

TEAYS VALLEY ROAD WIDENING

STATE PROJECT: U340-033/00-0.46 00 | FEDERAL PROJECT: CMAQ-0033(444)D

Informational Workshop Public Meeting | February 25, 2025



Public Involvement Purpose

The purpose of this workshop is to provide an update on the project and present the Preferred Alternative for the proposed Teays Valley Road Widening project. The workshop is intended to be informal to maximize the interaction between citizens and the project team. We encourage attendees to examine the project maps and displays, discuss the project with the members of our project team who are here today, and complete the comment sheet.

The West Virginia Division of Highways (WVDOH) recognizes the importance of this project to the local community and understands the varied interests within the corridor. With this in mind, WVDOH reached out early in the project development process to engage those who represent the larger community. This Stakeholder group is diverse and includes state and local officials, school administration, first responders, business and community leaders, bicycle and pedestrian advocates, and residential representatives. To date, this Stakeholder group has met three times to discuss local concerns and aid in the selection of the Preferred Alternative. Stakeholders will continue to support the project development process as it continues.

Workshop Format

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 Public Information Workshop is from 4:00 p.m. to 7:00 p.m., and there will be **no formal presentation**.



Registration

1. Print your name and address on the registration sheet. Additional copies of this handout and the comment sheet are available at the registration table
2. Comments are welcome as you visit the displays around the room
3. Completed comment sheets can be:
 - PLACED in the Comment Box
 - MAILED to the WVDOH at the address on page 4 of this handout
 - SUBMITTED via the WVDOH's website (see page 4 of handout)



Environmental Studies

Representatives from the WVDOH and Consultant Team are available to discuss the environmental study process, Purpose and Need, and anticipated impacts.

This meeting complies with the public involvement requirements of the National Environmental Policy Act of 1969 (NEPA), Section 106 of the National Preservation Act of 1966.



Engineering

Representatives from the WVDOH and Consultant Team are available to discuss the preliminary design of the project, how this type of improvement functions/operates, the operational and safety benefits it provides. Maps depicting the project area, existing conditions, and schedule are available for review.

