



The Route 705 Project

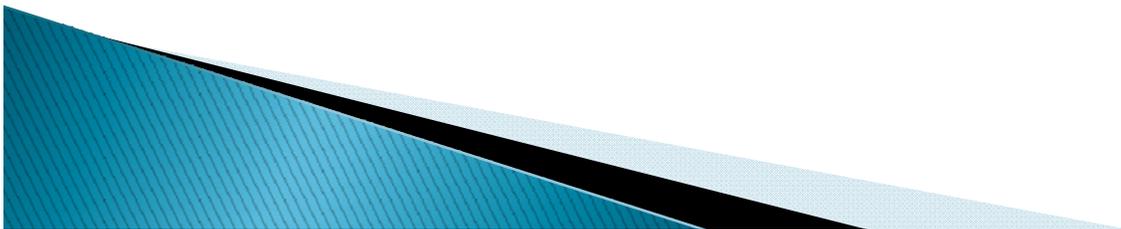
An Overview

Presented by WVDOH with:

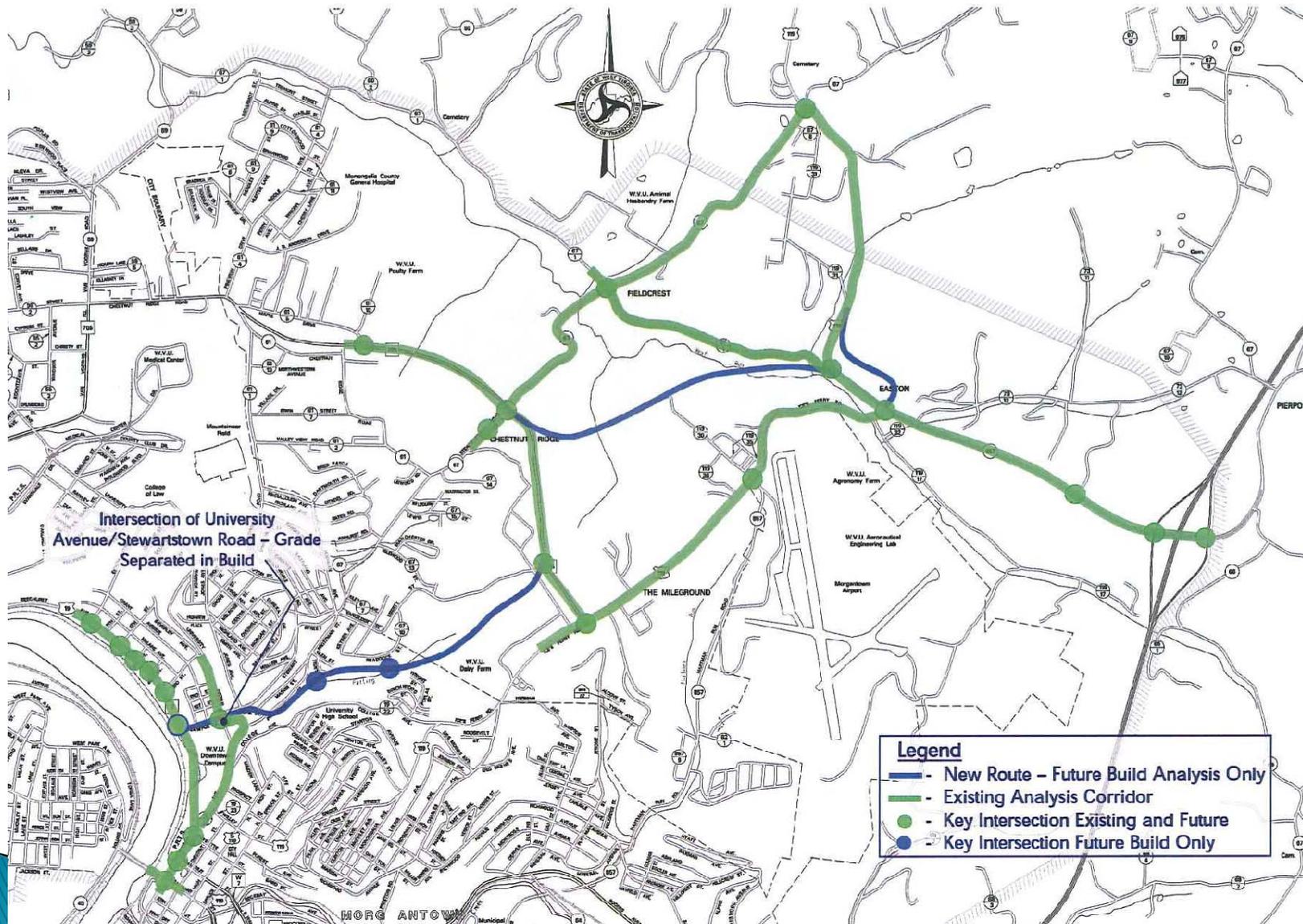
Richard Warner, PE – Program Planning and Administration Division
Jason Foster, PE – Engineering Division



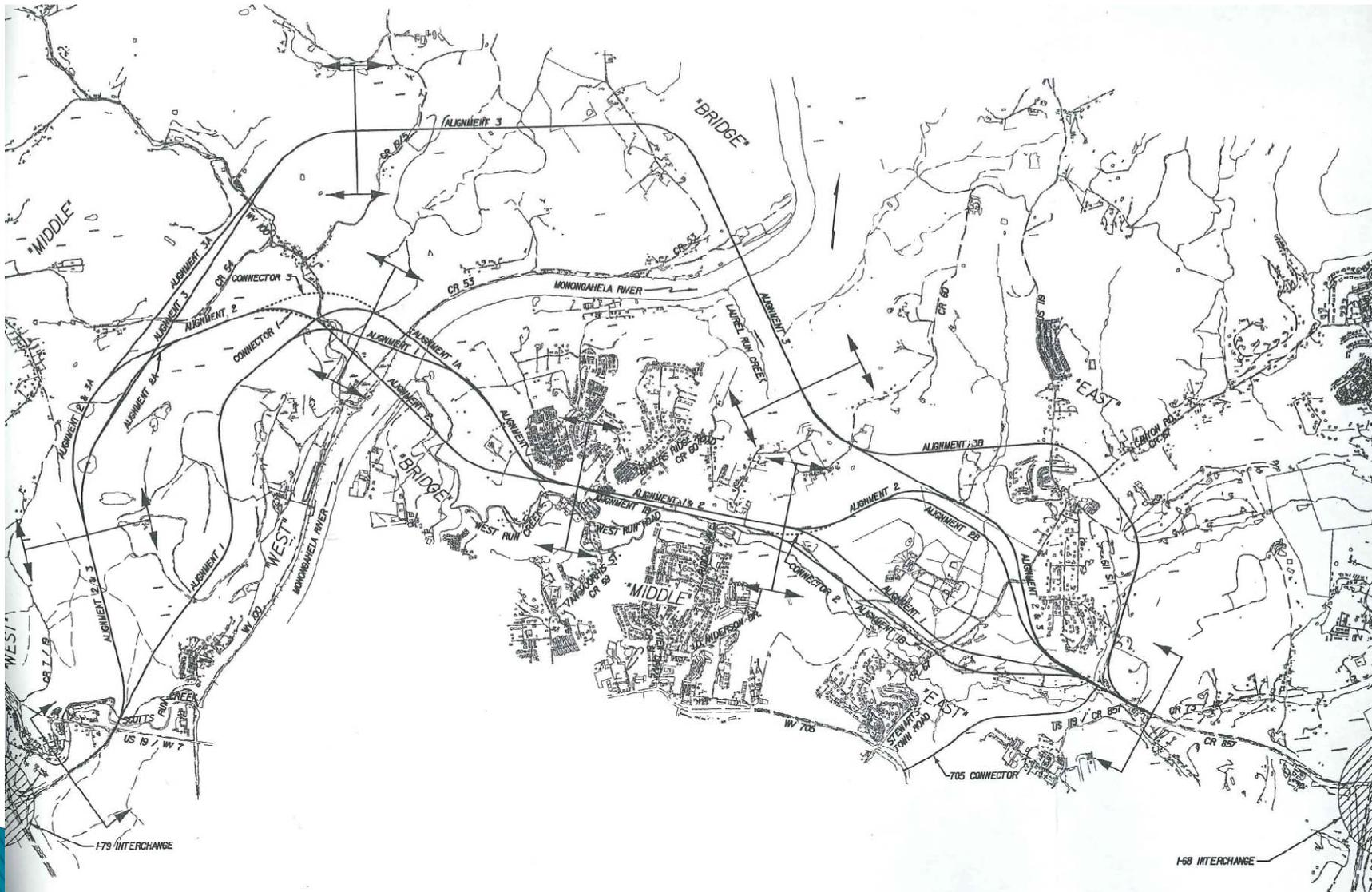
Just what is the Route 705 Project?



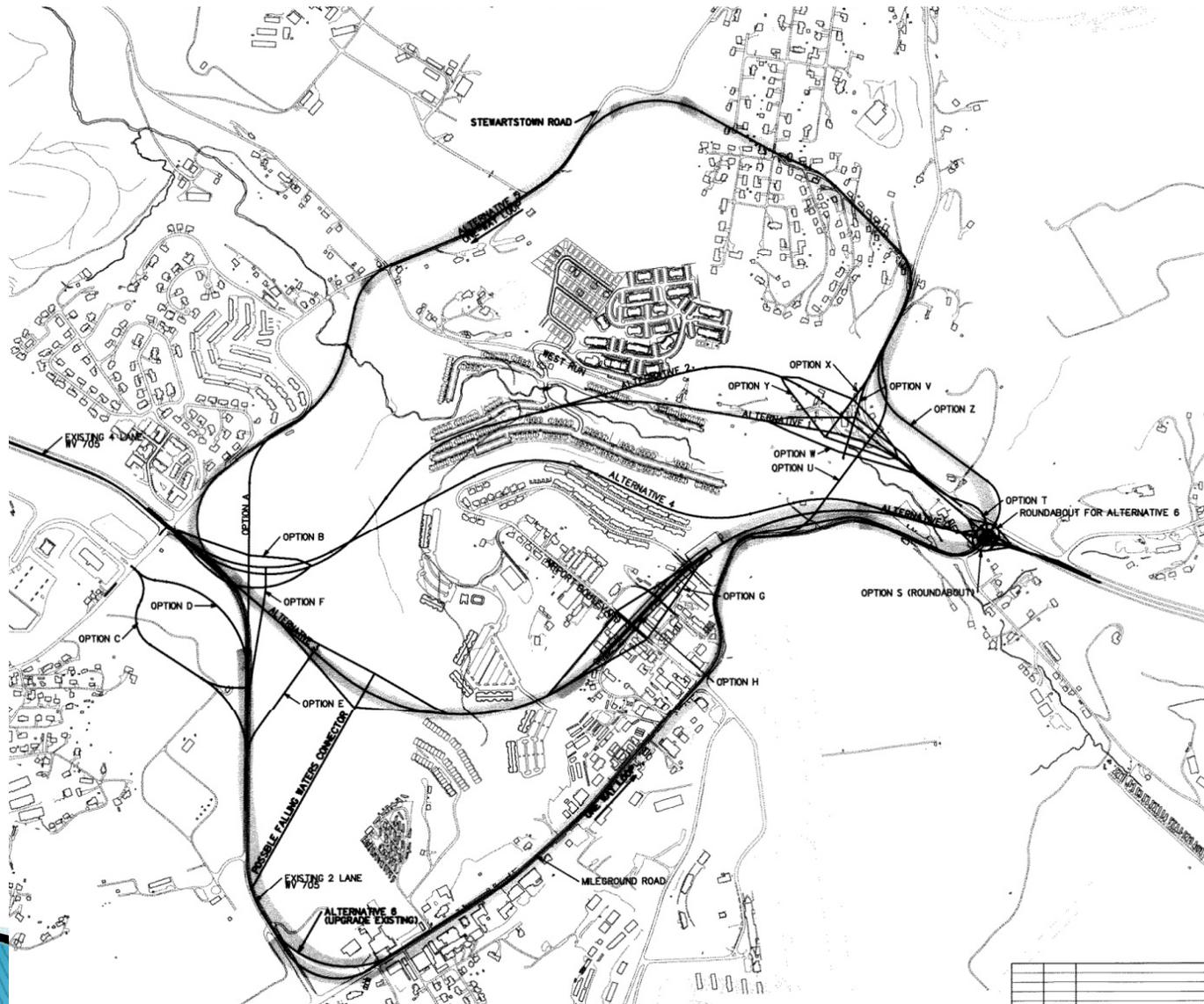
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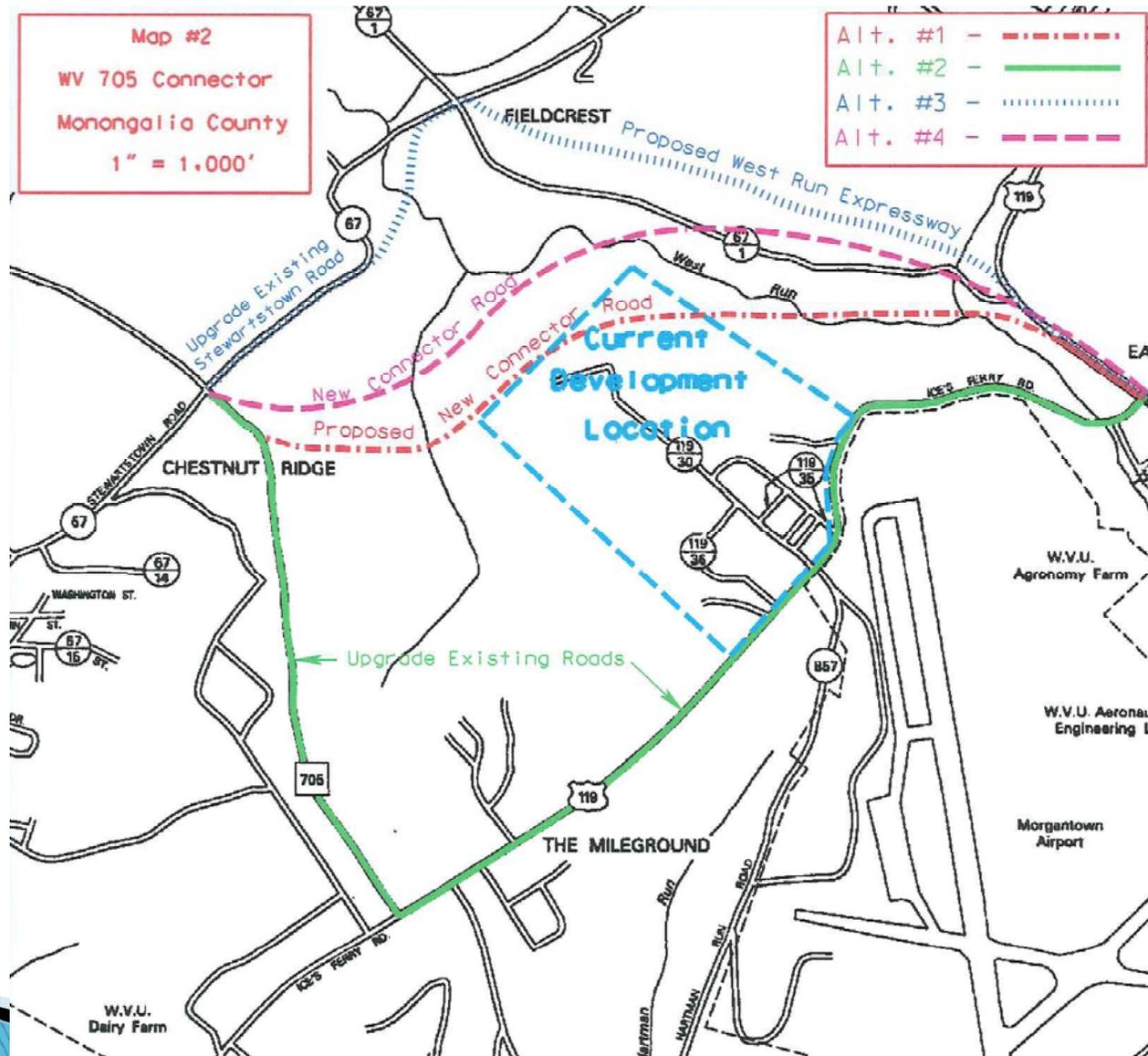
Or part of this:



