

**Final Report
Jefferson Road (WV 601)
Planning and Environmental Linkage (PEL)**

Project U220-601-0.00 00, Kanawha County

Prepared for:
**West Virginia Department of Transportation
Division of Highways
Program Planning & Administration Division**



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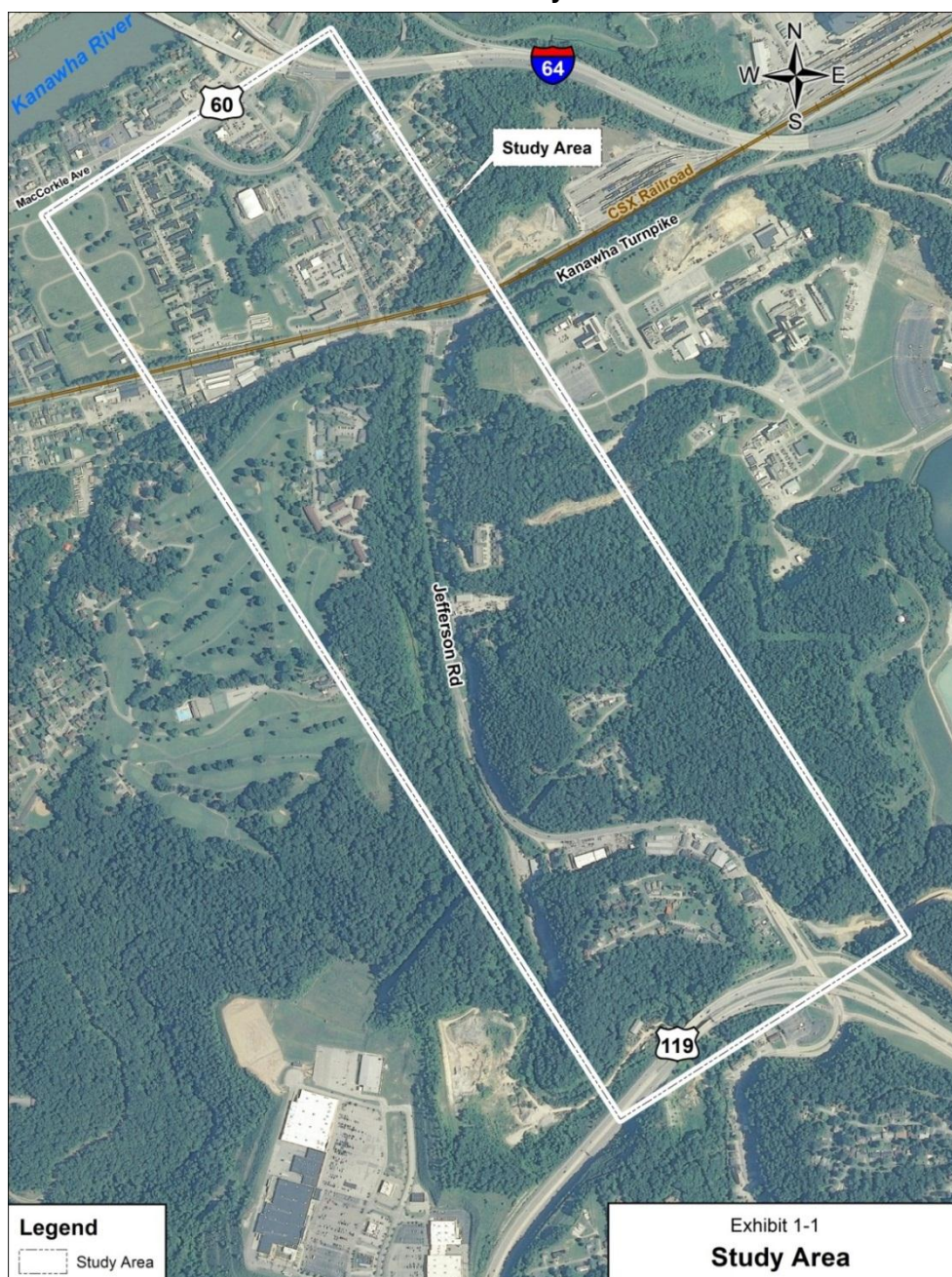
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1.0 Introduction

Michael Baker Jr., Inc. (Baker) has been retained by the West Virginia Department of Transportation Division of Highways (WVDOH) to prepare a Planning and Environmental Linkages (PEL) study of the Jefferson Road (WV 601) corridor improvement project. The improvements would relieve current and future traffic congestion and improve safety in the corridor. The study limits are from the southern terminus with US 119 (Corridor G – Davis Creek Interchange) to the northern terminus at the US 60 (McCorkle Avenue) and I-64 intersection with Jefferson Road. The existing facility includes a major offset intersection with Kanawha Turnpike (CR 61/12) and an at-grade rail crossing with a CSX dual line. **Exhibit 1-1** shows the study area.

Exhibit 1-1: Study Area



According to the Federal Highway Administration (FHWA), PEL represents a collaborative and integrated approach to transportation decision-making that 1) considers environmental, community, and economic goals early in the transportation planning process, and 2) uses the information, analysis, and products developed during planning to inform the environmental review process.

The objective of this study is to identify planning considerations and environmental features in the Jefferson Road corridor prior to the project entering the preliminary design and National Environmental Policy Act (NEPA) phase of the project development process. Early identification of significant social and environmental features in the corridor can assist the project development team in the identification and early screening of alternatives prior to the project reaching a more advanced point in the Design/NEPA process where a project can become more controversial and changes become more time consuming and costly.

This study summarizes the following elements of the Jefferson Road corridor improvement project as it moves from the Planning phase to the Preliminary Design / NEPA phase:

- Project Goals and Vision
- Alternative Corridors
- Affected Environments
- Agency/Stakeholder Coordination
- Public Workshop
- Preliminary Alternatives Comparison

2.0 Goals and Vision

The development of I-64 and the Appalachian Development Highway System (ADHS) Corridor G (US 119) in recent decades has brought two major regional highways through South Charleston. I-64, an east-west interstate which connects Charleston to Huntington and points west into Kentucky and beyond, traverses the northern part of the City. US 119, which traverses the city parallel to and approximately one mile south of I-64, is a north-south four lane limited access expressway which connects Charleston to Williamson in the southwest corner of the state. Jefferson Road serves as a key connection between the two highways in South Charleston.. This link serves traffic in South Charleston as well as areas such as Dunbar, St. Albans, and regional through traffic connecting between I-64 West and US 119 South. These traffic demands have resulted in traffic volumes on Jefferson Road which exceed the capacity of a two lane roadway, especially given the configuration of its offset intersections with Kanawha Turnpike and an adjacent major rail (CSX) crossing. The goal of the Jefferson Road improvement project is to improve access, relieve congestion, and improve safety along Jefferson Road between MacCorkle Avenue and US 119. This section of the report summarizes current and previous work in the corridor in support of these goals.

2.1 Project History

The 1996 Charleston Metropolitan Transportation Plan recommended the widening of WV 601 to a four-lane facility, as well as grade separation of the railroad crossing. Planning for the project was undertaken by the WVDOH Program Planning & Administration Division, which produced the WV 601 Jefferson Road Kanawha County report in August, 2004. The report identified six alternatives and a No-Build alternative, with no preferred alternative identified.

This study was followed up in 2012-2013, with the development of the Jefferson Road (WV 601) Design Study (June 14, 2012) produced for the Program Planning & Administration Division by TRC Companies, Inc. (TRC). This study developed preliminary designs and traffic studies for seven alternatives including the No-Build, and is the source for the engineering and traffic information presented in this PEL report.

2.2 Project Advocates

The project has strong support from the community. The following stakeholders have advocated for improvements to Jefferson Road:

- City of South Charleston
- South Charleston Chamber of Commerce
- WV State Police
- Local EMS providers
- CSX RR (if a grade separation between Jefferson Road and the CSX line is included)
- West Virginia Regional Technology Park

2.3 Current Status in the Planning/Programming Process

The project is being included as an “Existing + Committed” (E+C) project in the current Regional Intergovernmental Council (RIC) 2040 Long Range Plan (LRP) update. The project was discussed at a Stakeholder Committee meeting for the LRP update on January 23, 2013 and at coordination meetings with WVDOH. The Steering Committee members involved in the planning process included individuals from the following organizations: RIC, WVDOH, FHWA, Kanawha Valley Regional Transportation Authority, Putnam County Planning, City of Dunbar, Charleston Area Alliance, Rahall Appalachian Transportation Institute, Upper Kanawha Valley Economic Development Corporation, Kanawha County Commission, City of Charleston, and Kanawha County Planning.

The project has also been programmed in RIC’s Transportation Improvement Program (TIP) and the 2013 to 2018 Statewide Transportation Improvement Program (STIP) for a total of \$70,250,000 for engineering, right of way and construction.

2.4 Project Need

2.4.1 Congestion

The primary purpose of the project is to relieve current and future traffic congestion in the WV 601 Jefferson Road corridor from US 119 (Corridor G – Davis Creek Interchange) to US Route 60 (MacCorkle Avenue) and the I-64 interchange with Jefferson Road. The existing facility accommodates traffic from South Charleston, Dunbar and St. Albans as well as I-64 Eastbound traffic destined for Southridge/Trace Fork shopping area or US 119 South.

A traffic model simulation conducted by Stantec Inc. for the TRC 2013 Design Study indicates that excessive congestion is occurring, primarily in the PM peak hour, and by Year 2030 will overwhelm the capacity of the dual intersections of Jefferson Road and Kanawha Turnpike as currently aligned. The model forecasts gridlock conditions extending onto the I-64 ramps at both MacCorkle Avenue and Kanawha Turnpike, as well as to the interchange of US 119 with Jefferson Road. The introduction of the proposed RHL Boulevard extension could further exacerbate congestion on Jefferson Road if introduced prior to the Jefferson Road improvements, with new spillback queues created on RHL Boulevard back to Trace Fork to the west and Kanawha Turnpike to the north.

Average travel times on Jefferson Road Northbound through the corridor are forecast to increase to 15 minutes in the Year 2030 from the current (Year 2010) 10.5 minutes. The current Southbound travel time is 4.7 minutes, while a free-flow travel time would be approximately 3 minutes. PM intersection delay at the Jefferson/Kanawha Turnpike intersection is forecast to increase from the current 70 seconds to 140 seconds by 2030. Queuing at intersections is excessive, with the worst case being the Northbound queue at Kanawha Turnpike at 2,200 feet in 2010, forecast to increase to 5,700 feet in 2030.

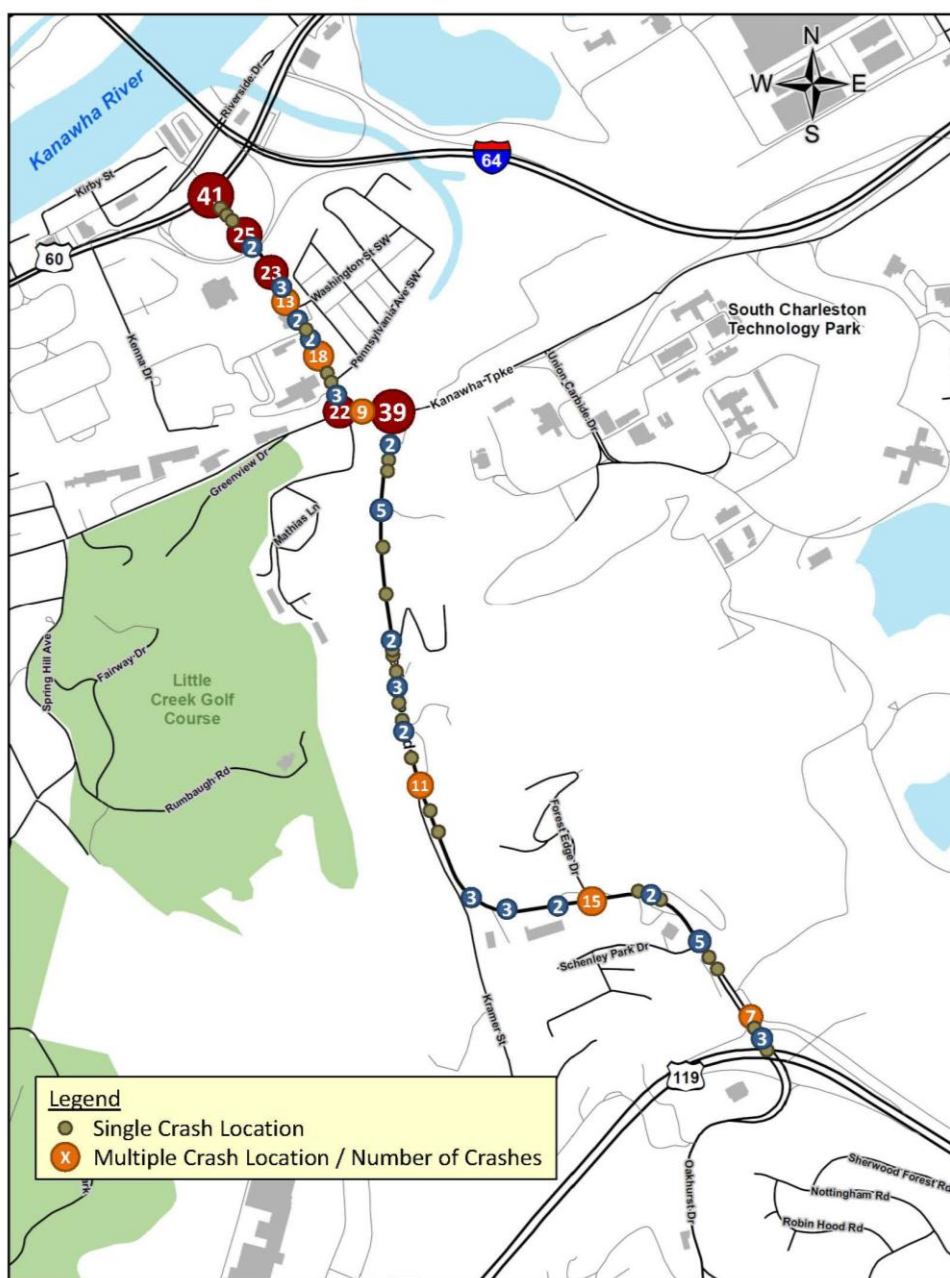
2.4.2 Safety

A safety analysis was conducted by Baker using crash data for the years 2009, 2010, and 2011. During the 3-year period, 291 crashes were reported along the 1.75 mile corridor. The Annual Average Daily Traffic (AADT) during this time frame for this section of roadway was 21,800. Thus, the crash rate was calculated to be 6.96 (crashes per

million vehicle-miles traveled), which is almost three times the 2003 statewide average crash rate for similar facilities. There were no reported fatalities during this time period.

A crash cluster map (**Exhibit 2-1**) was developed to determine high crash locations. As shown on the map, higher numbers of crashes tend to occur at intersections, which is typical for this type of roadway. Jefferson Road at the Kanawha Turnpike intersection and to the north tended to have more crashes than the southern portion of the study area. In particular, the Jefferson Road intersections with MacCorkle Avenue (US 60) and Kanawha Turnpike experienced the highest number of crashes during the three-year analysis period. This would be expected given the traffic volumes which travel through these intersections and the traffic congestion in the area.

Exhibit 2-1: Crash Cluster Map



2.4.3 Economic Development

The West Virginia Regional Technology Park is currently expanding, including the expansion of Bridgemont College. The Park still has room for further growth and can bring significant additional economic development to South Charleston, but access is constrained by the severe congestion on Jefferson Road. Local officials also believe that commercial development along Jefferson Road itself and in the commercial area along Corridor G is being hindered by the congestion on Jefferson Road.

3.0 Alternative Corridors

Seven (7) conceptual build alternatives and a No-Build Alternative are being considered for the Jefferson Road Improvement Project. The proposed conceptual alternatives are the result of the TRC Design Study that concluded in March 2013. The objective of the Design Study was to identify improvements to relieve the current and anticipated future traffic congestion along the Jefferson Road (WV 601) corridor. All of the conceptual alternatives proposed would widen existing Jefferson Road from two lanes to five lanes with a center turn lane. For this PEL Study, 500-foot wide corridors were evaluated.

3.1 No-Build Alternative

The No-Build Alternative is defined to serve as the baseline for comparison of all alternatives. The No-Build Alternative represents the transportation system as it exists, or as it would exist after completing programs or projects currently funded or being implemented.

Jefferson Road is a two-lane urban minor arterial roadway, approximately 1.7 miles in length. Since the completion of Corridor G (US 119) in the early 1980’s, Jefferson Road functions as a connector between US 119 and US Route 60 (MacCorkle Avenue). The existing alignment of Jefferson Road is complicated by an offset intersection with Kanawha Turnpike and an at-grade railroad crossing.

3.2 Alternative 1

3.2.1 Option A

Alternative 1 Option A would widen Jefferson Road to five lanes, generally following the existing alignment from US 119 to approximately 600 feet south of Kanawha Turnpike. It would include a new bridge over Davis Creek and would form a four-leg at-grade intersection with Kanawha Turnpike. Alternative 1 would then follow existing Jefferson Road to the I-64 overpass ramp. Widening of the existing Jefferson Road would be to the east of the existing travel lanes.

3.2.2 Option B

Alternative 1 Option B would add single-lane Northbound and Southbound overpass bridges to Option A for Jefferson Road through traffic to pass over Kanawha Turnpike and the railroad. A four-leg intersection would still exist for traffic traveling between Jefferson Road and Kanawha Turnpike.



Exhibit 3-1: Alternative 1

3.3 Alternative 2

Alternative 2 would provide a five-lane facility by generally following the southern part of the existing alignment from US 119 to approximately 400 feet north of the proposed intersection with RHL Boulevard extension. It would then diverge along a new alignment approximately 640 feet east of existing Jefferson Road as it approaches Kanawha Turnpike. It would bridge over Kanawha Turnpike, the railroad, and Davis Creek and tie back into existing Jefferson Road near the I-64 ramp overpass.



Exhibit 3-2: Alternative 2

3.4 Alternative 3

Alternative 3 would provide a five-lane facility that begins by following the southern part of the existing alignment from US 119 to the first horizontal curve. From there it would follow a new alignment approximately 1450 feet to the east of existing Jefferson Road as it approaches Kanawha Turnpike. It would bridge over Kanawha Turnpike, the railroad, and Davis Creek and tie back into existing Jefferson Road near the I-64 ramp overpass.

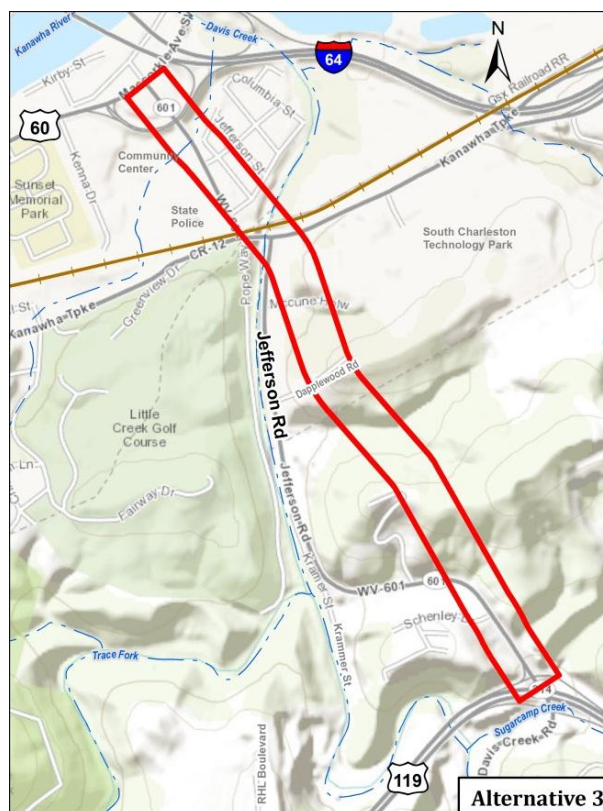


Exhibit 3-3: Alternative 3

3.5 Alternative 4

3.5.1 Option A

Alternative 4 Option A would widen the southern part of existing Jefferson Road to five lanes, from US 119 to Kramer Street, and then diverge along a new alignment to the west of Davis Creek. It would parallel Davis Creek on an abandoned railroad bed to intersect with Kanawha Turnpike, forming a four-leg, at-grade intersection. North of Kanawha Turnpike it would follow existing Jefferson Road to I-64.

3.5.2 Option B

Alternative 4 Option B would add an overpass bridge, similar to Alternative 1 Option B, for Jefferson Road through traffic to pass over Kanawha Turnpike and the railroad.



Exhibit 3-4: Alternative 4

3.6 Alternative 5

Alternative 5 would widen the majority of the southern part of existing Jefferson Road to five lanes, from US 119 to near Dapplewood Road, and then diverge along a new alignment to the east of existing Jefferson Road in order to bridge over Kanawha Turnpike, the railroad and Davis Creek. It would then tie back into existing Jefferson Road near the I-64 ramp overpass.

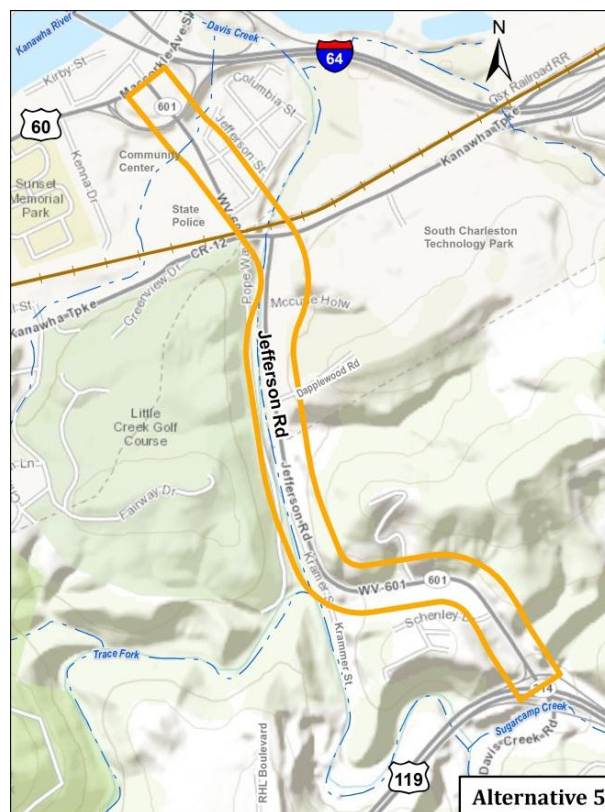


Exhibit 3-5: Alternative 5

3.7 Alternative 6

Alternative 6 would widen existing Jefferson Road to five lanes, generally following the existing alignment from US 119 to approximately 600 feet south of Kanawha Turnpike, similar to Alternative 1. However, it would include a dual lane grade-separated interchange over Kanawha Turnpike, the railroad and Davis Creek, tying back into existing Jefferson Road near the I-64 overpass ramp.

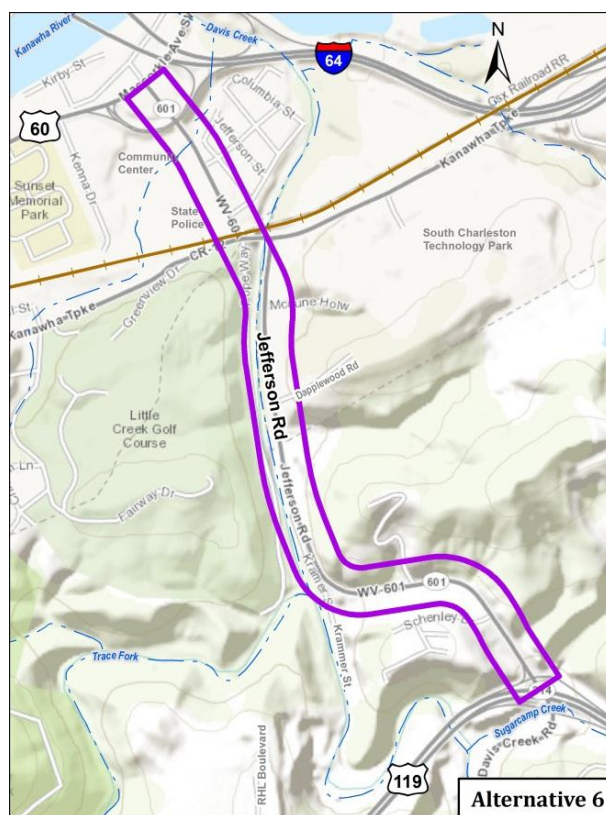


Exhibit 3-6: Alternative 6

3.8 Alternative 7

Alternative 7 would widen the southern part of existing Jefferson Road to five lanes, from US 119 to near Dapplewood Road. It would then diverge along a new alignment east of existing Jefferson Road and bridge over Kanawha Turnpike, the railroad, and Davis Creek. It would then continue along a new alignment just west of the existing roadway in the vicinity of the West Virginia State Police facility and tie back into the existing I-64 ramp.

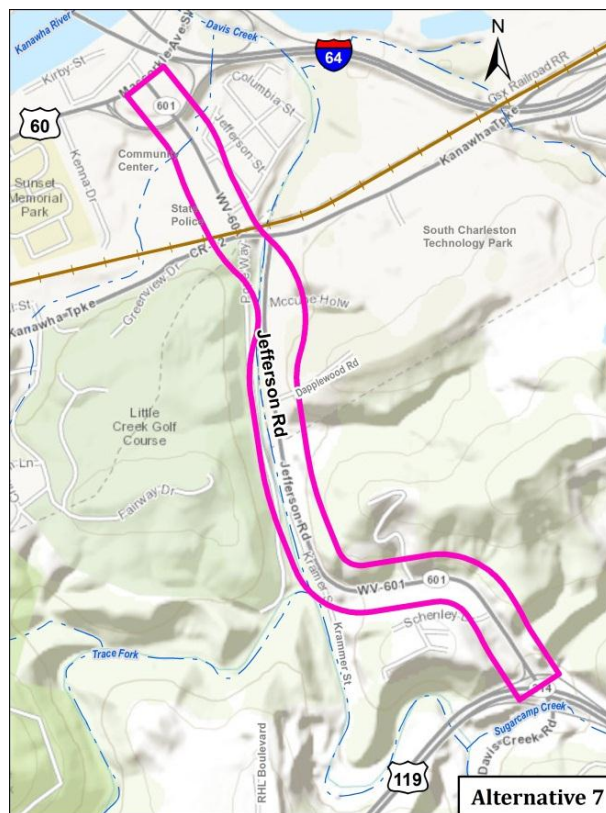


Exhibit 3-7: Alternative 7

4.0 Affected Environments

Environmental considerations in transportation planning can lead to a seamless decision-making process that minimizes duplication of effort, promotes environmental stewardship, and reduces delays in project implementation by promoting early coordination. Incorporating identification of environmental resources early in the planning process promotes avoidance / minimization of environmental impacts and early coordination for mitigation. The goal of the Jefferson Road PEL study is to identify known potential impacts that could affect the cost or feasibility of the project during the preliminary planning/design phase to facilitate the avoidance, minimization or mitigation of those impacts as the project moves forward.

An environmental inventory of social, cultural and natural resources within the Study Area was collected from available secondary sources and input into a Project GIS. The environmental inventory includes:

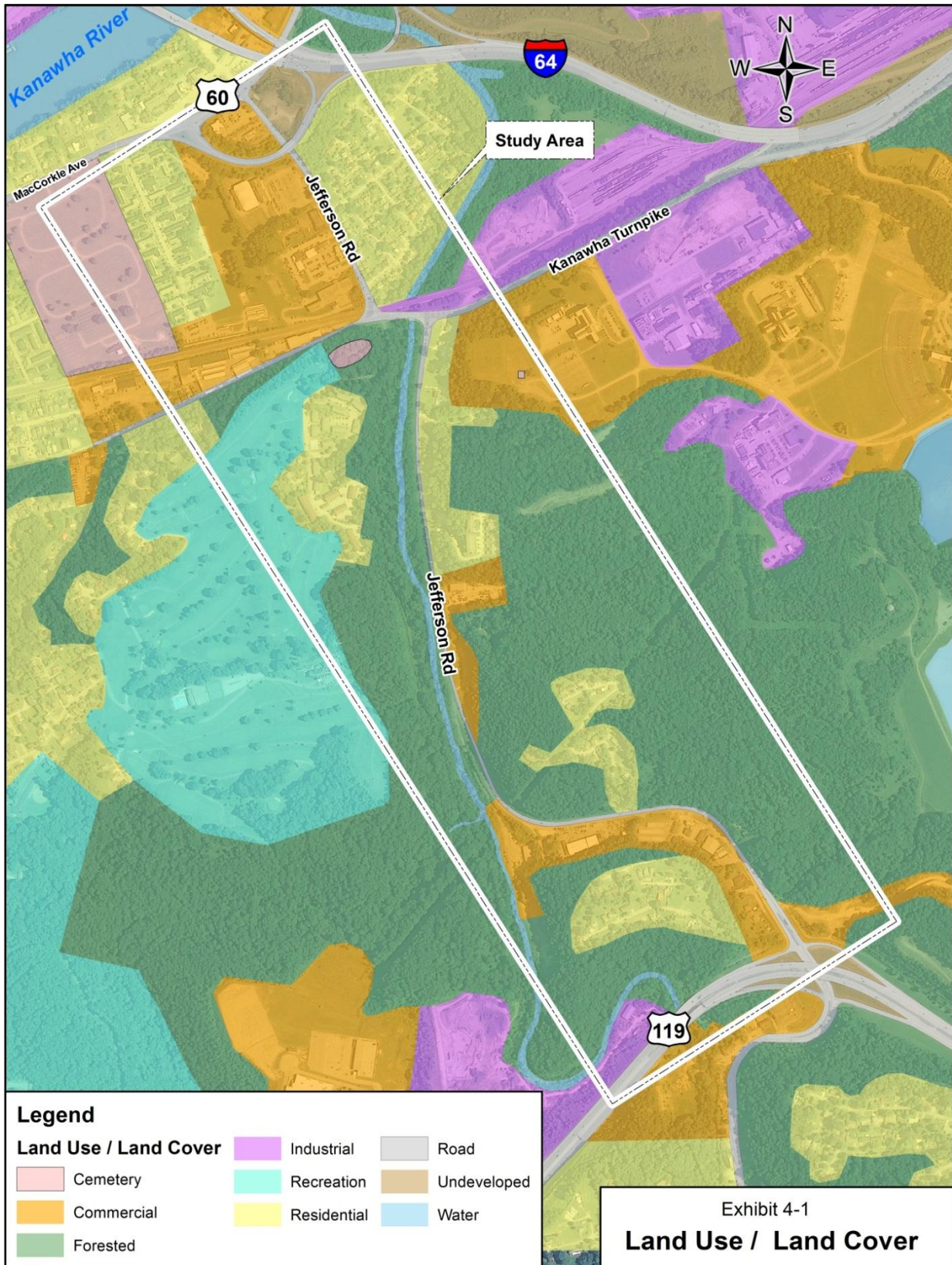
- Land Cover / Land Use
- Zoning
- Farmlands
- Forest Lands
- Air Quality
- Noise
- Surface Water Resources
- Wildlife Resources
- Cultural Resources
- Community Facilities
- Socioeconomics
- Hazardous Materials
- Mineral Resources

4.1 Land Cover / Land Use

National Land Cover Dataset (2006) was downloaded from the West Virginia GIS Technical Center. The dataset was then verified with the project aerial ortho photography (2011) and revised as needed. A windshield survey of the developed areas was performed and updates were made to the land use classifications, as required.

The Study Area consists primarily of forested land cover, with over 40% of the Study Area forested. Residential areas make up over 20% of the Study Area, followed by commercial, existing roadways, recreational areas, water, undeveloped areas, industrial areas and a cemetery. See **Exhibit 4-1** for the Land Cover / Land Use in the Study Area.