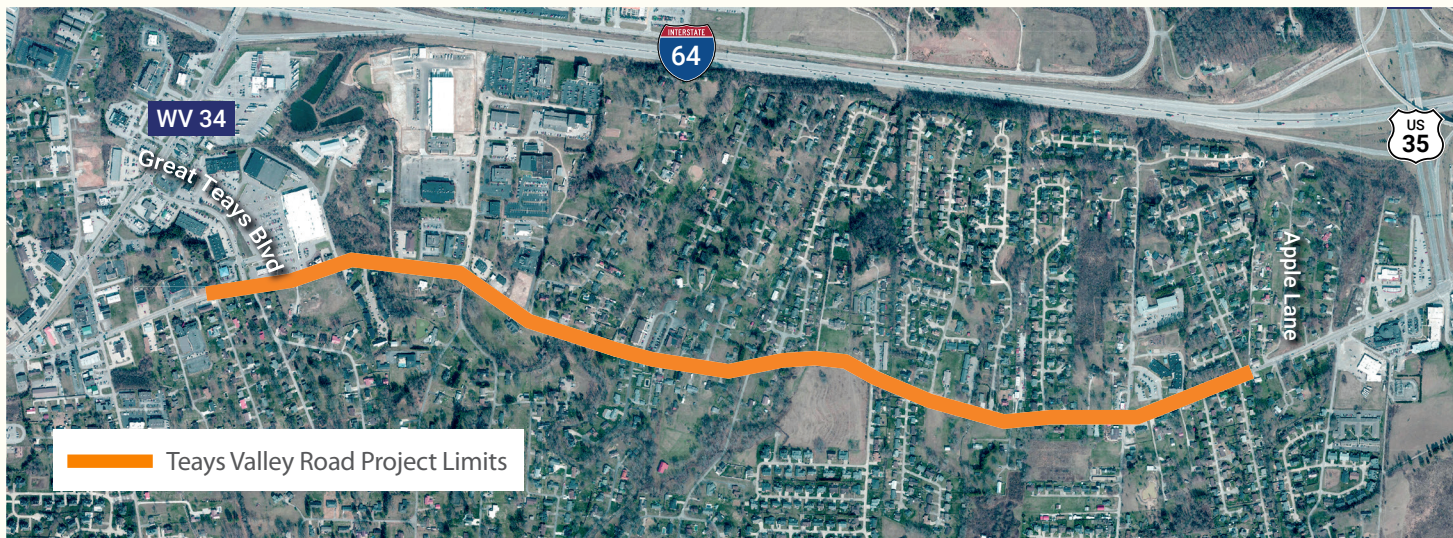


Right-of-Way

The preliminary right-of-way impacts have been identified based on the current roadway design. In addition, WVDOH's Right-of-Way Division personnel are available to discuss the acquisition process.

Project Introduction

The West Virginia Division of Highways (WVDOT) is studying the Teays Valley Road (CR 33) corridor for enhancements due to increased traffic from Scott Depot's growth. The study area, connecting WV 34 to US 35, has seen commercial growth, especially near the I-64/US 35 interchange. The project aims to improve access and safety for both residents and businesses along the entire corridor. It involves roadway improvements, bicycle and pedestrian accommodations, and lighting. The project begins at Great Teays Boulevard (CR 34/14) and ends 0.3 miles west of the Teays Valley Road/US 35 intersection.



Project Background

Several recent studies have identified the need to make improvements along this corridor. This project will build upon these recommendations and carry the project from study to design to construction.

Regional Intergovernmental Council (RIC), *Kanawha-Putnam Bicycle Pedestrian Plan*, 2019

- **Identified Deficiencies:** No sidewalks or turn lanes, narrow shoulders, utility poles in close proximity to roadway
- **Recommendations:** Bike lanes, sidewalks, and roadway widening

RIC, *2050 Metropolitan Transportation Plan*, 2021

- **Identified Deficiencies:** Roadway capacity, multi-modal accommodations, and safety
- **Recommendations:**
 - Project RSA-2 Roundabout corridor from WV 34 to US 35
 - Project PC-6A Roadway widening from WV 34 to Thomas Drive, shoulder improvements, and sidewalks

RIC, *Regional Comprehensive Safety Action Plan*, 2023

- **Identified Deficiencies:** High crash frequency at the Teays Valley Road with Great Teays Boulevard intersection
- **Recommendations:** No specific recommendations provided



Purpose and Need

The project team is using previous studies, along with our analysis and your input, to develop the Purpose and Need for the project. We've identified the need to address capacity, facility deficiencies, and lack of multi-modal opportunities in the study area.

Listed below are specific areas of potential improvement:

- **Poor & failing levels of service at key intersections**
- **Safety and crash reduction**
- **Deficient roadway geometry**
- **No sidewalk or multi-modal accommodations**

The Purpose and Need serves as a foundation for evaluation of alternatives and selecting the most appropriate course of action. The photos below show some of the issues in the corridor.



Teays Valley Road and Scott Lane/Tiger Lane:

- Multiple side roads and driveway access points.
- Experienced the highest number of crashes in the corridor.
- 32% of the crashes were rear-end.
- 42% were angle/turning type crashes.



This photos shows several issues including:

- Difficulty seeing cars approaching from the left.
- Lack of shoulders.
- No pedestrian or bicycle facilities.



Near Maplewood Estates:

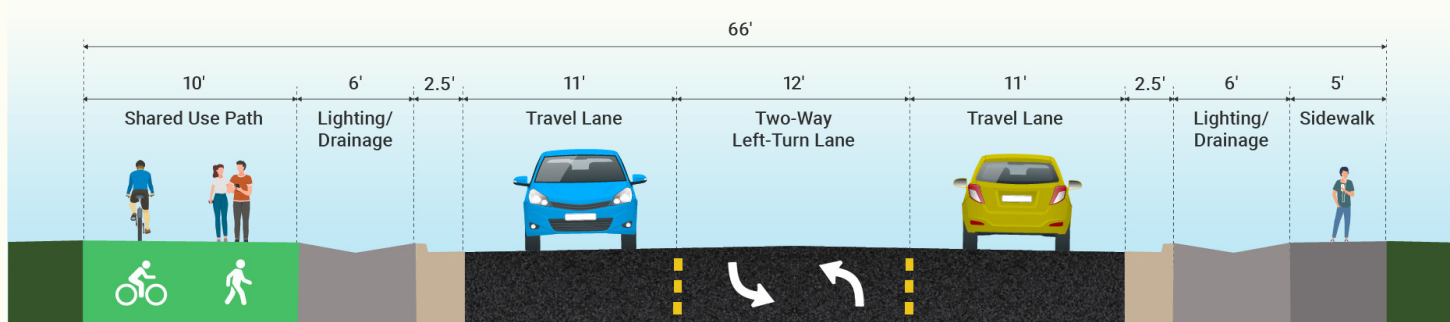
- History of flooding during significant rain events.

Build Alternatives Considered

Through early engineering studies, engagement with the Stakeholder group, and comments received at the July 2024 Public Meeting, two Build Alternatives were developed to address current and future issues along the Teays Valley Road corridor and for comparison to the No-Build Alternative. These alternatives were presented to the Stakeholder group in December and based on feedback received, Alternative 2 was selected as the “Preferred Alternative” to move forward into preliminary and final design.

Alternative 1: Two-way Left-turn Lane Corridor

For this concept, the roadway will be three lanes wide with a two-way left-turn lane in the center. On the north side of the road, a 10' shared use path will be provided and a 5' sidewalk will be provided on the south side. This concept will be very similar to Teays Valley Road to the west of the project area; however, the sidewalk and shared use path will be “buffered” from the roadway with a 6' planted area for drainage and lighting

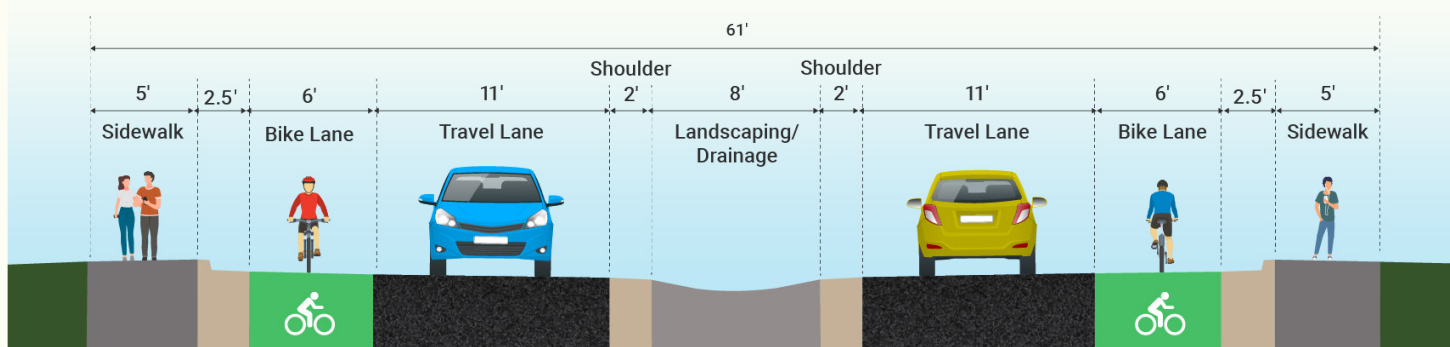


There would be additional improvements at higher-volume intersections:

- Teays Valley Road with Great Teays Boulevard would be signalized. A 200' right-turn lane would be added from Teays Valley Road onto Great Teays Boulevard.
- Teays Valley Road with Scott Lane would be signalized and additional turn lanes added for key movements.

Alternative 2: Boulevard Corridor with Roundabouts (PREFERRED ALTERNATIVE)

Concept 2 would be a boulevard style roadway from Great Teays Boulevard to Scott Lane with roundabouts at key intersections. There would also be a 6' bike lane and 5' sidewalk in each direction. The center island would be 8' wide and used for plantings and lighting.



