

REPORT

**Categorical Exclusion Evaluation for
WV 14 (Pike Street), 26th Avenue to
Blizzard Drive, Widen, Add Lanes (0.49 Miles)**

State Project No. U354-14-10.43 00 | Federal Project No. STP-0014(174)D

West Virginia Department of Transportation
Division of Highways



May 2021



WEST VIRGINIA DIVISION OF HIGHWAYS

(For projects that will not result in significant environmental impacts and/or substantive public controversy)

I. PROJECT INFORMATIONPrepared By Richard Fitch, AICP

A. Project Numbers: State: U354-14-9.23 00

(Signature & Date) Richard B. Fitch 5/21/2021

Federal: STP-0014(174)D

B. Name: WV 14 Widen Add Lanes 26th Ave to Blizzard Drive

WVDOH Approval Randy Epperly 6/22/2021

C. Route number: 14

(Signature & Date) Randy Epperly 2021.06.22
07:19:24-04'00'

D. County: Wood

FHWA Approval By Matthew S. [Signature]

E. Category (Identified in 23CFR771.117 (c) or (d)):

(Signature & Date) 6/23/21

Select Categorical Exclusion # c (26)

FHWA Approval Required? YES

F. ADT: Existing -16,200 Projected - 19,700

G. Lat/Lon - 39.233180, -81.541670

H. Is this Project Federal Aid Eligible? YES

I. Existing Conditions:

WV 14 (Pike Street) on the south side of the City of Parkersburg WV is a three lane arterial that includes one through lane in each direction and a center two way left turn lane. Dedicated left turn lanes are on the approaches to the intersection of Gihon Road/Rayon Drive with Pike Street and Blizzard Drive and Pike Street. A sidewalk extends along the east side of Pike Street between Rayon Drive and Broadway Avenue. There are limited sections of sidewalk along the west side of Pike Street from 26th Avenue to Blizzard Drive and the east side of Pike Street south of Rayon Drive. Signalized intersections are located at Broadway Avenue/Blizzard Drive/21st Avenue and Pike Street intersection and the Gihon Road/Rayon Drive and Pike Street intersections.

J. Preferred Alternative:

The preferred alternative (Alternative 1) will extend 0.49 miles with pavement improvements starting at the Pike Street/26th Avenue intersection and proceed north to the Blizzard Drive/Broadway Avenue/Pike Street/21st Avenue intersection. Pike Street will be widened from the current 3 lanes to five lanes. The widening will occur to both sides of the existing roadway by generally maintaining the current center line. The wider Pike Street will consist of the following: a 5'-0" sidewalk, 7 3/8" curb, 2'-0" gutter, 12'-0" lane, 11'-0" lane, 14'-0" two-way left-turn lane, 11'-0" lane, 12'-0" lane, 2'-0" gutter, 7 3/8" curb, and 5'-0" sidewalk. The outside 12'-0" lanes and 2'-0" gutters will be able to accommodate an unmarked bicycle lanes. The Blizzard Drive/Broadway Avenue/ Pike Street/ 21st Avenue intersection will be a five legged roundabout, while the Pike Street/Gihon Road/Rayon Drive intersection will remain signalized. Gihon Road and Rayon Drive will have right turn only lanes added. Dedicated left turn only lanes will be maintained on all approaches to the signal. There will be no significant changes to the 26th Avenue/Pike Street intersection and the other minor street intersections and driveways with Pike Street within the project area.

K. Other Alternatives Considered:

To address the Purpose and Need for the project, all of the alternatives looked at a five lane cross-section, a roundabout or a signal at the Broadway Avenue/Blizzard Drive/21st Avenue and Pike Street intersection and the Gihon Road/Rayon Drive and Pike Street intersections

Alternative 2- Generally maintain the western curb line and widen to the east.

Alternative 3- Generally maintain the eastern curb line and widen to the west.

Alternative 4- No Build

II. IMPACT EVALUATION

A. SOCIOECONOMIC IMPACTS	Yes	No	Comments, Correspondence, and/or Mitigation proposed
1. Right of Way \ Easements Required	☒	☐	Based on the Preliminary Engineering report, at total of 35 parcels will require permanent ROW and with an additional 20 parcels requiring temporary ROW.
a. Federal Land *	☐	☒	
2. Maintenance of Traffic	☒	☐	Traffic will be maintained by the use of phased construction. Approach roads to the Roundabout will require detours to allow realignment on the road approaches and tie-ins.
3. Public Controversy *	☐	☒	

B. CULTURAL IMPACTS

- | | Yes | No | Comments, Correspondence, and/or Mitigation proposed |
|--------------------|-------------------------------------|-------------------------------------|--|
| 1. History | ☒ | ☐ | DATE 5/19/2021 WVSHPO reviewed the Skelly & Loy Historic Architectural Resources Survey and Determination of Eligibility Report dated 4/28/2021 and concurred no affect. |
| a) Adverse Effect* | ☐ | ☒ | |
| 2. Archaeology | ☒ | ☐ | DATE 12/01/2020 WVSHPO reviewed the Skelly & Loy Archaeological Phase I report dated 11/30/2020 and concurred that the project will have no effect on archaeology. |
| a) Adverse Effect* | ☐ | ☒ | |

C. FORESTS, PARKS & REC AREAS COORDINATION

- | | Yes | No | Comments, Correspondence, and/or Mitigation proposed |
|------------------------------------|--------------------------|-------------------------------------|--|
| 1. US Forest Service | ☐ | ☒ | |
| 2. US Army Corp of Engineers | ☐ | ☒ | |
| 3. National Park Service | ☐ | ☒ | |
| a) Wild and Scenic River | ☐ | ☒ | |
| b) National River | ☐ | ☒ | |
| 4. National Wildlife Refuge | ☐ | ☒ | |
| 5. State Park | ☐ | ☒ | |
| 6. State Forest | ☐ | ☒ | |
| 7. State Wildlife Management Area | ☐ | ☒ | |
| 8. Other Park or Recreational Area | ☐ | ☒ | |

D. SECTION 4(f), 6(f) Impacts

- | | Yes | No | Comments, Correspondence, and/or Mitigation proposed |
|---|--------------------------|-------------------------------------|--|
| 1. Historic Property * | ☐ | ☒ | |
| 2. Park, Recreational * | ☐ | ☒ | |
| 3. De Minimis 4(f) * | ☐ | ☒ | |
| 4. Programmatic 4(f) * | ☐ | ☒ | |
| 5. Individual 4(f) * | ☐ | ☒ | |
| 6. LWCFA 6(F) | ☐ | ☒ | |
| 7. Temporary Change of use of property 6(f) | ☐ | ☒ | |
| 8. Conversion of property 6(f) * | ☐ | ☒ | |

E. NATURAL RESOURCES COORDINATION

	Yes	No	Comments, Correspondence, and/or Mitigation proposed
1. US Fish and Wildlife	☐	☒	USFWS MOU of 1/3/2012 body, appendix 8/3/2017, Appendix A 7/16/2020.
a) Formal Consultation *	☐	☒	
2. Division of Natural Resources	☒	☐	Comments received from DNR on 7/24/2020, no known records of RTE species or Trout streams and no known surveys of RTE species conducted in the project area.
3. Floodplain Encroachment	☐	☒	
4. Farmland Involvement	☐	☒	

F. PERMITS REQUIRED

	Yes	No	Comments, Correspondence, and/or Mitigation proposed
1. 404	☒	☐	
a) Nationwide	☒	☐	A Nationwide 404 permit will be required for extension of the culvert under Pike Street that carries an unnamed tributary (UNT) to Wards Run.
b) Individual *	☐	☒	
2. USCG (Section 9 involving a bridge) *	☐	☒	
3. USCG (Section 10 doesn't involve bridge) *	☐	☒	
4. Fed Special Use Permit (Const)*	☐	☒	
a) US Forest Service *	☐	☒	
b) National Park Service *	☐	☒	
c) US Fish and Wildlife Service *	☐	☒	
G. NOISE (Mitigation Required) *	☐	☒	A Noise Report dated 12/21/2020 by B&N determined only one receptor is impacted by noise. No mitigation required.
H. AIR QUALITY	☐	☒	
I. Haz WASTE/UNDERGRD TANKS	☒	☐	
J. Airport Coordination (within 2 miles)	☐	☒	

III. PUBLIC INVOLVEMENT:

The WV Division of Highways conducted a virtual public meeting on March 23, 2021. The meeting was announced on the WVDOH website, the WWW Interstate Planning Commission, electronic message boards within the project area for three weeks prior to the meeting. The meeting was also noticed in the local newspaper. DOH also mailed meeting notices to all of the adjacent property owners along the proposed route. On the DOH website, the Public Meeting handout was made available. Copies of the notifications are included in Appendix E. The meeting included 61 public.

IV. ACTION(S) REQUIRED:

- ☐ A. Mussel Survey/Relocation for State listed Streams
☐ B. Mussel Relocation for Endangered Species Stream
☐ C. Environmental Commitment Checklist

*** If you have answered "yes" to any of the * red questions then this cannot be cleared as a Type 2 PCE (Programmatic Categorical Exclusion). It will need to be processed as a Categorical Exclusion requiring FHWA approval or a higher level of NEPA documentation. IF THE PROJECT HAS CHANGES THAT ARE NOT IN THIS DOCUMENT THE PROJECT NEEDS TO BE RESUBMITTED TO THE ENVIRONMENTAL SECTION FOR REVIEW. WASTE AND BORROW AREAS OUTSIDE OF THE PROJECT LIMITS NEED A SEPARATE REVIEW.**

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1.0 Project Description

A transportation improvement project is proposed for the section of WV 14 (Pike Street) between the 26th Avenue intersection on the south to the Blizzard Drive/Broadway Avenue/21st Avenue intersection on the north. The project is located in the area locally known as South Parkersburg within the City of Parkersburg, Wood County, West Virginia. The Project Location Map is shown on **Figure 1**, located in **Appendix A**.

Pike Street is a commercial corridor between 26th Avenue and Blizzard Drive. The commercial properties also extend along Gihon Road and Rayon Drive west and east of Pike Street, respectfully. Most of the properties behind the commercial properties along Pike Street are residential. Most of the commercial properties have direct access to Pike Street. Pike Street is one of the main corridors between downtown Parkersburg and Interstate 77 (I-77).

Pike Street is classified as an Urban Minor Arterial through the corridor with three lanes, one north bound, one south bound, and a center two-way left turn lane. One direction left turn lanes exist at each of the signalized intersections of Pike Street with Gihon Road/Rayon Drive and Pike Street with Blizzard Drive/Broadway Avenue/21st Avenue. Through most of the corridor, the travel lanes are 11 feet wide and the center turn lane is 12-foot wide. Between Blizzard Drive/Pike Street intersection and Pike Street/Gihon Road/Rayon Drive, curbs and gutters are on both sides of the street. With the exception of the front of a few properties south of the Pike Street/Gihon Road/Rayon Drive intersection, no curbs and gutters are present, and open ditches handle stormwater. Sidewalks are located along the east side of Pike Street north of Rayon Drive. No sidewalks are present on the east or west sides of Pike Street south of Gihon Road/Rayon Drive. Several sections of sidewalk are missing north of Gihon Road along the west side of Pike Street. Sidewalks, where they exist, range from 4- to 5-foot wide and many intersections do not include American with Disabilities Act (ADA) compliant curb ramps. The posted speed limit is 30 miles per hour (mph).

The WV 14 26th Avenue to Blizzard Drive project has been part of three studies. All three studies were prepared by Burgess & Niple, Inc. (B&N). The first was the WV 14 Corridor Management Plan that studied the area between the Pettyville Bypass to Downtown Parkersburg in 2016. The second study was the Pettyville to Downtown Parkersburg Operational Improvements Preliminary Investigation and Engineering (PIE) Study from Blizzard Drive to the Pettyville Bypass dated April 12, 2019, which included a detailed investigation of the section of WV 14 (Pike Street) between Blizzard Drive and 26th Avenue and different alternatives to address congestion within this section. The third study was the

2020 Traffic Memo looking at the Level of Service (LOS) at three major intersections, Pike Street at Blizzard Avenue/Broadway Avenue/21st Avenue; Pike Street at Gihon Road/Rayon Drive; and Pike Street/26th Avenue. Different alternatives were identified for each of the major intersections within the project area.

2.0 Purpose and Need

The purpose of the project is to reduce congestion and improve bicycle and pedestrian movement through the corridor.

The need is based on the information from the three traffic studies that indicated long delays of 100 seconds or more for southbound traffic in the afternoon peak hour (time with the greatest number of cars during the day) to travel through the Pike Street/Broadway Avenue/Blizzard Drive intersection and the Pike Street/Gihon Road/Rayon Road intersection. There are also long delays of 90 seconds or more for vehicles turning left from Broadway Avenue onto southbound Pike Street. For pedestrians, the lack of sidewalks and discontinuous sidewalks with areas of non-compliant ADA curb ramps and crosswalks, present mobility and safety issues throughout the project limits. The current lane and shoulder widths do not meet standards to accommodate bicycles mixed with the vehicular traffic.

3.0 Existing Conditions

The dominate land use along the project area is commercial. The commercial properties consist of stand-alone former residents turned into businesses to large strip centers. Paved parking lots dominate the area around the businesses and shopping centers. These commercial properties also extend along Gihon Road, Rayon Drive, Blizzard Drive, Broadway Extension, and 21st Avenue. Beyond the commercial properties along Pike Street, the land use changes to residential. The residential properties are also on the secondary roads (26th Avenue, Niagara Street, and Clegg Street) and along Broadway Avenue, Gihon Road, and Rayon Drive when you move away from Pike Street. There are two active gas stations at the intersection of Pike Street and Gihon Road/Rayon Drive. A church is located on Rayon Drive east of Pike Street. Two watercourses pass through the project area. Wards Run follows a northeastern flow east of Pike Street and an unnamed tributary (UNT) to Wards Run flows west-to-east under Pike Street just north of Gihon Village Road. The UNT to Wards Run is culverted west of Pike Street and an open stream bed east of Pike Street to the confluence with Wards Run. Based on the Web Soil Survey, the soil type within the project area is Made Land (Ma). The terrain is generally flat but increases in elevation north of the Pike Street/Blizzard Drive intersection.

4.0 Preferred Alternative 1

The preferred alternative, Alternative 1, will extend 0.49 mile with pavement improvements starting at the Pike Street/26th Avenue intersection and proceeding north to Blizzard Drive. Pike Street will be widened from the current three lanes to five lanes. The wider Pike Street will consist of the following: a 5'-0" sidewalk, curb and gutter, 12'-0" lane, 11'-0" lane, 14'-0" two-way left-turn lane, 11'-0" lane, 12'-0" lane, curb and gutter, and 5'-0" sidewalk. The outside 12'-0" lanes and 2'-0" gutters will be able to accommodate an unmarked bicycle lane. Preferred Alternative 1 will widen Pike Street to both sides of the current roadway to maintain the existing centerline as much as possible. The Blizzard Drive/Broadway Avenue/ Pike Street/21st Avenue intersection will be a five-legged roundabout, while the Pike Street/Gihon Road/Rayon Drive intersection will remain a signal. Rayon Drive will have a right-turn-only lane added. The length of the turning lanes will be increased on Gihon Road. Dedicated left-turn-only lanes will be maintained on all approaches to the signal. No significant changes are planned at the 26th Avenue/Pike Street intersection and the other minor street intersections. Driveway adjustments will be required to accommodate the widening. Up to three properties may require relocation, due the impacts to the existing buildings, to construct the project. Approximately 35 properties will require permanent right-of-way (ROW) along the front of the property adjacent to the roadway, and 20 additional properties will have temporary work easements. The preliminary layout of the preferred alternative is shown on the aerial maps **Figures 2 through 5 in Appendix A.**

5.0 Other Alternatives Considered

All of the feasible alternatives evaluated included widening Pike Street from three lanes to five lanes. The widening is necessary to address the purpose and need of the project.

- Alternative 2 - Widen Pike Street mainly to the west side of the existing roadway.
- Alternative 3 - Widen Pike Street mainly to the east side of the existing roadway.

While Alternatives 2 and 3 address the purpose and need of the project, the widening mainly to one side or the other of the existing roadway will require more total property takes and displacement of businesses. It is estimated that up to 10 businesses along Pike Street would be displaced with Alternatives 2 or 3.

At the two major intersections, Pike Street/Blizzard Drive/Broadway Avenue and the Pike Street/Gihon Road/Rayon Drive, two methods of traffic control were investigated: 1) a roundabout, and 2) a signal. Based on a Traffic Memo prepared by B&N dated March 2020, the roundabout at Pike Street/Blizzard Drive/Broadway Avenue had slightly less delay to move through the intersection than the signal for the projected peak hour traffic volumes. The roundabout also reduced the number of conflict points due to the number of roadways controlled by the signal and eliminates left turning vehicles at the intersection. At the Pike Street/Gihon Road/Rayon Drive intersection, the roundabout and signal had similar levels of service during the peak hour traffic. The size of the roundabout would likely impact the current use of the two gas stations in the southeast and southwest quadrants of the intersection. The signal, even with the addition of longer turn lanes along Gihon Road and Rayon Drive, will have less impact to the adjacent properties. Once the intersection traffic control was selected, a roundabout at Pike Street/Blizzard Drive/Broadway Avenue/21st Avenue and a signal at Pike Street/Gihon Road/Rayon Drive, were applied to the three roadway widening alternatives.

