CITY OF CHARLES TOWN
INFRASTRUCTURE COMMITTEE
AGENDA • JUNE 25, 2025

Committee Meeting **COUNCIL CHAMBERS** **4:30 PM**
101 E Washington Street, Charles Town, WV 25414

1. CALL TO ORDER

2. UNFINISHED BUSINESS

: **2025-662:** Resident Request - Issue of Speeding on S. George Street
5-16 5-30 S George 25.pdf
5_16_25-5_30_25 S George St - Speed Data Analysis.pdf

: **2025-663:** Congress/Lawrence Street Intersection Project Update
2025 10 25_PCE Type 2 Form_KH Signed (002).pdf

: **2025-664:** Augustine Avenue Trail Project Update

: **2024-665:** Washington Street Corridor Study from HEPMPO - Discussion of Draft
Washington_Street_Corridor_Plan_DRAFT for Public Comment_Update.pdf

: **2025-666:** Street Paving Update

: **2025-667:** Stormwater Issues and Updates

3. NEW BUSINESS

: **2025-668:** Maintenance Director Report

: **2025-669:** Staff Updates

: **2025-670:** Request for New Handicapped Space(s) North Samuel Street - Referral from Council

: **2025-671:** Assessment of Parking on 100 Block West Washington Street - Referral from Council

: **2025-672:** Parking on 200 Block East Washington Street - Request by Charles Town Library - Referral from Council

4. ADJOURNMENT

5. NOTICE: The Public May View the Meeting Live by Clicking on the Event Link at: https://www.charlestownwv.us/government/agendas-and-minutes/

Infrastructure Committee
101 East Washington Street
Charles Town, WV 25414

SCHEDULED

Meeting: 06/25/25
Department: Infrastructure Committee
Category: Report
Initiator:

AGENDA ITEM (ID #)

2025-662: Resident Request - Issue of Speeding on S. George Street

ATTACHMENTS:

- 5-16 5-30 S George 25.pdf
- 5_16_25-5_30_25 S George St - Speed Data Analysis.pdf

SPEED DATA ANALYSIS

Location

Latitude: 38.861231
Longitude: -95.741185



Analysis Time Period

Start	End
5/16/2025 11:32 AM	5/30/2025 8:42 AM

Vehicles Analyzed

49,306

Speed Limit



25

Total Enforceable Violations

36,538

Average Speed

27

% Enforceable Violations

74%

Fastest Speed

212

Enforcement Rating

HIGH

Slowest Speed

1

SPEED DATA ANALYSIS

Location



Latitude: 38.861231
Longitude: -95.741185

Analysis Time Period



Start	End
5/16/2025	5/30/2025
11:32 AM	8:42 AM

Vehicles Analyzed



49,306

Speed Limit



35

Total Enforceable Violations



1,375

Average Speed



27

% Enforceable Violations



3%

Fastest Speed



212

Enforcement Rating

LOW

Slowest Speed



1

Infrastructure Committee
101 East Washington Street
Charles Town, WV 25414

Meeting: 06/25/25
Department: Infrastructure Committee
Category: Report
Initiator:

SCHEDULED

AGENDA ITEM (ID #)

2025-663: Congress/Lawrence Street Intersection Project Update

ATTACHMENTS:

- 2025 10 25_PCE Type 2 Form_KH Signed (002).pdf

WEST VIRGINIA DIVISION OF HIGHWAYS

Programmatic Categorical Exclusion Type 2

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

I. PROJECT INFORMATION

Project Name: West Congress Street and South Lawrence Street Intersection Improvement Design

State Project Number:

Federal Project Number:

Route Number: W Congre **County:** Jefferson **Coordinates:** 39.287386, -77.861935

Average Daily Traffic (ADT): Existing: **Projected:**

Prepared By: Colin Frosch Digitally signed by Colin Frosch Date: 2025.05.28 16:07:01 -04'00'

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

Select Categorical Exclusion #: **WVDOH Approval:**

(c) 3: Construction of bicycle and pedestrian lanes, paths, and facilities

Does this project have a federal nexus? **Is this project FHWA federally aide eligible?** Yes

FHWA federally aid eligible

Is FHWA approval required? No **FHWA Approval:**

Existing Conditions:

The Project area is located at the intersection of West Congress Street and South Lawrence Street in a suburban setting. The Project area is surrounded by residential homes, the Wright Denny Intermediate School, and commercial businesses. Street parking is present along both streets. Both West Congress Street and South Lawrence Street are asphalt, two-lane undivided roads with street parking on either sides of the travelways.

Preferred Alternative:

The purpose of this Project is to provide pedestrian-focused intersection improvements at West Congress Street and South Lawrence Street. This includes installing ADA compliant curb ramps, new crosswalks, new inlet configurations to repair existing damage, potential curb extensions to improve turning radii and increase pedestrian safety, and drainage improvements.

Other Alternatives Considered:

No alternatives that would have changed the scope and nature of this Project were considered.

II. IMPACT EVALUATION

A. SOCIOECONOMIC IMPACTS

1. Maintenance of Traffic — NO

Only minimal, temporary traffic disruptions are anticipated.

2. Public Controversy * — NO

No public controversy is anticipated.

3. Right-of-Way

(ONLY ANSWER (3) if the PCE Category DOES NOT fall within (c) 1-21)

a. Are you taking any right of way? — NO

i. Temporary? NO

ii. Approximate acreage, if known

iii. Permanent? NO

iv. Approximate acreage, if known

b. Are there any displacements *? — NO

i. residential? NO

How many?

ii. non- residential? NO

How many?

c. Will there be any changes to access? — NO

If yes, explain (temporary, permanent, etc.)

B. CULTURAL RESOURCES

1. History

The Project area is located within the Downtown Charles Town Historic District and adjacent to the 116 South Lawrence Street site. 31 additional architectural resources were identified within the indirect area of potential effects. In a letter from the Department of Arts, Culture, and History dated March 27, 2025 it was stated that the project would have no adverse effect on sites listed on or determined eligible for the NRHP.

a. Adverse Effects *

No

2. Archaeology

In a letter dated March 27, 2025, the Department of Arts, Culture, and History indicated that their records indicate that no previously recorded archaeological sites are located within the proposed project area. In addition, the proposed ground disturbing activities will be confined to previously disturbed areas, making it unlikely significant archaeological resources will be encountered. Therefore, the proposed project will have no effect on archaeological historic properties.

a. Adverse Effects *

No

C. FORESTS, PARKS & REC AREAS COORDINATION

1. U.S. Forest Service	NO	N/A
2. US Army Corps of Engineers	NO	N/A
3. National Park Service	NO	N/A
a. Wild and Scenic River (Bluestone River)*	NO	N/A
4. National Wildlife Refuge	NO	N/A
5. State Park	NO	N/A
6. State Forest	NO	N/A
7. State Wildlife Management Area	NO	N/A
8. Other Park or Recreational Area	NO	N/A

D. SECTION 4(f) IMPACTS

1. Historic Property *	NO	The Department of Arts, Culture, and History determined in a letter dated March 27, 2025 that the project would have no adverse effect to historic resources. Given this finding, a de minimis impact finding
If yes, what type of 4(f)?		No
2. Park, Recreational *	NO	No parks or recreational areas will be impacted.
If yes, what type of 4(f)?		N/A

E. SECTION 6(f) IMPACTS

1. Land and Water Conservation Funds 6(f) Used	NO	
If yes, what was purchased with the funds?		N/A
2.Is there a *CONVERSION* of 6(f) property *	NO	

F. NATURAL RESOURCES COORDINATION

1. US Fish and Wildlife		The following species are listed under the USFWS Official Species List as potentially occurring within the study area: Indiana Bat (Myotis sodalis, federally endanagered), Monarch Butterfly (Danaus plexippus, proposed federally threatened), Madison Cave Isopod (Antrolana lira, federally threatened). As only impervious surfaces with limited ornamental vegetation are present, these species are
a. Formal Consultation *		No
2. Division of Natural Resources		Natural Heritage Program files were submitted to DNR for the proposed project. On February 24, 2025, DNR concluded that the Project is located within the Tricolored Bat (Perimyotis subflavus) hibernacula buffer and the Madison Cave Isopod (Antrolana lira) buffer. As only impervious surfaces with limited ornamental vegetation are present, both these species are not likely to be
3. Farmland Involvement	NO	According to NRCS, the entire Project area is classified as "Not Prime Farmland".
a. if yes, approximately how much?	N/A	
4. Floodplain Encroachment (increase to the regulated surface water elevation (100-year floodplain) of a stream, river or lake)*	NO	According to FEMA, the entire Project area is within an area of minimal flood hazard.

G. PERMITS REQUIRED

1. USACE 404	NO	No WOTUS or state-waters are present within the Project area.
a. Nationwide/Regional	NO	No WOTUS or state-waters are present within the Project area.
b. Individual *	NO	No WOTUS or state-waters are present within the Project area.
2. USCG (Section 9 involving a bridge) *	NO	No bridge work is proposed.
3. USCG (Section 10 doesn't involve a bridge) *	NO	No WOTUS are present within the Project area.
4. Federal Special Use Permit (construction) *	NO	
a. National Forest Service *	NO	No areas that fall under jurisdiction of the National Forest Service are present within the Project area.
b. National Park Service *	NO	No areas that fall under jurisdiction of the National Park Service are present within the Project area.
c. US Fish and Wildlife Service *	NO	As only impervious surfaces with limited ornamental vegetation is present within the Project area, no threatened or endangered species are anticipated to be affected.
H. Noise Impacts	NO	No traffic noise impacts are anticipated.
a. (Mitigation Required) *	NO	
I. Air Quality Impacts	NO	
J. Hazard Waste/ Underground Tanks known within project area?	NO	No documented hazardous waste or underground tanks are present within the Project area.
a. If yes, where?		
K. Airport Coordination(within 2 miles)	NO	No airport within 2 miles of the Project area is present.
a. If yes, which airport?		

L. Does the project cross state lines? *

NO

III. Public Involvement Type:

This intersection has had much attention since the damage that occurred in 2023. It has been on the City Council agenda in 2023, 2024, and 2025. The intersection repair has been addressed on the City's Infrastructure Committee in 2025 and the Finance Committee in 2023 through grant requests and other miscellaneous funding requests. This item was addressed in public workshop forum via the Council's public priorities workshop as well. Most recently, a survey request was issued on social media requesting the public's feedback on this intersection as well as a letter issued by the City's police department indicating how this intersection is a liability and in need of remediation.

a. Public Involvement Date:

Social Media Posting Soliciting Public Feedback 6/2/25

b. Public Involvement Summary:

The public has had numerous opportunities to provide feedback on this intersection and while no direct feedback on instrumental change has been provided, it's the overall comprehensive view that this intersection needs remediation and an actual engineered plans to make it safer and more usable for both vehicular and pedestrian traffic. Collectively it is the community's feedback this is an unsafe intersection that is in drastic need for improvement.

c. Letters submitted to interested parties

DEP
DNR
SHPO

IV. Action(s) Required

A. Mussel survey/relocation for STATE listed streams NO

B. Mussel relocation for FEDERALLY listed streams NO

C. WVDOH Special Provision 107.27, Construction Access and Environmental Permits NO

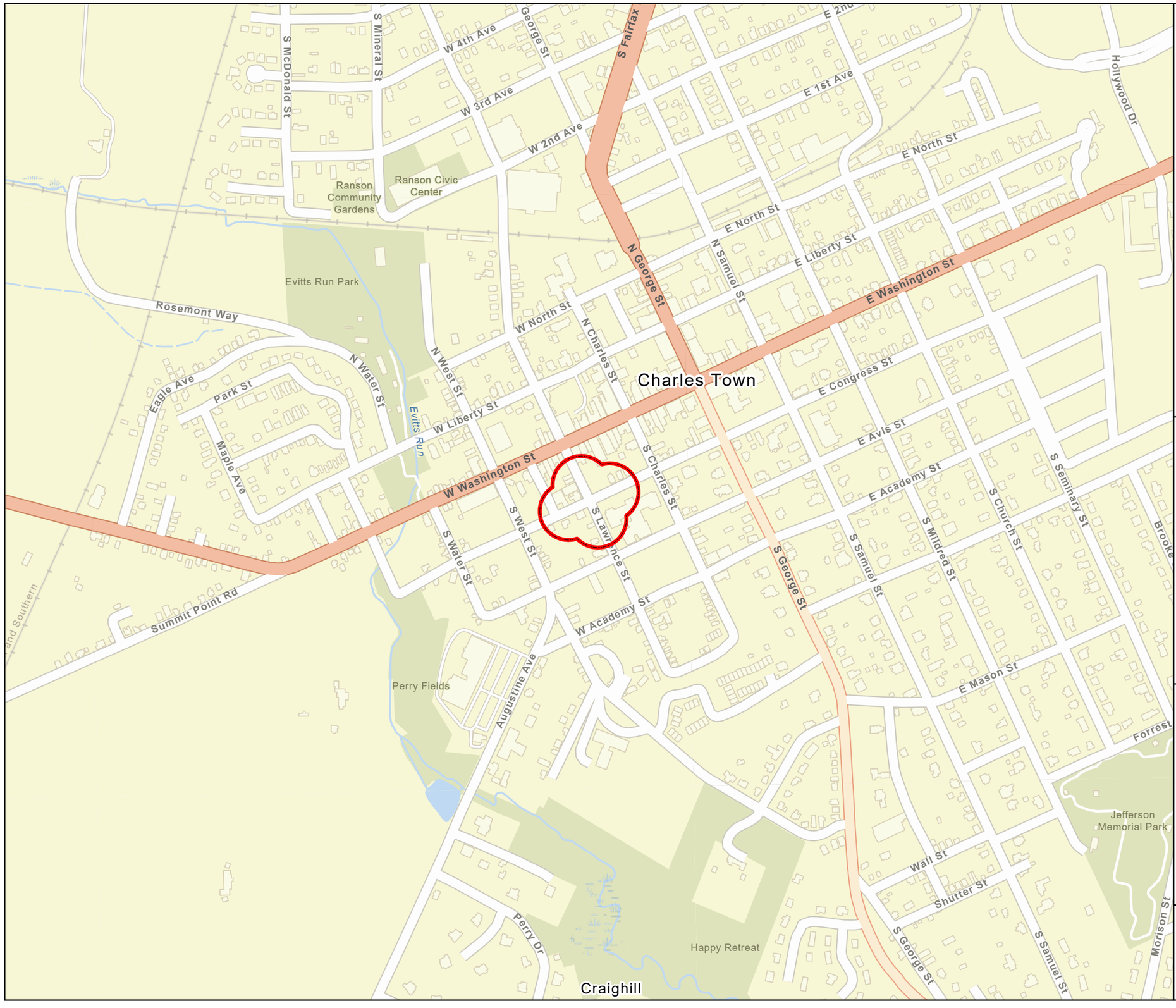
*** If you have answered "yes" to any of the *red questions then this project cannot be cleared as a Type 2 PCE (Programmatic Categorical Exclusion). It will need to be processed as a Categorical Exclusion requiring FHWA approval or a higher level of NEPA documentation.**

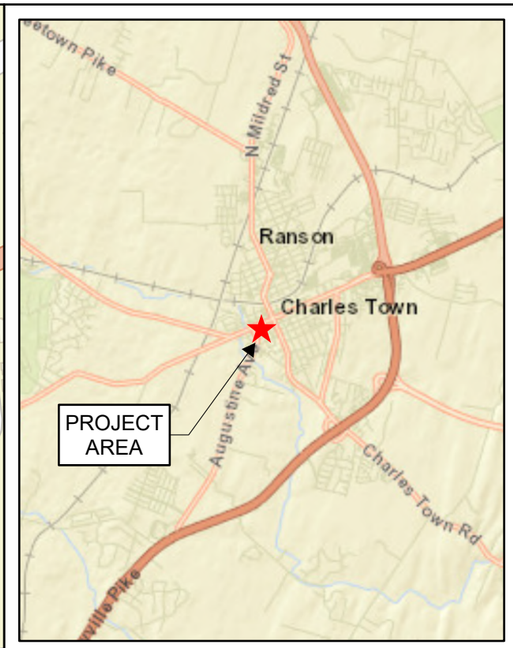
If the project has changes that are not in this document the project needs to be resubmitted to the NEPA Compliance and Permitting Section for reevaluation. Waste and borrow areas outside of the project limits require a separate clearance document.

Kimley»Horn

West Congress Street and South Lawrence Street Intersection Improvement Design

Attachment A: Background Figures





PROJECT AREA (~4.2 AC)

NOTES:

BASEMAP SOURCE:
ESRI WORLD STREET MAP

0 500 1,000 FEET

1 IN = 500 FT

W CONGRESS ST & S LAWRENCE ST INTERSECTION IMPROVEMENT DESIGN JEFFERSON COUNTY, WV

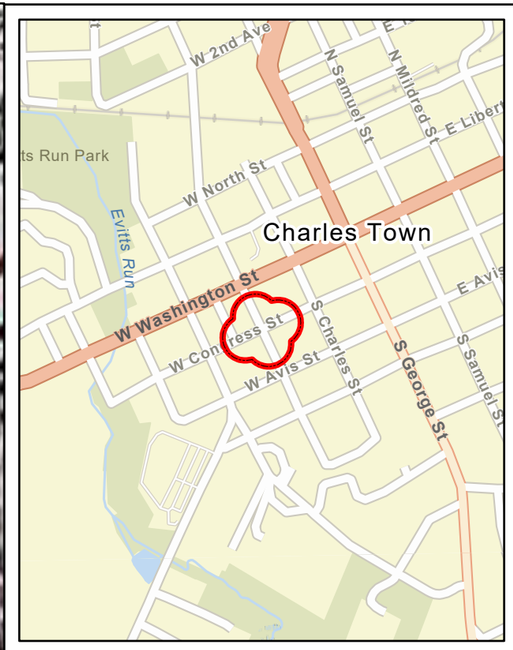
SITE VICINITY

Kimley»Horn

DATE:
05-15-2025

FIGURE:
1





PROJECT AREA (~4.2 AC)

NOTES:

BASEMAP SOURCE:
ESRI USGS USA TOPOGRAPHIC MAP

0 500 1,000 FEET

1 IN = 500 FT

W CONGRESS ST & S LAWRENCE ST INTERSECTION IMPROVEMENT DESIGN JEFFERSON COUNTY, WV

CHARLES TOWN, WV 2022 USGS 7.5 MINUTE QUAD

Kimley»Horn

DATE:
05-15-2025

FIGURE:
2

N

PROJECT AREA (~4.2 AC)

NOTES:

BASEMAP SOURCE:
NEARMAP USA LATEST

0 50 100 FEET

1 IN = 50 FT

W CONGRESS ST & S LAWRENCE ST INTERSECTION IMPROVEMENT DESIGN JEFFERSON COUNTY, WV

AERIAL PHOTOGRAPH

Kimley»Horn

DATE:
05-15-2025

FIGURE:
3

N

Kimley»Horn

West Congress Street and South Lawrence Street Intersection Improvement Design

Attachment B: Roadway Plan

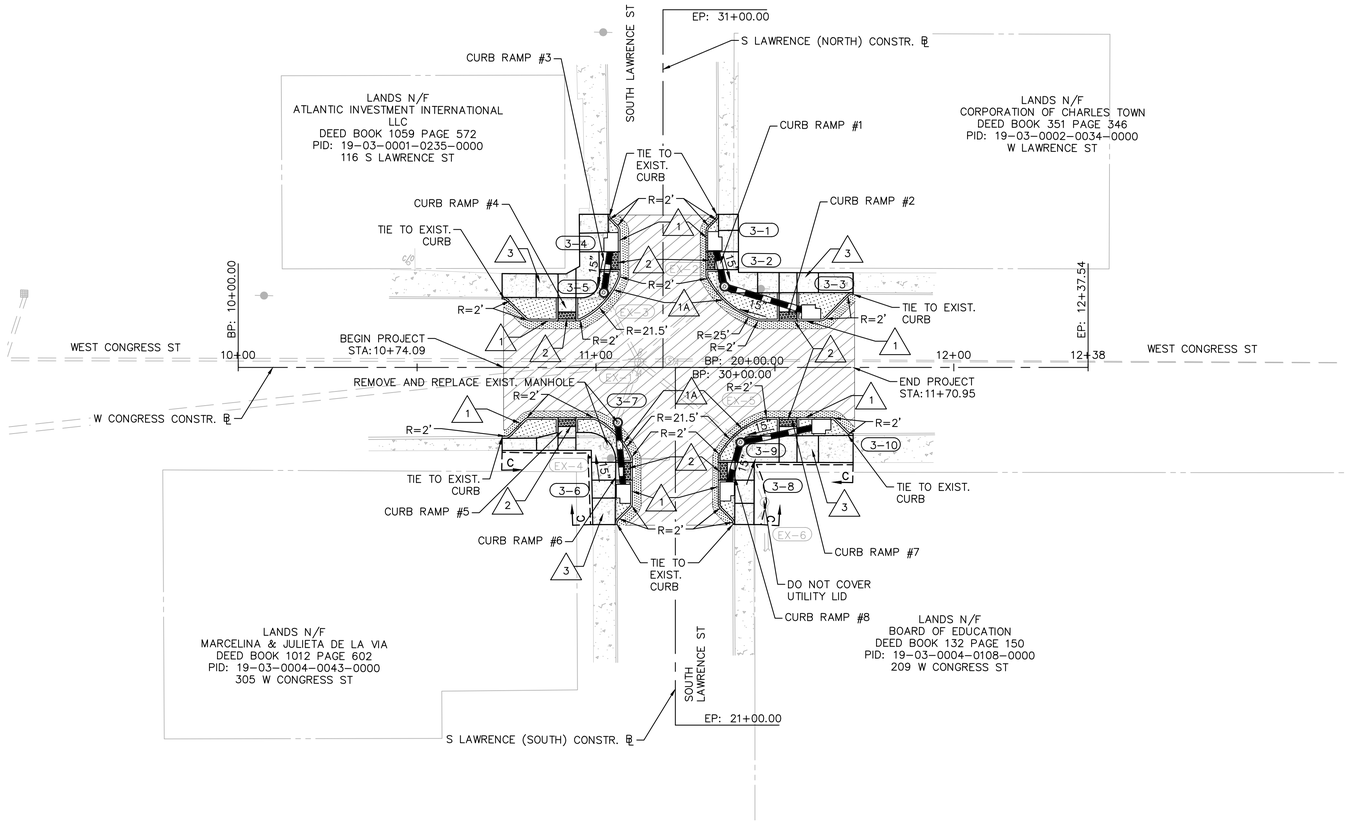
PROJECT MANAGER JIM WYSONG, CITY OF CHARLES TOWN
SURVEYED BY, DATE GRS GROUP, FEBRUARY 28, 2022
DESIGN BY MARK PHILLIPS, P.E. (KIMLEY-HORN) (703) 870-3631