Single-lane roundabouts would be provided at key locations, listed to the right. These would allow for both turning to/from the side roads as well as u-turn movements.

- Great Teays Boulevard
- Erskine Lane
- Hidden Valley Drive
- Scott Lane

Impacts Matrix

	No-Build Alternative	Build Alternatives	
		Alternative 1: Two-way Left-Turn Lane	Alternative 2: Boulevard with Roundabouts PREFERRED ALTERNATIVE
Roadway Width	24'	66'	61'
Multi-modal Facilities	None	10' shared use path (north side) 5' sidewalk (south side)	5' sidewalk (both sides) 6' bike lane (both sides)
Historic Structure Impacts	None	TBD*	TBD*
Hazardous Waste Site Impacts	None	4	4
Stream Impacts	None	0.17 acres	0.22 acres
Wetland Impacts	None	0.11 acres	0.12 acres
Displaced Residences	None	23	18
Displaced Businesses	None	8	6
Right of Way Parcel Impacts	None	105	105
Construction Cost	N/A	\$33,500,000	\$32,000,000
Utility Cost	N/A	TBD	TBD
Right of Way Cost	N/A	TBD	TBD

* Historic Structures Survey is on-going.

How was the Preferred Alternative identified?

Two alternatives were evaluated based on the Purpose and Need identified for the project, input from the Stakeholder group, and comments received at the July 2024 public meeting. Alternative 1 was not carried forward because it does not meet the safety need identified in the Purpose and Need statement for the project. Alternative 2 does meet the Purpose and Need of the project and has been identified as the Preferred Alternative.

Preferred Alternative Key Improvements



Traffic Operations and Safety Study Results

A traffic operations and safety study was prepared to investigate the future conditions if no improvements were made. This analysis helped identify locations along the corridor with poor traffic operations, delays, queuing, and high crash frequencies. These results served as a benchmark to compare with Alternative 1 and 2.

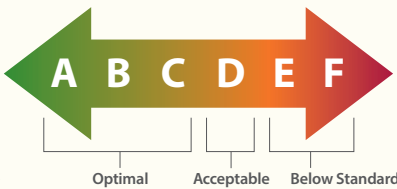
Traffic Operations Analysis

Each of the alternatives were evaluated from a traffic operations perspective and compared to the “do-nothing” option. The following tables summarizes the existing, future no-build, and future build level of service (LOS) at key intersections along the corridor. When considering traffic operations, both build alternatives address the 2045 issues and will operate at LOS B or better at each key intersection.

What is Level of Service (LOS)

Level of Service is a standard measurement, based on vehicle delay and queues, which reflects the relative ease of traffic flow on a scale of A to F.

LOS A Minor delay at an intersection, little queuing | **LOS F** Highly congested traffic conditions



AM / PM LOS Summary

	2045 Build			
	2024 Existing	2045 No-Build	Alternative 1: Two-way Left-turn Lane Corridor	Alternative 2: Boulevard Corridor with Roundabouts
Great Teays Blvd (AM)	C	D	A	A
Great Teays Blvd (PM)	E	F	A	A
Erskine Lane (AM)	A	A	A	A
Erskine Lane (PM)	A	B	A	B
Scott Lane (AM)	B	B	A	A
Scott Lane (PM)	C	C	A	A

Predictive Crash Analysis

A predictive safety analysis was undertaken to understand how the proposed improvements impact the overall safety of the corridor. The table below provides a summary of the predicted annual crashes for the existing, future no-build, and future build conditions. When considering traffic safety, Alternative 1 shows a marginal improvement in the expected number of crashes annually. However, Alternative 2 shows a 19.8% reduction in crashes annually. This is due to the boulevard-style configuration which restricts left-turns to and from the corridor.