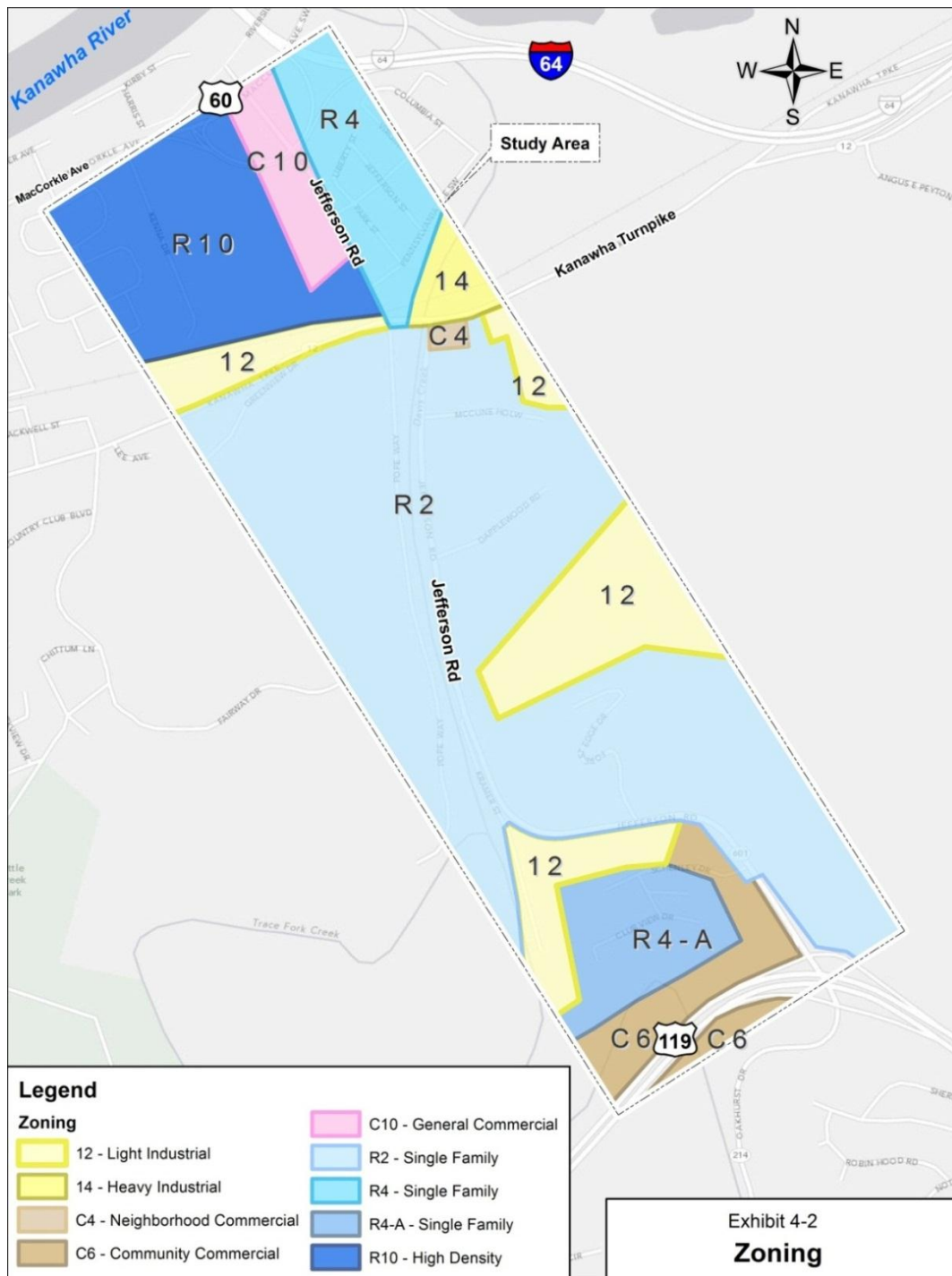
Exhibit 4-1: Land Use / Land Cover



4.2 Zoning

A Zoning Map (April 2009) was obtained from the City of South Charleston. Zoning boundaries and zone codes were entered into the project GIS for the Study Area. The majority of the Study area is zoned as single family residential with light industrial the secondary zoning classification. Other zoning types found within the Study Area include commercial and heavy industrial. See **Exhibit 4-2** for the Zoning Classifications within the Study Area.

Exhibit 4-2: Zoning



4.3 Farmland and Forest Land

4.3.1 Farmland

Soil tabular and spatial data (2004) were downloaded from Natural Resources Conservation Service (NRCS) Soil Data Mart for Kanawha County. The soil map units considered as prime farmland, unique farmland and farmland of statewide or local importance were identified. NRCS defines Prime Farmlands as soils that have the best combination of physical and chemical characteristics to economically produce high yields of agricultural crops when treated and managed according to acceptable farming practices. There are no soil types within the Study Area defined as Prime Farmlands by NRCS.

Statewide or Locally Important Farmland is land that has been identified by state or local agencies for agricultural use, but is not of national importance. There are nine (9) soil types that are classified as Farmlands of Statewide Importance within the Study Area.

See **Exhibit 4-3** for Soils of Statewide Importance, soil types include:

- Gilpin silt loam, 10 to 20 percent slope (GIC)
- Gilpin-Upshur silt loams, 10 to 20 percent slope (GpC)
- Gilpin-Upshur silt loams, 20 to 30 percent slope (GpD)
- Gilpin-Upshur complex, 10 to 20 percent slope, severely eroded (GsC3)
- Laidig channery sandy loam, 15 to 25 percent slopes (LaD)
- Monongahela silt loam, 3 to 8 percent slope (MgB)
- Monongahela silt loam, 8 to 15 percent slope (MgC)
- Vincent silt loam, 3 to 8 percent slope (VeB)
- Vincent silt loam, 8 to 15 percent slope (VeC)

4.3.2 Forest Land

National (2004) and State Forest (2011) boundary datasets were downloaded from the West Virginia GIS Technical Center. There are no National or State Forest areas within the Study Area.

Exhibit 4-3: Farmland and Forest Land



4.4 Air Quality

According to the United States Environmental Protection Agency (USEPA), the Study Area is located within Kanawha County which is designated as a nonattainment area under the 1997 annual and 2006 24-hour PM_{2.5} National Ambient Air Quality Standards (NAAQS). Kanawha County is in attainment of the 2008 8-hour ozone NAAQS. The county was previously designated as a maintenance area under the 1997 8-hour ozone standard, which was revoked for transportation conformity purposes on July 20, 2012. The area is in attainment for the other pollutants.

- **Ozone (O₃):** Kanawha County is currently in attainment of the 2008 ozone standard. The Jefferson Road Improvement Project is included in the RIC 2040 Long Range Transportation Plan for air quality conformity under the previous 1997 ozone standard. No further action is required.
- **Carbon Monoxide (CO):** The Clean Air Act Amendments do not require a Carbon Monoxide (CO) analysis for an attainment area; however, NEPA requires some level of analysis. It is expected that, based on experience with other transportation projects in the United States, the traffic volumes within the Study Area are too low to result in a CO impact for the Project. Furthermore, improved or new signalized intersections or grade separations will be designed for the Project which will result in an acceptable Level-Of-Service (LOS). There are currently no nonattainment CO areas in the United States. It is not likely that the Project will cause the CO criteria to be exceeded.
- **Particulate Matter (PM_{2.5}):** This project would likely not be considered “a project of air quality concern” per the example projects provided in USEPA guidance. As a result, the project would not require a quantitative hot-spot analysis. In addition, interagency coordination beyond what was performed for the 2040 Long Range Plan will likely not be required for the Project since the traffic volumes are well below the diesel truck thresholds provided in the guidance (diesel truck less than 8% or ADT > 144,000).
- **Mobile Source Air Toxics (MSAT):** FHWA’s MSAT interim guidance states that a project must create new or add significant capacity to highways with design year traffic volumes projected to be in the range of 140,000-150,000 annual average daily traffic (AADT), or greater. It is expected that there will not be an impact for the Project because traffic volumes are below the MSAT guidelines.
- **Greenhouse Gases (GHG):** FHWA’s current approach on the issue of carbon emissions is as follows:
“To date, no national standards have been established regarding greenhouse gases, nor has the USEPA established criteria or thresholds for greenhouse gas emissions. FHWA does not believe it is informative at this point to consider greenhouse gas emissions in an EIS. FHWA is actively engaged in many activities with the USDOT Center for Climate Change to develop strategies to reduce transportation’s contribution to greenhouse gases in particular CO₂ emissions, and to assess the risks to transportation systems and services from climate change. FHWA will continue to pursue these efforts as productive steps to address this important issue. FHWA will review and update its approach to climate change at both the project and

policy level as more information emerges and as policies and legal requirements evolve. Discussions regarding greenhouse gas emissions are ongoing.”

4.5 Noise

A noise planning study was performed to estimate potential noise impacts in accordance with WVDOH Design Directive 253 Noise Analysis and Abatement Guidelines (August 19, 2011) and FHWA noise policy. The FHWA approved Traffic Noise Model (TNM) was used to conservatively estimate the number of residences, churches and/or schools that may be impacted as a result of the Project. Commercial/ retail/restaurant/office land uses were not included for this study. Retail land use is not considered to be noise sensitive and has no FHWA noise criteria level while commercial/restaurant/office land uses typically do not desire noise abatement because of the effect on visibility and business viability.

Additionally, substantial noise increase criteria impacts were not calculated for the study due to the lack of existing field noise measurements in areas where there is no nearby traffic noise. However substantial increase criteria impacts are not expected for this Project since it generally involves the symmetrical and/or small asymmetrical widening of the existing roadway.

The noise planning study evaluated noise levels for each of the seven (7) conceptual alternative corridors for the 2035 design year. The results are indicative of predicted straight-line road to receptor highway traffic sound level emissions with no elevation changes and no intervening building, tree or terrain shielding. The impacts for each of the conceptual alternatives do not reflect potential displacements. See Section 6 for the estimated impacts for each alternative.

4.6 Surface Water Resources

4.6.1 Streams and Surface Water Areas

National Hydrography Dataset (NHD) Streams and Surface Water areas (2012) were downloaded from the United States Geological Survey (USGS) National Map. Two streams are located within the Study Area, Davis Creek and Trace Fork. Davis Creek meanders along the west side of Jefferson Road continuing in a southerly direction eventually crossing under US 119 on the southern end of the Study Area. Trace Fork is located in the southwest portion of the Study Area, at the confluence with Davis Creek and flows in a westerly direction out of the Study Area. One (1) unnamed tributary from Davis Creek was identified in the NHD dataset that flows in a southwest direction from Davis Creek, crossing Jefferson Road and Kanawha Turnpike before exiting the Study Area. See **Exhibit 4-4** for the stream locations.

4.6.2 NWI Wetlands

National Wetland Inventory (NWI) wetlands (2012) were downloaded from U.S. Fish and Wildlife Services website. Soil map units designated as Hydric were extracted from the soil tabular and spatial data downloaded from the Natural Resources Conservation Service (NRCS) Soil Data Mart for Kanawha County. There are no NWI Wetlands or soil types rated as hydric within the Study Area.

4.6.3 Floodplains

Federal Emergency Management Agency (FEMA) Digital Flood Insurance Rate Maps (DFIRM) data (2006) was downloaded from the West Virginia GIS Technical Center. Within the Study Area, a 100-year floodplain and floodway are associated with Davis Creek. See **Exhibit 4-4** for the floodplain and floodway within the Study Area.

Exhibit 4-4: Surface Water Resources

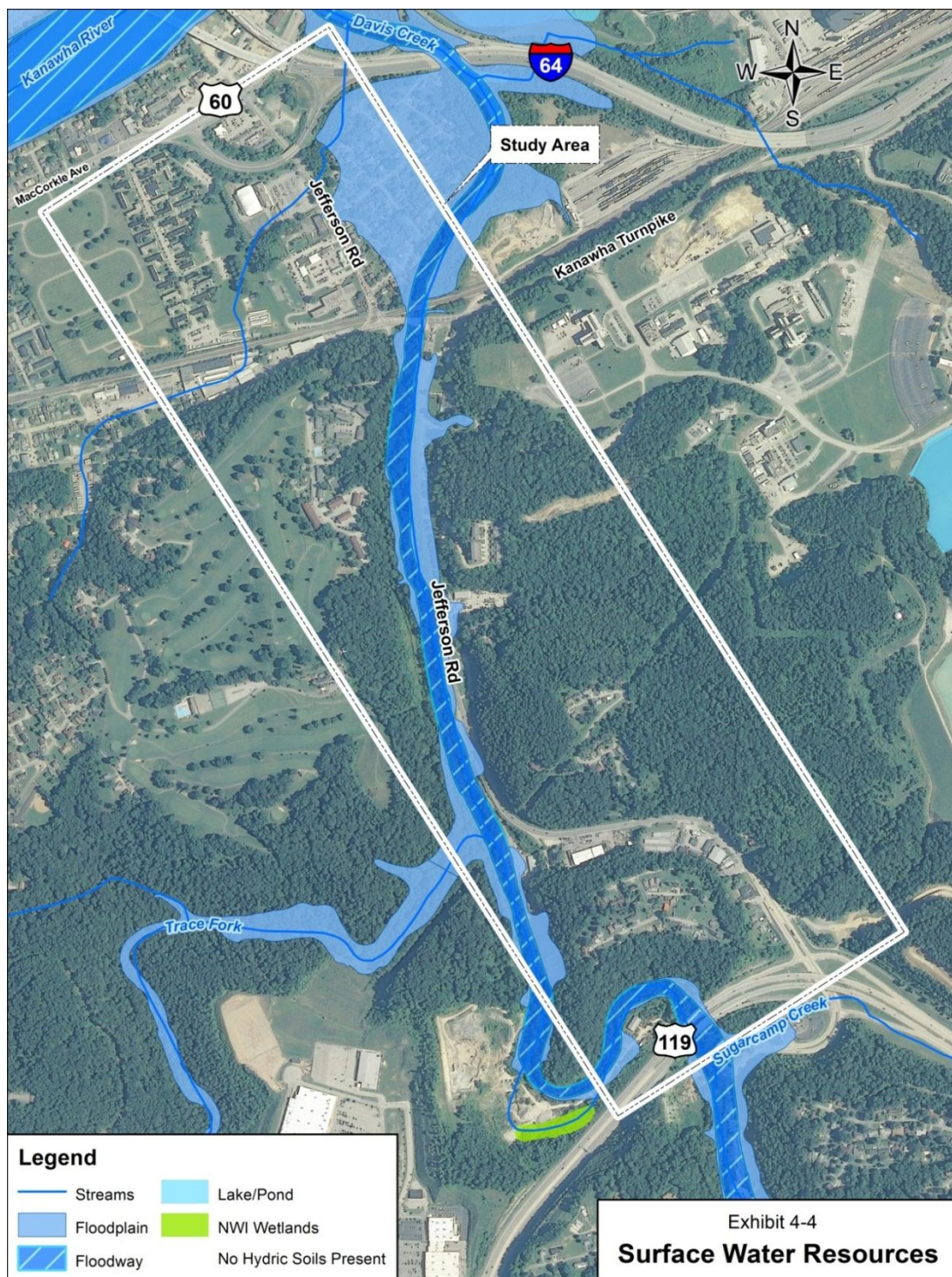


Exhibit 4-4
Surface Water Resources

4.7 Wildlife Resources

National Wildlife Refuges (2004) and Wildlife Management Areas (2004) were downloaded from the West Virginia GIS Technical Center. There are no National Wildlife Refuges or Wildlife Management Areas within the Study Area.

Based on a WVDOH geographic information system (GIS) preliminary review, the Kanawha River contains known endangered mussel species. The Kanawha River is beyond the limits of the Study Area; however Davis Creek, located within the Study Area, is a perennial stream and tributary of Kanawha River. Further consultation will be required during the NEPA process.

Additional information on rare, threatened and endangered species and sensitive habitats for the Study Area was requested from the West Virginia Division of Natural Resources (2013). A records search was performed by the West Virginia Division of Natural Resources (WVDNR) and concluded that there are no known records of Rare, Threatened, and Endangered (RTE) species or sensitive habitats within the Study Area. The records search was the result of a database search and retrieval only. Therefore, the WVDNR record search does not satisfy other consultation or permitting requirements for disturbances to the natural resources of the state. Further consultation is required during the NEPA process. See the **Appendix A** for WVDNR correspondence.

4.8 Cultural Resources

4.8.1 Archaeological Resources

Known archaeological sites (2013) were obtained through a review of West Virginia Division of Culture and History (WVDCH) Archaeological Site Forms. The records search identified twelve (12) previously recorded sites within one (1) mile of the Study Area. **Table 4-1** shows a list of the known archaeological sites.

Table 4-1: Known Archaeological Sites

Site Number	Site Name
46KA002	Wilson Mound
46KA026	Thomas Memorial Hospital
46KA148	Unknown
46KA174	Cobbs Cemetery
46KA196	Riverwalk
46KA201	Sweetbriar 1
46KA202	Sweetbriar 2
46KA401	Pier 7 Site
46KA456	Little Creek Park, Driving Range Cemetery
46KA461	Unknown
46KA462	Unknown
46KA463	Trace Fork Saw Mill

4.8.2 Archaeological Probability Areas

Archaeological Probability areas were defined based on a review of topographic landforms and slope on USGS topographic maps and a review of historic maps to locate historic buildings and residences. The majority of the Study Area contains areas of slopes greater than 20% or areas that have been potentially disturbed. These areas have less potential for buried archaeological deposits. There are a few areas near existing sites and along Davis Creek which have a higher probability of archaeological resources. See **Exhibit 4-5** for the Archaeology Probability Areas within the Study Area.

Exhibit 4-5: Archaeology Probability Areas

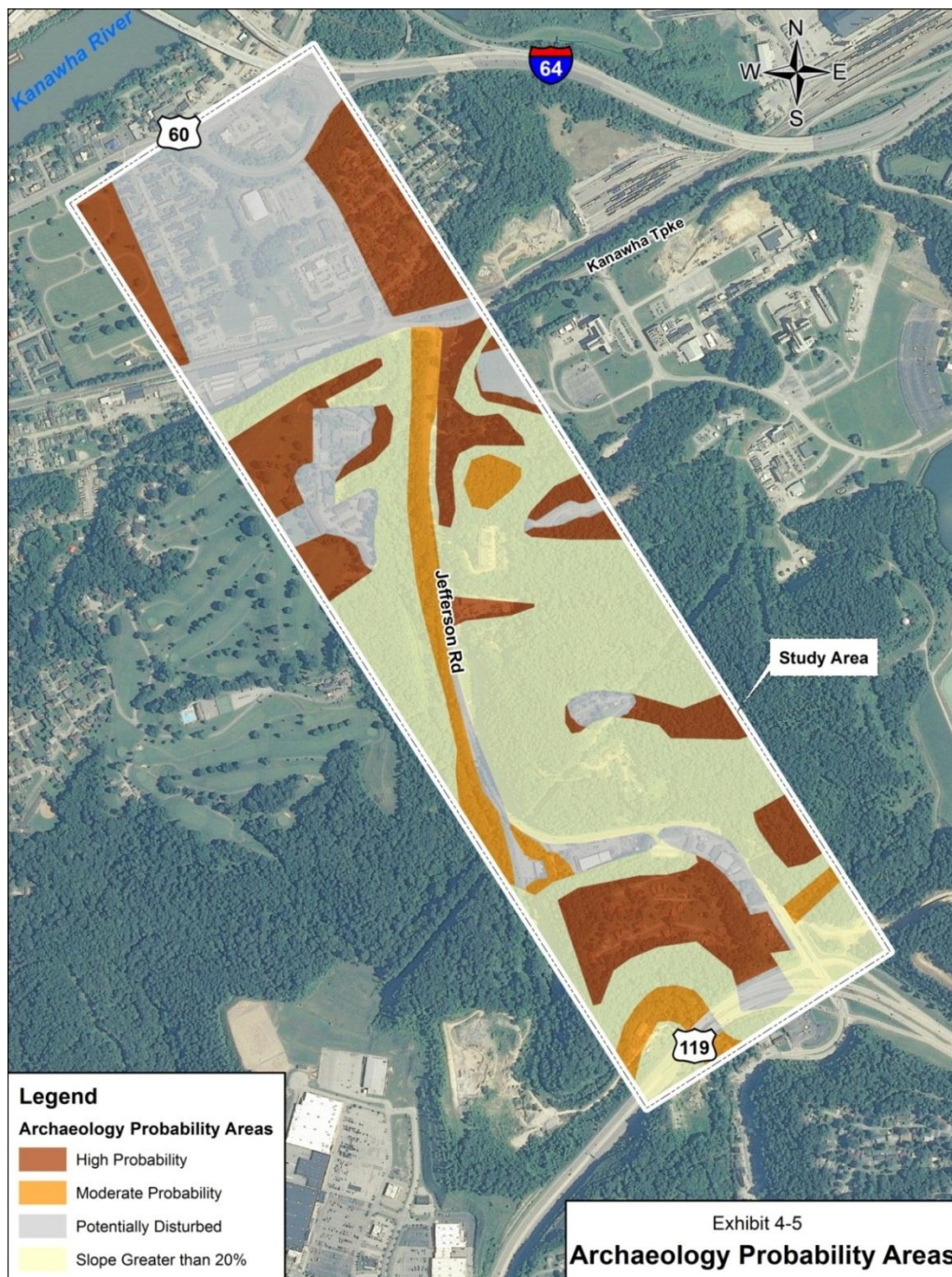


Exhibit 4-5
Archaeology Probability Areas

4.8.3 Historic Resources

Historic Structures (2013) were obtained from the West Virginia State Historic Preservation Office (SHPO) Interactive Map Viewer. Additional Historic Resources were obtained through a review of National Register of Historic Places (NRHP) nominations and West Virginia Historic Property Inventory Forms collected at the West Virginia Division of Culture and History and a windshield survey of the Study Area. The Study Area contains the following potential Historic Resources:

- **National Register Eligible Resources** (shaded in **red** on **Exhibit 4-6**)
The Chesapeake & Ohio Railway (now CSX) has been determined eligible for the National Register under Criteria A and C. This linear historic district has statewide significance. No major built features were identified in the Study Area.
- **Historic-age Resources of Concern** (shown in **orange** on **Exhibit 4-6**)
Two (2) historic-age resources were identified in the Study Area that have the potential to be eligible for the National Register: the Kenna Homes area and the Kanawha & Coal River Railroad. The Kenna Homes area consists of nearly 400 residential units on 26.6 acres. The units, which are presently condominiums, were constructed in 1942 to house defense workers. The Kanawha & Coal River Railroad was operated between 1892 and 1907 by the Black Band Mining & Manufacturing Company (a subsidiary of Anheuser-Busch Brewing Company). The railroad hauled coal, iron, and timber from mines near Chilton, West Virginia (now part of Kanawha State Forest) to the mouth of Davis Creek at South Charleston, about a 10 miles distance. A stone cut related to the railroad is located in the southwest quadrant of the intersection of Jefferson Road and Kanawha Turnpike. Additional research is recommended to evaluate the National Register eligibility of these two resources.
- **Previously-surveyed Resources Determined Not Eligible for the National Register** (shown in **dark purple** on **Exhibit 4-6**)
Twenty-four (24) dwellings were surveyed in the vicinity of the Study Area in 2000 and determined not eligible for the National Register (WVDCH opinion October 24, 2000). Twenty of these dwellings are in a cluster along Kirby Street, Harris Street, and Riverside Drive. The remaining four dwellings are located in the Bayberry Addition to the Jefferson Park Subdivision, on Bayberry Court and Ragland Street.
- **Previously-surveyed Resources with Undetermined National Register Status** (shown in **dark pink** on **Exhibit 4-6**)
Six (6) previously-surveyed resources are present in the vicinity of the study area for which no formal determination of National Register eligibility has been made by a federal agency or WVDCH. One resource (KA-4656-0006) is a dwelling in the Schenley Park Subdivision. The other five resources are located on the former Union Carbide Corporation property. Only one of the five Union Carbide resources appears to be extant, a water tank (KA-4658-0005). Neither the dwelling nor the water tank appear to be potentially eligible for the National Register.

- **Historic-age Resources with Low Potential for National Register Eligibility** (shaded in light purple on Exhibit 4-6)

Several residential subdivisions or large-scale resources are present in the Study Area that have not been previously assessed for National Register eligibility. An informal assessment of these properties by project historians indicates that they do not appear to meet the criteria for listing in the National Register because of a lack of significance and/or a lack of integrity. Such properties include the Jefferson Park Subdivision; former South Charleston school (now West Virginia State Police) complex; Country Club Village Condominiums; Forest Edge Subdivision; Schenley Park Subdivision; and the Mazzella Quarry complex (including one inactive and one active quarry sites). A handful of additional historic-age dwellings and commercial buildings are present along Jefferson Road, which have likewise not been previously assessed for National Register eligibility. Project historians do not believe that any of these scattered resources are likely to meet the criteria for listing in the National Register.

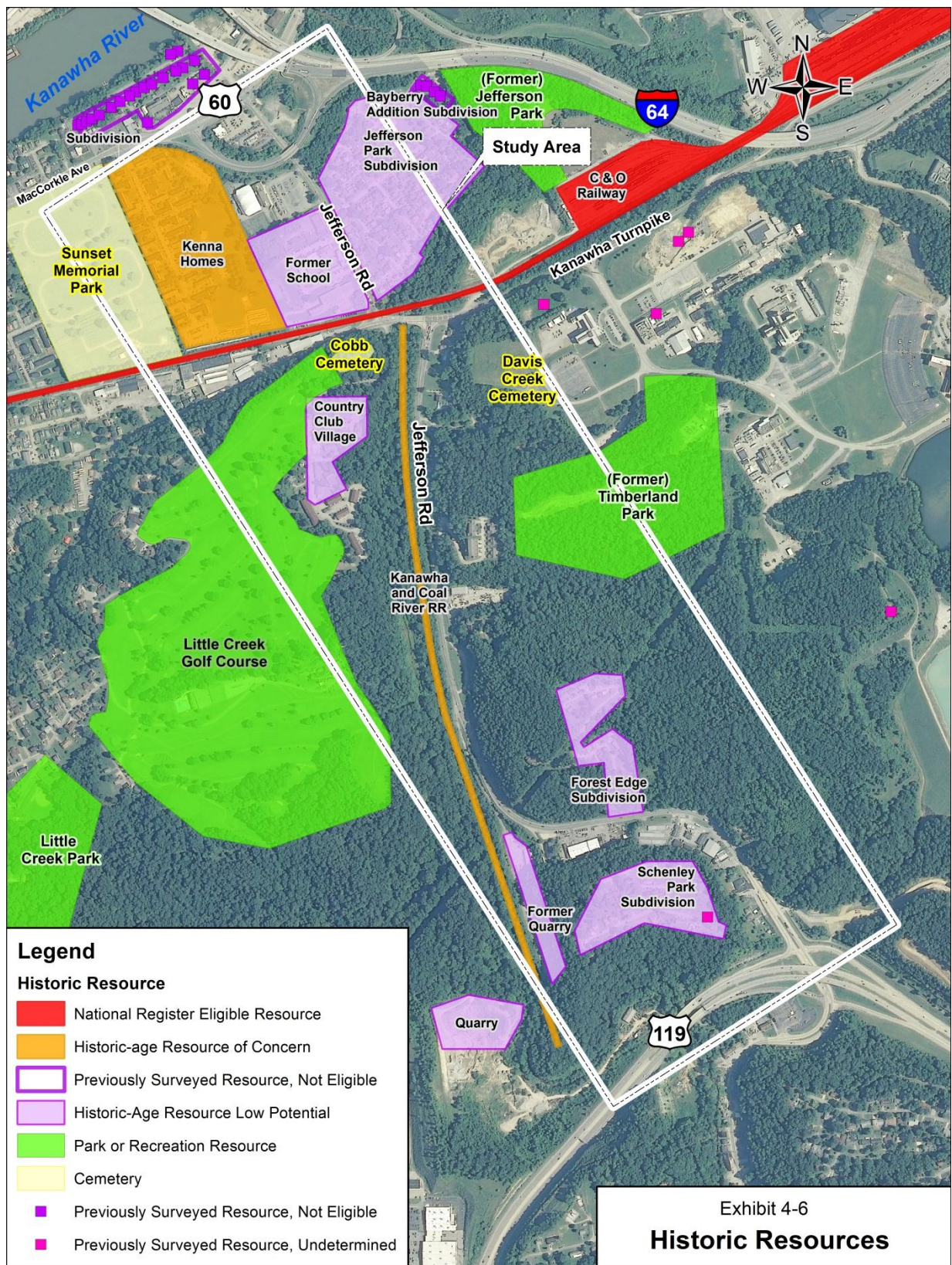
- **Park and Recreation Resources** [Section 4(f)] (shaded in green on Exhibit 4-6)

One publicly-owned and accessible park, Little Creek Park is located in the vicinity of the Study Area. In addition two parks, Timberland Park and Jefferson Park, were identified on historic maps. However, following a field view of the Study Area they appear to no longer function as a recreational resource. Further research found that Timberland Park once was a privately owned park located within what is now the West Virginia Regional Technology park for use by employees, but it is no longer maintained as a park. In addition, the Little Creek Golf Course, which is publicly-owned and accessible, is located within the Study Area. Founded in 1921 and owned by the City of South Charleston, the Little Creek Golf Course will also require evaluation for National Register eligibility. Additional research is necessary to determine its potential for listing the National Register.

- **Cemeteries** (shaded in yellow on Exhibit 4-6)

Two documented and one undocumented cemeteries are present in the vicinity of the Study Area. The Sunset Memorial Park is a large cemetery located immediately west of Kenna Homes area. The Cobb Cemetery is located on a hill near the southwest quadrant of the intersection of Jefferson Road and Kanawha Turnpike. County tax records indicate that the Davis Creek Cemetery may be located adjacent to tax parcel 20-22-14-7, which is located in the west part of the former Union Carbide property. Historic mapping shows that a dwelling was located in the area at the turn of the twentieth century. The cemetery is not indicated on tax maps or topographic maps. Additional fieldwork is recommended to ascertain the location of this cemetery.

Exhibit 4-6: Historic Resources



4.9 Community Facilities

Schools, places of worship, hospitals, parks, police stations, fire departments, and recreational and public facilities were obtained from the West Virginia GIS Technical Center, Google Earth, and a windshield survey of the Study Area. The South Charleston Community Center and the West Virginia State Police South Charleston Detachment are located within the northern portion of the Study Area along Jefferson Road. A planned portion of the West Virginia Regional Technology Park is located within the eastern portion of the Study Area. In addition, Little Creek Golf Course is located within the western portion of the Study Area. There are no known schools, places of worship, hospitals or fire departments located within the Study Area. See Exhibit 4-7 for the community facilities located within the Study Area.

Exhibit 4-7: Community Facilities



4.10 Socioeconomics

The Study Area is located within Kanawha County in the central portion of West Virginia, in the city of South Charleston. The Study Area is predominantly residential and commercial in nature with areas of forest.

The Study Area is comprised of two census tracts (**Exhibit 4-8**) roughly divided by Jefferson Road south of Kanawha Turnpike. Census tract 130 is located on the west side of Jefferson Road south of Kanawha Turnpike and comprises all of the area north of Kanawha Turnpike. Census tract 128 is located on the east side of Jefferson Road and south of Kanawha Turnpike.

Race, income, and language data was downloaded from the U.S. Census Bureau to identify any disproportionately high populations within the Study Area. Below is a discussion of the findings for each of the categories.