Based on projected traffic volumes along Pike Street, no changes in the existing traffic control at Pike Street/26th Avenue and the secondary intersecting roads/shopping center driveways are necessary.

6.0 Impact Evaluation

6.1 Socioeconomic Impacts

Right-of Way (ROW): Based on the preliminary roadway layout of the Preferred Alternative with widening to both sides of Pike Street, a roundabout at the Blizzard Drive, and a signal with lengthened and added turn lanes at the Gihon Road/Rayon Drive, up to three businesses could require relocation due to the impacts to the properties. Permanent ROW will be required from approximately 35 properties, and 20 additional properties will require temporary easements for driveway tie-ins and grading behind the sidewalks. The property impacts are based on the proposed project preliminary layout (**Figures 2 through 5, Appendix A**) for the widened roadways. The detailed design, which could start as early as the fall of 2021, will include final ROW plans. These ROW plans will determine the amount of ROW required from each property and the actual number of relocations. The Preferred Alternative impacts a greater number of properties since the road is widened to both sides but has fewer relocations than Alternatives 2 and 3 due to less property needed from each.

The property to be acquired will be purchased in accordance with the *Uniform Relocation and Real Property Acquisition Policies Act*, *Title VI of the Civil Rights Act*, and applicable West Virginia laws.

Environmental Justice (EJ): Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994), requires each federal agency to “make achieving environmental justice part of its mission by identifying and addressing as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” The Federal Highway Administration (FHWA) has identified three fundamental principles of environmental justice:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the decision-making process; and
- To prevent the denial of, reduction in, or substantially delay in the receipt of benefits by minority and low-income populations.

The potential for the proposed project to have an EJ impact was examined through visits to the Project Area, investigation of data from the U.S. Census Bureau, the U.S. Environmental Protection Agency (EPA) EJSCREEN tool, information from the Public Meeting, and other locally specific information. The EJ Analysis Report was prepared by B&N, dated May 4, 2021.

Based on the Census information presented in EJScreening, EJ populations have been identified within the study area. This analysis concluded the following:

- Minority populations exist in:
 - Census Tract 801, Block Group 1;
 - Census Tract 802, Block Groups 2 and 3;
 - Census Tract 901, Block Group 1; and
 - Census Tract 903, Block Group 2.

Census Tract 903 Block Group 3 had 0% minority population. The percent minority populations in each of the Census Tract Block Groups are below the average for the City of Parkersburg, as a whole.

- Low-income populations have been identified in all of the Census Tract Block Groups. The following Census Tract Block Groups Low Income Population percent equals or exceeds the City of Parkersburg's percent, as a whole:
 - Census Tract 801, Block Group 1;
 - Census Tract 802, Block Group 3; and
 - Census Tract 903, Block Group 3.

The low-income population in the other Census Tract Block Groups is below the City of Parkersburg, as a whole.

The EJ Analysis Summary Table for the minority and low income populations by Census Tract Block Group is attached in **Appendix B**.

Based on the EJ Analysis Report, the proposed project is not likely to adversely affect or cause disproportionately high effects to low-income and minority populations within the project area. No EJ issues were raised during the Public Meeting.

6.2 Cultural Impacts

Historic Properties: The *Historic Architecture Resources Survey and Determination of Eligibility Report* dated April 28, 2021 was prepared by Skelly & Loy. The report was completed to comply with state and federal legislation, including: Section 106 of the National Historic Preservation Act (NHPA), as amended, and its implementing regulations, 36 Code of Federal Regulations (CFR) 800: "Protection of Historic Properties"; the National Environmental Policy Act (NEPA) of 1969; and other associated laws and regulations.

The report evaluated a total of 30 historic resources within the delineated project Area of Potential Effect (APE) for National Register of Historic Places (NRHP) eligibility in accordance with the NHPA, as amended, and its implementing regulations. All 30 resources have been determined to be *not eligible* under any NRHP criteria and, thus Section 106 effects do not apply. Overall, the project does not appear to affect any significant view sheds. Due to lack of architectural significant, cohesiveness and/or physical integrity, none of the resources evaluated within the Project APE have collective significance for NRHP-eligibility as part of a district.

The WVDOT sent out coordination letters to Cultural Resource groups in the area. No comments were received from the organizations. Copies of the letters are in **Appendix C**. The West Virginia Department of Transportation (WVDOT) approved the report on April 28, 2021 and forwarded the report to the West Virginia Division of Culture and History (WVDCH). The WVDCH concurred that the proposed project will have no effect on historic resources and that no further historic investigations are necessary on May 19, 2021. The WVDOT and WVDCH coordination letters are in **Appendix C**.

Archaeology: The *Phase I Archaeological Abbreviated Technical Report* dated November 2020, was prepared by Skelly & Loy. The report was completed to comply with state and federal legislation, including: Section 106 of the NHPA, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties"; the NEPA of 1969; and other associated laws and regulations.

The APE, which includes all areas that may be impacted by permanent and temporary project impacts, encompasses approximately 5.2 ha (12.4 ac.). The APE was investigated through the background research materials and the field investigation. No artifacts were identified or collected during the Phase I Archaeological Survey fieldwork.

The Phase I Archaeological Survey determined that the entire APE had been previously disturbed by the construction of roads, sidewalks, parking lots, buildings, and post-construction landscaping. Due to this extensive disturbance, it is unlikely that intact soils with the potential to contain in situ pre-contact period archaeological remains exist within the APE, and that the project, as currently designed, will not impact NRHP-eligible archaeological resources. No further archaeological investigations are warranted or recommended within the Phase I APE.

The WVDOT Cultural Resources section approved the report on November 30, 2020 and forwarded to the West Virginia Department of Arts, Culture and History. The West Virginia Department of Arts, Culture and History concurred that the proposed project will have no effect on archaeological historic properties and that no further archaeological investigations are necessary on December 1, 2020. The WVDOT and WVDCH coordination letters are in **Appendix C**.

6.3 Natural Environment

Endangered Species: The project falls under the WVDOT/FHWA/U.S. Fish & Wildlife (USFWS) Memorandum of Agreement (MOA) concerning Threatened and Endangered Species. Appendix A of the WVDOT ESA/BGEPA Checklist was completed on July 16, 2020. According to the procedures established in the MOA, the WVDOT has determined that this proposed project will have “no effect” on species covered under the Environmental Site Assessment (ESA) or the BGEPA and no further consultation with USFWS is needed. A copy of the Checklist is in **Appendix D**.

Project coordination letters were sent to the West Virginia Department of Natural Resources (WVDNR) and West Virginia Department of Environmental Protection (WVDEP) on July 21, 2020. The WVDNR responded on July 24, 2020, that the Natural Heritage Program files for rare, threatened, and endangered (RTE) species and natural trout streams were checked. There are no known records of any RTE species or natural trout streams within the project area. The WVDEP did not respond to the coordination letter. Copies of the WVDOT coordination letters and the WVDNR response is in **Appendix D**.

Streams/Water Quality: The *Waters Investigation Report*, dated October 2020 was prepared by B&N to identify water resources located within the project area. The investigation included the desktop review of available information and a field review of the project area. Based on information reviewed, two surface water streams are located within the project area. Wards Run flows northeasterly under 26th Avenue east of Pike Street. An UNT to Wards Run flows west-to-east under Pike Street north of Niagara Street. No wetlands or other water resources were identified within the project area.

Based on the preliminary plans, no work will occur within Wards Run where it crosses under 26th Avenue. The widening of Pike Street will require lengthening the culvert that carries the UNT to Wards Run under Pike Street. The culvert is approximately 135 feet in length within the project area and an additional 25 feet of open stream bed will require culverting due to the project. The West Virginia Stream Wetland Valuation Metric (WVSWVM) was used to evaluate the UNT to Wards Run. The WVSWVM is used by the U.S. Army Corps of Engineers (USACE) to evaluate Section 404 applications proposing impacts to the nation’s water resources. The UNT to Wards Run may require a Section 404 permit as a jurisdictional stream. The WVSWVM index was 0.390. Mitigation for the impacts to the UNT to Wards Run is not likely to be required. The project should qualify for a USACE Section 404 Regional

General Permit (RGP) or a Nationwide Permit (NWP) and the associated Section 401 Water Quality Certification (WQC) from WVDEP.

6.4 Noise

The *Noise Analysis Report*, dated December 21, 2020, was prepared by B&N using the West Virginia Division of Highways (WVDOH) Design Directive (DD)-253 *Noise Analysis and Abatement Guidelines* dated August 19, 2011 and the U.S. Department of Transportation, FHWA *Highway traffic Noise: Analysis and Abatement Guidance*, dated December 2011.

The land uses along Pike Street is commercial, but sensitive receptors including residential and institutional land uses are located behind the commercial properties and along the major cross streets including 26th Avenue, Niagara Street, Gihon Road, Rayon Drive, Broadway Avenue, and Pike Street north of Broadway Avenue. Due to the widening of Pike Street to add additional through lanes and sensitive land uses within 500 feet of the widening, the project is a Type 1 project and requires a noise analysis. A total of 108 receptors were modeled representing single- and multi-family residences and a church were used to determine if traffic noise will impact sensitive receptors along the proposed alignment.

The FHWA Traffic Noise Model (TNM) Version 2.5 was used to predict noise levels along Pike Street for the existing three-lane cross-section for the year 2020, the No-Build existing three-lane cross-section in the Design Year 2040, and the Proposed Build Alternative five-lane cross section in the Design Year 2040. A total of six ambient noise readings were collected along with traffic volumes at select locations along the project area. The results of the ambient readings were used to verify the TNM V2.5 model. The ambient readings were within ± 3 decibel A-weighting (dBA) of the model output which then verified that the model would accurately predict future noise levels.

The 2020 and 2040 traffic volumes with the existing three-lane alignment and the Build Alternative of five-lanes using the 2040 traffic volumes model runs were used to predict if the project will impact the modeled sensitive receptors. Based on the model runs, only one receptor noise level met the Noise Abatement Criteria (NAC) for the land use (Categories C and D). The one receptor was located at front door of the South Parkersburg United Methodist Church. While the exterior of the church approached or exceeded the Category C exterior noise level of 67 dBA, the predicted noise level inside the church was below the Category D interior noise level of 52 dBA. A review of the exterior of the church showed no active outdoor areas at the church.

Using the calculated interior noise levels at the church and no outdoor activity area, this receptor is not impacted by the existing roadway or the Preferred Alternative using the 2020 and the 2040 traffic volumes. No other receptor approaches or exceeds the NAC for the corresponding land use and no receptors have a substantial increase in noise levels of 15 dBA over the existing levels. No noise abatement was analyzed or recommended for this project.

6.5 Air Quality

Wood County is in attainment for the six criteria air pollutants as identified in the Clean Air Act of 1970, as amended. This project will not cause significant regional air quality impacts and it meets regional-level air quality conformity requirements. The additional through lanes, while increasing capacity along this section of Pike Street, will lessen congestion resulting in less vehicle idling while sitting in traffic. The roundabout will also allow traffic to move through the intersection with less delay. No air quality impacts are anticipated, and the project should improve localized vehicle emissions through the reduction of queuing vehicles and increased capacity.

6.6 Hazardous Waste/Underground Storages Tanks (USTs)

B&N prepared a Phase I Environmental Site Assessment (Phase I ESA) in conformance with the American Society for Testing and Materials (ASTM) Standard Practice E1527-13 for the approximate 0.49 mile stretch of Pike Street. Addresses in the roadway ROW includes 1900-2601 Pike Street, 1900-2004 Blizzard Dr., 2609 21st Avenue, 1800-1805 Broadway Avenue, 1807-1821 Rayon Dr., and 260-300 Gihon Village.

This assessment has revealed the following Recognized Environmental Conditions (REC) listed below in connection with the Property.

The roadway and its use for transportation constitutes a REC. The roadway is used by vehicles transporting potentially hazardous substances and petroleum products. It is possible that these vehicles have leaked an unknown amount of hazardous substances or petroleum products on the road.

The four USTs previously located at 1900 Pike Street constitute a REC. Any petroleum products that potentially leaked from the USTs could migrate from the property to the proposed roundabout construction area.

The five tanks previously located at 2333 Pike Street are considered a REC. It is more typical for older tanks to leak because they have a longer time to deteriorate and they were not installed following newer, safer installation practices. In addition, tanks made of metal are more likely to leak than new tanks made of fiberglass. Because no closure information was provided for these tanks, it is possible that a leak from one or more of the tanks occurred before or during removal and was undocumented.

The current gas stations at 2301 Pike Street and 2300 Pike Street are considered a REC. It is possible that unknown leaks have occurred or are currently occurring from the USTs at the gas stations.

The former gas station at 2211 Pike Street is considered an Historic REC (HREC). While site cleanup actions were described in the reports provided by WVDEP, it is possible that not all the contamination was observed and that petroleum products are still underground or have migrated to underneath the roadway. Because known contamination has existed on the site and the WVDEP issued a No Further Action (NFA) letter, this site is considered a HREC.

Based on the findings and opinions outlined above, WVDOT recommended Phase II investigations at some of the properties described above but the final properties to be investigated will be based on the ROW impacts on each property. The additional site investigations will be performed during detailed design.

6.7 Construction Impacts

Construction will have short-term impacts to the project area. Short-term impacts with construction include but are not limited to, inconvenient traffic conditions, increased noise and particulate air pollution, erosion, and health and safety-related construction issues. These temporary impacts will cease upon construction completion.

Maintenance of traffic will be phased to allow one lane in each direction on Pike Street and limited closure of cross streets and driveway for connection to Pike Street. These temporary closures and lane restrictions will be announced by public notices prior to the closures. Access to all properties will be maintained during construction.

The public utilities within the project area have been identified during the preliminary design. During detailed design, coordination with the utilities will occur.

7.0 Public Involvement

The WVDOT, DOH conducted a virtual public meeting on March 23, 2021 from 4:00 p.m. to 7:00 p.m. The meeting was announced on the WVDOT website, the Washington, Wirt, and Wood (WWW) Interstate Planning Commission website, electronic message boards within the project area for three weeks prior to the meeting. The Parkersburg News and Sentinel newspaper ran the Public Meeting Notice on March 3, 2021. WVDOT mailed meeting notices to all of the adjacent property owners along the proposed improvements. The meeting was also announced on the WWW Interstate Planning Commission website. The Public Meeting Handout and a recording the presentation was made available on the WVDOT website for three weeks before the meeting. Copies of the notifications and the handout are included in **Appendix E**. The meeting was attended by 59 members of the public. A video presentation was presented at 4:00 p.m. and 6:00 pm. After the presentation, the public was invited to ask questions through the Chat Function. WVDOT and the project team responded to 60 comments during the meeting. The public was also invited to submit questions in writing to the WVDOT website with a comment form available for submitting comments. A total of 21 comments were receive via the website before and during the 30-day public comment period that ended on April 23, 2021. The information including the meeting notice, list of newspapers that published the notice, the mailing list, and the handout are in **Appendix E**.

Most of the public comments concerned the roundabout and impacts of ROW on individual properties. The roundabout comments concerned the use of a roundabout at that location instead of a signal; how it will operate and reduce congestion; and how pedestrians and bicyclist will use the roundabout safely. Property owners along Pike Street were concerned with amount of ROW required and if it would require relocation of the business and compensation. During detailed design, more information of the ROW impacts on each property will be determined. Based on the preliminary plans, only three businesses may require relocation due to the location of the building on the property and the location of the ROW line. Several comments asked about roadway and sidewalk extension outside of the project limits to address other roadway issues outside of the project area.

A complete list of all the comments received are attached in **Appendix E**.

8.0 References

WVDOH/FHWA/USFWS Memorandum of Understanding Threatened and Endangered Species, dated January 3, 2021 (Appendices dated August 3, 2017).

