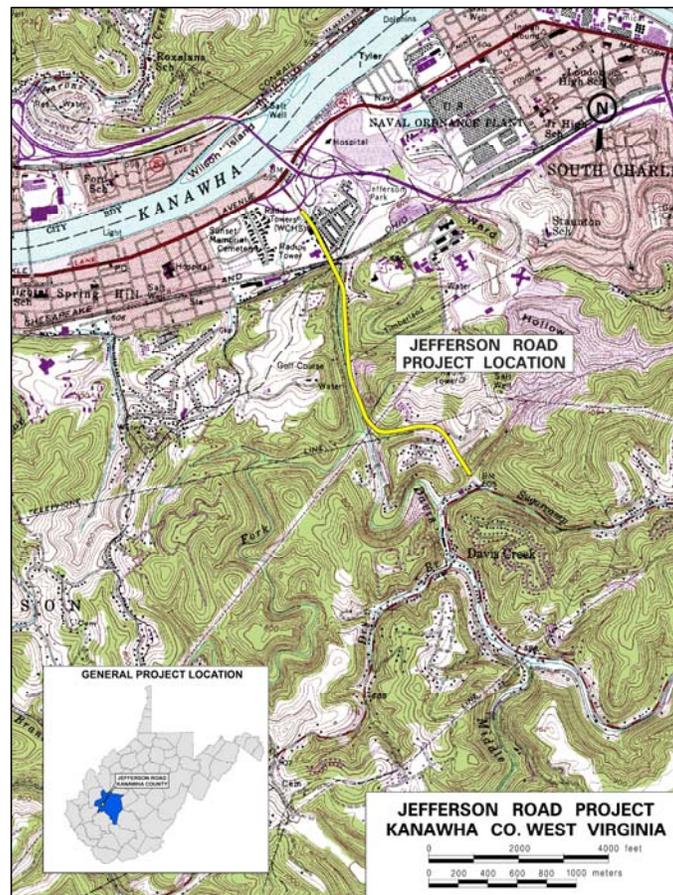


WELCOME

Informational Public Workshop
for the
WV 601, Jefferson Road,
US 119 to US 60 Project

State Project: U320-601-0.00
Federal Project: STP-0601(009)D

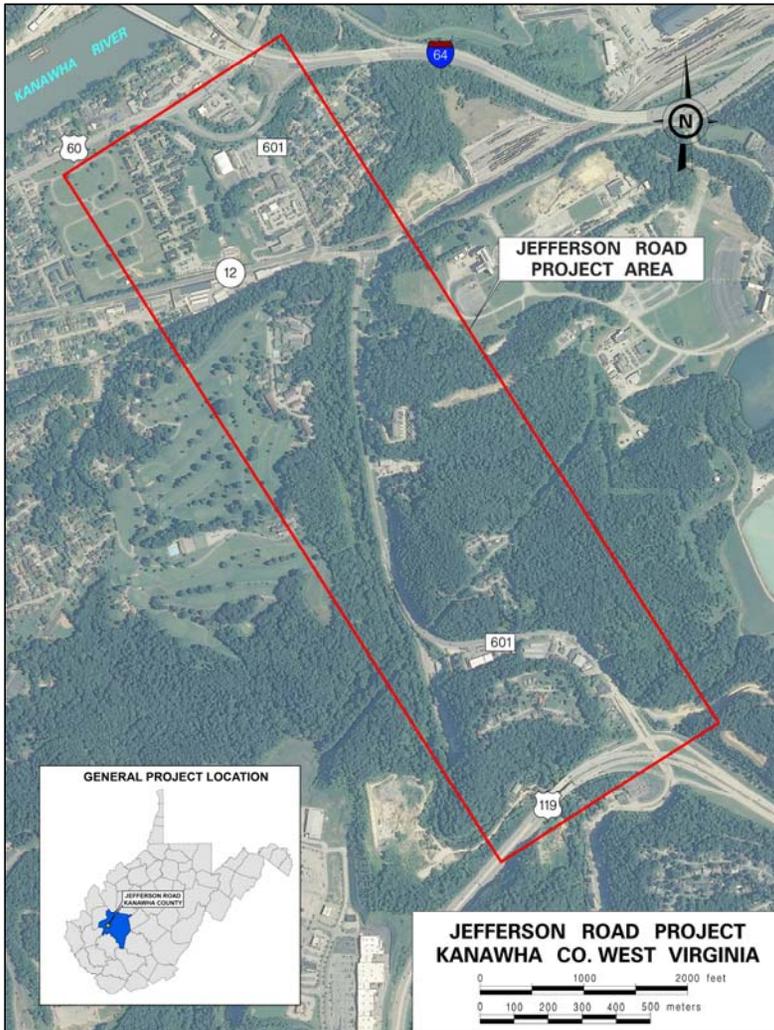


July 11, 2016
South Charleston Community Center
South Charleston, WV
4:00-7:00 PM