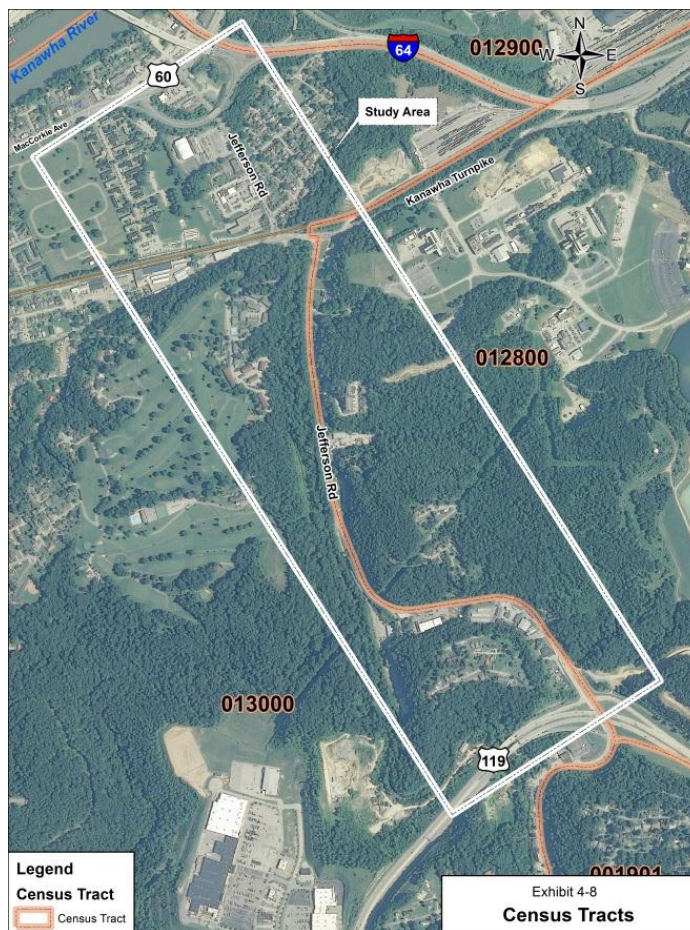


Exhibit 4-8: Census Tracts

4.10.1 Demographics

Bureau of Census Block data (2010) containing information on population and race was downloaded from the West Virginia GIS Technical Center.

Between 2000 and 2010, the city of South Charleston experienced a slight increase in population, from 13,390 to 13,450, while Kanawha County experienced a slight decrease in population, from 200,073 to 193,063.

Minority populations comprise a small portion of the Study Area with the largest minority population located south of US 119. Areas west of Jefferson Road contain a minority population between 10 and 19% which is higher than the 2010 state average of 6.1%. See **Exhibit 4-9** for the percentages of minority population by census block within the Study Area.

Exhibit 4-9: Environmental Justice

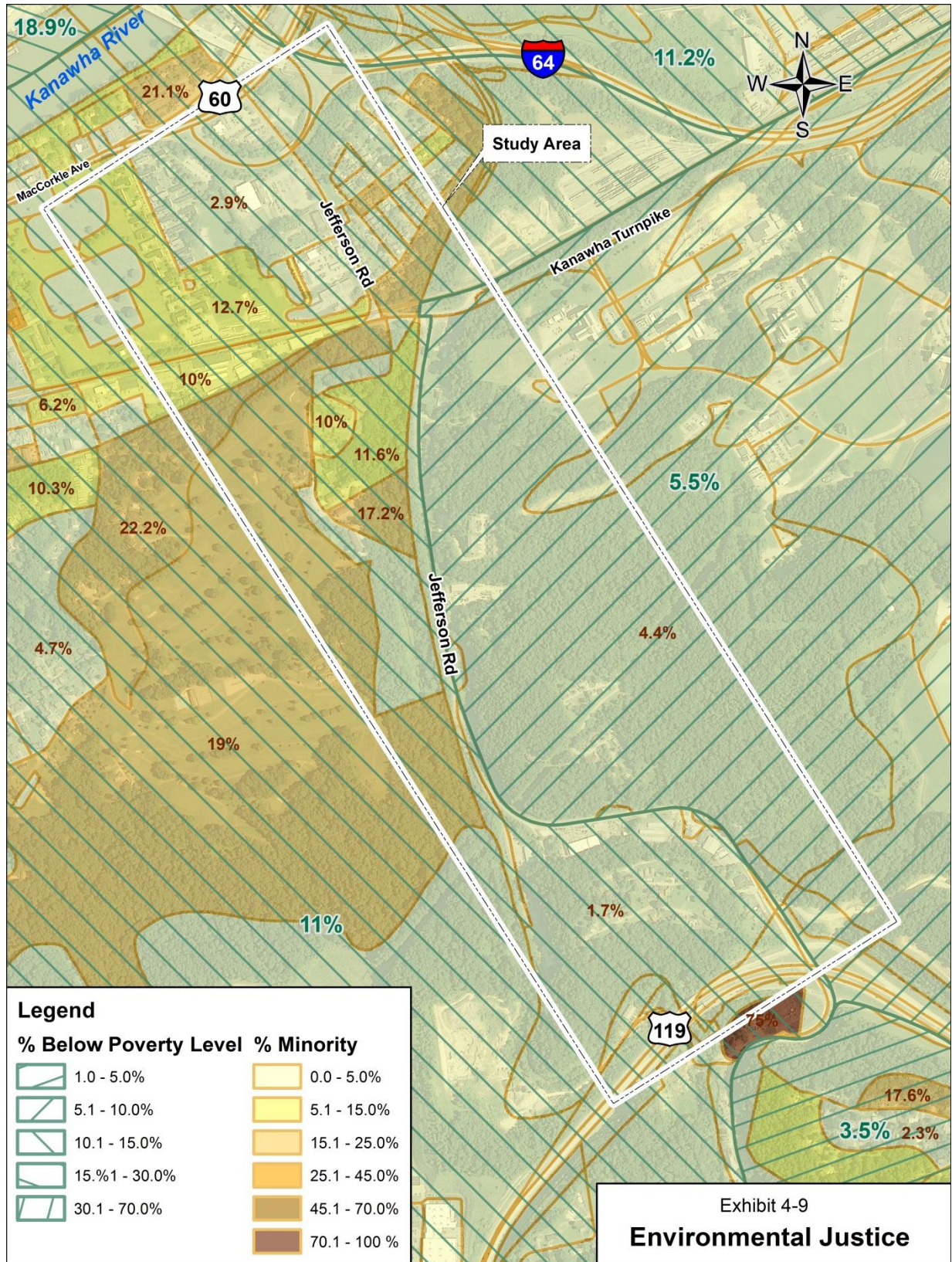


Exhibit 4-9
Environmental Justice

4.10.2 Economic Environment

American Community Survey data (2007-2011) containing information on income by census tract was downloaded from the U.S. Census American Fact Finder website. The median household income within the Study Area averages above the West Virginia state average of \$39,550. Census Tract 01300, located on the west side of Jefferson Road south of Kanawha Turnpike and comprises all of the area north of Kanawha Turnpike, has a median household income of \$33,803, slightly below the state average, while Census Tract 012800, located on the east side of Jefferson Road and south of Kanawha Turnpike, has a median household income of \$53,587, above the state average. The percentage of individuals with income below the poverty level within the Study Area is less than the state average of 17.5%. Census Tract 00130 has 11% population below the poverty level and Census Tract 012800 has 5.5%, both less than the state average. See **Exhibit 4-9** for percentages of individuals with income below the poverty level by census tract.

4.10.3 Language

American Community Survey data (2007-2011) containing information on language by census tract was downloaded from the U.S. Census American Fact Finder website. The Study Area contains individuals that are unable to speak English very well. Census Tract 00128 contains less than 1% population that speaks English less than very well and Census Tract 00130 contains 1.8% of the population that speaks English less than very well. The state average is 0.7%. The languages spoken by these individuals include Spanish, Chinese and Thai. Public involvement activities should provide provisions that allow these individuals to participate fully.

4.11 Hazardous Materials

U.S. EPA environmental data (2013) was obtained from the EnviroMapper website for the Study Area. See **Exhibit 4-10** for the hazardous materials within the Study Area.

- **Air Emission Sites**

There are no Air Emission sites located directly within the Study Area. Two (2) sites are located to the east of the Study Area within the West Virginia Regional Technology Park.

- **Toxic Release Sites**

There are no Toxic Release sites located directly within the Study Area. There is one (1) site located to the east of the Study Area within the West Virginia Regional Technology Park. This site is the same location as the Air Emission site located at the Union Carbide Corporation Technology Park.

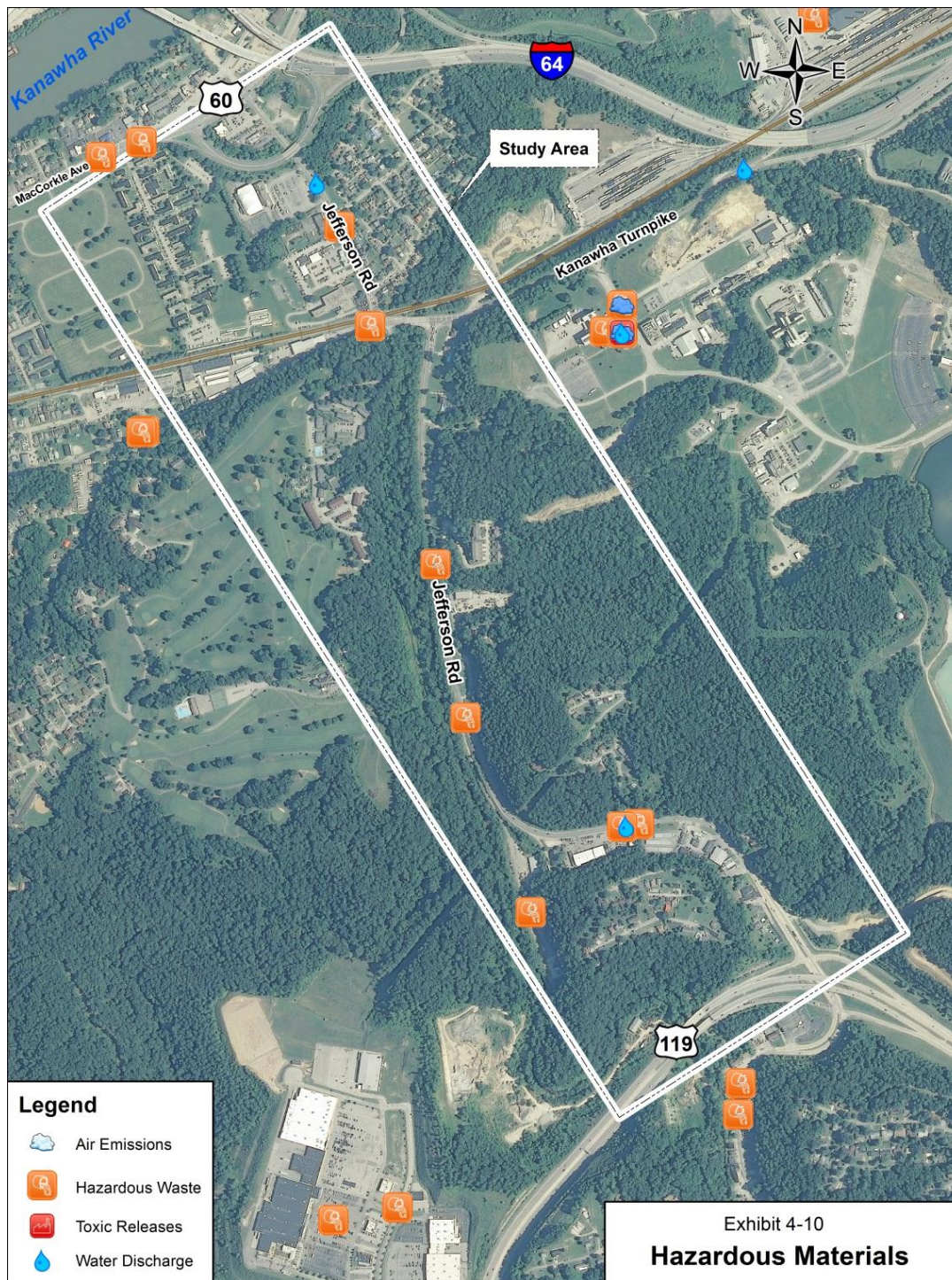
- **Hazardous Waste Sites**

There are eight (8) Hazardous Waste sites located within the Study Area. Five (5) sites are located along Jefferson Road and include 7-Eleven, Cytec Industries, City of South Charleston, Waco Scaffolding and Equipment, and West Virginia State Police. There are two (2) additional sites located along Kramer Road, Hertz Equipment Rental and Rent-O-Let Inc. One (1) site, Maaco Auto Paint, is located on Kanawha Turnpike.

- **Water Discharge**

There are three (3) Water Discharge sites located within the Study Area. All of the sites are located along Jefferson Road. They are South Charleston Sanitary Board, City of South Charleston and West Virginia Police Garage.

Exhibit 4-10: Hazardous Materials



4.12 Mineral Resources

4.12.1 Mining and Reclamation Permit Boundaries

Mining and Reclamation Permit boundaries (2013) were downloaded from the West Virginia Department of Environmental Protection (DEP) website. There is one (1) Mining and Reclamation Permit area located in the southwestern corner of the study area along US 119. The permit is associated with a quarry, Mazzella Quarries Inc. The portion of the quarry currently being mined, as apparent from aerial photography, is to the west and outside of the Study Area. See **Exhibit 4-11** for the Mining and Reclamation Permit Boundaries within the Study Area.

Exhibit 4-11: Mineral Resources



4.12.2 Mining Mineral Operations

Mining Mineral Operations (2002) data was downloaded from the West Virginia GIS Technical Center. There are no Mining Mineral Operations located within the Study Area.

4.12.3 Coal Beds

Coal Bed mapping was obtained from the West Virginia Geological and Economic Survey Interactive Mapping website. There are no Coal Beds located within the Study Area.

5.0 Agency & Stakeholder Coordination

Initial coordination with various public agencies and other stakeholders in the project has been undertaken as part of the planning process, and will be continued as the project advances into the Design/NEPA phase. The coordination has taken the form of letters, meetings and telephone calls.

5.1 Coordination Letters

Initial formal agency contact was undertaken through a letter inviting the agencies to the Public Workshop on March 12, 2013. The letter invited the agency to attend the meeting, and also solicited their input to the project. The letters were sent to the following agencies (the letters are included in **Appendix A**):

- WV Department of Environmental Protection
- City of S. Charleston, Floodplain Manager and City Engineer
- Federal Highway Administration, Office of Environmental Programs
- US Army Corps of Engineers
- US Fish and Wildlife Services
- WV Department of Environmental Protection Division of Air Quality
- WV Division of Water and Waste Management
- WV Division of Culture and History
- WV Division of Natural Resources

Additionally, Baker sent a coordination letter to the US Fish and Wildlife Service (USFWS) requesting a listing of Rare, Threatened and Endangered Species in the Corridor. USFWS responded with a “no effect” determination that the project will not affect federally listed endangered species.

5.2 Meetings

In addition to a public workshop (see **Section 6.0**), several meetings about the project have been attended by agencies and stakeholders. WVDOH held a field view on February 28, 2012, attended by representatives of the City of South Charleston, the Regional Intergovernmental Council (RIC), and the WV Department of Environmental Protection (WVDEP).

The project was also discussed at a Stakeholder Committee meeting for the RIC 2040 Long Range Plan update on November 13, 2012, and a coordination meeting with WVDOH on January 23, 2013. These meetings were attended by representatives of RIC staff, WVDOH, Putnam County Planning, and the Charleston Area Alliance.

On April 9, 2013, WVDOH representatives met with the South Charleston Economic Development Committee to discuss the project. The City officials indicated support for the project, and indicated they favor alternatives that include a railroad overpass. The City indicated that the project is important for economic development, noting the expansion of the West Virginia Regional Technology Park and the potential for development along Corridor G, both

of which are impacted by congestion on Jefferson Road. The City also said that emergency vehicles and police are frequently hindered by long waits at the railroad crossing.

5.3 Telephone Conversations

In preparing this PEL document, Baker has followed up with several key stakeholders by phone to focus on key issues within the corridor. They include WV DEP, the City of South Charleston, RIC, and Davis Creek Watershed Association, and the West Virginia Regional Technology Park.

- **WVDEP** – DEP representative Dennis Stottlemyer indicated that the following permits will be needed for the project:
 - Section 404 of the Clean Water Act (discharge of dredged or fill material)
 - Section 401 of the Clean Water Act (to ensure that water quality standards are not violated as a result of the issuance of a federal permit)
 - WVDNR Office of Land & Streams (Public Lands Corporation Stream Activity Permit for any in-stream activity) Floodplain coordination with Kanawha County and City of South Charleston

The DEP representative also indicated that from a DEP standpoint, alternatives with a railroad overpass (to reduce stopping) would be best from an air quality standpoint. Alternatives that maintain the riparian zones along the creek and minimize fill along the creek are most desirable.

- **City of South Charleston** – The City Engineer indicated the City's support for the project, noting the impact of Jefferson Road traffic congestion on economic development and safety, given the long delays that emergency and police vehicles can encounter, especially at the CSX crossing. The City believes further economic development could occur in the West Virginia Regional Technology Park, along Jefferson Road itself, and in the commercial area along Corridor G if the project is implemented. The City supports any alternative that includes a railroad overpass, and specifically noted that Alternative 5 includes an overpass and is lower cost than the other alternates.
- **RIC** – RIC staff confirmed that the project is listed in the *RIC 2040 Transportation Plan* which is expected to be adopted in September, 2013. The project is classified as "E +C" (Existing Plus Committed), and is fully supported by RIC. RIC noted that agency member South Charleston is fully in support of the project, and favors an alternative that includes a railroad overpass.
- **Davis Creek Watershed Association** – The Association recognizes and supports the need for improvements to the Corridor, but is primarily focused on making sure the project also positively impacts Davis Creek. They would like to see the following minimization and mitigation actions considered as part of the project:
 - Minimize impacts to the stream, which has been significantly improved in recent years after a long history of "abuse." In that regard, they feel Alternatives 2 and 3 would be most desirable.

- Capitalize on the project as an opportunity to develop the historic railroad grade into a recreational and transportation improvement through development of a trail tying into Little Creek Park.
- Promote the restoration of the stream as a wildlife and fish habitat. Removal of heavy trash and a fish migration study were noted as project elements that would be useful.

Agency and stakeholder coordination letters and WVDNR email correspondence are included in **Appendix A**.

6.0 Public Workshop

On March 12, 2013, the Program Planning & Administration Division of the WVDOH hosted a planning level public information workshop to introduce the project to the community. The workshop was held from 4 to 7 PM at the South Charleston Community Center at 601 Jefferson Road, which lies within the study area of the project. 101 people attended the meeting. The sign-in sheet is included in **Appendix B**. The meeting format was informal. WVDOH and consultant personnel were available to discuss the project individually with meeting attendees. Roadway plans of each alternative were on display, as were presentation boards showing the study process, schedule, issues, and environmental features in the corridor. A video describing the project and process was continuously available for viewing, as was a video showing traffic simulations for each alternative.

Written comments were taken at the meeting and up until April 15, 2013. Sixty (60) written comments were received. Of those comments received, twenty (20) individuals indicated a preferred alternative, or in some cases more than one preferred option. A tally of the preferred options is shown in **Table 6-1**. All written comments and a summary of the key comments are included in **Appendix C**.

Table 6-1: Public Workshop Alternatives Results

Alternative	Number of People That Identified Alternative as a Preferred Option
1	3
2	3
3	8
4	1
5	3
6	2
7	5

A variety of comments were received; however, four (4) major themes were represented in the comments provided:

- 1) **Impacts to the Jefferson Park Subdivision** – Concerns were expressed regarding property values, impacts to quality of life, and vehicular access to the residential area. Many current residents, as well as other individuals, are concerned about this area. Many individuals stated that they did not want to be displaced by this project. Some individuals would prefer that an alternative to the east of the development be considered.
- 2) **Grade-separated railroad crossing** – Significant support exists for modifying the existing at-grade railroad crossing on Jefferson Road just north of Kanawha Turnpike to a grade-separated crossing.
- 3) **Bicyclist and pedestrian accommodations** – Concerns exist for bicycle and pedestrian facilities along Jefferson Road, as well as connections to existing and planned bicycle and pedestrian accommodations in the area. Dedicated facilities with buffers were requested.
- 4) **Potential flooding implications** – Environmental concerns, in particular flooding, were mentioned several times. Davis Creek currently floods and impacts residences and concerns for additional runoff and subsequent flooding were raised.

7.0 Alternatives Comparison

7.1 Key Project Issues Screening

Key project issues were selected to aid in identifying the conceptual alternatives that represent the best opportunity to minimize the overall cost and impacts to the social, natural and cultural environments. A preliminary screening of the key issues for the seven (7) alternative corridors was prepared. The screening may help to identify any alternatives that are unreasonable so that no alternative(s) will be needlessly carried forward into the NEPA process. The preliminary screening was based on the Jefferson Road Design Study Final Report (March 2013) and the secondary data collected for this study. It is important to recognize that the screening of the secondary data was based on 500-foot corridors and therefore actual impacts will be substantially less. **Table 7-1** presents the results of the key project issues preliminary screening. See **Exhibit 7-1** (Page 37) for an overview of the key issues and the alternative corridors.

Table 7-1: Key Project Issues Screening

Issue	Alternative								
	1		2	3	4		5	6	7
	Option A	Option B			Option A	Option B			
Total Cost	\$37 M	\$55 M	\$56 M	\$51 M	\$48 M	\$66 M	\$41 M	\$52 M	\$87 M
Total Length (miles)	1.6	1.6	3.3	2.9	1.6	1.6	1.7	1.6	1.6
Includes Overpass	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
Displacements	27	27	33	27	27	27	30	30	15
Cemetery	1	1	-	-	1	1	-	-	1
Floodway (acres)	11.6	11.6	3.9	1.7	11.9	11.9	10.8	11.6	9.5
Hazardous Sites	8	8	6	2	7	7	7	8	8

Source: Jefferson Road Design Study and Michael Baker Jr., Inc.

7.1.1 Alternative 1

7.1.1.1 Option A

Alternative 1 Option A addresses much of the design year traffic congestion issues associated with the existing offset of Jefferson Road / Kanawha Turnpike intersection at the lowest overall cost. This alternative, however, does not eliminate the Jefferson Road at-grade intersection with Kanawha Turnpike and the CSX railroad at-grade crossing. The initial screening identified a potential impact to the Cobb Cemetery located in the southwest corner of the Jefferson Road / Kanawha Turnpike intersection due to the proposed realignment of the intersection. Also, Alternative 1 Option A has one of the greatest potentials to impact the floodway along Davis Creek due to the existing alignment of Jefferson Road along the floodway. Finally, there are several sites that are identified as potential hazardous sites that may be impacted by this alternative.

7.1.1.2 Option B

Alternative 1 Option B is similar to Option A but includes a two-lane bridge overpass over Kanawha Turnpike and CSX railroad which adds an additional \$18 million to the overall cost. All other impacts are the same as Option A.

7.1.2 Alternative 2

Alternative 2 is the longest and second most expensive alternative which includes a four-lane bridge overpass over Kanawha Turnpike and CSX railroad with a dedicated right acceleration lane for the on-ramp from Kanawha Turnpike. The alternative proposes to realign Jefferson Road, north of Kanawha Turnpike, to the east of existing Jefferson Road resulting in the highest number of displacements. However, Alternative 2 has a lower potential to impact the floodway due to its alignment to the east of Davis Creek. Similar to Alternative 1, there are several potential hazardous sites identified that may be impacted by this alternative.

7.1.3 Alternative 3

Alternative 3 is slightly less expensive than Alternative 2 due to its shorter overall length, but it is the second longest alternative. Alternative 3 is proposing the same four-lane bridge overpass as Alternative 2 with a dedicated on-ramp from Kanawha Turnpike. Alternative 3 has the lowest potential to impact the floodway along Davis Creek and the least number of impacts to potential hazardous sites. These reduced impacts are a result of the alignment of Alternative 3 to the east of existing Jefferson Road.

7.1.4 Alternative 4

7.1.4.1 Option A

Similar to Alternative 1 Option A, Alternative 4 Option A is proposing an at-grade four-way intersection with Kanawha Turnpike. Due to the shift of Alternative 4 to the west of Jefferson Road it has the largest potential impact on Cobb Cemetery. The westward shift may impact the road accessing the golf course and the Country Club Village Condominiums. Similar to Alternatives 1 and 2, there are several sites identified as potential hazardous sites that may be impacted by this alternative.

7.1.4.2 Option B

Alternative 4 Option B is similar to Option A but includes a two-lane overpass over Kanawha Turnpike and CSX railroad which adds an additional \$18 million to the overall cost. All other impacts are the same as Option A.

7.1.5 Alternative 5

Alternative 5 is the lowest-cost alternative that eliminates the at-grade railroad crossing and Jefferson Road / Kanawha Turnpike intersection. The alternative proposes to realign Jefferson Road, north of Kanawha Turnpike, to the east of existing Jefferson Road, impacting the Jefferson Park Subdivision Addition and giving it the second highest number of displacements.

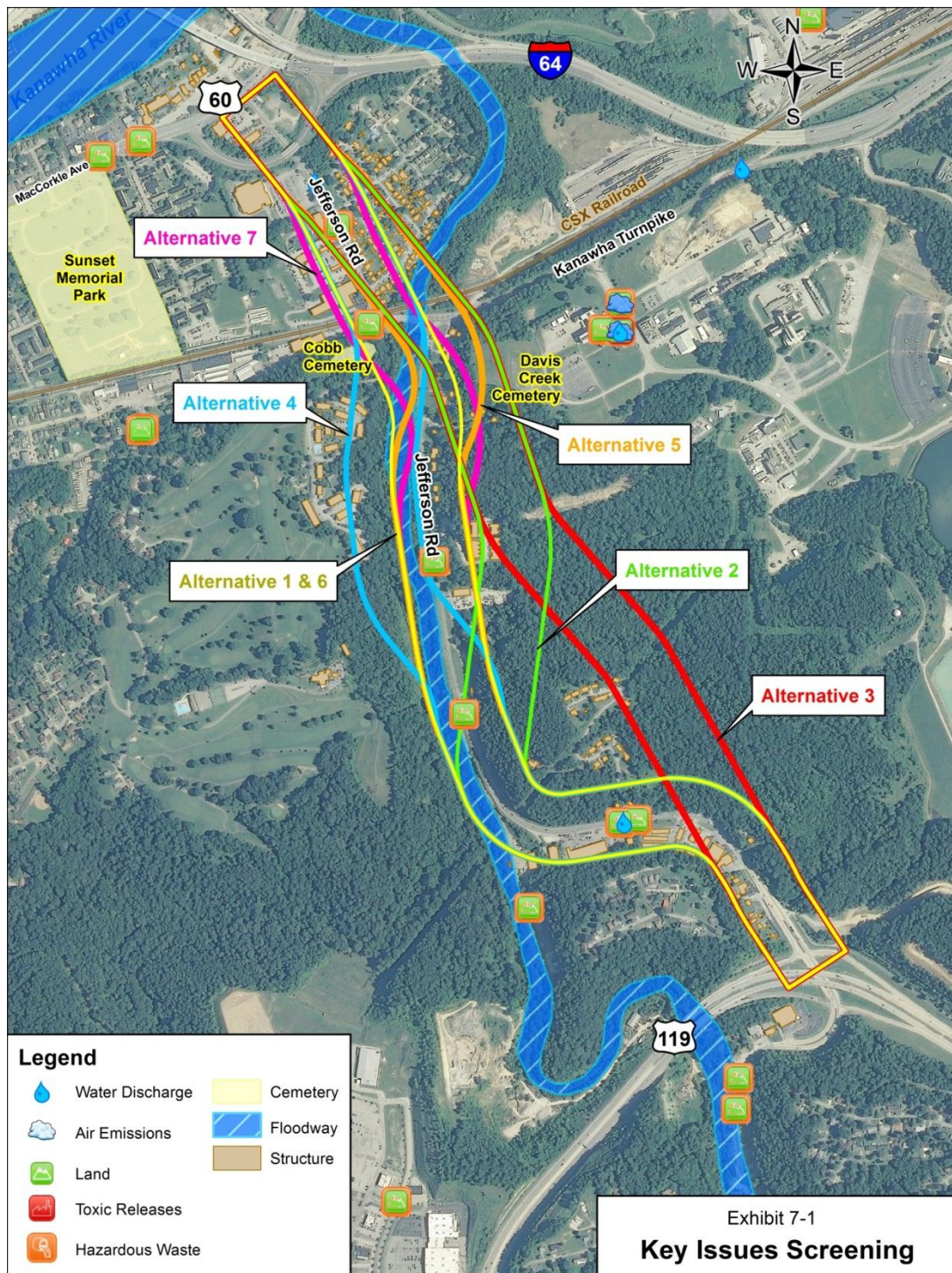
7.1.6 Alternative 6

Alternative 6 proposes dual-lane fly-over ramps for the Jefferson Road through traffic as opposed to the single-lane fly-over in Alternative 1. Alternative 6 costs are \$15 million more and have slightly more displacements than Alternative 1 while the other key issues have similar impacts.

7.1.7 Alternative 7

Alternative 7 is the most expensive alternative. It proposes to realign Jefferson Road, north of Kanawha Turnpike, to the west with impacts to the West Virginia State Police property, which results in the fewest number of displacements compared to the other alternatives. Alternative 7 impacts Cobb Cemetery, has slightly lower floodway impacts and similar potential to impact hazardous sites as the other alternatives.

Exhibit 7-1: Key Issues Screening



7.2 Additional Resources Screening

Additional resource screening was prepared to identify potential impacts to natural and cultural resources that may require agency coordination and/or technical assessments during the NEPA process.

7.2.1 Farmlands of Statewide Importance

Table 7-2 presents the farmland impacts for each of the alternative corridors. Alternatives 2, 3, 4 and 7 will impact farmlands of statewide importance with Alternatives 2 and 3 having the largest impacts. No Prime Farmlands are impacted by any of the alignments.

See **Exhibit 7-2** for farmlands of statewide importance in relation to the alternative corridors. A Farmland Conversion Impact Rating Form will need to be completed and coordinated with NRCS for review and completion during the NEPA phase if these alternatives are carried forward. No active agricultural lands will be impacted by any of the alternatives.