U.S Department of Agriculture; Natural Resources Conservation Service, Web Soil Survey; <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>

Burgess & Niple, *WV 14 26th Ave to Blizzard Drive Widen, Add Lanes (0.49 Mi) Environmental Justice Analysis Report*, May 4, 2021

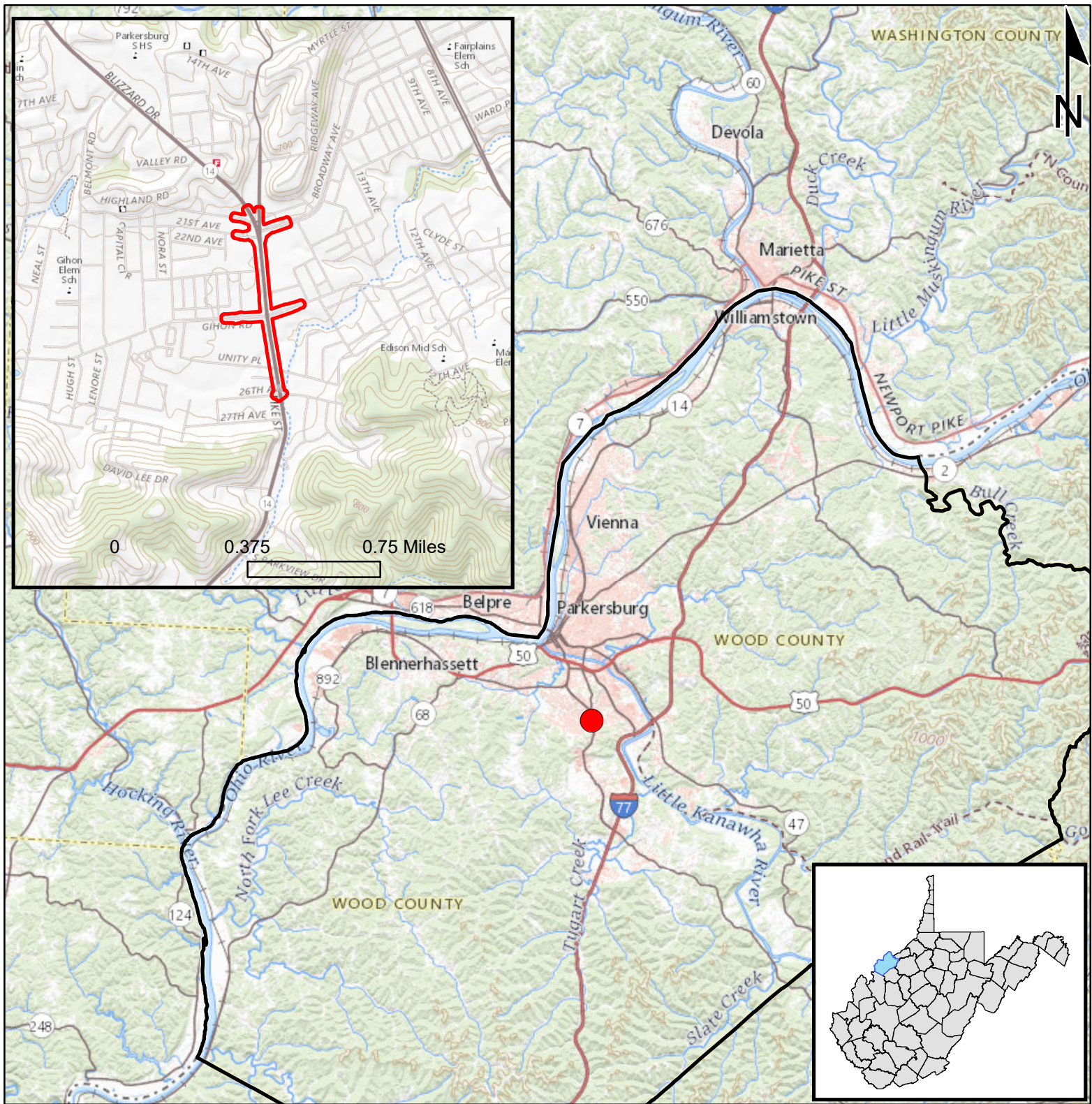
Burgess & Niple, *WV 14 26th Ave to Blizzard Drive Widen, Add Lanes (0.49 Mi) Noise Analysis Report*, December 21, 2020.

Skelly & Loy, *26th Ave-Blizzard Drive Widen, Add Lanes (0.49 Mi) Phase I Archaeological Abbreviated Technical Report*, November 2020.

Skelly & Loy, *26th Ave-Blizzard Drive Widen, Add Lanes (0.49 Mi) Historic Architecture Resources Survey and Determination of Eligibility Report*, April 28, 2021.

APPENDIX A

FIGURES



0 2.5 5 10 Miles

Sources:

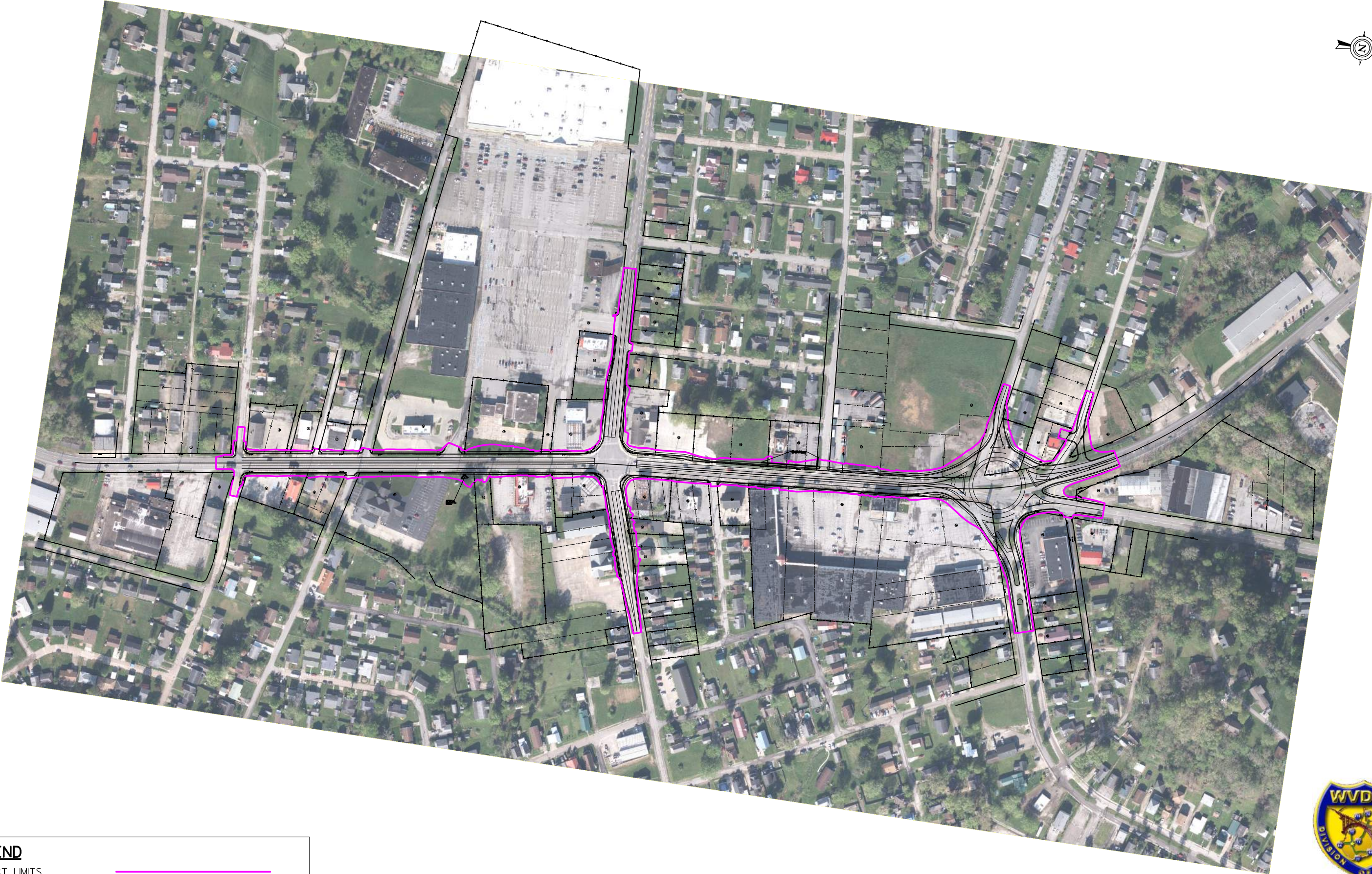
Non Orthophotography

Data - Obtained from ESRI Online Services

Map Projection: UTM Zone 17 N **Map Datum:** NAD83

West Virginia Department of Transportation
 WV 14 26th Ave. - Blizzard Drive Widen, Add Lanes (0.49 mi)
 State Project: U354-14-10.43/STP-0014(174)D
 Parkersburg, Wood County

FIGURE 1
Project Location Map



LEGEND

- PROJECT LIMITS 
- PROPERTY LINE 

*AS OF 01/21/21



BURGESS & NIPLE
Engineers ■ Environmental Scientists ■ Planners
PARKERSBURG, WV

FIGURE 3- APPENDIX A

WV14-INTERSECTION OF 26TH/PIKE
PROPOSED INTERSECTION



FIGURE 4- APPENDIX A

WV14-INTERSECTION OF GHON/R-YON/PIKE
PROPOSED INTERSECTION

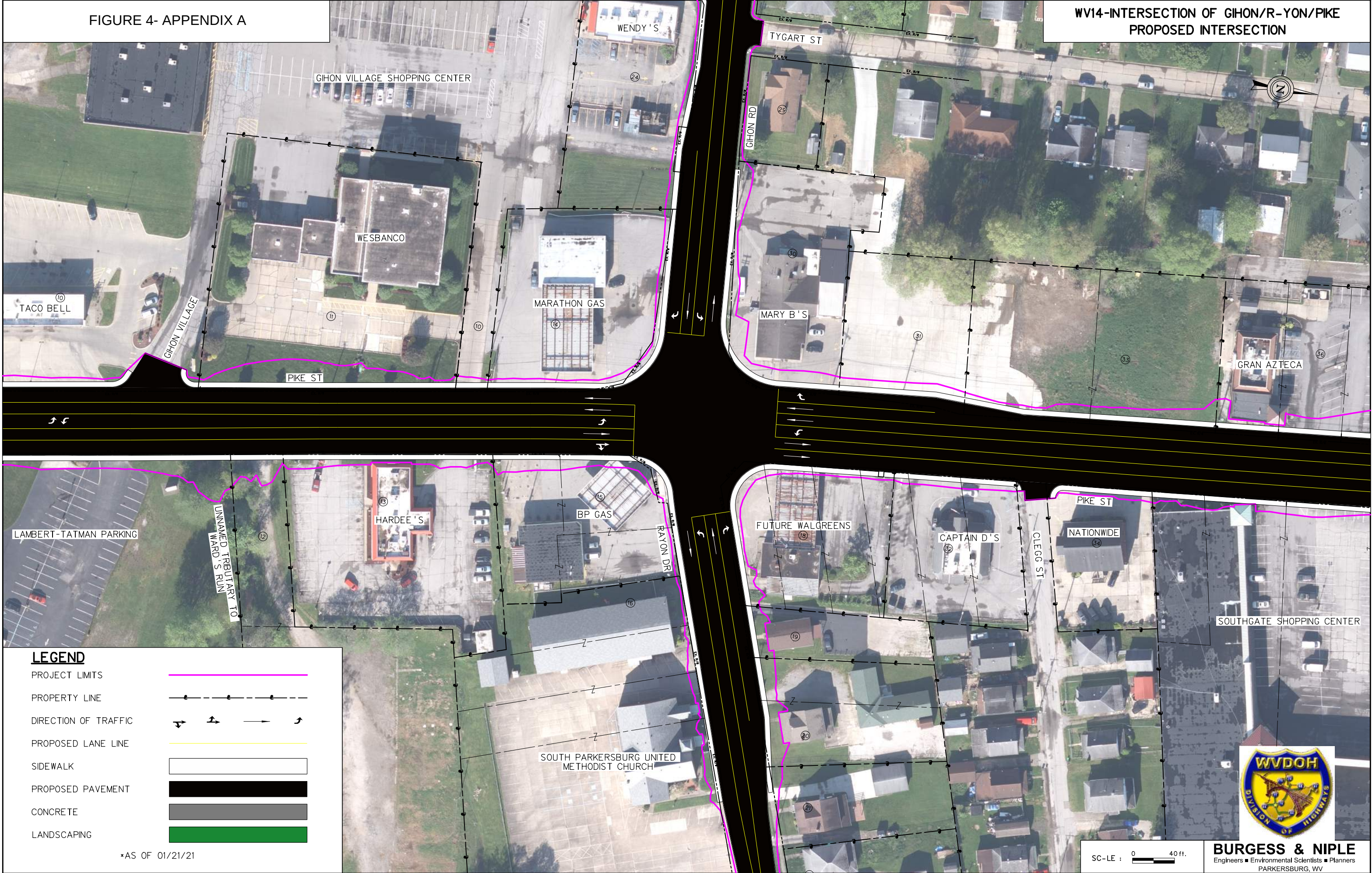
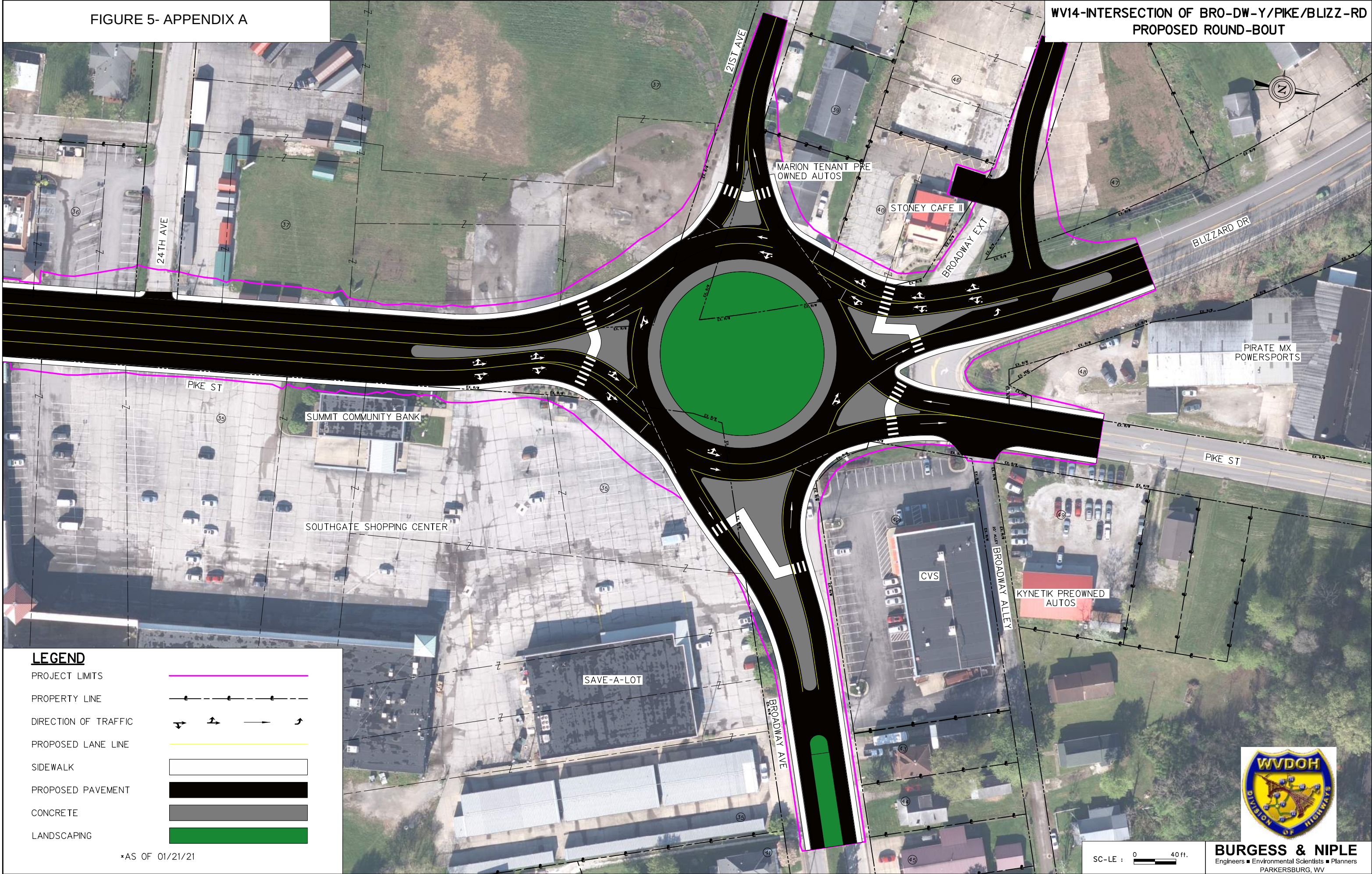


FIGURE 5- APPENDIX A

WV14-INTERSECTION OF BRO-DW-Y/PIKE/BLIZZ-RD
PROPOSED ROUND-BOUT



APPENDIX B

EJ ANALYSIS SUMMARY TABLE

ENVIRONMENTAL JUSTICE SUMMARY TABLE
APPENDIX B

	Classification	Census Tract or Block Group	Black	Hispanic	Asian American	American Indian	Other Non White or 2 more Races	State Avg.
Census Tract 54107000801, WEST VIRGINIA, (Population: 1,453]								
	Minority Population	5%	0%	4%	0%	0%	1%	8%
	Low Income Population	62%						39%
Blockgroup 541070008011, WEST VIRGINIA, (Population: 1,453)								
	Minority Population	5%	0%	4%	0%	0%	1%	8%
	Low Income Population	62%						39%
Census Tract 54107000802, WEST VIRGINIA, (Population: 3,367]								
	Minority Population	2%	1%	0%	1%	0%	0%	8%
	Low Income Population	52%						39%
Blockgroup 541070008022, WEST VIRGINIA, (Population: 1,268)								
	Minority Population	5%	3%	0%	2%	0%	0%	8%
	Low Income Population	44%						39%
Blockgroup 541070008023, WEST VIRGINIA, (Population: 1,478)								
	Minority Population	1%	0%	0%	0%	1%	0%	8%
	Low Income Population	61%						39%
Census Tract 54107000901, WEST VIRGINIA, (Population: 1,586]								
	Minority Population	1%	0%	0%	0%	0%	1%	8%
	Low Income Population	40%						39%
Blockgroup 541070009011, WEST VIRGINIA, (Population: 1,586)								
	Minority Population	1%	0%	0%	0%	0%	1%	8%
	Low Income Population	40%						39%
Census Tract 54107000903, WEST VIRGINIA, (Population: 4,218]								
	Minority Population	4%	2%	0%	0%	0%	2%	8%
	Low Income Population	46%						39%
Blockgroup 541070009032, WEST VIRGINIA, (Population: 1,458)								
	Minority Population	0%	0%	0%	0%	0%	0%	8%
	Low Income Population	36%						39%
Blockgroup 541070009033, WEST VIRGINIA, (Population: 1,082)								
	Minority Population	5%	2%	0%	0%	0%	3%	8%
	Low Income Population	62%						39%
City Parkersburg, WEST VIRGINIA, (Population: 30,823)								
	Minority Population	7%	2%	1%	0%	0%	3%	8%
	Low Income Population	51%						39%

APPENDIX C

CULTURAL RESOURCES COORDINATION



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

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

Byrd E. White, III
Secretary of Transportation/
Commissioner of Highways

July 21, 2020

Jimmy Wriston, P. E.
Deputy Secretary/
Deputy Commissioner

Mr. James Miracle
West Augusta Historical & Genealogical Society
303 37th St
Vienna, WV 26105

Dear Mr. Miracle:

26th Avenue to Blizzard Drive Road Widening
State Project U345-14-10.43
Wood County

The West Virginia Division of Highways (WVDOT) is developing the subject project at the location shown on the attached vicinity maps. The proposed project is for the widening and addition of lanes along the section of State Route 14 (Pike Street) from 26th Avenue to Blizzard Drive in the City of Parkersburg, western Wood County.