www.transportation.wv.gov

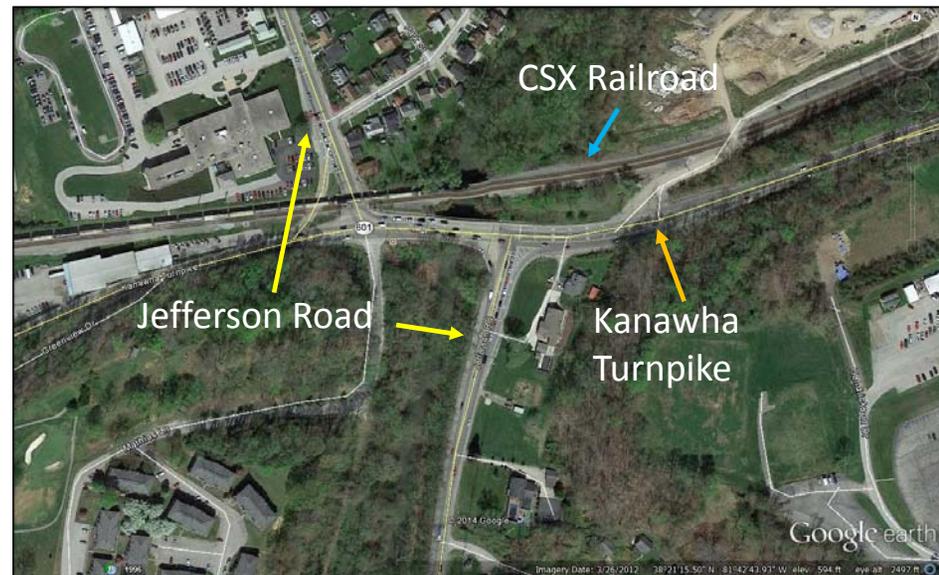
PROJECT OVERVIEW



This Project consists of widening WV 601 (Jefferson Road) between its intersections with US 119 (Corridor G) to the south, and US 60 (MacCorkle Avenue) to the north and providing a simplified crossing of Kanawha Turnpike, the CSX railroad, and Davis Creek.

Currently, the roadway has only a single lane in both directions for most of its length in the project area. Traffic is slowed by turning vehicles at the roadway's many access points (driveways and side roads). The flow of traffic is also slowed by a railroad crossing and an offset intersection (below), which requires vehicles to turn at two traffic lights in order to continue on Jefferson Road.

Jefferson Road will be widened throughout the project area to four lanes, with an additional turning lane for most of its length. The Preferred Alternative includes bridging Kanawha Turnpike and the CSX railroad, along with Davis Creek.



The purpose of the project is to relieve congestion, improve safety, and improve opportunity for economic development in South Charleston, WV.



PROJECT NEEDS

Improve Traffic Conditions. Improve Safety. Improve Access to Economic Activity.



Three years of WVDOR crash data (2013-2015) reveal trouble spots (above) and show that the rate of crashes in the project area is much greater than the statewide average.

Crashes per million vehicle miles traveled:

Jefferson Road in project area = 6.54

Vs.

Statewide average for similar roads = 1.63



These photographs show the entrance to the WV State Police Headquarters facility along Jefferson Road in the northern project area.

Southbound vehicles cannot "Keep Clear" of the entrance when traffic backs-up for the jogged intersection and trains.

Northbound vehicles on the other side of the jogged intersection can back up 2,000 feet from the traffic light, particularly during AM peak travel times.

