

Informational Workshop Public Meeting

Oakwood Road Improvements Project

City of Charleston

Kanawha County, West Virginia



West Virginia Division of Highways in cooperation
with the Federal Highway Administration and
City of Charleston

State Project U220-119-14.04 00

Federal Project #N/A



Bible Center School

Charleston, WV

Thursday, September 19, 2019

6:00 pm to 9:00 pm

Oakwood Road Improvements Project

STATE PROJECT #U220-119-14.04 00

FEDERAL PROJECT #N/A

WORKSHOP PURPOSE

The purpose of this Informational Workshop Public Meeting is to provide information on the proposed Oakwood Road Improvements Project located on US 119 from Emerald Road to MacCorkle Avenue, and is an opportunity for you to provide comments. The workshop is intended to be informal to maximize the interaction between citizens and the project team.

We encourage you to examine the project maps and displays, discuss the project with the members of our project team who are here today, and complete the enclosed comment sheet.

WORKSHOP FORMAT

The WVDOH procedures for public workshops are established to ensure meaningful citizen input in the development for proposed projects, in compliance with all applicable regulations and requirements. This informational workshop public meeting is from 6:00 pm to 9:00 pm and there will be **NO FORMAL PRESENTATION**.

Registration

If you have not already printed your name and address on the registration sheet, please remember to do so before you leave. Additional copies of this handout and the comment sheet are available at the registration table. The WVDOH welcomes your comments on the project; therefore, please feel free to write comments as you visit other displays around the room. You can drop the completed sheet in the Comment Box; return it to any WVDOH representative at the meeting, or mail it to the WVDOH at the address below or on the WVDOH Website at <http://go.wv.gov/dotcomment>, under Engineering Projects/Oakwood Road Improvements Project.

Environmental Studies

Representatives from the WVDOH and engineering/environmental consulting firm GAI Consultants, Inc. are here today to discuss the environmental study process. Maps depicting the proposed project improvements are available for viewing. This meeting complies with the public involvement requirements of

the National Environmental Policy Act of 1969 (NEPA) and Section 106 of the National Preservation Act of 1966. The Project Summary table at the end of the text compares the environmental impacts of the Project's build alternatives.

Engineering

Representatives from the WVDOH and HDR are available to discuss the location and preliminary design of the project area. These representatives also have information regarding the area studied for the project.

Right-of-Way

WVDOH Right-of-Way representatives are available to answer your questions regarding any right-of-way acquisitions.

PROJECT DESCRIPTION

The project addresses transportation problems in the approximately 1.95-mile-long section of US 119 that extends from the Emerald Road Intersection to MacCorkle Avenue. This includes a new ramp which will be added to the I-64 Connector ramp for southbound US 119 traffic. The new ramp will require a one lane structure over Cantley Drive and will allow traffic to bypass the signal at the intersection of Cantley Drive and US 119. A right turn lane will be added to Cantley Drive and an additional left turn lane will be added to the I-64 Connector at the intersection with US 119 to accommodate traffic turning left onto US 119 northbound.

The purpose of the proposed project is to enhance traffic flow and mobility, improve safety, and reduce traffic delays in the Study Corridor through comprehensively addressing mainline and intersection problems. This involves major mainline improvements to increase capacity as well as intersection improvements and grade separations to allow better access to and from US 119 and improve level of service. Following is a listing of US 119 mainline and intersection improvements that are components of the project:

Proposed Improvements

At the intersections of Oakwood Road and Lucado Road with US 119, five alternatives have been developed and carried forward into the NEPA process as build alternatives. Included with each of the five alternatives are proposed intersection improvements at Emerald Road, widening of US 119, proposed Cantley Flyover, and improvements to MacCorkle Avenue (this portion of the proposed project is the same for all five alternatives).

Alternatives Under Consideration

See plan sheets for project details.

- **Alternative 1 (Lucado Underpass)** involves constructing an underpass and a Frontage Road that connects Lucado Road to Oakwood Road and upgraded Oakhurst Drive on the north side of US 119. This grade separation connection will allow vehicles to cross under US 119 without disrupting traffic on US 119. The existing intersections at Oakwood Road and Lucado Road will be upgraded to right in and right out only. Vehicles needing to make left turns will go through the proposed underpass and make right turns. Retaining walls will be necessary along the south side of the Frontage Road to reduce impacts to the adjacent parcels. All lanes will be 12' wide with 8' paved shoulders. No pedestrian facilities have been incorporated into the proposed design.

One major issue is the vertical alignment. Lucado Road extends down into a ravine while Oakwood Road is running along the top. Additionally, US 119 has an existing profile grade of 6% that works against the proposed design. To achieve the proper clearance under US 119 and connect Lucado Road to Oakwood Road, the Frontage Road will require a slope of approximately 11%, which is near the maximum allowable design for an urban collector. The intersection of the Underpass will be located along that slope. Displacements for Alternative 1 are two residential structures: no commercial structures are impacted. Alternative 1 will impact the National Register-eligible Davis Property through the construction of an underpass and an extension of Sherwood Road from Oakwood Road to Lucado Road within the resource's boundaries. **Total Alternative 1 cost is \$24,429,200.**

- **Alternative 2 (Oakwood Overpass and Lucado Overpass)** comprises two new alignments and bridges over US 119 to bypass the intersection at US 119 at Oakwood Road and Lucado Road. The current intersections with US 119 will be restricted to right in and right out only. Vehicles needing to make left turns onto or off of US 119 will use the bypass. All lanes are designed with a minimum 12' width and 8' paved shoulders. Lane widening may be required along several curves due to their radii. Lucado Road and Oakhurst Drive have sidewalks that dead end within the project area. A proposed 5' sidewalk is included through the intersection with the Lucado Overpass. The vertical alignments all have proposed slopes that do not exceed 8% unless they are needed to match the existing slope. Oakhurst Drive will have the steepest proposed slope at 7.6% and end with a 10% slope to match the existing road. Bridges will be constructed with a minimum 16.5' vertical clearance over US 119. Displacements for Alternative 2 include seven residential structures and one commercial structure. Alternative 2 proposes an overpass for Oakwood Road through the National Register-eligible Davis Property, which will likely result in the demolition of the resource's outbuildings. **Total Alternative 2 cost is \$37,214,800.**

- **Alternative 3 (Oakwood Diamond Interchange)** involves lowering the US 119 profile and creating a diamond interchange at Oakwood Road. A new Frontage Road on the south side of US 119 is proposed to connect Oakwood

Road with Lucado Road. All lanes are to be 12' wide with 8' paved shoulders. A 5' sidewalk is included in the design of Lucado Road within the limits of the existing sidewalk. The ramps are 16' single lane with 3' and 5' paved shoulders. US 119 has a 1,200-foot crest vertical curve at the intersection of Oakwood Road. To lower the road, the crest vertical curve will be flattened out with a 0.8% slope and two shorter vertical curves designed to connect the profile back to the existing road.

