

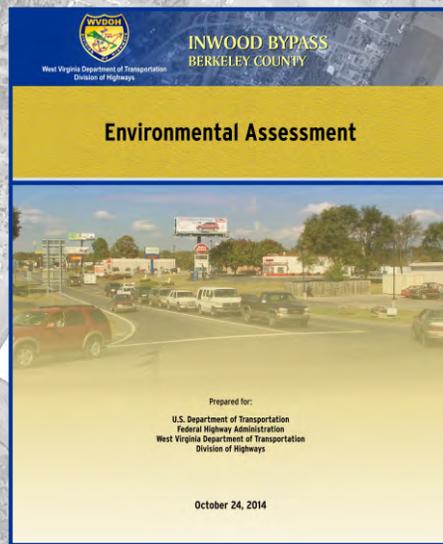


West Virginia Department of Transportation
Division of Highways

INWOOD BYPASS BERKELEY COUNTY

PUBLIC MEETING

State Project: X302-51-5.18 00
Federal Project: STP-0051(033)D



Musselman High School
Monday, December 8, 2014
4:00 PM – 7:00 PM

MEETING PURPOSE

The purpose of the meeting is to provide information on the Inwood Bypass Environmental Assessment (EA), to receive input on the study, and to provide an opportunity to ask questions to West Virginia Department of Transportation (WVDOT) staff and other project representatives. Comment sheets are available to provide input on the EA and the project.

PROJECT DESCRIPTION

WVDOT, in cooperation with the Federal Highway Administration (FHWA), is proposing improvements along WV 51 from Berkeley County Road 30 just west of I-81 to Sulphur Springs Road in Inwood, West Virginia. The purpose of the project is to address congestion, improve traffic operations along WV 51 and US 11 in Inwood, and facilitate economic development. The existing roadway configuration forms a dog-leg route that is heavily traveled. The route contains two signal-controlled, offset intersections approximately 1,200 feet apart.

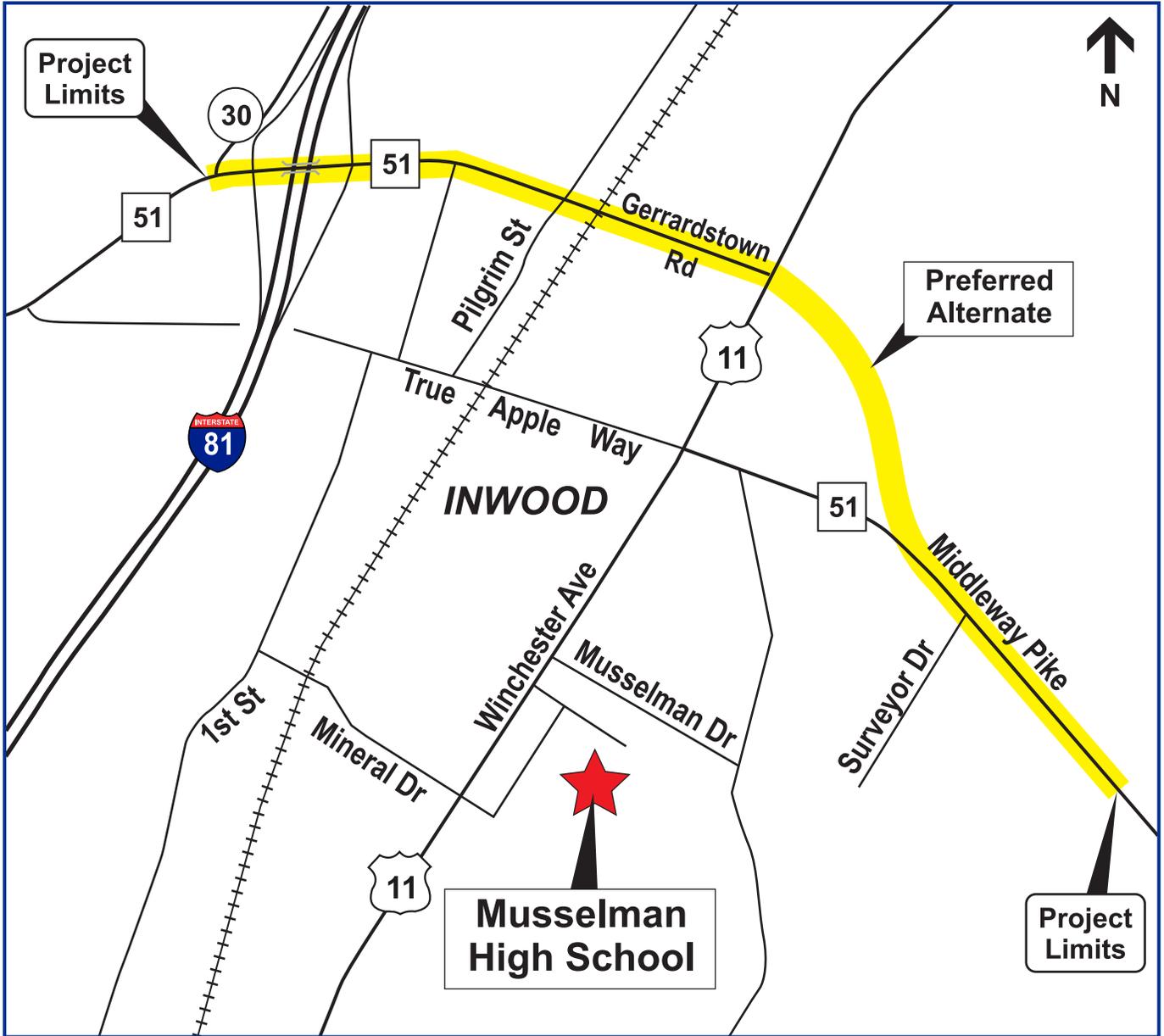
The study includes the evaluation of a No-Build condition and three build alternates. The Preferred Alternate widens WV 51W from just west of I-81 to the intersection with US 11, improves the US 11 / WV 51W intersection, and constructs a roadway on a new alignment from WV 51W and US 11 to just west of Surveyor Drive. This will eliminate the offset intersections at US 11 and WV 51 and provide a more direct flow for eastbound and westbound traffic along WV 51.