Predicative Crash Analysis (Crashes per Year, Annually)

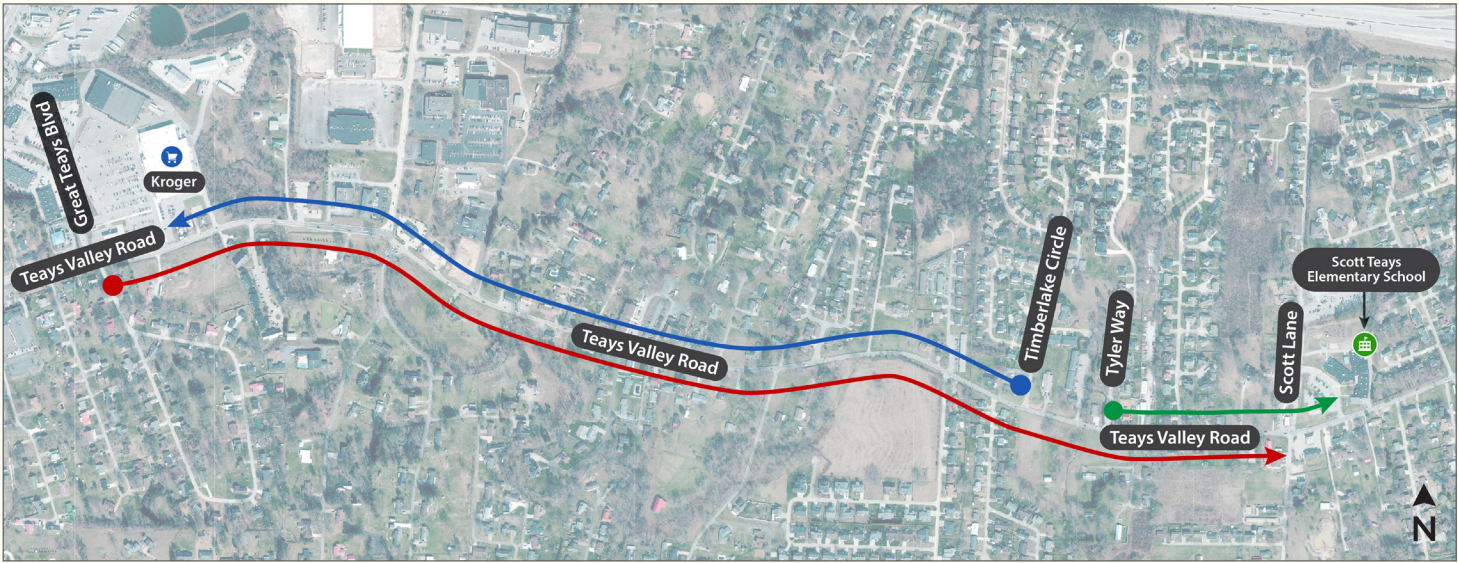
2045 Build	2045 Build		
	2045 No-Build	Alternative 1: Two-way Left-turn Lane Corridor	Alternative 2: Boulevard Corridor with Roundabouts
Fatal + Injury	11.37	11.04	7.80
Property Damage Only (PDO)	19.32	19.55	16.81
Total Predicted Crashes	30.68	30.60	24.61
% Reduction of Crashes		-0.20%	-19.8%

Travel Time

Another indicator of how the alternatives perform is the travel time both along the corridor (end to end) and between two given points. Using traffic simulation software, the travel times were measured for the No-Build and Build Alternatives.