Oakwood Road will remain at its current profile and a Frontage Road will be constructed to connect Oakwood Road to Lucado Road. In order for the Frontage Road to reach the bottom of the ravine where Lucado Road is located, a 12% slope will be required. Lucado Road will need to be raised to intersect the new Frontage Road which will impact the intersection of Bryant Road. An existing sanitary pump station is located at the intersection of Lucado Road and Bryant Road which may be impacted by the vertical alignment improvements proposed, as described in Alternative 1. Entrance and exit ramps at Oakwood Road will encroach on the intersections at Lucado Road, Oakhurst Drive and Hickory Road. Closing these intersections will have the greatest impact on the Hickory Road intersection which provides access to a residential neighborhood. Residents would be required to enter the neighborhood from Oakwood Road and the additional traffic may stress the existing roads entering the neighborhood and create backups for cars turning left onto Sherwood Road. Displacements for Alternative 3 include five residential structures and three commercial structures. Alternative 3 will impact the National Register-eligible Davis Property via an extension of Sherwood Road from Oakwood Road to Lucado Road within the resource's boundaries. **Total Alternative 3 cost is \$51,531,700.**

- **Alternative 4 (Oakwood Overpass with Lucado Frontage Road)** consists of the construction of an Oakwood Flyover from Alternative 2. Additionally, a new Frontage Road on the south side of US 119 is proposed to connect Oakwood Road with Lucado Road. All lanes are to be 12' wide with 8' paved shoulders. Lucado Road and Oakhurst Drive have sidewalks that dead end within the project area. A 5' sidewalk is included in the design of Lucado Road improvements within the limits of the existing sidewalk. The vertical alignments all have proposed slopes that do not exceed 8% unless they are needed to match the existing slope. Oakhurst Drive will have the steepest proposed slope at 7.6% and end with a 10% slope to match the existing road. Bridges will be constructed with a minimum 16.5' vertical clearance over US 119. The proposed alignments include several curves that will require superelevation up to a cross slope of 6%. Displacements for Alternative 4 include six residential structures and one commercial structure. Alternative 4 proposes an overpass for Oakwood Road through the National Register-eligible Davis Property, as well as the construction of a frontage road. Alternative 4 could result in the demolition of the resource's outbuildings. **Total Alternative 4 cost is \$48,044,600.**

- Alternative 5 (Oakwood Underpass)** involves constructing a new alignment under US 119 to bypass the existing intersection at US 119 and Oakwood Road. Lucado Road and Oakhurst Drive will connect to the new bypass road. All lanes are to be 12' wide with 8' paved shoulders. Lane widening may be required along several curves. No pedestrian facilities have been incorporated into the proposed design. One major challenge with Alternative 5 is the vertical alignment. Lucado Road extends down into a ravine while Oakwood Road is running along the top. Additionally, US 119 has an existing profile grade of 6% that works against the proposed design. To achieve the proper clearance under US 119 and accommodate a connection to Lucado Road, the new bypass road will require a grade of 10% on the west side of US 119 and a grade of 8.6% on the east side. These slopes do not meet maximum allowable design for an urban collector. At the bottom of the ravine, Lucado Road will be shifted to the west and raised to connect to the new bypass road. The vertical sag curve used to tie Lucado Road to the existing 14% grade will require a design exception. Displacements for Alternative 5 include eight residential structures and three commercial structures. Alternative 5 proposes an Oakwood Road underpass connected to an extension of Sherwood Road through the National Register-eligible Davis Property. As such, the alternative will impact the resource. **Total Alternative 5 cost is \$34,708,500.**

- No-build Option** will include only normal roadway maintenance. Cost savings due to zero construction costs would occur, while capacity and safety issues would continue to increase along the corridor and at the study corridor intersections. As such, this option is not feasible.

PREFERRED ALTERNATIVE FOR CONSTRUCTION

Currently, no Preferred Alternative has been identified for the Project. That decision will be made after this Public Workshop and receipt of comments. Your views are important to the Division of Highways.

CURRENT PROJECT SCHEDULE

Public Information Workshop.....September 19, 2019
Public Meeting Comments Due By.....October 21, 2019
***Current Environmental Clearance/FHWA NEPA Document**
Approval.....Early Part of 2020
***ROW Activities Expected to Begin.....Late Winter 2020**
***Expected Construction Start Date.....Fall 2020**

***Dates are subject to change**

Oakwood Road Improvements Project | Kanawha County, WV

SUMMARY OF KEY PROJECT IMPACTS

Resources/Element	No Build Option	Alternative 1, Lucado Underpass	Alternative 2, Oakwood Overpass and Lucado Overpass	Alternative 3, Oakwood Diamond Interchange	Alternative 4, Oakwood Overpass with Lucado Frontage Rd	Alternative 5, Oakwood Underpass	Cantley Flyover and Ramp	US 119 Widening, Emerald Rd. to MacCorkle Ave.
Parcel Impacts	0	32	28	41	26	35	0	0
Residential Displacements	0	2	7	5	6	8	0	0
Commercial Displacements	0	0	1	3	1	3	0	0
Maintenance of Traffic Impacts	0	MODERATE	LOW	MAJOR	LOW	MODERATE	LOW	LOW
Permanent Stream Impacts	0	NONE 0 LF	MINOR: JOPLIN BR HEADWATERS 191 LF	NONE 0 LF	MINOR: JOPLIN BR HEADWATERS 237 LF	MINOR: JOPLIN BR HEADWATERS 48 LF	NONE 0 LF	MODERATE:BOTH JOPLIN AND FERRY BRANCHES VARIES PER ALTERNATIVE (482 TO 1,066 LF)
Historic Resources	NO	YES	YES	YES	YES	YES	NO	NO
Archeological Resources	NO	NO	NO	NO	NO	NO	NO	NO
Section 4(f) Impacts	NO	YES	YES	YES	YES	YES	NO	NO
Noise Increase	NO	MINOR TO MODERATE	MINOR TO MODERATE	MINOR TO MODERATE	MINOR TO MODERATE	MINOR TO MODERATE	MINOR TO MODERATE	MINOR TO MODERATE
Utility Impacts	NO	MAJOR	MODERATE	MAJOR	MODERATE	MODERATE	MINOR	MINOR
Permitting	N/A	DIFFICULT	TYPICAL	DIFFICULT	TYPICAL	TYPICAL	TYPICAL	TYPICAL
Roadway Length (ft)	N/A	6,525	6,245	14,775	7,985	6,650	2,600	6,300
Construction Costs	N/A	\$24,429,200	\$37,214,800	\$51,531,700	\$48,044,600	\$34,708,500	\$24,676,300	\$11,844,750

Note: Nearly all intersection improvements other than for Alternatives 1-5 will take place within the existing ROW.