WHY IS THE PROJECT NEEDED?

The purpose of the project is to address congestion, improve traffic operations along WV 51 and US 11 in Inwood, and facilitate economic development. The segments of WV 51 and US 11 included in the study area experience significant delays caused by long queue lengths at intersections and, consequently, low travel speeds through town. Inwood experiences significant congestion and delays along WV 51 and US 11. Each of the six area intersections evaluated in this study will operate at a failing Level of Service (LOS) F for one or more peak hour periods in 2040.



STUDY AREA MAP



PROJECT ALTERNATES

The No-Build condition and three build alternates have been considered in this Environmental Assessment. The No-Build condition includes the existing roadways and will have no improvements beyond routine roadway maintenance. This assumes that only the currently programmed, committed and funded roadway projects in the study area will be completed, with the exception of the build alternate for the Inwood Bypass Study.

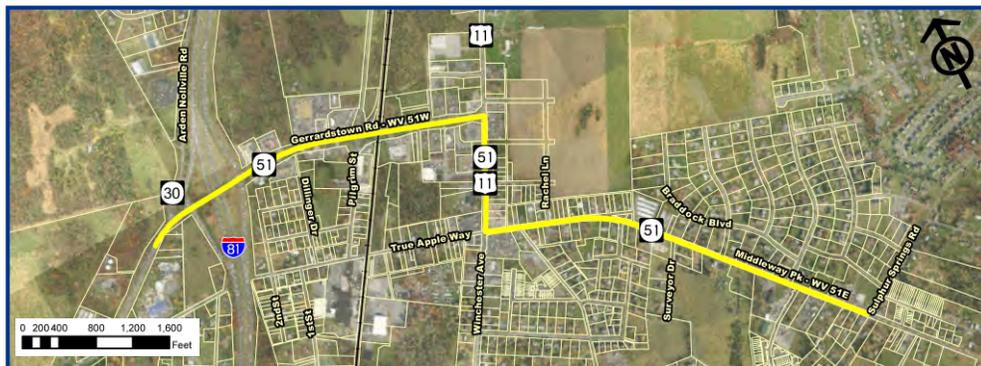
No-Build condition:

No improvements beyond routine roadway maintenance.



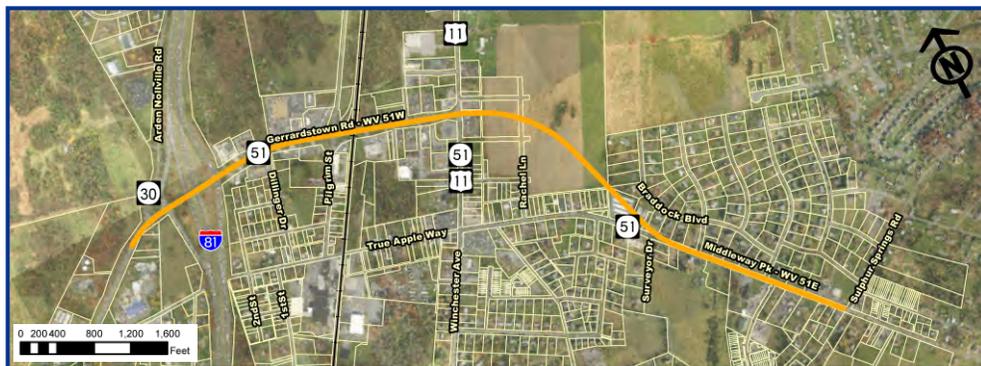
Alternate 1:

Improvements to existing roadway segments.