We are asking your organization for any comments you may have related to the proposed project and/or historical information you may have about the development of the subject road and surrounding area, such as significant structures along the route.

Should you have any comments or require additional information, please contact Tracy Bakic of our Environmental Section at (304) 414-6407 or tracy.d.bakic@wv.gov.

Very truly yours,

Sondra L. Mullins
Digitally signed by Sondra L. Mullins
DN: cn=S, o=West Virginia Department of Transportation, ou=Environmental,
email=Sondra.L.Mullins@wv.gov, c=US
Date: 2020.07.21 10:49:58-0400

Ben L. Hark
Environmental Section Head
Engineering Division

BH:s

Attachments

bcc: DDE (TDB)



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

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

Byrd E. White, III
Secretary of Transportation/
Commissioner of Highways

July 21, 2020

Jimmy Wriston, P. E.
Deputy Secretary/
Deputy Commissioner

Mr. Paul Hoblitzel
Oil & Gas Museum
119 Third Street
Parkersburg, WV 26101

Dear Mr. Hoblitzel:

26th Avenue to Blizzard Drive Road Widening
State Project U345-14-10.43
Wood County

The West Virginia Division of Highways (WVDOT) is developing the subject project at the location shown on the attached vicinity maps. The proposed project is for the widening and addition of lanes along the section of State Route 14 (Pike Street) from 26th Avenue to Blizzard Drive in the City of Parkersburg, western Wood County.

We are asking your organization for any comments you may have related to the proposed project and/or historical information you may have about the development of the subject road and surrounding area, such as significant structures along the route.

Should you have any comments or require additional information, please contact Tracy Bakic of our Environmental Section at (304) 414-6407 or tracy.d.bakic@wv.gov.

Very truly yours,

Sondra L. Mullins
Digitally signed by Sondra L. Mullins
DN: cn=US,
e=Sondra.L.Mullins@wv.gov,
o=WVDOT, ou=Environmental,
cn=Sondra L. Mullins
Date: 2020.07.21 10:49:38-0400

Ben L. Hark
Environmental Section Head
Engineering Division

BH:s

Attachments

bcc: DDE (TDB)



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

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

Byrd E. White, III
Secretary of Transportation/
Commissioner of Highways

July 21, 2020

Jimmy Wriston, P. E.
Deputy Secretary/
Deputy Commissioner

Danielle Parker, Executive Director
Preservation Alliance of West Virginia
421 Davis Ave, #4
Elkins, WV 26241

Dear Ms. Parker:

26th Avenue to Blizzard Drive Road Widening
State Project U345-14-10.43
Wood County

The West Virginia Division of Highways (WVDOH) is developing the subject project at the location shown on the attached vicinity maps. The proposed project is for the widening and addition of lanes along the section of State Route 14 (Pike Street) from 26th Avenue to Blizzard Drive in the City of Parkersburg, western Wood County.

We are asking your organization for any comments you may have related to the proposed project and/or historical information you may have about the development of the subject road and surrounding area, such as significant structures along the route.

Should you have an comments or require additional information, please contact Tracy Bakic of our Environmental Section at (304) 414-6407 or tracy.d.bakic@wv.gov.

Very truly yours,

Sondra L. Mullins
Digitally signed by Sondra L. Mullins
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E=Sondra.L.Mullins@wv.gov,
O=WVDOH, OU=Environmental,
CN=Sondra L. Mullins
Date: 2020.07.21 10:49:10-04'00'

Ben L. Hark
Environmental Section Head
Engineering Division

BH:s

Attachments

bcc: DDE (TDB)



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

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

Byrd E. White, III
Secretary of Transportation/
Commissioner of Highways

July 21, 2020

Jimmy Wriston, P. E.
Deputy Secretary/
Deputy Commissioner

Mr. James Miracle, Chairman
Wood County Historic Landmarks Commission
Wood County Courthouse
#1 Court Square
Parkersburg, WV 26101

Dear Mr. Miracle:

26th Avenue to Blizzard Drive Road Widening
State Project U345-14-10.43
Wood County

The West Virginia Division of Highways (WVDOH) is developing the subject project at the location shown on the attached vicinity maps. The proposed project is for the widening and addition of lanes along the section of State Route 14 (Pike Street) from 26th Avenue to Blizzard Drive in the City of Parkersburg, western Wood County.

We are asking your organization for any comments you may have related to the proposed project and/or historical information you may have about the development of the subject road and surrounding area, such as significant structures along the route.

Should you have any comments or require additional information, please contact Tracy Bakic of our Environmental Section at (304) 414-6407 or tracy.d.bakic@wv.gov.

Very truly yours,

Sondra L. Mullins
Digitally signed by Sondra L. Mullins
DN: C=US,
E=Sondra.L.Mullins@wv.gov,
O=WVDOH, OU=Environmental,
CN=Sondra L. Mullins
Date: 2020.07.21 10:50:37-04'00'

Ben L. Hark
Environmental Section Head
Engineering Division

BH:s

Attachments

bcc: DDE (TDB)



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

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

**Byrd E. White, III
Secretary of Transportation/
Commissioner of Highways**

01 December 2020

**Jimmy Wriston, P. E.
Deputy Secretary/
Deputy Commissioner**

**Ms. Susan Pierce, Deputy State
Historic Preservation Office
Department of Arts, Culture and History
1900 Kanawha Boulevard, East
Charleston, West Virginia 25305-0430**

Dear Ms. Pierce:

**Phase I Archaeology
Abbreviated Technical Report
WV 14
26th Ave – Blizzard Drive Road Widening
State Project U254-14-9.56 00
Federal Project STP-0014(174)D
Wood County, West Virginia**

Attached for your review is one digital copy of the Phase I Archaeological Survey for WV 14, 26th Ave to Blizzard, Wood County, West Virginia. Also attached is one set of the GIS files for the project.

As a result of the investigation it was determined that no significant archaeological resources are present due to considerable urbanization throughout the area of potential effects. It is recommended that the project be allowed to proceed without further investigation.

We ask for your concurrence with these findings.

Should you require additional information, please contact Rodney DeMott of our Environmental Section at (304) 414-6435.

Yours very truly,

Lovell Facemire

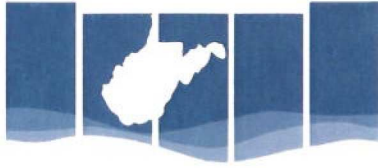
**Ben L. Hark
Section Head
Environmental Section
Engineering Division**

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DN: cn=US, E=Lovell.Facemire@wv.gov,
O=WV DOT Engineering, OU=Environmental
Section, CN=Lovell Facemire
Location: Charleston
Reason: I am approving this document
Date: 2020.12.01 09:24:26-05'00'

H:k

Attachments

Bcc: DDE(RCD)



West Virginia Department of
**ARTS, CULTURE
AND HISTORY**

The Culture Center
1900 Kanawha Blvd., E.
Charleston, WV 25305-0300

Randall Reid-Smith, Curator
Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562
EEO/AA Employer

December 1, 2020

Mr. Ben L. Hark
Environmental Section Head, Engineering Division
West Virginia Division of Highways
1334 Smith Street
Charleston, WV 25301

RE: WV 14 – 26th Avenue to Blizzard Drive Road Widening Project – Phase I Archaeological Survey
State Project U254-14-9.56 00; Federal Project STP-0014(174)D
FR#: 21-176-WD

Dear Mr. Hark:

We have reviewed the Phase I archaeological survey report that was prepared by Skelly & Loy and submitted for the above-mentioned project to determine its effects to cultural resources. As required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

According to the submitted information, West Virginia Division of Highways (WVDOH) proposes to improve approximately one-half mile of West Virginia Route 14 in Parkersburg, Wood County, WV. The proposed project will involve widening WV 14 to five lanes, including a center two-way left turn lane, from 26th Avenue to Blizzard Drive. Right turn lanes will also be constructed as well as a roundabout at the intersection of Pike Street with Blizzard Drive, Broadway Avenue, and 21st Avenue. The proposed project's area of potential effects (APE) is defined as all areas that may be impacted by ground disturbance. The APE totals 12.4 acres. We understand that potential effects to architectural resources will be addressed separately.

Archaeological Resources:

According to the report, archaeological survey of the proposed project area included pedestrian reconnaissance, which confirmed the heavily disturbed nature of the APE. Disturbances result from the construction of roads, sidewalks, parking lots, buildings and post-construction landscaping, making it unlikely that significant archaeological sites would be encountered. No new archaeological sites were identified. As a result, we concur that the proposed project will have no effect on archaeological historic properties and that no further archaeological investigations are necessary.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please contact Lora A. Lamarre-DeMott, Senior Archaeologist, at (304) 558-0220.*

Sincerely,

Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/LLD



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

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

Byrd E. White, III
Secretary of Transportation/
Commissioner of Highways

Jimmy Wriston, P. E.
Deputy Secretary/
Deputy Commissioner

April 28, 2021

Ms. Susan Pierce, Deputy State
Historic Preservation Officer
Division of Culture and History
1900 Kanawha Boulevard, East
Charleston, West Virginia 25305

Dear Ms. Pierce:

WV 14 26th Avenue-Blizzard Drive Widening/Improvements
State Project U345-14-10.43
Federal Project STP-00014(174)D
Wood County

Enclosed for your review is the Historic Architectural Survey and Determination of Eligibility Report for the WV 14 26th Avenue to Blizzard Drive Widening/Improvements Project in Parkersburg, western Wood County. The report was completed by Skelly & Loy, Inc. of Pittsburgh, PA.

Thirty (30) built resources within the delineated Project APE that were built prior to 1973 were evaluated for eligibility under all National Resources of Historic Places (NRHP) criteria. All 30 resources have been determined to be *not eligible* under any NRHP criteria and, thus Section 106 effects do not apply. Overall, there do not appear to be significant viewsheds that will be affected by the Project. Due to lack of architectural significance, cohesiveness and/or physical integrity, none of the resources evaluated within the Project APE have collective significance for NRHP-eligibility as part of a district.

It is the opinion of the WVDOH cultural resource staff that there are no NRHP-eligible resources affected by the WV 14 26th Avenue to Blizzard Drive Widening/Improvements Project and no further work is needed.

Archaeology reporting for this project has previously been submitted and your office concurred with the findings of that report on December 1, 2020.

Your concurrence with our determinations is requested. Should you have any questions, please do not hesitate to contact Tracy Bakic of our Environmental Section at (304) 414-6407 or tracy.d.bakic@wv.gov.

Very truly yours,

Sondra L. Mullins

Digitally signed by Sondra L. Mullins
DN: C=US,
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O=WVDOH, OU=Environmental,
CN=Sondra L. Mullins
Date: 2021.04.28 10:09:01-04'00'

Ben L. Hark
Environmental Section Head
Engineering Division

BH:l
Attachments
bcc: DDE(TDB)



West Virginia Department of
**ARTS, CULTURE
AND HISTORY**

The Culture Center
1900 Kanawha Blvd., E.
Charleston, WV 25305-0300

Randall Reid-Smith, Curator
Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562
EEO/AA Employer

May 19, 2021

Mr. Ben L. Hark
Environmental Section Head, Engineering Division
West Virginia Division of Highways
1334 Smith Street
Charleston, WV 25301

RE: WV 14 – 26th Avenue to Blizzard Drive Road Widening Project – Historic Architectural Resources
Survey; State Project U354-10.43 00; Federal Project STP-0014(174)D
FR#: 21-176-WD-1

Dear Mr. Hark:

We have reviewed the *Historic Architectural Resources Survey and Determination of Eligibility Report* that was prepared by Skelly & Loy and submitted for the above-mentioned project to determine its effects to cultural resources. As required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

According to the submitted information, West Virginia Division of Highways (WVDOH) proposes to improve approximately one-half mile of West Virginia Route 14 in Parkersburg, Wood County, WV. The proposed project will involve widening WV 14 to five lanes, including a center two-way left turn lane, from 26th Avenue to Blizzard Drive. Right turn lanes will also be constructed as will a roundabout at the intersection of Pike Street with Blizzard Drive, Broadway Avenue, and 21st Avenue. The proposed project's area of potential effects (APE) is defined as all areas that may be impacted by ground disturbance with a 10-foot buffer around the project area to account for potential indirect effects resulting from the proposed project. The archaeological portion of the project was cleared in our initial review letter dated December 1, 2020.

Architectural Resources:

We have reviewed the submitted information, and a total of 30 architectural resources over 45 years of age were identified and documented during the architectural resources survey completed for this project. These 30 resources consist primarily of early to mid-twentieth century houses and mid-twentieth century commercial and religious buildings. Based on the included Historic Property Inventory (HPI) forms, we concur that these resources lack the significance and integrity necessary to be eligible either individually or as contributing resources to any potential historic districts eligible for the National Register of Historic Places. Therefore, we concur that the proposed project will affect no architectural properties or districts eligible for or included in the National Register. No further consultation is necessary regarding architectural resources; however, we ask that you contact our office if your project should change.

May 19, 2021
Mr. Hark
FR#: 21-176-WD-1
Page 2

Consulting Parties/Public Comments:

We note that your office sent cover letters and details about the proposed project to the Parkersburg Oil and Gas Museum, the West Augusta Historical and Genealogical Society, Wood County Historic Landmarks Commission, the Wood County Historical & Preservation Society, and the Preservation Alliance of West Virginia. In addition, a virtual public meeting regarding the proposed project was held by WVDOH on March 23, 2021 from 4pm until 7pm. During that time, a PowerPoint presentation detailing the proposed project was presented twice, and the meeting was attended by more than 80 people. As of the time of submittal, no comments regarding cultural resources were received. We understand that any further correspondence or comments regarding cultural resources will be sent to our office.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please contact Benjamin M. Riggle, Structural Historian, at (304) 558-0220.*

Sincerely,



Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/BMR

APPENDIX D

THREATENED AND ENDANGERED SPECIES

Appendix A WV DOT ESA/BGEPA Checklist

Use the Environmentally Sensitive GIS layers to answer the following questions for each proposed project.*

	Yes	No	Requirement
1. Requires 17 acres or more of tree clearing? If YES, then MOU cannot be used.	☐	☒	
2. Requires an Individual 404 permit? If YES, then MOU cannot be used.	☐	☒	
3. Does project effect any caves or mine portals? If YES, then MOU cannot be used.	☐	☒	
4. Is this a repair/ replacement bridge (structure over 20') project?	☐	☒	App N- Assessment Form
If YES, see Appendix N-Bat Bridge Assessment Form and proceed to 5, if NO, proceed to 5.			
5. Located within Zone 1 (Virginia Big-Eared Bat)?	☐	☒	A
A. Requires removal of rock ledges, shelters, or buildings?	☐	☐	
If A is NO, then see Special Provision A . If A is YES, then MOU cannot be used.			
6. Located within Zone 2 (Indiana Bat Winter Use Area)?	☐	☒	B-1 or App J
A. Requires tree removal greater than 5" (diameter breast height) DBH?	☐	☐	
If A is NO, note that there is to be NO tree clearing on the environmental clearance document, and use Special Provision B-2 . If A is YES, Potential Roost Tree Assessment required, see Appendix J			
7. Located within Zone 4 (Indiana Bat Summer Use Area)?	☐	☒	B-2 or App J
A. Requires tree removal greater than 5" DBH?	☐	☐	
If A is NO, note that there is to be NO tree clearing on the environmental clearance document, and use Special Provision B-2 . If A is YES, Potential Roost Tree Assessment required, see Appendix J			
8. Located within Zone 15 (Northern Long-Eared Bat Hibernacula)?	☐	☒	B-3
A. Requires tree removal greater than 3" DBH?	☐	☐	
If A is NO, note that there is to be NO tree clearing on the environmental clearance document, use Special Provision B-3 . If A is YES, then MOU cannot be used.			
9. Located within Zone 14 (Northern Long-Eared Bat Roost Tree Location)?	☐	☒	B-3 or App K/B-4
A. Requires tree removal greater than 3" DBH?	☐	☐	
If A is NO, note that there is to be NO tree clearing on the environmental clearance document, use Special Provision B-3 . If A is YES, see Appendix K .			
10. Located with Zone 16 (Gray Bat)?	☐	☒	A
A. Requires removal of rock ledges or rock shelters?	☐	☐	
If A is NO, then see Special Provision A . If A is YES, then MOU cannot be used.			