September 19, 2019



COMMENTS

Please send written comments on or before October 21, 2019 to:

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

Project Information and Comment Sheets can be found online at our web page:

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

**Click on “Comment on Engineering Project”,
and then click on “Oakwood Road Improvements Project.”**

OAKWOOD ROAD DESIGN STUDY - PHASE II

OAKWOOD ROAD IMPROVEMENT ALTERNATIVE EVALUATION

State Project No: U220-119-14.04.00
Federal Project No. N/A



ALTERNATIVE 1 - LUCADO UNDERPASS

COST: \$24,429,200

Costs are only for alternatives shown and do not include Utility Relocation, Right of Way, or Engineering Costs. Costs are in 2019 dollars utilizing preliminary concepts.



2040 ANALYSIS RESULT SUMMARY

- Maximum peak hour traffic queues will be significantly less in all directions near the US 119 and Oakwood Road intersection.
- All movements in the vicinity of US 119 and Oakwood Road will operate at LOS B or better during both peak hours.
- All intersections will operate at overall LOS B or better in the vicinity of US 119 and Oakwood Road.

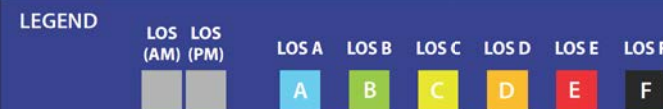
ADVANTAGES

- Left turn movements eliminated from the US 119 corridor.
- All movements between US Route 119 and Oakwood Road and Lucado Road are permitted.
- Proposed connection across US 119 is easily accessible from both Oakwood Road and Lucado Road.

DISADVANTAGES

- Limited stacking distance along Oakwood Road approaches to US 119 due to location of roadways intersecting Oakwood Road close to US 119.
- Some routes requires longer distances due to the elimination of left-turns from this section of the corridor.
- Steep grades on several roadways and intersection approaches.
- Potential impacts to existing development.

OAKWOOD ROAD/US 119 LEVEL OF SERVICE (LOS)



A A	9	US 119 and Lucado Rd/ Green Meadow Rd	B B	22	Oakwood Road and Frontage Road
A A	10	Lucado Rd and Timberview Dr	A B	23	Frontage Road and Underpass
A A	11	Lucado Rd and Oakhurst Dr	A A	24	Oakhurst Dr and Underpass
A B	12	Oakwood Rd and Oakhurst Dr	A A	25	Lucado Road and Frontage Road
A A	13	US 119 and Oakwood Rd			

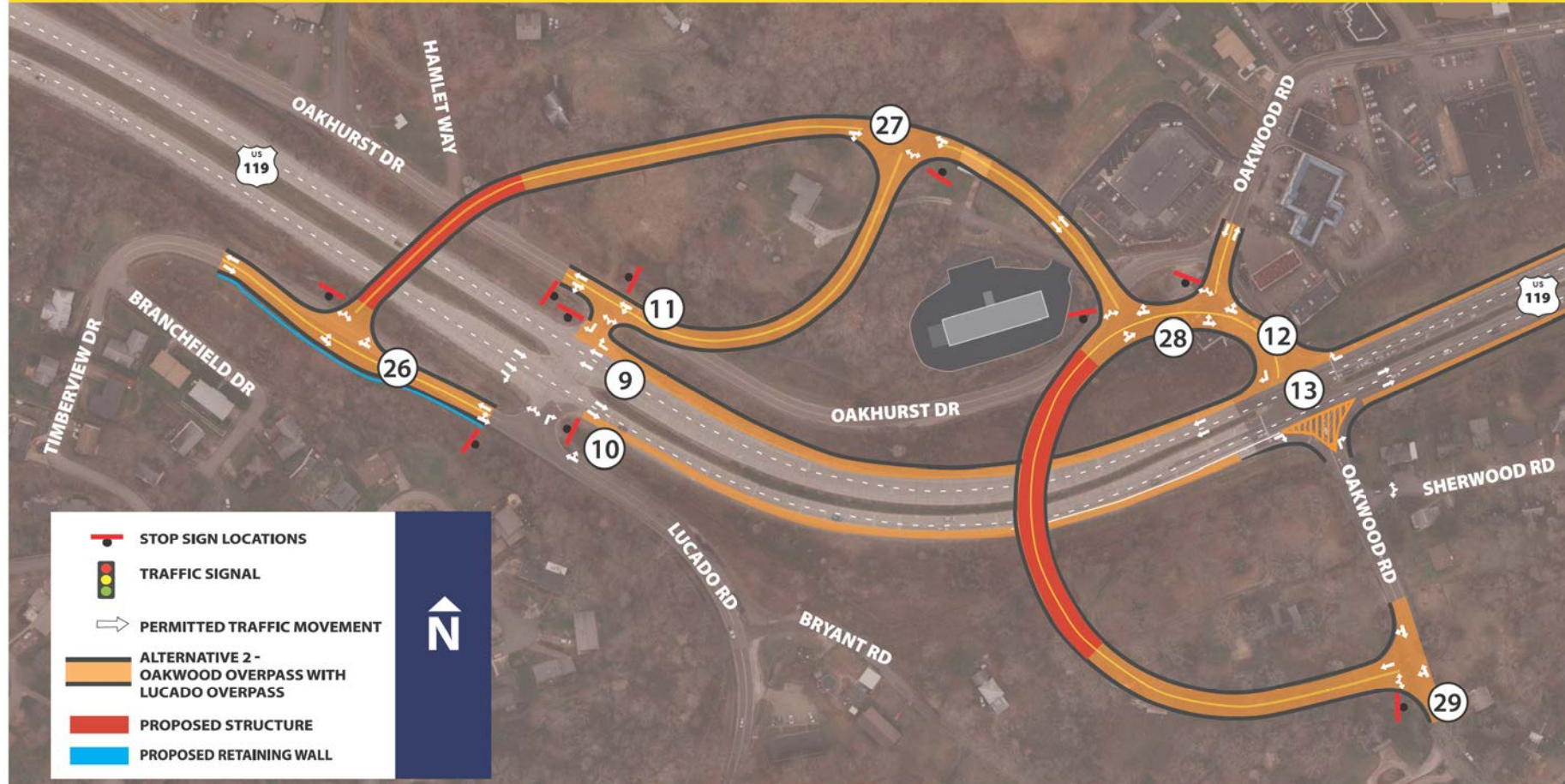
OAKWOOD ROAD/US 119 MAXIMUM QUEUES

No queues expected on any approaches during either peak hour.

ALTERNATIVE 2 - OAKWOOD OVERPASS WITH LUCADO OVERPASS

COST: \$37,214,800

Costs are only for alternatives shown and do not include Utility Relocation, Right of Way, or Engineering Costs. Costs are in 2019 dollars utilizing preliminary concepts.



2040 ANALYSIS RESULT SUMMARY

- Maximum peak hour traffic queues will be significantly less in all directions near the US 119 and Oakwood Road intersection.
- All movements in the vicinity of US 119 and Oakwood Road will operate at LOS C or better during both peak hours.
- Moderate queuing expected on the Oakwood overpass at the intersection with Oakwood Road, although LOS still remains acceptable at LOS C.

ADVANTAGES

- Left-turn movements eliminated from the US 119 Corridor.
- Two options to cross over US 119, near both Oakwood and Lucado.
- Limited construction impacts to US 119.