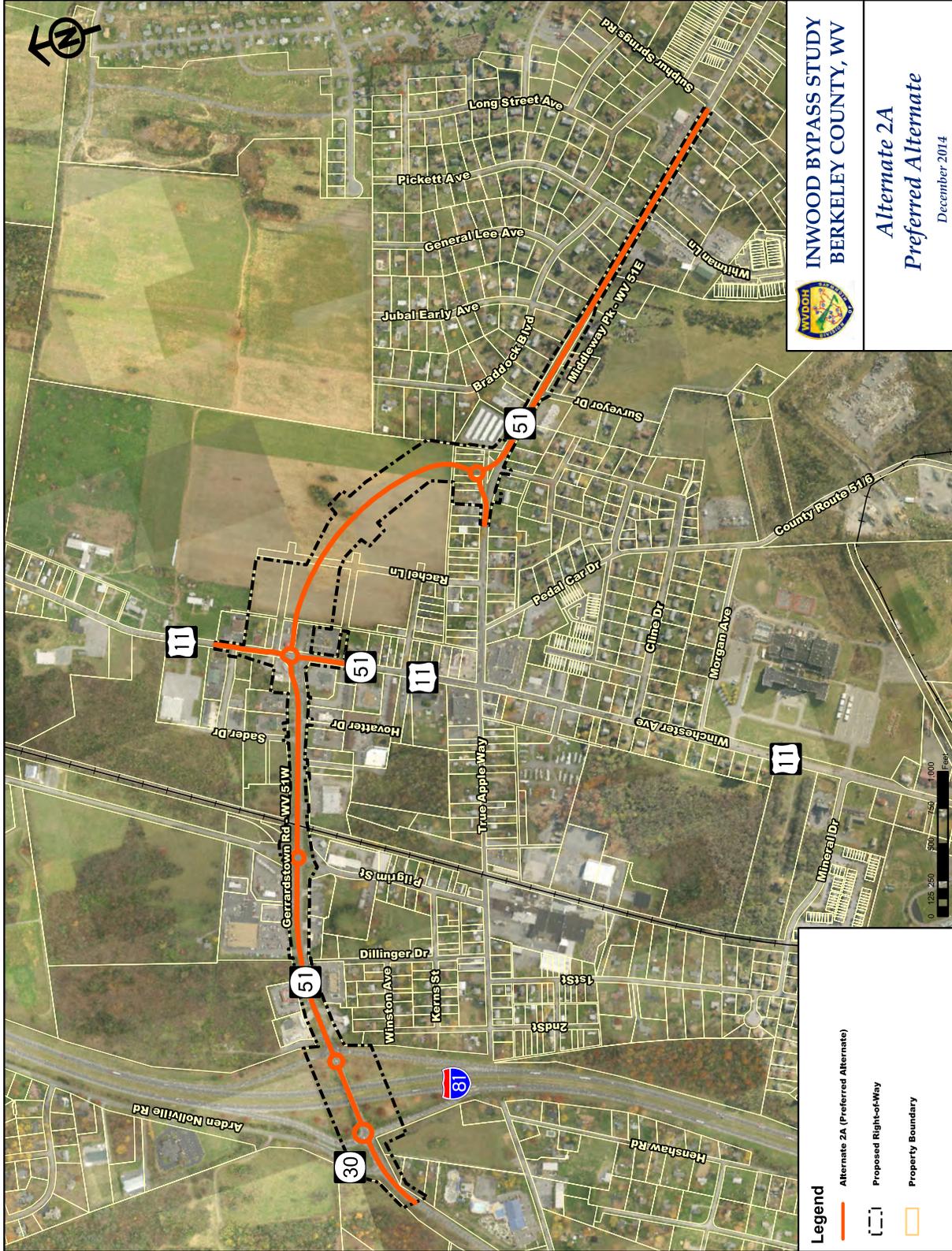


Alternate 2:

Widen existing WV 51W; improve US 11 / WV 51W intersection; construct a new bypass alignment from WV 51W and US 11 to approximately Surveyor Drive and WV 51E.