	Yes	No	Requirement
11. Located within Zone 5 (Cheat Mtn Salamander, Flat-Spined 3-Toothed Land Snail, North Eastern Bullrush) or Zone 7 (Running Buffalo Clover, Shale Barren Rock Cress, Small Whorled Pogonia)?	☐	☒	C
A. Is there suitable habitat within the project limits? (A USFWS qualified person must make this determination) If A is NO , attach the habitat assessment. If A is YES go to B.	☐	☐	
B. Will there be disturbance outside of the existing disturbed areas**?	☐	☐	
If B is NO , then see Special Provision C . If B is YES then the MOU cannot be used.			
12. Located within Zone 6 (Harperella, Virginia Spiraea?)	☐	☒	C
A. Will there be disturbance outside of the existing disturbed areas or work below OHWM?	☐	☐	
If A is NO , then see Special Provision C . If A is YES then the MOU cannot be used.			
13. Located within Zone 8 (Bald Eagle)?	☐	☐	App E
A. Does guidance found in Appendix E require consultation with USFWS?	☐	☒	
If A is YES , then the MOU cannot be used. If A is NO , complete the step by step instructions and print the determination page, and sign it. This becomes part of the clearance document.			
14. Located within Zone 9 (Federally Listed Mussel Stream)?	☐	☒	App D
A. Will there be work below the ordinary high water mark (OHWM)? If YES go to B, if NO go to Appendix D.	☐	☐	
B. Is this on an unlisted tributary? If YES , go to Appendix D , If B is NO , then the MOU cannot be used.	☐	☐	
15. Located within Zone 10 (Madison Cave Isopod)?	☐	☒	F
A. Will the project fill any sinkholes, or place debris or other materials within 100 feet of any sinkholes?	☐	☐	
If A is NO , then go to Special Provision F . If A is YES then the MOU cannot be used.			
16. Located within Zone 11 (Diamond Darter)?	☐	☒	E
A. Will there be work below the OHWM?	☐	☐	
If A is NO , then go to Special Provision E . If A is YES then the MOU cannot be used.			
17. Located within Zone 13 (Crayfish)?	☐	☒	App M Section A App M Section B App M Section C
A. Is there work below the OHWM? If A is NO , then go to Appendix M Section B . If A is yes, go to B .	☐	☐	
B. Is the project within the buffer and the stream is only carrying ditch flow or is an intermittent stream? If YES , go to Appendix M Section A . If B is NO , then go to Appendix M Section C .	☐	☒	
18. Located within Zone A*** (State Listed Mussel Streams)?	☐	☒	
19. Located within Zone 12 (northern flying squirrel)?	☐	☒	

* This checklist does not apply to emergency projects.

**Disturbed area is defined as currently paved, graveled, or vegetatively barren areas or vegetated areas that receive regular scheduled maintenance which removes all native vegetation.

***Additional Zones not included in the MOU exist. These zones do not pertain to species covered under the ESA or the BGEPA and were not included in this MOU. They are included in this checklist for ease of overall project review. For example, Zone A refers to state listed mussel streams.

If you answered **NO** to questions 1-17 then the project is a "no effect" and no further consultation with USFWS is needed. Please check the following box.



According to the procedures established in this MOU, the WVDOT has determined that this proposed project will have "no effect" on species covered under the ESA or the BGEPA.

Should project plans change or amendments be proposed that have not been considered in the proposed action, or if additional information on listed and proposed species becomes available, or if new species become listed or critical habitat is designated, this determination may be reconsidered.

If you hit a zone and can implement all requirements for affected species, as found in the appendices D-N, then the project is determined as a "may affect, not likely to adversely affect." Please check the following box.



According to procedures established in this MOU, the WVDOT has determined that this proposed project "may affect, but not likely to adversely affect" species covered under the ESA or the BGEPA. Prepare a notification package as outlined in Appendix H and send it to the USFWS. No reply is needed from the USFWS. A copy of the special provisions to be implemented shall also be attached to any environmental and contracting documents prepared for the project. An environmental commitment checklist must also be completed and put with the environmental clearance document.

Should project plans change or amendments be proposed that have not been considered in the proposed action, or if additional information on listed and proposed species becomes available, or if new species become listed or critical habitat is designated, this determination may be reconsidered.

If the MOU cannot be used then you need to complete the submittal package for USFWS that is outlined in Appendix I.



Zones were hit and the requirements found in Appendices D-N cannot be met. Consultation with the USFWS is required. See Appendix I.

Comments

Traci Cummings

Signature

7/16/2020

Date



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

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

Byrd E. White, III
Secretary of Transportation/
Commissioner of Highways

July 21, 2020

Jimmy Wriston, P. E.
Deputy Secretary/
Deputy Commissioner

Mr. Brian Bridgewater
Water Resources Section
Department of Environmental Protection
601 57th Street East
Charleston, West Virginia 25304

Dear Mr. Bridgewater:

26th Avenue to Blizzard Drive Road Widening
State Project U345-14-10.43
Wood County

The West Virginia Division of Highways (WVDOH) is developing the subject project at the location shown on the attached vicinity maps. The proposed project is for the widening and addition of lanes along the section of State Route 14 (Pike Street) from 26th Avenue to Blizzard Drive in the City of Parkersburg, western Wood County.

The project falls on the USGS South Parkersburg quadrangle (39.237143, -81.542230 [North End]; 39.229947, -81.540960 [South End]).

Your comments on possible effects to water quality impacts are requested so that they may be included in our environmental studies. Should you require additional information, please contact Tracy Bakic of our Environmental Section at (304) 414-6407.

Very truly yours,

Sondra L. Mullins

Digitally signed by Sondra L. Mullins
DN: C=US,
E=Sondra.L.Mullins@wv.gov,
O=WVDOH, OU=Environmental,
CN=Sondra L. Mullins
Date: 2020.07.21 12:11:50-04'00'

Ben L. Hark
Environmental Section Head
Engineering Division

BH:s

Attachments

bcc: DDE (TDB)



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

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

**Byrd E. White, III
Secretary of Transportation/
Commissioner of Highways**

July 21, 2020

**Jimmy Wriston, P. E.
Deputy Secretary/
Deputy Commissioner**

**Ms. Barbara Sargent
West Virginia Division of
Natural Resources
Post Office Box 67
Elkins, West Virginia 26241**

Dear Ms. Sargent:

**26th Avenue to Blizzard Drive Road Widening
State Project U345-14-10.43
Wood County**

The West Virginia Division of Highways (WVDOH) is developing the subject project at the location shown on the attached vicinity maps. The proposed project is for the widening and addition of lanes along the section of State Route 14 (Pike Street) from 26th Avenue to Blizzard Drive in the City of Parkersburg, western Wood County.

The project falls on the USGS South Parkersburg quadrangle (39.237143, -81.542230 [North End]; 39.229947, -81.540960 [South End]).

Your comments on possible effects to rare or endangered species and natural trout streams are requested so that they may be included in our environmental studies. Should you require additional information, please contact Tracy Bakic of our Environmental Section at (304) 414-6407.

Very truly yours,

Sondra L. Mullins

Digitally signed by Sondra L. Mullins
DN: C=US,
E=Sondra.L.Mullins@wv.gov,
O=WVDOH, OU=Environmental,
CN=Sondra L. Mullins
Date: 2020.07.21 12:12:18-04'00'

**Ben L. Hark
Environmental Section Head
Engineering Division**

BH:s

Attachments

bcc: DDE (TDB)



DIVISION OF NATURAL RESOURCES

Wildlife Resources Section
Elkins Operations Center
738 Ward Rd., PO Box 67
Elkins, WV 26241
Telephone 304-637-0245
Fax 304-637-0250

Stephen S. McDaniel
Director

July 24, 2020

Mr. Ben Hark
Division of Highways
Engineering Division
1334 Smith Street
Charleston, WV 25301

Dear Mr. Hark:

We have reviewed Natural Heritage Program files for information on rare, threatened and endangered (RTE) species and natural trout streams for the area of the proposed highway project:

State Project U345-14-10.43
26th Avenue to Blizzard Drive Road Widening
Wood County

We have no known records of any RTE species or natural trout streams within the project area. The Wildlife Resources Section knows of no surveys that have been conducted in the area for rare species or rare species habitat. Consequently, this response is based on information currently available and should not be considered a comprehensive survey of the area under review.

Thank you for your inquiry, and should you have any questions please feel free to contact me at the above number, extension 2048.

Sincerely,

A handwritten signature in blue ink, appearing to read "Barbara Sargent".

Barbara Sargent
Environmental Resources Specialist
Environmental Coordination
Operations Unit

APPENDIX E

PUBLIC INVOLVEMENT INFORMATION

NOTICE
OF
VIRTUAL INFORMATIONAL PUBLIC MEETING
MARCH 23, 2021
WV 14 (PIKE STREET) 26TH AVENUE TO BLIZZARD DRIVE
WIDEN AND ADD LANES (0.49 MILES)
STATE PROJECT U354-14-9.23 00
FEDERAL PROJECT STP-0014(174)D

CITY OF PARKERSBURG
WOOD COUNTY

The West Virginia Department of Transportation will be hosting a virtual public meeting on March 23, 2021 to inform the public and gather public input on the proposed project to upgrade WV 14 (Pike Street) by widening and add lanes from 26th Avenue to Blizzard Drive . This project is being undertaken to reduce traffic congestion and improve non-motorized movement through the corridor. This meeting complies with the public involvement requirements of the National Environmental Policy Act (NEPA) and Section 106 of the National Historic preservation Act.

FORMAL PRESENTATIONS WILL BE MADE ON MARCH 23, 2021 AT 4:00 PM and 6:00 PM.

Advanced Registration is required: Please send your name, email address, and organization (if one) to the following email to receive a link to the Team Meeting.

WestVirginia14TI@burgessniple.com

The public meeting will be held from 4:00 p.m. to 7:00 p.m. with two opportunities to hear the formal presentation. The public will be afforded the opportunity to ask questions and give written comments on the project throughout the meeting.

Visit the WVDOH Website at <http://go.wv.gov/dotcomment> for project information and the opportunity to comment on the project.

Please submit comments and questions during the Virtual Public Meeting by using the chat window to type your question/comment.

Those wishing to file written comments may send them to Mr. RJ Scites, P.E., Director, Engineering Division, West Virginia Division of Highways, 1334 Smith Street, Charleston, West Virginia, 25301 on or before **April 25, 2021**.

The West Virginia Depart of transportation will, upon request, provide reasonable accommodations including auxiliary aids and services necessary to afford an individual with a disability an equal opportunity to participate in our services, programs and activities. Please contact us at (304) 558-3931. Persons with hearing or speech impairments can reach all state agencies by calling (800) 982-8772 (voice to TDD) or (800) 982-888771 (TDD to voice), toll free.

WV Route 14 PIE Study - 26TH STREET To BLIZZARD DR - Property Owner Information

PARCEL TAX MAP	DB/PG	OWNERS	Phone	Address	REMARKS
5-7-7	459-219	REN INC	304 485-6000	2605 Pike Street Parkersburg WV	Rendor Lanes - Bowling Alley
5-7-7B	1304-564	WITTEN COMMERCIAL LLC	740 350-4399	P.O Box 13, Beverly, Ohio 45715	Witten Farm Market
13	1091-214	KRAMER MICHAEL A	252 560-4131	673 Millers Mark Ave. Wake Forest, NC 27587	Hotel / Motel
5-7-7A	1229-730	DILS SHERMAN III, DILS PAMELA D,	304 482-5801	529 31st St. Parkersburg, WV 26101	Pike Street Car Wash
5-130-84&84A	1141-711	T E A MANAGEMENT & CONSULTING LLC	304 588-3083	3700 Emerson Ave. Parkersburg, WV 26104	City Perk
5-130-B1	1257/688	Tina L. Knopp & Sue E. Harris	304 483-5357	799 Ralston Hill Rd. Walker, WV 26180	Retail
5-131-16&127	1130-314	MEYER DEVELOPMENT ENTERPRISES L L C	614 256-4161	394 Richland Ave. Athens, Ohio 45701	Pizza Hut
5-130-A2	910-42 (WB175/259)	WELLS SANDRA L	304 428-2266	2504 Pike Street Parkersburg, WV 26101	DR Wells Tax Service & Sunnyside Market
5-131-17,18,&19	1172-769	GOODNOW TERESA F	304 615-2020	2401 Pike Street Parkersburg, WV 26101	Leasee Dean Jones Construction 304-991-8882
5-130-A1	1182-697	MR RENTALS L L C	304 481-2929	2502 Pike Street Parkersburg, WV 26101	MR Rentals (Randy Harris)- Formerly Floyd's Barber Shop
5-131-G	1063-532	LAMBERT-TATMAN L L C	770 487-2275	1015 Tyrone Rd. Suite 820 Tyrone, GA 30290	RFS Holdings (Greg Rollings)
5-130-93	1090-800	G G PARKERSBURG 2005 L P	412 765-3333	500 Grant St. Suit 2000 Pittsburg, PA 15219	Neighborhood Shopping Center (Planet Fitness)
5-131-D&F	1218-29	GODFREY DONALD R & GODFREY PATTY A	604 615-7057	4450 20th Ave. Parkersburg, WV 26101	Godfrey Rentals - Mobile Home Spots
5-130-90	1009-14	WESBANCO BANK INC	304 480-2600	260 Gihon Village Parkersburg, WV 26101	Parkersburg Phone Number
5-131-13	1208-765	SPIRIT MASTER FUNDING VII LLC	480 606-0820	16767 N. Perimeter DR. Suit 210 Scottsdale, AZ 85260	Hardee's Rest.
5-130-93	1090/800	G G Parkersburg 2005 LP	412 765-3333	500 Grant St Suite 200 Pittsburg PA 15219	Neighborhood Shopping Center (Planet Fitness)
5-130-91	1203-810	ARC CAFELUS4001 LLC.	304 428-5911	2325 E. Camelback Rd. Suite 1100 Phoenix, AZ 85016	Wendy's Rest. 2602 Gihon Village
5-130-89	959-52	MASON COUNTY EXXON INC	304 675-5034	PO Box 27 Point Pleasant WV 25550	Marathon Fuel Center (Lisa Mitchell)
5-131-11	1248-160	PAR MAR REALTY COMPANY	412 369-2248	98199 McKight Rd Pittsburg, PA 15237	Conv. Food Market / BP Fuel
5-131-B1	1051-846	CHARITABLE REMAINDER UNITRUST LARRY N. CARR.			
5-131-C,8,9,10	818-358 & 1048-850	SOUTH PARKERSBURG UNITED METHODIST CHURCH	304 428-1195	1813 Rayon Dr. Parkersburg, WV 26101	Church Buildings (Rick Deem 304 615-0405)
5-115-31	WB 181 / 371	CRAIG, JACOB & EMILY WILLIAMS AND BONNIE K. GILLESPIE GRAHAM		1203 Paradise Point Court Morgantown, WV 26508	Address for Craig H. Williams
5-115-30	1253-124	THOMPSON GARY D. LYDIA O		264 Fallen Timber Drive Parkersburg, WV 26101	
5-115-29	918-509	HUPP, JENNIFER L	304 422-3521	1808 Rayon DR. Parkersburg, WV 26101	
5-115-26&27	1236-618	WORD CHURCH INC.	304 615-4488	1810 Rayon DR. Parkersburg, WV26101	
5-115-25	1272-328	Top Of Hill Investments LLC	304 422-5577	1814 Rayon Dr. Parkersburg, WV 26101	Currently for sale ----R. Lance Hitt , Agent/ President
5-115-132	1240-335	OLD WORLD INVESTMENTS LLC		1818 Rayon Dr. Parkersburg, WV 26101	
5-115-133	1008-168	MICHAEL STEWART		2601 Gihon Road Parkersburg, WV 26101	PO
5-115-134	1240-325	OLD WORLD INVESTMENTS LLC		Box 8574 South Charleston, WV 25303	
5-115-135	1068-449	MICHAEL E. STEWART		2603Gihon Road Parkersburg, WV 26101	#90
5-115-136,137	1240-328 1240-331	OLD WORLD INVESTMENTS LLC.		Glenholden Adn. Parkersburg WV 26101	
5-115-138A	1232-310	OSU PROPERTIES L L C	304 375-4763	2605 Gihon Road Parkersburg, WV 26101	#91
5-115-159	1041-12	KIM PROPERTIES INC	304 422-0522	Glenholden Adn. Parkersburg WV 26101	
5-115-21	1289-685	Traugh Gary W.	304 482-0786	2607 Gihon Road Parkersburg, WV 26101	#92
5-115-158	1107-307	OSU PROPERTIES L L C	304 375-4763	Glenholden Adn. Parkersburg WV 26101	
5-115-20	1257-622	SCF RC FUNDING LLC	609 285-2969	2609 Gihon Road Parkersburg, WV 26101	#93
5-115-10	1056-378	J & M DEVELOPMENT L L C	304 428-8171	& #94 Glenholden Adn. Parkersburg WV 26101	
5-115-156&157	1248-823	ULLMAN CHRISTOPHER M	304 375-4763	2609 Gihon Road Parkersburg, WV 26101	
5-115-152,155,155A	1250-606	MKP LLC	304 295-5761	2609 Gihon Road Parkersburg, WV 26101	
5-111-6	1099-829	DENZIL L. RICHARDS SR. (Life Estate)		1717 Washington Ave. Parkersburg, WV 26101 (MaryJean Ullman)	Mexican Rest. (Gran Azteca) 304 699-1050
5-115-1,2,3,4,8,B1,F,G, G1,J,J1	1025-403 & 1025-395	AZINGER GROUP LLC	304 295-3385	1605 Broadway Ave. Parkersburg, WV 26101	2nd Owner Barbara A. Wagoner
5-115-A1-A4, 56,57,59,60,61,6 2,153,154,222	1111-458 & 1114-588	FORTH'S FOODS OF PARKERSBURG INC	304 525-3293	2651 Grand Central Ave. Vienna, WV 26105	
5-111-83	1257-564	PRESTON T. & KIMBERLY K. DABBS		3090 Woodville Dr. Huntington, WV 25701	Old Site of Ralph's Supermarket
5-111-82	941-460	HOWARD L. & KAREN L. BESS			
5-111-81	1287-107	DENISE K. THOMPSON			
5-139-11,14,15L6	1274-97	JRB Holding Company LLC	304 916-2230 304 699-7572	309 13th St. Parkersburg, WV 26101 Pike St. Parkersburg, WV 26101	1900 John Baughman Owner Pirate MX - Commercial sales
5-115-195	1163-684	EARTH ENTERPRISES L L C	440 574-1907	2609 21st Ave, Parkersburg, WV 26101	Retail Sales (Book Store)
5-115-194	1304-454	Marion Tennant Rentals, LLC	304 488-1064 304 428-0080	2004 Blizard Dr. Parkersburg, WV 26101 PO Box 3412 Parkersburg, WV 26101	21st Ave. Car Sales Lot & Building
5-117-17.84- 17.87	1032-905	DIAMOND CREEK LLC		2710 Broadway Ext. Parkersburg, WV 261010 Progress Ridge Walker, WV 261080	859 Vacant Lots
5-117-88&89	1218-372	SHRIVER DAVID B	304 916-1836 304 771-8225	2000 Blizard Drive Parkersburg, WV 26101	Southside Café (Phone Number) Shriver Phone
5-111-1,1A,2	1254-101	KYNETIK PRE-OWNED AUTOS INC.		1905 Pike St. Parkersburg, WV 26101	Auto Sales
5-111-79	1198-637	RJB ASSOCIATES L L C	917 975-7128	2544 Serenity Hollow Dr. Henderson, NV 89052-2920	CVS Pharmacy - See Property Manager Barberie (Below)
5-117-27	968-644	THIELE HOLLY L	304 483-0973	859 Progress Ridge Walker, WV 261080	Dental Office Building