DISADVANTAGES

- Some local trips require longer distances due to the elimination of left turns from this section of the corridor.
- Limited stacking distance along Oakwood Road approaches to US 119 due to location of roadways intersecting Oakwood Road close to US 119.
- Potential Impacts to existing and future development.

OAKWOOD ROAD/US 119 LEVEL OF SERVICE (LOS)

		LEGEND							
		LOS (AM)	LOS (PM)	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
A	B	9	US 119 and Lucado Rd/ Green Meadow Rd						
A	A	10	Lucado Rd and Timberview Dr						
A	A	11	Lucado Rd and Oakhurst Dr						
A	C	12	Oakwood Rd and Oakhurst Dr						
A	A	13	US 119 and Oakwood Rd						
A	A	26	Timberview Dr and Lucado Overpass						
A	A	27	Oakhurst Dr and Lucado Overpass						
A	A	28	Oakwood Overpass and Lucado Overpass						
B	C	29	Oakwood Road and Overpass						

OAKWOOD ROAD/US 119 MAXIMUM QUEUES

No queues expected on any approaches during either peak hour.

OAKWOOD ROAD DESIGN STUDY - PHASE II

OAKWOOD ROAD IMPROVEMENT ALTERNATIVE EVALUATION

State Project No: U220-119-14.04 00
Federal Project No. N/A



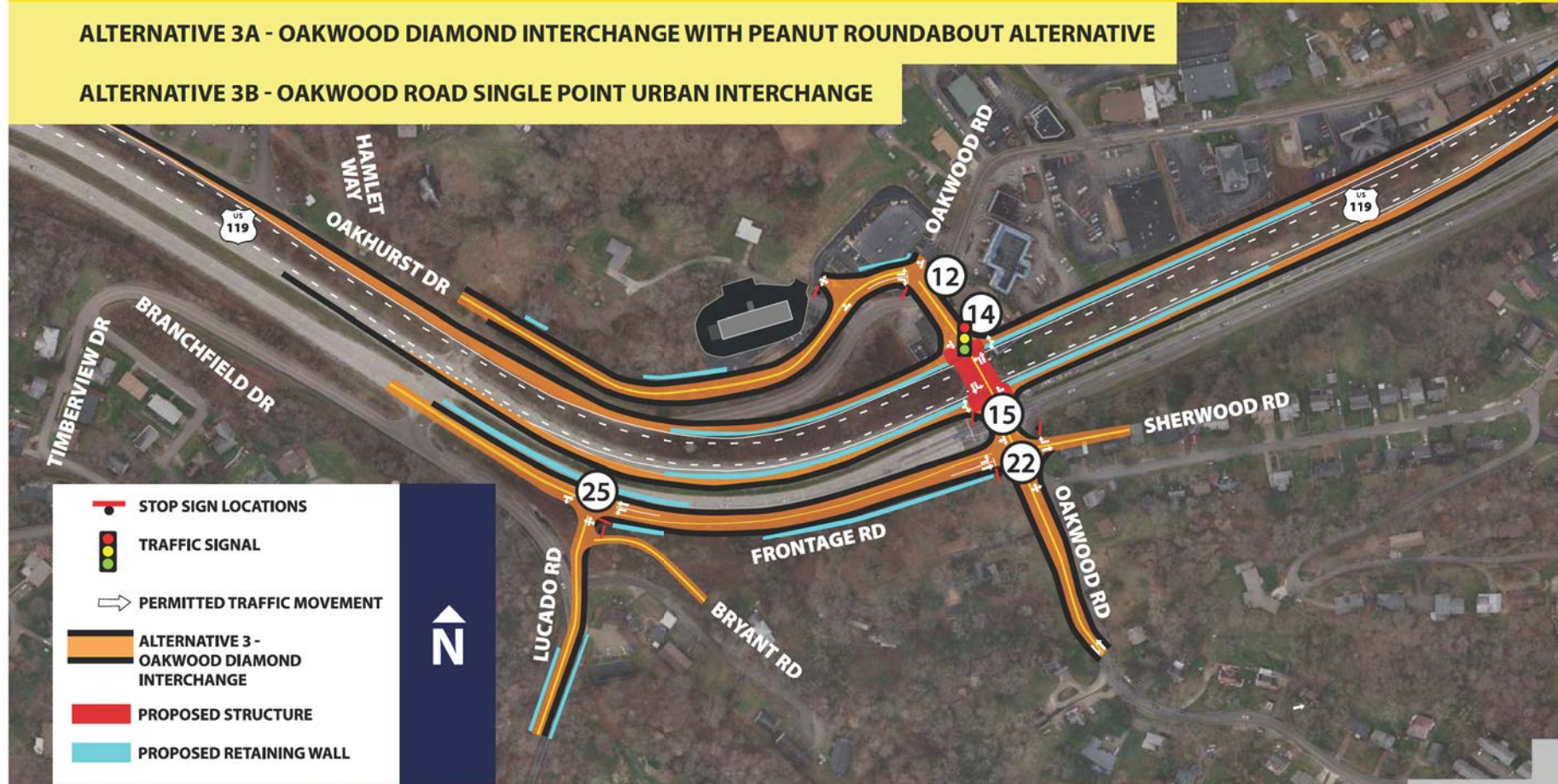
ALTERNATIVE 3 - OAKWOOD DIAMOND INTERCHANGE

COST: \$51,531,700

Costs are only for alternatives shown and do not include Utility Relocation, Right of Way, or Engineering Costs. Costs are in 2019 dollars utilizing preliminary concepts. Cost provided for Alternative 3 only, not Alternative 3A or 3B

ALTERNATIVE 3A - OAKWOOD DIAMOND INTERCHANGE WITH PEANUT ROUNDABOUT ALTERNATIVE

ALTERNATIVE 3B - OAKWOOD ROAD SINGLE POINT URBAN INTERCHANGE



2040 ANALYSIS RESULT SUMMARY

- Maximum peak hour traffic queues will be significantly less in all directions near the US 119 and Oakwood Road intersections.
- All movements in the vicinity of US 119 and Oakwood Road will operate at LOS C or better during both peak hours under Alternative 3, 3A and 3B.
- Due to the close spacing of the two US 119 ramp intersections at Oakwood Road, traffic queuing on Oakwood Road, between the ramp intersections, may occasionally extend into the adjacent intersection. LOS still acceptable.

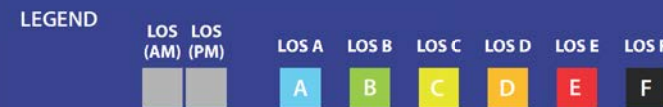
ADVANTAGES

- Includes a more-typical interchange treatment that is easier for the public to understand for traveling to and from US 119.
- Does not measurably increase travel distance for drivers.
- Eliminates turning movements along this section of the corridor and replaces them with merge and diverge movements, which reduces conflict points.
- Left-turns movements eliminated from the US 119 corridor.
- All movements between US Route 119 and Oakwood Road and Lucado Road are permitted.