ALTERNATE 2A: (Preferred)



Alternate 2A (Preferred):

Similar to Alternate 2, but with roundabouts instead of signalized intersections.

COMPARISON OF IMPACTS BY ALTERNATE

	No-Build condition	Alternate 1: Upgrade Existing	Alternate 2: New Alignment with Signals	Alternate 2A: (Preferred) New Alignment with Roundabouts
Right of Way				
Full Acquisition (#/acres)	0	8 (3.3 acres)	16 (12.8 acres)	17 (8.4 acres)
<i>Farmland</i>	0	8 (3.3 acres)	3 (5.8 acres)	1 (1.5 acres)
<i>Commercial</i>	0	0	6 (5.1 acres)	4 (4.1 acres)
<i>Residential</i>	0	0	5 (1.6 acres)	8 (2.3 acres)
<i>Vacant</i>	0	0	2 (0.3 acres)	4 (0.5 acres)
Partial Acquisition (#/acres)	0	46 (2.4 acres)	24 (11.2 acres)	19 (12.0 acres)
<i>Farmland</i>	0	1 (0.2 acres)	1 (8.0 acres)	2 (10.4 acres)
<i>Commercial</i>	0	31 (1.7 acres)	11 (1.5 acres)	9 (1.2 acres)
<i>Institutional</i>	0	2 (0.1 acres)	0	0
<i>Residential</i>	0	12 (0.4 acres)	12 (1.7 acres)	8 (0.4 acres)
Relocation (#)	0	15	8	10
<i>Residential</i>	0	5	4	7
<i>Commercial</i>	0	10	4	3
Level of Service (LOS) ¹	F	E	E	C
Section 4(f) Properties ²	N/A	1 (de minimis impact)	1 (de minimis impact)	1 (de minimis impact)
Cost ³	\$0	\$22,504,000	\$21,410,000	\$21,450,000

1 - LOS measures the quality of traffic service based on performance measures such as speed and density. LOS is measured on a scale of "A" through "F", with "A" indicating free flow of traffic and "F" indicating heavy congestion where demand has exceeded roadway capacity.

2 - Section 4(f) Properties include parks and historic sites.

3 - Does not include right-of-way.

For ALL alternates evaluated:

- No impacts to Wetlands; Waters of the US; Forested Area; Rare, Threatened or Endangered (RTE) Species; 100-Year Floodplain; Archeological Areas; Noise; Environmental Justice Communities; or Hazardous Waste Areas.

PUBLIC MEETING FORMAT

The WVDOT procedures for public meetings were established to ensure meaningful citizen input in the development of proposed projects, in compliance with all applicable regulations and requirements. This public meeting is being held in an informal format.

Representatives from the WVDOT project team are here today to discuss the Inwood Bypass Study and the recently prepared Environmental Assessment document.

Additional copies of this handout and the comment sheet are available at the registration station. WVDOT welcomes your comments on the project; therefore, please feel free to develop comments as you visit other stations around the room. You can drop the completed sheet in the Comment Box, return it to any Inwood Bypass Study project team member at the meeting, or mail it to the WVDOT at the address printed on the comment sheet. You may also comment on the project at <http://go.wv.gov/dotcomment>.



RIGHT-OF-WAY

This project will require right-of-way acquisition for roadway improvements. The WVDOT will comply with the federal *Uniform Relocation Assistance and Real Property Acquisition Policies Act*, as amended. The Act, passed by Congress in 1970, is the 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, businesses, 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 WVDOT 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 WVDOT. If you have any questions regarding the right-of-way acquisition process, please see one of the WVDOT right-of-way specialists or contact WVDOT at the address given in this handout.

Information on the WVDOT right-of-way procedures is also available online 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>

SCHEDULE

EA Public Meeting	December 8, 2014
Comments Due	January 8, 2015
Request Finding of No Significant Impact (FONSI) from FHWA	March 2015
Final Design	Spring 2015
Start Right-of-Way	Summer 2015
Construction	Spring 2016

Please visit the project website for updates:

<http://go.wv.gov/dotcomment>

Click on “Comment on Engineering Projects”,
then “Open” and then click on “Inwood Bypass Study”

**Comments may be submitted electronically on the project website, or
may be mailed to the address below by January 8, 2015**

Mr. R.J. Scites, P.E.
Director, Engineering Division
WV Division of Highways
State Capitol Complex, Bldg 5, Room A 317
1900 Kanawha Blvd East
Charleston, WV 25305-0430

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