It could have been any of these:



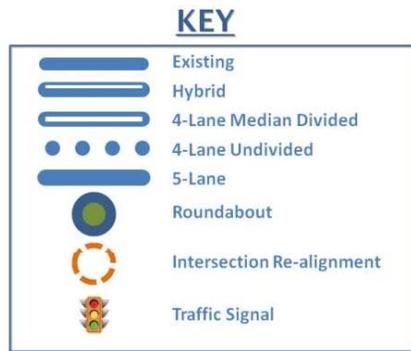
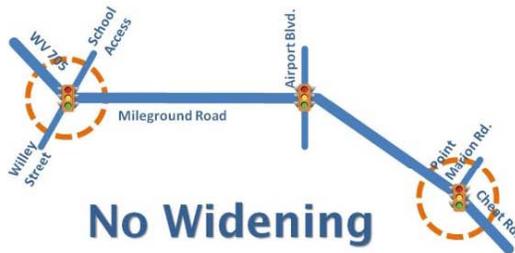
Or one of these:



Or now, even this:

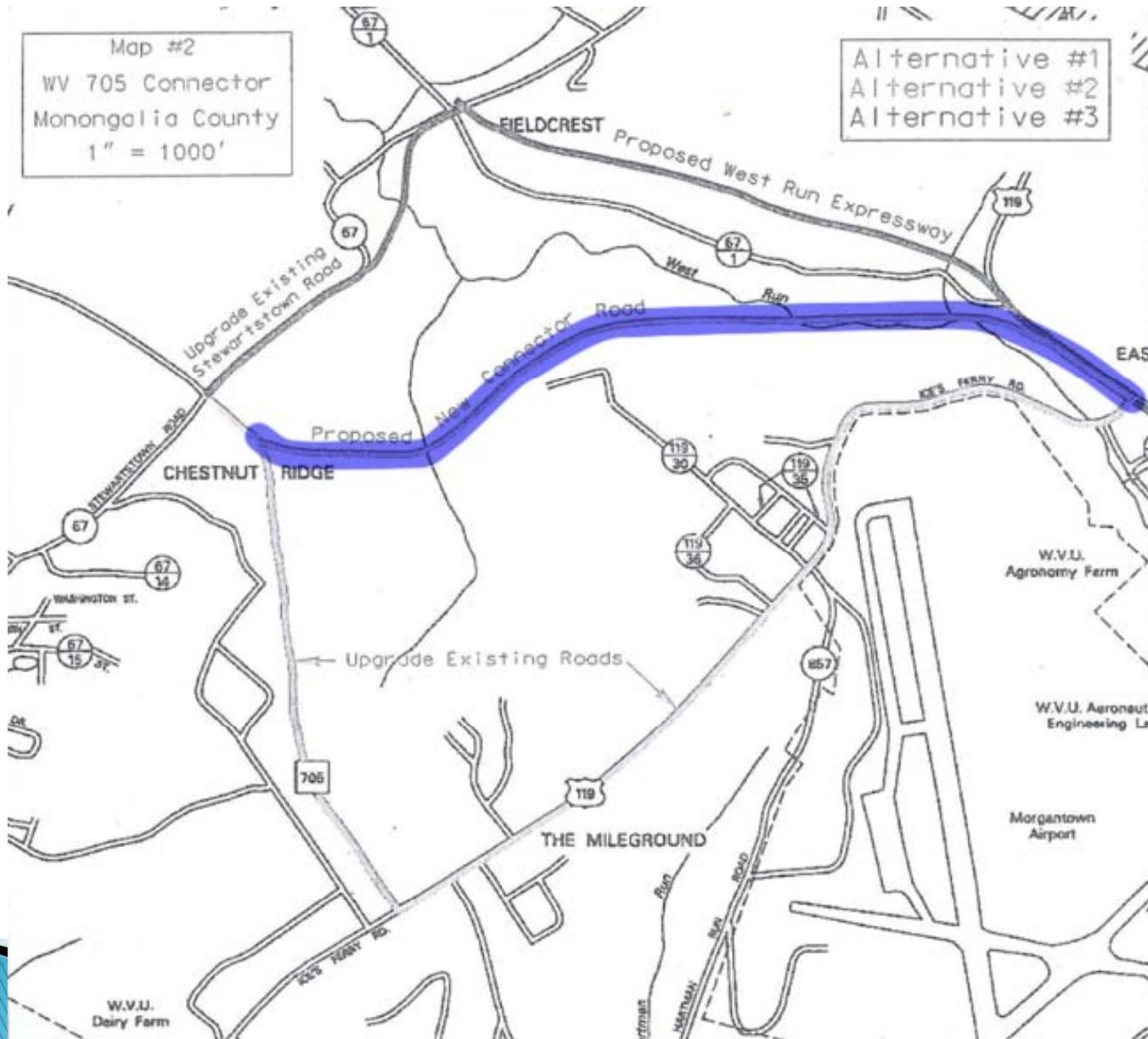
5-Lane Alternatives

4-Lane Alternatives



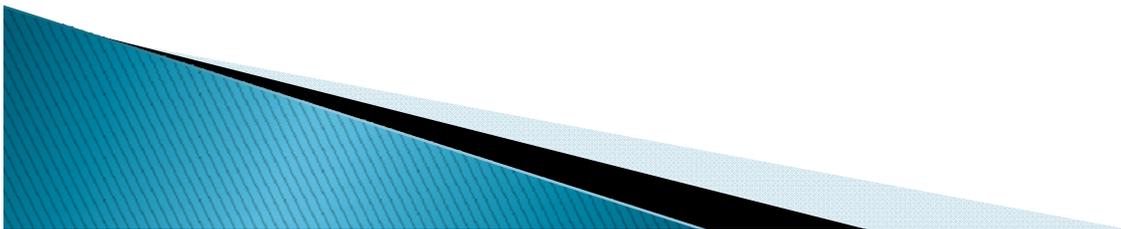
Note: Except 4L(A), all improvement alternatives include an assumed re-alignment and reconstruction of the Mileground Road/WV 705 and Mileground Road/Cheat Road/Point Marion Road intersections. Alternative 4L(A) only includes re-alignment of the WV 705/Mileground Road intersection.

But for most of the past decade, it's been this:

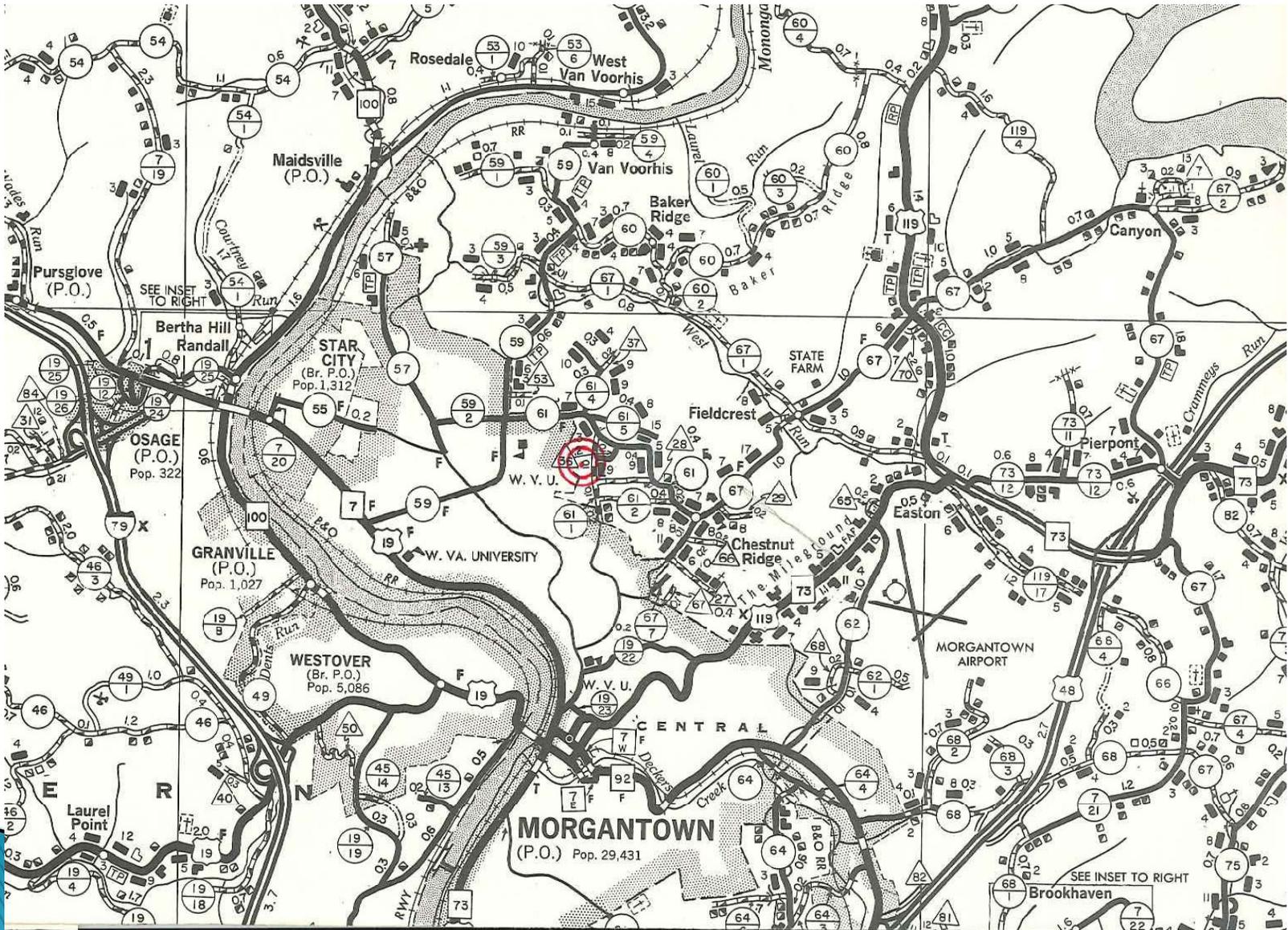


Why connect WV 705 more directly with I-68?

WVU's Evansdale campus, medical center and research park, the Coliseum and the football stadium; Mon General Hospital, NIOSH, Milan Pharmaceutical, the new Suncrest Town Center and numerous other businesses and neighborhoods are all accessed via WV 705



Prior to 1980, there was no WV 705



In 1965, the West Virginia State Road Commission outlined a proposed transportation study (MCATS) for Monongalia County, conducted origin-destination surveys, and collected socio-economic data. The base-year was 1966, with a 1990 forecast year

WORK PROGRAM FOR MORGANTOWN

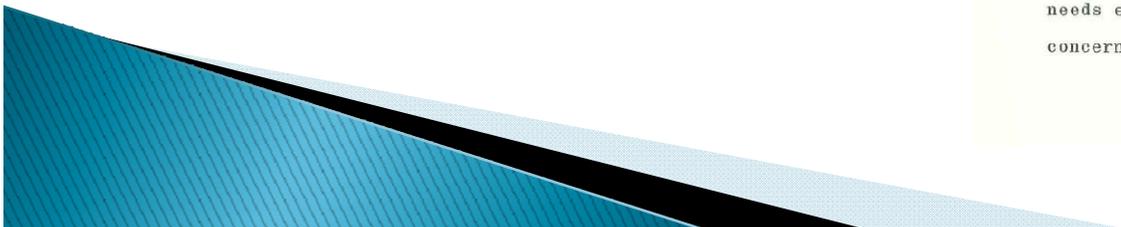
SECTION I: INTRODUCTION

The purpose of the comprehensive planning and transportation study for Monongalia County and the City of Morgantown is to develop a feasible plan and program to guide the development of a balanced transportation system which will accommodate present and future travel demands and encourage desirable land development patterns.