DISADVANTAGES

- New US 119 entrance/exit ramps impact adjacent intersections at Hickory and Lucado Roads.
- Major construction impacts to US 119 due to the need to lower the roadway.
- The proximity of the intersections on Oakwood Road and the ramp terminals may result in queues occasionally backing into adjacent intersections, although LOS still acceptable.
- Alternative 3A and 3B will have a greater impact on property abutting the intersection to the north of the US 119.

OAKWOOD ROAD/US 119 LEVEL OF SERVICE (LOS)



ALTERNATIVE 3: OAKWOOD DIAMOND INTERCHANGE

A	A	12	Oakwood Rd and Oakhurst Dr
A	B	14	US 119 and Oakwood Rd (North Terminal)
C	C	15	US 119 and Oakwood Rd (South Terminal)
C	B	22	Oakwood Road and Frontage Road
A	A	25	Lucado Road and Frontage Road

ALTERNATIVE 3A: WITH ROUNDABOUTS AT RAMP TERMINALS

A	B	14	US 119 and Oakwood Rd (North Terminal)
A	C	15	US 119 and Oakwood Rd (South Terminal)

ALTERNATIVE 3B: WITH SINGLE POINT URBAN INTERCHANGE (SPUI)

B	C	14	US 119 and Oakwood Rd
		15	

OAKWOOD ROAD/US 119 MAXIMUM QUEUES (ALTERNATIVE 3)

No queues expected on NB, SB, or WB approaches during either peak hour.

Oakwood Road EB

= 100 Feet

AM PM

ALTERNATIVE 4 - OAKWOOD OVERPASS WITH LUCADO FRONTAGE ROAD

COST: \$48,044,600

Costs are only for alternatives shown and do not include Utility Relocation, Right of Way, or Engineering Costs. Costs are in 2019 dollars utilizing preliminary concepts.



OAKWOOD ROAD/US 119 LEVEL OF SERVICE (LOS)



A A 10 Lucado Rd and Timberview Dr	B A 22 Oakwood Road and Frontage Road
A C 12 Oakwood Rd and Oakhurst Dr	A B 28 Oakwood Overpass and Lucado Overpass
A A 13 US 119 and Oakwood Road	B C 29 Oakwood Road and Overpass

2040 ANALYSIS RESULT SUMMARY

- Maximum peak hour traffic queues will be significantly less in all directions near the US 119 and Oakwood Road intersection.
- All movements in the vicinity of US 119 and Oakwood Road will operate at LOS C or better during both peak hours.
- Moderate queuing expected on the Oakwood overpass at the intersection with Oakwood Road, although LOS still remains acceptable at LOS C.

ADVANTAGES

- Left-turns movements eliminated from the US 119 corridor.
- All movements between US Route 119 and Oakwood Road and Lucado Road are permitted.
- All access to US 119 focused at Oakwood Road assisting in navigability for public.
- Limited construction impacts to US 119.

DISADVANTAGES

- Some local trips requires longer distances and will be more circuitous due to the elimination of left-turns from this section of the corridor and since Lucado Road will be closed off completely at Route 119.
- Eliminates existing right-in/right-out access at Lucado Road and US 119.
- The proximity of the intersections on Oakwood Road and Frontage Road may result in queues occasionally backing into adjacent intersections, although LOS still acceptable.

OAKWOOD ROAD/US 119 MAXIMUM QUEUES

No queues expected on any approaches during either peak hour.

ALTERNATIVE 5 - MODIFIED OAKWOOD UNDERPASS

COST: \$34,708,500

Costs are only for alternatives shown and do not include Utility Relocation, Right of Way, or Engineering Costs. Costs are in 2019 dollars utilizing preliminary concepts.



2040 ANALYSIS RESULT SUMMARY

- Maximum peak hour traffic queues will be significantly less in all directions near the US 119 and Oakwood Road intersection.
- All movements in the vicinity of US 119 and Oakwood Road will operate at LOS B or better during both peak hours.
- All intersections will operate at overall LOS B or better in the vicinity of US 119 and Oakwood Road.

ADVANTAGES

- Left turn movements eliminated from the US 119 corridor.
- Proposed connection across US 119 is easily accessible from both Oakwood Road and Lucado Road.
- Increased distance between some of the intersections along the Oakwood Road Underpass.

DISADVANTAGES

- Some routes require longer travel distances due to the elimination of left turns from this section of the corridor.
- Skewed angle results in larger structure to carry US 119 over the underpass.
- Steep grades on several roadways and intersection approaches.
- Impact to existing development, especially on the north side of US 119.

OAKWOOD ROAD/US 119 LEVEL OF SERVICE (LOS)



A A 10 Timberview Road and Lucado Connector	A B 22 Oakwood Road and Oakwood Underpass (Southern Intersection)
A B 12 Oakwood Road and Oakwood Underpass (Northern Intersection)	A A 27 Oakhurst Road and Oakwood Underpass
A A 13 US 119 and Oakwood Road	A A 32 Lucado Connector and Oakwood Underpass

OAKWOOD ROAD/US 119 MAXIMUM QUEUES:

No queues expected on any approaches during either peak hour.