MARK ROSS PHILLIPS REGISTERED 25167 STATE OF WEST VIRGINIA PROFESSIONAL ENGINEER

Kimley-Horn
Reston, Virginia
Roadway Engineer

REVISED	STATE	PROJECT	SHEET NO.
	WV	110845003	3

ROADWAY PLAN



LEGEND:

- PROPOSED FULL DEPTH PAVEMENT
- PROPOSED MILL & OVERLAY
- PROPOSED CONCRETE ITEMS
- PROPOSED GRASS BUFFER

- 1 — 6" CURB, STD. CG-2 REQ'D.
- 1A — 6" CURB, RAD. CG-2 REQ'D.
- 2 — DETECTABLE WARNING SURFACE, STD. CG-12, TYPE C REQ'D.
- 3 — HYDR.CEMENT CONC. SIDEWALK REQ'D. W=5.
- C — DENOTES CONSTRUCTION LIMITS IN CUT
- F — DENOTES CONSTRUCTION LIMITS IN FILL

W. CONGRESS STREET AND S. LAWRENCE STREET INTERSECTION IMPROVEMENTS
CHARLES TOWN, WEST VIRGINIA

ROADWAY PLAN

NORTH

GRAPHIC SCALE IN FEET 0 10 20 40

PROJECT	SHEET NO.
110845003	3

Kimley»Horn

West Congress Street and South Lawrence Street Intersection Improvement Design

Attachment C: Threatened and Endangered Species Information

USFWS IPaC Official Species List

United States Department of the Interior

FISH AND WILDLIFE SERVICE
West Virginia Ecological Services Field Office
6263 Appalachian Highway
Davis, WV 26260-8061
Phone: (304) 866-3858 Fax: (304) 866-3852

In Reply Refer To: 03/26/2025 13:46:55 UTC
Project Code: 2024-0145795
Project Name: West Congress Street at South Lawrence Street Intersection Improvement Design

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*). If you determine that other federally protected species not listed in this Official Species List are present in your action area, you are still responsible to analyze your potential effects to those species and consult with the U.S. Fish and Wildlife Service if consultation is required.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of

this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

West Virginia Ecological Services Field Office
6263 Appalachian Highway
Davis, WV 26260-8061
(304) 866-3858

PROJECT SUMMARY

Project Code: 2024-0145795

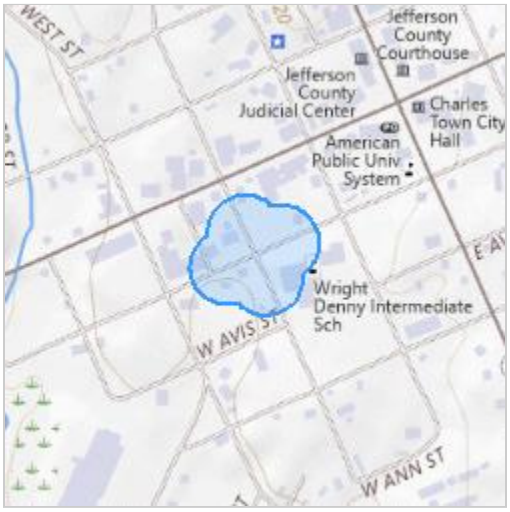
Project Name: West Congress Street at South Lawrence Street Intersection Improvement Design

Project Type: Road/Hwy - Maintenance/Modification

Project Description: Proposed intersection design improvement to add pedestrian access and drainage improvements at West Congress Street at the South Lawerence Street intersection.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@39.287385549999996,-77.8619333232422,14z



Counties: Jefferson County, West Virginia

ENDANGERED SPECIES ACT SPECIES

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Indiana Bat *Myotis sodalis*	Endangered

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
This species only needs to be considered under the following conditions:

- All activities in this location should consider potential effects to this species. This project is not within a known-use area, but potentially occupied habitat may exist. Please contact the WVFO for further coordination.

Species profile: https://ecos.fws.gov/ecp/species/5949

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus*	Proposed Threatened

There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/9743

CRUSTACEANS

NAME	STATUS
Madison Cave Isopod *Antrolana lira*	Threatened

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/4162

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

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1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are Bald Eagles and/or Golden Eagles in your project area.

Measures for Proactively Minimizing Eagle Impacts
For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the National Bald Eagle Management Guidelines. You may employ the timing and activity-specific distance recommendations in this document when designing your project/ activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to Bald Eagle Nesting and Sensitivity to Human Activity.

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

If disturbance or take of eagles cannot be avoided, an incidental take permit may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the Do I Need A Permit Tool. For assistance making this determination for golden eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

Ensure Your Eagle List is Accurate and Complete
If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Aug 31
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds elsewhere

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

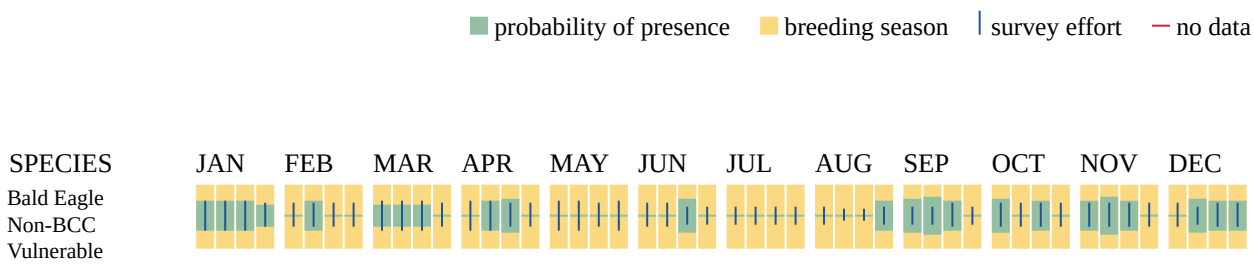
Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

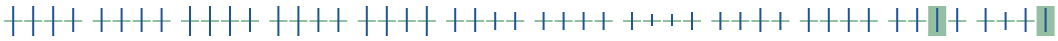
Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.



Golden Eagle
Non-BCC
Vulnerable



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service). The incidental take of migratory birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

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1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Aug 31
Black-billed Cuckoo *Coccyzus erythropthalmus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10

NAME	BREEDING SEASON
Black-capped Chickadee *Poecile atricapillus practicus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/10645	Breeds Apr 10 to Jul 31
Bobolink *Dolichonyx oryzivorus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9454	Breeds May 20 to Jul 31
Canada Warbler *Cardellina canadensis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9643	Breeds May 20 to Aug 10
Cerulean Warbler *Setophaga cerulea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 27 to Jul 20
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds elsewhere
Prothonotary Warbler *Protonotaria citrea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9439	Breeds Apr 1 to Jul 31
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Rusty Blackbird *Euphagus carolinus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9478	Breeds elsewhere
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

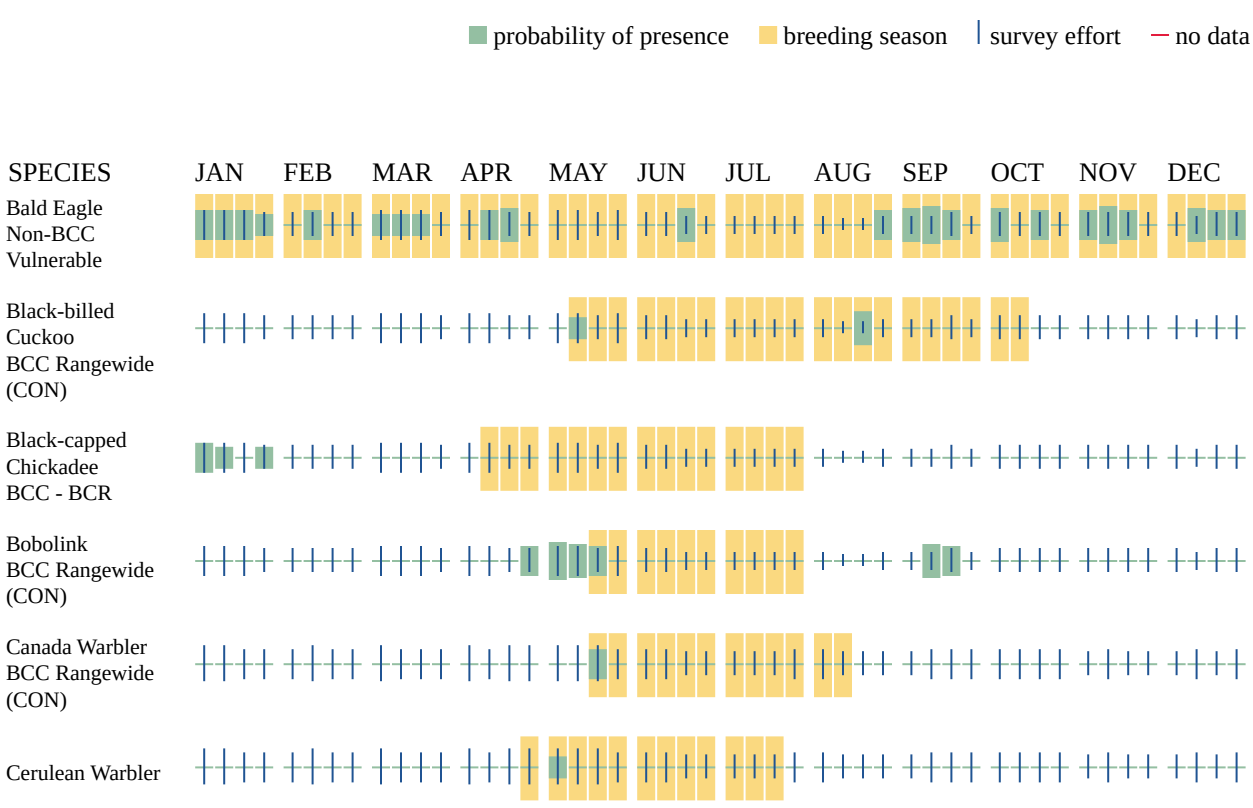
Probability of Presence (■)

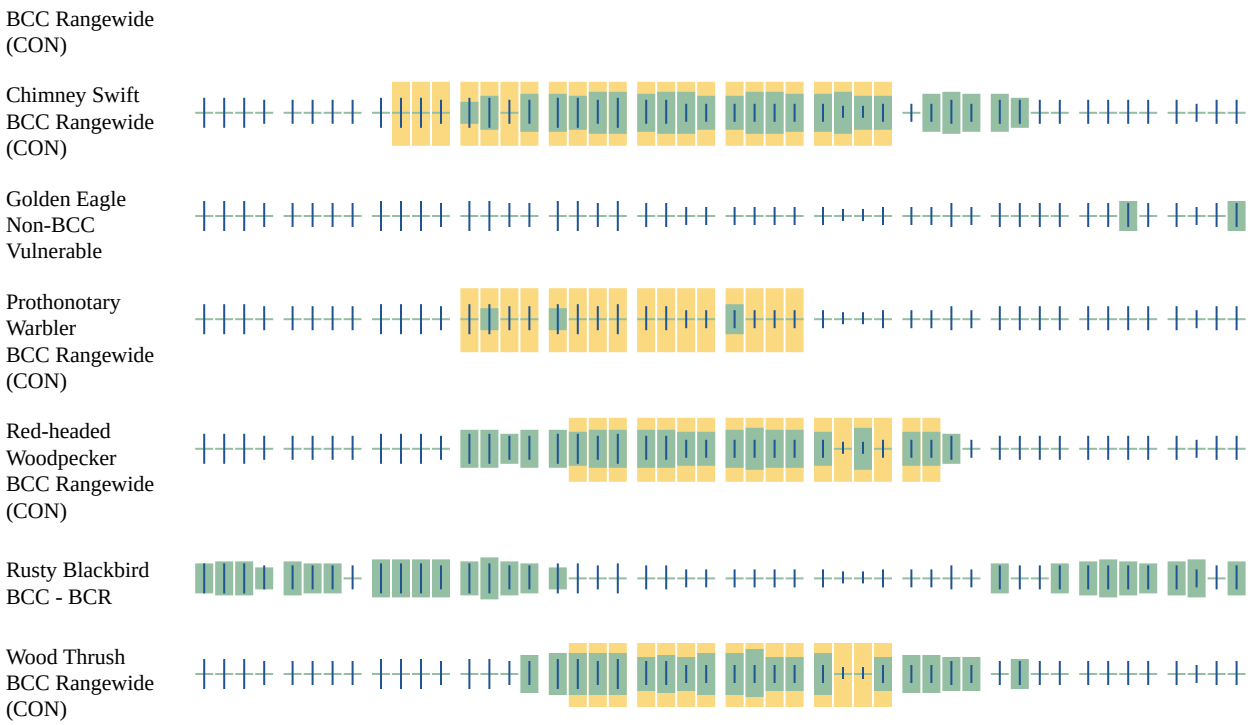
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.





Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

IPAC USER CONTACT INFORMATION

Agency: Kimley-Horn
Name: Kara Crawford
Address: 11400 Commerce Park Drive
Address Line 2: Suite 400
City: Reston
State: VA
Zip: 20191
Email kara.crawford@kimley-horn.com
Phone: 5714389232

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

USFWS Consistency Letter

United States Department of the Interior

FISH AND WILDLIFE SERVICE
West Virginia Ecological Services Field Office
6263 Appalachian Highway
Davis, WV 26260-8061
Phone: (304) 866-3858 Fax: (304) 866-3852

In Reply Refer To: 03/27/2025 13:42:08 UTC
Project code: 2024-0145795
Project Name: West Congress Street at South Lawrence Street Intersection Improvement Design

Federal Nexus: yes
Federal Action Agency (if applicable): Federal Highway Administration

Subject: Federal agency coordination under the Endangered Species Act, Section 7 for 'West Congress Street at South Lawrence Street Intersection Improvement Design'

Dear Kara Crawford:

This letter records your determination using the Information for Planning and Consultation (IPaC) system provided to the U.S. Fish and Wildlife Service (Service) on March 27, 2025, for “West Congress Street at South Lawrence Street Intersection Improvement Design” (here forward, Project). This project has been assigned Project Code 2024-0145795 and all future correspondence should clearly reference this number.

The Service developed the IPaC system and associated species’ determination keys in accordance with the Endangered Species Act of 1973 (ESA; 87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) and based on a standing analysis. All information submitted by the Project proponent into the IPaC must accurately represent the full scope and details of the Project. Failure to accurately represent or implement the Project as detailed in IPaC or the Northeast Determination Key (DKey), invalidates this letter. ***Answers to certain questions in the DKey commit the project proponent to implementation of conservation measures that must be followed for the ESA determination to remain valid.***

To make a no effect determination, the full scope of the proposed project implementation (action) should not have any effects (either positive or negative effect(s)), to a federally listed species or designated critical habitat. Effects of the action are all consequences to listed species or critical habitat that are caused by the proposed action, including the consequences of other activities that are caused by the proposed action. A consequence is caused by the proposed action if it would not occur but for the proposed action and it is reasonably certain to occur. Effects of the action may occur later in time and may include consequences occurring outside the immediate area involved in the action. (See § 402.17). Under Section 7 of the ESA, if a federal action agency makes a no effect determination, no further consultation with, or concurrence from, the Service is

required (ESA §7). If a proposed Federal action may affect a listed species or designated critical habitat, formal consultation is required (except when the Service concurs, in writing, that a proposed action "is not likely to adversely affect" listed species or designated critical habitat [50 CFR §402.02, 50 CFR§402.13]).

The IPaC results indicated the following species is (are) potentially present in your project area and, based on your responses to the Service's Northeast DKey, you determined the proposed Project will have the following effect determinations:

Species	Listing Status	Determination
Indiana Bat (*Myotis sodalis*)	Endangered	No effect
Madison Cave Isopod (*Antrolana lira*)	Threatened	No effect

Conclusion If there are no updates on listed species, no further consultation/coordination for this project is required for the species identified above. However, the Service recommends that project proponents re-evaluate the Project in IPaC if: 1) the scope, timing, duration, or location of the Project changes (includes any project changes or amendments); 2) new information reveals the Project may impact (positively or negatively) federally listed species or designated critical habitat; or 3) a new species is listed, or critical habitat designated. If any of the above conditions occurs, additional consultation with the Service should take place before project implements any changes which are final or commits additional resources.

In addition to the species listed above, the following species and/or critical habitats may also occur in your project area and are not covered by this conclusion:

- Monarch Butterfly *Danaus plexippus* Proposed Threatened

Please Note: If the Action may impact bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act (BGEPA) (54 Stat. 250, as amended, 16 U.S.C. 668a-d) by the prospective permittee may be required. Please contact the Migratory Birds Permit Office, (413) 253-8643, or PermitsR5MB@fws.gov, with any questions regarding potential impacts to Eagles.

If you have any questions regarding this letter or need further assistance, please contact the West Virginia Ecological Services Field Office and reference the Project Code associated with this Project.

Action Description
You provided to IPaC the following name and description for the subject Action.

1. Name

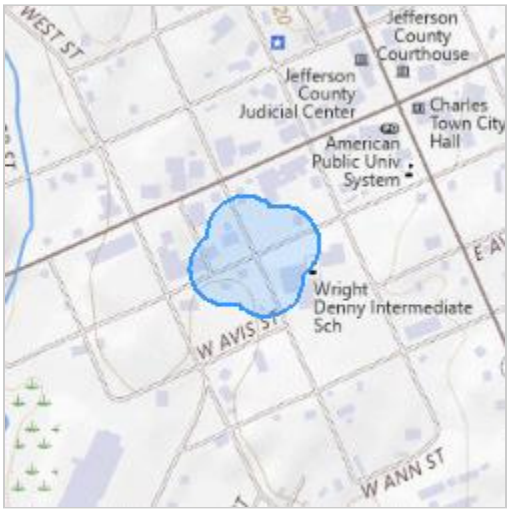
West Congress Street at South Lawrence Street Intersection Improvement Design

2. Description

The following description was provided for the project 'West Congress Street at South Lawrence Street Intersection Improvement Design':

> Proposed intersection design improvement to add pedestrian access and drainage improvements at West Congress Street at the South Lawerence Street intersection.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@39.287385549999996,-77.8619333232422,14z



QUALIFICATION INTERVIEW

1. As a representative of this project, do you agree that all items submitted represent the complete scope of the project details and you will answer questions truthfully?

   Yes

2. Does the proposed project include, or is it reasonably certain to cause, intentional take of listed species?

   Note: This question could refer to research, direct species management, surveys, and/or studies that include intentional handling/encountering, harassment, collection, or capturing of any individual of a federally listed threatened, endangered, or proposed species.

   No

3. Is the action authorized, permitted, licensed, funded, or being carried out by a Federal agency in whole or in part?

   Yes

4. Is the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), or Federal Transit Administration (FTA) the lead agency for this project?

   Yes

5. FHWA, FRA, and FTA have completed a rangewide programmatic biological opinion for transportation projects within the range of the Indiana bat and northern long-eared bat. Does your proposed project fall within the scope of this programmatic consultation?

   Note: If you are using the Northeast Key to satisfy consultation requirements for species not covered by the FHWA programmatic (e.g., species other than Indiana bat or northern long-eared bat), select "No" and continue through the key. If you are unsure whether your project qualifies for the FHWA programmatic, please select "Yes" and use the FHWA, FRA, FTA Assisted Determination Key to determine if the programmatic biological opinion is applicable to your project. If it is not applicable, you can return to this key.

   No

6. Are you including in this analysis all impacts to federally listed species that may result from the entirety of the project (not just the activities under federal jurisdiction)?

   Note: If there are project activities that will impact listed species that are considered to be outside of the jurisdiction of the federal action agency submitting this key, contact your local Ecological Services Field Office to determine whether it is appropriate to use this key. If your Ecological Services Field Office agrees that impacts to listed species that are outside the federal action agency's jurisdiction will be addressed through a separate process, you can answer yes to this question and continue through the key.

   Yes

7. Are you the lead federal action agency or designated non-federal representative requesting concurrence on behalf of the lead Federal Action Agency?

   Yes

8. Is the lead federal action agency the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC)?

   No

9. Is the lead federal action agency the Federal Energy Regulatory Commission (FERC)?

   No

10. Is the lead federal action agency the Natural Resources Conservation Service?

    No

11. Will the proposed project involve the use of herbicide where listed species are present?

    No

12. Are there any caves or anthropogenic features suitable for hibernating or roosting bats within the area expected to be impacted by the project?

    No

13. Does any component of the project associated with this action include activities or structures that may pose a collision risk to **birds** (e.g., plane-based surveys, land-based or offshore wind turbines, communication towers, high voltage transmission lines, any type of towers with or without guy wires)?

    Note: For federal actions, answer ‘yes’ if the construction or operation of wind power facilities is either (1) part of the federal action or (2) would not occur but for a federal agency action (federal permit, funding, etc.).

    No

14. Does any component of the project associated with this action include activities or structures that may pose a collision risk to **bats** (e.g., plane-based surveys, land-based or offshore wind turbines)?

    Note: For federal actions, answer ‘yes’ if the construction or operation of wind power facilities is either (1) part of the federal action or (2) would not occur but for a federal agency action (federal permit, funding, etc.).

    No

15. Will the proposed project result in permanent changes to water quantity in a stream or temporary changes that would be sufficient to result in impacts to listed species?

    For example, will the proposed project include any activities that would alter stream flow, such as water withdrawal, hydropower energy production, impoundments, intake structures, diversion structures, and/or turbines? Projects that include temporary and limited water reductions that will not displace listed species or appreciably change water availability for listed species (e.g. listed species will experience no changes to feeding, breeding or sheltering) can answer "No". Note: This question refers only to the amount of water present in a stream, other water quality factors, including sedimentation and turbidity, will be addressed in following questions.

    No

16. Will the proposed project affect wetlands where listed species are present?

    This includes, for example, project activities within wetlands, project activities within 300 feet of wetlands that may have impacts on wetlands, water withdrawals and/or discharge of contaminants (even with a NPDES).

    No

17. Will the proposed project directly affect a streambed (below ordinary high water mark (OHWM)) of the stream or tributary where listed species may be present?

    No

18. Will the proposed project bore underneath (directional bore or horizontal directional drill) a stream where listed species may be present?

    No

19. Will the proposed project involve a new point source discharge into a stream or change an existing point source discharge (e.g., outfalls; leachate ponds) where listed species may be present?

    No

20. Will the proposed project involve the removal of excess sediment or debris, dredging or in-stream gravel mining where listed species may be present?

    No

21. Will the proposed project involve the creation of a new water-borne contaminant source where listed species may be present?

    Note New water-borne contaminant sources occur through improper storage, usage, or creation of chemicals. For example: leachate ponds and pits containing chemicals that are not NSF/ANSI 60 compliant have contaminated waterways. Sedimentation will be addressed in a separate question.