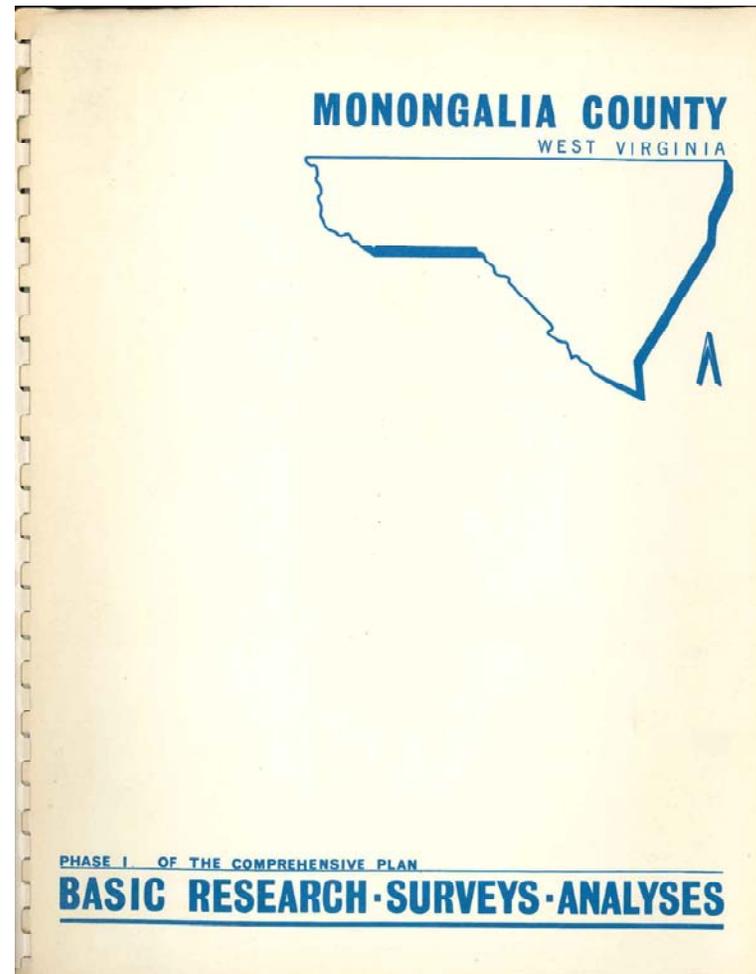
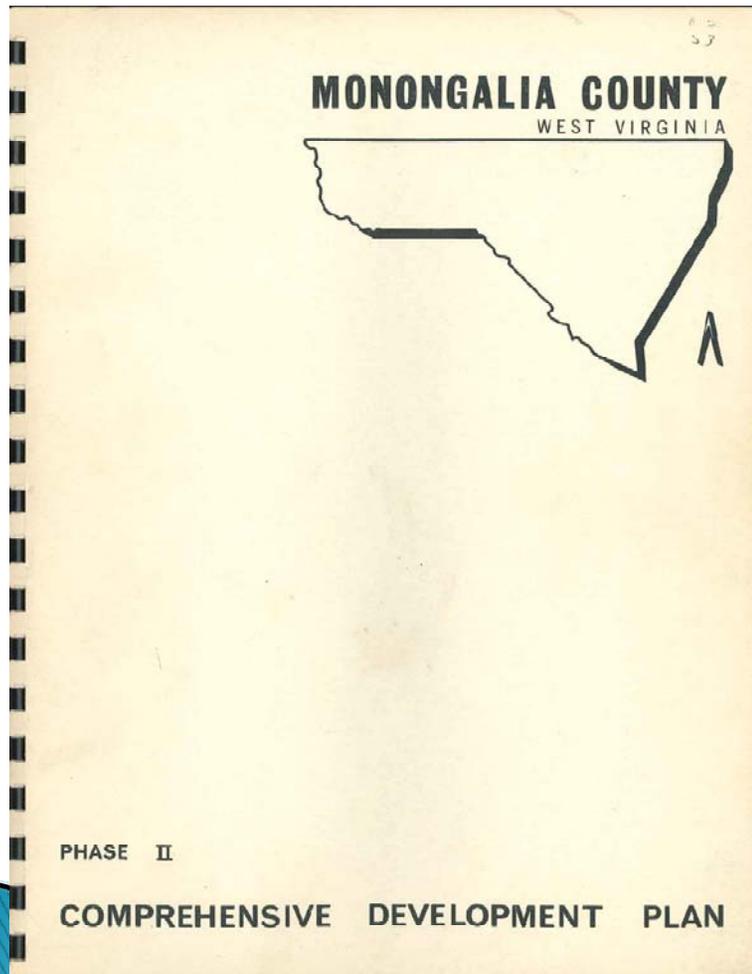
A comprehensive plan will be developed for Monongalia County based upon present inventory and projections to the year 1990. The data will be collected and projections made on a traffic zone basis.

If "701" funds from Housing and Home Finance Agency are to be used by the City of Morgantown and Monongalia County, the standards of conduct of the planning process will be adequate to meet the needs of the State Road Commission as a basis for conducting the transportation portion of the study.

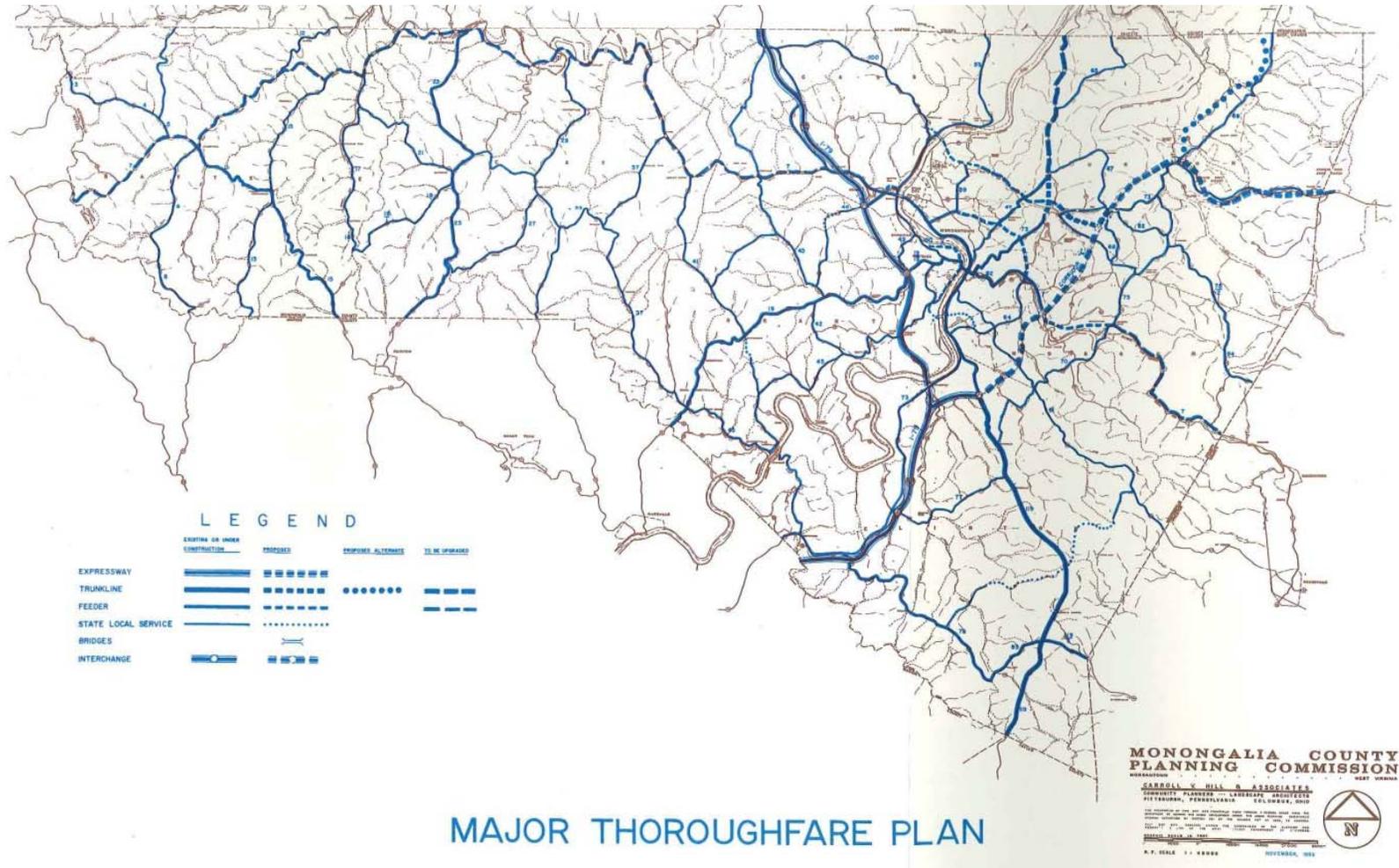
The traffic and transportation portion of the study will be designed to analyze existing trip patterns throughout the county and urban area under study, and to prepare projections of travel needs expected to develop to the year 1990. The studies will be concerned with total person travel, including travel performed



Meanwhile, Monongalia County was preparing Phase I and II of a comprehensive development plan for the county and published these reports in 1969:

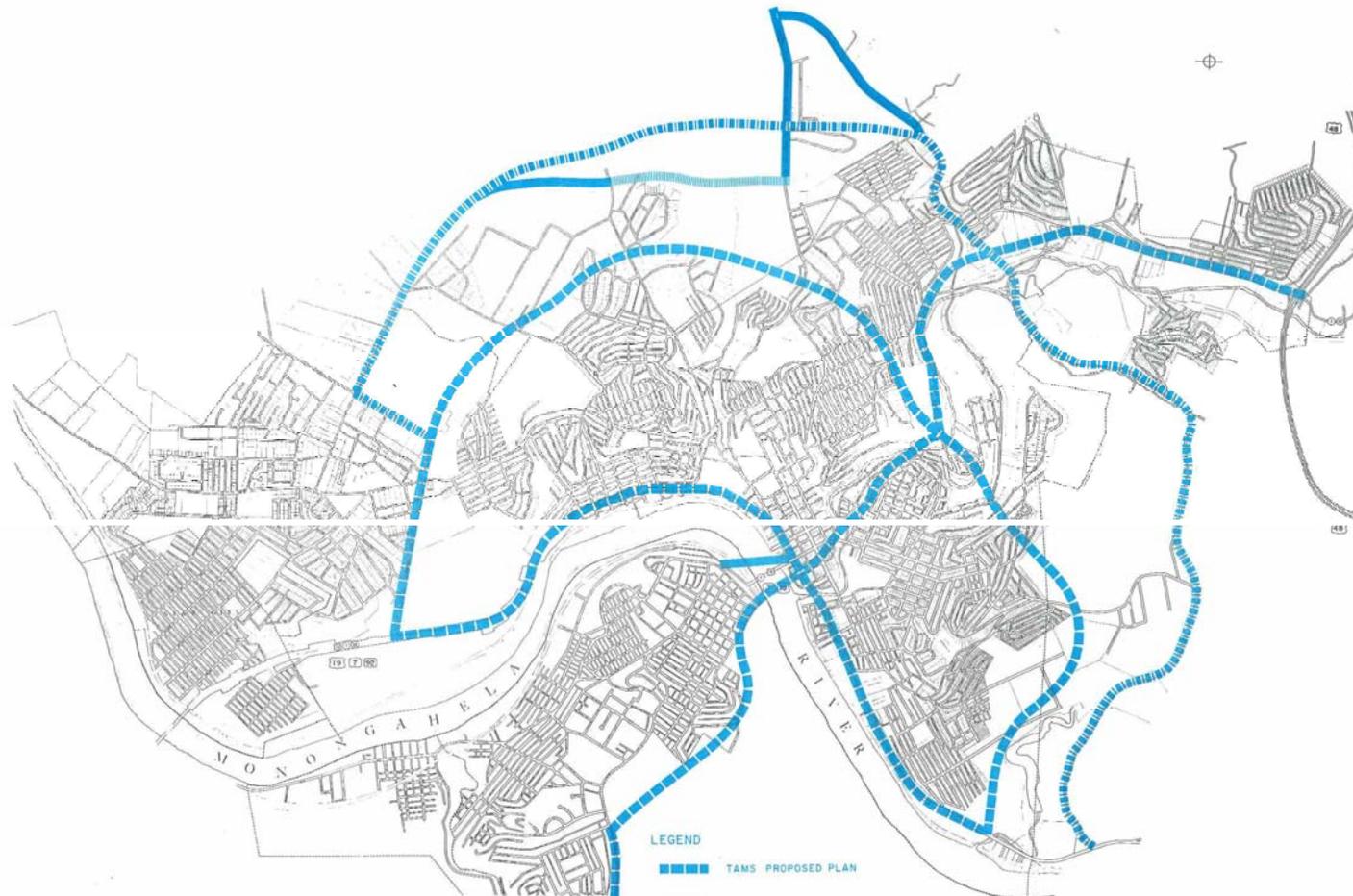


Included in a thoroughfare plan was a proposed arterial highway that would be studied 25 years later as the West Run Expressway



MAJOR THOROUGHFARE PLAN

1972 TAMS Recommended Plan

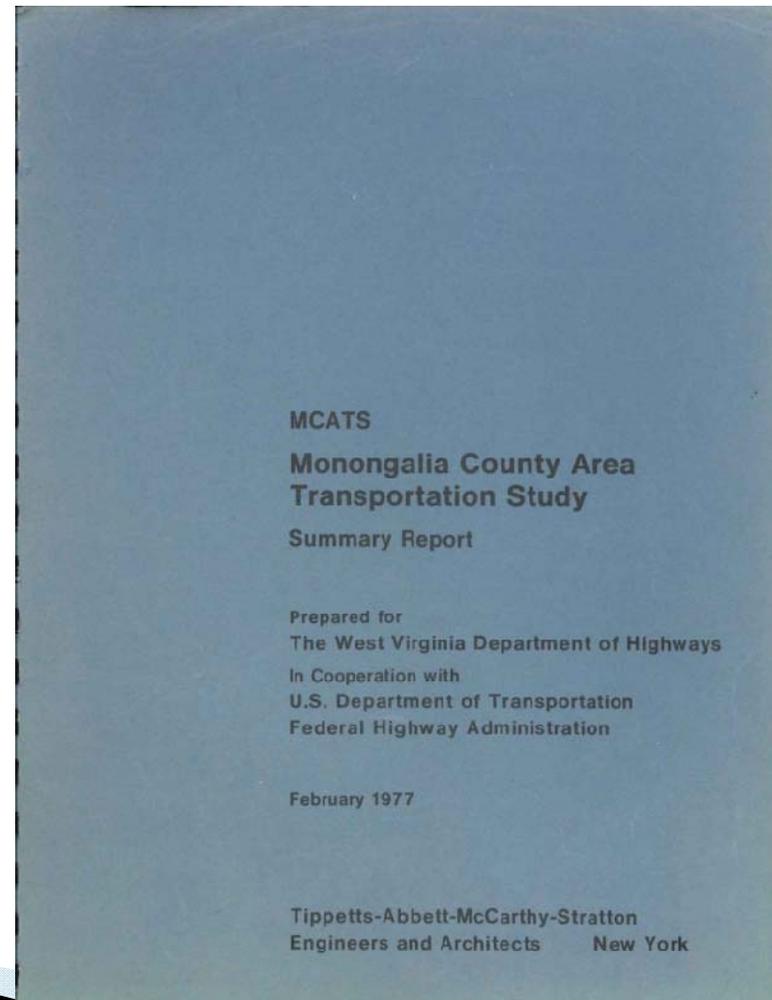


LEGEND

- TAMS PROPOSED PLAN
- PROPOSED ALTERNATIVE BELTWAY
- ALTERNATIVE OUTER BELTWAY AND BRIDGE
- ORIGINALLY PROPOSED ORCHARD ROAD BYPASS

MONONGALIA COUNTY AREA TRANSPORTATION STUDY	
MORGANTOWN URBAN AREA HIGHWAY SYSTEM ALTERNATIVE PROPOSALS	FIGURE 6
TIPPETTS - ABBETT - McCARTHY - STRATTON	SCALE IN FEET 0 1000 2000 3000

However, with a lack of local consensus, the study stalled again. Nearly five years later TAMS was asked to summarize the work done from 1965 to 1972



The catalyst:

New WVU Stadium Planned for '80

"good progress for the state of West Virginia"

April 27, 1977. That date may prove to be a milestone in the progress of West Virginia University's athletic development; it was the day that Governor Jay Rockefeller signed a bonding bill to permit construction of a \$20 million football stadium in Morgantown and a \$4.5 million indoor practice facility or "shell building."

Originally the Legislature had considered a proposal to renovate the existing Mountaineer Field for \$10 million and to build the new shell building. However, a joint committee proposed the new stadium concept which was passed overwhelmingly by both Houses and eventually signed by Governor Rockefeller.

At a statehouse press conference in Charleston, the Governor said that he signed the bill "for a number of reasons." One, he said, because the bill also called for an all-weather sports shell at WVU, an \$18 million

basketball arena at Marshall University and \$7.8 million of projects at three four-year state colleges.