OAKWOOD ROAD DESIGN STUDY - PHASE II

OAKWOOD ROAD IMPROVEMENT ALTERNATIVE EVALUATION

State Project No: U220-119-14.04 00
Federal Project No. N/A



SUMMARY

CORRIDOR IMPROVEMENT	ADVANTAGES	DISADVANTAGES	PROBABLE COST *
NO BUILD	<ul style="list-style-type: none"> Cost savings due to zero construction cost. 	<ul style="list-style-type: none"> Capacity and safety issues will continue to increase along the corridor and at the study area intersections. 	\$0
ALTERNATIVE 1 LUCADO UNDERPASS	<ul style="list-style-type: none"> Left turn movement eliminated from the US 119 corridor. All movements between US 119 and Oakwood Rd and Lucado Rd are permitted. Connection across US 119 is easily accessible from both Oakwood Rd and Lucado Rd. 	<ul style="list-style-type: none"> Limited stacking distance along Oakwood Rd approaches to US 119 due to location of roadways intersecting Oakwood Rd close to US 119. Some routes require longer distances due to the elimination of left-turns from this section of the corridor. 12% grade on Frontage Rd, Lucado Rd and intersections with underpass. High construction impact with traffic delays to US 119. Impact to sanitary pump station/combined sewer overflow to connect Bryant Rd. Potential impacts to existing and future development. 	\$24,429,200
ALTERNATIVE 2 OAKWOOD OVERPASS WITH LUCADO OVERPASS	<ul style="list-style-type: none"> Left-turn movements eliminated from the US 119 corridor. Limited construction impacts to US 119. Allows for 2 options to cross over US 119 near both Oakwood Rd and Lucado Rd. 	<ul style="list-style-type: none"> Limited stacking distance along Oakwood approaches to US 119 due to location of roadways intersecting Oakwood Road close to US 119. Potential impacts to existing and future development. Several local routes require longer distances due to the elimination of left-turns from this section of the corridor. 	\$37,214,800
ALTERNATIVE 3 DIAMOND INTERCHANGE	<ul style="list-style-type: none"> Does not measurably increase travel distances for drivers. Eliminates turning movements along this section of US 119 and replaces them with merge and diverge movements, which reduces conflict points. Includes a more-typical interchange treatment that is easier for the public to understand for traveling to and from US 119. Left-turn movements eliminated from the US 119 corridor. All movements between US 119 and Oakwood Rd and Lucado Rd are permitted. 	<ul style="list-style-type: none"> Entrance/Exit ramps impact RT in/out at Hickory and Lucado. Major construction impact and construction traffic delays to US 119. Proposed walls needed to construct tight ramps next to US 119. The proximity of the intersections on Oakwood Rd and the ramp terminals may result in queue occasionally extending into adjacent intersection. Impacts to sanitary pump station/combined sewer overflow. SB Exit Ramp conflicts with the Cantley Flyover additional lane. 	\$51,531,700
ALTERNATIVE 4 OAKWOOD OVERPASS WITH LUCADO FRONTAGE ROAD	<ul style="list-style-type: none"> Left-turn movements eliminated from US 119 corridor. All movements between US 119 and Oakwood Rd and Lucado Rd are permitted. All access to US 119 focused at Oakwood Rd assisting in navigability for public. Limited construction impacts to US 119. 	<ul style="list-style-type: none"> Several local routes require longer distances due to the elimination of left-turns from this section of the corridor. Eliminates existing right-in/out access at Lucado Rd and US 119. The proximity of the intersections along Oakwood Rd may result in queue occasionally extending into adjacent intersection. Requires large walls. 	\$48,044,600
ALTERNATIVE 5 OAKWOOD UNDERPASS	<ul style="list-style-type: none"> Left turn movements eliminated from the US 119 corridor. Proposed connection across US 119 is easily accessible from both Oakwood Road and Lucado Road. Increased distance between some of the intersections along the Oakwood Road Underpass. 	<ul style="list-style-type: none"> Some routes require longer travel distances due to the elimination of left turns from this section of the corridor. Skewed angle results in larger structure to carry US 119 over the underpass. Steep grades on several roadways and intersection approaches. Impact to existing development, especially on the north side of US 119. 	\$34,708,500
ADDITIONAL CORRIDOR IMPROVEMENTS			
EMERALD ROAD DUAL LEFT TURN LANE	<ul style="list-style-type: none"> Adds capacity to the left turn movement from US 119 to Emerald Rd. 		\$2,621,500
US-119 WIDENING	<ul style="list-style-type: none"> Adds third lane to US 119 for additional capacity. 		\$11,844,750
CANTLEY FLYOVER	<ul style="list-style-type: none"> Allows vehicles from I-64 to bypass two traffic signals. 		\$24,676,300
MACCORKLE AVENUE IMPROVEMENTS	<ul style="list-style-type: none"> Improves traffic flow for the heavy volume movements at the intersection of US 119 and MacCorkle Ave. 		\$4,216,500

*Costs are only for Alternatives shown and do not include Utility Relocations, Right of Way, or Engineering Costs. Costs are in 2019 dollars utilizing preliminary concepts.

CANTLEY FLYOVER, MACCORKLE AVE, US 119 WIDENING IMPROVEMENTS



**CANTLEY FLYOVER ENDS,
3RD LANE BEGINS**

- Additional 3rd lane NB from Oakwood Rd to MacCorkle Ave
- Additional 3rd lane SB from Hickory Rd to Oakwood Rd
- Add WB lane on MacCorkle Ave at US 119 Intersection
- Add NB turn lane on US 119 to feed MacCorkle Ave WB lane