WV 14 PIKE STREET WIDENING AND ADD LANES
FROM 26TH AVENUE TO BLIZZARD DRIVE
State Project Number: U354-14-9.23 00
Federal Project Number: STP-0014(174)D
City of Parkersburg, Wood County

VIRTUAL PUBLIC MEETING

4:00 PM- 7:00 PM

DATE MARCH 23, 2021

WELCOME!

Thank you for participating in the Public information meeting for the WV 14 (Pike Street) widening and add lanes Project in Parkersburg, WV. This meeting is being hosted by the West Virginia Division of Highways (WVDOH) to present the preliminary design for the project and to collect public opinion and comments on the plan. There is a comment sheet available on the final page of this handout. Please submit your comments at the meeting, by mail, or via the WVDOH website at <http://go.wv.gov/dotcomment>.

This meeting complies with the public involvement requirements of the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. Recorded presentations will be given at 4:00 pm and 6:00 pm.

PROJECT BACKGROUND AND PURPOSE / NEED

This project has been part of three studies. The first was the WV 14 Corridor Management Plan that studied the area between the Pettyville Bypass to Downtown Parkersburg in 2016. The second study was the Pettyville to Downtown Parkersburg Operational Improvements Preliminary Investigation and Engineering (PIE) Study from Blizzard Drive to the Pettyville Bypass dated April 12, 2019, that included a detailed investigation of the section of WV 14 (Pike Street) between Blizzard Drive and 26th Avenue and different alternatives to address congestion within this section. The third study was the 2020 Traffic Memo looking at the Level of Service (LOS) at three major intersections, Pike Street at Blizzard Avenue/Broadway Avenue/21st Avenue; Pike Street at Gihon Road/Rayon Drive; and Pike Street/26th Avenue. All of the reports identified congestion as the primary need for the project.

These reports looked at four alternatives, no build and three build alternatives.

Alternative 1 – Generally maintain the current center line of the road and widen to both sides.

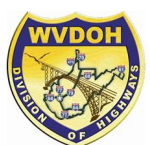
Alternative 2 – Generally maintain the western curb line and widen to the east.

Alternative 3 – Generally maintain the eastern curb line and widen to the west.

Alternative 4 – No Build- no changes to the current roadway and intersections.

Each of the Build Alternatives evaluated a roundabout and a signal at the Pike Street/Gihon Road/Rayon Drive and the Pike Street/Blizzard Drive/Broadway/21st Avenue intersections.

Alternative 1 was selected as the preferred alternative—widening to both sides of WV 14, generally maintaining the current centerline of the road. While this alternative impacts properties on both sides of Pike Street, the amount of land needed from each property is less, which minimizes the number of business displacements. The



evaluation also determined that a roundabout at Pike Street/Blizzard Drive and a signal at Pike Street/Gihon Road/Rayon Drive offered better traffic movement in the design year of 2042.

PROJECT DESCRIPTION



The proposed project will extend 0.49 miles with pavement improvements starting at the Pike Street/26th Avenue intersection and proceed north to the Blizzard Drive/Broadway Avenue/Pike Street/21st Avenue intersection. Pike Street will be widened from the current 3 lanes to five lanes. The wider Pike Street will consist of the following: a 5'-0" sidewalk, curb and gutter, 12'-0" lane, 11'-0" lane, 14'-0" two-way left-turn lane, 11'-0" lane, 12'-0" lane, curb and gutter, and 5'-0" sidewalk. The outside 12'-0" lanes and 2'-0" gutters will be able to accommodate an unmarked bicycle lane. The Blizzard Drive/Broadway Avenue/ Pike Street/ 21st Avenue intersection will be a five-legged roundabout, while the Pike Street/Gihon Road/Rayon Drive intersection will remain signalized. Rayon Drive will have a right turn only lane added. The length of the turning lanes will be increased on Gihon Road. Dedicated left turn only lanes will be maintained on all approaches to the signal. No significant changes are planned at the 26th Avenue/Pike Street intersection and the other minor street intersections will generally remain the same. Driveway adjustments will be required to accommodate the widening. The attached aerial maps show the preliminary layout of the roadway and intersection improvements.

Maintenance of Traffic During Construction

The detailed design has not begun but the intent is to keep one lane open in each direction during construction. This may require phasing the construction by widen Pike Street to one side at a time. Access to businesses and residences will also be maintained. How traffic will be maintained during construction will be described in the detailed design plans. The construction of the roundabout may require temporary road closures while the roads that tie into the roundabout are slightly realigned, and the lanes of the roundabout are constructed. Roundabouts are usually constructed in phases to maintain some traffic movements through the intersection.



PROJECT IMPACTS AND SCHEDULE

The preliminary design has identified approximately 35 parcels where permanent right-of-way will be required for the widening of the roadways. Temporary right of way will also be required for an additional 20 parcels for grading behind the sidewalks and intersection roads and driveway tie-ins. Potentially 3 businesses may be displaced. **The design is preliminary, and right-of-way needs will be determined during the final design.**

SCHEDULE

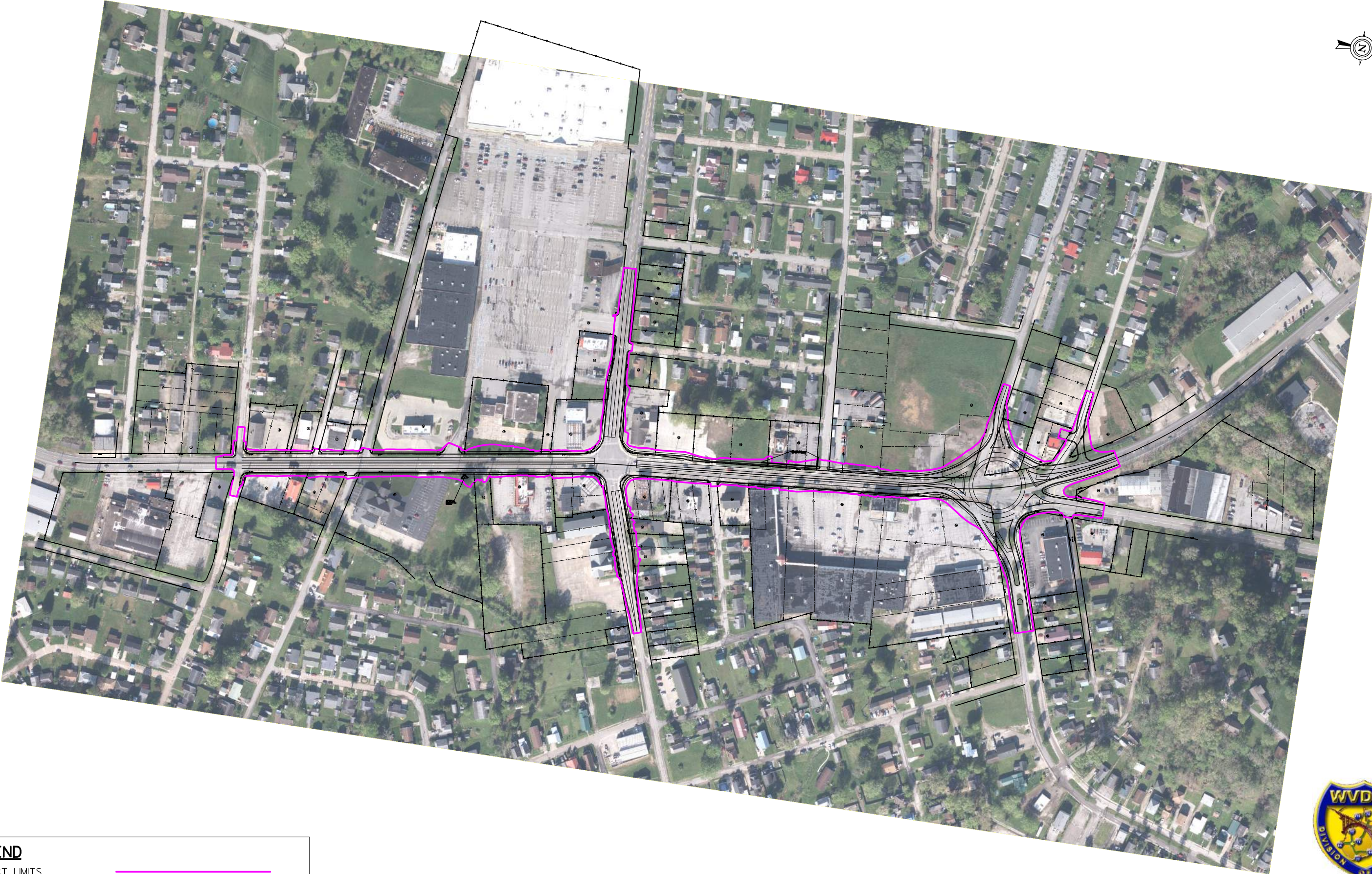
Public Meeting	March 23, 2021
Comment Period Ends	April 23, 2021
Start Detailed Design	Early Summer 2021*
Environmental Clearance	Early Winter 2021*
Right of Way Acquisition	Spring 2022*
Project Letting	Fall 2023*
Construction Begins	Late 2023*

* Subject to change

Comments are Due April 23, 2021 and should be sent to the following:

MR. RJ Scites, P.E., Director Engineering Division
West Virginia Division of Highways
1334 Smith Street
Charleston, West Virginia 25301
Or electronically at <http://go.wv.gov/dotcomment>

Thank you for your interest and participation.



LEGEND

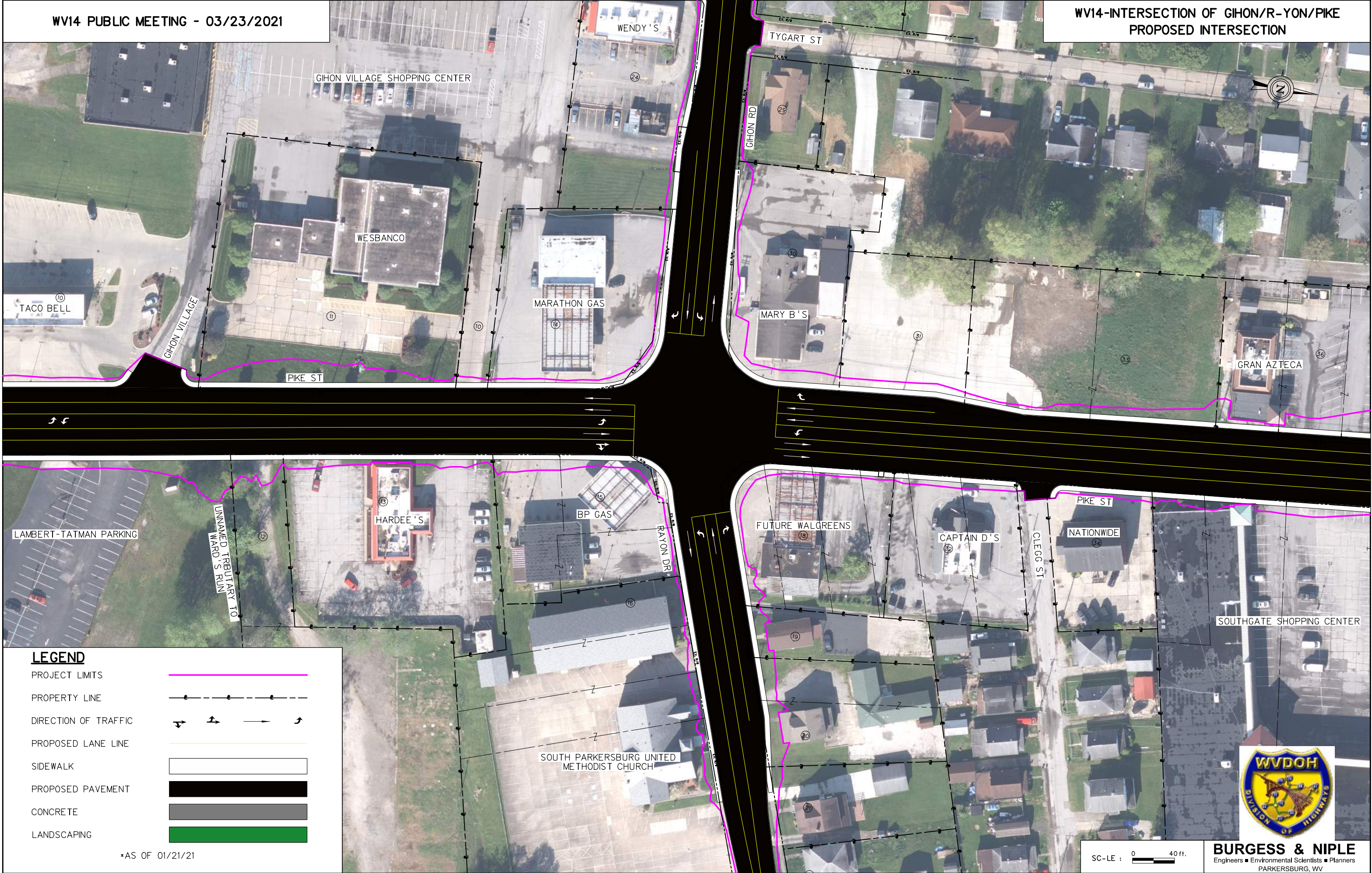
- PROJECT LIMITS 
- PROPERTY LINE 

*AS OF 01/21/21



BURGESS & NIPLE
Engineers ■ Environmental Scientists ■ Planners
PARKERSBURG, WV





LEGEND

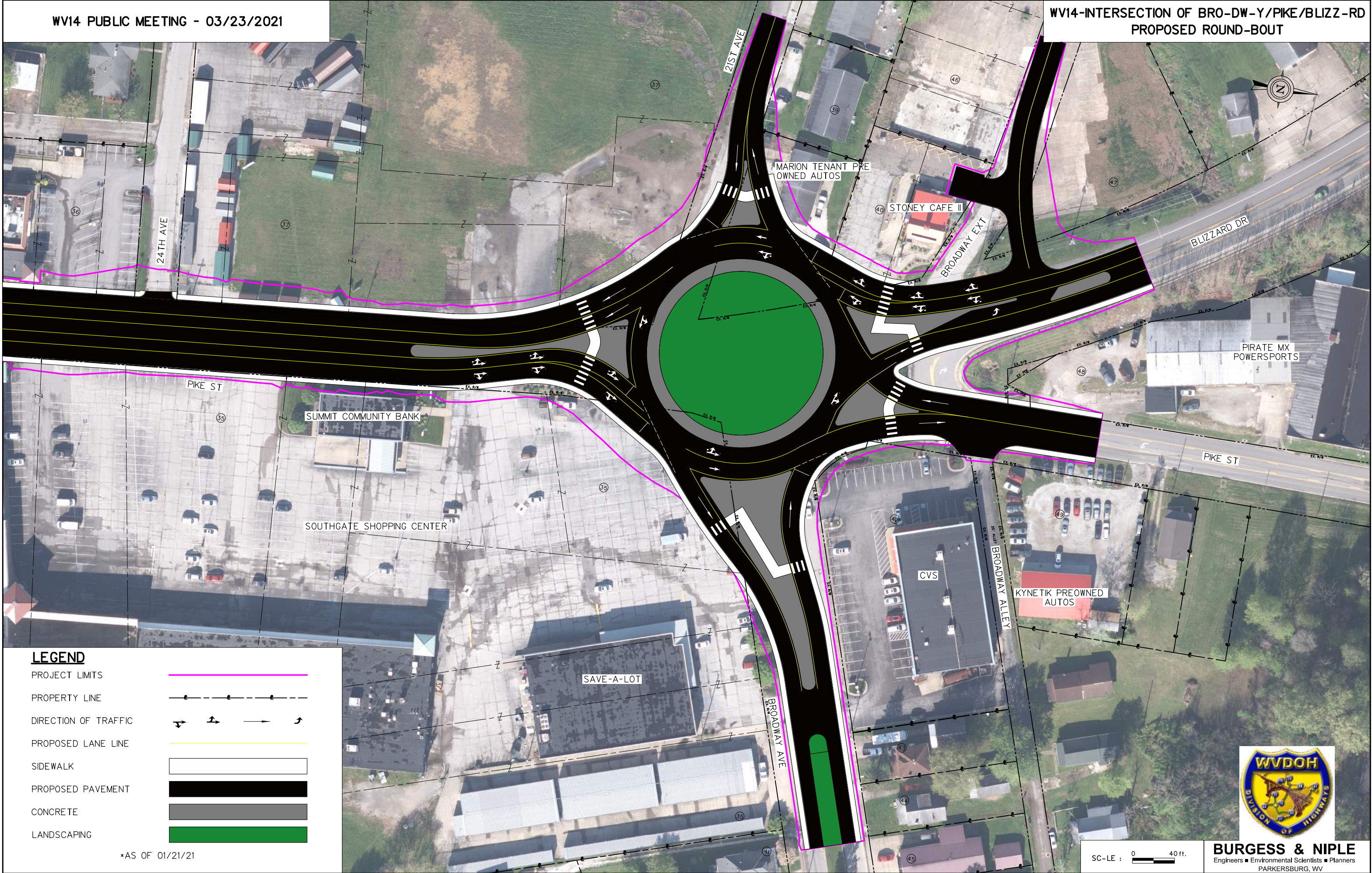
- PROJECT LIMITS
- PROPERTY LINE
- DIRECTION OF TRAFFIC
- PROPOSED LANE LINE
- SIDEWALK
- PROPOSED PAVEMENT
- CONCRETE
- LANDSCAPING