"The choice was whether we were going to defeat the bill and stop progress, or sign the bill and create an atmosphere of progress in higher education," he said. "I think it's good progress for the state of West Virginia."

Leadership on the project comes from the West Virginia Board of Regents, which governs the state's colleges.

The design and development phase, which was completed in June, 1978, yielded an ambitious plan for a double-deck, open-ended 50,000 seat stadium. Athletic director Leland Byrd has chaired the stadium committee which also developed plans for the necessary service areas of the stadium — a two-story facilities building in one end zone area to include locker rooms, offices, athletic training and rehabilitation areas; a two-level press box to service the present and future needs of news media covering Mountaineer football and extensive rest room and concession areas, parking lots and ticket booths to serve the many thousands of fans.

The bid phase of the immense stadium project is slated for completion January, 1979. Construction is scheduled to begin during Spring 1979 so that West Virginia may open its 1980 season in the new facility.



Governor Jay Rockefeller

WVU GAZETTE
WVU Stadium

2-15-78

Opponents

Air Views

The Associated Press

While nothing is likely to come of it, the House Education Committee listened at length Tuesday to people who oppose the site chosen for a new West Virginia University football stadium.

Eighteen Morgantown area residents came to Charleston to make statements at the hearing. While they had differing ideas on desirable alternatives, all opposed the project as planned — erection of a stadium on the WVU golf course, near the WVU Medical Center on the suburban Evansdale campus.

A recurring theme was that access to the site is over already-congested two-lane roads that also provide access to the WVU Hospital and the new Monongalia County General Hospital.

Monongalia County Commissioner Joseph E. Kun said: "Heavy traffic on the two-lane roads will cut off both hospitals from the people they serve on the day of a game."

Various hearing witnesses complained that the 1977 Legislature, in acting on the stadium legislation, and later the Board of Regents, in site selection, afforded Morgantown residents little opportunity to be heard.

RECEIVED BY ROUTE &
PROJECT PLANNING"

FEB 15 1978

ACCESS!

TRAFFIC!

11/22/77

Residents, groups blast WVU stadium proposal

golf

Stating the gold course site for the new \$20 million West Virginia University football stadium would create major problems for residents in the area, an overflow crowd last night packed a courtroom at the Monongalia County Courthouse to protest the site selection.

Approximately 175 persons voiced strong objections to the site selection and objections that the selection process did not take the community into consideration.

Asked if West Virginia University plans to change its recommendation in light of the flood of criticism last night, WVU Provost for Planning Dr. Raymond Haas said, "No." He said the only thing that could make WVU change its recommendations would be a factor coming to light during initial planning that doesn't now exist.

However, representatives of some of the area groups opposed to locating the stadium on the land adjacent to the WVU Medical Center where the golf course now exists, vowed to fight to bring about the change.

Dorothy Comuntzis, representative of a new group called "Citizens for Saving Our Community," said, "I don't believe the fight is over."

William Delardas, executive secretary of the Monongalia County Citizens Inc., said a restraining order should be sought to block any further action on locating the stadium on the controversial site.

State Sen. William Moreland, D-Monongalia, drew loud applause when he said he is looking into whether the \$20 million in bonds sold for the stadium "could be recalled and we would forget the whole deal."

The bonds were sold in a \$51 million package to include funds for the new WVU shell building, an all-purpose structure for Marshall University and other projects.

An informal poll of the three Monongalia County Commissioners, who have remained neutral on the issue, found they unanimously opposed the golf course site.

Commission President Harry U. Howell said the commission won't pass a resolution, but "citizens groups would be more effective putting pressure directly on the decision makers" such as the governor and the Board of Regents.

State Delegate Larry Schifano, D-Monongalia, provided the audience with some encouragement when he told them he doesn't believe the decision to locate the stadium on the golf



COUNTY Commission President Harry U. Howell, left, and Commissioner Joseph Kun listen to residents in protest of University stadium site.

course site is irreversible.

"If the sentiments of the community are known, I believe their desires and wishes will be heeded," he said.

Mrs. Comuntzis drew applause when she told the WVU officials and the architects and planners attending the meeting that "the only thing irreversible is death."

She said the golf course stadium would not be located so the students could get to it easily.

She ridiculed the claims that the Personal Rapid Transit (PRT) system would be valuable in getting large numbers of persons to and from the game.

"If one half the people attending the game were to use the PRT, the last persons riding would get to the stadium seven hours after the game ended," she pointed out.

She said no consideration was given to the access roads, the flooding in the area or the noise and other problems

related to the Monongalia and University Hospitals which are adjacent to the proposed site.

Robert Dinsmore, representing the Monongalia General Hospital and the County Building Commission, said both groups "are concerned" about the traffic problems generated by the decision.

He called for a commitment from the State Legislature and the governor that the roads will be upgraded and widened prior to the opening of the new stadium.

The projections call for the stadium being ready for use by fall of 1979 or 1980. Dinsmore said estimates on completing the major road projects proposed in that area is eight years.

The congestion caused by the thousands of cars crowding into the area seemed to be one of the major concerns to the residents.

Evalyn Reeder, a WVU employee and resident of the Park Hills section, said, "If it is your loved one in an ambulance and the police can't get the ambulance through to the hospital before the person dies, how would you feel?"

Kenneth J. Hock, representative of the Morgantown Citizens Action Group, called on the Legislature to rescind the legislation and pass a bill that would refurbish the present 50-year-old Mountaineer Stadium.

This idea was considered by the lawmakers earlier this year but they rejected it and instead decided to pass the bill calling for the new stadium.

Gov. Jay Rockefeller deliberated for several weeks before deciding to sign the bill.

Insight into this decision-making process was given last night by several local legislators attending the meeting.

Moreland blamed State Senate President William Brotherton, who authored the amendment calling for the new stadium. He also blamed the state Elks Club for having a representative at the Legislature lobbying for the last minute passage of the bill.

Two area legislators, Clyde Richey and Clyde Hagedorn, both said they didn't care one way or the other about the stadium issue when it was debated.

Hagedorn said he did oppose fixing up the present stadium and compared this to putting patches on an old suit.

Richey said he voted for the bill and said he assumed the governor would

(Continued on Page 5-B)

The Dominion-Post

Second
Front Page

CLASSIFIED AD PHONE 292-3381

MORGANTOWN, WEST VIRGINIA, TUESDAY AFTERNOON, NOVEMBER 22, 1977

NEWS PHONE 292-6301

County votes to oppose stadium site

Deer kills hit 850 mark in two days

The number of deer kills in Monongalia and Preston counties neared the 1,000 mark for the first two days of the two-week season, according to reports from each of 17 checking stations in both counties.

By midmorning today, hunters in both counties had bagged more than 860 antlered deer.

Hunters in the state are expected to make a record number of kills this year—in excess of the nearly 32,000 deer killed last year for a new record. One of every six hunters is expected to come home with a deer.

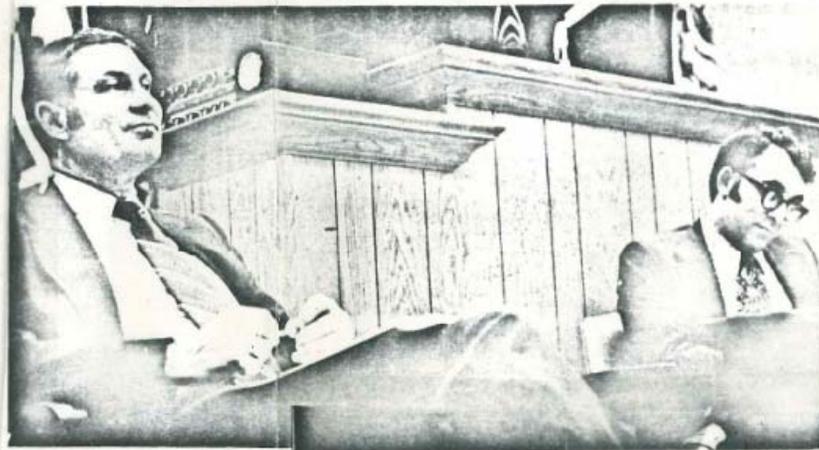
So far, no hunting accidents have occurred in either county. Six persons have died this year in hunting accidents in West Virginia prior to the start of deer season, the state's most popular.

Hunters have come from far and near to take advantage of the state's

MONONGALIA COUNTY Sheriff's Office

Gordon Adams, 4 pt.; James Ford Adams, 3 pt.; Joseph Evans, 2 pt.; Ernie Hays, 3 pt.; Walter White, 4 pt.; Bayliss Gordon, Samuel Taylor, Glenn Roderick, Carl R. Walden, Marvin Davis, 4 pt.; George Hoppell 4 pt.; William Pilchack, 5 pt.; Frank Cochran, 5 pt.; Edward Embree, 4 pt.; Martin Joseph, 4 pt.; Donald Yeak, 3 pt.; Stanley C. Bask, 4 pt.; John P. Staskevsky, 3 pt.; David O'Malley, 4 pt.; Raymond Mara, pt.; Stanley Kuykendall.

Joe Laphowicz, Randolph Reed, 6 pt.; Steve L. Ravensan, Madsville, 5 pt.; Dick Lipscomb, Westover, 4 pt.; William R. Moore, Rt. 2, 13 pt.; Marvin McCartney, Rt. 1, 4 pt.; Clifford A. Bennett, Rt. 1, Madsville, 8 pt.; Patricia Mayfield, Rt. 5, 8 pt.; Stewart Lesh, Linden Street, 7 pt.; Michael Kavach Jr., Granville, 8 pt.; Donald McClinton, Lough Street, 4 pt.; Paul C. Stout, Jera, 7 pt.; Donald Smallwood, Everettsville, 4 pt.; William Salomon, Rt. 1, 4 pt.; Web Bakosi, Granville, spike; Walter Ruckie Jr., Rt. 1, 10 pt.; Albert D. Rowen, Cassville, 7 pt.; Jacob Lease, Granville, 4 pt.; Mary Brown, Granville, 10 pt.; Gary Krushansky, Michigan Avenue, Westover, 4 pt.; Pete G. Perry, Star City, 8 pt.; David L. Frum, Ocracoke, N.C., 4 pt.; John B. Launsbury, Kensington Avenue, Star City, 4 pt.; Thomas Sanetrik, Rt. 4, 8 pt.; James H. Galt, Hillcrest Street, 3 pt.; Richard Gardner, Booth, 5 pt.; William Floyd, Culien Avenue, 3 pt.; Raymond Savage Jr., Thornhill Street, 8 pt.; Charles Vaccum, Rt. 1, 4 pt.; Renald B. Kennedy, Rt. 1, 7 pt.; R.E. Garlitt, Pursigrove, 8 pt.; Wilbert R. Javasky Jr., Rt. 1, Madsville, 3 pt.; Errol G. Bee, Nebraska Avenue,



ATHLETIC DIRECTOR Leland Byrd, left, and Dr. Raymond Haas, West Virginia University provost for planning, attend hearing at Courthouse on proposed site for new WVU stadium.

Residents, groups blast WVU stadium proposal

Injunction opinion obtained

By BARBARA RASMUSSEN

The Monongalia County Commission today officially said the West Virginia University golf course is "an undesirable location" for the new \$20 million football stadium.

That unanimous order was entered into the official county record today and a letter of concern was drafted by commissioners.

On a motion by Commissioner Joseph Kun, the commission ordered a letter be sent to Gov. Jay

BULLETIN

In late action today, the Monongalia County Commission voted to pay approximately \$52,000 in back overtime to sheriff's deputies.

By the time all fringe benefits are computed the expenditure is expected to be \$62,000.

Hocketteller and the West Virginia Board of Regents asking three things:

—A reconsideration of the stadium site and a reevaluation of the Mileground as a location for the new stadium.

'MOUNTAINEER FIELD HAS HAD IT'

JAN 25 1978

Stadium Issue Dead—Brotherton, Colombo

By ALAN ROBINSON
AP Sports Writer

There is little, if any, sentiment in the state Legislature to reconsider plans to build a new \$20 million football stadium at West Virginia University, according to two key legislators.

"As far as I'm concerned, the issue is dead," said Del. Gino Colombo, D-Harrison, who cosponsored legislation which authorized the sale of bonds to construct a new WVU stadium and new Marshall University basketball arena.

"There appears to be no interest in the Legislature to revive the issue. The sentiment appears to be that the issue has been decided, so let's go on to other things that need our attention."

Colombo said that while there has been some controversy in the Morgantown area concerning the site selected by the state Board of Regents for the stadium, he also doesn't think the Legislature will get involved in this question either.

The stadium is to be built on WVU's Evansdale Campus adjacent to the school's medical center.

"(Board of Regents Chancellor) Ben Morton appeared before the House Finance Committee last week, and the stadium question was barely touched upon," said Colombo, who said he's just as much for a new stadium now as he was a year ago.

"Dr. Morton was asked by the committee where the stadium was going to go and he said, 'On the golf course.' And that was that. There was no controversy.

"Qualified people made studies and reports and held hearings before the

stadium site was selected. I saw the report, and I was impressed with the job that was done. All of the proposed sites were listed, and there were pluses and minuses for each one. I think the best site was chosen."

State Senate President William T. Brotherton, D-Kanawha, in a recent interview with Morgantown radio station WAJR, also expressed the belief the lawmakers don't want to renew the stadium battle.

The Legislature voted last year, following some controversy, to provide funds for a new stadium instead of going along with a proposal by WVU officials to renovate 52-year-old Mountaineer Field.

"I doubt whether any of the (three) stadium bills (introduced this year) have a chance," Brotherton said. "I would think once it was passed last year that's the way it will remain. I hear very little comment for renovating the old stadium. And I don't think the Legislature is going to get into the posture of deciding the site. I think this will be left up to the university and to the Board of Regents."

Both Brotherton and Colombo think the opposition to the stadium site — and the new stadium — is coming from a small group of Morgantown citizens who don't have the majority of state or city residents on their side.

"Except for the few who live in that area (the proposed stadium site) who have been bombarding (us) with letters and telephone calls and so forth, I hear no sentiment in the Legislature for a change in the present situation with the stadium at WVU," Brotherton said.

Colombo said, "The same people who object to the stadium site are those who object to the entire concept of a new stadium. I think many of the people who are opposed to the golf course site would be opposed to any site. Many of these people are the ones who favored renovation, and I can see no sentiment to reviving this issue. Mountaineer Field has had it."

The Harrison County delegate said the stadium site near the medical center will provide benefits that many people have not taken into consideration.

"The stadium is going to provide a tremendous amount of parking that will remove a lot of the burden from the present parking facilities," Colombo said. "The stadium is going to be a big asset. It's going to provide some much, much needed parking for those going to the hospitals on all but several days a year."

Del. Clyde H. Richey, D-Monongalia, the sponsor of two of the three bills currently before lawmakers that would revive the stadium controversy, admits his measures have little chance of passage.

"I think there is tremendous opposition to doing anything about the bill," Richey told WAJR. "It will take a very persuasive effort by groups opposing it (the stadium) to come up with any change in the bill."