    No

22. Will the proposed project involve perennial stream loss, in a stream of tributary of a stream where listed species may be present, that would require an individual permit under 404 of the Clean Water Act?

    No

23. Will the proposed project involve blasting where listed species may be present?

    No

24. Will the proposed project include activities that could negatively affect fish movement temporarily or permanently (including fish stocking, harvesting, or creation of barriers to fish passage).

    No

25. Will the proposed project involve earth moving that could cause erosion and sedimentation, and/or contamination along a stream or tributary of a stream where listed species may be present?

    Note: Answer "Yes" to this question if erosion and sediment control measures will be used to protect the stream.

    No

26. Will the proposed project impact streams or tributaries of streams where listed species may be present through activities such as, but not limited to, valley fills, large-scale vegetation removal, and/or change in site topography?

    No

27. Will the proposed project involve vegetation removal within 200 feet of a perennial stream bank where aquatic listed species may be present?

    No

28. Will erosion and sedimentation control Best Management Practices (BMPs) associated with applicable state and/or Federal permits, be applied to the project? If BMPs have been provided by and/or coordinated with and approved by the appropriate Ecological Services Field Office, answer "Yes" to this question.

    Yes

29. Is the project being funded, lead, or managed in whole or in part by U.S Fish and Wildlife Restoration and Recovery Program (e.g., Partners, Coastal, Fisheries, Wildlife and Sport Fish Restoration, Refuges)?

    No

30. [Semantic] Is the project located on a Group 4 stream: the Ohio River downstream of Hannibal Locks and Dam, Little Kanawha River (slack-water section adjoining the Ohio River), and/or the Kanawha River downstream of Kanawha Falls?

    Automatically answered
    No

31. Have you received a technical assistance communication (email or letter) from the West Virginia Field office?

    No

32. [Semantic] Does the project intersect the Virginia big-eared bat critical habitat?

    Automatically answered
    No

33. [Semantic] Does the project intersect the Indiana bat AOI?

    Automatically answered
    Yes

34. Are trees present within the action area?

    Note: If there are trees within the action area that are of a sufficient size to be potential roosts for bats (i.e., live trees and/or snags ≥5 inches dbh (12.7 centimeter), answer "Yes". If you are unsure, answer “Yes.” Or refer to Appendix A of the Range-wide Indiana Bat and Northern Long-Eared Bat Survey Guidelines for definitions and an assessment form that will assist you in determining if suitable habitat is present within your project's action area. Suitable summer habitat for Indiana bat consists of a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees and/or snags ≥5 inches dbh (12.7 centimeter) that have exfoliating bark, cracks, crevices, and/or hollows), as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit the characteristics of a potential roost tree and are located within 1,000 feet (305 meters) of other forested/wooded habitat

    No

35. [Semantic] Does the project intersect the Indiana bat critical habitat?

    Automatically answered
    No

36. [Semantic] Does the project intersect the candy darter critical habitat?

    Automatically answered
    No

37. [Semantic] Does the project intersect the diamond darter critical habitat?

    Automatically answered
    No

38. [Semantic] Does the project intersect the Big Sandy crayfish critical habitat?

    Automatically answered
    No

39. [Hidden Semantic] Does the project intersect the Guyandotte River crayfish critical habitat?

    Automatically answered
    No

40. [Hidden Semantic] Does the project intersect the Madison Cave isopod AOI?

    Automatically answered
    Yes

41. Do you have any other documents that you want to include with this submission?

    No

PROJECT QUESTIONNAIRE

1. Approximately how many acres of trees would the proposed project remove?

   0

2. Approximately how many total acres of disturbance are within the disturbance/ construction limits of the proposed project?

   1.9

3. Briefly describe the habitat within the construction/disturbance limits of the project site.

   Roadway in residential and community development.

IPAC USER CONTACT INFORMATION

Agency: Kimley-Horn
Name: Kara Crawford
Address: 11400 Commerce Park Drive
Address Line 2: Suite 400
City: Reston
State: VA
Zip: 20191
Email kara.crawford@kimley-horn.com
Phone: 5714389232

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

WVDNR Natural Heritage Program Response

February 24, 2025

Ms. Karen Allen
Division of Highways
Technical Support Division
1900 Kanawha Blvd., East
Building Five Room 110
Charleston, WV 25305-0430

Dear Ms. Allen,

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

State Project: U319-CNLAW-24.00
Federal Project: CARB2026(071)D
Congress Lawrence Intersection Improvement
Jefferson County

According to our database, the project is located within the buffer of one bat hibernacula and one RTE species as listed on the table below.

Species (Latin Name) or Habitat Feature	Common Name	Location/Description	Status
Perimyotis subflavus	Tricolored bat	1 hibernacula (cave) 3 mile buffer (outer tier)	Federal: proposed to be listed
Antrolana lira	Madison cave isopod		Federal: threatened

There are no known bald eagle nests within a 660-foot buffer of your proposed project. However, your project is located within a predicted high eagle abundance area (within one mile of Evitts Run), and there is a potential of an undocumented nest within your project's AOI. In order to minimize unintentional violation of the Bald and Golden Eagle Protection Act, we recommend that, prior to commencement of project activities, a ground transect survey be conducted during the leaf-off period (12/1 to 3/15) to confirm the absence of active bald eagle nest(s) within 660 feet (200 meters) of the project site. If a bald eagle nest or evidence of nest building activity is discovered, you should immediately contact WVDNR Ornithologist Mr. Richard Bailey at 304-630-0213 (Richard.S.Bailey@wv.gov).

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.

The information provided is the result of a search of the following bat buffers: summer occurrences, captures, and hibernacula for each of the Indiana bat, northern long-eared bat, Virginia big-eared bat, and tricolored bat. Data provided include and differentiate between the inner- and outer-tiers of capture, roost and hibernacula records, respectively, and identify anthropogenic sites such as bridges and culverts. All buffer types and distances are consistent with U.S. Fish and Wildlife Service values as of December 13th, 2024. Please note that due to changes in the U.S. Fish and Wildlife Service guidance, and concurrent updates to the WVDNR records database, new records request responses may differ from past requests. In particular, the current U.S. Fish and Wildlife Service guidance reduces northern long-eared bat and tricolored bat buffers at culverts, bridges, and at all tricolored bat hibernacula. 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.

Additionally, any concurrence requirements for federally listed species must come from the US Fish and Wildlife Service. The Wildlife Resources Section knows of no other 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. This response is valid for three years.

Thank you for your inquiry, and should you have any questions please feel free to contact me at the number below, or Anne.M.Wakeford@wv.gov.

Sincerely,

Anne M. Wakeford

Anne M. Wakeford
Wildlife Biologist
Environmental Coordination
Operations Unit

Bald Eagle Ground Survey

Kimley»Horn

MEMORANDUM

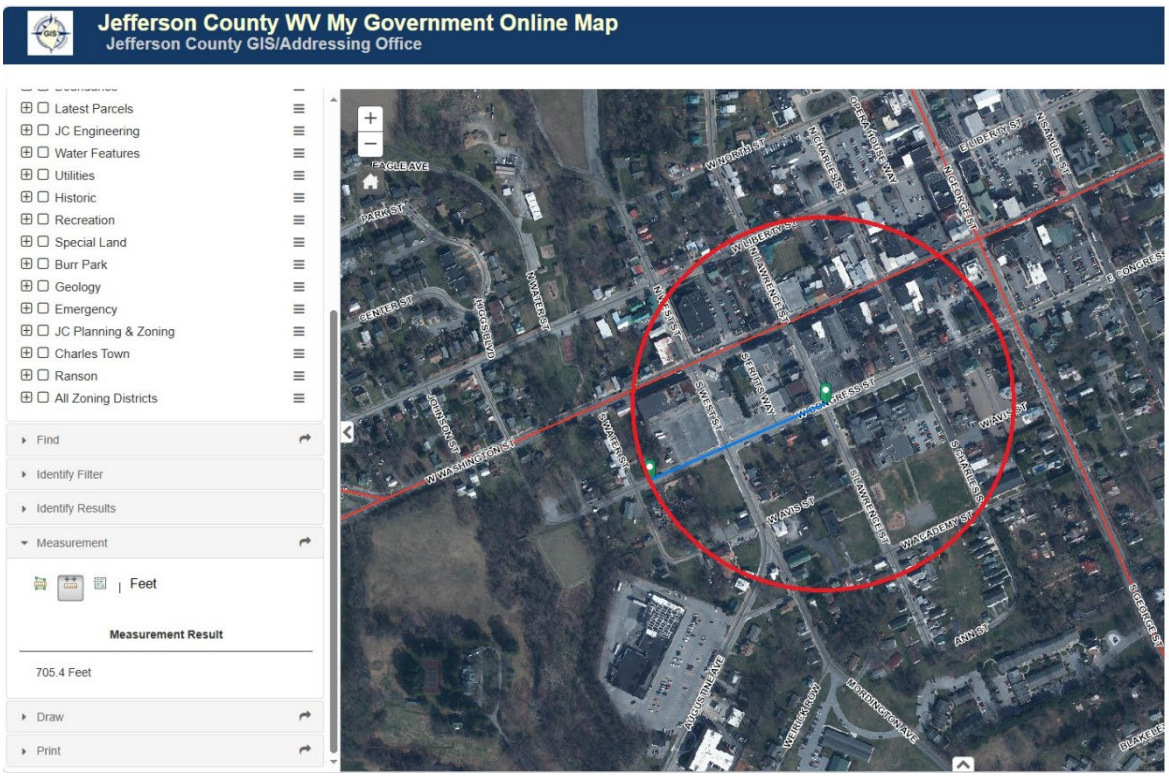
To:	Anne M. Wakeford Wildlife Biologist Environmental Coordination Operations Unit
From:	Kenny Jesensky, PWS Kimley-Horn and Associates, Inc.
Date:	March 12, 2025
Subject:	Bald Eagle Ground Survey – Congress Street and Lawrence Street Intersection Improvement Project

The City of Charles Town received the attached letter from the WV DNR dated February 24, 2025, regarding a completed review of Natural Heritage Program files for information on rare, threatened, and endangered (RTE) species and natural trout streams for the area of the proposed intersection improvements at the intersection of Congress Street and Lawrence Street in the City of Charles Town, WV. The letter noted that there are no known bald eagle nests within a 660-foot buffer of the proposed project. However, the project is located within a predicted high eagle abundance area (within one mile of Evitts Run) and there is a potential of an undocumented nest within the project's area of interest. The letter recommended that a ground survey be conducted during the leaf-off period (12/1 – 3/15) to confirm the absence of active bald eagle nest(s) within 660 feet of the project site.

The purpose of this memorandum is to document the observations of City of Charles Town and Kimley-Horn staff conducted on March 11 and 12, 2025, at the project site. The attached map and photos depict the area surveyed and the observations made.

The 660-foot radius area, shown in red on the attached map, generally extends from Water Street to George Street along Congress Street and from Liberty Street to Academy Street along Lawrence Street. This area consists mainly of developed residential, commercial, and municipal facilities with limited tree cover. The City of Charles Town is surrounded by more rural areas with more predominant tree cover.

As shown in the attached photographs, no active eagle nests were observed within the survey area. Both trees and man-made structures (rooftops, telephone poles, etc.) were visually observed for eagle nests.





Looking South from Center

Looking East from center



Looking West from center

Looking North from center





Looking East from S Charles St - photo taken at approx 300ft

Looking North East from S Charles St - photo taken at approx 300ft





Looking South East from S Charles St - photo taken at approx 425ft

Looking South East from S Charles and W Academy St - photo taken at approx 680ft





Looking South West from S Charles and W Academy St - photo taken approx 685ft

Looking West from S Charles and W Academy st - photo taken approx 685ft





Looking North West from S Charles and W Academy St - photo taken at approx 685ft

Looking West from W Academy St - photo taken at approx 650ft





Looking W West from Academy St - photo taken at approx 580ft

Looking North West from W Academy and S Samuel - photo taken at approx 585st



Looking North from S Lawrence and W Academy - photo taken at approx 585ft

Looking North West from S Lawrence and W Academy - photo taken at approx 585ft





Looking West from W Academy - photo taken at approx 720ft

Looking North West from W Academy - photo at from approx 720ft





Looking North from W Academy - photo taken at approx 720ft

Looking East from W Academy - photo taken at approx 720ft





Looking West from S West St and W Avis - photo taken at approx 520ft

Looking West from W Congress - photo taken at approx 500ft





Looking North West from W Congress - photo taken at approx 500ft

Looking North from W Congress - photo taken at approx 500ft





Looking East from W Congress - photo taken at approx 500ft

Looking North from W Liberty st - photo taken at approx 720ft





Looking West from W Liberty st - photo taken at approx 720ft

Looking South from W Liberty - photo taken at approx 720ft





Looking West from W Liberty - photo taken at approx 720ft

Looking North from N Lawrence - photo taken at approx 630ft





Looking North West from N Lawrence - photo taken at approx 630ft

Looking South from N Lawrence - photo taken at approx 630ft



Looking South from N Lawrence - photo taken at approx 630ft

Looking West from N Charles - photo taken at approx 720ft





Looking North from N Charles - photo taken at approx 720ft

Looking South from N Charles - photo taken at approx 720ft





Looking East from W Washington - photo taken at approx 480ft

Looking West from W Washington - photo taken at approx 480ft





Looking South from S George - photo taken at approx 750ft

Looking East from S George - photo taken at approx 750ft





Looking West from S George - photo taken at approx 750ft

WVDNR Bald Eagle Ground Survey Response

Frosch, Colin

From: Allen, Karen E <karen.e.allen@wv.gov>
Sent: Thursday, April 10, 2025 2:08 PM
To: Frosch, Colin; Alissa Meeks; Mullenax, Matt; Carr, Brian E
Subject: Fwd: Congress Street & Lawrence Street Intersection Bald Eagle Ground Survey

Categories: External

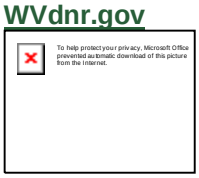
---------- Forwarded message ---------
From: Bailey, Richard S <richard.s.bailey@wv.gov>
Date: Thu, Apr 10, 2025 at 1:59 PM
Subject: Re: Congress Street & Lawrence Street Intersection Bald Eagle Ground Survey
To: Allen, Karen E <karen.e.allen@wv.gov>
Cc: Picklesimer, Paul I <paul.i.picklesimer@wv.gov>, Anne M Wakeford <anne.m.wakeford@wv.gov>

Hi Karen, I do not have any comments and have no concerns re: proceeding with the project.

Best,

Richard Bailey
State Ornithologist; Wildlife Resources Section
Office (304) 630-0213 | Cell (304) 642-6998 | Fax (304) 637-0250
Richard.S.Bailey@wv.gov
Elkins Operations Center
P.O Box 67 | 738 Ward Road | Elkins, WV 26241

WVdnr.gov



On Thu, Apr 10, 2025 at 1:56 PM Allen, Karen E <karen.e.allen@wv.gov> wrote:
> Good afternoon Richard,
>
> Do you have any comments? Thanks.
>
> Karen
>
> On Tue, Apr 8, 2025 at 8:52 AM Allen, Karen E <karen.e.allen@wv.gov> wrote:
> > Richard,
> >
> > The consultant reached out to me to see if you have any comments regarding the eagle survey for the Congress Street and Lawrence Street Intersection project. Thanks in advance.

Karen

On Mon, Mar 17, 2025 at 12:20 PM Allen, Karen E <karen.e.allen@wv.gov> wrote:

> Anne and Richard,
>
> Attached is the Bald Eagle Ground Survey completed by the City of Charles Town and Kimley Horn for the Congress Street & Lawrence Street Intersection project (State Project U319-CNLAW-24.00). Please let me know if you have any questions.
>
> Karen

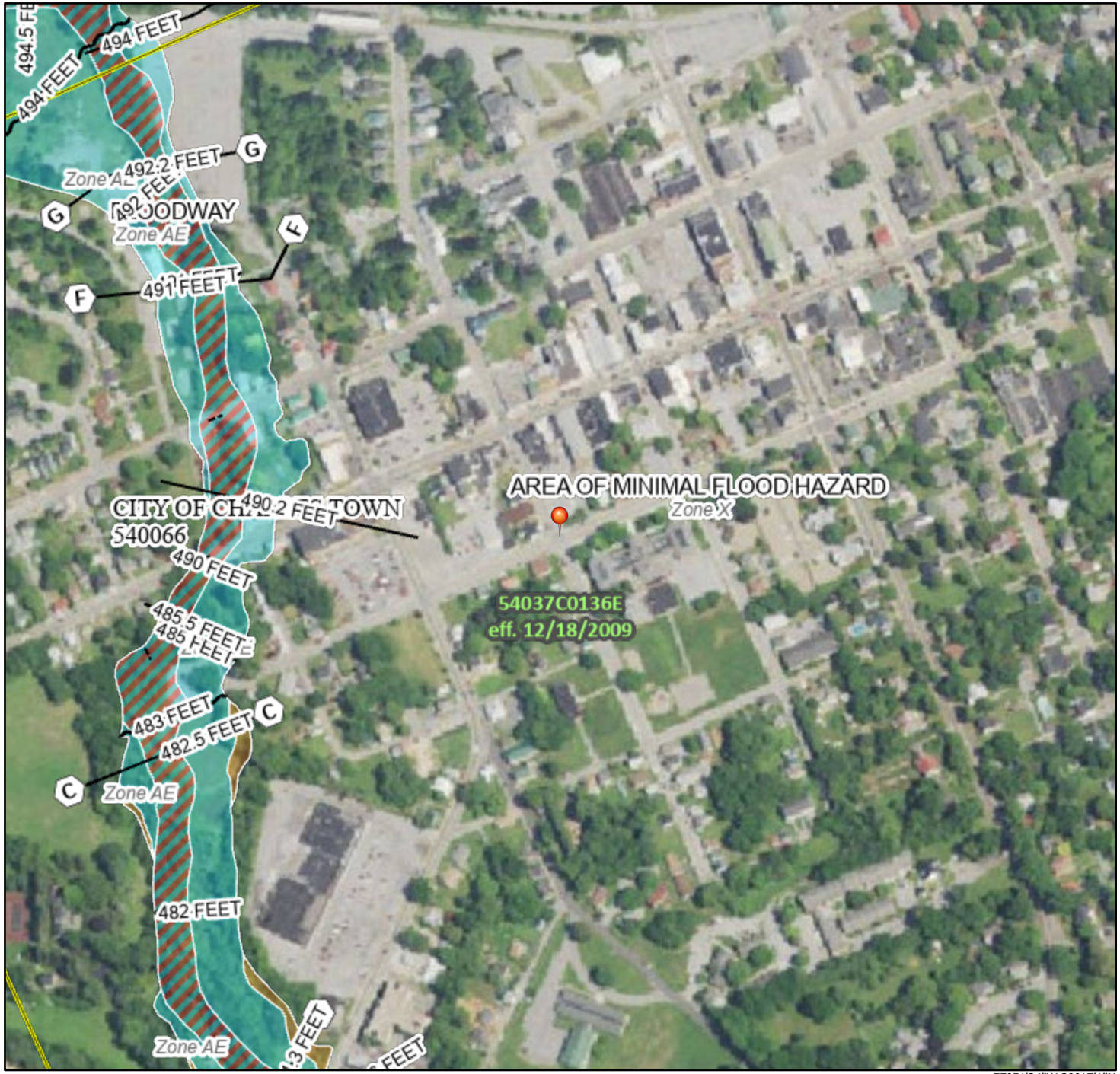
West Congress Street and South Lawrence Street Intersection Improvement Design

Attachment D: FEMA Map

National Flood Hazard Layer FIRMette

FEMA

77°52'2"W 39°17'29"N



77°51'24"W 39°17'1"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

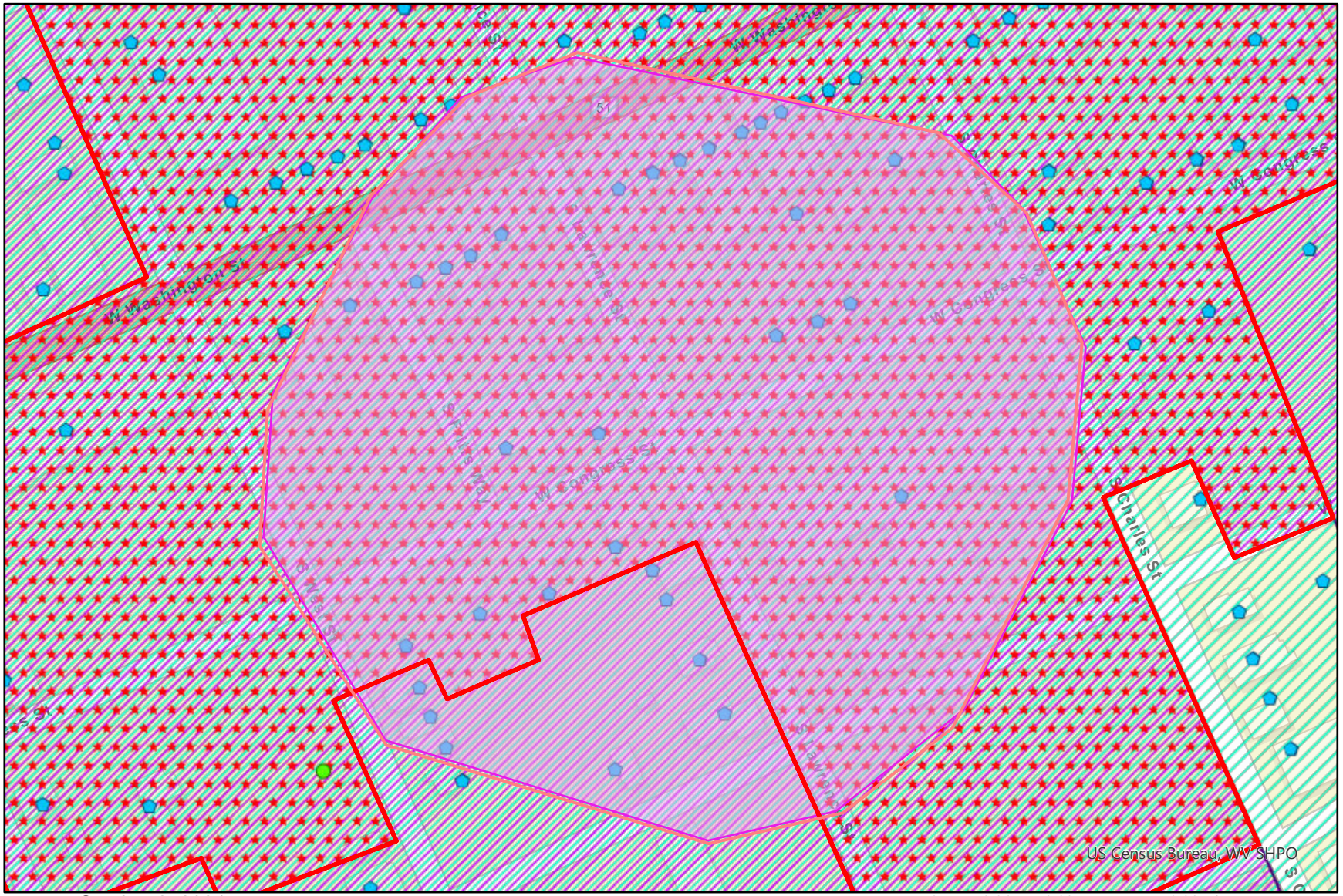
The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 9/19/2024 at 3:37 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

West Congress Street and South Lawrence Street Intersection Improvement Design

Attachment E: Historic Resources Information

WV SHPO Map



October 2, 2024

1:2,257

0 0.01 0.03 0.06 mi

U.S. 250th Anniversary – Predates 1800 (National Register Polygon)
Year
Pre-1730
1730-1739
1740-1749
1750-1759
1760-1769
1770-1779
1780-1789
1790-1800

U.S. 250th Anniversary – Predates 1800 (National Register Point)
Year
Pre-1730
1730-1739
1740-1749
1750-1759
1760-1769
1770-1779
1780-1789
1790-1800

Architecture Survey - Area
Cemeteries - Area

National Register - Area
Condition
Demolished
Active

Architecture Sites - Area
Condition
Demolished
Active

Cemeteries - Point

National Register - Point
Condition
Demolished
Active

Architecture Sites - Point
Condition
Demolished
Active

Notes:

WVGISTC, WVSHPO

WVDOH Response

West Virginia Department of
ARTS, CULTURE
AND HISTORY

The Culture Center
1900 Kanawha Blvd., E.
Charleston, WV 25305-0300
Phone 304.558.0220 *www.wvculture.org
Fax 304.558.2779 * TDD 304.558.3562

March 27, 2025

Ms. Gehan Elsayed, P.E., Ph.D.
Chief Engineer of Planning and Program Implementation
WVDOH
1900 Kanawha Blvd. East
Building Five, Room 110
Charleston, WV 25305-0430
Via email C/O: karen.e.allen@wv.gov

RE: W. Congress St. – S. Lawrence St. Intersection Improvements
State Project U319-CN/LAW-20.00; Federal Project CARB-2026(071)D
FR#: 25-1002-JF

Dear Ms. Elsayed:

We have reviewed the information submitted in support of the above-referenced project. As required by Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties, we submit our comments.