Table 7-2: Farmlands of Statewide Importance (acres)

Farmland Type	Alternative								
	1		2	3	4		5	6	7
	Option A	Option B			Option A	Option B			
Statewide Important	-	-	11.7	16.3	2.4	2.4	-	-	-

Source: NRCS Soils

7.2.2 Noise

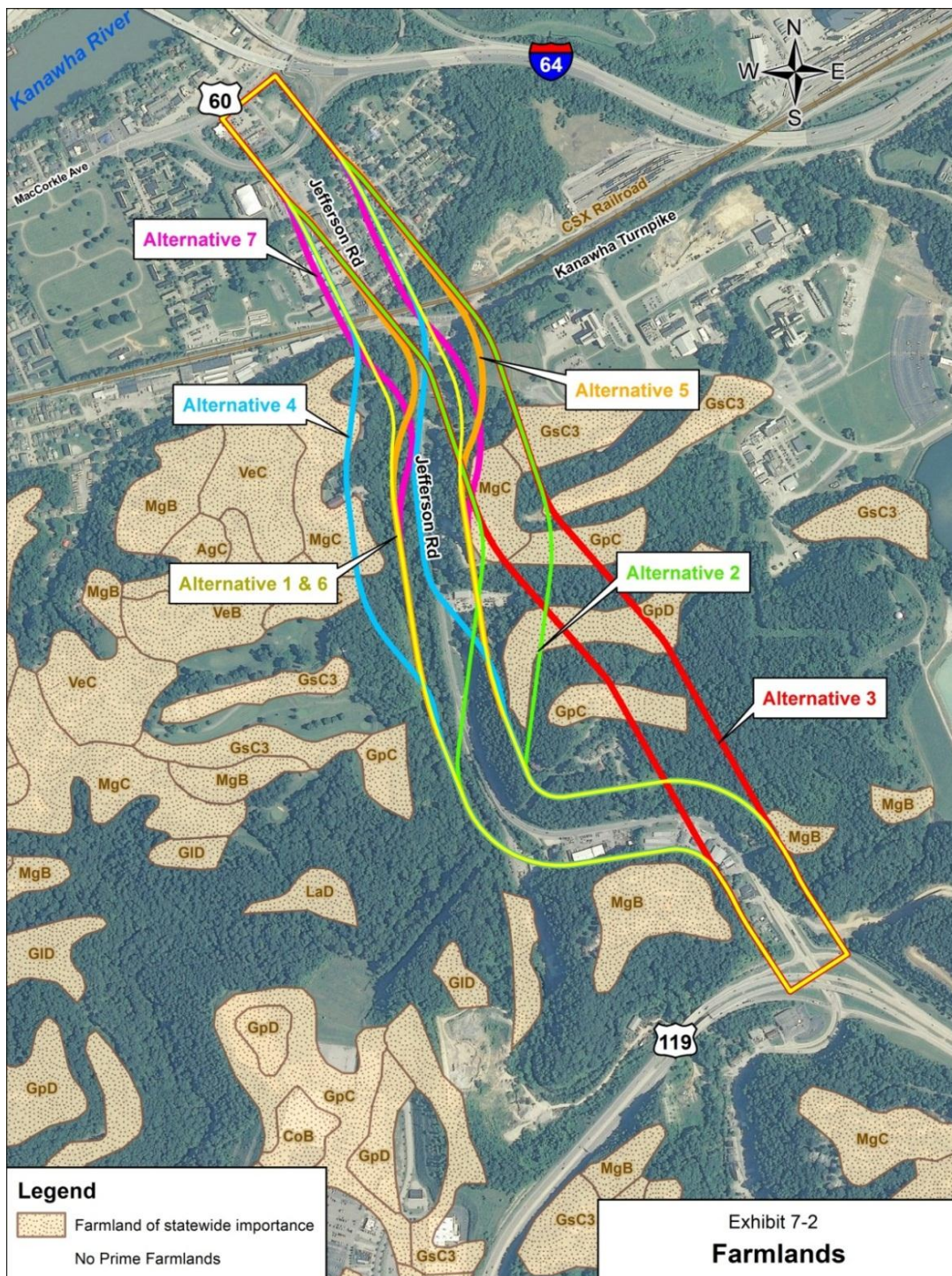
Table 7-3 presents the potential number of receptors exceeding the noise level criteria of greater than or equal to 66 dBA. Alternative 2 has the largest number of potential impacts while Alternative 7 has the least potential for noise impacts. A noise analysis will be required during the NEPA process to evaluate substantial noise criteria impacts and receptors exceeding established noise level criteria. If noise impacts exist, additional noise analysis will be required during the NEPA process to determine if noise abatement measures are required for any of the sites.

Table 7-3: Number of Potential Design Year (2035) Noise Impacts (≥66 dBA criteria)

Receptor Type	Alternative								
	1		2	3	4		5	6	7
	Option A	Option B			Option A	Option B			
Single Family Residence	54	54	74	72	47	47	74	54	48
Multi-Family Residence	-	-	5	4	8	8	-	-	-
Church	1	1	1	1	1	1	1	1	1
School	-	-	-	-	-	-	-	-	-
TOTAL	55	55	80	77	56	56	75	55	49

Source: Michael Baker Jr., Inc.

Exhibit 7-2: Farmlands



7.2.3 Surface Waters

7.2.3.1 Streams

Table 7-4 presents the total length of streams in miles impacted by each of the 500' wide alternative corridors. All of the alternatives will cross Davis Creek and an unnamed tributary of Davis Creek. Alternative 3 will have the least impact on Davis Creek. Alternatives 1, 5, and 6 will have the greatest impact on Davis Creek. All of the alignments

propose to bridge the crossing of Davis Creek which will minimize the direct impact. Consultation for the Clean Water Act Section 404 permit and Section 401 Water Quality Certification will be required during the NEPA process. WVDEP has performed extensive work on a stream restoration plan for Davis Creek, which could potentially be used if mitigation is needed.

Table 7-4: Length of Stream Crossing within 500' wide Alternative Corridor (miles)

Stream	Alternative								
	1		2	3	4		5	6	7
	Option A	Option B			Option A	Option B			
Davis Creek	0.8	0.8	0.3	0.1	0.7	0.7	0.8	0.8	0.7
Unnamed Trib	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

Source: NHD Flowlines

7.2.3.2 Floodplains

Table 7-5 presents the potential impacts to 100-year floodplains and floodway by each of the alternative corridors. All of the alternatives have the potential to impact the 100-year floodplain and floodway. Alternative 5 will have the greatest impact on floodplains, while Alternative 3 will have the least. Alternative 4 will have the greatest impact on the floodway located along Davis Creek. Alternative 3 will have the least impact to the floodway. Coordination with local floodplain management will be required during the NEPA process.

Table 7-5: 100-year Floodplains and Floodways (acres)

Flood Type	Alternative								
	1		2	3	4		5	6	7
	Option A	Option B			Option A	Option B			
100-Year Floodplain	13.0	13.0	8.4	7.7	9.6	9.6	15.9	13.0	11.8
Floodway	11.6	11.6	3.9	1.7	11.9	11.9	10.8	11.6	9.5

Source: FEMA DFIRM

7.2.4 Cultural Resources

7.2.4.1 Historic Resources

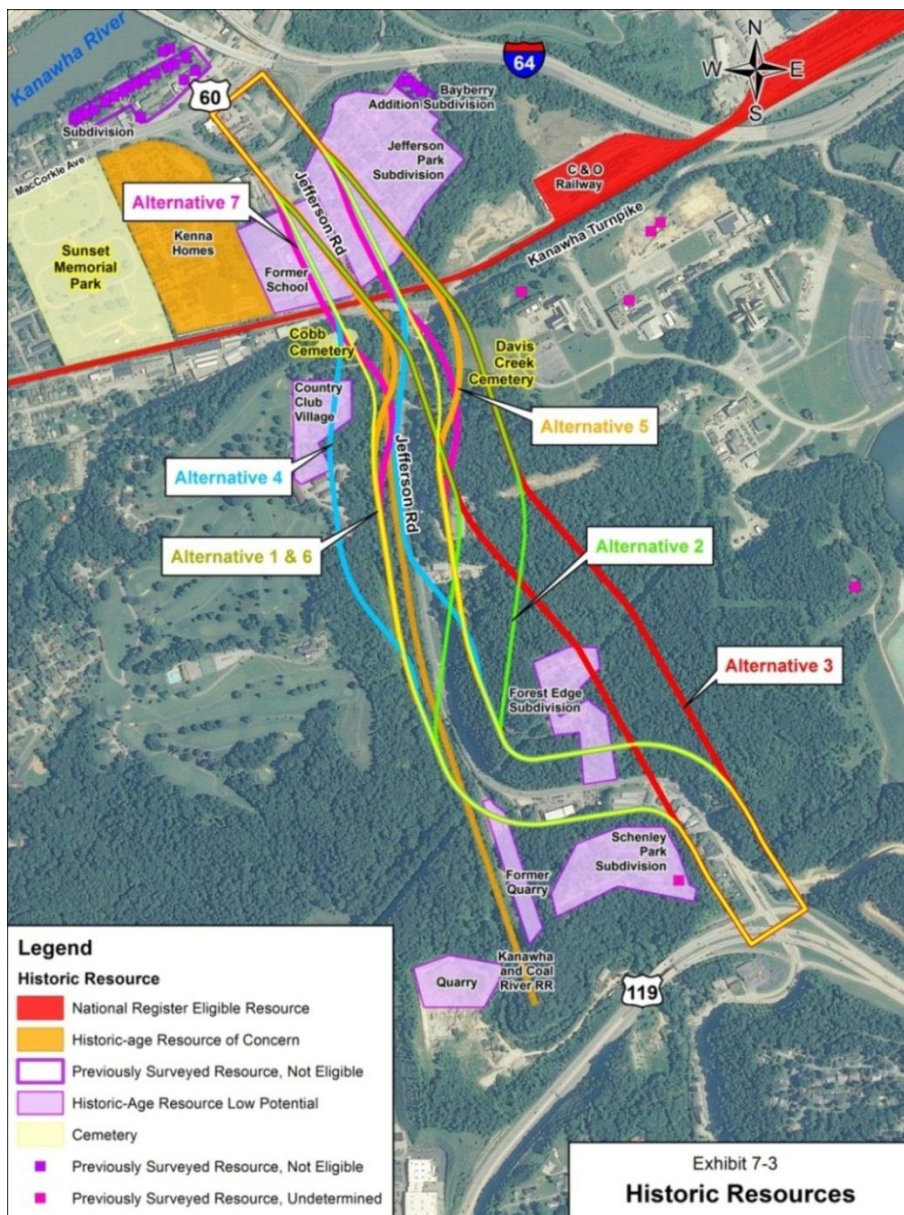
Table 7-6 presents the potential impacts to Historic Resources by each of the alternative corridors. All of the alternatives have the potential to impact one (1) National Register eligible resource, the Chesapeake & Ohio Railway (now CSX). Also, all of the alternatives may impact one (1) historic-age resource that has the potential to be eligible for the National Register, the Kanawha & Coal River Railroad which is located along the west side of Jefferson Road. Additionally, each of the alternatives has the potential to impact historic-age resources that have a low potential for National Register Eligibility. Alternative 4 has the most potential impacts to additional historic-age resources and Alternative 3 the least. Coordination with the SHPO, additional research and a Phase 1 Cultural Resources Survey will be required during the NEPA process. See **Exhibit 7-3** for the Historic Resources within each of the alternative corridors.

Table 7-6: Historic Resources

Resource	Alternative								
	1		2	3	4		5	6	7
	Option A	Option B			Option A	Option B			
National Register Eligible Resource	1	1	1	1	1	1	1	1	1
Historic-Age Resource of Concern	1	1	1	1	1	1	1	1	1
Historic-Age Resource, Low Potential	4	4	4	3	5	5	4	4	4

Source: WVDOH

Exhibit 7-3: Historic Resources



7.2.4.2 Archaeology Probability

Table 7-7 presents the total acres of high and moderate archaeology probability areas impacted by each of the alternative corridors. All of the alternative corridors are within areas of high and moderate probability for archaeology resources. Alternative 3 impacts the largest potential impact to high probability areas while Alternative 4 has the smallest. Overall, Alternative 5 has the largest potential impact to high and moderate probability areas. Coordination with the SHPO, additional research, and a Phase 1 Cultural Resources Survey will be required during the NEPA process. See **Exhibit 7-4** for the archaeology probability areas in relation to each of the alternative corridors.

Table 7-7: Archaeology Probability Areas (acres)

Resource	Alternative								
	1		2	3	4		5	6	7
	Option A	Option B			Option A	Option B			
High Probability	15.2	15.2	21.4	23.9	11.8	11.8	21.3	15.2	15.1
Moderate Probability	15.6	15.6	7.6	4.5	13.0	13.0	15.2	15.6	15.8
TOTALS	30.8	30.8	29.0	28.4	24.8	24.8	36.5	30.8	30.9

Source: Michael Baker Jr., Inc.

7.2.5 Wildlife Resources

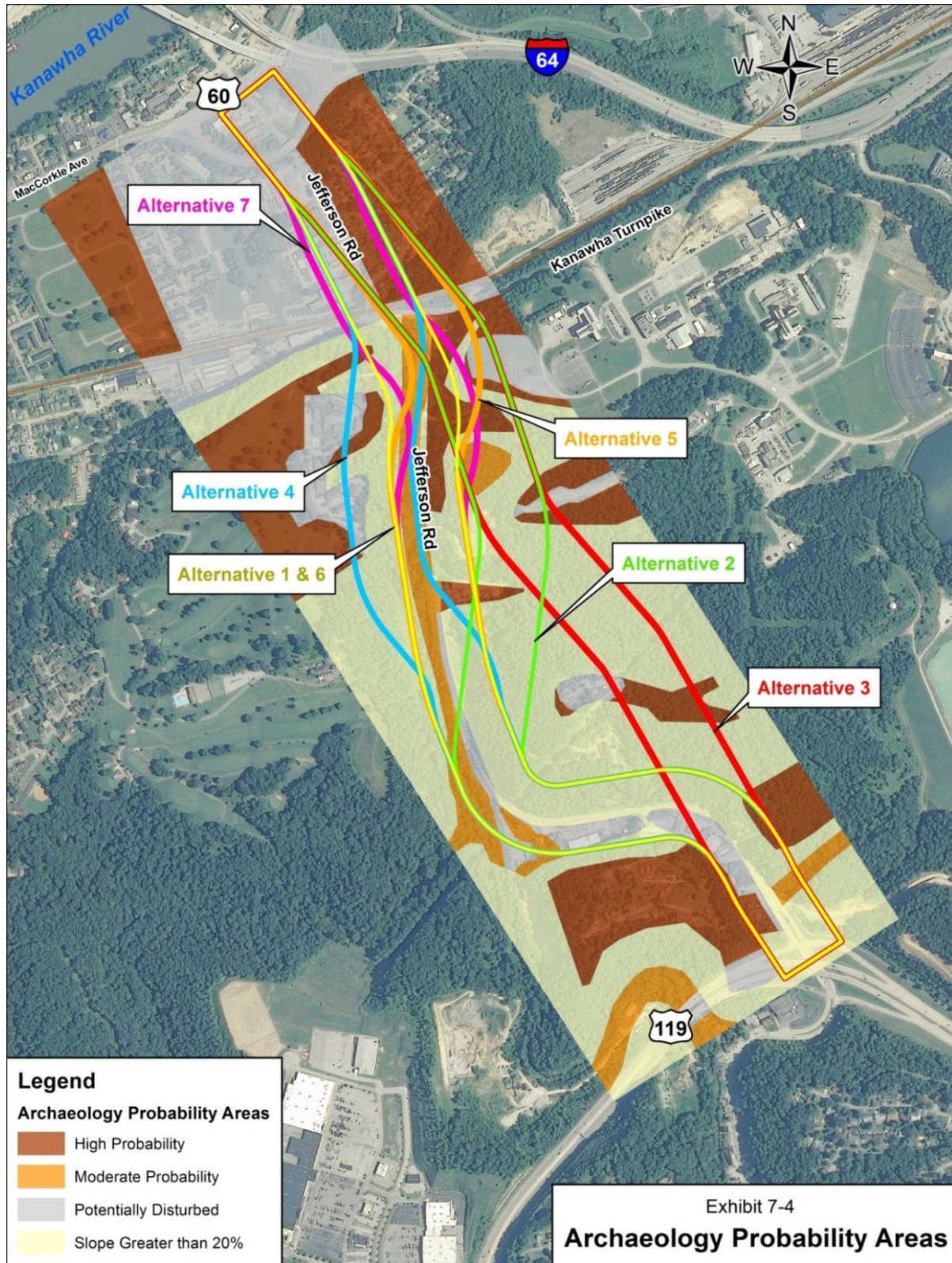
A USFWS and WVDNR records review was requested on January 30, 2013 for rare, threatened and endangered species or sensitive habitats. The USFWS responded on February 8, 2013 that they made a “no effect” determination that the project will not affect federally-listed endangered or threatened species. USFWS stated that no biological assessment or further Section 7 consultation is required. WVDNR responded on February 11, 2013, and indicated that no known sites were identified. However, WVDNR stated the results were from a database search only and do not satisfy NEPA requirements. Therefore, further consultation with WVDNR will be required during the NEPA process. See the correspondence in Appendix A.

Additionally, based on a WVDOH geographic information system (GIS) preliminary review, the Kanawha River contains known endangered mussel species. Davis Creek is a perennial stream and tributary of the Kanawha River. Jefferson Road bridges Davis Creek approximately 3,800 feet from its confluence with the Kanawha River. As the study transitions into a programmed highway project, the WVDOH Environmental Section will coordinate with natural resource agencies to determine if mussel surveys of Davis Creek will be required.

7.2.6 Section 4(f) / 6(f) Resources

Section 4(f) protects public parks, publicly owned recreation areas, wildlife and waterfowl refuges, and historic and/or cultural resources of national, state or local significance. Little Creek Golf Course is located west of existing Jefferson Road. None of the alternative corridors directly impact the golf course, but Alternative 4 may impact the road accessing the golf course. Further evaluation of cultural resources will be required during the NEPA process to identify any potential Section 4(f) impacts. Section 6(f) prohibits property acquired or developed with assistance under the Act from being converted to other than public outdoor recreation uses. A review for potential Section 6(f) properties will be required during the NEPA process.

Exhibit 7-4: Archaeology Probability Areas



8.0 Summary

Seven (7) possible conceptual alternatives have been identified and initial engineering and environmental review have been done for the project (**Exhibit 8-1**). In general, there is strong community and stakeholder support for alternatives that include an overpass over the Kanawha Turnpike and CSX Railroad. However, there is significant concern over impacts to the Jefferson Park neighborhood and impacts to Davis Creek and possible flooding implications.

Moving forward, a comprehensive environmental evaluation of the potential alternatives will be performed in accordance with the National Environmental Policy Act (NEPA). Adoption of a Preferred Alternative is a task to be completed during the NEPA process as a result of a complete analysis of the alternatives' satisfaction of the project purpose and need, environmental and socio-economic impacts, public support and project costs.

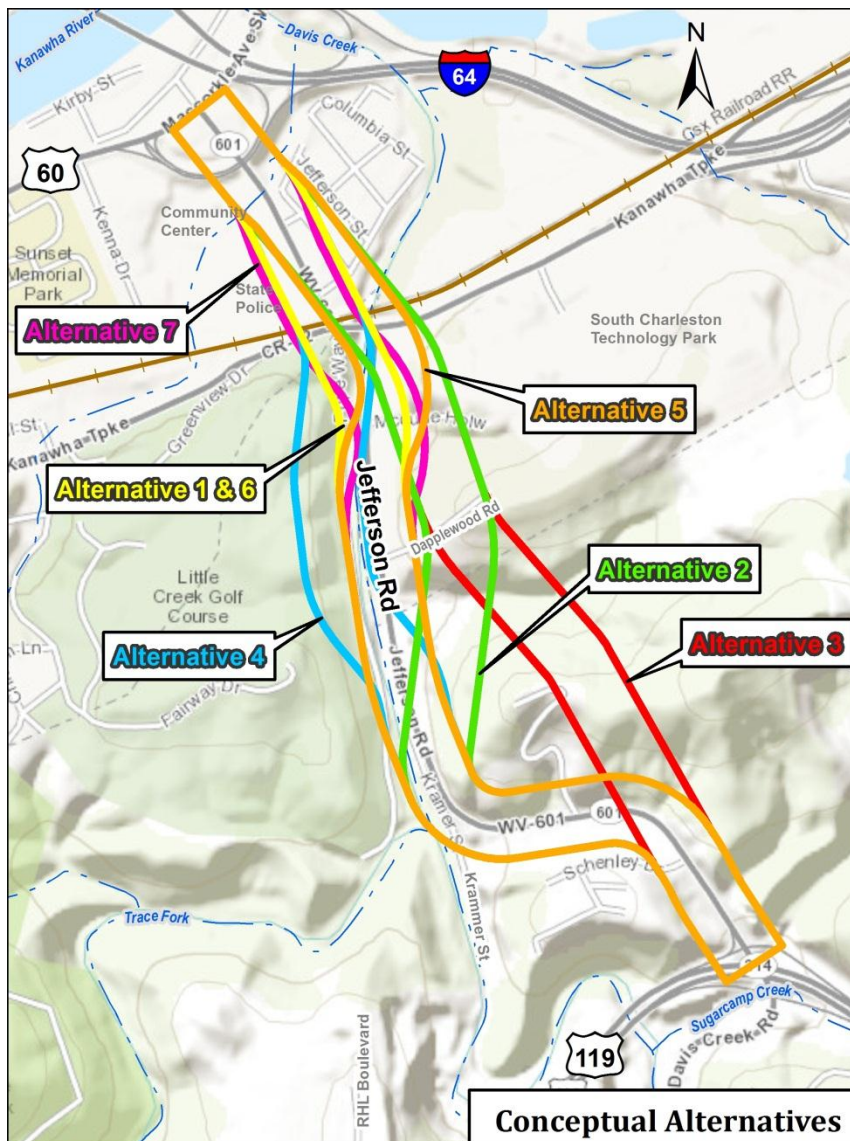


Exhibit 8-1: Conceptual Alternatives

Appendix A: Agency & Stakeholder Coordination Letters



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
Division of Highways

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

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

February 14, 2013

Mr. Dennis Stottlemeyer
Office of the Environmental Advocate
West Virginia Department
of Environmental Protection
601 57th Street
Charleston, West Virginia 25304

Dear Mr. Stottlemeyer:

State Project: U220-601-0.00 00
WV 601 Jefferson Road Corridor Study
Planning-Environmental Linkage, Agency Consultation

The West Virginia Department of Transportation, Division of Highways (WVDOH) is currently studying concepts to improve WV 601 Jefferson Road in South Charleston, Kanawha County, from US 60 MacCorkle Avenue to US 119 Corridor G, approximately 1.66 miles. The concepts include new road construction as well as existing road upgrade. The attached aerial imagery and Charleston West WV USGS topographic map (1958, photo revised 1971 and 1976), depict the approximate project study limits.

The WVDOH will hold an informational public workshop on Tuesday, March 12, 2013, from 4-7 PM, at the South Charleston Recreation Center, 601 Jefferson Road, South Charleston. This is a preliminary planning level workshop through which the WVDOH officials will present information and seek public input regarding a study of concepts to improve Jefferson Road.

The WVDOH, Planning Division, is currently developing a Planning-Environmental Linkage (PEL) document for the Jefferson Road (WV 601) Corridor Study. This document will ultimately be provided to the WVDOH Engineering Division, Environmental Section for their use as they evaluate this project under the National Environmental Policy Act process.

Your agency's input regarding this project would be appreciated. Your comments will be included in the PEL document. Should you have any questions or require additional information, please do not hesitate to contact me at (304) 558-9575.

Very truly yours,
Original signed by
Timothy B. Sedosky
Timothy B. Sedosky
Environmental Planning Manager

TBS/h

Attachment
bcc: CP(EP)

E.E.O./AFFIRMATIVE ACTION EMPLOYER



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
Division of Highways

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

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

February 14, 2013

Ms. Barbara Rudnick
NEPA Team Leader
Office of Environmental Programs (E3A3O)
1650 Arch Street
Philadelphia, PA 19103-2029

Dear Ms. Rudnick:

State Project: U220-601-0.00 00
WV 601 Jefferson Road Corridor Study
Planning-Environmental Linkage, Agency Consultation

The West Virginia Department of Transportation, Division of Highways (WVDOH) is currently studying concepts to improve WV 601 Jefferson Road in South Charleston, Kanawha County, from US 60 MacCorkle Avenue to US 119 Corridor G, approximately 1.66 miles. The concepts include new road construction as well as existing road upgrade. The attached aerial imagery and Charleston West WV USGS topographic map (1958, photo revised 1971 and 1976), depict the approximate project study limits.

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Very truly yours,
Original signed by
Timothy B. Sedosky
Timothy B. Sedosky
Environmental Planning Manager

TBS/h

Attachment
bcc: CP(EP)

E.E.O./AFFIRMATIVE ACTION EMPLOYER



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
Division of Highways

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

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

February 14, 2013

Mr. Gerald Burgy
Floodplain Manager
City of South Charleston
1103 Jefferson Road
South Charleston, West Virginia

Dear Mr. Burgy:

State Project: U220-601-0.00 00
WV 601 Jefferson Road Corridor Study
Planning-Environmental Linkage, Agency Consultation

The West Virginia Department of Transportation, Division of Highways (WVDOH) is currently studying concepts to improve WV 601 Jefferson Road in South Charleston, Kanawha County, from US 60 MacCorkle Avenue to US 119 Corridor G, approximately 1.66 miles. The concepts include new road construction as well as existing road upgrade. The attached aerial imagery and Charleston West WV USGS topographic map (1958, photo revised 1971 and 1976), depict the approximate project study limits.

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Very truly yours,
Original signed by
Timothy B. Sedosky
Timothy B. Sedosky
Environmental Planning Manager

TBS/h

Attachment
bcc: CP(EP)

E.E.O./AFFIRMATIVE ACTION EMPLOYER



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
Division of Highways

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

Earl Ray Tomblin
 Governor

Paul A. Mattox, Jr., P. E.
 Secretary of Transportation/
 Commissioner of Highways

February 14, 2013

Ms. Sarah Workman
 US Army Corps of Engineers
 Regulatory Division
 502 Eighth Street
 Huntington, West Virginia 25701

Dear Ms. Workman:

State Project: U220-601-0.00 00
 WV 601 Jefferson Road Corridor Study
Planning-Environmental Linkage, Agency Consultation

The West Virginia Department of Transportation, Division of Highways (WVDOH) is currently studying concepts to improve WV 601 Jefferson Road in South Charleston, Kanawha County, from US 60 MacCorkle Avenue to US 119 Corridor G, approximately 1.66 miles. The concepts include new road construction as well as existing road upgrade. The attached aerial imagery and Charleston West WV USGS topographic map (1958, photo revised 1971 and 1976), depict the approximate project study limits.

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Very truly yours,
 Timothy B. Sedosky

Timothy B. Sedosky
 Environmental Planning Manager

TBS/h

Attachment
 bcc: CP(EP)

E.E.O./AFFIRMATIVE ACTION EMPLOYER



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

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Charleston, West Virginia 25305-0430 • (304) 558-3505

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

February 14, 2013

Mr. John Schmidt
US Fish and Wildlife Services
694 Beverly Pike
Elkins, West Virginia 26241

Dear Mr. Schmidt:

State Project: U220-601-0.00 00
WV 601 Jefferson Road Corridor Study
Planning-Environmental Linkage, Agency Consultation

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Very truly yours,

Original signed by
Timothy B. Sedosky

Timothy B. Sedosky
Environmental Planning Manager

TBS/h

Attachment
bcc: CP(EP)

E.E.O./AFFIRMATIVE ACTION EMPLOYER



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

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

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

February 14, 2013

Mr. John Benedict
Director
Office of Air Quality
601 57th Street
Charleston, West Virginia 25304

Dear Mr. Benedict:

State Project: U220-601-0.00 00
WV 601 Jefferson Road Corridor Study
Planning-Environmental Linkage, Agency Consultation

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Very truly yours,
Original signed by
Timothy B. Sedosky
Timothy B. Sedosky
Environmental Planning Manager

TBS/h

Attachment
bcc: CP(EP)

E.E.O./AFFIRMATIVE ACTION EMPLOYER



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

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

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

February 14, 2013

Mr. Scott Mandirola
Director
Division of Water and Waste Management
601 57th Street
Charleston, West Virginia 25304

Dear Mr. Mandirola:

State Project: U220-601-0.00 00
WV 601 Jefferson Road Corridor Study
Planning-Environmental Linkage, Agency Consultation

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Very truly yours,
Original signed by
Timothy B. Sedosky
Timothy B. Sedosky
Environmental Planning Manager

TBS/h

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bcc: CP(EP)

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WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

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Charleston, West Virginia 25305-0430 • (304) 558-3505

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

February 14, 2013

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

Dear Ms. Pierce:

State Project: U220-601-0.00 00
WV 601 Jefferson Road Corridor Study
Planning-Environmental Linkage, Agency Consultation

The West Virginia Department of Transportation, Division of Highways (WVDOH) is currently studying concepts to improve WV 601 Jefferson Road in South Charleston, Kanawha County, from US 60 MacCorkle Avenue to US 119 Corridor G, approximately 1.66 miles. The concepts include new road construction as well as existing road upgrade. The attached aerial imagery and Charleston West WV USGS topographic map (1958, photo revised 1971 and 1976), depict the approximate project study limits.

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Very truly yours,

Original signed by
Timothy B. Sedosky
Environmental Planning Manager

TBS/h

Attachment
bcc: CP(EP)

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WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
Division of Highways

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

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

February 14, 2013

Mr. Roger Anderson
West Virginia Division
of Natural Resources
Post Office Box 67
Elkins, West Virginia 26241

Dear Mr. Anderson:

State Project: U220-601-0.00 00
WV 601 Jefferson Road Corridor Study
Planning-Environmental Linkage, Agency Consultation

The West Virginia Department of Transportation, Division of Highways (WVDOH) is currently studying concepts to improve WV 601 Jefferson Road in South Charleston, Kanawha County, from US 60 MacCorkle Avenue to US 119 Corridor G, approximately 1.66 miles. The concepts include new road construction as well as existing road upgrade. The attached aerial imagery and Charleston West WV USGS topographic map (1958, photo revised 1971 and 1976), depict the approximate project study limits.

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Very truly yours,
Original signed by
Timothy B. Sedosky
Timothy B. Sedosky
Environmental Planning Manager

TBS/h

Attachment
bcc: CP(EP)

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Division of Highways

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

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

February 14, 2013

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

Dear Ms. Sargent:

State Project: U220-601-0.00 00
WV 601 Jefferson Road Corridor Study
Planning-Environmental Linkage, Agency Consultation

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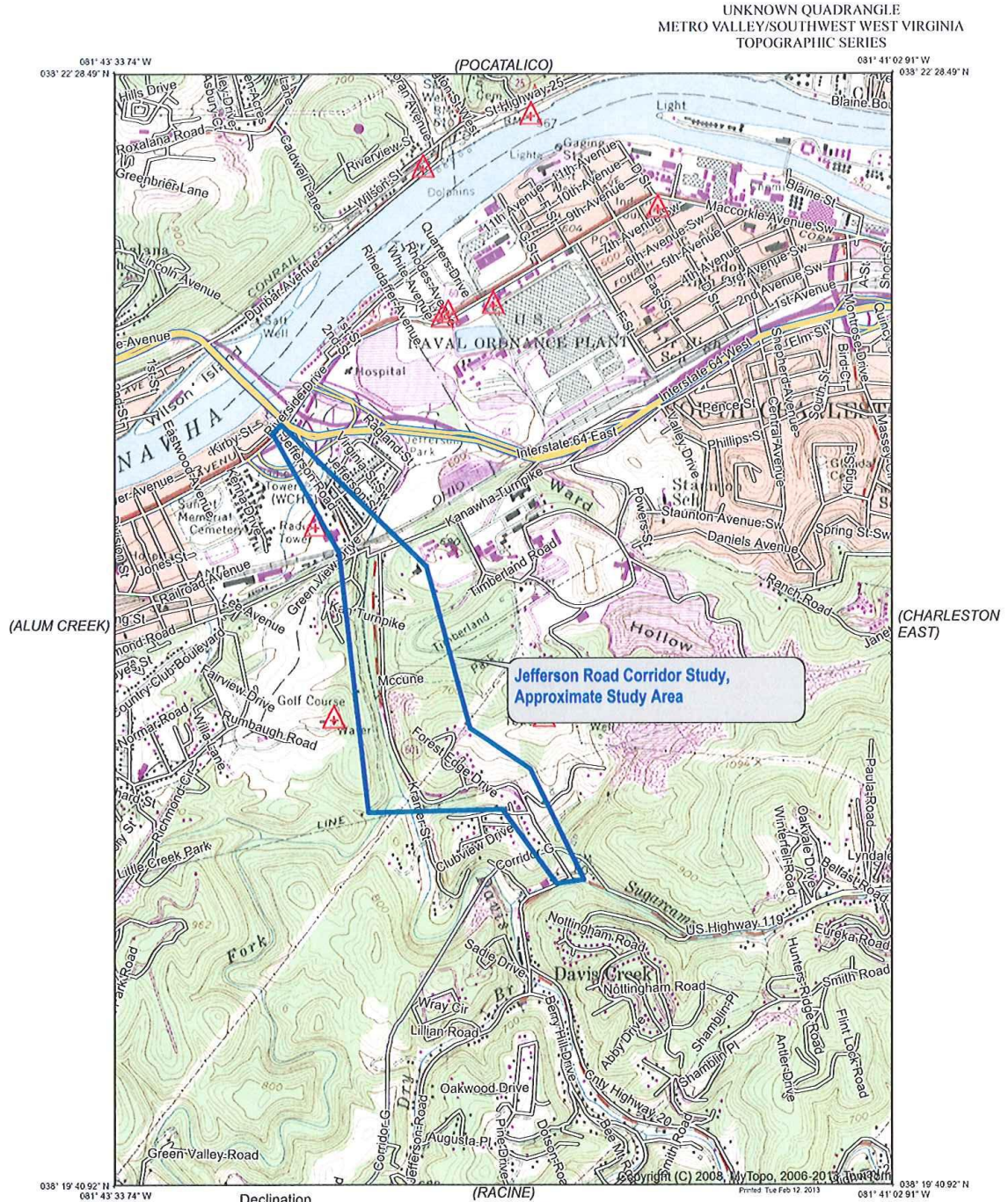
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Very truly yours,
Original signed by
Timothy B. Sedosky
Timothy B. Sedosky
Environmental Planning Manager

TBS/h

Attachment
bcc: CP(EP)

E.E.O. AFFIRMATIVE ACTION EMPLOYER



(RACINE)
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CONTOUR INTERVAL 20 FEET
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CHARLESTON WEST, W.VA.
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AND 1976

Produced by MyTopo Terrain Navigator
Topography based on USGS 1:24,000
Maps
North American 1983 Datum (NAD83)
Polyconic Projection
To place on the predicted North American
1927 move the projection lines 11M N and
13M E

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WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505Earl Ray Tomblin
GovernorPaul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

February 27, 2013

Mr. Steve Debar
City Engineer
City of South Charleston
Post Office Box 8336
South Charleston, West Virginia 25303

Dear Mr. Debar:

State Project: U220-601-0.00 00
WV 601 Jefferson Road Corridor Study
Planning-Environmental Linkage, Agency Consultation

The West Virginia Department of Transportation, Division of Highways (WVDOH) is currently studying concepts to improve WV 601 Jefferson Road in South Charleston, Kanawha County, from US 60 MacCorkle Avenue to US 119 Corridor G, approximately 1.66 miles. The concepts include new road construction as well as existing road upgrade. The attached aerial imagery and Charleston West WV USGS topographic map (1958, photo revised 1971 and 1976), depict the approximate project study limits.