The Morgantown legislator added, "I think the leadership is pretty much opposed to it (a reviving of the stadium issue)."

State Board of Regents officials said despite the protests of some Morgantown residents, no change is planned in the stadium site. Members of the joint architectural-engineering team planning the stadium held a public meeting last Thursday in Morgantown to explain the project and hear from protesters.

"We do not believe that any new information was presented that should change the decision already reached by the Board of Regents," said Jack Stafford, project manager for the Gates Engineering firm of Beckley and Finch-Heery of Atlanta, Ga.

WVU Stadium Issue May Be Reconsidered

By Herb Little
The Associated Press

The Legislature, which thought it disposed of the matter last April, may not be finished with the West Virginia University stadium issue.

House Speaker Donald L. Kopp, D-Harrison, among others, thinks the lawmakers will have to consider the matter further in their 1978 session. Kopp told The Associated Press Monday from his Clarksburg office:

"It seems now there's probably no way not to get into it. It seems to be one of those things that we'll be forced to look at again."

KOPP ALSO SAID, however, that he had not personally received any calls requesting legislative reconsideration. Of the bill passed last April requiring replacement of 50-year-old Mountaineer Field in Morgantown with a new stadium at a different site, Kopp said:

"I didn't feel that strong for it. It seemed to have the support and I didn't fight it."

A veteran Morgantown legislator, Sen. William A. Moreland, D-Monongalia, voiced stronger regrets about the bill he and his colleagues passed in April.

"I would hope that the Legislature would reconsider the folly of a new stadium," Moreland told the AP.

A first step should be to find out whether, with revenue bonds to finance the project already having been issued, it would be legal to amend the legislation to permit renovation and enlargement of Mountaineer Field, Moreland said.

He said he would like to see the Legislature's main interim committee, the Joint Committee on Government and Finance, request an attorney ge-

neral's opinion on that question when it meets here next weekend. But Moreland is not on the joint committee and said he did not know whether that was a possibility.

THE STADIUM, for which the legislation permits spending up to \$20 million, is part of a package of six capital improvement projects at five higher-education institutions mandated in the same bill. In September the Board of Regents sold \$51.7 million in revenue bonds to finance the projects. Next-to-largest project is a new Marshall University arena in Huntington, for which \$18 million is authorized.

Recently the Board of Regents — choosing among three state owned sites in the final consideration — announced a location for the WVU stadium — on the university golf course on the suburban Evansdale campus. The location is between the WVU Law Center and the Medical Center.

The golf course site drew opposition from the Monongalia County Commission. Last week it voted to ask the Regents to reconsider and went on record in favor of another location, the Mileground site on the outskirts of Morgantown. The county commission also joined the Monongalia Planning Commission and the Morgantown City Council in asking the university to conduct a community impact study of the golf course site.

Del. Larry E. Schifano, D-Monongalia, a Morgantown legislator who favors a new stadium as opposed to upgrading Mountaineer Field but who also preferred the Mileground site, said "there is a lot of opposition" to the location chosen by the Regents.

He said he felt residents in the area

of the selected site "have some anxious questions and they feel they haven't been given adequate answers."

SCHIFANO ALSO said that, although he isn't one of them, "a lot of people still favor renovation" of Mountaineer Field. For himself, he said "I can't see pouring money into that."

Moreland said, "if we have to have a new stadium, it (the golf course site) is as good a location as any." He said that, compared to the other locations considered, "it would permit more people to walk and thereby save energy." He said it also offered more possibilities than the other sites for use of its parking facilities at times other than on football game days.

He said, however, that he felt that among Morgantown residents "there is a general consensus that there is not much need for a new stadium... the reason I haven't been more vocal is who can tell what's going to happen 10 or 12 years from now?"

Moreland voted for the bill in April. He voted it also included a \$4.5-million authorization for what he termed a much-needed shell building for the WVU athletic department and "I had to vote for it."

Builder Says Farmer's Home Policy Biased

Farmers Home Administration housing policy discriminates against the largest income group of West Virginians who make up 20 percent of the state's families and earn between \$10,000 and \$15,000 a year, said Kenneth

Center Mountain
Lelands 11-15-72
77

A New Stadium And Politics

When the state administration and the legislature begin talking about the need for new taxes or tax increases next January, it is almost certain that the new football stadium to be built at Morgantown will come back to haunt them.

Many state residents already are asking if it is necessary to spend \$20 million on a 50,000-seat football stadium for West Virginia University when we can't dig up enough money to fund an adequate road program.

The stadium proposal has been open to question from the very beginning since the idea did not originate with the University. In fact, Athletic Director Leland Byrd originally made a modest request for \$10 million to construct an additional 10,000 seats at old Mountaineer Field while making general repairs to the existing facility and constructing an all-purpose shell building near the Coliseum.

The athletic department opposed the idea of a new stadium, noting that it would be inaccessible to the student body. But the Legislature quickly buried the University's request and with less than two hours left in the regular session adopted a bill authorizing the Board of Regents to sell \$60.3 million in revenue bonds to finance capital improvements at four state institutions. The package included \$20 million to build a new stadium at the University.

This week the board of Regents finally decided on a site for the new facility. The old University golf course near the Med Center will be the site of the stadium which will provide parking for 4,000 cars. Two other sites under consideration were discarded for various reasons.

From what we have observed, the students at the University never have been overly enthused with the idea of a new stadium. The University's newspaper, The Athenaeum, has supported the original plan to renovate old Mountaineer Field.

Recently the Athenaeum editorially expressed the feeling that the students have been ignored in all of the planning for the stadium.

"If everyone is so concerned with the students," the newspaper said, "then why not renovate Mountaineer Field? It's the only site which is most accessible to students. Increasing it's size would provide for more student seats.

"Let's face it, there is yet to be a proposal to benefit the students. And, just in case anyone's forgotten, college football is students playing a game for students, not the legislators, the fraternal organizations or the Board of Regents."

The students do not understand that is the way politics is played. With many of our state legislators, football at WVU is king. Undoubtedly, politics and football had something to do with the building of that modern stretch of highway from Morgantown to Charleston.

Until finally:

The State



Stadium roads top priority

CHARLESTON, W. Va. (UPI) — Monongalia County officials have been assured that a high priority has been assigned to the major construction and improvements of roads in Morgantown where the \$20 million West Virginia University stadium is to be built.

Assurance was given this week by the Department of Highways, according to a report Wednesday by The Morgantown Morning Reporter.

"The funds for the rebuilding of the roads have been set aside and there are no stumbling blocks to construction," the newspaper reported.

It marks the first time that the administration has made such a clearcut promise and apparently removes a major hurdle for the controversial \$20 million stadium.

County officials were notified in a 40-minute session with the DOH that "all of the new and improved roads could be completed by early or middle 1961," the newspaper said.

"The stadium is scheduled to be completed in 1960 or 1961."

Dominion-Post

Second
Front Page

CLASSIFIED AD PHONE 292-3381

MORGANTOWN, WEST VIRGINIA, FRIDAY AFTERNOON, APRIL 21, 1978

NEWS PHONE 292-6301

DOH outlines plans for access highways

By J. RICHARD TOREN
University News Service

The Department of Highways has disclosed plans to make Van Voorhis and Chestnut Ridge roads four and five lanes wide from Patteson Drive to the Pineview Drive turnoff as part of road reconstruction in the Evansdale area.

A spokesman noted that Gov. Jay Rockefeller has made the commitment "to drive on this by 1980."

At a meeting yesterday at brief West Virginia University officials on the status of highway construction and planning, and Personal Rapid Transit (PRT) construction, a top DOH official outlined these plans:

—Van Voorhis Road will be five

lanes from its origin at University Avenue and Patteson Drive, past the old Monongalia General Hospital "to the apartment complex."

—Van Voorhis and Chestnut Ridge will be four lanes, with a central dividing strip, from that point to Pineview Drive.

—The DOH favors Line No. Eight for continuing the road across to Stewartstown Road and Orchard Road, although that new highway will be only two lanes wide, plus turn areas.

WVU officials also were told that PRT construction, which will extend the system from the present Engineering Building station terminal to the WVU Medical Center, is

on schedule with present work to be completed by December. The entire system will then be closed for six months while the new portion is tied into the present system, and the older portion is upgraded.

Describing the work and plans were Bill DeWolf, representing the Board of Regents' general consultants for the PRT project, resident engineer Richard Wells of the Frederick R. Harris Consultants, DOH District Four engineer Dean Chipps of Clarksburg, and Gary Reed, head of the DOH review section in Charleston.

Reed noted that the department considered 10 possibilities for the new road from Pineview Drive to Orchard

Road and favors No. Eight, which also is the first choice of WVU officials.

Reed said it would require taking only 13 residential properties compared with 45 to 75 with some of the other routes.

Added right-of-way for widening Van Voorhis and Chestnut Ridge will come basically from the WVU side of the roads. He also noted that sidewalks will be built as part of the project along the entire route from Patteson to Pineview.

Drainage studies are under way, he said, to cure the water problem that regularly causes local flooding at the present Van Voorhis-Chestnut Ridge intersection.

Reed said he expects right-of-way purchasing will begin by next spring, with construction to be completed by 1980.

The Orchard Road By-pass, running from the National Guard Armory on the Mileground to Stewartstown road 100 yards south of This Ole Farm, will be completed by the fall of next year, he said.

In answer to a question, Reed said completion of the Pineview-Orchard Road project, giving good access from the Mileground to Patteson Drive, will reduce the need for the so-called West Run By-pass further north.

WVU Vice President Raymond M. Haas noted that the University plans

to move physical plant headquarters to the Orchard Road area and to establish a central receiving warehouse there.

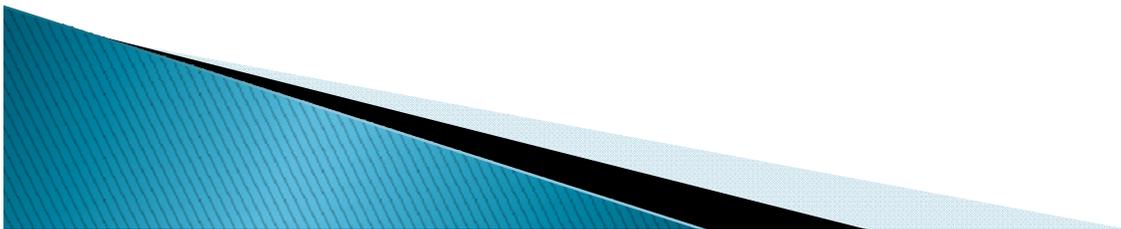
Haas said these moves would open new parking space in the Evansdale area where the plant operations now are headquartered.

DeWolf told the WVU officials work will begin next week on the upper portion of the Medical Center PRT station, with completion scheduled in early August, possibly a week or two ahead of the Aug. 28 contract date.

The Towers station will be ready in early October and the Engineering station expansion in November, also on schedule.

(Continued on Page 14-B)

In the fall of 1980, both the new football stadium and the Chestnut Ridge Road project, or WV 705, opened to the public. WV 705 followed virtually the same path identified “by others” in 1972. The Orchard Road part of WV 705 was built sometime later



Fast forward to 1992/93, The Greater Morgantown Project and Vision 2000

WVDOH Planning and Research Division staff began meeting with the Vision 2000 Infrastructure Committee to initiate a new county-wide transportation study

Greater Morgantown Project
Infrastructure Committee
Second Draft - Executive Summary

May 4, 1992



TO: Billy Coffindaffer/David Reisdorf
Public Transportation Steering Committee
FROM: Stephen Walker, Committee Member
RE: Vision 2000 Public Transportation Plan Input

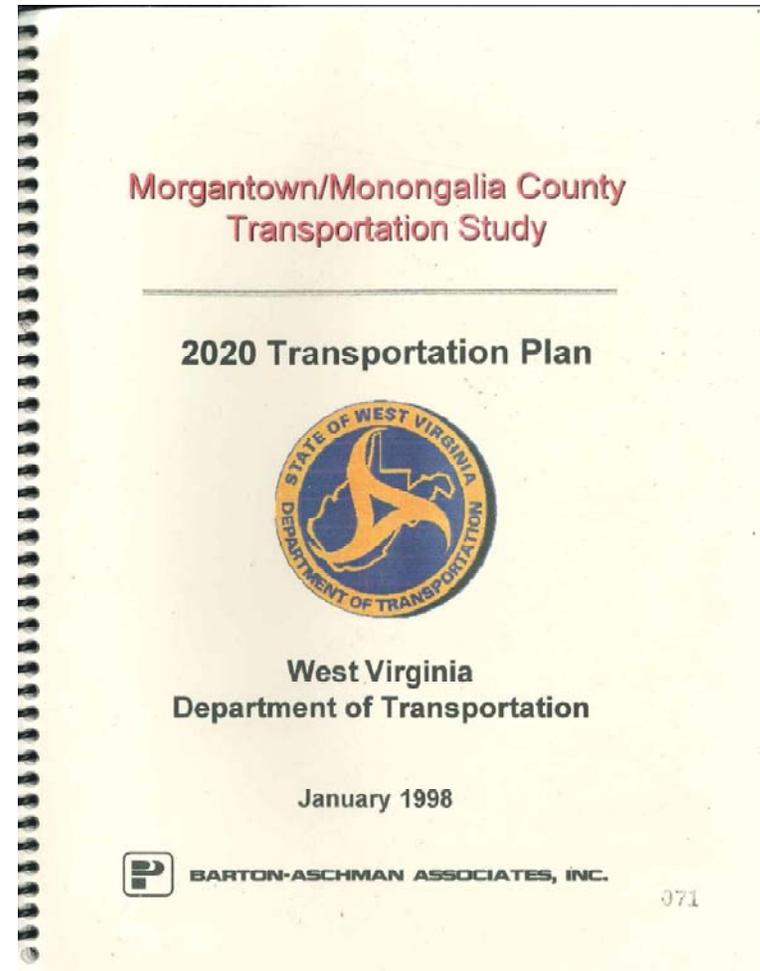
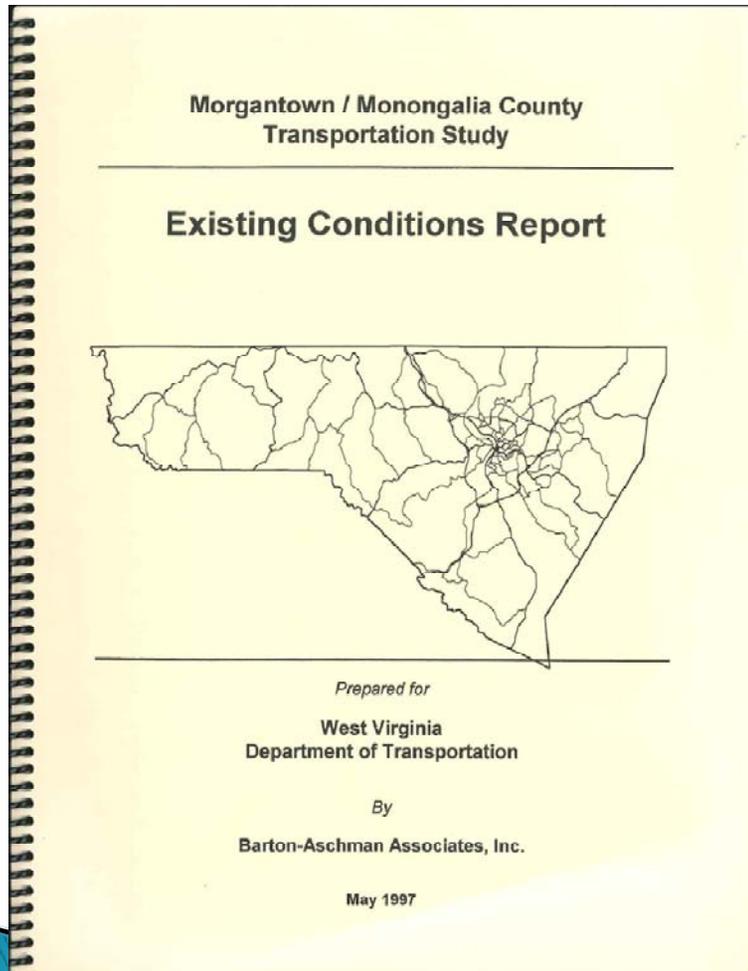
1. Describe in writing what your vision of transportation in the Morgantown/Monongalia area would consist of in the year 2020.