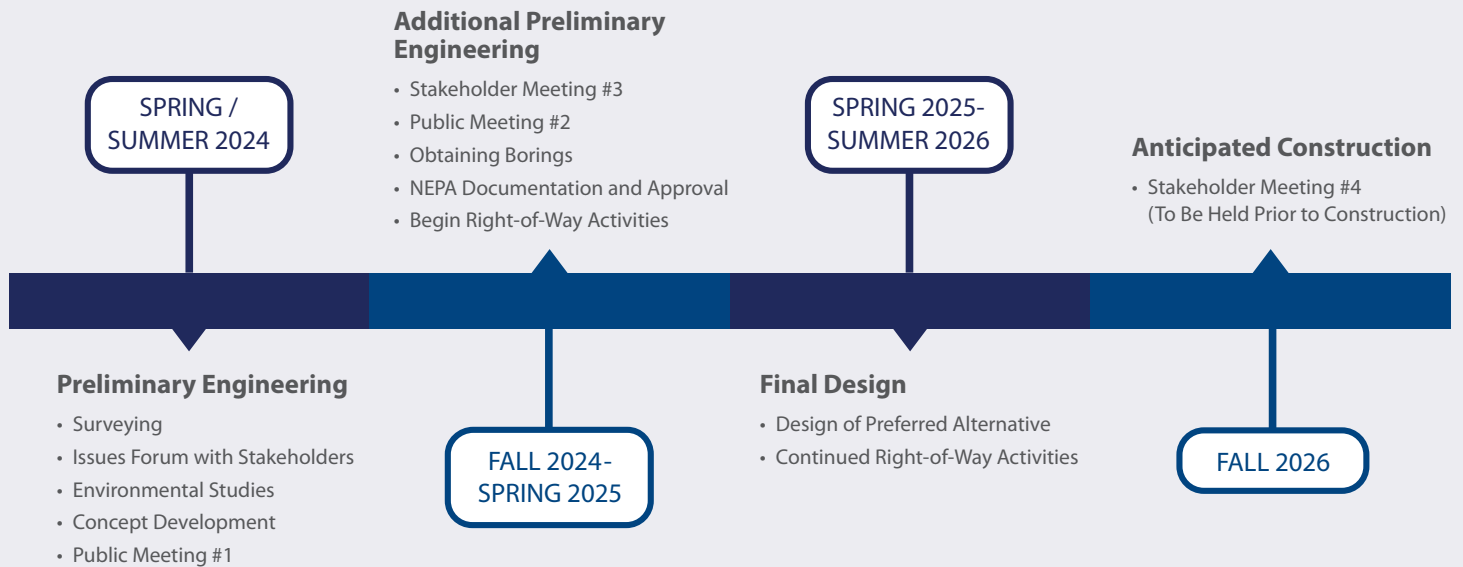
Route Travel Time Summary

Route	2045 AM Peak Hour Average Travel Time (Minutes)			2045 PM Peak Hour Average Travel Time (Minutes)		
	No-Build	Alternative 1: Two-way Left-turn Lane Corridor	Alternative 2: Boulevard Corridor with Roundabouts	No-Build	Alternative 1: Two-way Left-turn Lane Corridor	Alternative 2: Boulevard Corridor with Roundabouts
#1: Great Teays Blvd to Scott Lane Left-turn from Great Teays Blvd to Teays Valley Road EB, turn left onto Scott Lane	3.7	2.5	2.3	11.8	3.4	4.2
#2: Timberlake Circle to Kroger Right-turn from Timberlake to Teays Valley Road, WB, right turn into Kroger	1.6	1.6	1.7	2.8	1.7	1.9
#3: Tyler Way to School Access Left-turn from Tyler to Teays Valley Road, EB, left turn into School Access; Roundabout option would require right-turn from Tyler to Teays Valley Road, WB to Hidden Valley Rounabout, u-turn to go EB, left-turn into School Access	0.5	0.6	1.7	0.7	0.7	1.9



Routes: — Great Teays Blvd to Scott Lane — Timberlake Circle to Kroger — Tyler Way to School Access

Proposed Schedule Timeline*



*Note, all dates are subject to change



Why Should You be Involved in the Project?



Each comment and suggestion provided will help the involved agencies hear directly from the public. Your input is important and will be used to guide the study team as the project progresses.

Please send written comments on or before
Thursday, March 27, 2025 to:



Ms. Sondra Mullins – Assistant Director,
Technical Support Division, WVDOH
1900 Kanawha Blvd., East Building 5, Room 820
Charleston, West Virginia 25305



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

WVDOH Website: <http://go.wv.gov/dotcomment>
-or-

Project Website:

<https://teays-valley-hdr.hub.arcgis.com/>