*AS OF 01/21/21



BURGESS & NIPLE
Engineers ■ Environmental Scientists ■ Planners
PARKERSBURG, WV

SC-LE : 0 40 ft.



TO:

Mr. R.J. Scites, P.E.
Director, Engineering Division
West Virginia Division of Highways
1334 Smith Street
Charleston, West Virginia 25301

DATE:**DATE: March 23, 2021****SUBJECT: VIRTUAL PUBLIC INFORMATION MEETING****PROJECT: WV 14 (Pike Street) 26th Ave to Blizzard Drive Widen and Add Lanes (0.49 miles)**

State Project Number: U354-14-9.23 00

Federal Project Number: STP-0014(174)D

City of Parkersburg, Wood County, WV

COMMENTS DUE BY April 23, 2021

Please consider the following comments:

Please print the following information:

NAME:

ADDRESS:

ORGANIZATION (IF ANY):

How did you hear about the Public Meeting?

Project Information and Comment Sheets can be found online at the WVDOH Website
<http://go.wv.gov/dotcomment> .

WV 14 PUBLIC COMMENTS RECEIVED

Name	Response Sent	Comment	Response	Date	Comment Received Via		
					Meeting	Email	Mail
Adam Green	Yes-sent Handout	Where are the plans available to review prior to the meeting?	Handout emailed	3/3/2021		X	
Jay Jones	Yes-sent Handout	Would like a copy of the plans before the meeting	Handout emailed	3/2/2021		X	
Mayor Tom Joyce	No response needed	Project is needed and would like it Fast Tracked.	Response Noted	3/16/2021			X
Kelli Keller	No response needed	Doesn't like the roundabout	Response Noted	3/21/2021		X	
Judy McCrady	Response given at meeting	Have you ever looked at trying to go over the hill behind Edison Middle and Martin Elementary and tying into Rt 95. with Rt14 at the light at Edgelawn ?	This has been discussed in the past about the tie-in but that connection does not address the purpose and need of congestion along this section of WV 14. This connection was not studied as part of this project.	3/23/2021	X		
Judy McCrady	Response given at meeting	Why can't the sidewalk be extended to Wal Mart if only on the west side of 14	This would extend the project area about 1 mile to the Walmart. Will require ROW and additional NEPA studies. This is outside of the scope of this project but will be looked at for future projects along WV 14, or as part of pedestrain use enhancemnet for the area under a separate project.	3/23/2021	X		
Julia Lee	Response given at meeting	If 26th Street is considered "one of the 3 main intersections involved" in the project, why aren't there plans for a traffic signal to be installed at the 26th St. intersection? It is already very difficult for people who live in the areas around 26th and 27th Avenues to get into traffic to make a left turn onto Pike. The middle lane has been called "suicide lane" by some of the residents of 26th, 27th and Hampton Streets.	The study of traffic volume at 26th Ave is not high enough to require a signal at the intersection with Pike Street. The conditions will be monitored in the future to determine if a signal is warranted in the future. At this time there will be no change to traffic control at the intersection.	3/23/2021	X		
Ong	Response given at meeting	Why would you not extend this to walmart or stop at the Rayon/Gihon/Pike Intersection? Traffic congestion is still going to bottleneck at 26th ave and back up.	The improvements to the south to 26th Ave. will allow for improved movement through the Gihon/Rayon intersection where the congestion occurs. The improvement to the Blizzard Pike Street intersection will improve conditions at the intersection and the widening doesn't need to extend to the High School or Walmart	3/23/2021	X		
Julia Lee	Response given at meeting	Families who live on 26th, 27th and Hampton Streets have no other way to get out of their neighborhood.	So noted	3/23/2021	X		
Chris Shoop	Response given at meeting	Roundabouts are LESS safe for bicyclists and motorcyclists. AND, this intersection is not the point that causes all of the backup, that happens at Gihon/Rayon. PLEASE drop the roundabout plan.	The most recent studies on roundabout crashes are in NCHRP Report 888.	3/23/2021	X		
Chris Shoop	Response given at meeting	Bicycle crashes are NOT reduced. Your statistic conflicts pedestrian and bicyclists. The recent IIHS study admitted that bicycle accidents were "Over represented" which means that they were increased.	Here is more information about the safety of bicyclists accomadations in roundabouts - http://www.pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=17 Bicycle Safety Guide and Countermeasure Selection System	3/23/2021	X		
Chris Shoop	Response given at meeting	From the June 2013 IIHS study "Protecting Pedestrians and Bicyclists" - BEGIN QUOTE "Daniels et al. (2009) found bicycle crash increases regardless of roundabout design type, and concluded that "Based on the results of the present study, it would not be recommendable to construct a roundabout when safety for bicyclists is a major concern." Multi-lane roundabouts pose a particular challenge for both pedestrians and bicyclists, and the needs of visually impaired pedestrians also require consideration (NCHRP, 2011). "END OF QUOTE	Here is a quote from cited safety reference in the above link: "The data did not show any substantial safety concerns for bicyclists at roundabouts. Only four conflicts were observed between motorists and bicyclists, and no collisions were observed. The researchers concluded that, while few problems have been found for bicyclists at roundabouts, it will be important to design exit legs that prevent vehicle speeds from being too high and that maintain good sight lines. These design guidelines will help ensure that bicyclists can safely circle roundabouts" https://www.ite.org/technical-resources/topics/speed-management-for-safety/speed-as-a-safety-problem/ - Here is the data about speed and vulnerable road users. Speed as a Safety Problem. For vehicle to vehicle crashes, the likelihood of fatality increases as speed increases. The Insurance Institute for Highway Safety published a report in April 2019 on The Effects ...	3/23/2021	X		
John	Response given at meeting	What % increase in traffic do you think this will yield.	The predicted traffic increase over the next 20 years, with these improvements, is roughly 30%. The project is designed to handle the future projected traffic so it can handle future traffic volumes through the year 2040.	3/23/2021	X		

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BA	Response given at meeting	could work be done during night to minimize delay during construction	There is a balance between working outside of the normal work hours to keep traffic impacts to a minimum and not disrupting adjacent residential areas during the night. This can be looked into as construction begins.	3/23/2021	X		
Ong	Response given at meeting	How far back will the road extend the current road? What businesses will be taken?	The roadway will require 13-16' on each side of the existing roadway width.	3/23/2021	X		
Mick Williams	Response given at meeting	I have a business at 2506 pike st just before the 5 lane is stopping. This most likely take my parking lot and maybe my building.	The extent of impacts to each property will not be fully known until the detailed design is completed and the detailed right of way plans are prepared. At that time, impacts to the properties, vacant and occupied, will determine if the entire property will be acquired. We only acquire right of way for the construction and maintenance of highways.	3/23/2021	X		
Mick Williams	Response given at meeting	What can we do to avoid this?	We have tried to find a way to address the congestion while minimizing impacts to adjacent property. To have less total property takes, the widening to both sides of WV 14 was selected.	3/23/2021	X		
John	Response given at meeting	What was the Traffic count on old 14?	Not sure what you consider Old 14?	3/23/2021	X		
Beverly And Mike Brannock	Response given at meeting	The intersection of Niagara and Pike Streets is currently being used as a bypass for the school traffic from Martin Elementary and Edison Middle School. Turning left to go to Walmart will be more dangerous without some kind of traffic control, especially for residents of the neighborhood.	Once the project has been constructed, the intersections along Pike Street will be monitored, traffic flows analyzed. With the additional lanes it should allow for more breaks in the traffic then currently exist allowing for left turns onto Pike Street. The center turn lane can also be used as a holding area until a break in the traffic that allows for the vehicle to move into the through lanes.	3/23/2021	X		
Ong	Response given at meeting	We have a residence that is attached to our business, will both be taken?	The extent of impacts to each property will not be fully known until the detailed design is completed and the detailed right of way plans are prepared. At that time, impacts to the properties, vacant and occupied, will determine if the entire property will be acquired. We only acquire right of way for the construction and maintenance of highways.	3/23/2021	X		
Jay Jones	Response given at meeting	What is the estimated extension width from the center lane to the sidewalk and current property line on the east and west side between rayon and going towards the beginning of roundabout	The 5 lanes will require 13'-16' beyond the current ROW on each side of the existing roadway.	3/23/2021	X		
John	Response given at meeting	What % increase in traffic do you think this will yield.	30%	3/23/2021	X		
John	Response given at meeting	Amazon will be adding 3-500 jobs	The traffic projections included land use changes in undeveloped land and the resulting jobs but didn't specifically name any future employers.	3/23/2021	X		
Jay Jones	Response given at meeting	follow up to the width question so you say 16 ft total to be split 8 ft on each side If so what is the set back requirements for business owners signs	Generally- we set the right of way approximatley 5' behind the back of sidewalks in Urban area's to minimize impacts to properties along the corridor. This is preliminary at this point. The signs would need to be outside of the ROW. We will try to maintain the existing businesses the best we can. Our right of way agents will work with individual property owners with respect to each individual property, needs, challenges.	3/23/2021	X		
Ong	Response given at meeting	Adding an additional 13-16ft will put that at the front of our building, take our parking and our front door, does that mean our business will be taken?	We are looking at all of the properties to reduce the number of impacts to the businesses. It would be 13 to 16' on each side.	3/23/2021	X		
Tracy Brown	Response given at meeting	Why isn't a round about at Gihon part of the project and how will the planned signal impact operations at the Blizzard Dr roundabout?	A roundabout was studied at the intersection. Due to potential property impacts and traffic movements, the signal was the preferred alternative.	3/23/2021	X		
Mark Husk	Response given at meeting	Would the impacted businesses be compensated for loss business during two years of construction, due to congestion in the area as people would avoid this area?	WVDOH follows the Uniform Relocation Act, federal law, when it comes to acquiring right of way for the construction and maintenance of highways. This requires the WVDOH to use certified, independent appraisals and make offers based on fair market values. Then negotiate the purchase of the property. Everything is done according to the law in a manner that is fair and transparent.	3/23/2021	X		

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Mark Husk	Response given at meeting	What is the estimated cost for this project?	\$10 Million	3/23/2021	X		
Mick Williams	Response given at meeting	if my business has to be moved because of this what kind of compensation would I expect?	WVDOH follows the Uniform Relocation Act, federal law, when it comes to acquiring right of way for the construction and maintenance of highways. This requires the WVDOH to use certified, independent appraisals and make offers based on fair market values. Then negotiate the purchase of the property. Everything is done according to the law in a manner that is fair and transparent.	3/23/2021	X		
Jay Jones	Response given at meeting	When will you share with the current property if their property is one is on the list that likely be removed?	This will be conducted once the final ROW is determined based on the detailed design of the project. Detailed design has not started yet.	3/23/2021	X		
Mick Williams	Response given at meeting	I understand you buy the property. I own the business not the property. What does the business owner expect in compensation?	Not sure what a leasee's rights are but will be discussed when the ROW negotiations are conducted.	3/23/2021	X		
Jay Jones	Response given at meeting	Has this project funding been approved?	Funds are coming out of the Governors "Road to Prosperity program" Bond sale. Preliminary cost for the project is estimated at \$10 Million.	3/23/2021	X		
Chris Shoop	Response given at meeting	Here's a different excerpt from the PedBikeSafety article that you suggested: "Multilane roundabouts tend to have higher motor vehicle speeds due to their location on multilane roads and create more conflicts between bicycles (and pedestrians) and motor vehicles. Given these higher speeds and volumes, they can present a challenge to bicyclists and may not make the corridor safer for their use."	See responses above.	3/23/2021	X		
BA	Response given at meeting	Could work be done during night to minimize delay during construction?	This is always an option. While work at night could have less impact on the businesses it could have more impact to residents in the area. Most times DOH restricts work between 10 pm and 6 am to prevent disturbing residents.	3/23/2021			
Chris Shoop	Response given at meeting	It is NOT reasonable to compare an accident where a car driver ignores the signal to one where the bicyclists must merge into moving traffic.	See comments above	3/23/2021	X		
BA	Response given at meeting	Get off the bike and go across the crosswalk	No response required	3/23/2021	X		
Ong	Response given at meeting	Can you give us a contact name and number to get specifics on our business?	Submit a comment with your contact information so someone from the DOH can contact.	3/23/2021	X		
Tracy Brown	Response given at meeting	Why isn't a round about at Gihon part of the project and how will the planned signal impact operations at the Blizzard Dr roundabout?	The signal and roundabout were studied. The roundabout would have greater property impacts than the signal with the additional turn lane lengths. The signal will improve operations at the intersection without all of the property impacts.	3/23/2021	X		
John	Response given at meeting	What was the traffic increase in Vienna/Mall over the last 20 years. I feel that's the number we should be shooting for. If we don't plan for that it's only going to hurt Southside. Amazon behind Walmart. In 2016 you did not have Hino.	The traffic projections were based on the overall traffic volume increases historically seen through the SR 14 corridor. The improvements proposed will accommodate the projected increase. The traffic modeling does assume that this area will undergo some significant growth (Amazon type development), and the current land uses and possible redevelopment within the project area.	3/23/2021	X		
MARK HUSK	Response given at meeting	Do you think maybe we should think on a larger scale as rt. 14 pettyville area is the current hot spot and growing very fast. May that rt 95 rt 14 bypass loop may be a good thing and also tie into the school traffic.	Worked with MPO to look at different land use scenarios for the undeveloped lands -residential, commercial, industrial to see what impacts the different land uses have on traffic volumes. Used a middle of the road numbers so development would be higher than agricultural use. Our land use projections are on the conservative side.	3/23/2021	X		
Jay Jones	Response given at meeting	I would like to have a project person contact me. Jay Jones McCrady Jones Insurance LLC	Information will be forwarded.	3/23/2021	X		
Beverly And Mike Brannock	Response given at meeting	Would you please address the comment regarding Niagara Street - Pike Street congestion.	Niagara is currently being used as a bypass from the schools to the east of Pike Street. Aware of cut through traffic. This is being used due to congestion- with the improvements, and less congestion, by pass traffic will be using the main roads.	3/23/2021	X		