In 2020 Morgantown/Monongalia County will be a community area which will exhibit the following traits:

- A. A population of 40,000/80,000.
- B. Incorporated areas which would include the entire Cheat Lake area following and between the I-68 corridor and Rt. 7 East highway.
- C. An inner traffic bypass triangle will surround the central business/residential district.
- D. Greater recreational utility will be realized along the Monongahela River and Cheat Lake.
- E. The PRT system will be modified and extended to provide speedy public transportation within the triangle of the central business/residential district.
- F. The economy will be dominated by research, educational, medical, and science/engineering related institutions and companies.

2. Compile a list of specific "things" that need attention now, such as a stacking turning lane, widening, lights, new roads,

Making a very long story short:



A lurking problem:

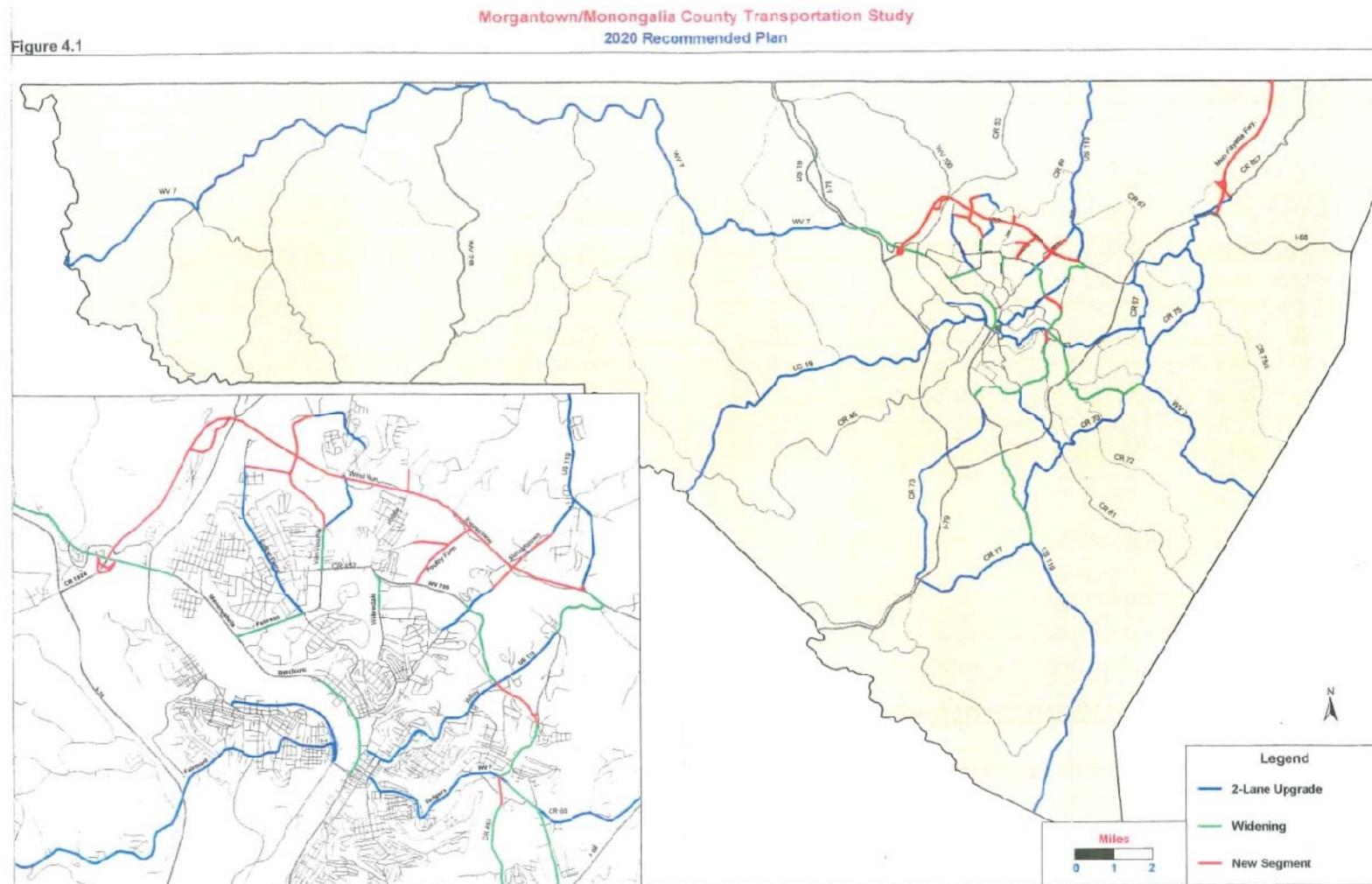
Table 5.2
Cost Estimate for West Run Expressway

West Run Expressway	Length (miles)	Description	Construction Cost	Other Costs: ROW, PE, etc.	Total Cost	Priority 1	Priority 2	Identified Needs
Roadway	5.8	4-lane expressway with median on new alignment from CR-19/24 at US-19 to CR-857 at US-119; 50+ mph free-flow speed.	\$68,000,000	\$17,000,000	\$85,000,000	\$40,000,000	\$45,000,000	
Interchange at US-19/WV-7	0.5	Partial clover with overpass of US-19, Scotts Run, RR, and CR-19/25; improvements to CR-19/24 from I-79 interchange.	\$14,000,000	\$2,100,000	\$16,100,000		\$16,100,000	
Bridge at Monongahela River		Spans river, RR tracks on either side, WV-100, and proposed access road.	\$20,000,000	\$3,000,000	\$23,000,000		\$23,000,000	
Bridge at Courtney Run		Spans creek and ravine.	\$5,500,000	\$550,000	\$6,050,000		\$6,050,000	
Total	6.3		\$107,500,000	\$22,650,000	\$130,150,000	\$40,000,000	\$90,150,000	

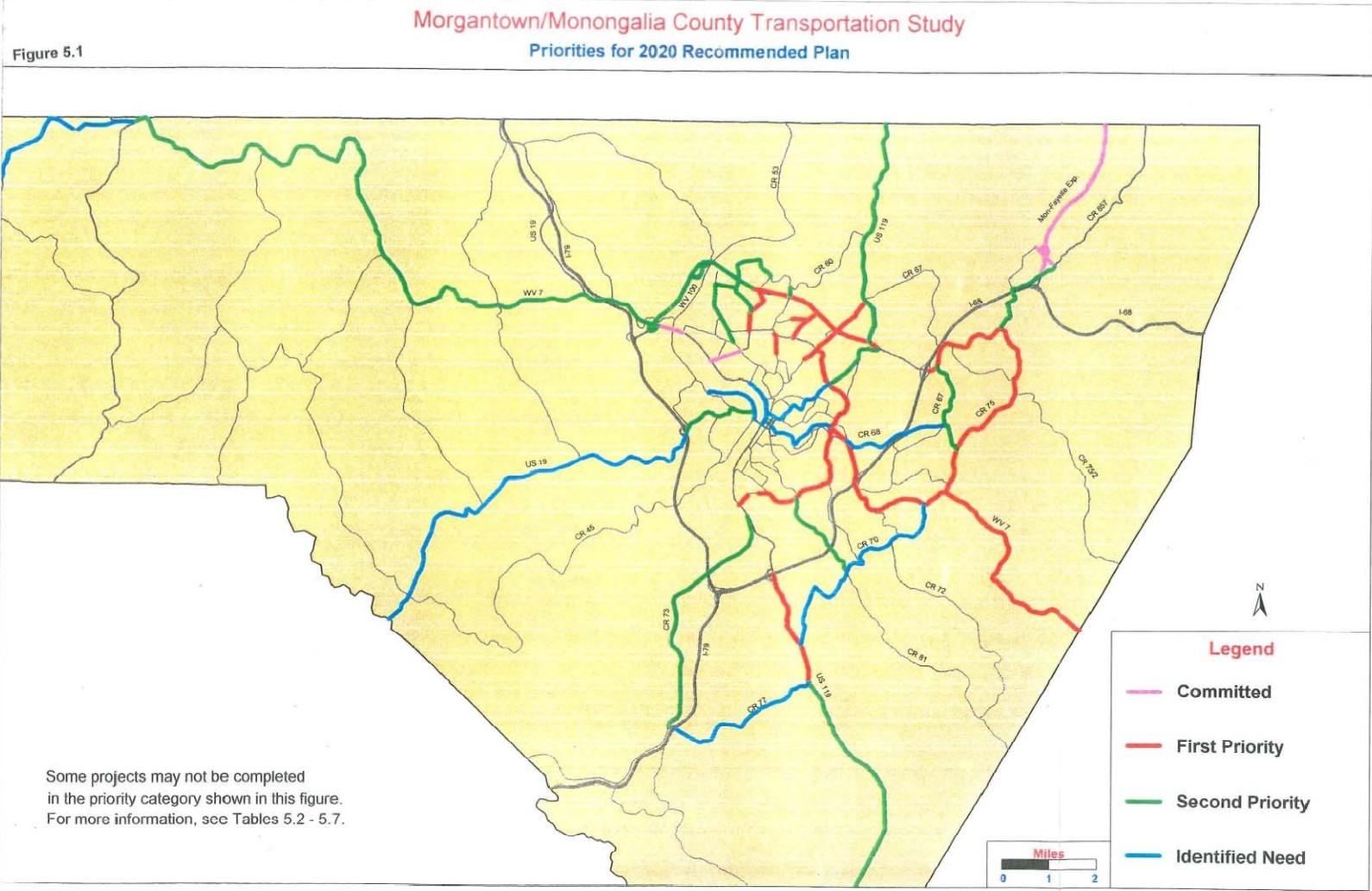
Table 5.3
Cost Estimates for West Run Expressway Access Routes

West Run Expressway: Access Routes	Access Type	Length (miles)	Description of Improvements	Construction Cost	Other Costs: ROW, PE, etc.	Total Cost	Priority 1	Priority 2	Identified Needs
CR-53 Extension (WV-100 Connector)	At-grade	0.6	2-lane collector on new alignment.	\$2,400,000	\$360,000	\$2,760,000		\$2,760,000	
Van Voorhis Connector	At-grade	0.8	2-lane collector on new alignment. 2-lane local on new alignment.	\$3,400,000	\$850,000	\$4,250,000		\$4,250,000	
Van Voorhis	At-grade	0.4	Widen to 3-/4-lane between WV-705 & connector. Minor realignments from CR-60 to connector.	\$2,400,000	\$360,000	\$2,760,000	\$2,760,000		
Collins Ferry Connector	At-grade	0.5	2-lane local street on new alignment.	\$2,000,000	\$400,000	\$2,400,000		\$2,400,000	
Riddle/CR-61 Connector	At-grade	0.2	2-lane local street on new alignment.	\$800,000	\$80,000	\$880,000		\$880,000	
Willowdale (Poultry Farm) Connector	At-grade	1.0	4-lane divided arterial on new alignment with 2-lane connection to J.D. Anderson Dr.	\$5,600,000	\$840,000	\$6,440,000	\$6,440,000		
Willowdale	NA	0.8	Add 2 lanes between North St. & WV-705	\$2,080,000	\$728,000	\$2,808,000	\$2,808,000		
Stewartstown Road	At-grade	2.6	Upgrade and realign 2-lane arterial.	\$4,400,000	\$660,000	\$5,060,000	\$5,060,000		
US-119	At-grade	0.04	Realign & improve 2-lane arterial.	\$75,000	\$11,000	\$86,000	\$86,000		
Total		6.94		\$23,155,000	\$4,289,000	\$27,444,000	\$17,154,000	\$10,290,000	

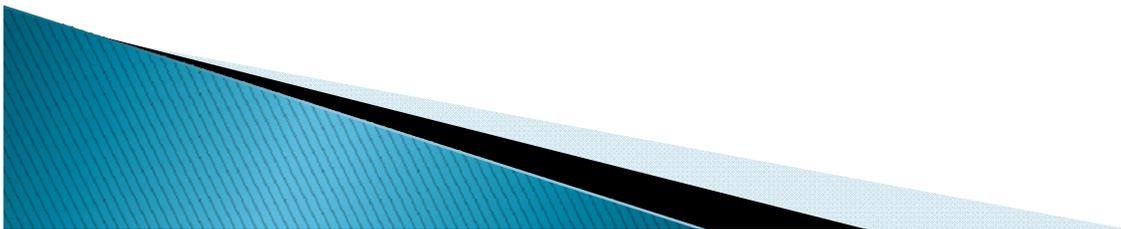
The highway elements of the county-wide transportation plan for 2020:



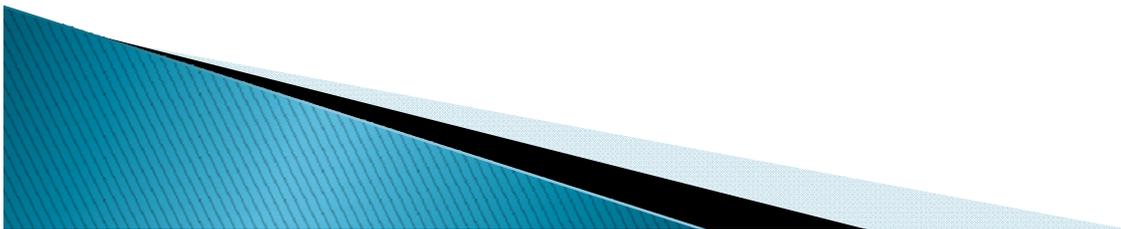
Another problem that would surface later:



Barton-Aschman presents 2020 Plan to WVDOT management; Engineering Division instructed to begin design and environmental work on WRE immediately



Local WRE committee formed; meets with WVD OH Engineering Division personnel on weekly basis; following confusing statements, ultimately supports WRE and recommends that WVD OH analyze 31 possible location alternatives and variations



Kimley-Horn and Associates produces draft report for WVDOH in 1999:

Draft Location Design Report

Project: X231-268-0.00
West Run Expressway
WV 7 to Interstate 68

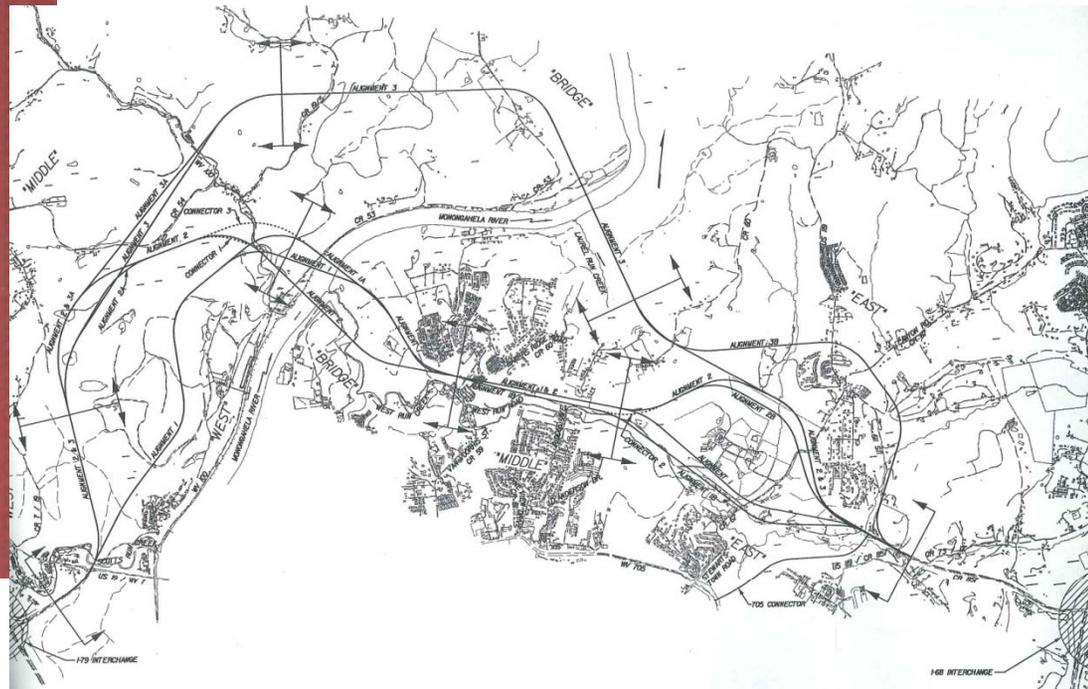
Monongalia County,
West Virginia

Volume I

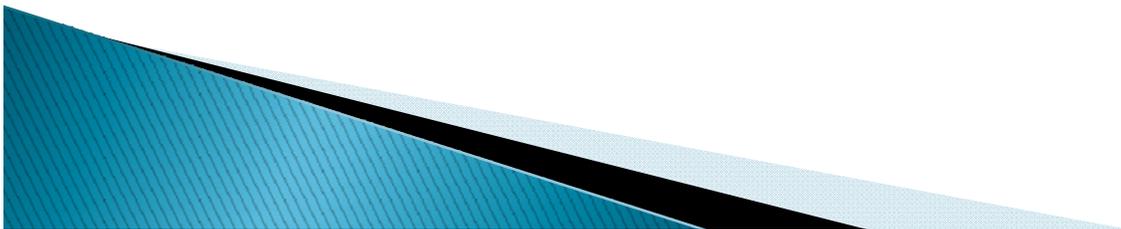
Prepared for: West Virginia Department of
Transportation Division of
Highways

©Kimley-Horn and Associates, Inc., November 1, 1999

 Kimley-Horn
and Associates, Inc.
Engineering, Planning, and Environmental Consultants



First Things First emerges and wages war on the WRE and the 2020 Transportation Plan, and proposes its own highway agenda



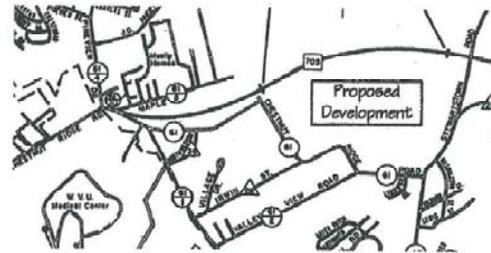
In 2000, a new WV 705 controversy arrives:

Granting Access to Wal-Mart on Rt. 705 is NOT in the Public Interest

prepared by Citizens for Responsible Development, Inc.
March 23, 2001

A BRIEF HISTORY...

Sylvia Straight, who died in 1997, willed 45 acres of land along Rt. 705 in Morgantown to the West Virginia University Foundation. According to her will, "the proceeds of the use or sale" of the property were to be used to endow a scholarship fund for WVU students. The WVU Foundation sold the property to the East Coast Development Company, which assigned its rights to Wal-Mart on September 1, 1999. Wal-Mart announced its plans to build a 204,000 ft² Super Wal-Mart, a 70,000 ft² strip mall, and three restaurants. But, Wal-Mart's contract is contingent on it being granted a new point of access on Rt. 705, which is a controlled-access road at that location. Wal-Mart's proposal and request for access to the DOH has been opposed by a coalition of residents, business owners, political leaders, Native Americans, unions, and environmentalists, all of them asking the DOH not to grant access to Wal-Mart.



THE WV STATE STATUTE SAYS...

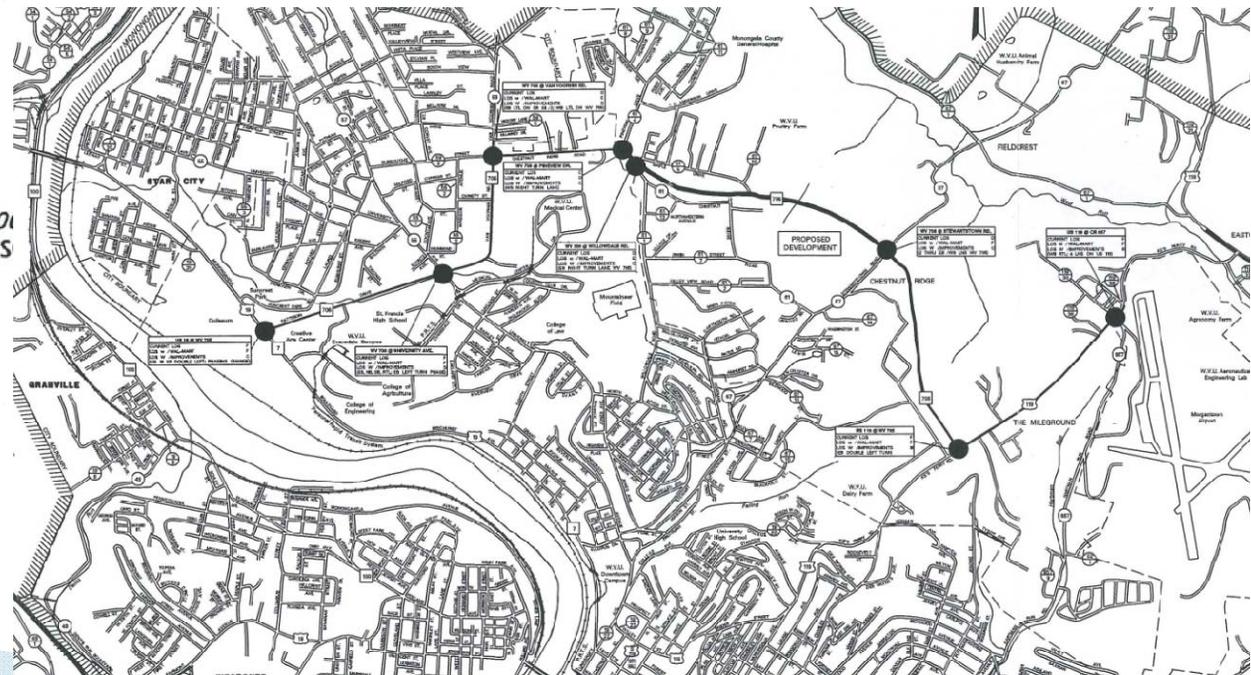
According to Section 17-4-43 of the WV State Code, "No city street, state road or other public or private road or way shall be opened into or connected with any such controlled-access facility without the written consent and previous approval of the state road commissioner [division of highways], which consent and approval shall be given only if the public interest shall be served thereby."

The Commissioner of Highways must consider the public interest in responding to Wal-Mart's request for access.

The facts didn't help:

WEST VIRGINIA DIVISION OF HIGHWAYS
PUBLIC INFORMATION MEETING
PROPOSED CONTROLLED ACCESS BREAK
WV 705 – MONONGALIA COUNTY

MARCH 15, 2001
NORTH ELEMENTARY S



And ultimately...



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newsroom@dominionpost.com



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*This article appeared in the Dominion Post Newspaper on July 3, 2001.
 Return to the listing of articles of July 3, 2001.*

State reroutes Wal-Mart's plans

Denies access from W.Va. 705 for SuperCenter

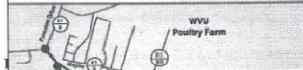


Ron Rittenhouse/The Dominion Post photos

Wal-Mart won't be able to build an access road off of W.Va. 705 (above) for a pro state Transportation Secretary Fred VanKirk announced Monday that the retail giant has been denied. But Wal-Mart may still gain access to the property from Stewartstown which has no state restrictions. A public hearing on Wal-Mart's proposal will be at Ramada Inn, Morgantown.



DOH denies Wal-Mart



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 Play SPOT THE BALL! Details Inside Today

THE DOMINION

Post

Area religion news
 Pages 6A-7A

Race to help runner get back on track
 Page 1-B

Saturday, Aug. 4, 2001Morgantown, West VirginiaNewsstand: 50 cents

Wal-Mart returns 705 site

Backs out of plans; can't finish studies by deadline

WVU WILL announce plans for the site next week. **Page 2-A.**

OPPONENTS celebrate store's decision. **Page 9-A.**

BY EVELYN RYAN
The Dominion Post

Wal-Mart lost its race with the calendar Friday.

The giant corporate retailer couldn't get the engineering studies it

needed for a Stewartstown Road access to property it wanted on W.Va. 705 before the option ran out.

So the company let the WVU Foundation know Friday it wasn't going ahead with plans for a 204,000 square-foot SuperCenter on those 45 acres.

"We faxed them a two-sentence letter telling them due to these circumstances, we were no longer interested in purchasing the property," said

Wal-Mart spokesman Keith Morris. But that doesn't rule out a second Wal-Mart for the Morgantown area, he said. The company's first is in Mountaineer Mall; it wants one in the growth areas north of town.

"We are still interested in having a second store in this market," he said. "We definitely want to go look at what's out there because in two years, there's been a lot of changes."

Those supporting Wal-Mart's plans have been patient, he said. "It's unfortunate we were unable to follow through to build this new store for them. We're committed to looking forward to a new location."

It will, however, be a while before the company can look at other sites to see what possibilities they hold, he said. "We'll see what happens."

While Wal-Mart got the option to

buy W.Va. 705 property for \$2.5 million in January 2000, the actual option period didn't start until the company heard from the state highway commissioner on the access road.

The best way into the property, which slopes from Stewartstown Road in the back to W.Va. 705, is through W.Va. 705. But that stretch is controlled access, requiring an order of the state's top highway officer to allow a connection.

It took almost 16 months to get a ruling because of changes in the highway department and in the

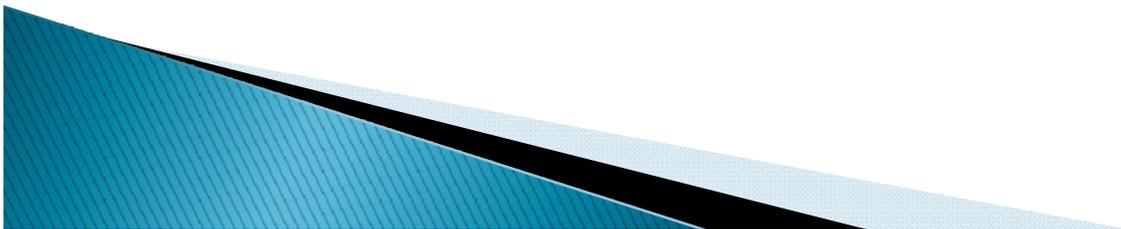
administration. That ruling, six weeks ago, rejected Wal-Mart's request. That's when the company began looking at a back way in.

The Foundation was willed the 45 acres of farmland just outside Morgantown to sell to fund scholarships for West Virginia high school graduates.

"The only factor that has been holding us back from purchasing the property is the fact we had not yet completed engineering studies looking at Stewartstown Road as an

SEE WAL-MART, 2A

Former WVDOH Commissioner returns, finds federal funds evaporating and WVDOH construction program overcommitted; terminates numerous major design projects. Facing raging WRE controversy locally, places design and environmental work in reserve



From the remnants of the WRE, a new proposal emerges in 2001: the WV 705 Connector



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
Division of Highways
 1900 Kanawha Boulevard East • Building Five • Room 110
 Charleston, West Virginia 25305-0430 • 304/558-3505

Rob Wise
 Governor

Fred VanKirk, P.E.
 Secretary/Commissioner

Jerry Bird
 Assistant Commissioner

September 11, 2001

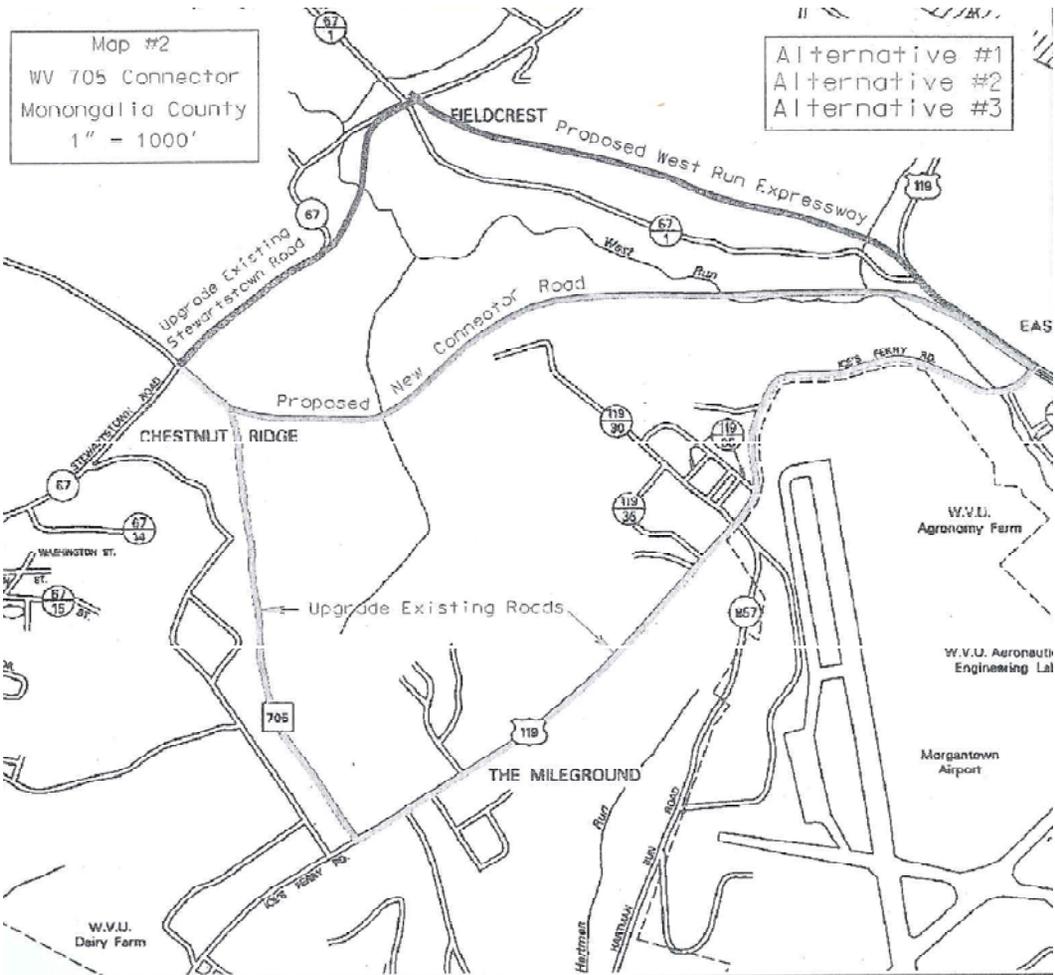
MEMORANDUM

TO: CR
 FROM: RP *Original signed by John T. Lammert, Sr.*
 SUBJECT: WV 705 to CR 857 Connector Road
 Monongalia County

Per your direction, capital cost estimates for various roadway alternatives to connect the intersection of WV 705 and Stewartstown Road (CR 67) to the existing four-lane section of CR 857 were calculated (see Study Area Map 1). A description of all the alternatives are listed below and shown on Map 2. All capital cost estimates are summarized in Table 1 following the report. Photographs of the various existing and proposed route areas are shown on Figures 1, 2, 3, 4 and 5.