According to the submitted information, the West Virginia Division of Highways proposes to assist the City of Charles Town with improvements to the intersection of Congress Street and Lawrence Street in Charles Town, Jefferson County, West Virginia. The work will include drainage improvements, ADA ramps, new crosswalks, and potential curb extensions.

Architectural Resources:
We have reviewed the submitted information. This intersection is located within the Downtown Charles Town Historic District (NR# 97000263) which was listed in the National Register of Historic Places in 1997. The proposed project will introduce new sidewalk and drainage patterns at the above-mentioned intersection. However, these sidewalks are currently made from modern materials and upgrading these materials will not alter the historic character of the historic district. It is our opinion that the proposed project will have no adverse effect on the historic district or any other architectural resources eligible for or included in the National Register. No further consultation is necessary regarding architectural resources; however, we ask that you contact our office if your project should change.

Archaeological Resources:
Our records indicate that no previously recorded archaeological sites are located within the proposed project area. In addition, available information suggests that the proposed ground

disturbing activities will be confined to previously disturbed areas, making it unlikely significant archaeological resources will be encountered. In our opinion, the proposed project will have no effect on archaeological historic properties. No further consultation is necessary regarding archaeological resources.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please contact Abigail M. Ayers, Structural Historian, or Carolyn M. Kender, Archaeologist, at (304) 558-0240.*

Sincerely,

Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/CMK/AMA

West Congress Street and South Lawrence Street Intersection Improvement Design

Attachment F: USGS Prime Farmland Information

Farmland Classification—Jefferson County, West Virginia
(300ft_buffer)



Map Scale: 1:2,010 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 25 50 100 150

Feet
0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

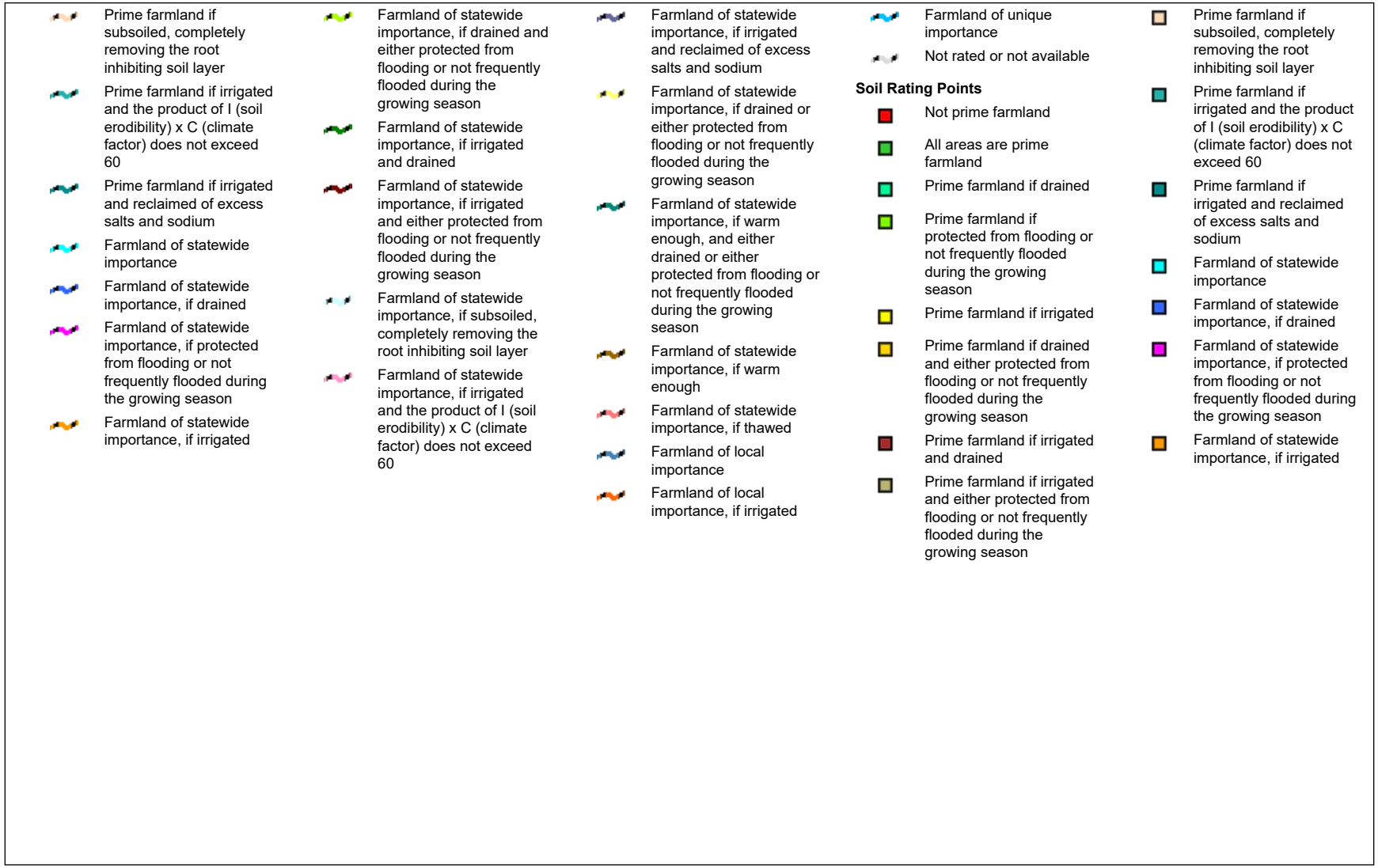
Soils

Soil Rating Polygons

- Not prime farmland
- All areas are prime farmland
- Prime farmland if drained
- Prime farmland if protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated
- Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated and drained
- Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if subsoiled, completely removing the root inhibiting soil layer
- Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
- Prime farmland if irrigated and reclaimed of excess salts and sodium
- Farmland of statewide importance
- Farmland of statewide importance, if drained
- Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if irrigated
- Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if irrigated and drained
- Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer
- Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
- Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
- Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if warm enough
- Farmland of statewide importance, if thawed
- Farmland of local importance
- Farmland of local importance, if irrigated
- Farmland of unique importance
- Not rated or not available

Soil Rating Lines

- Not prime farmland
- All areas are prime farmland
- Prime farmland if drained
- Prime farmland if protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated
- Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated and drained
- Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season


Prime farmland if subsoiled, completely removing the root inhibiting soil layer
Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
Prime farmland if irrigated and reclaimed of excess salts and sodium
Farmland of statewide importance
Farmland of statewide importance, if drained
Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
Farmland of statewide importance, if irrigated
Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season
Farmland of statewide importance, if irrigated and drained
Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season
Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer
Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season
Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season
Farmland of statewide importance, if warm enough
Farmland of statewide importance, if thawed
Farmland of local importance
Farmland of local importance, if irrigated
Farmland of unique importance
Not rated or not available
Soil Rating Points
Not prime farmland
All areas are prime farmland
Prime farmland if drained
Prime farmland if protected from flooding or not frequently flooded during the growing season
Prime farmland if irrigated
Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
Prime farmland if irrigated and drained
Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season
Prime farmland if subsoiled, completely removing the root inhibiting soil layer
Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
Prime farmland if irrigated and reclaimed of excess salts and sodium
Farmland of statewide importance
Farmland of statewide importance, if drained
Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
Farmland of statewide importance, if irrigated

- Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if irrigated and drained
- Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer
- Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
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- Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if warm enough
- Farmland of statewide importance, if thawed
- Farmland of local importance
- Farmland of local importance, if irrigated
- Farmland of unique importance
- Not rated or not available

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Jefferson County, West Virginia
Survey Area Data: Version 17, Sep 4, 2023

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Sep 23, 2020—Nov 3, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Ub	Urban land	Not prime farmland	7.6	67.9%
UwC	Urban land-Hagerstown complex, 0 to 15 percent slopes	Not prime farmland	3.6	32.1%
Totals for Area of Interest			**11.2**	**100.0%**

Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

Infrastructure Committee
101 East Washington Street
Charles Town, WV 25414

SCHEDULED

Meeting: 06/25/25
Department: Infrastructure Committee
Category: Report
Initiator:

AGENDA ITEM (ID #)

2025-664: Augustine Avenue Trail Project Update

ATTACHMENTS:

Infrastructure Committee
101 East Washington Street
Charles Town, WV 25414

SCHEDULED

Meeting: 06/25/25
Department: Infrastructure Committee
Category: Report
Initiator:

AGENDA ITEM (ID #)

2024-665: Washington Street Corridor Study from HEPMPO - Discussion of Draft

ATTACHMENTS:

- Washington_Street_Corridor_Plan_DRAFT for Public Comment_Update.pdf

HEPMPO
CORRIDOR STUDY

Draft for Public Comment



Safety Corridor Assessment
Washington Street

May 2025

Michael Baker INTERNATIONAL

FEHR PEERS

Hagerstown Eastern Panhandle MPO

Acknowledgements

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) would like to thank the Washington Street Corridor Stakeholders for their valuable contributions throughout the planning process and development of the Safety Corridor Assessment for Washington Street.

- Charles Town City Council
- Charles Town Community Development
- Charles Town Police Department
- Eastern Panhandle Transit Authority (EPTA)
- Federal Highway Administration (FHWA)-WV Community Planning Office
- FHWA-WV Safety and Operations Office
- FHWA Office of Safety
- Jefferson County Engineering
- Jefferson County Planning & Zoning
- Jefferson County Sheriff's Office
- WV Governor's Highway Safety Program
- WVDOT District 5 Engineering Division
- WVDOT Planning and Programming Division
- WVDOT Traffic

Disclaimer

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purposes of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damage arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

The analysis and recommendations in this report are conceptual in nature based upon limited information, and before implementing any changes, or using any of its information for design or construction, HEPMPO or local jurisdiction, should conduct a more detailed analysis and make sure that the design or construction documents reflect specific, detailed, local and field conditions.

The scope of this work, including study locations, time frame, and topics, was determined by the client. While it is possible that some locations or issues were not addressed in this report, nothing should be inferred by their omission.

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Introduction

Study Purpose

The HEPMPO Regional Safety Action Plan (SAP) identified a high-injury network (HIN) highlighting roadway segments with disproportionate severe or fatal crashes, particularly for pedestrians, cyclists, and motorcyclists. Three safety corridors were selected for further analysis, including the Washington Street corridor in Charles Town, WV. This report summarizes the corridor's existing conditions, concept development for safety countermeasures, and funding strategies.

About Washington Street

Washington Street is part of WV-51, a feeder roadway in Jefferson County, West Virginia. It connects to US-340 to the east and to I-81 to the west, serving as a critical transportation corridor. The study area for this assessment consists of a 1.2-mile segment between West Street and Flowing Springs Road/Flowing Springs Way in Charles Town **(Figure 1)**.

Figure 1: Washington Street Safety Corridor Study Area Map



HEPMPO Regional Safety Action Plan

The HEPMPO Regional SAP was developed to address roadway safety challenges and was officially adopted in May 2024. The plan prioritizes strategies to enhance safety for all users, including pedestrians, cyclists, transit riders, and commercial vehicle operators. A key component is the HIN, which identifies high-crash locations for targeted interventions. Using a data-driven approach and stakeholder input, HEPMPO selected one HIN segment per county for safety assessments: Washington Street (Jefferson County, WV), Edwin Miller Boulevard (Berkeley County, WV), and Virginia Avenue (Washington County, MD). These assessments aim to identify solutions and position jurisdictions for funding opportunities like the Highway Safety Improvement Program (HSIP) or the Safe Streets and Roads for All (SS4A) program.

Needs Assessment Process

The needs assessment process involved collecting and analyzing data, as well as reviewing previous plans.

Data Collection & Evaluation

The project team collected data on crash history (2018–2023), survey responses, future planning designations, and corridor profiles. They also analyzed traffic volumes, land use, roadway characteristics, transit stops, pedestrian and bicycle infrastructure, signal operations, and right-of-way details to assess the study area's safety and mobility needs.

Previous Plans or Work Reviewed

The project team reviewed local documents that provide guidance on existing and future land use and transportation vision for the study corridor:

- HEPMPO Regional Safety Action Plan
- Historically HIP Charles Town Comprehensive Plan
- WV Vulnerable Road User Assessment
- Jefferson County 2035 Comprehensive Plan
- Charles Town's Zoning Ordinances
- Jefferson County Zoning Ordinance

Existing and Future Conditions

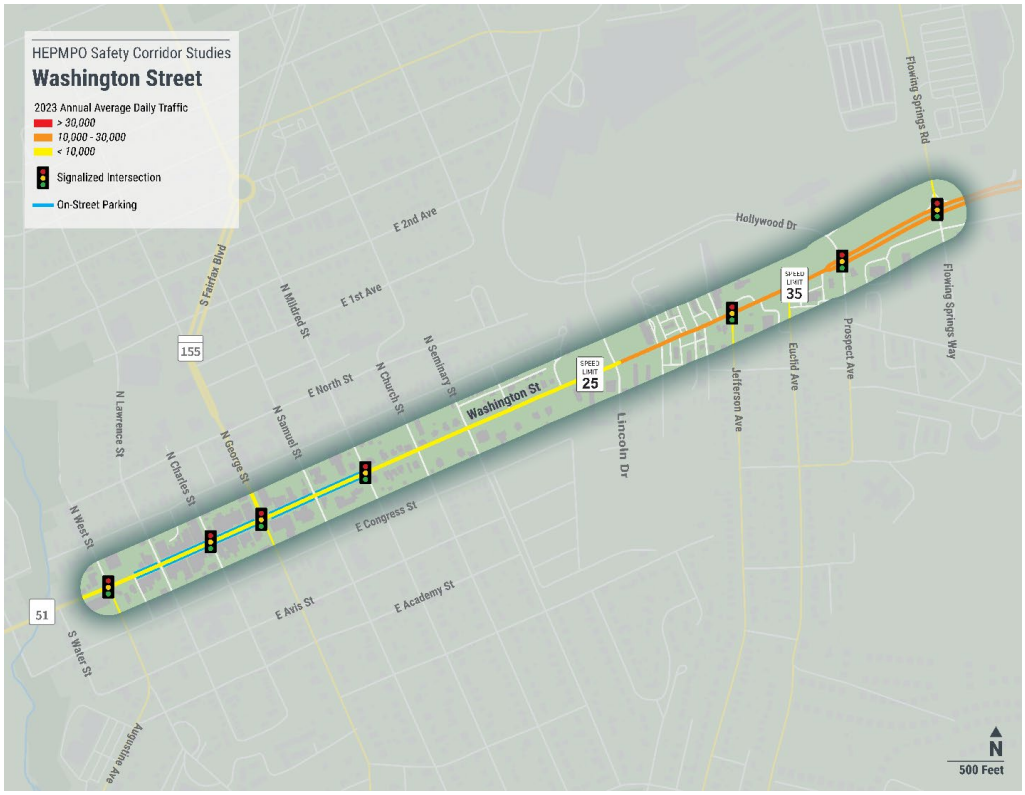
Existing Conditions

This section summarizes the existing conditions along the Washington Street safety corridor study area including roadway, active transportation, and transit facilities, as well as reviewing corridor safety and community context.

Roadway Facilities

The Washington Street priority corridor is a 1.2-mile segment of WV-51, connecting US-340 to the east and I-81 to the west. It features seven signalized intersections, with all other intersections stop-controlled on minor approaches (**Figure 2**). The roadway transitions from two to four lanes, with widths ranging from 12 to 14 feet. Street parking is available near businesses and government buildings between the Liberty gas station and Mildred Street. The posted speed limit varies from 25 to 35 mph, and traffic volumes range from 9,780 average daily vehicles between West Street and Lincoln Drive to 22,650 average daily vehicles from Lincoln Drive to Flowing Springs Road.

Figure 2: Washington Street Safety Corridor Roadway Map



Source: WVDOT, Fehr and Peers, 2025

Active Transportation and Transit

Bicycle and Pedestrian Infrastructure

The corridor lacks designated bicycle facilities and has inconsistent pedestrian infrastructure. Sidewalks vary in width and continuity, with the north side featuring a 6-foot sidewalk with a buffer until KFC, where it ends, while the south side narrows to 4 feet with sections becoming discontinuous. Crosswalks are mainly at major intersections, varying in design, with one uncontrolled crosswalk at Alla Willa Drive (**Figure 3**). Curb ramps were upgraded in 2022, but pedestrian signals are limited to key intersections. Brick curb extensions exist downtown, but gaps in pedestrian infrastructure remain, especially outside the historic core.

Figure 3: Washington Street Safety Corridor Pedestrian and Bicycle Facilities Map



Transit System

The Eastern Panhandle Transit Authority (EPTA) serves Jefferson and Berkeley Counties, with Routes 16 and 20 operating along Washington Street in Charles Town. Key stops include the Jefferson County Courthouse (northbound) and Charles Washington Hall (southbound), with Route 20 also stopping at City Hall and Walgreens on Flowing Springs Way. However, these stops lack passenger amenities such as benches, shelters, trash cans, and lighting.

Figure 4: Washington Street Safety Corridor Transit Facilities Map



Safety

Crash History

The Washington Street segment between Water Street and George Street ranks 51st in West Virginia's High Injury Network, based on the 2023 West Virginia Vulnerable Road Users (VRU) Assessment. A VRU is anyone on the road who is not protected by a vehicle, such as pedestrians, cyclists, and motorcyclists, and is therefore at greater risk of injury in a crash. **Figure 5** shows all crashes by severity that occurred in Washington Street from 2018 to 2023. During this period, motor vehicle crashes made up 96.9% of all incidents, while VRU crashes accounted for only 3.1% (**Table 1**). However, VRU crashes posed a significantly higher risk, comprising 66.7% of serious injury crashes. The most common crash types on Washington Street were rear-end, right-angle, and sideswipe collisions, with the only fatal crash being a right-angle collision. Approximately 86% of crashes occurred at intersections, with the highest concentrations at Flowing Springs Road and West Street. The only fatal crash occurred at Prospect Avenue, while 50% of severe injury crashes happened at Flowing Springs Road.

Table 1: Washington Street Safety Corridor - Crashes by Mode and Severity (Total) from 2018 to 2023

Mode	Fatal	Severe Injury	Minor Injury	Possible Injury	No Apparent Injury	Total
Pedestrian	0 (0%)	4 (66.7%)	0 (0%)	1 (2.6%)	0 (0%)	5 (1.7%)
Bicycle	0 (0%)	0 (0%)	2 (12.5%)	0 (0%)	0 (0%)	2 (0.7%)
Motorcycle	0 (0%)	0 (0%)	1 (6.3%)	0 (0%)	1 (0.4%)	2 (0.7%)
Vehicle	1 (100%)	2 (33.3%)	13 (81.3%)	37 (97.4%)	231 (99.6%)	284 (96.9%)
Total	**1**	**6**	**16**	**38**	**232**	**293**

Figure 5: Washington Street Safety Corridor Crash Map – 2018 to 2023



Source: WVDOT, Fehr and Peers, 2025

Risk Factors and SSA Alignment Along Washington Street

The project team used the FHWA's 2024 Safe System Project-Based Alignment Framework to proactively identify risk factors along the corridor. The completed Safe System Project-Based Alignment Framework for the Washington Street Corridor is included in **Appendix A**. This tool supports agencies in aligning with the Safe System Approach (SSA), adopted by FHWA in 2022 to guide efforts toward zero traffic deaths by encouraging a comprehensive evaluation of safety strategies. A high-level summary of the SSA alignment along the corridor is listed below:

- There is higher alignment with the SSA along the western portion of the corridor (between West Street and Mildred Street) for intersections and segments.
- VRU exposure is higher along the western portion of the corridor, but operating speeds and roadway width are lower along the same portion of the corridor.

- The largest risk factors for VRUs across the entire corridor include no bicycle facilities, limited separation in time for pedestrians and bicyclists, right turn on reds, permissive left turns, insufficient lighting, and occasional obstructed sight distance.
- Euclid Avenue to Flowing Springs Road is notably less aligned with the SSA, due to incomplete or missing sidewalks, more lanes, wider overall roadway width, and increased operation speed.
- **Table 2** highlights the top three least aligned intersections and segments along the corridor. The higher the score the less alignment.