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The WVDOH, Planning Division, is currently developing a Planning-Environmental Linkage (PEL) document for the Jefferson Road (WV 601) Corridor Study. This document will ultimately be provided to the WVDOH Engineering Division, Environmental Section for their use as they evaluate this project under the National Environmental Policy Act process.

Your agency's input regarding this project would be appreciated. Your comments will be included in the PEL document. Should you have any questions or require additional information, please do not hesitate to contact me at (304) 558-9575.

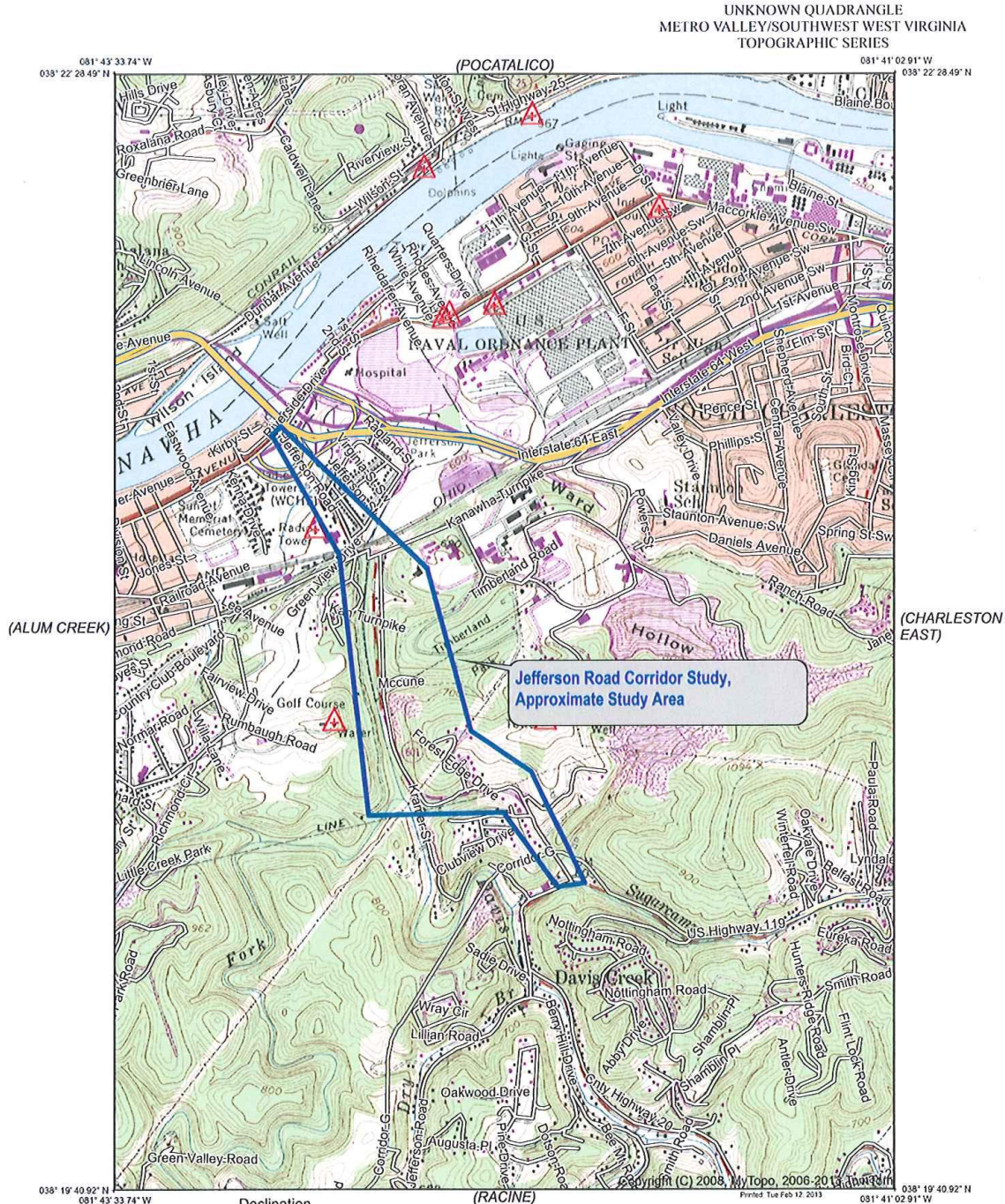
Very truly yours,

A handwritten signature in blue ink that reads "Timothy B. Sedosky".
Timothy B. Sedosky
Environmental Planning Manager

TBS/h

Attachment

E.E.O./AFFIRMATIVE ACTION EMPLOYER



(RACINE)
SCALE 1:24000

Produced by MyTopo Terrain Navigator
Topography based on USGS 1:24,000
Maps

North American 1983 Datum (NAD83)
Polyconic Projection

To place on the predicted North American
1927 move the projection lines 11M N and
13M E

Declination

★
MN

GN 0.44° W
MN 7.55° W

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CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM 1929

CHARLESTON WEST, W.VA.
1958 (PHOTOREVISED 1971
AND 1976)





FEB-11-2013 MON 07:33 AM USFWS WVFO

FAX NO. 13046367824

P. 01

Baker

January 30, 2013

Ms. Barbara Douglas
 U.S. Fish and Wildlife Service
 West Virginia Field Office
 694 Beverly Pike
 Elkins, West Virginia 26241

Re: RT&E Species

Dear Ms. Douglas:

The West Virginia Department of Transportation (WVDOT) is proposing a roadway project in the vicinity of South Charleston, West Virginia. As the NEPA consultant for the WVDOT, Michael Baker Jr., Inc. is preparing environmental records for properties associated with the proposed project. The attached map indicates the project area within which we are updating our records. This area is located in Kanawha County, West Virginia.

As part of this effort, a listing of state and federally listed rare, threatened, and endangered (RT&E) species known to occur (resident or transient) within the outlined area (depicted on the attached map) is requested by Michael Baker Jr., Inc. Any additional information concerning the number or probability of occurrences for individual species, critical habitat, migratory corridors, and high quality surface water resources would also be valuable.

RECEIVED
 FEB 04 2013
 WVFO

Michael Baker Jr., Inc.
 A Unit of Michael Baker Corporation

5088 West Washington Street
 Charleston, West Virginia 25313
 (304) 769-0821
 FAX (304) 769-0822



United States Department of the Interior

FISH AND WILDLIFE SERVICE

West Virginia Field Office
 694 Beverly Pike
 Elkins, West Virginia 26241



In response to your letter above, we have made a "no effect" determination that the project will not affect federally-listed endangered or threatened species. Therefore no biological assessment or further section 7 consultation under the Endangered Species Act is required with the Fish and Wildlife Service. Should project plans change, or if additional information on listed and proposed species becomes available, this determination may be reconsidered.

Definitive determinations of the presence of waters of the United States, including wetlands, in the project area and the need for permits, if any, are made by the U.S. Army Corps of Engineers. They may be contacted at: Huntington District, Regulatory Branch, 502 Eighth Street, Huntington, West Virginia 25701, telephone (304) 399-5710.

Barbara Douglas February 2013
 Reviewer's signature and date

Deborah Carter 2/8/2013
 Field Supervisor's signature and date



DIVISION OF NATURAL RESOURCES
Wildlife Resources Section
Operations Center
P.O. Box 67
Elkins, West Virginia 26241-3235
Telephone (304) 637-0245
Fax (304) 637-0250

Earl Ray Tomblin
Governor

Frank Jezioro
Director

February 11, 2013

Mr. Charles A. Cook
Michael Baker Jr., Inc.
5088 West Washington Street
Charleston, WV 25313

Dear Mr. Cook:

We have reviewed our files for information on rare, threatened and endangered (RTE) species and sensitive habitats for the area of the proposed Jefferson Road roadway project near South Charleston, Kanawha County, WV.

We have no known records of any RTE species or sensitive habitats 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.

The information provided above is the product of a database search and retrieval. This information does not satisfy other consultation or permitting requirements for disturbances to the natural resources of the state, and further consultation may be required.

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

Sincerely,

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

Barbara Sargent
Environmental Resources Specialist
Wildlife Diversity Unit

enclosure

S:\Monthly\Barb\Invoices\Baker.doc

From: Bennett, Danny A
Sent: Friday, April 05, 2013 1:23 PM
To: Sedosky, Timothy B
Subject: Planning Study Final Report WV 601 "Jefferson Road"

Tim,

The plans I reviewed did not contain data relating to potential impacts to aquatic resources. Therefore, our comments are limited at this point. The preferred alternative appears reasonable and from the limited amount of data available does not appear to have any significant impacts to aquatic resources. The road project will impact mapped flood plains and increase the amount of impervious service area of the watershed. Davis Creek is a direct tributary of the Kanawha River which contains Federally Listed freshwater mussels. Given the proposed bridges close proximity to the Kanawha River if there are direct impacts (temp/perm fills) to Davis Creek a mussel survey is recommended but not required. I do not anticipate any significant issues as long as proper sediment and erosion BMPs are installed and maintained.

Thanks-you for giving us the opportunity to comment on this project.



Danny A. Bennett
WVDNR
Coordination Biologist

Elkins Operations Center
219/250 S, Ward Road
Elkins, WV 26241
Office: (304) 637-0245

Appendix B: Public Workshop Sign-In Sheet



**Jefferson Road/WV 601 Improvement Study
Informational Public Workshop
March 12, 2013, 4-7 PM
South Charleston Recreation Center**

	NAME	CONTACT INFORMATION
1	Jack Jones	744-0858
2	Sheila Harper	395-1541
3	KEVIN BURGESS	257-1115
4	Matt Thomas	304-553-5861
5	Fred VASIC	WVDOH
6	Robert Kent	744-2885
7	DANA BURNS	342-1400
8	JOE MOSE	768-4978
9	Bin Reif	7687613
10	Mark Felton	744-4258
11	Patricia McDaniel	304-205-4211
12	Michael Worny	304-344-0088
13	Loretta Henderson	304-768-2748
14	David "	"
15	Deryl Edwards	304-768-5924



**Jefferson Road/WV 601 Improvement Study
Informational Public Workshop
March 12, 2013, 4-7 PM
South Charleston Recreation Center**

	NAME	CONTACT INFORMATION
16	DON BLAZIER	720 JEFF. RD.
17	PHYLLIS "	
18	Allen Copley	allen.copley@cityofcharleston.org
19	CURTIS MEETS	304-768-9355
20	RON KENNEDY	304 744-8847
21	DENNIS STRAWN	304-343-5241
22	Doug Wilson	304-638-4427
23	Emiliano Lopez	304-347-5929
24	Newton Nichols	304-552-2289
25	Herman Nicely	304-768-5301
26	Mike Jarrell	304-744-4260
27	Jeff Bice	304 744 6294
28	CHARLES NUNLEY	304-744-5501
29	Tom Glazier	304-744-094
30	Steve Marshall	304-552-1584



Jefferson Road/WV 601 Improvement Study
Informational Public Workshop
March 12, 2013, 4-7 PM
South Charleston Recreation Center

	NAME	CONTACT INFORMATION
31	Martha Ballman	mballman@suddenlink.net
32	Laura Bowles	laura2b715@frontier.com
33	Kara Greathouse	kgreathouse@wvregion3.org
34	Dong Rice	dongrice@wvregion3.org
35	George Brown III	gab342@suddenlink.net
36	JACK B. HARRISON	jeh@goodwin/goodwin.com
37	Dan Wolis Hudson	
38	Alison Rogers	alisen.rogers@dot.gov
39	TODD WEST	
40	STEVEN P. BUNKER	cstmcdca@AOC.com
41	Joyce Rockwell	jdrockwell@wvregion3.org
42	Kamal Shaar	Krshaar@Terracon.com
43	Dennis Stottlemeyer	dstottlemeyer1@gmail.com
44	Bob & Frances Buckler	
45	Bel Crouch	wcrouch@KCS, KASA, K12, WV, US



**Jefferson Road/WV 601 Improvement Study
Informational Public Workshop
March 12, 2013, 4-7 PM
South Charleston Recreation Center**

	NAME	CONTACT INFORMATION
4650	Jim Canterbury	jcanterbury@summit-engr.com
47#	Feras Tolaymat	ftolaymat@yahoo.com
48	Michael Hackman	hackman2@marshall.edu
49	Cynthia Kennedy	
50	Midge Schneider	1200 Ridge Drive S. Char WV 25309
51	Max Heckman	mheckman@mbkr.com
52	Tim Priority	TPRIORITY@qman.com
53	Perry McCutcheon	WVDOH Planning
54	Joel Gray	jgray@scpolice.org
55	Larry Stricker	ls@randolphengineering.com
city of 56	Robb Taylor Anderson	304-7465552
S.C. 57	Joel Taylor	304-744-5301
58	Kelvin Walk	Kwalker@Sunshine.net
59	Adriana Maw	304 415-2184
60	Dennis Green	Davis Creek Watershed Ass'n 543-1948



**Jefferson Road/WV 601 Improvement Study
Informational Public Workshop
March 12, 2013, 4-7 PM
South Charleston Recreation Center**

	NAME	CONTACT INFORMATION
61	John Taylor	JWV Fire Fighter & Ad. Com
62	WILLIAM WOOD	
63	Nanna Perry	
64	Carrie Big	WV DOT Communications
65	Sheri Moore	304-549-0104 cell
66	Tony Ditch	
67	Sam Hill	709 Jefferson ST
68	Debrah Woody	304-344-0067
69	DALE DRENNEN	304-768-6902
70	Jim Rizzo	304-543-4862
71	Roy Stover II	304 768 9414
72	Scott Ferry	744 4258
73	Amanda Beam	So. Ches. Chamber 744 0051
74	Megan Workman	348-5113 Charleston Gazette
75	Nathan Shary?	304-556 3800



**Jefferson Road/WV 601 Improvement Study
Informational Public Workshop
March 12, 2013, 4-7 PM
South Charleston Recreation Center**

	NAME	CONTACT INFORMATION
76	Kristi Abdalla	1704 Jefferson Rd So. Char. WV. 25309
77	STEVE DEBARR	CITY OF SOUTH CHARLESTON P.O. BOX 8336 SOUTH CHARLESTON, WV
78	Randy L Belch	
79	Art Shomo	304-768-5062
80	Sally West	304-744-2782
81	Thomas West	304-744-2782
82	Rick Jackson	304-744-4796
83	Bethy Fugate	304-744-4247
84	Melissa Nicely	304-581-0608
85	Chuck Hamlet	304 415 0361
86	Tim Sedostky	WV DOT, DOH 304/558-9575
87	Lorna Harris	WV DOT
88	Richard L. Warner	WV DOT
89	Brian Chapman	WV DOT
90	Glenn F. Lough	WV DOT



**Jefferson Road/WV 601 Improvement Study
Informational Public Workshop
March 12, 2013, 4-7 PM
South Charleston Recreation Center**

	NAME	CONTACT INFORMATION
91	Scott Medie	
92	Nancy Karp	
93	Tami Manka	
94	Mark Scarin	
95	Karen Ebert-Allen	
96	Nancy Ruddy	
97	Jason Fauber	
98	Dustin Nelson	
99		
100		
101		
102		
103		
104		
105		



**Jefferson Road/WV 601 Improvement Study
 Informational Public Workshop
 March 12, 2013, 4-7 PM
 South Charleston Recreation Center**

	NAME	CONTACT INFORMATION
106	DONALD GOOD	
107	Kelly Merritt	EKMerritt@suddenlink.net
108	Allen Macker	
109		
110		

Appendix C: Public Comments & News Articles

Summary of Key Comments

Comment No.	Preferred Alternative	Key Comments		
1	1	RR grade-separated crossing	Support widening 601	Utilize existing alignment
2	--	RR grade-separated crossing	connect to I-64 and Corridor G	--
3	2 & 3	WV Regional Technology Park Access	--	--
4	--	RR grade-separated crossing	Connect walking paths	--
5	--	Negative impact on businesses	--	--
6	7	--	--	--
7	1 & 6	Maximize existing facilities/ROW	--	--
8	--	Power outage complaint	--	--
9	--	Bike/ped facilities and conflict points	--	--
10	--	Rather spend state money on regional projects instead of local	--	--
11	5	RR grade-separated crossing	Bike/ped accommodations	--
12	--	Concerned about Jefferson Park residential	--	--
13	--	Concerned about Jefferson Park residential	--	--
14	--	RR grade-separated crossing	RHL Blvd accommodations a concern	Connection to I-64
15	3	Environmental concerns - flooding	Minimal impacts during construction	--
16	3	RR grade-separated crossing	--	--
17	--	Bike/ped accommodations	Recreational area connections	--
18	--	Bike accommodations	--	--
19	--	Bike/ped accommodations	Environment- run-off	--
20	--	RR grade-separated crossing	Jefferson Park access	--
21	--	environmental concerns - run-off, noise	Jefferson Park access	--
22	--	RR grade-separated crossing	Don't under design	--
23	--	Recognizes problem and that something should be done	Bike/ped accommodations	--
24	3	Bike accommodations	--	--
25	--	Scale of project/solution is too small	Consider heavy vehicle restrictions/detours	--
26	7	Impacts to Jefferson Park residential/access	--	--
27	4	Grade separate Kanawha Turnpike	--	--
28	--	Concerned about residential impacts	--	--
29	1 & 6	Concerned about environment	Concerned about residential impacts	--
30	--	Concerned about residential impacts	--	--
31	--	Traffic O&D may require other projects (I-64 interchange)	--	--
32	--	RR grade-separated crossing	--	--
33	3	--	--	--
34	5	Overpass is highest need	--	--
35	--	Impacts to Jefferson Park residential	Neighborhood access	--
36	--	Recommended other alternatives	--	--
37	--	Access at Jefferson Park	Additional creek flooding	--
38	7	Against widening Jefferson	Creek flooding/runoff	Access to Jefferson Park
39	--	Recommend traffic operational improvements	--	--
40	7	1&6 too expensive	Creek flooding/runoff	--
41	--	Do nothing	--	--
42	3	--	--	--
43	--	Connection to Trace Fork	Intersection with route 119	--
44	2 & 3	Concerned with Frontier West Virginia Inc. impacts	--	--
45	--	Proposed new connection to DHL Blvd	Proposed widening WV 601	--
46	5	Width of roadway problem & turn at bridge problems	RR grade-separated crossing	Concerned with funding
47	--	Consider stream habitat and rail-trail restoration	--	--
48	2 & 3	Consider restoration of stream habitat	Restoration of historic rail grade	Rail-to-trail conversion
49	7	Object to Alternatives 1 & 6	Alternative behind Jefferson Park	Don't take Jefferson Park homes
50	--	Modify Chestnut St instead of Jefferson Rd	--	--
51	--	Don't take Jefferson Park homes	Access to/from Jefferson Park	Alternative behind Jefferson Park
52	--	Eliminate and/or enforce Jefferson Rd on-street parking	Concerned about Jefferson Park impacts	--
53	--	RR grade-separated crossing	Connection to I-64 WB	Perfer 4-lane road instead of 5-lane
54	--	Concerned about Jefferson Park residential	--	--
55	--	Concerned about Jefferson Park residential	Flooding impacts on access	Ped crossing Jefferson Rd (incl. children)
56	--	Remove on-street parking	Impact State Police side	--
57	--	Jefferson Park flooding concerns	Ped crossing Jefferson Rd	--
58	--	Concerned about property values	Against 3 & 5	Remove on-street parking

Note: Public comment summary does not include news articles.

FirstName	LastName	Email	Mailing Address	City	State	Zip Code	Comments	Comment Type	Organization	Item Type	Path
							I strongly support a project to widen WV 601 and realign the roadway to avoid the dogleg at Kanawha Turnpike. I prefer following the existing alignment to the greatest extent possible. Significant realignments as some of the proposals contemplate will just lead to awkward development patterns through the area. Of the options presented, I like Alternative 1 best. It minimizes impacts on surrounding properties and follows the existing corridor.				
Brian	Powell	bpowell@bitmaped.net	3292 University Ave Apt 603	Morgantown	WV	26505	I would like to see a grade separation at the CSX railroad tracks, but do not like Alternative 6's unusual left entrance/exit configuration. A modified Alternative 6 with a more traditional diamond or folded diamond interchange would be ideal.	Online		Item	highways/programming/comment/jeffersonroad/Lists/comments
Steve	Broadwater	Sbroadwater@suddenlink.net	2801 Ranch Road	South Charleston	WV	25303	Jefferson Road should be considered to be a connector from Corridor G to both MacCorkle Avenue AND to I-64. It should be possible to exit Corridor G and enter I-64 in either direction via a four lane connector without traffic lights. The reverse should also be possible. Obviously, a bridge over the railroad will be required.	Online		Item	highways/programming/comment/jeffersonroad/Lists/comments
Keith	Pauley	stonerunner16@gmail.com	1603 Stonehenge Road	Charleston	WV	25314	I prefer Option 2&3. I think that a priority should be given to increasing access to the WV Regional Technology Park.	Online		Item	highways/programming/comment/jeffersonroad/Lists/comments
David	Simmons				WV		don't miss the opportunity to connect the walking path on corridor g with a walking path on jefferson road. You can connect south charleston with charleston in a way that doesn't now exist. Also a bridge over the railroad would be great for access.	Online		Item	highways/programming/comment/jeffersonroad/Lists/comments
David	Kirk	kthunder628@aol.com	702 Jefferson Road	South Charleston	WV	25309	We have been in business at this location for 43 years. We have a staff of 5 employees. This will be a hardship on our business to relocate. I have great concern that this will affect my client base in a negative way.	Online	House of David Hair Salon	Item	highways/programming/comment/jeffersonroad/Lists/comments
Roger	Dorsey	roger.b.dorsey@wv.gov	142 Daley Branch Road	South Charleston	WV	25309	First choice is alternate 7 it has the least impact on housing. I like the loop street near the State police barrack if the purpose is to keep from having a traffic light and no left turns at the intersection. At the intersection on the south side of Kanawha Turnpike would the outside lane, be a three lane if there is a traffic light? Second choice would be alternate 5 for the cost savings.	Online	citizens	Item	highways/programming/comment/jeffersonroad/Lists/comments
Belenda	Halsey-Bell	halseybell@hotmail.com	146 Ruthlawn Drive	South Charleston	WV	24309	Views 1 & 6 seem to better utilize the ready existing road and right of ways. Use what is available to the DOH instead of creating a new pathway. In other words the wheel does not need to be recreated. Naturally, I hate to see anybody displaced due to eminent domain laws but as long as those individuals are appropriately compensated and assisted in relocation, progress must proceed as I feel that all would agree that the traffic situation has become unacceptable.	Online		Item	highways/programming/comment/jeffersonroad/Lists/comments
Caroline	Gulinde	gulcaroline@aol.com		Hurricane	WV	25526	Couldn't get through Jefferson Rd lights this morning b/c power out and lights not working. Adding more lanes will help with this? Another example of tax payer money well wasted! Caroline Gulinde	Online		Item	highways/programming/comment/jeffersonroad/Lists/comments
Martha	Ballman	mballman@sudenlink.net	2302 CLARIDGE CIR	SOUTH CHARLESTON	WV	25303	The area west of Jefferson Road connects to the Little Creek Park area, a wonderful resource for walking and biking. The area east of the road close to SR119 is an access road along 119 used by many walkers and bikers for exercise. A short connection from this access road can connect it to Charleston and South Charleston at Winchester Road. Please plan not only for bike/pedestrian access along this improved road but also a way to cross safely from one side to the other. Also, good bike lanes will facilitate access from this road on to the Kanawha State Forest area. With so many folks currently using these sites, it would be a great benefit to the community and a safety issue. Thank you for your consideration in this matter.	Online		Item	highways/programming/comment/jeffersonroad/Lists/comments
M	Tincher	moltrek57@aol.com		Dunbar	WV		I travel Jefferson Road to Corridor G on a daily basis. I can't see spending state and federal monies of this amount on a project that benefits a relatively small area vs. spending money to complete other highway projects that impact citizens statewide. For example, completion of Corridor H has been under construction for years, still isn't finished and has hit a funding roadblock. US 35 isn't complete due a lack of funding. These projects have a statewide impact, Jefferson Road doesn't. The State needs to better manage completing highway projects from start to finish before propounding new ones.	Online		Item	highways/programming/comment/jeffersonroad/Lists/comments
Dennis	Stottlymer	dstottlymer1@gmail.com	4601 Spring Hill Avenue	South Charleston	WV	25309	1) The final design should include a bridge over both the railroad and Kanawha Turnpike. The existing Jefferson Road RR crossing should be turned into a pedestrian and bicycle crossing only. The alternatives without the bridge would be a small improvement over current conditions. Clearly not worth the expense. 2) A separate pedestrian and bicycle corridor should be established parallel to the new Jefferson Road alignment. The vehicular speed of the proposed roadway is too fast to safely commute or travel on a berm or sidewalk adjacent to traffic. Additionally existing bicycle paths in the Charleston area that are adjacent to traffic lanes often have considerable build up of road debris, gravel, and trash making it necessary to sometimes travel in the traffic lane. The "bike path" could be built on the old RR grade on the west side of Davis Creek from Kanawha Turnpike to Trace Fork of Davis Creek. At this point an existing trail travels up stream on Trace Fork to Little Creek Park, a popular biking destination. A bridge would be necessary to cross Trace Fork. Once across Trace Fork the bike path could utilize the proposed RHL Boulevard Connector bridge to cross to the east side of Davis Creek and continue to follow the RR grade from the terminus of Kramer Street, under Rt. 119 to Rt. 214 near Mazella Quarry. From this point the vehicular traffic volume is consistent with shared use traffic patterns. Rt 214 and the nearby Kanawha State Forest Drive are often used by recreational bicyclists. The RHL Boulevard Connector plan should be updated to add a bike lane to both the bridge and the access road south to RHL Boulevard. The bike path would serve both as a path for workers and shoppers to commute to the many businesses at the development but also as a recreational path for visitors to the soccer fields and ice rink. I have hiked these proposed paths numerous times and am prepared to assist WVDOT with planning if needed.	Online	citizen of South Charleston	Item	highways/programming/comment/jeffersonroad/Lists/comments

						3) Alternate 5 with some modifications is my preferred alignment. This alternative removes the on grade RR crossing as it should. This alternative also separates the Jefferson Road traffic from the Kanawha Turnpike traffic. Also a good thing. However an on grade intersection with traffic signal is proposed to the south of Kanawha Turnpike at the intersection with old Full disclosure – I have been looking for a house in the Jefferson Park neighborhood for a couple of years to be closer to my job ... I work shift work. I hate to see that neighborhood torn up by an expanded roadway. The old morgue has been sitting empty for years. The driving school building isn't used except as a wrecked car lot. And, I can only assume the flags at the WV Police South Charleston Detachment haven't been lower to half mast in honor of Sheriff Crum because there is no one there to lower them! Looks to me as if the State could take property on that side of Jefferson Road and leave my prospective neighborhood alone. No need to buy something that it already owns. Just my two cents.							highways/programplanning/comment/jeffersonroad/lists/comments
Sam	Winston	Swinston12@outlook.com	Lizemore Road	Lizemore	WV	25125	S Winston	Online					Item
Stephanie	Demmler	momofsdjhd@gmail.com			WV		I do believe a new plan is a necessity for the flow of traffic in the Jefferson Road area. However I do not feel that plan should require people in the Jefferson Park area to move and/or sell their homes. If anything needs to be moved it should be the police department. They are a city/government building and the funding to build a new building would be easier then making all those people move from their homes.	Online					Item
James	Jones				WV		The construction of RHL Boulevard cannot be accomplished without this project. Dumping all of that traffic into the curve on Jefferson Road, where traffic backs up all the time, solves none of the RHL traffic problems. As a part of this study, to solve the RHL problems, was there any consideration in realigning the RHL project, to route instead of directly crossing Davis Creek, to turn to the North, cross Trace Fork and follow the old railroad bed to a direct intersection with Kanawha Turnpike at Jefferson Road? This would help eliminate the dogleg at that location. Additionally, as far as the Alternates are concerned, only options that construct an overpass over the Railroad tracks at Kanawha Turnpike will provide long term solutions to the traffic situation. Finally, was there any thought in constructing a route that cuts over the mountain and ties in to I-64 at the Kanawha Turnpike EB On-Ramp?	Online					Item
Todd	Shrewsbury	tshrewsbury@gmail.com	1 Sorrento Place	Winfield	WV	25213	Based on the information provided, alternative 3 seems to provide the best options for alleviating most existing problems (two at grade intersections), while simultaneously allowing minimal impact on existing infrastructure during the build phase. At one of the lowest cost estimates, it also would be perhaps the most prudent alternative considering the current budget issues. Further, it would generally be the most distant route from Davis Creek, relieving many potential environmental and flooding issues. I definitely think that anything other than an overpass across the tracks would be pointless. So, an overpass over Kanawha turnpike and the railroad is a must. I liked #3 the best--even though I would have to look more closely at the details. But, it appears that the RHL road connector would connect to the old Jefferson Road and would help the shopping center traffic. Other traffic could connect with the new corridor, #3 from 119.	Online					Item
James	Sorrent	jsorrent@suddenlink.net	1319 Myers Avenue	Dunbar	WV	25064	This same idea could be used for Cross Lanes Drive...an overpass from Big Tyler connected to the interstate 64. I know this isn't part of the project, but just a thought. Adding more lanes will do very little to stop the congestion and ease the traffic without an overpass.	Online	Retired				Item
Gail	Pitchford	egailpitchford@yahoo.com	108 Centre Court Rd	Charleston	WV	25314	In regard to the Jefferson Road, South Charleston, proposed construction project, I hope the WV Department of Transportation will take into consideration the needs and desires of pedestrians. The project should include sidewalks, walkways, and bicycle friendly access. Jefferson Road gives access to two recreational areas in the South Charleston area: 1) The South Charleston Recreation Center and 2) Little Creek Park. I often ride my bicycle to Little Creek Park coming from Charleston through the Jefferson Road area. Access for pedestrians and bicyclists is already difficult in the area, please do not make it even more so with the proposed construction project. Thank you, Gail Pitchford	Online					Item
Tim	Shoemaker	tshoemaker@yahoo.com			WV		Since US 60 is a primary bicycle route I think that bicycle facilities should be constructed along with Jefferson Road to tie US with the bicycle path on Corridor G and ice rink and soccer fields at trace fork. The facilities should be designed for inexperienced bicycle riders since many kids would use them to access the ice rink and soccer fields. The following comments are for your consideration and have also been submitted to the Charleston Gazette. Thanks.	Online					Item
Vann	Carroll	javancarroll@hotmail.com	1452 Wilkie Drive	Charleston	WV	25314	"The Jefferson Road traffic back-up occurs at the stoplight at the intersection with Kanawha Turnpike. An overpass there would be a great benefit, although to some extent it would move the back-up to the next stoplights. On the rest of Jefferson Road, traffic moves smoothly without delay, and spending money to widen the road will not help much. Beyond that, the question is, "Where does the traffic come from, and where is it going -- now and in the future?" Should there be a grand scheme to make this a major short cut between I-64 and US-119? If so, then the I-64 interchange also needs work to keep the traffic off South Charleston streets.	Online					Item
Charles R	Hudson	chudson@littlecreekgolfcourse.com	210 Schenley Drive	South Charleston	WV	25309	Finally, don't waste any money connecting Jefferson Road to Trace Fork. That occasional traffic problem can be fixed at much lower cost by other means." I have lived in Schenley Park an addition off of Jefferson Road. The locals that travel this road everyday agree that an overpass will be the only solution to this problem. You can still route traffic to Kanawha Turnpike east and west. People wishing to get on I-64 East has easy access over Tech Center hill without the need of the overpass and the ones going west on I-64 can use the overpass. I think an overpass will have and new lanes will have to cross Davis Creek and also have to have the road built up or elevated for the flood zone area. Thanks, Chuck Hudson	Online		General Manager Little Creek Country Club. City Of So. Chas.			Item
alisa	Tyler	alisat Tyler@msn.com	711 Virginia st	sw so Charleston	WV	25309	I vote for plan 3. Will a stop light be put in coming out of Jefferson Park?	Online	citizen				Item