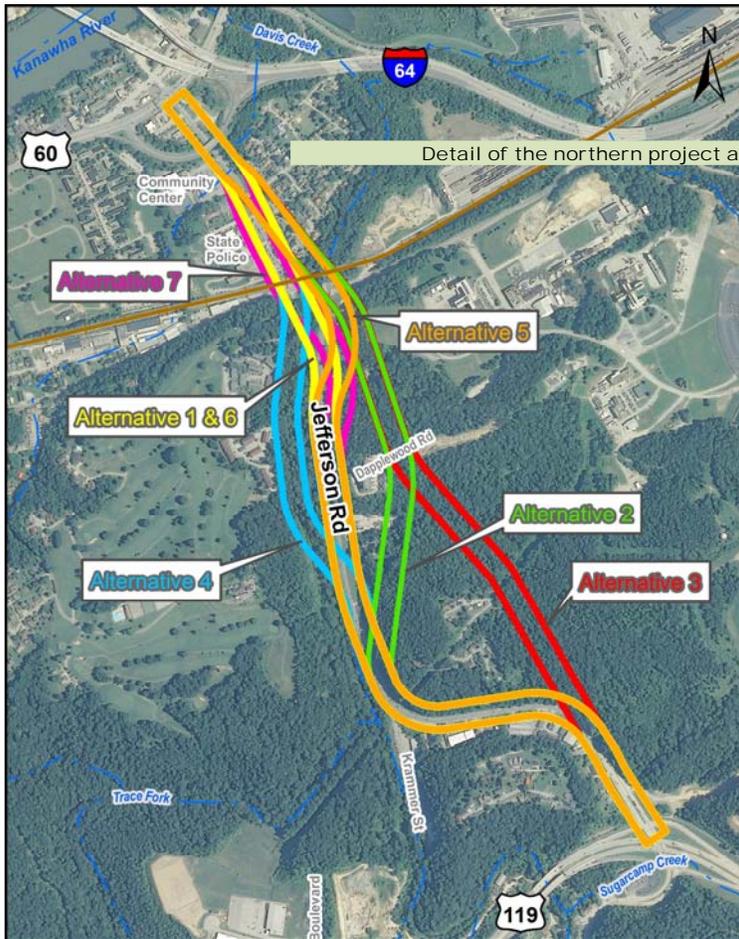


Facilitate growth of WV Regional Technology Park. Facilitate travel to Corridor G destinations.



PRELIMINARY ALTERNATIVES

Ten (10) preliminary alternatives were assessed as part of the Planning and Environmental Linkage (PEL) process, which included a public meeting and comment period in 2013.



ABOVE: The northern portion of the project area includes the recently expanded WV State Police Headquarters, South Charleston Detachment on the west side, and the Jefferson Place neighborhood to the east. In order to improve Jefferson Road, impacts to the neighborhood cannot be avoided. Also, a bridge over the railroad requires more neighborhood impacts because of the supporting walls.

BELOW: Davis Creek flows through the project area. Any alternative must cross the creek and have some degree of disturbance in the floodplain.



WVDOH received comments on the preliminary alternatives. In general, the project received supportive comments, and most specific comments fell into one of four categories:

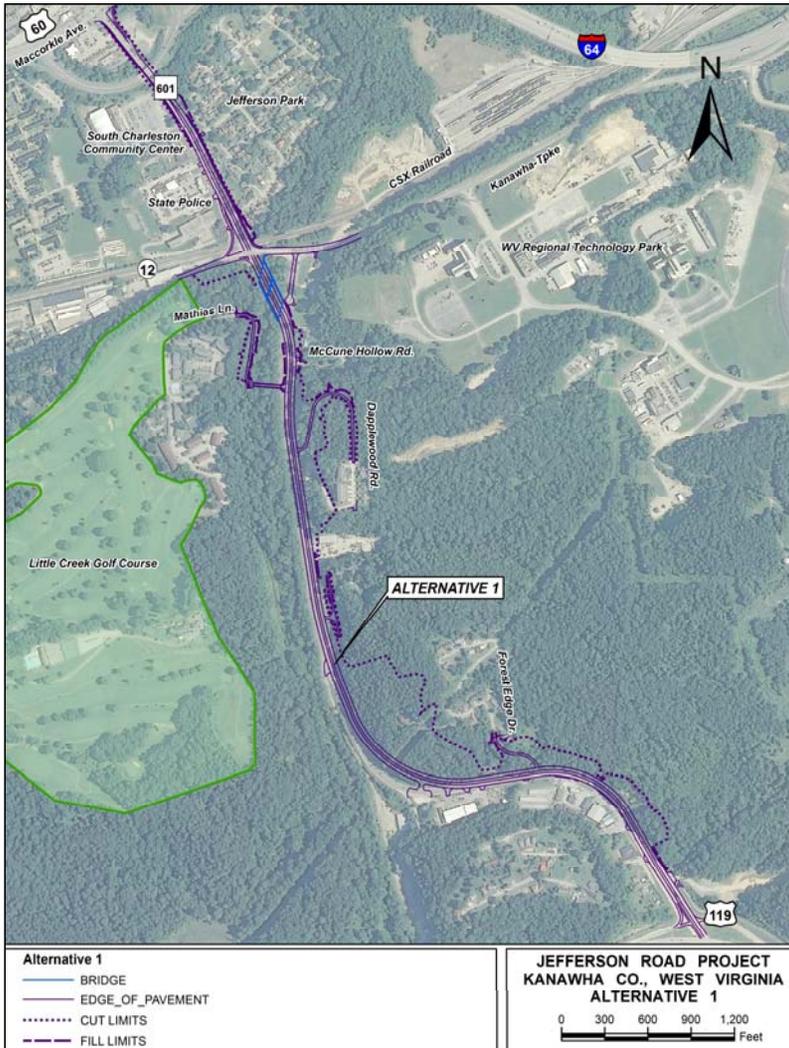
- Support for a grade-separated railroad crossing (a bridge)
- Support for bicyclist and pedestrian facilities
- Concern for impacts to the Jefferson Place neighborhood (e.g., relocations, access, and quality of life)
- Concern for flooding implications of the project

After further consideration for impacts and public comments, WVDOH and FHWA carried forward two preliminary alternatives for detailed analysis in the Environmental Assessment: **Alternative 1** and **Alternative 5**.

With these two options, the EA compares an alternative without a bridge over the railroad and Kanawha Turnpike to an alternative with a bridge over the railroad and Kanawha Turnpike and its associated increase in residential impacts.

ALTERNATIVES SUMMARY

Both of the Build Alternatives will generally widen the road in similar ways, from 2-3 lanes to 4-5 lanes. In the southern half of the project area, both alternatives generally follow existing Jefferson Road and adjust entrances to Forest Edge Drive and Dapplewood Road. In the northern half of the project area, the alternatives diverge and provide access to Kanawha Turnpike and side roads in different ways.



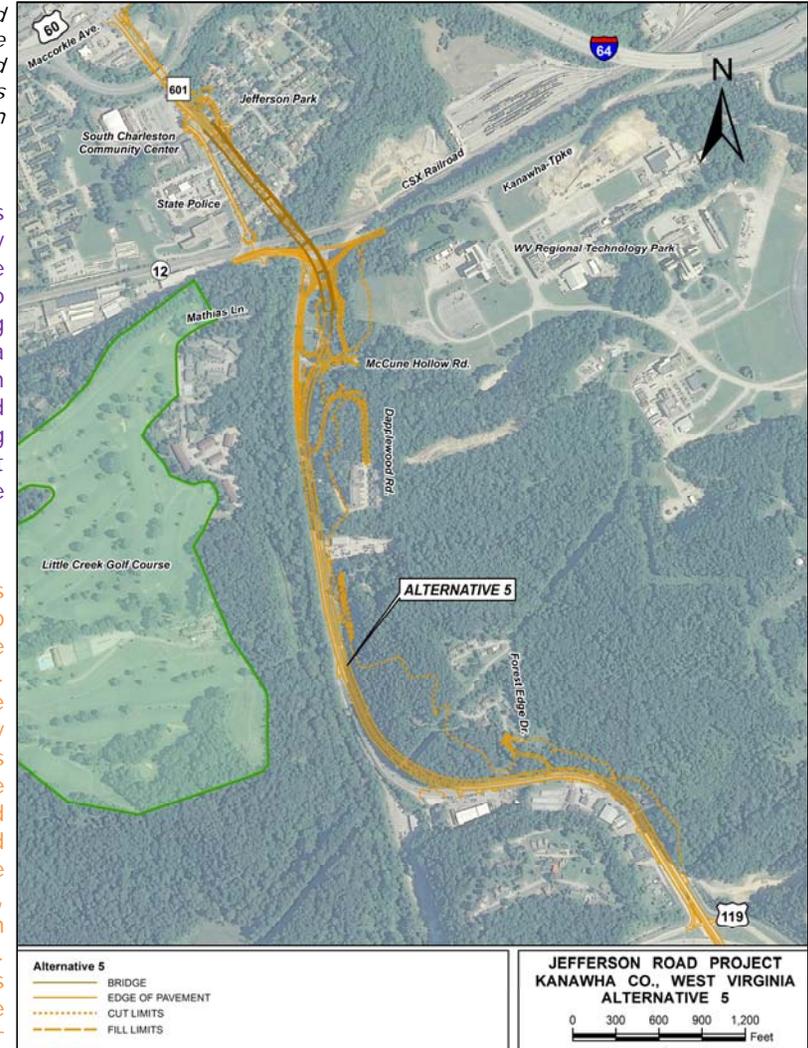
NOTE: Since 2013, the Build Alternatives carried forward have undergone more detailed engineering. Several adjustments have been made to both alternatives since the PEL study.