Alternative #1: Alternative #1 (1.00 mile in length) is a proposed connector road that would begin near the WV 705/Stewartstown Road intersection and end at the existing four-lane, CR 857. Analysis of this alternative considered a four-lane highway with a median (similar to existing CR 857) as well as a simple three-lane highway. The four-lane highway could easily be converted into a five-lane roadway with minimal change in the overall capital cost (which includes construction, right of way, utility and engineering costs). The projected alignment plan and profile essentially followed that provided by the *Drawings for Design Study* prepared by Kimley-Horn and Associates, Inc. This new roadway would require an extensive amount of fill material (approximately 1.3 million cubic yards) while maintaining a grade of four percent for nearly the entire length and have a maximum horizontal curvature near 7 degrees.

The anticipated primary traffic flow and movement between CR 857 and CR 67 would be along this new highway with an at-grade stop or signal control at the US 119, WV 705 and Stewartstown Road intersections. Additionally, unless significant modifications are made, either a five-leg intersection would be created at the junction of the new roadway, WV 705 and Stewartstown Road or two possible large-volume intersections would be within a short distance of each other (most likely within 750').



Map #2
 WV 705 Connector
 Monongalia County
 1" = 1000'

Alternative #1
 Alternative #2
 Alternative #3

The Morgantown/Monongalia County MPO forms, 2003

AGREEMENT BETWEEN THE MORGANTOWN / MONONGALIA COUNTY
TRANSPORTATION PLANNING ORGANIZATION AND THE STATE OF WEST
VIRGINIA, DEPARTMENT OF TRANSPORTATION FOR URBAN TRANSPORTATION
PLANNING AND TRANSPORTATION PROGRAMS

The Morgantown / Monongalia County Transportation Planning Organization, (AGENCY), a Metropolitan Planning Organization (MPO) created pursuant to the designation of the Morgantown, West Virginia area as an Urbanized Area as a result of the 2000 Census, and in accordance with the Transportation Equity Act for the 21st Century (TEA-21), having its principal offices at 386 Spruce Street, Morgantown, West Virginia 26506 and the State of West Virginia, Department of Transportation (WVDOT) having its principal offices at 1900 Kanawha Boulevard East, Charleston, West Virginia 25305, as of the 1st day of July, 2003 agree, covenant, and contract as follows:

SECTION I: PURPOSE

The purpose of this Agreement is to implement 23 U.S.C §134 and 49 U.S.C. §1607, as may be amended, requiring designation of an MPO for the Morgantown, West Virginia Urbanized Area and for such MPO to conduct a continuing, cooperative, and comprehensive urban transportation planning process, including corridor and subarea studies, for the metropolitan area, hereinafter referred to as the "PROCESS". The PROCESS is to result in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. These plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods. It is the intent of the parties hereto that the PROCESS shall be carried forward on a continuing basis.

The further purpose of this Agreement is to conduct the transportation programs described in the exhibits to this Agreement, under the terms and provisions agreed to and as defined in those exhibits. Said exhibits are made a part hereof, and incorporated by this reference as if fully rewritten herein.

SECTION II: MPO DESIGNATION

WVDOT acting on behalf of West Virginia's Governor Bob Wise, hereby designates the Policy Committee of the Morgantown Area Transportation Study, as the Morgantown / Monongalia County Transportation Planning Organization for the Morgantown, West Virginia Urbanized Area. The Policy Committee is hereby delegated the authority and responsibility for the direction, coordination and administration of the PROCESS. Consistent with 23 CFR Part 450.306(i), the Policy Committee shall be comprised of representatives of the county, all municipalities, and operators of publicly owned transit services within the "AREA" (as defined in Section III), as

By late 2003, uncontrolled growth in the proposed WV 705 Connector corridor forces an adjustment to the original WVDOT proposal:



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • 304/558-3505

Bob Wise
Governor

Fred VanKirk, P. E.
Secretary/Commissioner

Jerry Bird
Assistant Commissioner

December 10, 2003

MEMORANDUM

TO: CR

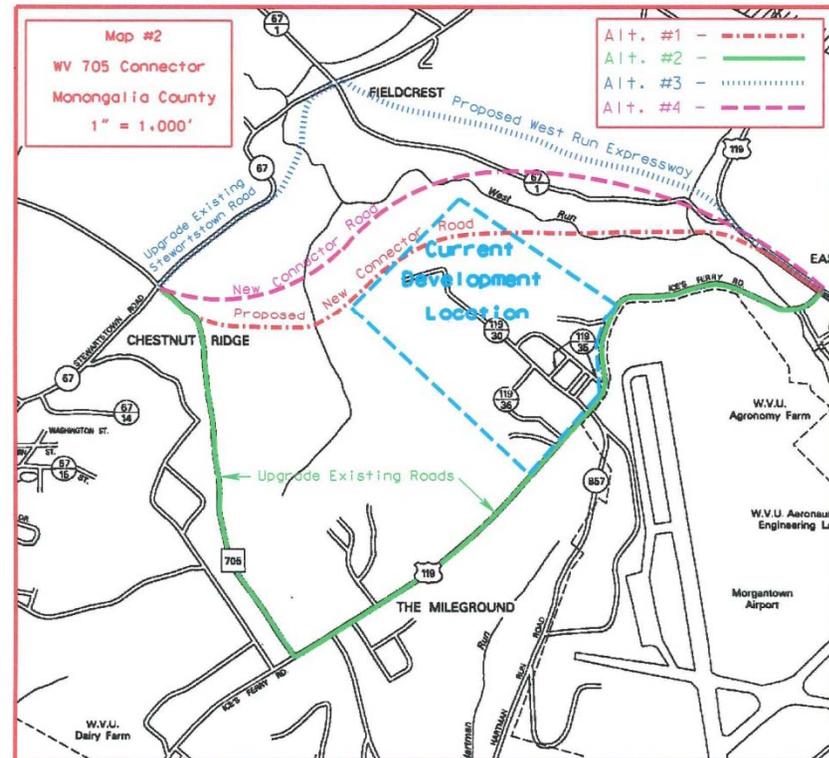
FROM: RP *JRC/KMF*

SUBJECT: WV 705 to CR 857 Connector Road – Supplemental
Monongalia County

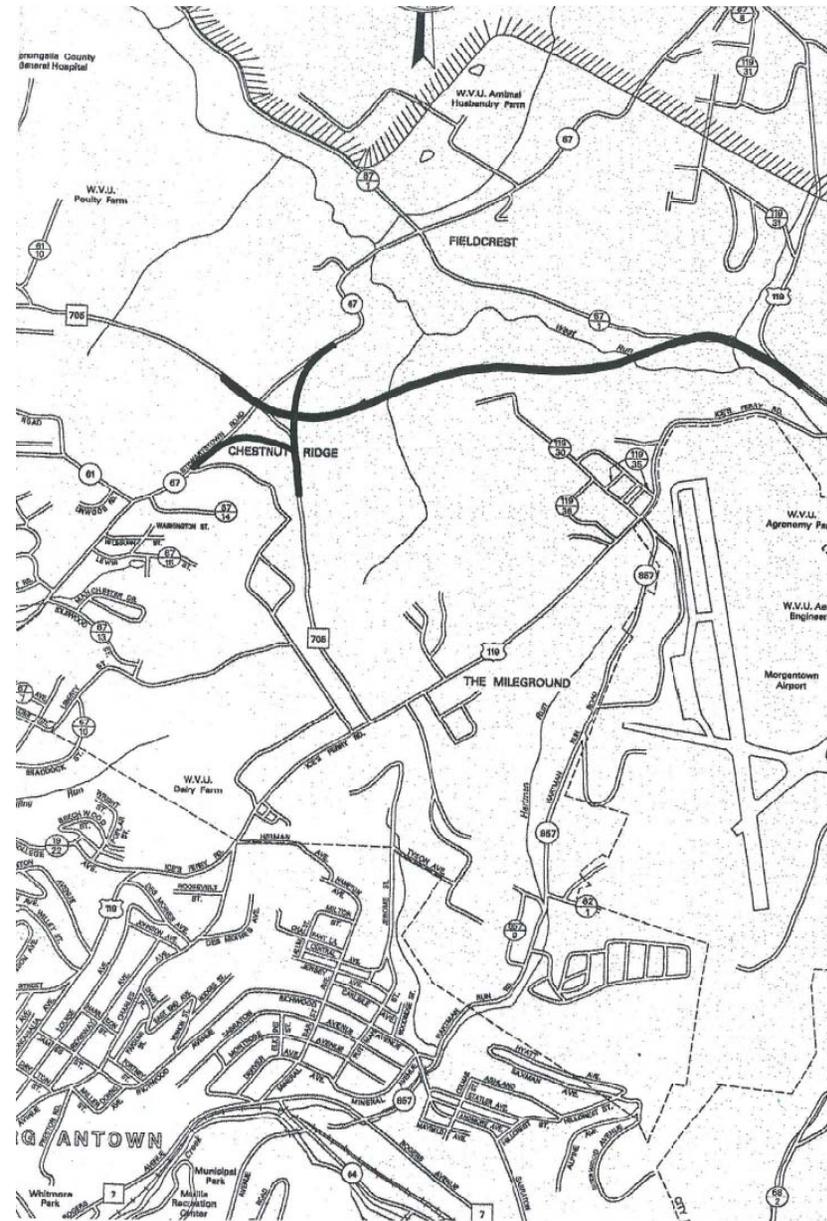
Due to recent development activities in the Morgantown area relative to this project, a quick review of the September 11, 2001, memorandum report was taken at your request. A field review of the area was taken on December 3, 2003, to review the development activities near CR 857 and WV 705 in the Mileground area of Morgantown. From this field review, the following observations were found.

Development activities were taking place along CR 119/30 as shown on the attached map. This development activity would hinder any attempt to construct the original proposed Alternative #1 subsequently called the "pasture bypass". This development is taking place atop the existing ridge where the "pasture bypass" was proposed. Based on our field review, it would appear that any attempt to construct this "pasture bypass" alternative would cut into the hillside where development is occurring and could potentially cause serious stabilization issues.

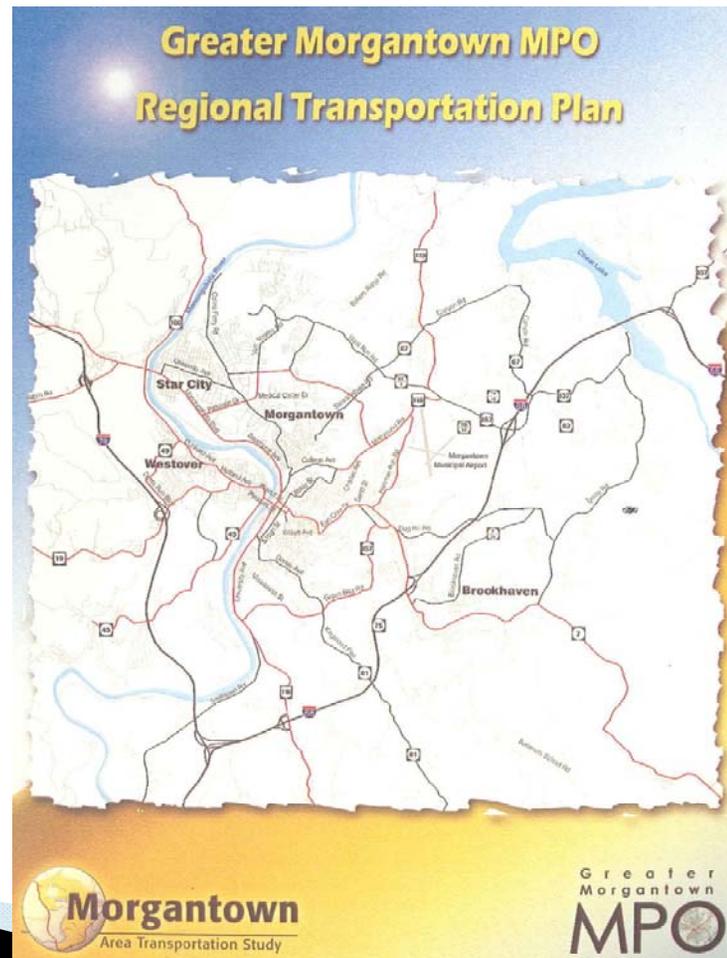
With this in mind, any "pasture bypass" alternative would need to traverse this area between the existing four-lane roadway (US 119) and WV 705 near Stewartstown Road (CR 67) to the north of the original proposed location (see updated Map #2 – Alternative #4) to avoid the ongoing development. This could lead to other potential environmental problems relating to the existing West Run stream located parallel to existing West Run Road (CR 67/1). Additionally, relocating the "pasture bypass" to a more northern location could have a significant impact on the existing homes located along CR 67/1.



In 2005, WVDOH asks Gannett Fleming, Inc. to produce a more detailed design study for the WV 705 Connector



In 2007 the new MPO, working with URS consultants, produces a new long-range transportation plan through 2030, replacing the 2020 Plan and replacing the WRE with the WV 705 Connector



The WV 705 Connector