Pam	Haynes	haynespam@atol.com	119 Fairland Dr	Nitro	WV	25143	<p>Option 5 makes the most sense to me and the most cost-effective. From the map, it looks like it would utilize the current route with the addition of widening plus more lanes. Of course, the overpass is the most obvious need.</p> <p>I reside along Jefferson Road and have been looking at the traffic problem and possible solutions for several years. It is my opinion that option #4, continuing Jefferson Road west of Davis Creek on the old railroad bed, but adding a grade separation at the Kanawha Turnpike intersection, would be the least disruptive and most effective alternative. This would impact few residences and would enhance the Trace Fork connector. I'm sure a large percentage of southbound traffic would use the connector, regardless of their destination on the corridor. This also would, with the addition of a new interchange in the future, set up the basis for a true I-64/Route 60/Corridor G connector. I think DOH is to be commended for not bowing to pressure and addressing this situation before building the Trace Fork connector which probably would have just worsened the existing problems. Thank you.</p>	Online	Item	highways/program/anning/comment/jeffersonroad/Lists/comments	
Jim	Hull	jghullod@hotmail.com	1 Dapplewood Road	South Charleston	WV	25309	<p>My home is located one block off the current Jefferson Road and could be adversely affected with the expansion project. I understand the need to upgrade the roadway but I am concerned that if my home is not bought/torn down to make way for the new road, it will end up sitting in my front door and my property value will suffer greatly (negatively). What are the plans to work with property owners? If my home is not taken but the new road does end in right in my front door what are you going to do for me - I didn't purchase a home right on top of a 5 lane highway nor do I want to live like that, I purchase a home back away from the busy roadway in a subdivision for a reason. How much clearance will be required so people in my neighborhood are not living right on top of this new 5 lane highway?</p>	Online	Item	highways/program/anning/comment/jeffersonroad/Lists/comments	
Drema	Foster	drema.foster@live.com	720 Park Street	South Charleston	WV	25309	<p>I think a decision needs to be made quickly so people know what their futures hold, I have put off plans to make improvements (additional deck and fencing) to my property because I don't know that it won't be torn down in a year!</p>	Online	Item	highways/program/anning/comment/jeffersonroad/Lists/comments	
James	Hoffman	jameslee25309@yahoo.com	922 Forest Edge Drive	South Charleston	WV	25309	<p>My name is James Hoffman my family has lived on Forest Edge Drive and Jefferson rd for over 100 years, my family settled in the log cabin on 1900 Jefferson rd across from the South Charleston City garage in the early 1900s, at one time the subdivision known as Forest Edge Drive was family owned until my great grandfather past away, then the property was sold in lots my family still owns 6 lots on Forest Edge. After looking at the proposed road, I feel the best route would be 1 and 6 the yellow section, however I am worried about route 3 the green route by looking at the maps here on this web site it looks to me this route would take my home ,property? That has got me worried, I feel the new route should follow along the old route, the forest in the proposed green route has been untouched for several years the last time the area had been used was when Union Carbide had a kids camp there,(about 50 or more years ago) the woods behind the Tech Center, some of the trees in this area are over 100 years old , and the wildlife in this area is abundant, it would be ashame to rip out one of the last remaining true forest in South Charleston out for a road to Walmart, the property adjacent to tis property is a wildlife refuge. I feel that the property behind the tech center would be better used as a nature trail, outdoor rec area. So 1 and 6 are good #3 green I would not agree with. The area of forest behind the tech center should remain a forest I feel with bike trails, hiking trails etc.... This area would be a great alternative to Kanawha State Forest. The public would enjoy.</p> <p>Dear Mr. Pennington,</p> <p>As Director of Planning, I would THINK you would be extremely AWARE that this planned expansion will CERTAINLY devastate many of our homeowners...we have been in our home since September, 1976, having come there as newlyweds; we have every intention of leaving our home to OUR children and maybe grandchildren, in turn! It is a very nice home, and we have always improved it over the years, we made some major improvements to it just a year or so ago, too! AND, we are VERY aware of how eminent domain works...to YOUR advantage! IT IS NOT IN OUR BEST INTEREST>>>>EVER!! WE DO NOT WANT TO LEAVE! YOU WILL...have a real FIGHT ON YOUR HANDS...our next door neighbor is David Broyles...supposedly ONE of your employees told HIM that the ROAD IMPROVEMENT will likely GO THROUGH THE OTHER SIDE...the STATE POLICE HDQTRS., etc...I KNOW THAT'S not 'gonna happen! I am NOT...THAT gullible...I was 26 years in state government myself, and MY husband was there for 31-plus years...57 YEARS we gave to our STATE GOVERNMENT! He as a loyal servant of TAX DEPARTMENT (Tax Administrator) and myself as a Tax Auditor (Tax, 10 years) plus an Accountant, Budget Officer and Auditor for another 16 years with governmental grants...INCLUDING the STATE ROAD FUND, ironically! I never missed a penny on MY budgets!! by the way...I COULD budget properly! SERVED MY STATE WELL, and AM very PROUD of what I DID accomplish...but NOW...with this...SLAP IN THE FACE...I WONDER!!! HOW could this be happening to US...in OUR so-called...GOLDEN YEARS! of retirement...I am 63, and MY dear husband, James (Jim) Rizzo is 72 years of age...and we DO NOT DESERVE THIS unfair JUDGEMENT...it's like YOU...are JUDGE and JURY...and WE ARE GUILTY, by association!...but of WHAT!!!! WE did not cause the disruptions to the Corridor G traffic patterns...and WE know there are ALSO much BETTER SOLUTIONS! which will NOT DISRUPT EITHER...the JEFFERSON ROAD area OR...our immediate homes in the Jefferson Road and our side of PARK STREET. MY husband and I will be GLAD and VERY WILLING TO DISCUSS this with you, AND, he DID mention it at the March 12th meeting at the SC RECREATION CENTER! (I was not able to attend as I am caregiver to MY almost 87 year old mother now). IT SEEMS that of the 7 alternatives which YOU HAVE PROJECTED...our Park Street homes will also be destroyed for!!!! THIS IS INTOLERABLE TO US! AND just because...not many have responded to this...DOES NOT mean they, too, aren't JUST AS DEVASTATED!! MANY OF THEM ARE ELDERLY PERSONS...UNABLE TO DO SO, and I am SPEAKING OUT FOR THEM NOW!! THEY (and WE) ALL VERY DISTRESSED, too, and WANT TO KEEP THEIR HOMES...INTACT and AS WE ARE NOW!! THE more articles I read about it, the more upsetting it is! YOU speak of the configuration of the</p>	Online	Hoffman House	Item	highways/program/anning/comment/jeffersonroad/Lists/comments
Mary	Rizzo	libra0909@aol.com	713 Park Street	South Charleston	WV	25309	<p>AND, that IS WHY...you need start on the side across from MacCorkle Avenue near the RIVERWALK Mall area...in that "SWAMPY" area...WHERE NO HOMES EXIST...e.g., and go FROM THERE...and as my HUSBAND had suggested, you can go through the area to the EAST of the RR Tracks at Jefferson Road...where all that RR property IS...PLENTEY OF WASTED SPACE THERE for an interchange or highways to be built! THERE ARE other alternatives...OTHER SOLUTIONS, than the ONES...your department HAS proposed...why not listen to the ONES WHO HAVE LIVED and LOVED in that community for all these nearly 40 YEARS...and many more for some, like Mr. and Mrs. Don Glazier...who have lived there closer to 50 years now...you are simply RUINING OUR LIVES BY "TRESPASSING" on our homes and families therein!! PLEASE DO...respond...I WILL BE VERY interested in YOUR response! AND VERY HAPPY TO MEET WITH YOU FOR FURTHER DISCUSSIONS...BEFORE...the die is CAST! LET us HOPE you will PRAY about it and KNOW the 'right' answer lies i in NOT DISPLACING THOSE WHO ARE capable to even MOVING at their ages, too!! It will be a terrible injustice done...to ALL of us who really have wanted to keep our homes...IN OUR FAMILIES!! IT IS...OUR OMEPLACE! THINK HOW...YOU might FEEL...in OUR 'shoes'! IT IS DISGRACEFUL to force us to leave our beloved homes! PLEASE DO THE RIGHT THING! YOU DO KNOW WHAT THAT IS...if your heart is in the right place!! Progress does NOT have to displace us...since there ARE BETTER OPTIONS, which would NOT even bother our HOMES...either on Jefferson Road...OR Park Street...ask those WHO DO KNOW!! US!!</p> <p>SINCERELY, Mary Katherine (Hogshead) Rizzo and James A. Rizzo PROUD HOMEOWNERS at 713 Park Street since September, 1976</p>	Online	Item	highways/program/anning/comment/jeffersonroad/Lists/comments	

DALE	DRENNEN	daledrennen@suddenlink.net	1211 EAST VILLAGE DRIVE	SOUTH CHARLESTON WV	25309	<p>CI DON'T LIKE ALT. #4, BECAUSE IT WOULD REQUIRE MOVING A CEMETERY. IT WOULD ALSO LIKELY DESTROY A HIKING-BIKING TRAIL ON THE OPPOSITE SIDE OF DAVIS CREEK FROM JEFFERSON ROAD. SOME MIGHT NOT SEE THE IMPORTANCE OF THIS TRAIL, BUT ASK ANYONE WHO PLAYS GOLF HOW IMPORTANT A GOLF COURSE IS. WE HAVE LOST SO MANY TRAILS ALREADY DUE TO CONSTRUCTION IN THE DUDLEY, AND SHOPS AT TRACE FORK AREA, IT WOULD BE A SHAME TO LOSE ANOTHER ONE. THIS TRAIL IS ALSO IMPORTANT BECAUSE THE BICYCLERS ARE TRYING TO CONNECT THIS TRAIL WITH OTHER TRAILS TO ENABLE TRAVEL TO CHARLESTON AND SEVERAL LOCAL PARKS. ALTERNATE #4 IS ALSO PROJECTED TO BE THE MOST EXPENSIVE. I LIKE ALT. #3 BECAUSE IT WILL BE THE LEAST PAINFUL FOR THE LOCAL TRAVELERS BECAUSE IT WON'T INVOLVE NEAR AS MUCH WORK ON THE EXISTING JEFFERSON ROAD. THE CONGESTION CREATED BY CONSTRUCTION ON THAT ROAD WOULD BE ENORMOUS. ALT. #3 IS ALSO THE LEAST EXPENSIVE. BICYCLE LANES SHOULD ALSO BE INCLUDED IN THE PLANS. BICYCLING IS BECOMING MORE IMPORTANT FOR EXERCISE, RECREATION, AND ALTERNATE TRANSPORTATION. I THINK AN OVERPASS CROSSING KANAWHA TURNPIKE IS THE ONLY WAY TO DESIGN THIS ROAD. THE TRAFFIC WILL ONLY GET WORSE AS TIME GOES ON, AND THIS WOULD BE A TREMENDOUS IMPROVEMENT FOR PEOPLE TRAVELING KANAWHA TURNPIKE OR JEFFERSON ROAD. FAILURE TO INCLUDE AN OVERPASS WILL RESULT IN TRAFFIC CONGESTION IN THE FUTURE. AS POPULATION INCREASES, SO WILL AUTOMOBILE OWNERSHIP.</p>	Online	FRIENDS OF TRACE FORK...HIKI NG-BIKING	Item	highways/programming/comment/jeffersonroad/Lists/comments
Robert	Kaiser	rhkaiser@suddenlink.net	4009 Kanawha Tpk., Apt. 11C	South Charleston WV	25309	<p>Regarding the Jefferson Road (South Charleston) WV 601 Improvement Study, let me first identify myself as a retired chemical engineer living in the immediate vicinity of the Jefferson Road-Kanawha Turnpike intersection. I experience the associated traffic challenges on a daily basis. Enduring a 100-car coal train passing over the crossing or waiting through multiple cycles of traffic lights has provided me with plenty of time to ponder potential alternatives to address this particular congestion problem. Prior to distribution of your proposals at the March 12, 2013, Informational Workshop, I must acknowledge that no suitable or plausible solution had ever struck me. Thus, you can imagine that I was particularly interested in your presentation.</p> <p>Other than the somewhat ambiguous phrase on the coversheet referring to "the recurring congestion and mobility challenges along Jefferson Road, WV 601," I see no statement clearly defining the problem being addressed. It seems that the potential solutions ought to be based on a description of what the problem is and why it should be solved. I suspect that you must have done this task internally in order to have gotten this far, but the evidence that I've been provided gives me no hint that this foundation has been laid. What is called the "Potential Construction Limits" embodies a section of Jefferson Road from MacCorkle Avenue to the large curve near the fire station. No matter how wonderful the "best" of options 1-7 within these limits may be, the congestion problem will persist because congestion will continue beyond this project's boundary, at least to Corridor G. For this reason alone, my point regarding a paucity of problem definition and description is not simply the ranting of some grouchy constituent.</p> <p>Having now perused the seven potential options being proposed, I've concluded that both my informal musings while sitting in traffic and the formal engineering feasibility study, as presented, continue to identify no suitable solutions.</p>	Online	N/A	Item	highways/programming/comment/jeffersonroad/Lists/comments
						<p>Congestion will be largely unrelieved because of the limited project scope as alluded to above. Let me emphasize that I am not being critical of the engineering work that has been executed so far; I believe this is indeed a difficult problem considering the local terrain, the major jog at the Jefferson Road-Kanawha Turnpike intersection, the at-grade railroad crossing, Davis Creek, the proximity of homes to the road, and the high volume of traffic during peak hours. The alternatives, as I understand them, suggest only a modest incremental improvement in the traffic situation in the immediate area of the Jefferson Road-Kanawha Turnpike intersection would result after spending some \$50 million or more. Money isn't the real issue ... yet. The fundamental problem would not be solved even if the substantial resources were donated by a kindly rich uncle.</p> <p>I have not addressed the construction-caused traffic delays and residential upheaval that will range from minor to major, depending on the option selected (as well as whose ox is being gored). Whether the road is routed a) through the front of the police barracks, b) the first block of homes on the east side of Jefferson Road, c) through the backyards of other homes in Jefferson Park, or d) over the hill to the east of WV 601 south of Kanawha Turnpike, such a decision ought to carry with it a reasonable expectation that the temporary/permanent disruptions to local residents eventually will be worth the chaos. Given that the alternatives presently on the table appear only to chip away at the basic traffic issue, one has to question if this project, as it now stands, is at all viable.</p> <p>Finally, I would like to offer one positive and inexpensive suggestion. Restrict traffic on Jefferson Road/WV 601 to vehicles under a defined gross weight. That is, prohibit large (and maybe even medium-sized) trucks from using this shortcut between Corridor G and MacCorkle Avenue. Instead, direct those vehicles to the Oakwood Road- I64/MacCorkle interchange. While the congestion problem will not entirely vanish, at least some incremental relief could be realized within a short time.</p> <p>Sincerely,</p> <p>Robert H. Kaiser</p>				
Betty	Fugate	sunteller@suddenlink.net	3809 Pennsylvania Ave SW	South Charleston WV	25309-1617	<p>Of the options presented, option seven would better benefit the families that now live in the Jefferson Park area. Over the past twenty years, we have seen the traffic level expand on that road to the point it is dangerous to exit our subdivision. Option seven would give a safe alternative for that. While I know this project is about progress and looking to the future, it is also important not to forget there are a group of residents that stand to have their lives impacted by this project and they may not have seven options available to them should they decide they no longer want to live near this area.</p>	Online		Item	highways/programming/comment/jeffersonroad/Lists/comments

							Questions & concerns			
							1. How will run off be handled due to current annual flooding on Liberty Street in Jefferson Park?			
							2. What steps will be taken to reduce increased noise pollution due to raising the roadway?			
							3. What exits and entrances will be provided to the residents of Jefferson Park?			highways/programplanning/comment/jeffersonroad/Lists/Comments
Randall & Sharon	Sheets	sesheets@yahoo.com	604 Jefferson St	South Charleston	WV	25309	4. Why was the current Lazy Boy location on MacCorkle Av not considered in the proposal? It is very important that the WVDOT strongly consider an overpass spanning the railroad. Richard Warner, WVDOT explained that without the overpass would clear faster today and I'm sure he is correct, but the WVDOT has many times in the past under-built on many projects creating much bigger problems in the future. It is best to bite the bullet and construct what is needed now and in the future. I must agree with the So. Charleston officials. Coming back later always takes a lot more time at a much higher cost. Thank you for the opportunity to comment on the Jefferson Road improvements.	Online	Item	highways/programplanning/comment/jeffersonroad/Lists/Comments
Charles	Rice	rice32@frontier.com	1579 Nottingham Road	Charleston	WV	25314	As a South Charleston resident living near Little Creek Park who works in downtown Charleston, I cross the Kanawha Turnpike/Jefferson Road intersection every day. I often travel the lower end of Jefferson Road to get to MacCorkle Avenue. For the most part, I avoid the upper end because of the long delays at the northbound intersection with Kanawha Turnpike. In viewing the options under consideration to replace the existing road, I believe any of them would be a major improvement. I defer to professional highway designers, other residents, and city officials as to which option offered is best. My concern is that the new roadway be designed to accommodate pedestrians, bicyclists and the natural setting of Davis Creek. The northern end of Jefferson Road, from Kanawha Turnpike to MacCorkle Avenue, travels through a populated area, including access to the South Charleston Community Center, a McDonald's and Bob Evans restaurant. Residents of the Jefferson Park neighborhood have the need to be able to safely walk across the street to visit those locations. There is also a school bus stop on that portion of the road that needs to be considered for the safety of children living in Jefferson Park. Sometimes during high school basketball games and other special events, the Community Center's parking lot overflows and people park across Jefferson Road and cross the street to enter the complex. including school kids and local residents, to allow them to safely cross the street at marked and lighted crosswalks. The current portion of Jefferson Road from Kanawha Turnpike toward and past Corridor G to Kanawha Forest Road is a popular route for bicyclists. It is not unusual to see cyclists pedaling in either direction on their way to or from Davis Creek Road and Kanawha State Forest. For the safety of all, the new Jefferson Road must be designed to accommodate bicyclists and ultimately encourage, rather than discourage, healthy activities like cycling. Much of the Jefferson Road project parallels Davis Creek. The Department of Highways should also work with the City of South Charleston, the Davis Creek Watershed Association, and any other entities involved in recreation along Davis Creek, to enhance restoration efforts and Davis Creek preservation efforts. The Davis Creek Watershed Association has been involved for many years to improve the health of Davis Creek by holding annual clean ups, removing tires and trash, adding river structures, educating residents, and otherwise working to restore the natural beauty of Davis Creek. While much of that work is focused upstream of the project area, the project does expose much of the new roadway to Davis Creek. The Jefferson Road improvement, combined with the anticipated Trace Fork connector, has the potential for the Department of Highways and the City of South Charleston to enhance recreational area access. I envision the City extending the boundaries of Little Creek Park along Trace Fork. The City and Highway Department could work together to establish a small parking area and trailhead to provide new access for hikers and bicyclists into Little Creek Park, where Trace Fork empties into Davis Creek. This low-lying area frequently floods, so it is not conducive to business development, but could be a great addition to the area's recreational opportunities.	Online	Item	highways/programplanning/comment/jeffersonroad/Lists/Comments
Kelly	Merritt	ekmerritt@suddenlink.net	107 Willa Lane	South Charleston	WV	25309		Online	self	Item

John	Wirts	johnwirts@gmail.com	1283 Kanawha State Forest Dr	Charleston	WV	25314	<p>I live on Davis Creek and am an active runner and biker. As the Davis Creek / Jefferson Road path is by far the easiest (in terms of hills) path to the main river (Kanawha) valley, I would love to see improved pedestrian / biker accommodations included in upcoming projects. A fellow DCWA member wrote the following and I concur with his sentiments.</p> <p>"In viewing the options under consideration to replace the existing road, I believe any of them would be a major improvement.</p> <p>I defer to professional highway designers, other residents, and city officials as to which option offered is best. My concern is that the new roadway be designed to accommodate pedestrians, bicyclists and the natural setting of Davis Creek.</p> <p>The northern end of Jefferson Road, from Kanawha Turnpike to MacCorkle Avenue, travels through a populated area, including access to the South Charleston Community Center, a McDonald's and Bob Evans restaurant. Residents of the Jefferson Park neighborhood have the need to be able to walk across the street to visit those locations. There is also a school bus stop on that portion of the road that needs to be considered for the safety of children living in Jefferson Park.</p> <p>Sometimes, during high school basketball games and other special events, the Community Center's parking lot overflows and people park across Jefferson Road and cross the street to enter the complex.</p> <p>Whichever road improvement is chosen, it needs to accommodate the safety of pedestrians, including school kids and local residents, to allow them to safely cross the street at marked and lighted crosswalks.</p>	Online	Davis Creek Watershed Association Item	highways/programplaning/comment/jeffersonroad/Lists/comments	
							<p>The current portion of Jefferson Road from Kanawha Turnpike toward and past Corridor G to Kanawha Forest Road is a popular route for bicyclists. It is not unusual to see cyclists pedaling in either direction on their way to or from Davis Creek Road and Kanawha State Forest. For the safety of all, the new Jefferson Road must be designed to accommodate bicyclists and ultimately encourage, rather than discourage, health activities like cycling.</p> <p>Much of Jefferson Road parallels Davis Creek. The Department of Highways should also work with the City of South Charleston, the Davis Creek Watershed Association, and any other entities involved in recreation along Davis Creek, to help restoration efforts and Davis Creek preservation efforts.</p> <p>The Davis Creek Watershed Association has been involved for many years to improve the health of Davis Creek by holding annual clean ups, removing tires and trash, adding river structures, educating residents, and otherwise working to restore the natural beauty of Davis Creek. While much of that work is focused upstream of the project area, the project does expose much of the new roadway to Davis Creek.</p>				
							<p>The Jefferson Road improvement, combined with the anticipated Trace Fork connector, has the potential for the Department of Highways and the City of South Charleston to enhance recreational area access. I envision the City extending the boundaries of Little Creek Park along Trace Fork. The City and Highway Department could work together to establish a small parking area and trailhead to provide new access for hikers and bicyclists into Little Creek Park, where Trace Fork empties into Davis Creek. This low-lying area frequently floods, so it is not conducive to business development, but could be a great addition to the area's recreational opportunities.</p> <p>To conclude, I believe whichever road enhancement option chosen will be a big improvement to Jefferson Road. But any option MUST take into account recreational opportunities for pedestrians, hikers and bicyclists and should be designed to safely accommodate them.</p> <p>I also believe the project should help with the ongoing, award-winning restoration efforts of the Davis Creek Watershed Association and enhance recreational opportunities in the Davis Creek Watershed.</p> <p>Thank you for the opportunity to comment. As a concerned citizen and frequent user of the area's amenities, I will be happy to provide further input if desired."</p>				
Randy	Belcher	rbsbsh@suddenlink.net	706 Jefferson Street	South Charleston	WV	25309	<p>I propose some type of overpass over the train tracks to keep the traffic constantly flowing for better flow of traffic and help emergency responders, ambulance, police and fire department. Please follow through with a solution and not as in the past, where they started with a problem solution but did not go forward. Access the police reports to see how many accidents occur on a daily basis due to the amount of traffic.</p> <p>I personally would like to see you take all of Jefferson Park in order to enlarge the access to Corridor G and alleviate the accidents, the residents in Jefferson Park having such a problem getting in and out of the park. A lot of the residents are elderly and it is dangerous for them to try and cross traffic and even get out of the park to go to the store.</p> <p>Something desperately needs to be done. I am all for taking the whole park and if you can't take all of it, at least take my house for staging area or office. I have no problem with you taking my house.</p>	Online	Item	highways/programplaning/comment/jeffersonroad/Lists/comments	

DATE: 4-10-2013
JEFFERSON ROAD CHANGE SUGGESTION

Mr. Robert L. Pennington, P.E.
Director, Program Planning & Administration Division
West Virginia Division of Highways
State Capitol Complex, Building 5
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

DATE: March 12, 2013
LOCATION: South Charleston Recreation Center
SUBJECT: Informational Public Workshop
PROJECT: Jefferson Road/WV 601 Improvement Study

COMMENTS REQUESTED BY: April 15, 2013

Please consider the following comments:

INSTEAD OF THE OPTIONS SHOWN IN THE PAPER, HOW ABOUT MAKING
CHANGES IN THE PROBLEM AREAS I THINK DIVERTING TRAFFIC IN THE
JEFFERSON ROAD / KANAWHA TURNPIKE BY STRAIGHTENING THE PATH
FROM STATE POLICE BARRACKS BY ADDING AN OVERPASS DIVERTING
KANAWHA TURNPIKE TRAFFIC @ A DIFFERENT JUNCTION.
ONLY ADD ONE MORE LANE (TOTAL 4) TO THE MAIN STRETCH
OF JEFFERSON RD. LEAVING THE SOUTH SECTION AS IS.
THEN ANOTHER ACCOMPLISHMENT, ADDING AN EXIT FROM THE
DUDLEY FARMS (LOWE'S) TO JEFFERSON WOULD MAKE YOU ALL
HERDS AND INCREASE HOLIDAY BUSINESS TO THESE SHOPS. MANY
PEOPLE REFUSE TO GO OUT THERE DUE TO TRAFFIC. THE
JUNCTION OF THIS NEW EXIT WOULD INCREASE THE JEFFERSON
STRETCH TO 4-LANES. THIS PLAN WOULD ALSO MINIMIZE CHANGES
TO THE HOMES IN THE AREA.

(Please print the following information)

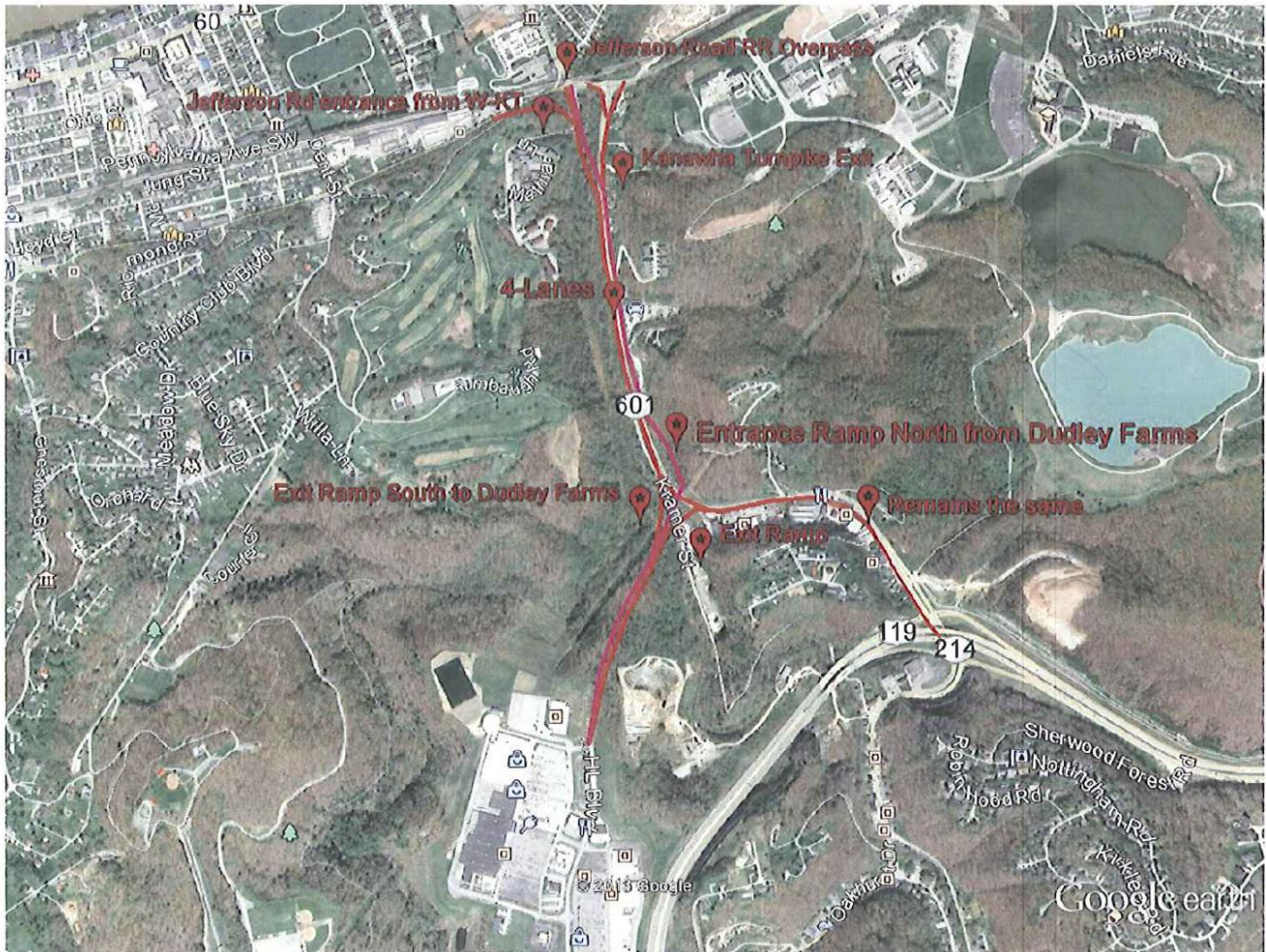
NAME: APRIL GARDNER

ADDRESS: 411 WEST VIRGINIA AVE. DUNBAR, WV, 25064

ORGANIZATION (if any): AGARDNER.BLC@SUDDENLINKMAIL.COM
304-993-7777

How did you hear about the Informational Public Workshop?