ALTERNATIVE 1

North of Dapplewood Rd, this alternative provides a new access point to Mathias Lane and bridges Davis Creek to meet a new four-leg intersection with Kanawha Turnpike. The road still has an at-grade railroad crossing and generally follows existing Jefferson Rd to its end, but still has to overlap part of the Jefferson Place neighborhood.

PREFERRED ALTERNATIVE 5

North of Dapplewood Rd, this alternative shifts to the east to bridge Kanawha Turnpike, the railroad, and Davis Creek. Access to Kanawha Turnpike is provided under the new bridge, and a roundabout is currently proposed. The northern alignment is shifted to the east of the existing road and overlaps part of the Jefferson Place neighborhood. There is a new intersection in front of the Community Center. Existing Jefferson Rd is maintained for access, but the at-grade railroad crossing for vehicles is eliminated.

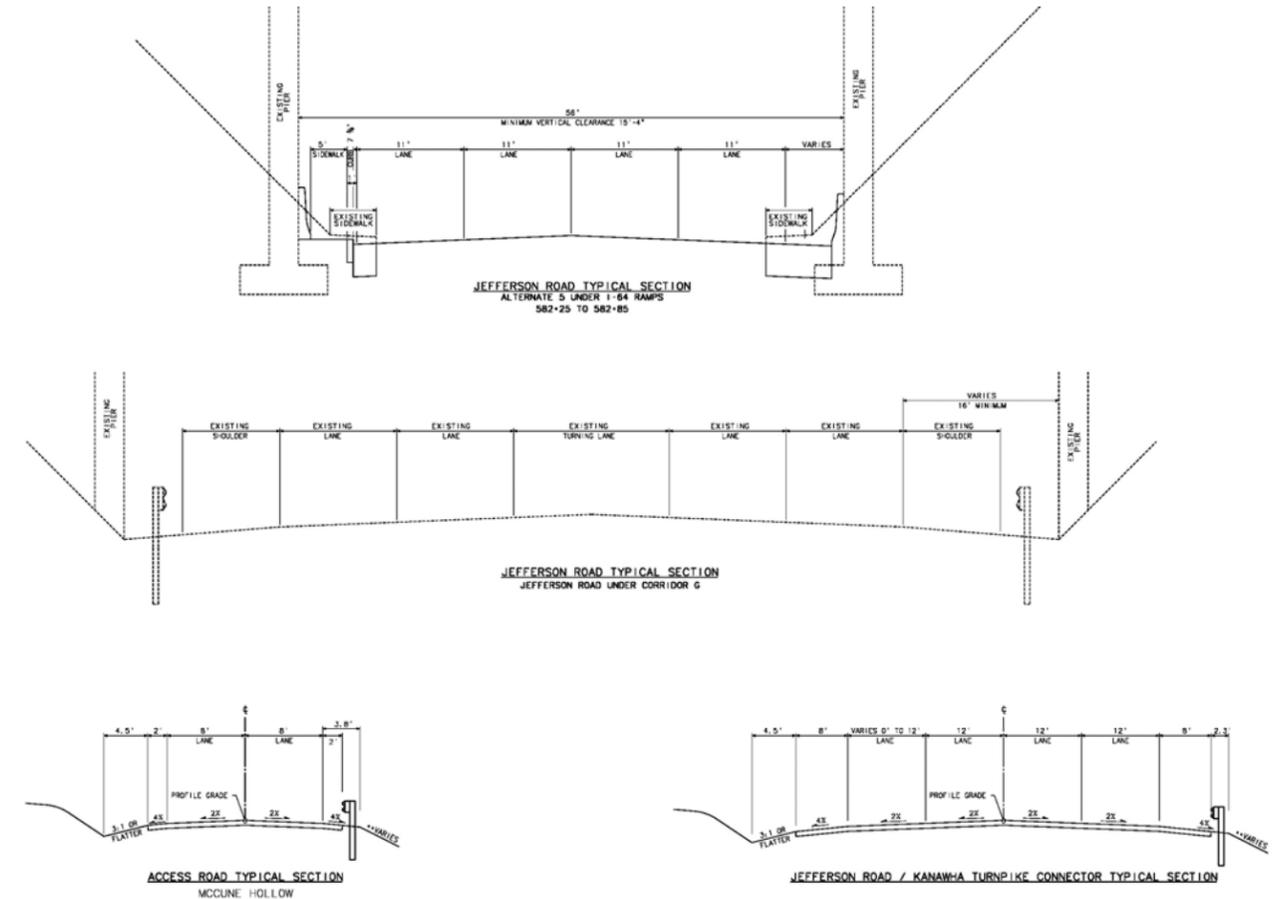
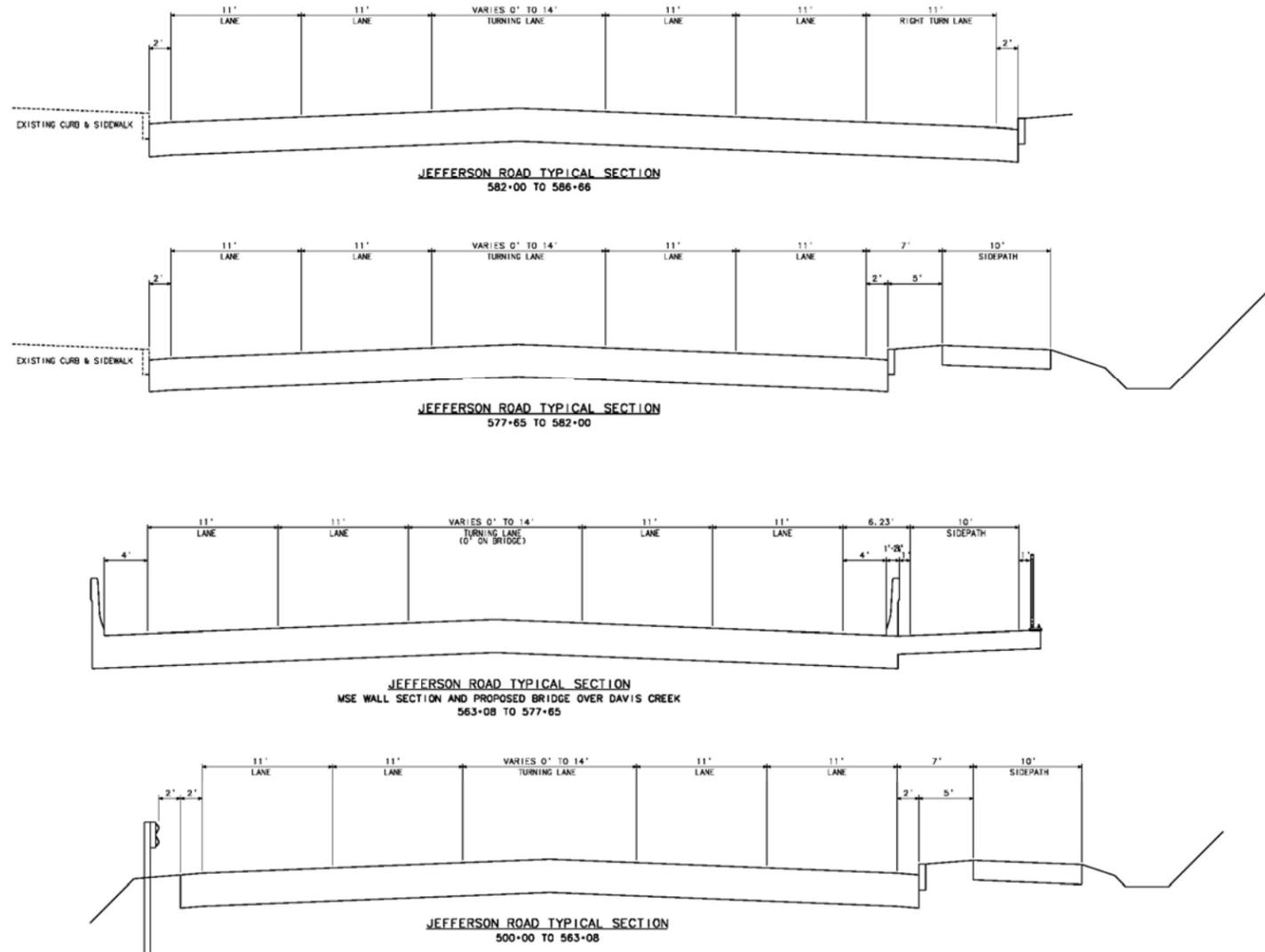