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JULIA LEE	Response given at meeting	Residents trying to access Northbound Pike Street traffic from 26th and 27th Avenues-- is a left turn not allowed?	Left turns will be allowed, use gaps in the traffic to turn left.	3/23/2021	X		
Jay Jones	Response given at meeting	Did you answer about funding?	\$10 Million	3/23/2021	X		
Chris Shoop	Response given at meeting	Are there any safety statistics available for the Morgantown and Fairmont roundabouts, including bicycle and motorcycle accidents?	Hard to compare since these are different lane configuration and are relatively new so no long term safety are collected.	3/23/2021	X		
MR Rentals	Response given at meeting	Will you be widening Unity Plaza Street to accommodate semi's going to Pigley Wigley	No plan to widen the Plaza Street. Will look at the roadway and intersection configuration during design.	3/23/2021	X		
JULIA LEE	Response given at meeting	Thank you for providing this virtual meeting. It is important to us!	No response required	3/23/2021	X		
MARK HUSK	Response given at meeting	Is there any plans for sidewalks on Rayon Drive?	Sidewalks will be added within the project limits.	3/23/2021	X		
Chris Shoop	Response given at meeting	Is there no data for the roundabout on Mileground ST in Morgantown. That one has been there a while and is not an access point to the interstate like the newer ones are.	Not all of the sections are constructed on this roundabout. No specific issues has been raised about ped or bicycle use/safety at the roundabout.	3/23/2021	X		
Jay Jones	Response given at meeting	I want to thank you all for this zoom conference and it's been very beneficial.	No response required	3/23/2021	X		
Sue Ellen Waybright	Response given at meeting	Thanks for this very useful information!	No response required	3/23/2021	X		
Reposted the DOH Website For Project Information	Response given at meeting		Here's a link to the project's webpage on the DOH website: https://transportation.wv.gov/highways/engineering/comment/WV-14-26th-Avenue-to-Blizzard-Drive/Pages/default.aspx	3/23/2021	X		
John	Response given at meeting	Future 4 lane what direction will it go up Pike Street or up 14?	It will go up SR 14.	3/23/2021	X		
Tracy Brown	Response given at meeting	Toward 14, not Pike Street	response to previous comment.	3/23/2021	X		
Chris Shoop	Response given at meeting	I also thank you for running this meeting. I really want the improvements. I just don't like the roundabout.	No response required	3/23/2021	X		
JULIA LEE	Response given at meeting	I'm just hoping those of us who live off side roads and who have to make left turns will be safe.	Will be monitored once the project is constructed if traffic control is required.	3/23/2021	X		
Beverly And Mike Brannock	Response given at meeting	That was the point I was trying to make—left turns are DANGEROUS already with three lanes, not to mention five lanes.	Will be monitored once the project is constructed if traffic control is required.	3/23/2021	X		
West, Jennifer R.	Response given at meeting	That was my concern... it's dangerous as it is right now coming off 26th and 27th ave.. and we fear all the lanes merging together especially at rush hour and during the Christmas shopping season where traffic is never ending will be even worse	Will be monitored once the project is constructed if traffic control is required.	3/23/2021	X		
MR Rentals	Response given at meeting	Just a note on semi's leaving Unity Plaza they must turn left only turning right is to tight	The wider footprint of Pike Street will allow for right turns.	3/23/2021	X		
West, Jennifer R.	Response given at meeting	That was my concern... it's dangerous as it is right now coming off 26th and 27th ave.. and we fear all the lanes merging together especially at rush hour and during the Christmas shopping season where traffic is never ending will be even worse	Will be monitored once the project is constructed if traffic control is required.	3/23/2021	X		
John	Response given at meeting	Coming down Blizzard Dr. you still only have 1 lane of traffic going into the roundabout because the second lane starts after Broadway EXT. How's that going to help?	This will allow more traffic to enter the roundabout than currently allowed at the signal and will be two lanes to the south.	3/23/2021	X		
debbie	Response given at meeting	How difficult would the roundabout be for semis ?	The roundabouts are designed and laid out to handle semi trucks and the lanes allow the trucks to stay in their lane. There is also a truck apron on the inside of the roundabout that allows semi trailer inside wheel paths to mount the designed apron and use this paved area around the roundabout.	3/23/2021	X		
debbie	Response given at meeting	I hope this turns out to be a good thing because as things are now, the traffic is horrendous!	No response required	3/23/2021	X		
John	Response given at meeting	What about trying to back trucks into the loading dock at Pirate Mx without the light?	We will need to look into this issue and what is currently occurring in the area of the loading dock.	3/23/2021	X		
debbie	Response given at meeting	how long would the actual project take over all?	Could take up to two construction seasons to construct the project due to maintaining traffic challenges and the use of phase construction methods.	3/23/2021	X		

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David Duke		I fully support the Pike St project. Adding Lanes and allowing pedestrians ease to navigate will enhance the safety of this already congested area and reduce accidents.	No response required	3/10/2021		X	
Randall Blair		I hope that this project will factor in the large amount of southbound traffic which is bypassing this area of Pike Street by utilizing the Highland Road turn off onto Nora/Capital Drive route. The residential streets along this said route are certainly not made for such an overflow of daily traffic, therefore, increasing the need for this upgrade immensely.	The traffic projections have taken into account traffic moving back to Pike Street once the construction is completed. This should alleviate some of the overflow traffic using Highland Road.	3/20/2021		X	
Diana Barnhart		I travel Pike Street just about every day going home from work. There is too much traffic going through there for a roundabout not everyone yields when they are supposed to more lanes would be great.	The project will add one lane in each direction through the project area. As far as the roundabout have been found to be very effective in moving traffic even in high traffic areas in place of signals. Signage on the approaches of each leg of the roundabout will be very clear and drivers would have to yield as they enter the roundabout. Vehicles in the roundabout have the right-of-way. Additionally, speeds through the roundabouts are low.	3/20/2021		X	
Wendy Redd		After using them for years in other cities and states, I am in favor of this roundabout. We need to look at options besides stop lights to manage traffic efficiently. This is a great way to eliminate the cost of electricity and outages. People will get used to using them.	Thank you for your comment. No response required.	3/22/2021		X	
Russell Shourds		How do I get on the website for the meeting on 3/23/21?	Link Sent	3/22/2021		X	
Mandy Camp	Simply Irresistible Hair Salon	Effecting so many small business on pike street. Very worried about my business here that Ive had for 20 years.	As stated during the meeting, the actual impacts to property will be determined during the detail design phase of the project. We always make every effort to minimize impacts to properties and we make extra effort to minimize impacts to properties with structures on them. During the development of the detailed design plans, information can be shared with individuals who wish to see what impacts to their individual properties are. Otherwise, once the design process is about 70% complete, right of way acquisition plans are completed, appraisals are underway and once completed, reviewed, right of way agents will start contacting individual property owners to make offers and share the limits of the necessary right of way takes for the construction and maintenance of the highway.	3/23/2021		X	
Steven Kims		Please consider starting an overpass at the top of Blizzard Drive to run above two busy intersections of Pike St. and Blizzard Drive, and Pike Street and Gihon Road. This could be patterned after the I-77 plan in Charleston where you can continue on I-77 or take an exit to the Civic Center, downtown Charleston, etc. It would save people having to wait at two lights for intersections.	This is an interesting concept, but due to budget constraints, building an elevated roadway for the through traffic is not a feasible alternative for reducing congestion along Pike Street. On elevated grade separated roadways / structures, they generally have much more larger footprint on the adjacent properties.	3/23/2021		X	

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Eric Allman		DOH Rep, Thank you for completing the study on how to lessen the congestion problem in South Parkersburg. I live at the top of the hill on Highland Road and work at Edison Middle School off of Rayon Drive. I see the traffic problem every day when I leave work and cut across to Broadway Avenue by CVS; the light on this street only allows an average of 4 cars at a time to cross the intersection. I have travelled throughout the Western United States and used roundabouts in numerous states and overseas in Europe. I have been discussing the roundabout and have heard many people speak negatively about it; many of these people have no experience in using a round-about and are nervous. I feel that the public will need to be educated on the proper use. Thank you for the proposed changes. I look forward to the changes. Mr. Allman	We also believe that with driver education, the roundabout is the best solution for this intersection. The roundabout will alleviate the issue of the number of vehicles that enter the intersection during each cycle of light.	3/23/2021		X	
Russell Shourds		i think you need to keep going past Wal-Mart on pike street!! if not you will still have aback up past 26TH street when it goes to 2 lane again	The Purpose and Need for the project is based on congestion that occurs between Blizzard Drive and 26th Ave. This project will address the issue. The Long Range Transportation Plan looked at other issues along the WV 14/Pike Street corridor. These other sections will be addressed as more detailed studies are undertaken to best address the specific issues within each segment of the roadway and funds available to construct the improvements and as additional funds become available.	3/23/2021		X	
Amanda Camp	Simply Irresistible Hair Salon	I am the owner of Simply Irresistible Hair Salon at 2506 1/2 Pike St. Parkersburg, WV. I am located behind Multiverse Comics. I notice this new road will take some of his building. I am begging to PLEASE PLEASE do not take my business. I have a group of people who need my business so bad, who have struggled so much with covid hurting our jobs and still not quite back on our feet. Doing this to the most well known salon in Parkersburg would be so horrible. We have got to have our salon. My team needs to stay together. If this would happen to us my business would be no longer and my team would have to split up. I have worked so hard for 20 years to have this business, spent so much money to just finally get it just the way we need and want it. We are just now starting to get back on our feet again after a horrible year of barely allowed to work. Please don't take it from me and my coworkers. PLEASE assure me this wont effect me and my staff. I have a horrible knot in my stomach. Relocating to somewhere is not an option. I would never be able to afford the rent anywhere else. It is just not an option. Our families need this building to stay!	As stated during the meeting, the actual impacts to properties will be determined during the detail design phase of the project. The design will attempt to minimize impacts to property and reduce the number of whole properties and businesses that need to be acquired.	3/23/2021		X	

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Cathy Ferris		Finally something is to be done about the Traffic at Blizzard and Pike. I can't quite envision the quantity of traffic going through the round about but I'm sure you have analyzed that. More lanes will be nice but The real issue is the timing of the traffic lights from Blizzard to Kohls. I hope you are including that in your plans. From my perspective, timing the lights is more essential than 5 lanes. The state certainly has done a fine job elsewhere on RT 14 so you have our support!! So hurry up with the section passed Walmart! 😊	The state has analyzed the traffic volumes under different build alternatives and the 5 lanes with a signal at Gihon/Rayon and the roundabout at Blizzard/Broadway offer the best movement of vehicles through the project area during peak hour traffic into the future. The project will only make improvements within the project area and other improvements outside of the area will be addressed by future projects.	3/26/2021		X	
Christopher Myers		The issue with this area is not solely at the Blizzard drive, Pike street, Broadway intersection, it also has to do with the intersection of Pike Street and Rayon Drive/ Gihon Road. The traffic backup stems from the timing of that light on the southbound lanes between Broadway Avenue and the Rayon/ Gihon intersections.	The analysis shows that by adding a second through lane at the signal will help reduce the backup that drivers are currently experiencing. With the removal of the signal at Broadway/Blizzard, the signal at Gihon/Rayon is the only one within the project area.	3/26/2021		X	
Lisa Winters		If I am coming off of Broadway, wanting to make a left turn onto blizzard Drive, how do you propose I do this? I have driven this section of road for over 25 years and with the stop light still being at 26th street, regardless of the long exit lanes, you are still going to have traffic congestion in this area if you were to install this proposed roundabout. I lived in Alabama for 4+ years and I had a lot of experience with them and believe in them, but not the way you think it is going to work in this area. You might want to continue keeping the streets at 5 lanes until you get past Walmart if you are looking at alleviating congestion on Southside for future planning, because that area is still growing and is ONLY GETTING BIGGER, ladies and gentlemen. Look ahead, don't stop now!	From Broadway Ave, you will proceed counter-clockwise around the roundabout to the Pike Street southbound exit (we believe this is what you mean by "left turn onto Blizzard" from Broadway. Blizzard stops at the intersection and does not proceed southbound). There is currently no signal at 26th Ave and one will not be added by the project. The congestion within the project area should be reduced even with Pike Street reduced to 1 lane in each direction south of 26th Ave. Other sections of Pike Street will be addressed in the future as funds become available to construct the improvements. As new traffic patterns are studied, analyzed, and as additional traffic analysis is conducted, more improvements will be recommended and planned as warranted.	3/27/2021		X	
Jackson Hurst		I approve and support WVDOT's WV 14 (Pike Street) 26th Avenue to Blizzard Drive Project. The aspect that I love about WVDOT's WV 14 (Pike Street) 26th Avenue to Blizzard Drive Project is that a roundabout will be built at the Pike Street/21st Ave/Blizzard Dr/Broadway Ave Intersection because a roundabout will increase safety and reduce the number of conflict points.	No response required.	3/29/2021		X	
Mike and Beverly Brannock		concerned with left turns onto Pike Street from Niagara Street when the road is widened. Hard to get out currently during rush hour. Not apposed to the project but need consideration for the neighborhoods adjacent to the project so that traffic flow in the adjacent residential area does not increase and become more hazardous. Concerned with the use of the roundabout at Blizzard Drive/Pike Street intersection. Location is not good for semi-trucks and at the bottom of a steep hill (south bound). concerned with multi-lane roundabout.	Once the project has been constructed, the intersections along Pike Street will be monitored. With the additional lanes it should allow for more breaks in the traffic then currently exist allowing for left turns onto Pike Street. The center turn lane can also be used as a holding area until a break in the traffic that allows for the vehicle to move into the through lanes.	4/19/2021			X
Cory Hartman		Plans appear to be well thought out. There seems to be the ability to improve further sections at future times. Please consider this comment as being in favor of the DOH designs.	No response required.	4/23/2021		X	

WV 14 PUBLIC COMMENTS RECEIVED

Chris Shoop		I strongly object to the plan to use a roundabout in this project at the intersection of Blizzard/Pike St and Broadway Ave. I am an area resident and I use this intersection frequently. I am a bicyclist and a motorcyclist and I am convinced that creation of a roundabout will cause higher accident rates for both types of transportation AND for pedestrians. In my own experience and as a result of several near collisions in other cities, I have observed that automobile and pickup drivers do not readily see and adjust their speed to avoid bicycles and motorcycles. The south Parkersburg area is not as affluent as many other parts of town. During mild weather days I see more pedestrians and bicyclists on Blizzard/Pike street than anywhere other than Grand Central. Many bicyclists use this street regularly. The bicycle safety study that your consultants recommended in the March 24 online public meeting (Protecting Pedestrians and Bicyclists: Some Observations and Research Opportunities, Allan F. Williams, IIHS, January 2013) did NOT say that safety is improved for bicycles and pedestrians, as represented in the meeting. The document says that proper design can improve safety for pedestrians. BUT, on pages 12 to 13 this document says that roundabouts have been found to INCREASE accidents for bicyclists. One quote is exceptionally pertinent [Daniels et al. (2009) found bicycle crash increases regardless of roundabout design type, and concluded that "Based on the results of the present study, it would not be recommendable to construct a roundabout when safety for bicyclists is a major concern."] The Williams report goes on to recommend that more studies re bicyclists and roundabouts should be conducted in the US. Note that the Daniels and other studies that were cited here were conducted in Europe and particularly in the Netherlands. Please consider that automobile drivers in the Netherlands are MUCH more familiar with sharing the road with bicyclists. Wikipedia cites that 36% of Dutch citizens report using bicycles as their PRIMARY mode of transportation. Yet, construction of a roundabout there - where bicycles are very common still causes an increase in accidents for bicyclists. Parkersburg drivers will NOT be as aware of or concerned for bicyclists. Further, I question whether the roundabout will be able to achieve an increase in throughput when the traffic is heavy. I have only ever observed congestion in the Blizzard/Pike/Broadway intersection when Pike street backs up from congestion at Rayon/Gihon/Pike. Unless the widening and lane additions there make a huge improvement, the traffic will still back up at Broadway in and though the roundabout. In those conditions pedestrian safety will be markedly reduced. Please drop the plans for a roundabout. This is not a safe solution in this location. The main intersection should be simplified by rerouting the other smaller streets onto the main street at a distance from this intersection. Unless you have already planned a follow up meeting, I hereby request that another public meeting should be held before the project proceeds much further. If a meeting is already planned, please send a notice to my email or mailing address. Sincerely, Chris Shoop	Responses to the comment concerning bicycle and pedestrian safety was supplied during the Public Meeting including links to numerous studies that the commentor is interpreting different then the State. We still believe based on FHWA studies that roundabouts are safer for pedestrians and bicyclist to use either in the travel lanes for bicyclists and crosswalks for pedestrians. We demonstrated during the meeting how refuge islands provide pedestrians with the ability to navigate the crosswalk one direction at a time. Consideration for other ehancements for pedestrian and bicylce safety will be considered throughout the detailed design. The two lane roundabouts have been shown to handle heavy vehicle volumes particularly in situations where a signal required 4 or 5 green light cycles including directional green arrows as the existing signal requires. One through lane will be added in each direction through the Ryan/Gihon intersection which will allow traffic to generally move better without backing up to the roundabout. Removing minor street access from the intersection was considered but created additional issues for the neighborhood traffic attempting to make left turns (northbound) during peak hours and would that push traffic to Gihon. Maintain property access is a key concern for the project on this business route. At this time the DOH does not plan additional public meetings but will update the webpage as new information is available. As right-of-way is determined, DOH will meet with property owners and tenants to discuss the project impacts to the properties.				
Joe Whitlatch		I believe roundabouts should also be built at the Rayon Dr/Gihon Rd/Pike st intersection and at the Division st/DuPont Rd intersection near the old Kmart. Also the road should be widened to a 5 lane from the Division St/DuPont Rd intersection all the way to the new 4 lane just past the Southside walmart. Also a 4 lane bypass rd should be built from the new 4 lane and proceed behind walmart crossing gihon rd and connect with the access rd that leads to Fort Boreman.	The use of a roundabout was studied for the Gihon Road/Rayon Drive intersection. The roundabout would require additional right-of-way that would likely require acquisition of the two gas stations on the corner and the restaurant in the northwest corner. The signal and roundabout are very similar in how well they move vehicles through the intersection. Due to the impacts to adjacent properties, the signal was selected. the other intersections mentioned are outside of the project area and may be addressed with future projects as needs are identified.	4/23/2021		X	

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