 14, 2014



Mr. R.J. Scites, P.E.
Director, Engineering Division, WVDOH
State Capital Complex, Building Five
1900 Kanawha Boulevard, East
Charleston, WV 25305-0430

Re: Environmental Assessment

Dear Mr. Scites:

We are in receipt of the Environmental Assessment for the WV, Mineral Wells to Pettyville, Wood County, West Virginia.

The Wood County Commission has no objection to this project and supports Preferred Alternate Number Four.

Sincerely,

THE COUNTY COMMISSION OF WOOD COUNTY

Absent

Wayne Dunn, President

Stephen Gainer

Stephen Gainer, Commissioner

David Blair Couch

David Blair Couch, Commissioner

WCC/ad