Table 2: Least Safety Aligned Intersections and Segments along the Washington Street Safety Corridor

LOCATION TYPE	LOCATION NAME	LOCATION SCORE
INTERSECTION	Flowing Springs Road & Washington Street et	12,000
	Prospect Avenue/Hollywood Drive & Washington Street	9,360
	Jefferson Avenue & Washington Street	8,760
SEGMENT	Euclid Avenue to Prospect Avenue/Hollywood Drive	5,760
	Jefferson Avenue to Euclid Avenue	5,760
	Prospect Avenue/Hollywood Drive to Flowing Springs Road	5,040

Community Context

Demographics

Most of the Washington Street corridor is within a federally designated Area of Persistent Poverty (APP), as shown by the red dashed boundary in **Figure 6**. Around 30% of residents live at or below 200% of the federal poverty line (less than double the federal poverty level for their household size), with a median household income of $58,393. Households spend an average of 16% of their income ($11,375 annually) on transportation, and 33% of households face high housing costs. Additionally, 17% of households lack a personal vehicle, limiting access to essential services.

Public Input

A survey was conducted to gather public input on transportation safety concerns in the HEPMPO region (**Figure 6**). Along the Washington Street corridor, common issues reported included unsafe intersections, a lack of sidewalks, and inadequate crosswalks. Many respondents felt at risk due to gaps in pedestrian infrastructure, especially where pedestrian and vehicle traffic intersect. Additional concerns

included near-miss incidents at certain intersections. Suggested improvements focused on expanding sidewalk availability, installing crosswalks, and enhancing traffic safety measures to reduce crash risks and improve pedestrian accessibility.

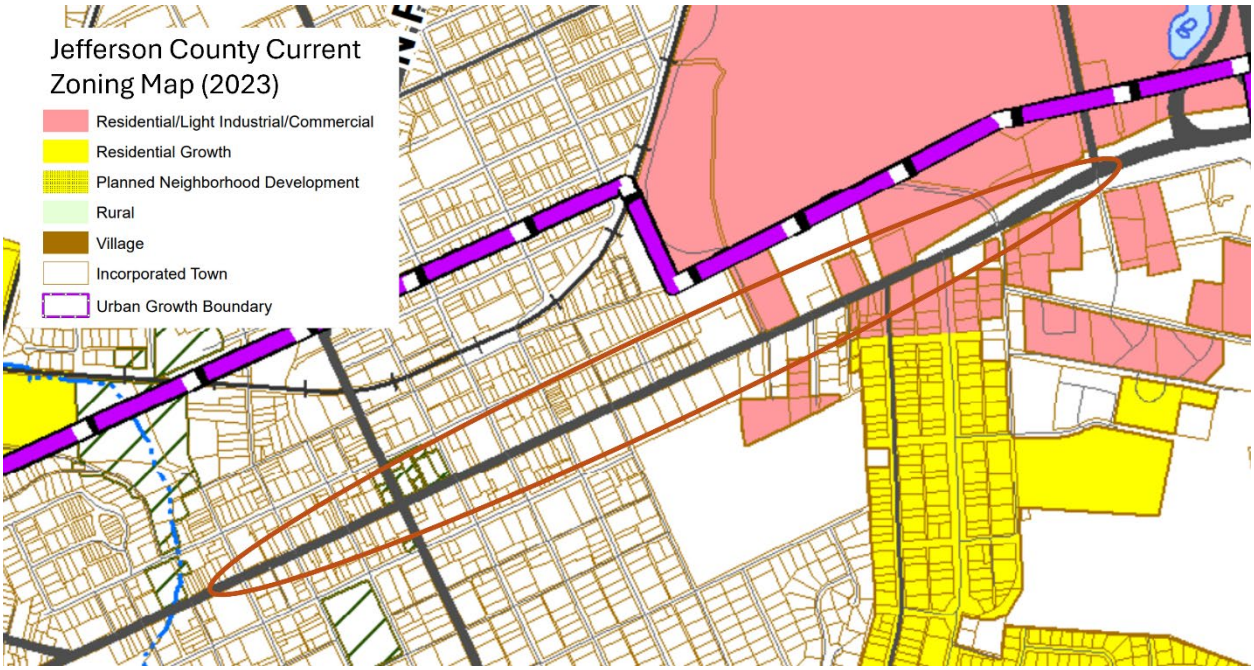
Figure 6: Washington Street Corridor Community Need and Public Input Map



Future Conditions

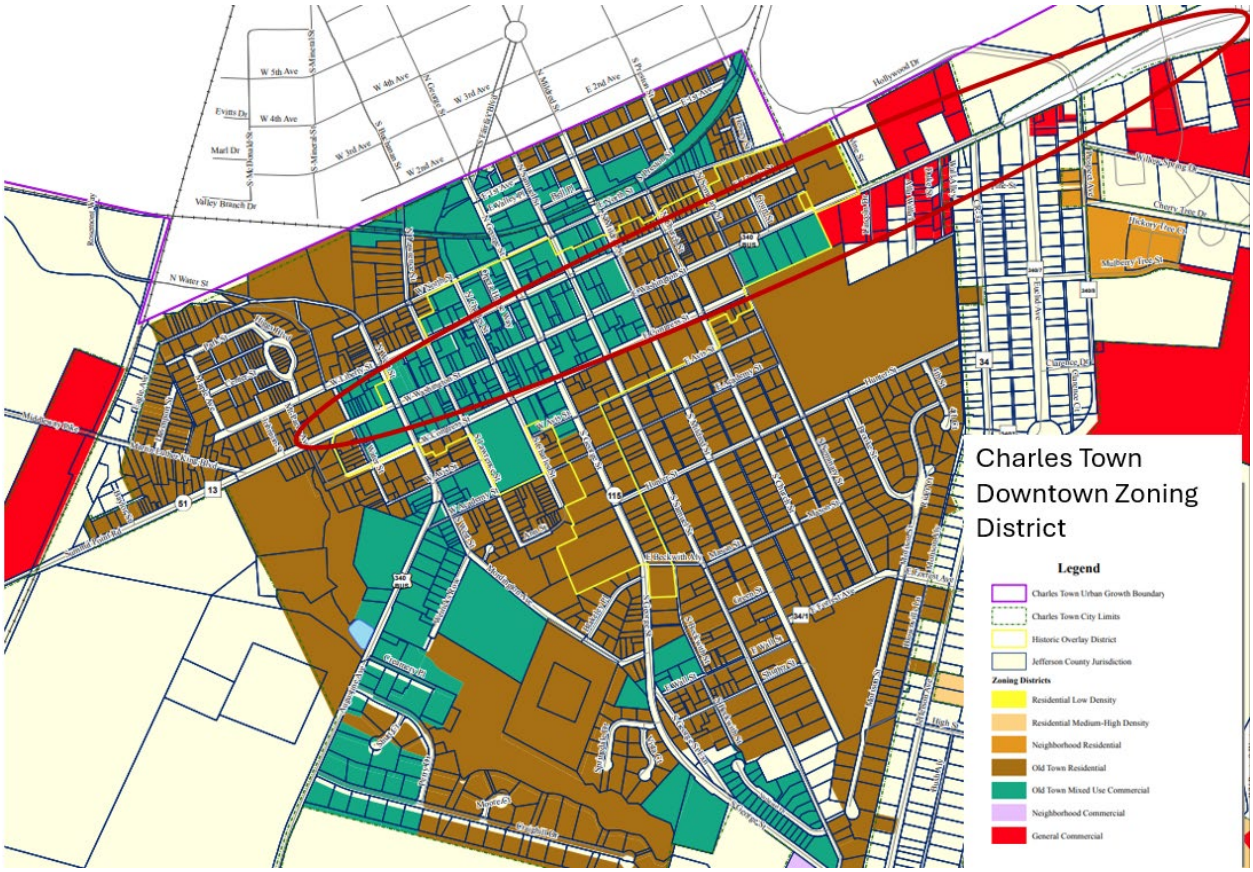
In addition to examining existing conditions, the project team also explored potential future conditions along the corridor. Future conditions could impact countermeasure selection and improvement recommendations. **Figure 7** highlights existing Jefferson County land use and zoning along the corridor. All of the corridor is within the incorporated town and inside the urban growth boundary. The map shows that portions further east along the corridor are adjacent to light industrial and commercial areas. The Charles Town Downtown Zoning District Map (**Figure 8**) fills in the gaps and shows that most of the Washington Street corridor is surrounded by Old Town Residential, Old Town Commercial, and some General Commercial uses.

Figure 7: Jefferson County Current Zoning Map (2023)



Source: Jefferson County Office of Planning and Zoning

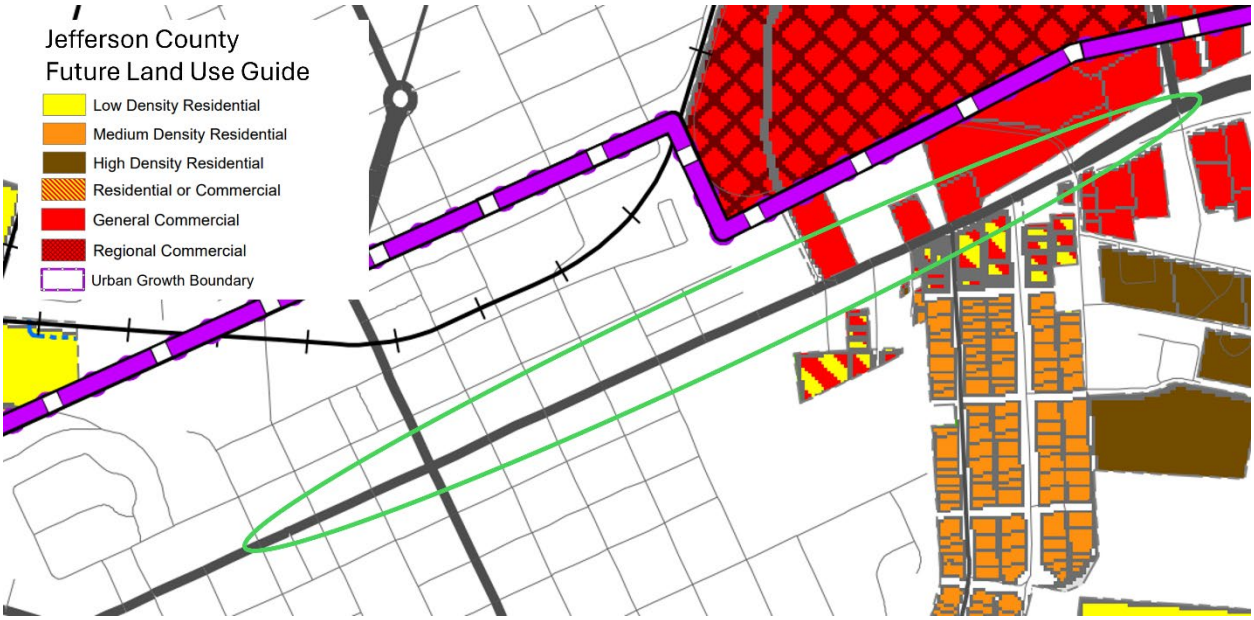
Figure 8: Charles Town Downtown Zoning Districts (2018)



Source: City of Charles Town

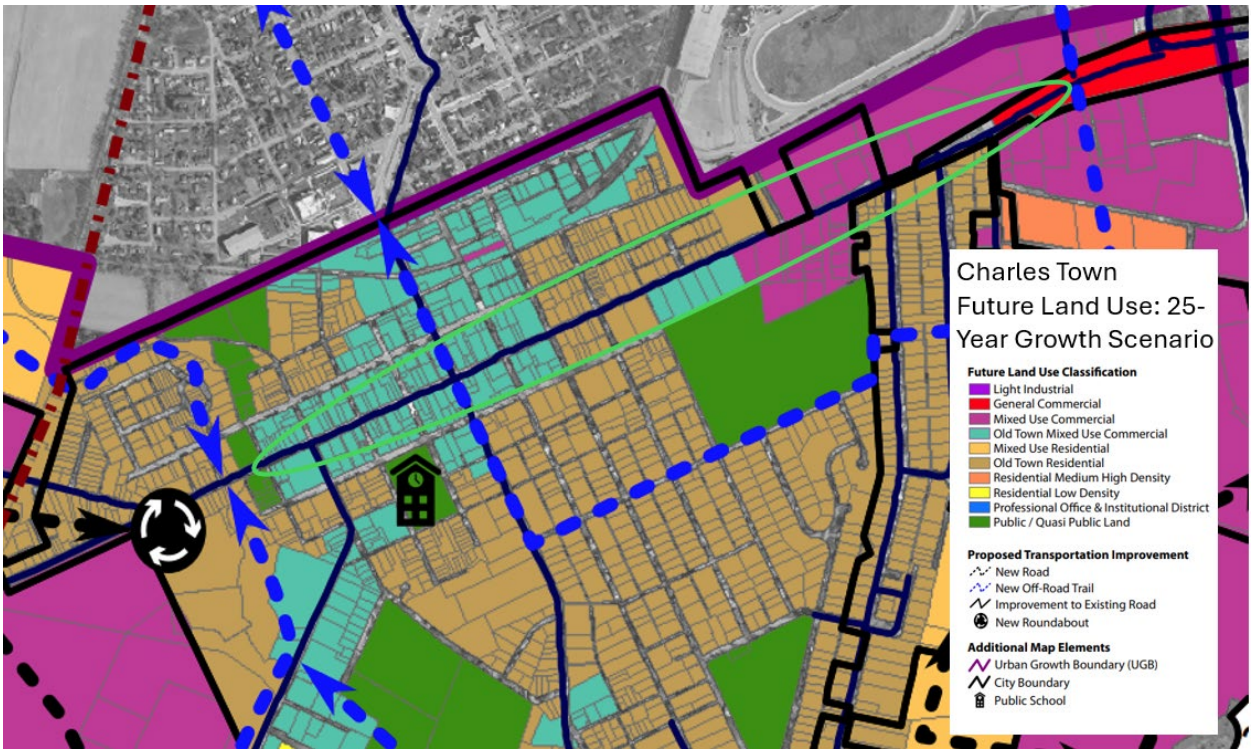
While no specific future development sites were identified along the corridor for the Jefferson County Comprehensive Plan, **Figure 9** highlights the future land use guide from the 2035 Plan. Existing light industrial and commercial areas are expected to remain consistent, while some residential areas are designated for higher density by 2035. n the Charles Town Future Land Use: 25-Year Growth Scenario (**Figure 10** most land uses remain the same, with a few exceptions in the western and central portions of the corridor, where Old Town Residential areas are reclassified as Public/Quasi-Public land.

Figure 9: Jefferson County Future Land Use Guide



Source: : Jefferson County Office of Planning and Zoning

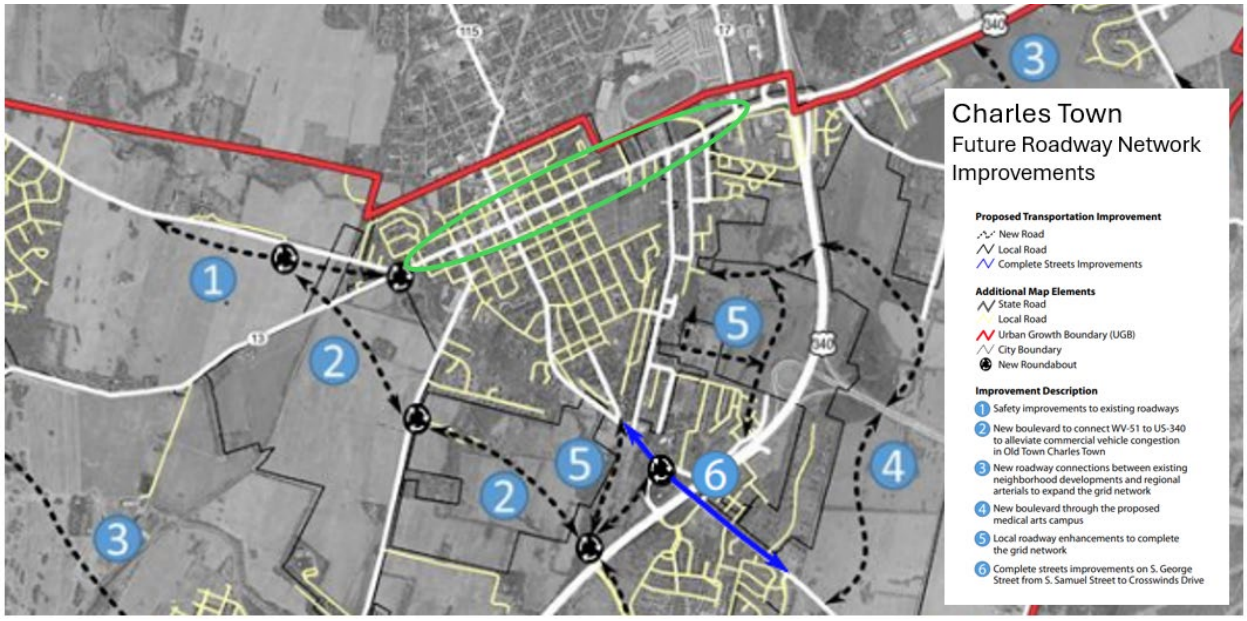
Figure 10: Charles Town Future Land Use – 25 – Year Growth Scenario (2017)



Source: City of Charles Town Comprehensive Plan

Washington Street is a key focus in the *Historically Hip Charles Town 2040 Comprehensive Plan*. The plan promotes a Complete Streets approach, proposing to narrow travel lanes to 10 feet and widen sidewalks to 13 feet to enhance comfort and safety for pedestrians and cyclists, while also supporting retail activity and public uses. However, the *Future Roadway Network Improvements Map* created by the city in 2018 (**Figure 11**), does not show any planned improvements along the Washington Street corridor.

Figure 11: Charles Town Future Roadway Network Improvements (2018)



Source: Source: City of Charles Town

Additionally, the team identified a handful of planned, committed, or recommended projects along or near the corridor (**Table 3**).

Table 3: Potential Existing Projects or Recommendations

REFERENCE	DESCRIPTION
HISTORICALLY HIP CHALRES TOWN 2040 COMPREHENSIVE PLAN	Narrow travel lanes (10') and wider sidewalk (13') along Washington Street in the downtown district.
TRANSPORTATION IMPROVEMENT PLAN (TIP) PROJECTS	J2024-09 Washington Street (at West Street)
LONG RANGE TRANSPORTATION PLAN – FISCALLY CONSTRAINED PROJECTS	C34 Washington Street Intersection Improvements (at Jefferson Avenue)
WEST VIRGINIA VULNERABLE ROAD USER ASSESSMENT	Portion of corridor is designated as a VRU priority corridor for the State: West Street to George Street.
LOCAL NEWS OUTLETS	Jefferson County Commission purchases American Public University System (APUS) buildings to repurpose as county government center.

Engagement Opportunities and Takeaways

Site Visit

On October 22, 2024, the project team held a stakeholder presentation and site visit along the Washington Street corridor. The presentation, conducted at Charles Town City Hall, provided an overview of the corridor and included training on the FHWA Safe System Project-Based Alignment Framework. Following the training, stakeholders participated in a site visit, making strategic stops at key intersections and walking a portion of the corridor to assess existing conditions and identify potential safety improvements, as shown in **Figure 12**.

Attendees included representatives from local, regional, and state agencies, such as Charles Town City Council, city staff, law enforcement, the Eastern Panhandle Transit Authority, the Hagerstown/Eastern Panhandle Metropolitan Planning Organization, Jefferson County Planning & Zoning, the West Virginia Division of Highways, and FHWA officials. The event facilitated discussions on transportation safety and helped align project efforts with FHWA's Safe System Approach.

Figure 12: Stakeholders Visiting and Evaluating the Washington Street Corridor



Stakeholders and project team members were able to document safety challenges and risk factors along Washington Street, particularly at key intersections. Common issues included inadequate pedestrian infrastructure, such as missing crosswalks, uncontrolled pedestrian crossings, and poor visibility due to obstructions or lighting conditions, show described in **Table 4**. Many intersections experienced vehicle conflicts, including right-turn conflicts, permissive left turns without adequate control, and congestion leading to unsafe driving behaviors like passing on the right or cutting through adjacent properties. Additional hazards included poor road conditions, such as water pooling in winter, wide pedestrian crossings without clear markings, and limited sight distance due to recent construction or topographical constraints. Some locations, like Prospect Avenue, had a history of fatal crashes, highlighting the need for targeted safety interventions.

Table 4: Washington Street Intersection Safety Challenges Identified During Site Visit

Location	Safety challenges and risk factors
West Street	• No crosswalk at northbound approach. • Cars driving on Liberty sidewalk at northbound approach to make right turn. • Limited intersection lighting. • Obstructed sight distance for northbound and southbound approaches, and right turn on red allowed. • Permissive left turn at all approaches • Eastbound and westbound topographical sight distance issues over hill. • Driveways along both sides of westbound approach and one side of northbound and southbound approach. • Right turn conflict at all approaches. • Undivided roadway. • Context change west of the intersection. • Sunset and sunrise glare on roadway, and no backplates • Congestion and backups due to left turn vehicles which leads to vehicles cutting through gas station.
Lawrence Street	• Street level bulb outs generally ignored by vehicular traffic. • Pedestrian crossing hazard. • Left turn vehicles passed on right. • Created a multi-lane crosswalk and false sense of security to pedestrians.
Charles Street	• Water pools and ices over at curb ramp during winter.
George Street	• Crosswalks are brick only. • Signal timed for all-pedestrian phase and not actual scramble (diagonal crossing). • City Hall corner attractors protestors, which anecdotally identified as roadside distraction/safety hazard.