COMMUNITY FACILITIES



September 19, 2019



HAZARDOUS WASTE RECOGNIZED ENVIRONMENTAL CONDITIONS



September 19, 2019



1000 ft

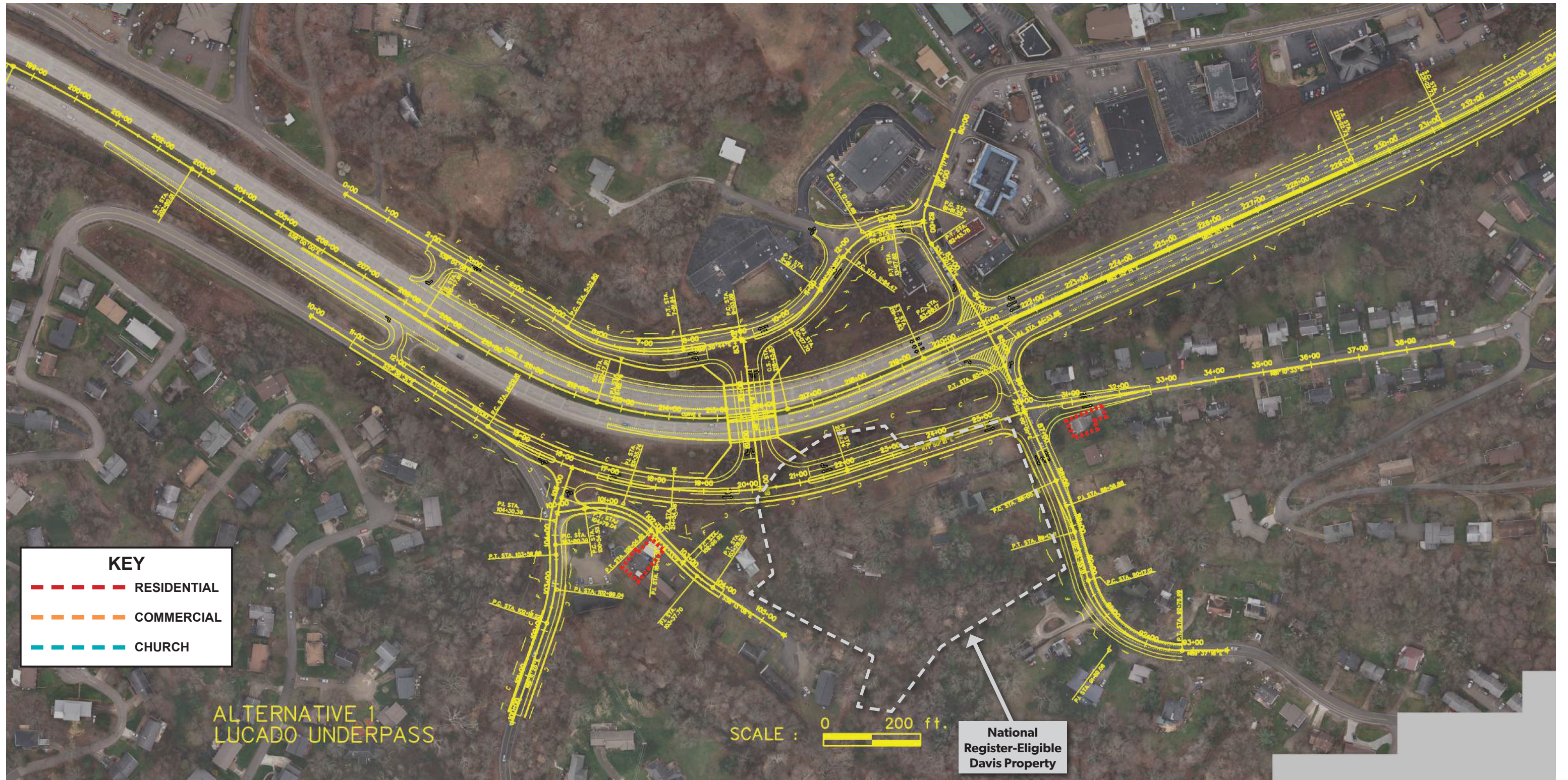
HISTORIC RESOURCES



September 19, 2019



ENGINEERING DESIGN AND STRUCTURE IMPACTS

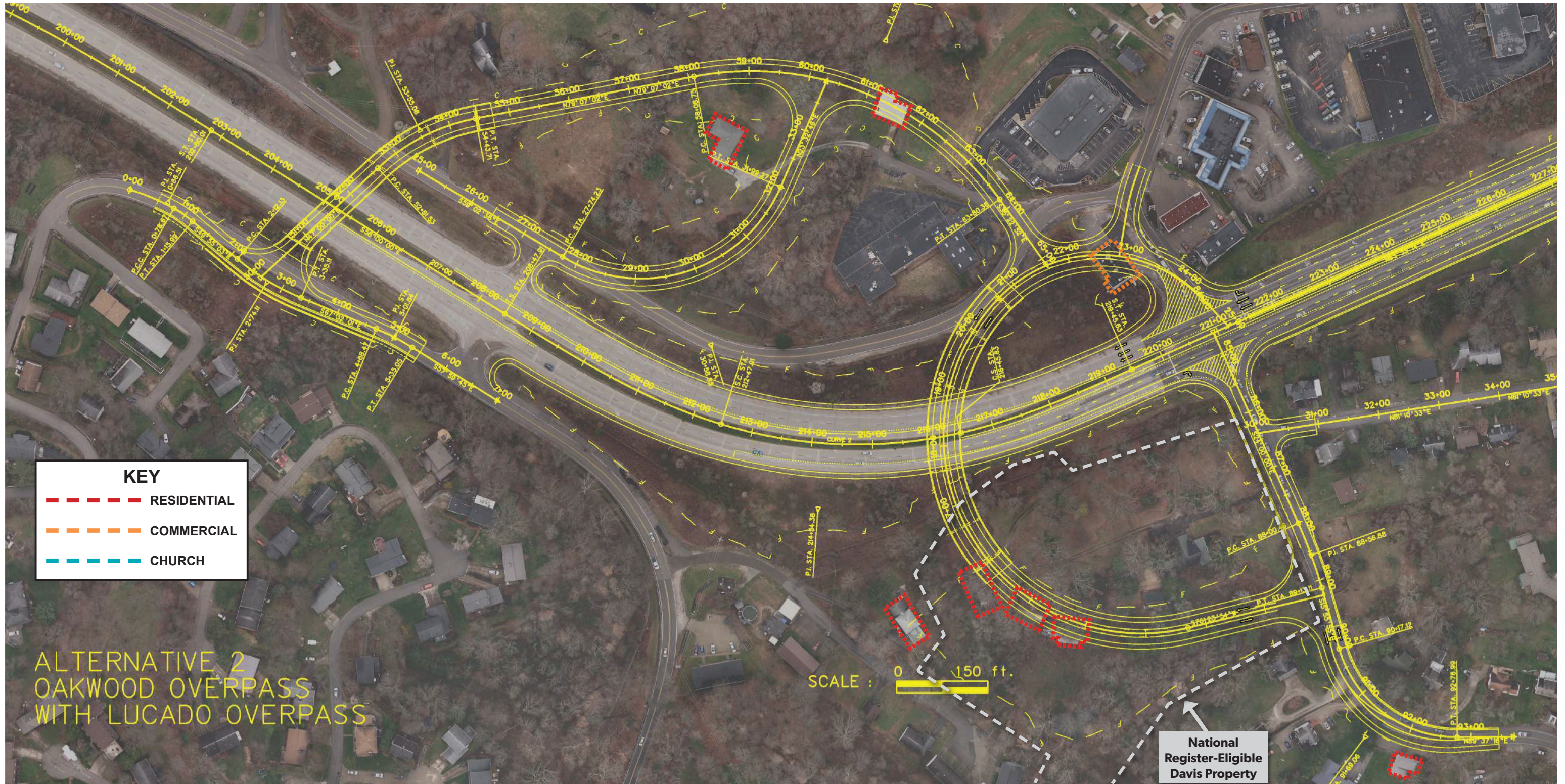


September 19, 2019

Alternative 1
Lucado Underpass



ENGINEERING DESIGN AND STRUCTURE IMPACTS



September 19, 2019

Alternative 2
Oakwood Overpass and
Lucado Overpass



ENGINEERING DESIGN AND STRUCTURE IMPACTS

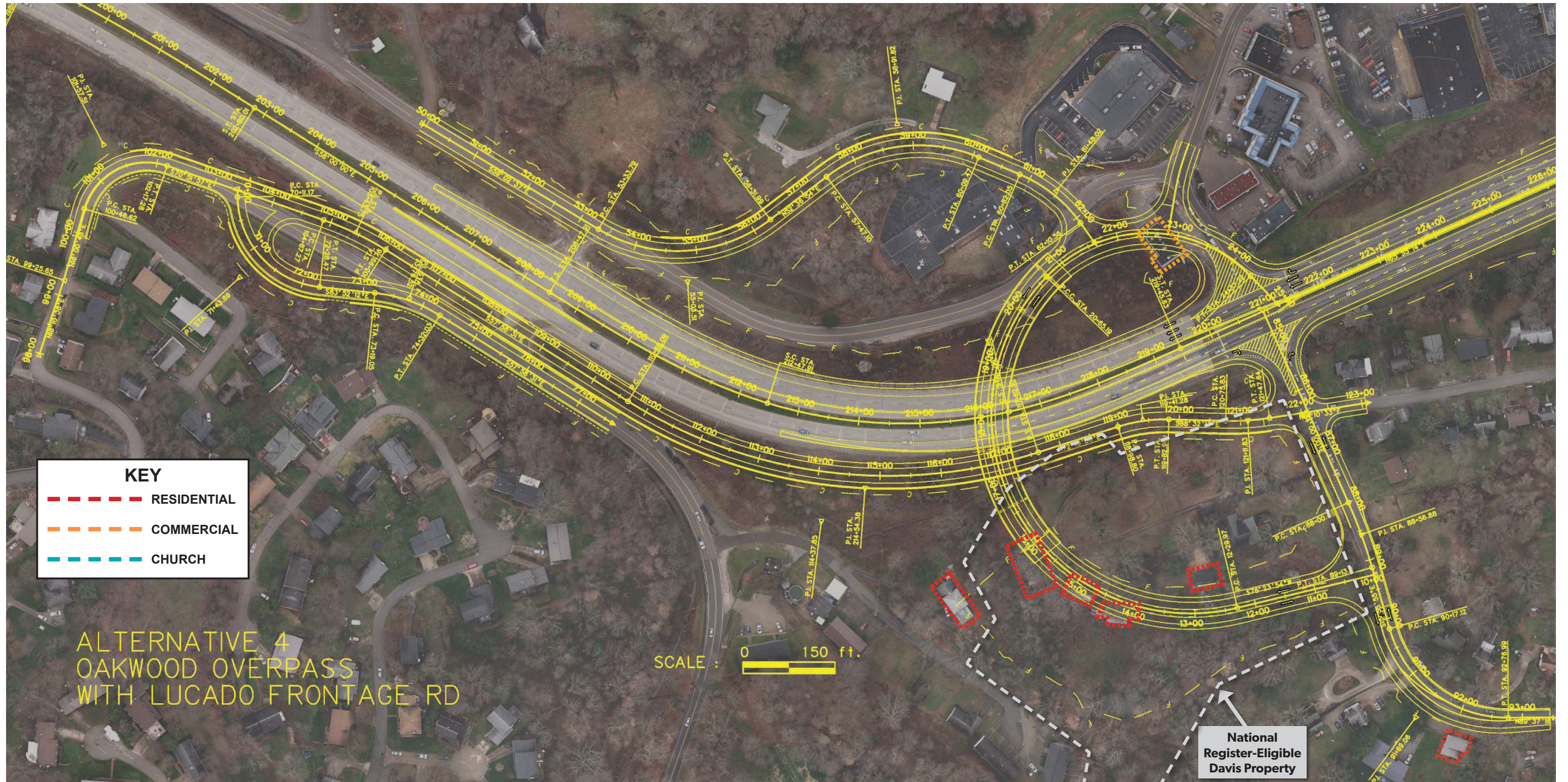


September 19, 2019

Alternative 3
Oakwood Diamond Interchange



ENGINEERING DESIGN AND STRUCTURE IMPACTS

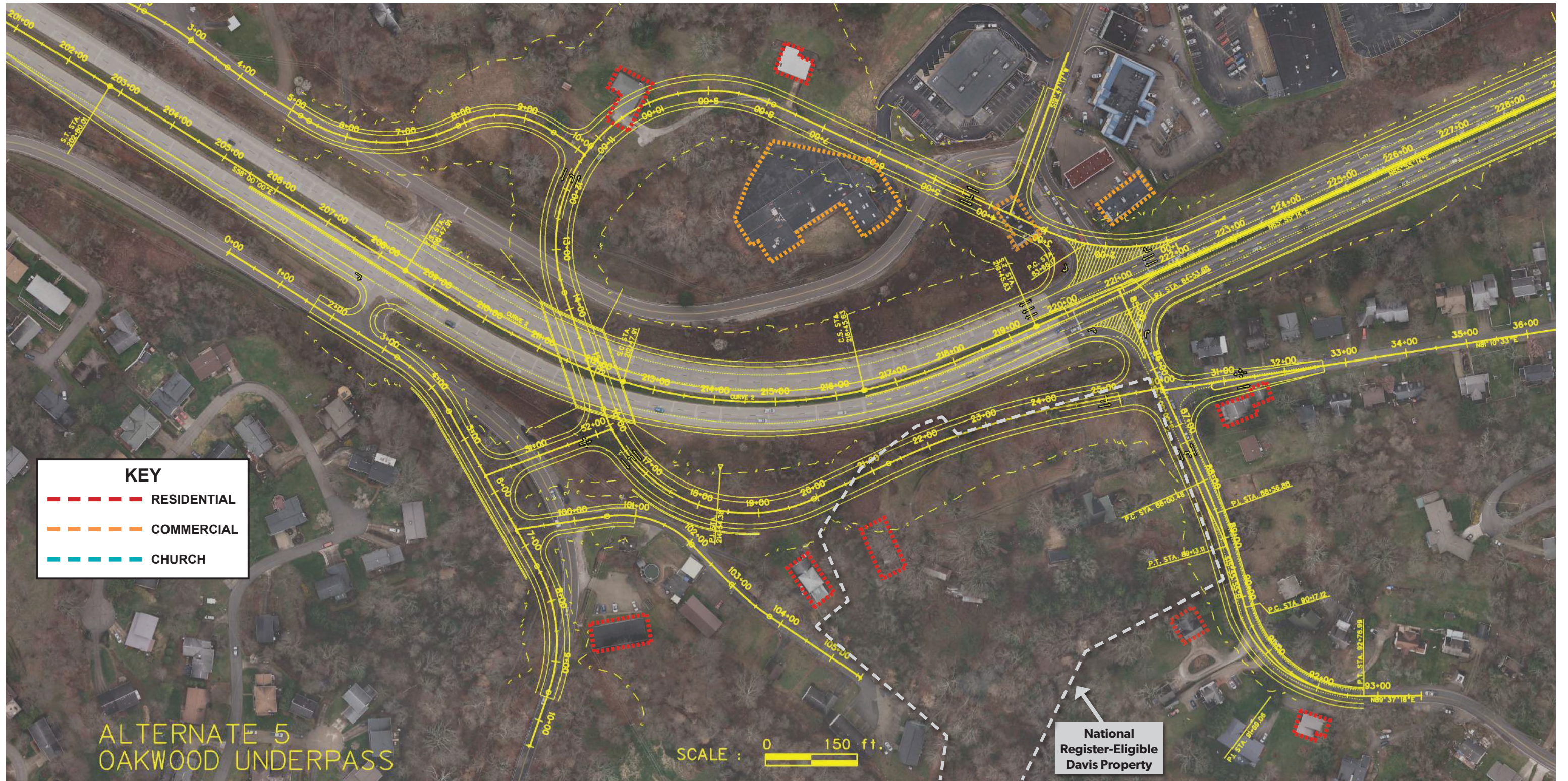


September 19, 2019

Alternative 4
Oakwood Overpass with
Lucado Frontage Rd.



ENGINEERING DESIGN AND STRUCTURE IMPACTS



September 19, 2019

Alternative 5
Oakwood Underpass



DATE:

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

DATE: September 19, 2019
LOCATION: Bible Center School
SUBJECT: INFORMATIONAL WORKSHOP PUBLIC MEETING
PROJECT: Oakwood Road Improvements Project
U220-119-14.04 00
Federal Project #N/A
Kanawha County

COMMENTS DUE BY October 21, 2019

Please consider the following comments:

(Please print the following information)

NAME:

ADDRESS:

ORGANIZATION (IF ANY):

How did you hear about the Informational Workshop Public Meeting?

Project Information and Comment Sheets
Can be found online at our WVDOH Website at <http://go.wv.gov/dotcomment>.
Under Engineering Projects, click Oakwood Road Improvements Project.