IMPACTS SUMMARY

	No Build Alternative	Alternative 1	Preferred Alternative 5
Length (miles)	1.7	1.6	1.7
Eliminates Offset Intersection	No	Yes	Yes
Includes Bridge Over Kanawha Trpk and RR	No	No	Yes
Davis Creek Crossings	No Impact	2	1
Total Area Required	None	67.7 acres	71.4 acres
Total Area of Forest	None	35.5 acres	31.5 acres
Residential Relocations	None	26	35
Commercial Relocations	None	1 small office/retail space building	1 small office/retail space building
2030 Design Year Noise Impacts	23 (20 of which will be relocated with one or both Build Alternatives)	2	3
Cultural Resources	No Impact	No Impact	No Impact
Floodplains	No Impact	Encroaches on 100-year flow; requires coordination with FEMA. Backwater increases > 0.1"	Backwater increases < 0.1"
Viewshed	No Impact	Little Impact	Substantial impact to portion of Jefferson Place neighborhood
Hazardous Sites and Utilities Issues	Not Applicable	Yes Replacement of a main sewer pump	Yes
Estimated Cost (includes construction, utilities, and right-of-way)	None	\$44.48 million	\$56.21 million



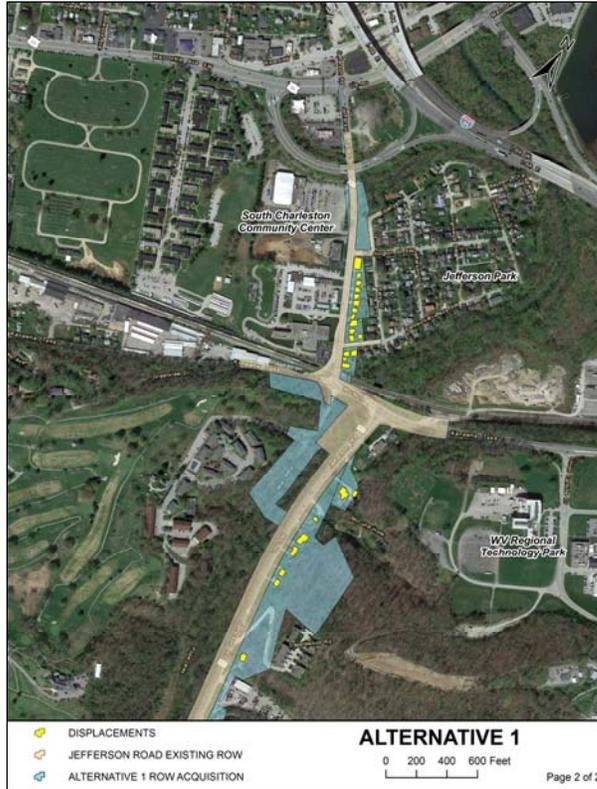
Alternative 5



Jefferson Road Improvement Project



RELOCATIONS



These figures show the preliminary right-of-way designs of the alternatives (southern project area is to the left and northern project area is to the right). Houses/businesses that fall within those areas are highlighted in yellow.

Acquisition and relocation will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. The owner of a displaced residence is eligible to receive reimbursement for the fair market value of the property acquired, as well as moving costs, and will be provided relocation assistance and advisory services together with the assurance of the availability of decent, safe, and sanitary housing. Displaced renters who have rented their apartment/home for at least 90 days before negotiations will be provided with relocation assistance advisory services and compensation, which may be used to rent another housing property or to purchase a home.



ESTIMATED PROJECT TIMELINE