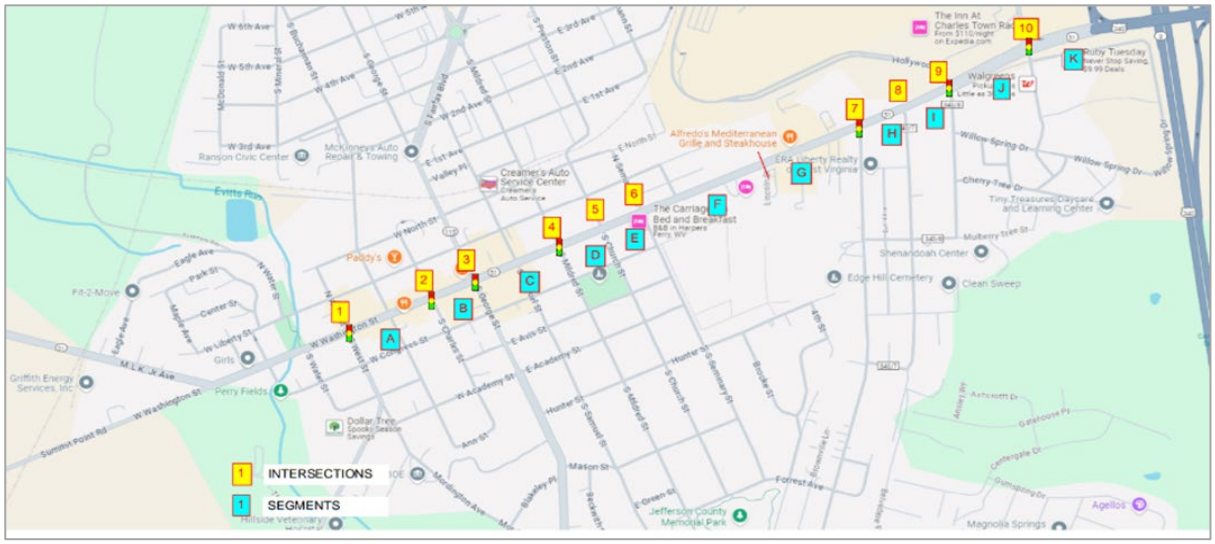
Location	Safety challenges and risk factors
Samual Street	• No pedestrian crossing opportunity at Samual Street despite previous crosswalk and destinations (public library and farmer's market).
Lincoln Drive	• Westbound left turn lane recently installed to replace two-way left turn lane, but extends driveway instead of public road.
Alla Willa Drive	• Existing uncontrolled pedestrian crossing uses brick and has no advance yield markings or signage.
KFC Driveway	• Visibility issues due to hill combined with wide lanes likely increases speeds.
Euclid Avenue	• Recent construction has added a dual stop turn lane on south leg which is set back – sight distance to stop sign is out of line with sight of vehicles approaching from neighborhood.
Prospect Avenue	• Fatal crash history.
Flowing Springs Road	• Wide pedestrian crossing. • No connecting pedestrian facilities despite destination demand (DHHR, Walmart, Martins). • More traffic volume on south leg than anticipated.

Risk Assessment Summary

In coordination with the FHWA Office of Safety, the Washington Street Corridor was evaluated for potential safety risks using the Safe System Project-Based Alignment Framework. The Project-Based Framework tool was developed to assess roadway locations at the intersection and segment level, as highlighted in **Figure 13**, to identify potential hazards and improvements through the lens of the Safe System Approach (SSA).

This framework emphasizes a holistic view of road safety, aiming to minimize the risk of severe injuries and fatalities by considering all aspects of the transportation system. By integrating principles of the SSA, the Project-Based Framework ensures that safety is a fundamental priority in the planning, design, and operation of roadways, ultimately fostering a safer and more resilient transportation network for all users.

Figure 13: Washington Street Corridor Intersections and Segments



The assessment estimates the potential risk to vehicle drivers and vulnerable road users based on existing conditions, and is later reevaluated by considering potential safety countermeasures. The assessment is based on the following:

- *Exposure* – the volume and/or length (distance) various users are using a facility and could be involved in a potential crash.
- *Likelihood* – the elements and/or risks that impact the probability of a crash taking place by influencing the opportunity for conflict or user error rates.
- *Severity* – the elements and/or risks that impact the probability of a crash taking place by influencing the opportunity for conflict or user error rates.

The results demonstrate improved safety along the corridor through the implementation of proven countermeasures. **Table 5** provides a summary of the assessment. Detailed results are included in **Appendix A**.

Table 5: Washington Street Project Summary Assessment by Segment & Intersection

Name	Existing Risk Score	Implementation Risk Score	% Improvement	Any Countermeasures Implemented
Segments				
1: West St	1,512	1,470	3%	Yes
2: Lawrence St	1,260	1,260	0%	No
3: Charles St	864	864	0%	No
4: George St	984	984	0%	No
5: Mildred St	4,320	4,320	0%	No
6: Church St	4,320	4,320	0%	No
7: Seminary St	4,104	4,104	0%	No
8: Jefferson Ave	8,760	7,200	18%	Yes
9: Euclid Ave	7,200	6,048	16%	Yes
10: Prospect Ave/ Hollywood Dr	9,360	7,680	18%	Yes
11: Flowing Springs Way	12,000	10,200	15%	Yes
Total Segments	**54,684**	**48,450**	**11%**	**-**
Intersections				
A: West St - Lawrence St	1,080	1,080	0%	Yes
B: Lawrence St - Charles St	390	390	0%	No
C: Charles St - George St	630	630	0%	No
D: George St - Mildred St	603	603	0%	No
E: Mildred St - Church St	2,880	2,880	0%	No
F: Church St - Seminary St	2,880	2,880	0%	No
G: Seminary St - Private Driveway/KFC	3,600	3,600	0%	No
H: Private Driveway/KFC - Lincoln Dr	2,880	2,880	0%	Yes
I: Lincoln Dr - Jefferson Ave	2,754	2,646	4%	Yes
J: Jefferson Ave - Euclid Ave	5,760	4,320	25%	Yes
K: Euclid Ave - Prospect Ave/Hollywood Dr	5,760	4,680	19%	Yes
L: Prospect Ave/Hollywood Dr - Flowing Springs Way	5,040	5,040	0%	Yes
Total intersections	**34,257**	**31,629**	**8%**	**-**
Total Corridor	**88,941**	**80,079**	**10%**	**-**

Concept Development

Three action item concepts were developed, each with proposed safety countermeasures for specific locations along Washington Street. These locations were selected based on safety challenges and risk factors identified during the stakeholder meeting and field visit. The selected locations are:

- West Street and Washington Street Intersection
- Flowing Springs and Washington Street Intersection
- Washington Street Commercial area between Western Driveway of KFC and Flowing Springs Road Intersection

West Street and Washington Street Intersection Safety Focus Action Items

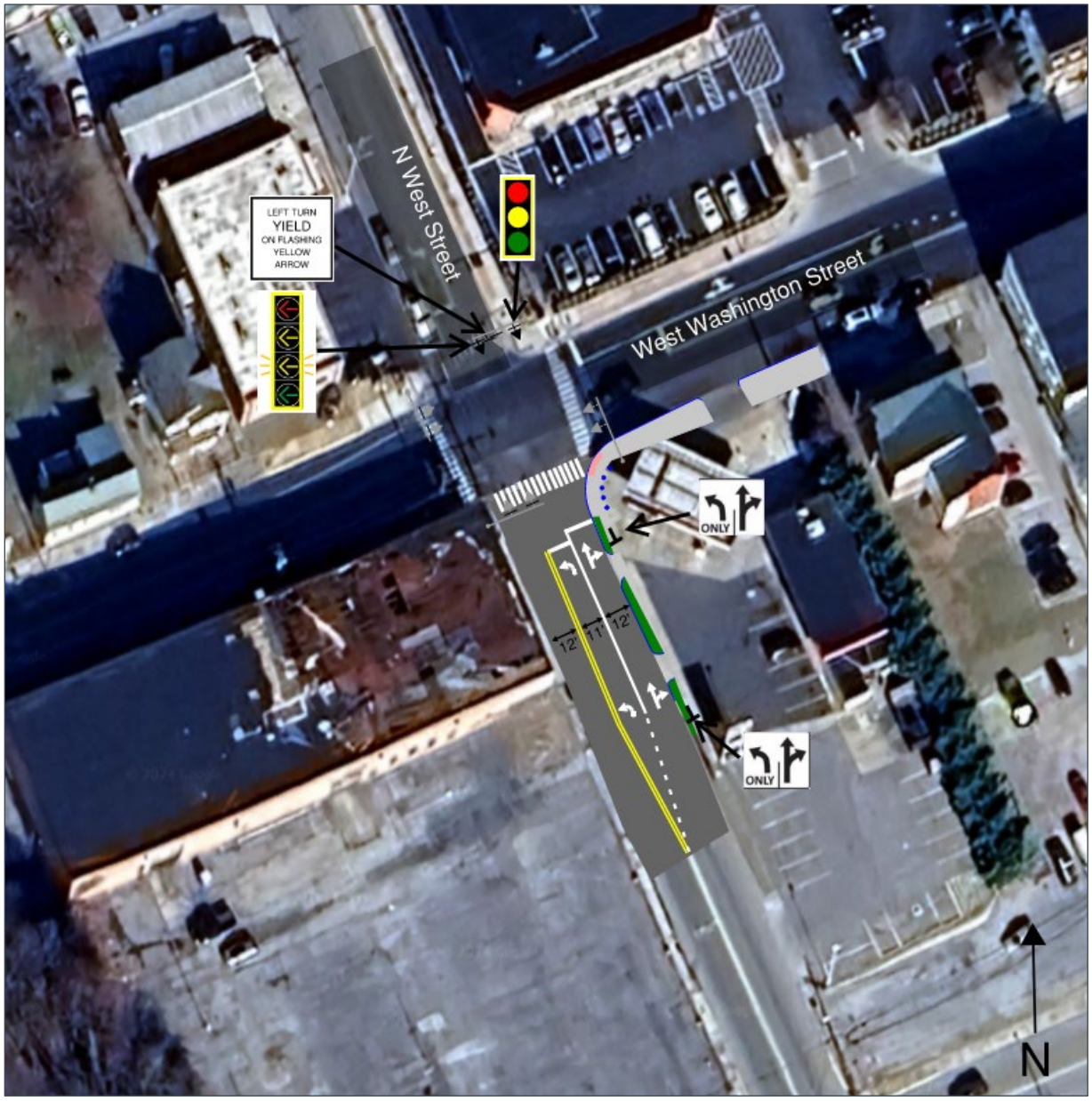
Figure 14: Proposed West Street Improvements



- Restripe the NB West Street approach to add an exclusive left-turn lane.
    - Install ground-mounted lane use control signs at the beginning of the left-turn lane and at the stop bar.
    - Install arrow pavement markings for both the new left-turn lane and the thru-right lane to help motorists adjust to the new lane configuration.

    - Install a flashing yellow arrow signal head and relocate the second primary three-section signal head closer to, or onto, the mast arm pole.
- Obtain turning movement traffic counts and retime and rephase traffic signal to provide a variable mode (time-of-day) protected-permitted left-turn phase for the newly installed left turn lane. Update all timing and phasing for all approaches at the signal, including cycle lengths, allocation of green times, yellow change, all red clearance and pedestrian clearance intervals.
- Implement access control and construct channelized driveways with curbed sidewalks at the gas station on the southeast corner. Construct curb, driveways and sidewalk along both the West Street and Washington Street frontages.
    - Construct a grass buffer between proposed curb and sidewalk along the gas station frontage on West Street to discourage vehicles from driving over the curb.
    - Install bollards along back of sidewalk at the corner to separate vehicles at gas station pumps from pedestrians using the sidewalk.
- Stripe/restripe high-visibility crosswalk across West Street NB approach. Pretreat the concrete roadway surface for adherence of thermoplastic pavement markings or use epoxy paint suitable for concrete application and durability.
- To improve signal conspicuity, address rear end crash history for all approaches, and address glare reported during the field visit, install backplates with retroreflective strips on all signal heads.

Figure 15: West Street and Washington Street Intersection Proposed Countermeasures



Washington Street between West Street and Mildred Street

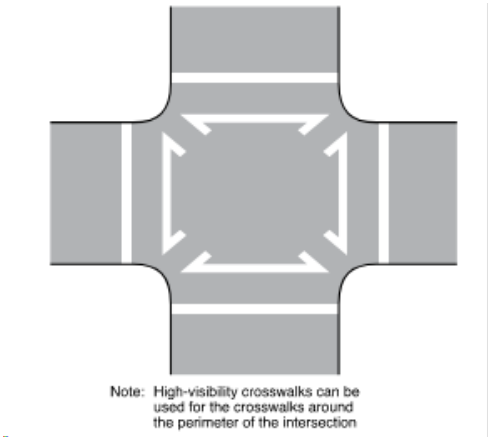
All Signalized Intersections (West Street, Charles Street, George Street and Mildred Street)

- To enhance traffic signal visibility and implement a proven safety countermeasure, install backplates with retroreflective strips on all signal heads.
- Install a full suite of pedestrian features at the intersection:
    - APS pedestrian push buttons
    - Countdown pedestrian signal heads
    - ADA-compliant ramps/access pads
    - High-visibility crosswalks
    - Pedestrian-actuated traffic signal phasing
- Replace five-section protected-permissive left turn signal heads for exclusive left-turn lanes with Flashing Yellow Arrow protected-permissive signal heads.
- Obtain updated turning movement traffic counts and revise signal timing to provide variable-mode protected-permitted left turns based on time of day and pedestrian actuation.
- Utilize updated traffic counts to update corridor signal coordination. Update phasing, cycle lengths, splits and offsets to reduce corridor congestion and mainline queue lengths.

Location Specific Action Items

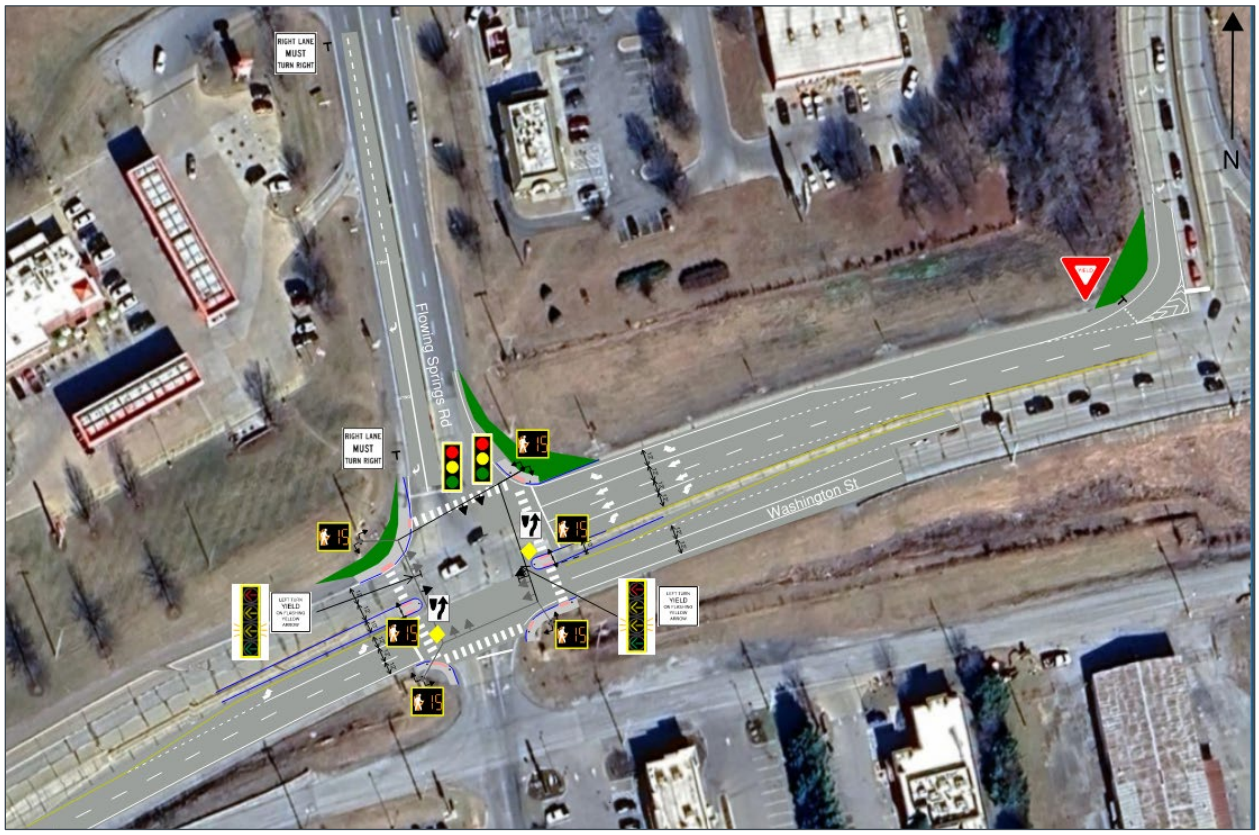
- Revise exclusively the pedestrian phase of the signal at George Street to include sufficient pedestrian walk and clearance times to accommodate a pedestrian scramble (i.e. walk diagonally across the intersection instead of across only one leg of the intersection). Consider revising pedestrian markings accordingly to MUTCD.

Figure 16: Example of Crosswalk Markings for an Exclusive Pedestrian Phase that Permits Diagonal Crossings



Flowing Springs Road and Washington Street Intersection Safety Focus Action Items

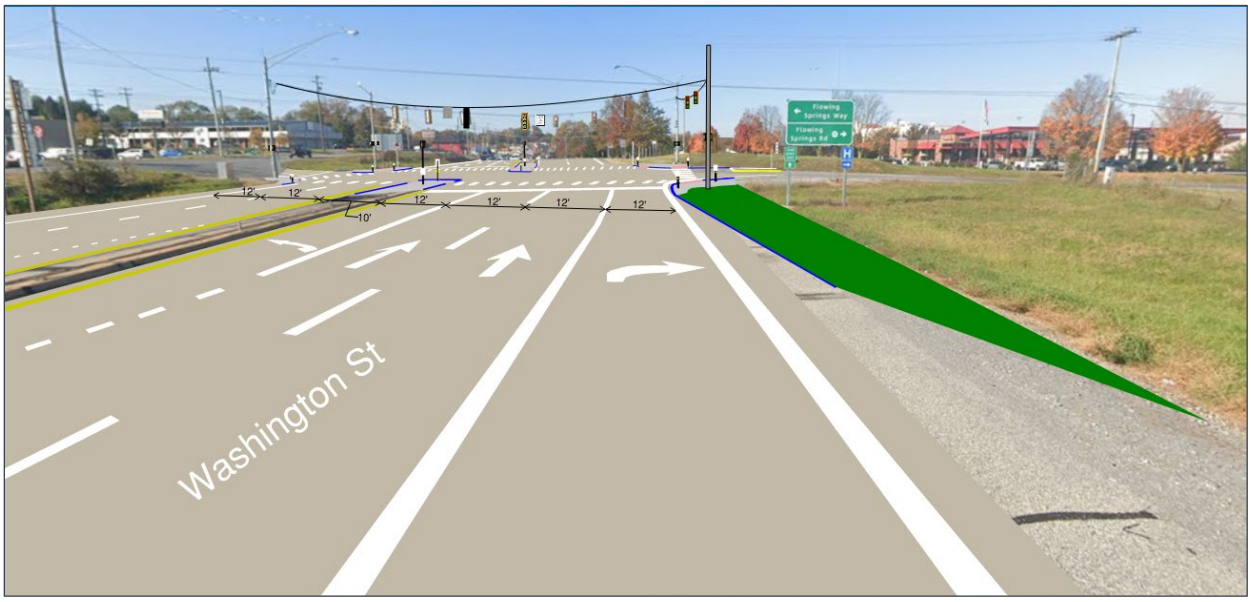
Figure 17: Flowing Springs Road and Washington Street Intersection Proposed Countermeasures



- Eliminate the channelized yield right turn from WB Washington Street to NB Flowing Springs Road Reduce the northeast corner radius and operate as a standard exclusive right turn lane.
- Update the right-turn lane drop pavement markings and signing on SB Flowing Springs Road to meet /match MUTCD recommendation for lane drops. Reduce the radius for this right-turn movement to WB Washington Street to reduce turning speeds and reduce pedestrian crossing distances.
- Eliminate the painted channelized right-turn merge lane from the SB US 340 off-ramp to WB Washington St. Reduce the northeast corner radius and have the ramp traffic merge with the Washington Street through lane in a yield condition.
- Construct 6 ft to 10 ft wide median islands on both Washington Street approaches to serve as pedestrian refuge areas.
    - Install KEEP RIGHT signs and OBJECT MARKERS at median noses.

  - Install ADA ramps for pedestrian crossing and pedestrian refuge within median islands.
  - Install APS pedestrian push buttons and countdown pedestrian signal heads on pedestals in median islands.
  - Consider implementing split pedestrian phases/ timings for crossing Washington St, allowing pedestrians to wait safely in the refuge islands.
- Install a full suite of pedestrian features at the intersection:
  - APS pedestrian push buttons
  - Countdown pedestrian signal heads
  - ADA-compliant ramps/access pads
  - High-visibility crosswalks
  - Pedestrian-actuated traffic signal phasing
- Replace the five-section protected-permissive left-turn signal heads for Washington Street exclusive left-turn lanes with Flashing Yellow Arrow protected-permissive signal heads.
- Obtain updated turning movement traffic counts and revise signal timing to provide variable-mode protected-permitted left-turns based on time of day and pedestrian actuation.
- To enhance traffic signal visibility and implement a proven safety countermeasure, install backplates with retroreflective strips on all signal heads.

Figure 18: Proposed Washington Street Improvements

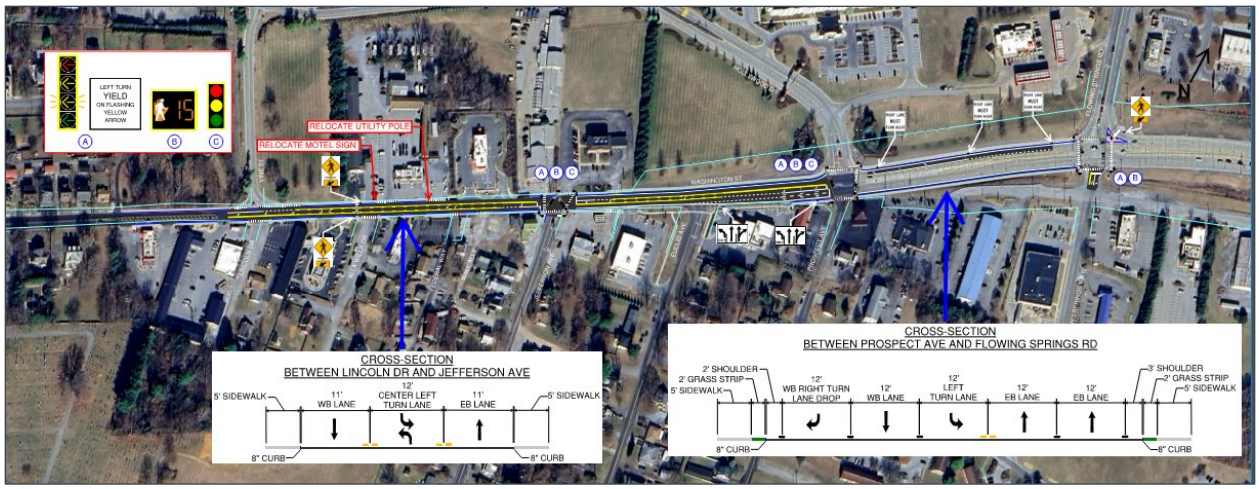


Washington Street Between KFC Western Driveway and Flowing Springs Road - Commercial Area -Safety Focus Action Items

Corridor Length

- Reduce travel lane widths to 11 ft to discourage higher travel speeds.
- Create a consistent corridor cross section and convey a suburban/urban context to motorists by constructing a continuous curbline along both sides of the corridor.
    - Implement access management by reducing the number of driveways and uncontrolled parking lot accesses.
- Install/construct continuous ADA-complaint sidewalk along full length of both sides of corridor.
    - Install ADA-compliant ramps at all public streets, public alleys, and high- and medium-volume driveways.
    - Install high-visibility crosswalks across all public streets and high- and medium-volume driveways.