CHARLESTON, GAZETTE



Google earth



DATE: 3/13/13

Mr. Robert L. Pennington, P.E.
 Director, Program Planning & Administration Division
 West Virginia Division of Highways
 State Capitol Complex, Building 5
 1900 Kanawha Boulevard East
 Charleston, West Virginia 25305-0430

RECEIVED
 MAR 15 2013

Program Planning &
 Administration Division

DATE: March 12, 2013
 LOCATION: South Charleston Recreation Center
 SUBJECT: Informational Public Workshop
 PROJECT: Jefferson Road/WV 601 Improvement Study

COMMENTS REQUESTED BY: April 15, 2013

Please consider the following comments:

*Thank you for a very informative workshop yesterday.
 To me, there are two obstacles in the flow of traffic on
 Jefferson Rd. from route 60 to the corridor & connection:
 1) width of the road and the Z turn at the bridge across
 Davis Creek.*

*Most of the alternatives presented will eliminate these obstacles.
 Personally, I vote for No 5 since it is the least
 costly.*

*Perhaps, someday when more funds are made available
 an overpass over the railroad tracks can be considered.*

(Please print the following information)

NAME: David & Loretta Henderson

ADDRESS: 4492 Country Club Blvd, So. Charleston, W.Va. 25309

ORGANIZATION (if any): None

How did you hear about the Informational Public Workshop?

An email from a friend.

04/14/2013 21:38 FAX

001



DAVIS CREEK WATERSHED ASSOCIATION

Post Office Box 5556, Charleston, West Virginia 25361

FACSIMILE

TO: Tim Sedosky

FROM: Diana Green

DATE: 4/15/13

RE: Jefferson Road comments

MESSAGE: Tim - Here are my comments and
those of our president.
Thanks!

If you do not receive all 3 pages of this document, including this cover sheet, please contact Diana at 304/543-1948.

The Davis Creek Watershed Association is recognized by the Internal Revenue Service as a 501(c)(3) non-profit community service organization.

04/14/2013 21:38 FAX

002

Davis Creek Watershed Association



April 12, 2013

Mr. Robert L. Pennington, P.E.
Director, Program Planning & Administrative Division
West Virginia Division of Highways
State Capitol Complex – Building 5
1900 Kanawha Boulevard, East
Charleston, West Virginia 25305-0430

Re: Jefferson Road/WV 601 Improvement

Dear Mr. Pennington:

The purpose of this letter is to provide comments regarding the proposed improvement project on Jefferson Road, South Charleston, Kanawha County. Our association has not taken an opinion as to which alternate route is most desirable, but we would like to focus our comments regarding the potential for mitigation in association with the road construction.

Our group has been working on improving the environmental quality of our stream since 1995. We have focused on improving fish and wildlife habitat, stabilizing stream banks and improving water quality. Our efforts have required much time, money and in-kind support, but still much more needs to be done.

We would like to see stream habitat and rail-trail restoration considered as part of the mitigation for the project. There is a section of old railroad grade that runs upstream which would make an excellent recreational trail to tie in with Little Creek Park, as well as the service road along Corridor G.

We ask that you consider these options for the mitigation component of this much-needed and very welcome project.

Sincerely,

A handwritten signature in black ink that reads "Bill Tate". The signature is written in a cursive, slightly slanted style.

William Tate
President

Post Office Box 5556, Charleston, West Virginia 25361

The Davis Creek Watershed Association is recognized by the Internal Revenue Service as a 501(c)(3) non-profit, charitable organization.

04/14/2013 21:38 FAX

003

Diana K. Green
47 Treehouse Lane
Charleston, West Virginia 25314
304/543-1948; dkg@buddennin.com

April 14, 2013

Mr. Robert L. Pennington, P.E.
Director, Program Planning & Administrative Division
West Virginia Division of Highways
State Capitol Complex – Building 5
1900 Kanawha Boulevard, East
Charleston, West Virginia 25305-0430

Re: Jefferson Road/WV 601 Improvement

Dear Mr. Pennington:

I am writing to add my thoughts to the public comment opportunity for the proposed improvements on Jefferson Road. I live in the Davis Creek watershed and frequently travel Jefferson Road, so I have experienced all the reasons why this road needs to be updated and improved.

My preference would be for Alternates 2 and 3, which I believe might be the safest options.

My primary concern, however, is with regard to potential mitigation to accompany this project. I am a member of the Davis Creek Watershed Association, and we have worked for more than 15 years on improving the environmental quality of our stream and its watershed. Restoration of stream habitat for fish and wildlife would be supported by all of my neighbors, and another good option is the restoration of the historic railroad grade. There are about 1.2 miles that could be made into an excellent hiking/biking recreational trail to tie into Little Creek Park.

I urge you to consider these options when contemplating mitigation. They would be very beneficial to our community.

Thank you.

Sincerely,



Diana K. Green

March 26, 2013

RECEIVED
MAR 27 2013

Robert L Pennington, P.E.,
Director, Program Planning & Administration Division,
West Virginia Division of Highways,
Capitol Complex Building 5,
1900 Kanawha Blvd. E.,
Charleston, W. Va., 25305-0430

Program Planning &
Administration Division

Re: WV 601/Jefferson Road Improvement Study

Dear Mr. Pennington:

My name is Don Glazier and I am a resident of Jefferson Park, the neighborhood that will be affected by the designs for a new five-lane corridor that would replace the existing Jefferson Road, which connects MacCorkle Avenue to Corridor G in South Charleston.

My home is located on Jefferson Road. I have lived in this house for over 45 years. I am very aware of the traffic congestion, stopped trains, lodged railroad crossing gates, accidents, etc. I have reviewed Alternates #1 through #7 (no Alternative #4 drawing was provided) several times. I object to Alternatives #1 through #6. I don't object to Alternative #7. However, I don't understand why a design going behind my neighborhood isn't among the proposals. There are acres of vacant commercial land adjacent to I-64, both east and west off of MacCorkle Avenue that could loop around the back of Jefferson Park and tie directly into WV 601 without taking any residential properties. That road would also benefit Gestamp Stamping Plant in the South Charleston Industrial Park and both the former Carbide/Dow Technical Center that is now a State-owned technology park for education, research and technology, MATRIC and Marshall's Graduate College, making all more accessible. It would certainly make the Graduate College more accessible from I-64. Currently, there is no turn-off to the Graduate College heading east bound once you take the Kanawha Turnpike Exit 55 off of I-64 west.

I recognize that some of the property I'm speaking of would have to be remediated based on prior use, but I have to think that in the long run it would still be less costly than what's being proposed with Alternates #1 through #7. And, if constructed in that area, the construction would be less

R. L. Pennington
March 26, 2013
Page 2

disruptive since there isn't any current traffic flow, unlike what it will be on Jefferson Road once construction begins.

I encourage you to take the same drive I took on I-64 east and look behind my neighborhood at the amount of available vacant land to tie into WV 601. If you take the Montrose Drive Exit and travel west on Kanawha Turnpike passing the former Carbide Tech Center, you can see where a loop behind the neighborhood would come out onto WV 601. I would ask this be considered as an alternative as well. I'm sure you will agree it's important that State planners make sure they do this project right the first time.

On a personal note, it would be an extreme hardship for me to relocate at my age. To have to incur debt by taking on a mortgage at my age would be a financial hardship. I struggle to work three days a week to supplement my monthly income. I am 78 years old. I request the State come up with an alternate plan that doesn't take my home or homes in my neighborhood. It will be devastating to me and my neighborhood.

I appreciate your consideration of my comments.

Very truly yours,



Donald L. Glazier
720 Jefferson Road
South Charleston, WV 25309
(304) 744-0867

From: Jim Campbell [<mailto:soupster@suddenlink.net>]
Sent: Wednesday, April 10, 2013 11:14 AM
To: Craig, Chasity L
Subject: Jefferson Road

After looking at the different options in the local newspaper about route changes on Jefferson Road to Route 119 I had to question. Was there any thoughts about including plans for a connecting route to Trace Fork while undergoing such a large project? Could the new route even be diverted entirely to intersect with 119 in this area? All suggestions seem to include using the existing interchange as the end point and as the only alternative. Just a question/opinion. Thanks

Jim Campbell
Charleston, WV

From: Blake, John <John.Blake@FTR.com>
Sent: Friday, April 12, 2013 10:55 AM
To: Sedosky, Timothy B
Cc: Anderson, Jason; Brown, Kevin
Subject: WV 601 Jefferson Road -U220-601-0.00 00 Kanawha County

Mr. Sedosky,

WV 601 Jefferson Road -U220-601-0.00 00 Kanawha County

I recently received a letter and a copy of the Planning Study Final Report for the above mentioned project. The letter states that comments should be submitted to you by April, 19, 2013.

After reviewing the plans, it appears as though Alternate2 & 3 would have the least amount of impact on Frontier's facilities. Although, any demolition or construction performed by the State in the immediate vicinity of Jefferson Road, especially, between MacCorkle Ave and Kanawha Turnpike will be very, very expensive and take an extensive amount of time for relocations to take place.

Frontier released and completed a project in 2010 near the Davis Creek end of Rte. 601 at a substantial cost the Company. Jefferson Road is a main artery connecting Frontier's facilities from the downtown area of South Charleston to Davis Creek and RHL Blvd.

Due to the volume of copper and fiber optic facilities in the area, any relocation of these facilities will estimated cost multiple millions of dollars. I respectfully request that the State consider funding any and all required relocation of Frontier's facilities due to the aforementioned project.

Thank you,

John Blake
Network Engineering Supervisor - OSP
Frontier West Virginia Inc.
Room 302
1500 MacCorkle Ave.
Charleston, WV 25396
304-344-6768(o)
304-904-3193(c)
304-344-6396(f)
john.blake@ftr.com

DATE: APRIL 5, 2013

Mr. Robert L. Pennington, P.E.
 Director, Program Planning & Administration Division
 West Virginia Division of Highways
 State Capitol Complex, Building 5
 1900 Kanawha Boulevard East
 Charleston, West Virginia 25305-0430

DATE: March 12, 2013
 LOCATION: South Charleston Recreation Center
 SUBJECT: Informational Public Workshop
 PROJECT: Jefferson Road/WV 601 Improvement Study

COMMENTS REQUESTED BY: April 15, 2013

Please consider the following comments:

GENTLEMAN - AFTER REVIEWING YOUR PROPOSAL OF
 UPGRADING THE PRESENT JEFFERSON ROAD, I CAN'T
 BELIEVE YOU'VE RULED OUT THE MOST OBVIOUS ROUTE
 TO TAKE, CHESTNUT STREET, BY GOING UP CHESTNUT AND
 THRU THE EDGE OF LITTLE CREEK PARK TO THE STOPLIGHT
 AT THE INDIAN CHURCH ON 119. THIS WOULD DO THE
 MOST GOOD TO ELEVATE THE CONGESTION CREATED
 BY THE SHOPPING CENTERS. I CAN SEE MORE
 BENEFITS FROM THIS APPROACH THAN THE JEFFERSON
 ROAD UP GRADE.

(Please print the following information)

NAME: FRED FERRELL 304-552-2715
 ADDRESS: 52 KENNA DR. SO. CHARLESTON, W.VA. 25309

ORGANIZATION (if any):

How did you hear about the Informational Public Workshop?

FROM A POSTER IN THE LOBBY OF THE SOUTH
 CHARLESTON RECREATION CENTER.

Jack Jones
710 Jefferson Road
South Charleston, WV 25309
(304) 744-0858

RECEIVED
APR 04 2013
Program Planning & Administration Division

April 3, 2013

Robert L Pennington, P.E.,
Director, Program Planning & Administration Division,
West Virginia Division of Highways,
Capitol Complex Building 5,
1900 Kanawha Blvd. E.,
Charleston, W. Va., 25305-0430

Re: WV 601/Jefferson Road Improvement Study

Hello Mr. Pennington:

I understand planning is underway to expand Jefferson Road to a five-lane highway. One of the proposals being studied would take my house on Jefferson Road. I hope that doesn't happen.

I am in my mid-80s. I have lived in my house for 66 years. I have worked hard to preserve what little I have. It's getting harder to stretch my retirement savings.

I am active in my community. I have been active in the South Charleston Lions Club for 47 years including serving as President. I am active in my church, South Charleston Presbyterian. My children live out of state. I don't want to relocate. I love my neighbors and my neighborhood.

When the interstate was built behind my neighborhood back in the 70's some of the homes on Ragland Street had to be torn down or relocated. That didn't have as much of an impact on the neighborhood as the current plans do. Tearing up our neighborhood and restricting access in and out would cause property values to decline. Several of the neighbors use the South Charleston Community Center. Some of them walk across Jefferson Road. School children catch the school bus on Jefferson Road. The additional volume of vehicles on a five-lane highway would, in my opinion, make the area far more dangerous for pedestrians, especially school children.

April 3, 2013
Page 2

Why not explore another option. That option would be to use the land behind the neighborhood to build a connector to WV 601. It would alleviate getting over the railroad crossing. None of the old FMC property along MacCorkle Avenue next to the medical office building and former La-Z-Boy Furniture property is being used. At one time, the City of South Charleston was planning construction of a shopping mall on that land. Since Trace Fork is located in South Charleston city limits and a new road coming in behind the South Charleston Memorial Ice Rink is in the planning stages, I would hope South Charleston leaders would be eager to support using the FMC property for development of a road that connects to WV 601.

I appreciate your allowing me to submit my comments.

Regards,


Jack Jones

c: Paul A. Mattox, Jr., P.E., Secretary of Transportation
and Commissioner of Highways

The Honorable Shelley Moore Capito
United States House of Representatives
West Virginia 2nd Congressional District

Robert L. Pennington, P.E., Director
 Program, Planning, and Administration Division
 West Virginia Division of Highways
 Capitol Complex Building 5
 1900 Kanawha Boulevard, East
 Charleston, WV 25305-0430

RECEIVED
 APR 04 2013
 Program Planning &
 Administration Division

Dear Mr. Pennington:

I attended the Informational Workshop concerning the Jefferson Road Improvement Study on March 12, 2013. I have some questions and comments to make about the proposals.

Because I am a resident of the Jefferson Park Addition, I am most concerned about several of the proposals. It appears that the majority of plans will take homes and businesses on Jefferson Road and one or more will take homes on Park Street and Pennsylvania Avenue as well. My home on Jefferson Street will not be taken, but I see quite a change coming in our neighborhood, and none of it is good, safe for the residents, or convenient.

I asked members of your department questions that were not answered to my satisfaction. The gentlemen were very polite, but all said that they had not worked on the project and weren't really sure how to answer my questions. Will there be sidewalks on Jefferson Road for those who must walk to the bus stop or to work in the area? Will there be a traffic light so that residents can safely exit Jefferson Park? Will we lose one of our entrance and exit routes into our neighborhood? Will school buses still be able to safely pick up and drop off the students of our area?

It appears that Option 7, going to the State Police side of Jefferson Road would not uproot any families, nor would an entire neighborhood be affected negatively. Why not consider a route behind Jefferson Park that has no residences in the area. Surely either route would involve much less purchase of family property.

Why would Option One and Option six be considered, when the total cost to complete the project appears to be double the cost of the other options. According to the gentlemen explaining the project Option One would need to be followed by Option Six. Once again I was told that they didn't really know for sure about the plans since they had not worked on them.

Please reconsider your options. There is property that does not affect nearly as many homes or an entire neighborhood that could be used. Could other options be tried before making these changes? Has anyone considered re-setting the traffic light at the railroad tracks so that once a train passes the cars on Jefferson Road would have the first green light? Could some of the MacCorkle Avenue traffic

from the western part of the county entering Jefferson Road with the intention of going to Corridor G turn at Rock Lake Village Drive or Chesnut Street instead, and come down Kanawha Turnpike?

This is a very complicated problem for your department and our neighborhood. I ask that you consider the options that do not take so many homes, uproot families, and turn a neighborhood into a much more difficult area to enter and exit, whether in a vehicle or on foot.

Sincerely,

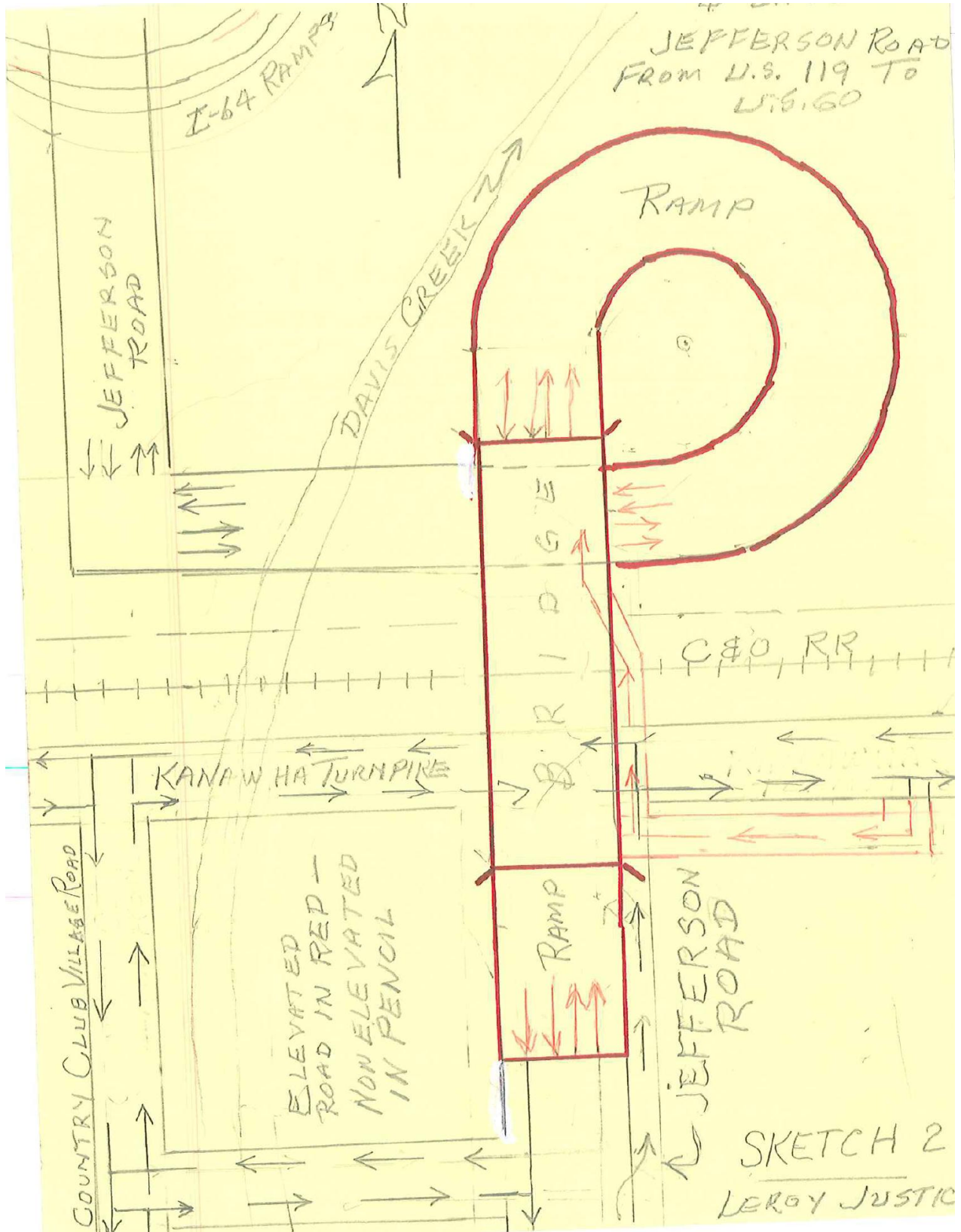
Laura Z. Bowles 4/1/2013

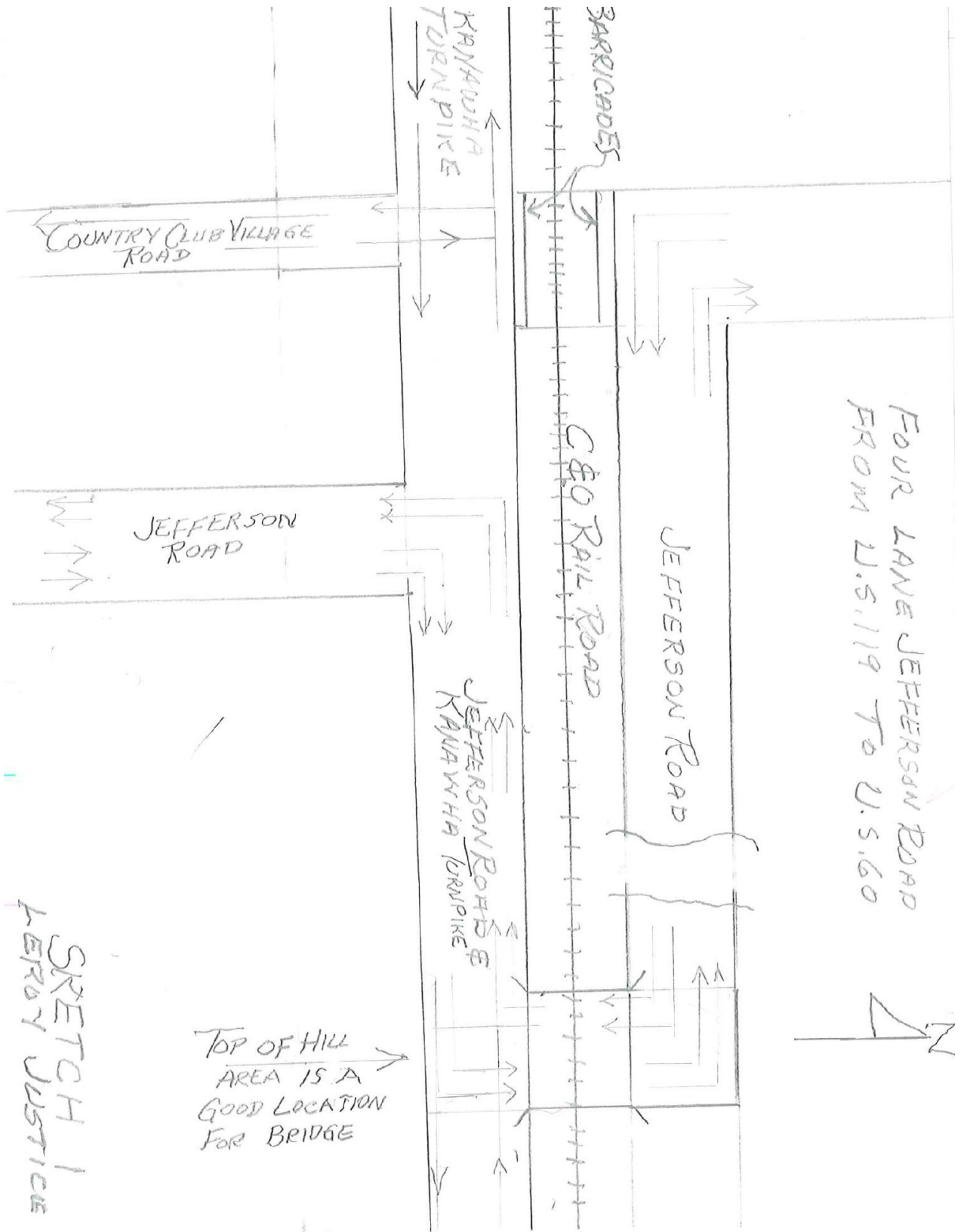
Laura Z. Bowles

715 Jefferson Street

South Charleston, WV 25309

304-744-5250





DATE:

Mr. Robert L. Pennington, P.E.
 Director, Program Planning & Administration Division
 West Virginia Division of Highways
 State Capitol Complex, Building 5
 1900 Kanawha Boulevard East
 Charleston, West Virginia 25305-0430

RECEIVED
 APR 05 2013

Program Planning &
 Administration Division

DATE: March 12, 2013
 LOCATION: South Charleston Recreation Center
 SUBJECT: Informational Public Workshop
 PROJECT: Jefferson Road/WV 601 Improvement Study

COMMENTS REQUESTED BY: April 15, 2013

Please consider the following comments:

my primary concern is the impact these proposals would have on Jefferson Park and relate to the ability to enter and exit from a five lane roadway. It's extremely difficult to enter & exit at the present time. In addition, my residence is located along Slavin Creek and when the water rises, my back yard is flooded. Will the flow of the creek be affected? I have lost 3 or 4 feet of my property due to the water rising during heavy rain. I am 83 yrs. old and in poor health. I have lived in the Park for almost 28 years. It has been a quiet, clean and friendly neighborhood. I would hope the concerns of the residents will be taken into consideration. Your support of these concerns will be appreciated.

(Please print the following information)

NAME: MARGARET A. WALKER

ADDRESS: 3803 PENNSYLVANIA AV. SW.
 South Charleston, WV 25309-1617

ORGANIZATION (if any):

How did you hear about the Informational Public Workshop?

Pam Glaser, Resident of Jefferson Park
 CAME Legal Dept.

April 10, 2013

RECEIVED
APR 10 2013

Program Planning &
Administration Division

Robert L Pennington, P.E.,
Director, Program Planning & Administration Division,
West Virginia Division of Highways,
Capitol Complex Building 5,
1900 Kanawha Blvd. E.,
Charleston, W. Va., 25305-0430

Re: WV 601/Jefferson Road Improvement Study

Dear Mr. Pennington:

I write in connection with the above-reference study and proposals. I have reviewed Alternatives 1, 2,3,5,6 and 7, along with time study and various drawings that were provided at the public information meeting in mid-March. I know the site well. I wish to strongly object to the proposed development and realignment of Jefferson Road in order to tie into WV 601S.

Alternative #1 fails to include an overpass across the railroad tracks. I don't feel the study takes into consideration the problems when the crossing gates are down without a train signal to trigger them, stopped trains or trains creeping during rush hour traffic. It is especially a problem for emergency vehicles traveling that route only to find the gates are stuck or a train is stopped on the track. A spokesperson for WVDO'T was quoted in a recent newspaper article as saying that traffic engineers conducted "extensive studies on traffic flow ... and depending on time of day and conditions, engineers found commutes could last six to 20 minutes." I spend that much time in traffic going from Quarrier Street, across the South Side Bridge, west on MacCorkle Avenue to the Oakwood exchange during evening rush hour, and I'm still another 4 miles from home! Since I travel Jefferson Road on a daily basis, the only time it has ever taken me 20 minutes is if there is an accident, a train is stopped on the tracks, the traffic signals aren't working or the railroad crossing gates are stuck. As for the one traffic time study that indicated a 20 minute wait-time; that was on a Saturday evening when dining out is popular on Corridor G. I monitored this past

2

Saturday and the Saturday before Easter and there was very little traffic at that hour.

For lack of a better description, I feel Alternatives #1 and #6 as presented at the public forum were being given an unfair advantage. Why would the State want to spend an estimated cost of \$55 million dollars do to Phase I of the project to widen Jefferson Road then come back and do Phase II at an additional cost of \$52 million to widen WV601S? How many years is this project expected to last? What happens if Phase II doesn't begin until ten years after the completion of Phase I? Where's the benefit of widening Jefferson Road? Where is the money coming from? Private-sector infrastructure investments or is the federal government going to continue to spend taxpayer funds on highway projects that go uncompleted and ultimately add to the federal deficit?

Having lived in Jefferson Park most of my life, I am very concerned that during Phase II of the construction the creek bed along WV601S will be altered and create more flooding in my neighborhood. As the map identified as "Preliminary Environmental Overview" shows, most of Jefferson Park is located in a flood plain. Davis Creek flows from the south side of WV601 under the bridge into Jefferson Park where it flows parallel with neighborhood and eventually empties into the Kanawha River behind Jefferson Park. If, as a result of construction along WV601S, Davis Creek won't be able to spread out and will create more flooding in my neighborhood. When the Kanawha River backs up, so does Davis Creek and when it backs up, it floods a portion of the neighborhood, including property owners' basements and erodes the Creek bank. If an accessory road is constructed to connect to the back side of Trace Fork, urban runoff into Davis Creek could be another problem due to lack of soil and vegetation to absorb excess rain water. Over the years, sand washing down from Mazzella Quarries has contributed to the build-up of sediment in Davis Creek. It isn't as deep as it used to be. The fact that the area is located in a flood plain isn't going to be solved by any roadway realignment or widening. It will only make it worse.

Widening Jefferson Road would have a direct detrimental impact on my neighborhood. We would lose value in our homes. The proposals show a single access in and out of the neighborhood. It would be more hazardous

3

than it is now when attempting to turn into the traffic flow on a five-lane Jefferson Road. People walk along Jefferson Road and children catch school buses on Jefferson Road. Most of the accidents on Jefferson Road are due to cars turning in and out of the businesses and public establishments, not the neighborhood. Adding additional lanes to Jefferson Road will create even more of a public safety hazard.

If widening is absolutely necessary, why not take the State property on the western side of Jefferson Road (Alternative #7) since, if you look at the total acreage, there is considerable unused buildings and property that the WV Department of Public Safety owns. I would hope political favor isn't making this an undesirable alternative. I would ask that the State planners thoroughly explore other options for this road construction project and do it right the first time.

I ask that State officials take all the gathered information, explore all possible options and make a decision in the most cost-effective way even if it might mean doing nothing at this time.

I appreciate any weight given my comments and concerns.

Jefferson Park Resident,

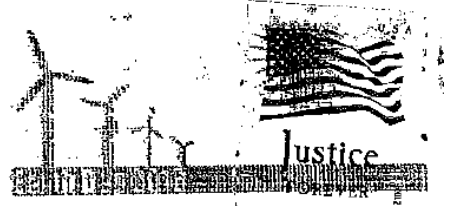


Pam Glazier
714 Jefferson Street
South Charleston, WV 25309

c: Congresswoman Shelley Moore Capito (w/attachments)
Senator John D. Rockefeller IV (w/attachments)
Senator Joe Manchin III (w/attachments)

Patricia Belaruk
 91 Riverside Drive
 South Charleston WV 25303

CHARLESTON WV 253
 15 APR 2013 PM 3 L



State Road Commission
 Jefferson Road Suggestions
 Charleston, WV 25307

Re: Jefferson Rd due 4-15-2012

**Perquimans
County Schools**

RECEIVED
APR 16 2013

DISTRICT MANAGER

Dear Sirs,

I would like to make several suggestions for Jefferson Road. ① When turning right onto Kanawha Turnpike cut back sidewalk so cars going right can feed in better. To allow more cars to get into right turn lane - making it longer than it is at present time. I always get stuck behind a car when I need to feed right but can't.

② Move TWO left turning lanes onto Kanawha Turnpike th continue and two lanes to turn right to go out Jefferson Rd. Like an S shaped curve.

Perquimans County Schools

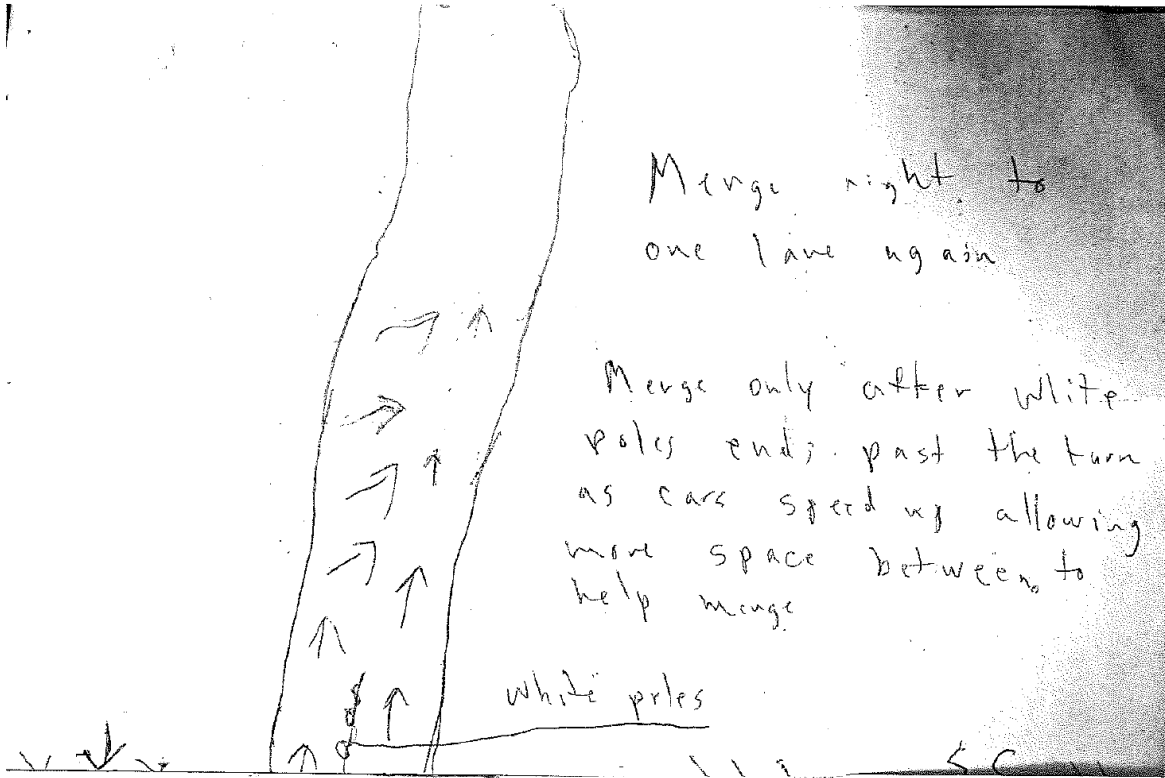
③ When broken Jefferson Road
have inside lane merge right
into single lane again.

④ Fix signal light with a syst
that will change to a new sequence
of lights when one directional la
is empty with NO traffic coming.
So the light will change to move ca
waiting at signal stopped while lan
with no traffic have a green light
for empty cars not waiting. There
are lots of times we wait for
the light to change when no one
is moving with a green light.

Please turn over both sheets and
put together at match marks to see
what I was trying to explain to you.

I thank you for your
consideration,

Patricia P. Jones
Patricia P. Jones



April 8, 2013

Robert L Pennington, P.E.,
Director, Program Planning & Administration Division,
West Virginia Division of Highways,
Capitol Complex Building 5,
1900 Kanawha Blvd. E.,
Charleston, W. Va., 25305-0430

RECEIVED
APR 10 2013

Program Planning &
Administration Division

Re: WV 601/Jefferson Road Improvement Study

Dear Mr. Pennington:

My name is Phyllis Glazier and I am a resident of Jefferson Park, the neighborhood that will be affected by the designs for a new five-lane corridor that would replace the existing Jefferson Road, which connects MacCorkle Avenue to Corridor G in South Charleston.

My home is located on Jefferson Road. I have lived in this house for over 45 years. I am very aware of the traffic congestion, stopped trains, stuck railroad crossing gates, accidents, etc. I have reviewed Alternates #1 through #7 (no Alternative #4 drawing was provided) several times. I feel the proposed design in Alternative #1 fails to take into consideration opportunities to get over the railroad track crossing since it doesn't include an overpass and therefore should be rejected. Alternative #6 includes a proposed overpass but with an additional \$52 million price tag over and above the \$55 million price tag for Alternative #1. That's \$107 million dollars for few miles of road!

If I am correctly reading the Observed Travel Time study that was included in the handout I received on March 12, 2013, it is only for a two-day window and I question if those hourly blocks were conducted in the same two-day period. Major traffic delays on Jefferson Road occur during rush hour traffic or on weekends as a result of trains stopped on the tracks, multiple trains passing throughout the day, railroad crossing gates being stuck, or accidents resulting from individuals either entering or existing the WV Department of Public Safety, South Charleston Community Center, McDonalds and Bob Evans. Just a few weeks ago the traffic light wasn't working thus backing up traffic. Widening Jefferson Road to five-lanes without an overpass across the railroad tracks isn't going to alleviate any of the above problems. If anything, there will be more accidents due to the additional lanes and the blind-spots they create.

Since a separate connector to the rear of my neighborhood coming out where Kanawha Turnpike intersects WV 601 hasn't been proposed, I feel Alternative #7 is the most logical design since it won't take residential properties in my neighborhood, including my home, and won't be as disruptive to the existing traffic flow during the construction phase. Why would the State want to spend money to purchase the

Robert L. Pennington
April 8, 2013
Page 2

residential properties on Jefferson Road when it already owns property on the western side? I can't imagine the State-owned property deeds could be any more complicated than buying from individual property owners. The WV Department of Public Safety could be relocated to either Institute where it already owns property and has a helipad, or the former Union Carbide/Dow Technical Center, land the State now owns, where the buildings are already equipped to handle laboratories. As for the WV State Police Company South Charleston Detachment building, it's my understanding that facility isn't staffed 24/7. Just last year a family member of mine was returning from a walk and was stopped by a couple trying to report a child abuse matter. They had been to the Detachment but the doors were locked and no one answered the buzzer. We were surprised to learn it is no longer staffed 24/7. I understand the old Medical Examiner's building (formerly Kyle Elementary) is full of mold and asbestos. Why not remediate the asbestos with the intent of tearing down that building and use that property to begin widening Jefferson Road.

Several years ago when the I-64 Dunbar/South Charleston bridge span was being proposed, it was suggested that a connector be built to come in behind Jefferson Park and tie into Kanawha Turnpike. That is unused, vacant property. With any future use plans for the new West Virginia Education, Research and Technology Park on the former Union Carbide/Dow Technical Center property, why not make that area easily accessible to the public.

I understand decisions come down to funding. It seems to me the State et al. is splitting hairs on Alternative #1 and Alternative #7 since the difference in cost is minimal. I surmise Alternatives #1/6 are preferable to City of South Charleston officials and THF ONC Three Development Company, LLC, as owner of The Shoppes at Trace Fork property, since both are eager to create a connector road behind Trace Fork off of Kramer Street. Careful consideration needs to be given to how this will impact the Davis Creek flood plain that runs along WV 601 and into Jefferson Park.

On a personal note, I am 76 years old and hope I don't have to leave my home. My husband works part-time to help make ends meet. We can't afford assisted living nor can we afford another mortgage. At this point in our lives, or what are referred to as the "golden years," we hate having to add another worry to our financial burdens.

I appreciate your consideration of my comments.

Sincerely,



Phyllis D. Glazier
720 Jefferson Road
South Charleston, WV 25309
(304) 744-0867

DATE:

Mr. Robert L. Pennington, P.E.
 Director, Program Planning & Administration Division
 West Virginia Division of Highways
 State Capitol Complex, Building 5
 1900 Kanawha Boulevard East
 Charleston, West Virginia 25305-0430

RECEIVED
 APR 17 2013

Program Planning &
 Administration Division

DATE: March 12, 2013
 LOCATION: South Charleston Recreation Center
 SUBJECT: Informational Public Workshop
 PROJECT: Jefferson Road/WV 601 Improvement Study

COMMENTS REQUESTED BY: April 15, 2013

Please consider the following comments:

I would not do anything. Sometimes when I find it difficult to turn left on Jefferson Road from Washington, I will decide to turn right go over to the Rec Center parking lot & then turn right from there. Since left turns from the Rec Center onto Jefferson Road has been prohibited it has cut down on accidents. However, many ignore the left turn prohibition. There have been efforts to work with what we have to maybe we can continue that way.

(Please print the following information)

NAME: *Richard W. Crouse*

ADDRESS: *713 Jefferson Street
 South Charleston, W. Va.*

ORGANIZATION (if any):

25309

How did you hear about the Informational Public Workshop?

from a neighbor

DATE:

Mr. Robert L. Pennington, P.E.
Director, Program Planning & Administration Division
West Virginia Division of Highways
State Capitol Complex, Building 5
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

RECEIVED
MAR 27 2013

Program Planning &
Administration Division

DATE: March 12, 2013
LOCATION: South Charleston Recreation Center
SUBJECT: Informational Public Workshop
PROJECT: Jefferson Road/WV 601 Improvement Study

COMMENTS REQUESTED BY: April 15, 2013

Please consider the following comments:

*I would choose alternative #3. This would completely
Remove all traffic problems associated with Jefferson
road. This would not move anyone else.*

(Please print the following information)

NAME:



Mr. Roy C. Stover II
100 Bridgeview Dr
S Charleston, WV 25309

ADDRESS:

ORGANIZATION (if any):

How did you hear about the Informational Public Workshop? *WSAZ news*

DATE:

RECEIVED
APR 15 2013

Mr. Robert L. Pennington, P.E.
Director, Program Planning & Administration Division
West Virginia Division of Highways
State Capitol Complex, Building 5
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

Program Planning & Administration Division

DATE: March 12, 2013
LOCATION: South Charleston Recreation Center
SUBJECT: Informational Public Workshop
PROJECT: Jefferson Road/WV 601 Improvement Study

COMMENTS REQUESTED BY: April 15, 2013

Please consider the following comments:

The West Family has lived in Jefferson Park since 1937. We have seen Jefferson Road go from a road with a one lane bridge - to solid traffic, & we understand something needs to be done. Eliminating on street parking in this area would be an immediate help to us. It is very difficult to get out of the Park, especially when people continue to park in the "No Parking" zone in front of the Insurance Business & Barber shop. I have complained about this for years with no success. Noise & property devaluation would also be very important to us.

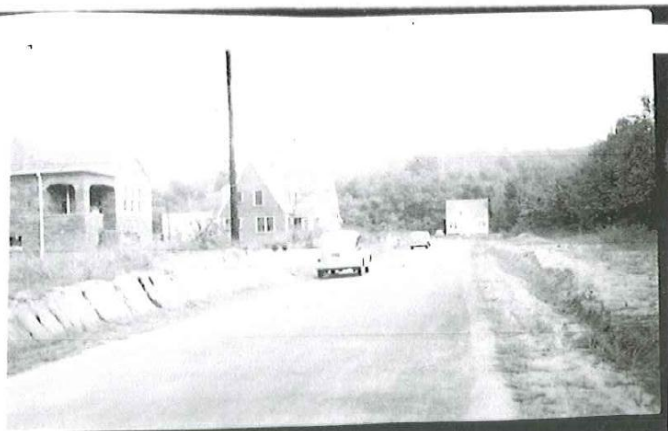
(Please print the following information)

NAME: *Sally Ann West*
ADDRESS: *714 Park St*
50 CHAS. WV 25309
ORGANIZATION (if any):

How did you hear about the Informational Pul

Todd

Jefferson Park 1937



DATE:

Mr. Robert L. Pennington, P.E.
Director, Program Planning & Administration Division
West Virginia Division of Highways
State Capitol Complex, Building 5
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

DATE: March 12, 2013
LOCATION: South Charleston Recreation Center
SUBJECT: Informational Public Workshop
PROJECT: Jefferson Road/WV 601 Improvement Study

COMMENTS REQUESTED BY: April 15, 2013

Please consider the following comments:

This project is very important, as it intends to provide smooth traffic flow along a short cut back to interstate 64 for shoppers traveling from the South Ridge area to points west on I64 such as Durbin, Teays Valley, and Huntington. Therefore the two greatest objectives should be constructing a bridge over the train tracks that run along Kanawha Turnpike, and making a seamless connection with the west-bound lanes of I64.

It is not clear to me what vision your planners have for the design for the Charleston metropolitan area of, say, 15, 30, 40 years into the future. If this particular stretch of road will be significant indefinitely, I would recommend making it a four-lane divided "highway" as opposed to a two-lane (including a center "suicide lane" for turns) because there will continue to cause congestion, and many accidents, keeping traveling speeds low on a stretch of road which will serve the public better as a short-cut than a shopping district.

(Please print the following information)

Thank you.

NAME: Scott Mudie

S. Mudie

ADDRESS: 155 Tyler Way, Scott Depot, WV 25560

ORGANIZATION (if any): —

How did you hear about the Informational Public Workshop?

Local nightly television news.

DATE: 4-9-13

Mr. Robert L. Pennington, P.E.
 Director, Program Planning & Administration Division
 West Virginia Division of Highways
 State Capitol Complex, Building 5
 1900 Kanawha Boulevard East
 Charleston, West Virginia 25305-0430

DATE: March 12, 2013
 LOCATION: South Charleston Recreation Center
 SUBJECT: Informational Public Workshop
 PROJECT: Jefferson Road/WV 601 Improvement Study

RECEIVED
 APR 11 2013

Program Planning &
 Administration Division

COMMENTS REQUESTED BY: April 15, 2013

Please consider the following comments:

I agree something needs to be done about the traffic backups on Jefferson Road. Currently it is a hazard to public safety. However, I fear that the dominant alternatives will cause me financial hardship. I have only lived here 7 years. The equity in my home is not very much. I am almost 65 years old and do not want to start a new loan. I would probably have to rent a place. Most rentals are not one story. I have Rheumatoid Arthritis and someday stairs will not be an option. What if the appraisal is below my original loan? I do not want you to choose an option that will put a concrete wall in my back yard. That would be a disaster. (Garbage, cigarette butts and noise). Not to mention, would not be able to sell. My hope is you can go on up Rt 60 across the wasteland and leave the residents that live here alone.

(Please print the following information)

NAME: Sheri Moore

ADDRESS: 712 Jefferson Road, So. Charleston, WV 25309

ORGANIZATION (if any): Home owner

How did you hear about the Informational Public Workshop? Neighbor & handout.

DATE: 4-15-13

Mr. Robert L. Pennington, P.E.
Director, Program Planning & Administration Division
West Virginia Division of Highways
State Capitol Complex, Building 5
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

RECEIVED
APR 16 2013

Program Planning &
Administration Division

DATE: March 12, 2013
LOCATION: South Charleston Recreation Center
SUBJECT: Informational Public Workshop
PROJECT: Jefferson Road/WV 601 Improvement Study

COMMENTS REQUESTED BY: April 15, 2013

Please consider the following comments:

Please see attached letter
regarding concerns
thanks so much
Stephanie Healand

(Please print the following information)

NAME: Stephanie Healand

ADDRESS: 3805 Pennsylvania Ave
South Charleston WV 25309

ORGANIZATION (if any):

How did you hear about the Informational Public Workshop?

neighbor


4-15-13

Mr Pennington,

My name is Stephanie Hoaland + I have just purchased my home on Pennsylvania Ave. I was not aware of any plans of any Jefferson Rd project until one of my neighbors put the paperwork in my mailbox. I do have concerns about doing anything which could effect the neighborhood. I have been a resident of South Charleston all my life and until purchasing my new house I lived on the same hill in South Charleston. I watched the area that I grew up in deteriorate as well as other areas. I actually looked for over 7 months to find the right home in the perfect area to raise my children in. The Jefferson Park area is that perfect neighborhood. It is like it is set aside. I do not think that should change. I moved into Jefferson Park knowing that traffic isn't perfect, but people all make choices. I know I can turn + take MacCorkle or the Interstate to Southridge if I choose to. I am somewhat concerned as well that taking

one of the communities exits could cause a problem as well. I did do my homework + bought a home on the side of the community that does not have flooding issues but if the only exit is in the flood area, will I have to either drive thru this or walk thru it to catch the bus? My children will have this issue as well. Which leads me to another concern, as it is now one of my daughters has to cross the road to McDonalds area before the bus arrives to catch it in the morning, my other daughter has to cross the same street when returning from school in the afternoon. Crossing as it is now crossing is not perfect but going fine. I am unclear as to were Jefferson will become possibly 5 lanes. This would not be good to cross to try to catch a school bus. I am just concerned. I wish I had been aware of this to be able to attend the previous meeting.

Thanks,
Stephanie Haskel



While sitting on Jefferson Road this past Saturday morning waiting on the police to direct traffic because the traffic light wasn't working, I had time to think about what I read in the paper that the State wants to do with this road. Here's my suggestion. Take away off street parking on the neighborhood side since those residents have driveways, remove the sidewalk and a small portion of the State-owned property on the State Police side and that would widen Jefferson Road. After all, this would be the fiscally responsible thing to do since several State road projects aren't even completed due to lack of funding, i.e. US Rt 35/WV 817, so why start another new project that will run out of funding as well.

Tami Bozze

Jami Bozze

March
18, 2013

March 22, 2013

Mr. Robert L. Pennington, P.E.
Director, Program Planning & Administration Division
West Virginia Division of Highways
State Capitol Complex, Building 5
1900 Kanawha Boulevard East
Charleston, WV 25305-0430

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MAR 25 2013
Program Planning &
Administration Division

DATE: March 12, 2013
LOCATION: South Charleston Recreation Center
SUBJECT: Informational Public Workshop
PROJECT: Jefferson Road/WV 601 Improvement Study

I studied with interest the proposals to improve Jefferson Road. Each seems to have their own pros and cons.

Having personally experienced three large flooding incidents in the last three years (40, 80, and 40 inches respectively), my main concern is with the possibility of more water being directed into the Jefferson Park area.

My second concern is having access to Jefferson Park reduced from two locations to one.

Lastly, I walk to work to the State Police Headquarters and back home most days for lunch, which requires me to cross Jefferson Road. At times, I wait 3-7 minutes to get across the road. If Jefferson Road is to be widened to five lanes, that will naturally increase the difficulty crossing the road. I hope some provision will be made to assist pedestrians cross the road safely.

Sincerely,



Tara M. Davis
3800 Liberty Street
South Charleston, WV 25309

I read about the Informational Public Workshop on the sign board at the South Charleston Community Center.

DATE:

Mr. Robert L. Pennington, P.E.
 Director, Program Planning & Administration Division
 West Virginia Division of Highways
 State Capitol Complex, Building 5
 1900 Kanawha Boulevard East
 Charleston, West Virginia 25305-0430

RECEIVED
 APR 15 2013

Program Planning &
 Administration Division

DATE: March 12, 2013
 LOCATION: South Charleston Recreation Center
 SUBJECT: Informational Public Workshop
 PROJECT: Jefferson Road/WV 601 Improvement Study

COMMENTS REQUESTED BY: April 15, 2013

Please consider the following comments:

SINCE I LIVE ON EAST SIDE OF PARK ST. PLANS 3 & 5
 CONCERN ME THE MOST.
 VISIBLY WALL ACROSS THE STREET.
 WITH ELEVATED ROAD NOISE LEVEL WOULD BE UNBEARABLE
 PLAN 3 OR 5 WOULD SPLIT A NEIGHBORHOOD
 PLAN 3 OR 5 WOULD DEVALUE MY PROPERTY. WILL
 THE STATE COMPENSATE ME FOR LOSS OF VALUE?

IT SEEMS TO ME THE REAL PROBLEM IS THE STOP LIGHTS
 ON JEFFERSON RD. TURNPIKE & DAVIS CREEK RD. BRIDGE OVER
 THESE & USE EXISTING 4 LANES OF JEFFERSON RD.
 BY ELIMINATING OF STREET PARKING. I'D SURE YOU
 ARE ALREADY USING HALS ON JEFFERSON RD. AS 4 LANES.
 BUY VACANT LOT ON JEFFERSON RD. AND TURN IT INTO PARKING LOT
 (Please print the following information)

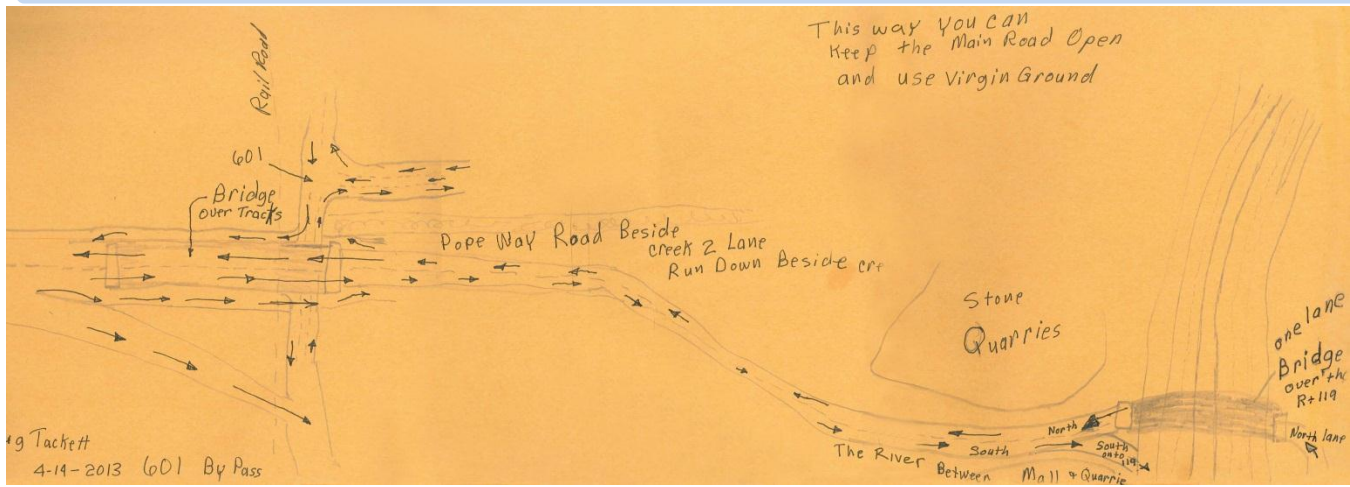
NAME: THOMAS G. WEST

ADDRESS: 714 PARK ST. SO. CHAS

ORGANIZATION (if any):

How did you hear about the Informational Public Workshop?

word of mouth



4A Thursday, May 9, 2013

Opinion

www.gazette.com

Readers' forum

Jefferson Road bypass raises traffic question

Editor:

Jefferson Road traffic backs up at the stoplight at the intersection with Kanawha Turnpike.

An overpass there would be a great benefit, although to some extent it would move the backup to the next stoplights. On the rest of Jefferson Road, traffic moves smoothly without delay, and spending money to widen the road will not help much.

Beyond that, the question is, Where does the traffic come from, and where is it going — now and in the future? Should there be a grand scheme to make this a major shortcut between I-64 and US-119? If so, then the I-64 interchange also needs work to keep the traffic off South Charleston streets.

Finally, don't waste money connecting Jefferson Road to Trace Fork. That occasional traffic problem can be fixed at much lower cost by other means.

Vann Carroll
Charleston

*For your
Jefferson Road
Project file.*

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MAY 16 2013

Program Planning &
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S.C. leaders press for Jefferson Road overpass - Kanawha County - Charleston Daily Mail... Page 1 of 3



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KANAWHA COUNTY

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Tuesday April 9, 2013

S.C. leaders press for Jefferson Road overpass

by Jared Hunt
Daily Mail Business Editor

CHARLESTON, W.Va. - South Charleston city leaders on Tuesday urged state highways officials to consider the effects of future development when constructing a new five-lane section of Jefferson Road.

"We have got to have a vision when we look at our infrastructure," Mayor Frank Mullens told engineers with the state Division of Highways.

Division representatives briefed members of the South Charleston Economic Development Committee Tuesday about the proposed construction of a new five-lane connector road that would replace the existing section of Jefferson Road between from MacCorkle Avenue to Corridor G.

State transportation officials held a public forum at the South Charleston Community Center last month to unveil seven conceptual designs.

They include widening the road to five lanes -- including a turning lane running between two lanes of traffic flowing in either direction -- building new bridges and re-routing the road altogether.

The projects vary in cost from \$41 million to \$66 million. All are projected to significantly ease traffic congestion.

Officials have been conducting studies on ways to ease congestion around the Kanawha Turnpike intersection since 1996.

Division of Highways environmental planning manager Tim Sedosky said traffic engineers have had a difficult time finding a balanced solution.

"It's really a tough little area there to do any upgrades," he said. "Just the general topography of the area makes it difficult to do anything."

He said the offset intersection with the Kanawha Turnpike is "strangely configured" and complicated by railroad crossing. Additionally, engineers have to factor nearby housing, the West Virginia State Police's headquarters, and nearby floodplain issues.

"There's a lot of things happening in a small little area," Sedosky said.

City officials agreed the one feature the new road needs to have is an overpass to allow vehicle traffic to flow over the railroad tracks.

Current conceptual design vary between building an overpass to bypass the railroad tracks, or building the road at the current grade and maintaining a railroad crossing.

<http://www.dailymail.com/News/Kanawha/201304090135>

4/10/2013

S.C. leaders press for Jefferson Road overpass - Kanawha County - Charleston Daily Mai... Page 2 of 3

"An overpass is vital for the traffic flow and success in the area," Mullens said. "I drive through that area four to five times a day and I just think that is crucial."

Mullens said the city hopes to see further development at the West Virginia Regional Technology Park and property around Corridor G. That development would bring more traffic, he said, and he did not like the idea that those vehicles would have to still stop for trains.

City police chief Brad Rinehart said emergency crews frequently respond to accidents and other incidents in the Jefferson Road area. He said response times are seriously hindered when crews have to wait on a train to finish passing through the railroad crossing.

"That is a really big safety issue," Rinehart said.

City engineer Steve DeBarr pointed out that one of the least expensive of the seven alternatives involved constructing an overpass over the railroad tracks. He said the issue appeared to be a no-brainer.

"It's almost a waste of the government's money to not have that," DeBarr said.

Highway engineer supervisor Richard Warner said officials believed that even with the train tracks still crossing the new road, the traffic would still clear faster than it does today.

However, he noted the project is still in its planning stage, and plans are subject to change.

"When we get into more detail, traffic engineers will do more study," Warner said. "We're a long way from making any sort of decision."

Sedosky said the transportation department is still taking public comments on the project.

He advised city leaders to submit a formal comment with their recommendations to the department. He said engineers will take those comments into consideration when they look at crafting the final design for the road.

"Every one of those comments gets thoroughly read, evaluated and reviewed," Sedosky said. "We can certainly assure you of that."

While the comment period is open to the public, Sedosky said officials have not received very many comments.

He said about 75 to 80 people showed up at last month's public forum, but not many have submitted formal comments.

The Division of Highways has left project information packets and comments sheets at the mayor's office and South Charleston Community Center. Comments can also be submitted online at www.go.wv.gov/dotcomment.

The public comment period closes April 15.

Contact writer Jared Hunt at busin...@dailymail.com or 304-348-4836.

COMMENTS

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News

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April 9, 2013

Executive Tweet

Public asked to comment on Jefferson Road options

By Megan Workman

Too see a map of the alternative routes go to:

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<http://www.transportation.wv.gov/highways/programplanning/comment/jeffersonroad/Documents/conceptualAlternatives.pdf>

CHARLESTON, W.Va.-- When considering the seven different alternatives proposed to ease congestion on Jefferson Road, South Charleston Mayor Frank Mullens said creating an overpass is "vital."

The state Division of Highways released preliminary projections for the Jefferson Road improvements last month during a public meeting held at the South Charleston Convention & Visitors Bureau.

About 80 people attended the first meeting hosted by the DOH on March 12, Timothy Sedosky, environmental planning manager with the DOH, said at the South Charleston Economic Development Authority's monthly meeting Tuesday.

Sedosky said hearing feedback from the public about the seven alternatives, some of which add bridges and others that create new intersections, is important.

Public comments can be submitted online at www.transportation.wv.gov or by mailing the DOH's director of program planning and administration division.

Written comments are due by April 15.

"We want to hear what they think. This is what we came up with, but what would you like to see?" Sedosky said. "We believe all of these alternatives are constructible ... [but] alternatives may not stay exactly the same. Certainly, things can change. That's why we encourage people to come to the meetings."

Sedosky said the DOH hasn't set a definite date for the next public meeting scheduled for the fall. At the next meeting, people will learn about updates and changes engineers have configured in the meantime, he said.

One modification officials have recognized since the first meeting includes the location of the West Virginia State Police headquarters.

The seven alternatives range in cost from \$44 million to \$66 million, which is much higher than the initial \$25 million plan.

If officials chose the seventh alternative, it would cost an extra \$12 million -- nearly \$70 million total for that alternative -- to relocate the State Police headquarters, which would be necessary under that option, Sedosky said.

Mullens said South Charleston residents are "concerned, but reasonable" about all of the alterations to a main road in their town.

While a number of people have said that they don't want to be "uprooted" from their homes (some alternatives require a significant number of houses to be torn down), they understand it is time for Jefferson Road development, he said.

The DOH conducted studies on traffic flow and found that drivers could spend six to 20 minutes traveling on the road that connects MacCorkle Avenue to Corridor G.

Too see a map of the alternative routes go to:

<http://www.transportation.wv.gov/highways/programplanning/comment/jeffersonroad/Documents/conceptualAlternatives.pdf>

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4/10/2013

Public asked to comment on Jefferson Road options - News - The Charleston Gazette - ... Page 2 of 4

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Mullens said South Charleston residents are "concerned, but reasonable" about all of the alterations to a main road in their town.

While a number of people have said that they don't want to be "uprooted" from their homes (some alternatives require a significant number of houses to be torn down), they understand it is time for Jefferson Road development, he said.

The DOH conducted studies on traffic flow and found that drivers could spend six to 20 minutes traveling on the road that connects MacCorkle Avenue to Corridor G.

Much of that waiting time is a result of a railroad crossing, where trains sometimes stop completely on the tracks.

An overpass would ultimately alleviate traffic, Mullens said.

"It's crucial for traffic flow...it's a consistent bottleneck," Mullens said Tuesday. "This is one of the most important projects to happen in a long time."

The seven alternatives are:

- * Widen Jefferson Road to five lanes. Build a new bridge over Davis Creek to form a four-way intersection with Kanawha Turnpike. A grade-separated intersection (intersecting roads at different levels) with the turnpike could be added later.
- * Widen the southern part of Jefferson's existing alignment to five lanes, but move along a new alignment to the east as the road approaches Kanawha Turnpike. A bridge over the turnpike, railroad and Davis Creek would tie back into the existing Jefferson Road near the Interstate 64 ramp overpass.
- * Widen the road to five lanes with a new alignment to the east. A bridge over the turnpike, the railroad and Davis Creek would tie back into the existing Jefferson Road near the I-64 ramp overpass.
- * Widen the southern part of Jefferson's existing alignment to five lanes and diverge along a new alignment to the west of Davis Creek. This would parallel Davis Creek on an abandoned railroad bed to form a four-way intersection with the turnpike.

<http://www.wvgazette.com/News/201304090232>

4/10/2013

- * Widen the southern part of Jefferson's existing alignment to five lanes, but move along a new alignment to the east to bridge over the turnpike, the railroad and Davis Creek.
- * Widen Jefferson Road to five lanes. Create intersecting roads at different levels with Kanawha Turnpike, tying back into the existing Jefferson Road near the I-64 ramp overpass.
- * Widen the southern part of Jefferson's existing alignment to five lanes, but move along a new alignment to the south of Kanawha Turnpike and continue on a new alignment west of the existing roadway in the vicinity of the West Virginia State Police facility.

Those options do not include a no-build alternative, which is an additional option and would not involve any construction to the existing Jefferson Road.

To submit a comment, view a video of the proposed plans or for more information visit the DOH's website, <http://www.transportation.wv.gov/highways/programplanning/comment/jeffersonroad/Pages/default.aspx>.

Those who want to file a written comment may send them to Robert L Pennington, P.E., Director, Program Planning & Administration Division, West Virginia Division of Highways, Capitol Complex Building 5, 1900 Kanawha Blvd. E., Charleston, W. Va., 25305-0430.

Reach Megan Workman at megan.work...@wvgazette.com or 304-348-5113.

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