Figure 19: Washington Street Between KFC Western Driveway & Flowing Springs Road Proposed Countermeasures



All Signalized Intersections (Jefferson Avenue, Hollywood Drive/Prospect Avenue, Flowing Springs Road)

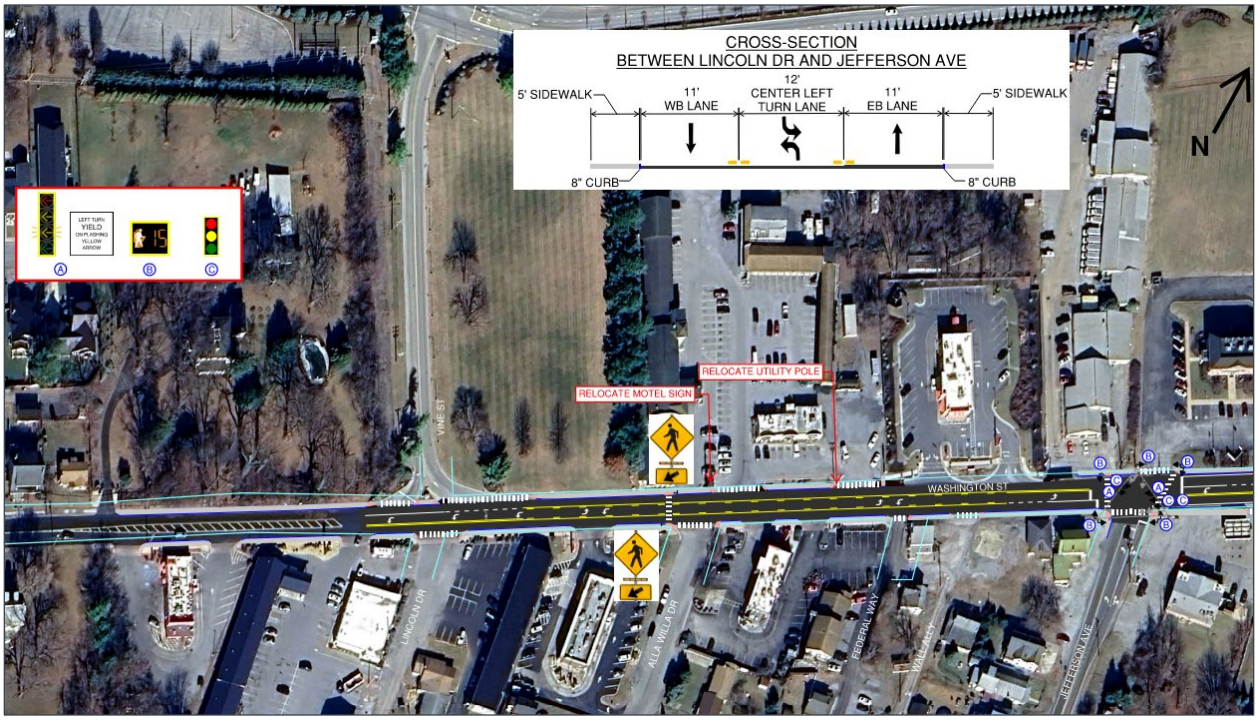
- To enhance traffic signal visibility and implement a proven safety countermeasure, install backplates with retroreflective strips on all signal heads.
- Install a full suite of pedestrian features at the intersection:

  - APS pedestrian push buttons
  - Countdown pedestrian signal heads
  - ADA-compliant ramps/access pads
  - High-visibility crosswalks
  - Pedestrian-actuated traffic signal phasing
- Replace five-section protected-permissive left turn signal heads for exclusive left-turn lanes with Flashing Yellow Arrow protected-permissive signal heads.
- Obtain updated turning movement traffic counts and revise signal timing to provide variable-mode protected-permitted left turns based on time of day and pedestrian actuation.
- Utilize updated traffic counts to update corridor signal coordination. Update phasing, cycle lengths, splits and offsets to reduce corridor congestion and mainline queue lengths.

Location Specific Action Items

- Upgrade existing brick crosswalk uncontrolled crossing of Washington Street at Alla Willa Drive with a Rectangular Rapid Flashing Beacon (RRFB), high-visibility crosswalk markings, and ADA ramps.
  - Implement access management by closing the Rodeway Hotel driveway immediately adjacent to the crosswalk (the hotel has another driveway 10 ft away).

Figure 20: Washington Street Commercial Area KFC to Jefferson Avene



- Implement access management at the Charlies Too property opposite Jefferson Avenue at the signalized intersection. Close and construct curb and sidewalk along the street frontage and create a channelized driveway area to eliminate uncontrolled access into the intersection within the stop bar areas.
- Implement access management at the properties located in the southern quadrants of the Jefferson Avenue signalized intersection.
- Revise the lane configuration of WB Washington Street between Hollywood Drive and Jefferson Avenue such that the second through lane becomes a right turn lane drop at Hollywood Drive, rather than a left turn lane drop at Jefferson Avenue. Develop a center left-turn lane/exclusive left-turn lane at Jefferson Avenue.
    - Eliminate the existing WB Washington Street right-turn lane and right-turn overlap at Hollywood Drive. Construct a curbline and buffered sidewalk in the existing right-turn lane area.
    - Implement MUTCD recommended pavement markings and signing for the proposed right-turn lane drop at Hollywood Drive.
    - Eliminate the rightmost Washington Street through lane west of Hollywood Drive. Use the existing lane and shoulder area to construct a curbline and buffered sidewalk.

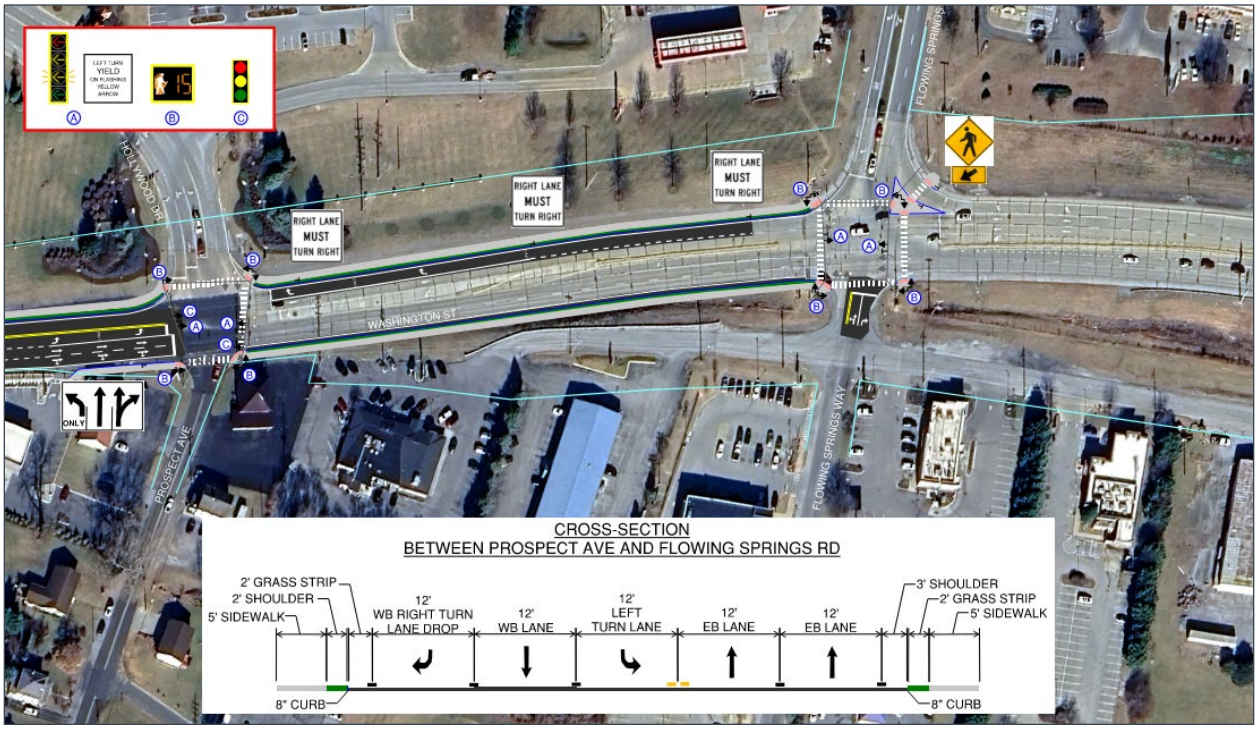
- Transition /taper the single through lane downstream from Hollywood Drive to align with the existing through lane at Jefferson Avenue, while simultaneously developing the center turn lane through this segment.

Figure 21: Washington Street Commercial Area Jefferson Avenue to Hollywood Drive/Prospect Avenue



- Flowing Springs Road Intersection Action Items may be implemented concurrently with this action item plan or with the signalized intersection recommendations listed above. For this action item:
  - Construct a curbed right run channelizing island in place of the existing painted island for the WB Washington Street right turn to NB Flowing Springs Road.
  - Install a full suite of pedestrian features, including pedestrian signal equipment on the newly constructed island.
  - Install high-visibility crosswalk across channelized right-turn lane, along with PEDESTRIAN warning signs with downward ARROW plaques.

Figure 22: Washington Street Commercial Area Hollywood Drive/Prospect Avenue to Flowing Springs Road



Monitoring and Evaluation

To support the ongoing evaluation of the Washington Street corridor, the project team defined a set of performance metrics to assess the change in crash rates over time. As part of this effort, the team developed a crash data monitoring tool for the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO). The tool allows staff to update and maintain corridor-level data and analyze trends in crash rates, severity, and mode. The tool emphasizes crashes involving vulnerable road users and those that result in someone being killed or seriously injured, while also capturing vehicle-only and non-KSI crashes.

Key features of the tool include:

- An inputs tab labeled "Crashes", which organizes crash data. Users enter 5-year crash counts segregated by mode and severity into designated cells, and the tool calculates the mode percent shares. The tables are formatted to help visualize the distribution of crashes involving VRUs and the share that resulted in KSI.
- An outputs tab labeled "Summary Stats", which calculates Annual Average Crash Rates to help identify long-term trends. A rolling average is used to smoothen any seasonal or one-time variations. This tab also calculates the percent change between the data being evaluated and the baseline or previous iteration of this process.

This method provides a practical and feasible way for HEPMPO to monitor changes in crashes over time using existing data sources. **Table 6** shows the Annual Average Crash Rates for the 2019-2023 Baseline Crashes. As the agency starts to keep track of crashes in the corridor this table will expand to show the new crash rates and percent changes.

Table 6: Baseline Annual Average Crash Rates

Crash Type	Baseline
VRU-KSI	0.8
VRU-nonKSI	1
Vehicle-KSI	0.6
Vehicle-nonKSI	56.2
All Crashes	**58.6**

Appendix A: FHWA Safe System Project-Based Alignment Framework

Segments

Segments Data	A: West St – Lawrence St	West St – Lawrence St (CM)	B: Lawrence St – Charles St	Lawrence St – Charles St (CM)	C: Charles St – George St	Charles St – George St (CM)	D: George St – Mildred St	George St – Mildred St (CM)	E: Mildred St – Church St	Mildred St – Church St (CM)	F: Church St – Seminary St	Church St – Seminary St (CM)	G: Seminary St – Private Driveway /KFC	Seminary St – Private Driveway /KFC (CM)	H: Private Driveway /KFC – Lincoln Dr	Private Driveway /KFC – Lincoln Dr (CM)	I: Lincoln Dr – Jefferson Ave	Lincoln Dr – Jefferson Ave (CM)	J: Jefferson Ave – Euclid Ave	Jefferson Ave – Euclid Ave (CM)	K: Euclid Ave – Prospect Ave/Hollywood Dr	Euclid Ave – Prospect Ave/Hollywood Dr (CM)	L: Prospect Ave/Hollywood Dr – Flowing Springs Way	Prospect Ave/Hollywood Dr – Flowing Springs Way (CM)
Exposure Scoring Sheet																								
Vulnerable Road Users																								
Vulnerable Road Users Present (users per day)	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	50	50	50	50	50	50
Vulnerable Users Score	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	6	6	6	6	6	6
Crossing Distance (Max Number of Lanes)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	5	4	6	5
Crossing Distance (Max Number of Lanes) Score	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	6	6	6	6	10	8	10	10
Exposure – Vulnerable Road Users Score	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	14	14	12	12	16	14	16	16
Motor Vehicles																								
Motor Vehicle Volumes (AADT)	6950	6950	6950	6950	6950	6950	6950	6950	6950	6950	6950	6950	6950	6950	6950	6950	17334	17334	18300	18300	18300	18300	18300	18300
Motor Vehicle Volumes	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	10	10	10	10	10	10	10	10

Segments Data	A: West St - Lawrence St	West St - Lawrence St (CM)	B: Lawrence St - Charles St	Lawrence St - Charles St (CM)	C: Charles St - George St	Charles St - George St (CM)	D: George St - Mildred St	George St - Mildred St (CM)	E: Mildred St - Church St	Mildred St - Church St (CM)	F: Church St - Seminary St	Church St - Seminary St (CM)	G: Seminary St - Private Driveway /KFC	Seminary St - Private Driveway /KFC (CM)	H: Private Driveway /KFC - Lincoln Dr	Private Driveway /KFC - Lincoln Dr (CM)	I: Lincoln Dr - Jefferson Ave	Lincoln Dr - Jefferson Ave (CM)	J: Jefferson Ave - Euclid Ave	Jefferson Ave - Euclid Ave (CM)	K: Euclid Ave - Prospect Ave/Hollywood Dr	Euclid Ave - Prospect Ave/Hollywood Dr (CM)	L: Prospect Ave/Hollywood Dr - Flowing Springs Way	Prospect Ave/Hollywood Dr - Flowing Springs Way (CM)
(AADT) Score																								
Roadway Width (feet)	40	40	30	30	30	30	25	25	30	30	30	30	30	30	35	34	40	34	40	38	58	48	90	64
Roadway Width Score	6	6	4	4	4	4	1	1	4	4	4	4	4	4	4	4	6	4	6	6	10	10	10	10
Exposure - Motor Vehicles Score	12	12	10	10	10	10	7	7	10	10	10	10	10	10	10	10	16	14	16	16	20	20	20	20
Likelihood Risk Factors (Motor Vehicle)																								
Roadside																								
Risk Factor: Lighting Conditions	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	3	3	3	3	1.5	1.5	1.5	1.5	1.5	1.5	3	3	3	3	3	3
Risk Factor: Fixed Objects	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3
Roadway and Intersection Geometry																								
Risk Factor: Obstructed Sight Distance	3	3	0	0	1.5	1.5	1.5	1.5	0	0	0	0	1.5	1.5	1.5	1.5	0	0	0	0	0	0	0	0
Risk Factor: Topographical Risks	1.5	1.5	0	0	0	0	0	0	0	0	0	0	3	3	1.5	1.5	0	0	0	0	0	0	0	0
Risk Factor: Roadside Characteristics	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

Segments Data	A: West St - Lawrence St	West St - Lawrence St (CM)	B: Lawrence St - Charles St	Lawrence St - Charles St (CM)	C: Charles St - George St	Charles St - George St (CM)	D: George St - Mildred St	George St - Mildred St (CM)	E: Mildred St - Church St	Mildred St - Church St (CM)	F: Church St - Seminary St	Church St - Seminary St (CM)	G: Seminary St - Private Driveway /KFC	Seminary St - Private Driveway /KFC (CM)	H: Private Driveway /KFC - Lincoln Dr	Private Driveway /KFC - Lincoln Dr (CM)	I: Lincoln Dr - Jefferson Ave	Lincoln Dr - Jefferson Ave (CM)	J: Jefferson Ave - Euclid Ave	Jefferson Ave - Euclid Ave (CM)	K: Euclid Ave - Prospect Ave/Hollywood Dr	Euclid Ave - Prospect Ave/Hollywood Dr (CM)	L: Prospect Ave/Hollywood Dr - Flowing Springs Way	Prospect Ave/Hollywood Dr - Flowing Springs Way (CM)
Risk Factor: Driveways	3	3	0	0	0.75	0.75	1.5	1.5	3	3	3	3	3	3	3	3	3	3	3	3	0.75	0.75	0	0
Risk Factor: Separation of Opposing Vehicular Direction of Travel	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1.5	1.5	1.5	1.5	3	3	3	3	3	3
Risk Factor: Crossing Conflict Driveway	3	3	0	0	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	0	0
Risk Factor: Curvature	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.5	0	0
Likelihood - Risk Factor Score - Motor Vehicles	6	6	2	2	4	4	4	4	5	5	5	5	6	6	5	5	4	4	6	6	5	5	4	4
Likelihood Score - Motor Vehicles Subtotal	15	15	3	3	9	9	9	9	12	12	12	12	15	15	12	12	9	9	15	15	12	12	9	9

Segments Data	A: West St – Lawrence St	West St – Lawrence St (CM)	B: Lawrence St – Charles St	Lawrence St – Charles St (CM)	C: Charles St – George St	Charles St – George St (CM)	D: George St – Mildred St	George St – Mildred St (CM)	E: Mildred St – Church St	Mildred St – Church St (CM)	F: Church St – Seminary St	Church St – Seminary St (CM)	G: Seminary St – Private Driveway /KFC	Seminary St – Private Driveway /KFC (CM)	H: Private Driveway /KFC – Lincoln Dr	Private Driveway /KFC – Lincoln Dr (CM)	I: Lincoln Dr – Jefferson Ave	Lincoln Dr – Jefferson Ave (CM)	J: Jefferson Ave – Euclid Ave	Jefferson Ave – Euclid Ave (CM)	K: Euclid Ave – Prospect Ave/Hollywood Dr	Euclid Ave – Prospect Ave/Hollywood Dr (CM)	L: Prospect Ave/Hollywood Dr – Flowing Springs Way	Prospect Ave/Hollywood Dr – Flowing Springs Way (CM)
Likelihood Risk Factors (VRU)																								
Pedestrian and Bicycle Accommodation																								
Risk Factor: Pedestrian Space Separation	1.5	1.5	1.5	1.5	1.5	1.5	2.25	2.25	1.5	1.5	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	3	0.75	1.5	0.75	3	2.25
Risk Factor: Bike Space Separation	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Risk Factor: Pedestrian /Bike Time Separation	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	1	3	3	3	3	3	3
Roadside																								
Risk Factor: Lighting Conditions	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	3	3	3	3	1.5	1.5	1.5	1.5	1.5	1.5	3	3	3	3	3	3
Roadway and Intersection Geometry																								
Risk Factor: Obstructed Sight Distance	3	3	0	0	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0	0	0	0	0	0	0	0
Risk Factor: Topographical Risks	1.5	1.5	0	0	0	0	0	0	0	0	0	0	3	3	1.5	1.5	0	0	0	0	0	0	0	0

Segments Data	A: West St - Lawrence St	West St - Lawrence St (CM)	B: Lawrence St - Charles St	Lawrence St - Charles St (CM)	C: Charles St - George St	Charles St - George St (CM)	D: George St - Mildred St	George St - Mildred St (CM)	E: Mildred St - Church St	Mildred St - Church St (CM)	F: Church St - Seminary St	Church St - Seminary St (CM)	G: Seminary St - Private Driveway /KFC	Seminary St - Private Driveway /KFC (CM)	H: Private Driveway /KFC - Lincoln Dr	Private Driveway /KFC - Lincoln Dr (CM)	I: Lincoln Dr - Jefferson Ave	Lincoln Dr - Jefferson Ave (CM)	J: Jefferson Ave - Euclid Ave	Jefferson Ave - Euclid Ave (CM)	K: Euclid Ave - Prospect Ave/Hollywood Dr	Euclid Ave - Prospect Ave/Hollywood Dr (CM)	L: Prospect Ave/Hollywood Dr - Flowing Springs Way	Prospect Ave/Hollywood Dr - Flowing Springs Way (CM)
Risk Factor: Driveways	3	3	0	0	0.75	0.75	1.5	1.5	3	3	3	3	3	3	3	3	3	3	3	3	0.75	0.75	0	0
Risk Factor: Curvature	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.5	0	0
Likelihood Risk Factor Score - Vulnerable Road Users	6	6	3	3	4	4	4	4	5	5	5	5	6	6	5	5	4	4	5	4	4	4	4	4
Likelihood Score - Vulnerable Road Users Subtotal	15	15	6	6	9	9	9	9	12	12	12	12	15	15	12	12	9	9	12	9	9	9	9	9
Severity Scoring Sheet																								
Vulnerable Road Users																								
Risk Factor: Operating Speed (mph) or Speed Limit +7 mph	25	25	25	25	25	25	25	25	32	32	32	32	32	32	32	32	32	32	42	40	42	40	42	42
Severity - Vulnerable Road Users Score	5	5	5	5	5	5	5	5	15	15	15	15	15	15	15	15	15	15	20	20	20	20	20	20
Motor Vehicles																								

Segments Data	A: West St - Lawrence St	West St - Lawrence St (CM)	B: Lawrence St - Charles St	Lawrence St - Charles St (CM)	C: Charles St - George St	Charles St - George St (CM)	D: George St - Mildred St	George St - Mildred St (CM)	E: Mildred St - Church St	Mildred St - Church St (CM)	F: Church St - Seminary St	Church St - Seminary St (CM)	G: Seminary St - Private Driveway /KFC	Seminary St - Private Driveway /KFC (CM)	H: Private Driveway /KFC - Lincoln Dr	Private Driveway /KFC - Lincoln Dr (CM)	I: Lincoln Dr - Jefferson Ave	Lincoln Dr - Jefferson Ave (CM)	J: Jefferson Ave - Euclid Ave	Jefferson Ave - Euclid Ave (CM)	K: Euclid Ave - Prospect Ave/Hollywood Dr	Euclid Ave - Prospect Ave/Hollywood Dr (CM)	L: Prospect Ave/Hollywood Dr - Flowing Springs Way	Prospect Ave/Hollywood Dr - Flowing Springs Way (CM)
Risk Factor: Operating Speed (mph) or Speed Limit +7 mph	25	25	25	25	25	25	25	25	32	32	32	32	32	32	32	32	32	32	42	40	42	40	42	42
Severity - Motor Vehicles Score	1	1	1	1	1	1	1	1	6	6	6	6	6	6	6	6	6	6	12	9	12	9	12	12
Summary Scoring Sheet																								
Exposure - Motor Vehicles Score	12	12	10	10	10	10	7	7	10	10	10	10	10	10	10	10	16	14	16	16	20	20	20	20
Likelihood - Motor Vehicles Score	15	15	3	3	9	9	9	9	12	12	12	12	15	15	12	12	9	9	15	15	12	12	9	9
Severity - Motor Vehicles Score	1	1	1	1	1	1	1	1	6	6	6	6	6	6	6	6	6	6	12	9	12	9	12	12
Mode Subtotal - Motor Vehicles Score	180	180	30	30	90	90	63	63	720	720	720	720	900	900	720	720	864	756	2,880	2,160	2,880	2,160	2,160	2,160
Exposure - Vulnerable Road Users Score	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	14	14	12	12	16	14	16	16
Likelihood - Vulnerable Road	15	15	6	6	9	9	9	9	12	12	12	12	15	15	12	12	9	9	12	9	9	9	9	9

Segments Data	A: West St - Lawrence St	West St - Lawrence St (CM)	B: Lawrence St - Charles St	Lawrence St - Charles St (CM)	C: Charles St - George St	Charles St - George St (CM)	D: George St - Mildred St	George St - Mildred St (CM)	E: Mildred St - Church St	Mildred St - Church St (CM)	F: Church St - Seminary St	Church St - Seminary St (CM)	G: Seminary St - Private Driveway /KFC	Seminary St - Private Driveway /KFC (CM)	H: Private Driveway /KFC - Lincoln Dr	Private Driveway /KFC - Lincoln Dr (CM)	I: Lincoln Dr - Jefferson Ave	Lincoln Dr - Jefferson Ave (CM)	J: Jefferson Ave - Euclid Ave	Jefferson Ave - Euclid Ave (CM)	K: Euclid Ave - Prospect Ave/Hollywood Dr	Euclid Ave - Prospect Ave/Hollywood Dr (CM)	L: Prospect Ave/Hollywood Dr - Flowing Springs Way	Prospect Ave/Hollywood Dr - Flowing Springs Way (CM)
Users Score																								
Severity - Vulnerable Road Users Score	5	5	5	5	5	5	5	5	15	15	15	15	15	15	15	15	15	15	20	20	20	20	20	20
Mode subtotal - Vulnerable Road Users Score	900	900	360	360	540	540	540	540	2,160	2,160	2,160	2,160	2,700	2,700	2,160	2,160	1,890	1,890	2,880	2,160	2,880	2,520	2,880	2,880
TOTAL SCORE	**1,080**	**1,080**	**390**	**390**	**630**	**630**	**603**	**603**	**2,880**	**2,880**	**2,880**	**2,880**	**3,600**	**3,600**	**2,880**	**2,880**	**2,754**	**2,646**	**5,760**	**4,320**	**5,760**	**4,680**	**5,040**	**5,040**

Intersections

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
Exposure Scoring Sheet																						
Vulnerable Road Users																						
Vulnerable Road Users Present (users per day)	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	50	50	50	50	50	50
Vulnerable Users Score	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	6	6	6	6	6	6
Crossing Distance (Max Number of Lanes)	3	3	2	2	2	2	3	3	2	2	2	2	2	2	3	3	3	3	6	5	6	4
Crossing Distance (Max Number of Lanes) Score	6	6	4	4	4	4	6	6	4	4	4	4	4	4	6	6	6	6	10	10	10	8
Exposure Vulnerable Road Users Score	14	14	12	12	12	12	14	14	12	12	12	12	12	12	14	14	12	12	16	16	16	14
Motor Vehicles																						
Motor Vehicle Volumes (AADT)	9099	9099	7950	7950	7950	7950	9462	9462	8950	8950	7950	7950	7950	7950	20414	20414	18834	18834	19334	19334	22848	22848
Motor Vehicle Volumes (AADT) Score	6	6	6	6	6	6	6	6	6	6	6	6	6	6	10	10	10	10	10	10	10	10
Roadway Width (feet)	45	45	40	40	41	41	39	39	41	41	40	40	37	37	36	36	39	39	72	62	76	64
Roadway Width Score	8	8	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	10	10	10	10
Exposure Motor Vehicles Score	14	14	12	12	12	12	12	12	12	12	12	12	12	12	16	16	16	16	20	20	20	20
Likelihood Risk Factors (Motor Vehicle)																						

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
Roadside																						
Risk Factor: Lighting Conditions																						
(Washington St) Eastbound	3	3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	3	3	3	3	3	3	3	3	3	3	3	3
(Washington St) Westbound	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	3	3	3	3	3	3	3	3	3	3	1.5	1.5	3	3
Northbound	3	3	3	3	3	3	1.5	1.5	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Southbound	3	3	3	3	3	3	1.5	1.5	3	3	3	3	3	3	1.5	1.5			1.5	1.5	3	3
Intersection Operations																						
Risk Factor: Turn Right on Red Conditions																						
(Washington St) Eastbound	3	3	0	0	0	0	1.5	1.5	3	3	0	0	0	0	3	3	0	0	3	3	3	3
(Washington St) Westbound	3	3	0	0	3	3	1.5	1.5	3	3	0	0	0	0	3	3	3	3	3	3	3	3
Northbound	3	3	3	3	3	3	1.5	1.5	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Southbound	3	3	3	3	0	0	1.5	1.5	3	3	3	3	3	3	3	3			3	3	3	3
Risk Factor: Permissive Left Turns																						
(Washington St) Eastbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3			2	1	2	1
(Washington St) Westbound	3	3	3	3	0	0	3	3	3	3	3	3	3	3	2	1	3	3	2	1	2	1

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
Northbound	3	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	0	0	3	3
Southbound	3	3	3	3	0	0	3	3	3	3	3	3	3	3	3	3			0	0	3	3
Risk Factor: Obstructed Sight Distance																						
(Washington St) Eastbound	0	0	3	3	1.5	1.5	1.5	1.5	1.5	1.5	3	3	0	0	0	0	0	0	0	0	1.5	1.5
(Washington St) Westbound	0	0	3	3	1.5	1.5	1.5	1.5	1.5	1.5	3	3	3	3	0	0	3	3	1.5	1.5	0	0
Northbound	1.5	1.5	3	3	1.5	1.5	1.5	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	1.5	1.5	3	3	1.5	1.5	1.5	1.5	1.5	1.5	3	3	0	0	0	0			0	0	0	0
Risk Factor: Topographical Risks																						
(Washington St) Eastbound	1.5	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.5
(Washington St) Westbound	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.5
Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			3	3	0	0
Risk Factor: Roadside Characteristics																						
(Washington St) Eastbound	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	3	1.5	1.5	1.5	1.5	1.5
(Washington St) Westbound	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0	0	0	1.5	0	0

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
Northbound	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Southbound	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5			1.5	1.5	3	3
Risk Factor: Channelized Right-Turn Lane																						
(Washington St) Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(Washington St) Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	0
Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	1.5	0
Risk Factor: Driveways																						
(Washington St) Eastbound	0	0	0	0	0	0	1.5	1.5	0	0	0	0	0	0	3	3	0	0	1.5	1.5	0	0
(Washington St) Westbound	3	3	0	0	0	0	0	0	1.5	1.5	0	0	0	0	3	3	0	0	0	0	0	0
Northbound	1.5	1.5	0	0	0	0	1.5	1.5	0	0	0	0	0	0	3	3	1.5	1.5	3	3	3	3
Southbound	1.5	1.5	0	0	0	0	0	0	0	0	0	0	0	0	3	3			1.5	1.5	1.5	1.5
Risk Factor: Separation of Opposing Vehicular Direction of Travel																						
(Washington St) Eastbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1.5	1.5	3	1.5	3	1.5	0.75	0.75
(Washington St) Westbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1.5	3	1.5	3	3	0.75	0.75

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
Northbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Southbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3			3	3	3	3
Risk Factor Crossing Conflict Driveway (Roundabout)																						
(Washington St) Eastbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
(Washington St) Westbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Northbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Southbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3			3	3	3	3
Risk Factor: Skewed Intersection																						
(Washington St) Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
(Washington St) Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3
Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	3	3
Roadway Information																						
Number of Legs	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	3	4	4	4	4
Likelihood Risk Factor Score - Motor Vehicles	7	6	6	6	5	5	5	5	6	6	6	6	5	5	6	6	6	5	6	5	7	7
Likelihood Score: Motor	18	15	15	15	12	12	12	12	15	15	15	15	12	12	15	15	15	12	15	12	18	18

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
Vehicle Subtotal																						
Likelihood Risk Factors (VRU)																						
Pedestrian and Bicycle Accommodation																						
Risk Factor: Pedestrian Space Separation																						
(Washington St) Eastbound	1.5	1.5	3	3	1.5	1.5	0.75	0.75	1.5	1.5	3	3	3	3	3	1.5	3	3	3	2.25	1.5	1.5
(Washington St) Westbound	1.5	1.5	3	3	1.5	1.5	0.75	0.75	3	3	3	3	3	3	3	1.5	3	3	3	1.5	3	1.5
Northbound	3	1.5	2.25	2.25	3	3	0.75	0.75	1.5	1.5	3	3	3	3	3	1.5	1.5	1.5	3	1.5	3	1.5
Southbound	1.5	1.5	2.25	2.25	1.5	1.5	0.75	0.75	1.5	1.5	3	3	3	3	3	1.5			3	1.5	3	1.5
Risk Factor: Bike Space Separation																						
(Washington St) Eastbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
(Washington St) Westbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Northbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Southbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3			3	3	3	3
Risk Factor: Pedestrian/Bike Time Separation																						
(Washington St) Eastbound	2.25	2.25	3	3	2.25	2.25	0.75	0.75	3	3	3	3	3	3	3	2.25	3	3	3	2.25	2.25	2.25

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
(Washington St) Westbound	2.25	2.25	3	3	2.25	2.25	0.75	0.75	3	3	3	3	3	3	3	2.25	3	3	3	2.25	3	2.25
Northbound	2.25	2.25	3	3	2.25	2.25	0.75	0.75	3	3	3	3	3	3	3	2.25	3	3	3	2.25	3	2.25
Southbound	2.25	2.25	3	3	2.25	2.25	0.75	0.75	3	3	3	3	3	3	3	2.25			3	2.25	3	2.25
Risk Factor: Bicycle Time Separation																						
(Washington St) Eastbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
(Washington St) Westbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Northbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Southbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3			3	3	3	3
Risk Factor: Lighting Conditions																						
(Washington St) Eastbound	3	3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	3	3	3	3	3	3	3	3	3	3	3	3
(Washington St) Westbound	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	3	3	3	3	3	3	3	3	3	3	1.5	1.5	3	3
Northbound	3	3	3	3	3	3	1.5	1.5	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Southbound	3	3	3	3	3	3	1.5	1.5	3	3	3	3	3	3	1.5	1.5			1.5	1.5	3	3
Intersection Operations																						
Risk Factor: Right Turn on Red Conditions																						
(Washington St) Eastbound	3	3	0	0	0	0	1.5	1.5	3	3	0	0	0	0	3	3	0	0	3	3	3	3

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
(Washington St) Westbound	3	3	0	0	3	3	1.5	1.5	3	3	0	0	0	0	3	3	3	3	3	3	3	3
Northbound	3	3	3	3	3	3	1.5	1.5	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Southbound	3	3	3	3	0	0	1.5	1.5	3	3	3	3	3	3	3	3			3	3	3	3
Risk Factor: Permissive Left Turns																						
(Washington St) Eastbound	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3			2	1	2	1
(Washington St) Westbound	3	3	3	3	0	0	3	3	3	3	3	3	3	3	2	1	3	3	2	1	2	1
Northbound	3	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	0	0	3	3
Southbound	3	3	3	3	0	0	3	3	3	3	3	3	3	3	3	3			0	0	3	3
Roadway and Intersection Geometry																						
Risk Factor: Obstructed Sight Distance																						
(Washington St) Eastbound	0	0	3	3	0	0	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0	0	0	0	0	0	0	0
(Washington St) Westbound	0	0	3	3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0	0	0	0	0	0	0	0	0	0
Northbound	1.5	1.5	3	3	1.5	1.5	1.5	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	1.5	1.5	3	3	0	0	1.5	1.5	1.5	1.5	0	0	1.5	1.5	0	0			0	0	0	0
Risk Factor: Topographical Risks																						
(Washington St) Eastbound	1.5	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.5

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
(Washington St) Westbound	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.5
Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			3	3	0	0
Risk Factor: Channelized Right-Turn Lane																						
(Washington St) Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(Washington St) Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	0
Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	1.5	0
Risk Factor: Driveways																						
(Washington St) Eastbound	0	0	0	0	0	0	1.5	1.5	0	0	0	0	0	0	3	3	0	0	1.5	1.5	0	0
(Washington St) Westbound	3	3	0	0	0	0	0	0	1.5	1.5	0	0	0	0	3	3	0	0	0	0	0	0
Northbound	1.5	1.5	0	0	0	0	1.5	1.5	0	0	0	0	0	0	3	3	1.5	1.5	3	3	3	3
Southbound	1.5	1.5	0	0	0	0	0	0	0	0	0	0	0	0	3	3			1.5	1.5	1.5	1.5
Risk Factor: Skewed Intersection																						
(Washington St) Eastbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
(Washington St) Westbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	3	3
Roadway Information																						
Number of Legs	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	3	4	4	4	4
Likelihood Risk Factor Score - Vulnerable Road Users	7	7	7	7	5	5	5	5	7	7	7	7	7	7	8	7	7	7	7	6	9	8
Likelihood Score: VRU Subtotal	18	18	18	18	12	12	12	12	18	18	18	18	18	18	21	18	18	18	18	15	24	21
Severity Scoring Sheet																						
Vulnerable Road Users																						
Risk Factor: Operating Speed (mph) or Speed Limit +7 mph	25	25	25	25	25	25	25	25	32	32	32	32	32	32	42	40	42	40	42	42	42	42
Severity - Vulnerable Road Users Score	5	5	5	5	5	5	5	5	15	15	15	15	15	15	20	20	20	20	20	20	20	20
Motor Vehicles																						
Risk Factor: Operating Speed (mph) or Speed Limit +7 mph	25	25	25	25	25	25	25	25	32	32	32	32	32	32	42	40	42	40	42	42	42	42
Severity - Motor Vehicles Score	1	1	1	1	1	1	1	1	6	6	6	6	6	6	12	9	12	9	12	12	12	12
Summary Scoring Sheet																						
Exposure - Motor Vehicles Score	14	14	12	12	12	12	12	12	12	12	12	12	12	12	16	16	16	16	20	20	20	20

Intersections Data	1: West St	West St (CM)	2: Lawrence St	Lawrence St (CM)	3: Charles St	Charles St (CM)	4: George St	George St (CM)	5: Mildred St	Mildred St (CM)	6: Church St	Church St (CM)	7: Seminary St	Seminary St (CM)	8: Jefferson Ave	Jefferson Ave (CM)	9: Euclid Ave	Euclid Ave (CM)	10: Prospect Ave/ Hollywood Dr	Prospect Ave/ Hollywood Dr (CM)	11: Flowing Springs Way	Flowing Springs Way (CM)
Likelihood - Motor Vehicles Score	18	15	15	15	12	12	12	12	15	15	15	15	12	12	15	15	15	12	15	12	18	18
Severity - Motor Vehicles Score	1	1	1	1	1	1	1	1	6	6	6	6	6	6	12	9	12	9	12	12	12	12
Mode Subtotal - Motor Vehicles Score	252	210	180	180	144	144	144	144	1080	1080	1080	1080	864	864	2880	2160	2880	1728	3600	2880	4320	4320
Exposure - Vulnerable Road Users Score	14	14	12	12	12	12	14	14	12	12	12	12	12	12	14	14	12	12	16	16	16	14
Likelihood - Vulnerable Road Users Score	18	18	18	18	12	12	12	12	18	18	18	18	18	18	21	18	18	18	18	15	24	21
Severity - Vulnerable Road Users Score	5	5	5	5	5	5	5	5	15	15	15	15	15	15	20	20	20	20	20	20	20	20
Mode subtotal - Vulnerable Road Users Score	1,260	1,260	1,080	1,080	720	720	840	840	3,240	3,240	3,240	3,240	3,240	3,240	5,880	5,040	4,320	4,320	5,760	4,800	7,680	5,880
TOTAL SCORE	**1,512**	**1,470**	**1,260**	**1,260**	**864**	**864**	**984**	**984**	**4,320**	**4,320**	**4,320**	**4,320**	**4,104**	**4,104**	**8,760**	**7,200**	**7,200**	**6,048**	**9,360**	**7,680**	**12,000**	**10,200**

Appendix B: Countermeasures Cost Estimates

Corridor Wide Estimates

	Other	Backplate Retrofit (per head)	Mobilization (4%)	Maintenance and Protection of Traffic (10%)	Contingencies (25%)	Inspection (12%)	Engineering (25%)	TOTAL
Between KFC Dwy and Flowing Springs Road Commercial Area								
Reduce Travel Lanes to 11ft	$16,620	-	$665	$1,662	$4,155	$1,994	$4,155	$29,252
Consistent Corridor Cross-Section with Continuous Curbline	$219,229	-	$8,769	$21,923	$54,807	$26,308	$54,807	$385,844
ADA Compliant Sidewalk	$1,829,586	-	$73,183	$182,957	$457,397	$219,550	$457,397	$3,220,072
All signalized Intersections								
Signal Backplates	-	$9,800	$392	$980	$2,450	$1,176	$2,450	$17,248
Ped Features	$574,110	-	$22,964	$57,411	$143,528	$68,893	$143,527	$1,010,434
FYA Protected Permissive	-	$42,270	$1,691	$4,227	$10,568	$5,072	$10,568	$74,395
Revise Signal Timings for Protected Permitted Left Turns	$46,935	-	$1,877	$4,694	$11,733	$5,632	$11,734	$82,606
Location Specific								
RRFB and High Visibility Crosswalk at Alla Willa Dr	$58,411	-	$2,336	$5,841	$14,603	$7,009	$14,603	$102,803
Access Management at Charlies Too property	$16,750	-	$670	$1,675	$4,188	$2,010	$4,188	$29,480
Access Management at Jefferson Ave Southern Quadrant Properties	$73,700	-	$2,948	$7,370	$18,425	$8,844	$18,425	$129,712
Lane Reconfiguration of Washington St WB between Hollywood Dr and Jefferson Ave	$562,973	-	$22,519	$56,297	$140,743	$67,557	$140,743	$990,837
Total (Rounded) - $5,595,000								

Location Specifications Estimates

	Other	Backplate Retrofit	Pavement Marking Removal	W/24" Thermo	Mobilization (4%)	Maintenance and Protection of Traffic (10%)	Contingencies (25%)	Inspection (12%)	Engineering (25%)	TOTAL
Washington Street and West Street										
Restripe NB West St for Left Turn Lane	$5,053	-	-	-	$202	$202	$1,263	$606	$1,263	$8,892
Protected Permissive Left Turn & Restripe NB West for Left Turn	$18,705	-	-	-	$748	$748	$4,676	$2,245	$4,676	$32,920
Curbed Driveways	$92,378	-	-	-	$3,695	$3,695	$23,094	$11,085	$23,094	$162,585
High-Visibility Crosswalk NB approach	-	-	$1,824	$1,824	$146	$146	$912	$438	$912	$6,420
Signal Backplates	-	$2,800	-	-	$112	$112	$700	$336	$700	$4,928
Washington Street and Flowing Springs										
Eliminate Channelized Yield Right Turn at NE Corner	$3,927	-	-	-	$157	$393	$982	$471	$982	$6,912
Update Right Turn Lane Drop Markings & Signing on SB Flowing Springs Rd	$1,629	-	-	-	$65	$163	$407	$195	$407	$2,866
Eliminate Painted Channelized Right Turn Merge Lane from US 340. Convert to Yield Condition	$6,232	-	-	-	$249	$623	$1,558	$748	$1,558	$10,967
Construct Median Islands as Pedestrian Refugee Areas	$232,151	-	-	-	$9,286	$23,215	$58,038	$27,858	$58,038	$408,586
Install Ped Features at Intersection	$252,641	-	-	-	$10,106	$25,264	$63,160	$30,317	$63,160	$444,648
Replace 5-Section Heads to FYA Protected Permissive	$14,090	-	-	-	$564	$1,409	$3,523	$1,691	$3,527	$24,798
Revise Signal Timings for Protected Permitted Left Turns	$15,645	-	-	-	$626	$1,565	$3,911	$1,877	$3,911	$27,535
Signal Backplates	-	$3,500	-	-	$140	$350	$875	$420	$875	$6,160
Total (Rounded) - $1,108,000										

Appendix C: Public Feedback

Public Comment Period

Response Summary

Public Comment	Response

Public Meeting

Infrastructure Committee
101 East Washington Street
Charles Town, WV 25414

SCHEDULED

AGENDA ITEM (ID #)

Meeting: 06/25/25
Department: Infrastructure Committee
Category: Report
Initiator:

2025-666: Street Paving Update

ATTACHMENTS:

Infrastructure Committee
101 East Washington Street
Charles Town, WV 25414

Meeting: 06/25/25
Department: Infrastructure Committee
Category: Report
Initiator:

SCHEDULED

AGENDA ITEM (ID #)

2025-667: Stormwater Issues and Updates

ATTACHMENTS:

Infrastructure Committee
101 East Washington Street
Charles Town, WV 25414

SCHEDULED

Meeting: 06/25/25
Department: Infrastructure Committee
Category: Report
Initiator:

AGENDA ITEM (ID #)

2025-668: Maintenance Director Report

ATTACHMENTS:

Infrastructure Committee
101 East Washington Street
Charles Town, WV 25414

Meeting: 06/25/25
Department: Infrastructure Committee
Category: Report
Initiator:

SCHEDULED

AGENDA ITEM (ID #)

2025-669: Staff Updates

ATTACHMENTS:

Infrastructure Committee
101 East Washington Street
Charles Town, WV 25414

Meeting: 06/25/25
Department: Infrastructure Committee
Category: Referral
Initiator:

SCHEDULED

AGENDA ITEM (ID #)

2025-670: Request for New Handicapped Space(s) North Samuel Street - Referral from Council

ATTACHMENTS:

Infrastructure Committee
101 East Washington Street
Charles Town, WV 25414

Meeting: 06/25/25
Department: Infrastructure Committee
Category: Referral
Initiator:

SCHEDULED

AGENDA ITEM (ID #)

2025-671: Assessment of Parking on 100 Block West Washington Street - Referral from Council

ATTACHMENTS:

Infrastructure Committee
101 East Washington Street
Charles Town, WV 25414

Meeting: 06/25/25
Department: Infrastructure Committee
Category: Referral
Initiator:

SCHEDULED

AGENDA ITEM (ID #)

2025-672: Parking on 200 Block East Washington Street - Request by Charles Town Library - Referral from Council

ATTACHMENTS: