Public Involvement Meeting Handout

GREENBAG ROAD WIDENING PROJECT

Morgantown, Monongalia County, WV

State Project: U331-857/00-0.00 00
Federal Project: STBG-0857(024)D

Tuesday, November 18, 2025
4:30 – 7:30 pm

Open House Format. No Formal Presentation Scheduled

Mountainview Elementary School
661 Greenbag Road
Morgantown, WV 26508

Hosted by the
West Virginia Department of Transportation, Division of Highways & Federal Highway Administration

PURPOSE OF THE MEETING

The West Virginia Department of Transportation, Division of Highways (WVDOH) and the Federal Highway Administration (FHWA) are pleased to host this meeting to provide information and answer questions on the second Greenbag Road Widening Project. No formal presentation is planned. Preliminary mapping, project schedule, and other materials are available to review in person as well as online at the link provided in the **Public Comments** section of this handout.

The purpose of the meeting is to support a Preliminary Investigation & Environmental (PIE) design study for potential widening, intersection improvements, and the installation of multimodal facilities along Greenbag Road.

Your input today is essential in the planning and design for this project, so please ask questions or express your comments and concerns.

PROJECT INFORMATION

Greenbag Road (CR 857) is a 3.55-mile primarily two-lane minor urban arterial that winds along the southern outskirts of Morgantown. Originally constructed to serve trucks transporting materials to the former Green Bag Cement Plant, the corridor has since evolved into a vital connection between two of Morgantown's major arterials: Don Knotts Boulevard (US 119) and Earl L Core Road (WV 7).

Greenbag Road is intended to serve as an alternate route for large trucks, aiming to reduce the volume of heavy truck traffic traveling through downtown local streets. However, the corridor lacks key features that support efficient truck movement, including wider lanes, adequate shoulders, larger turning radii, and a continuous traffic flow design. Peak-hour congestion further contributes to travel delays, making other routes more appealing to truckers. Greenbag Road is also deficient in multimodal infrastructure. The corridor lacks sidewalks, designated bike facilities, and transit waiting areas, making it uncomfortable and inaccessible for pedestrians, bicyclists, and transit users. A high crash rate along the corridor has resulted in this route's inclusion in a districtwide project focused on reducing roadway departure crashes.

The existing sections of Greenbag Road under study, denoted as the East and West sections, are located between US 119 and WV 7. The first (referred to as the West Section Improvements), stretches from the intersection of US 119 to approximately 0.1 mile west of Mississippi Street. The second (referred to as the East Section Improvements), is located between Johnathan Lane and WV 7.

A separate roadway improvements project within the Central section, spanning generally from Mississippi Street to Johnathan Lane, was recently awarded for construction by WVDOH and is

expected to be under construction over the next few years. While the previously designed Central Section roadway improvements have been awarded for construction in 2025, the feasibility, planning and design for a continuous path/trail within the Central Section, roughly parallel to Greenbag Road and providing access to the Deckers Creek Rail Trail, is part of this overall project. Please see Figure 1 for a visualization of the project location and sections.

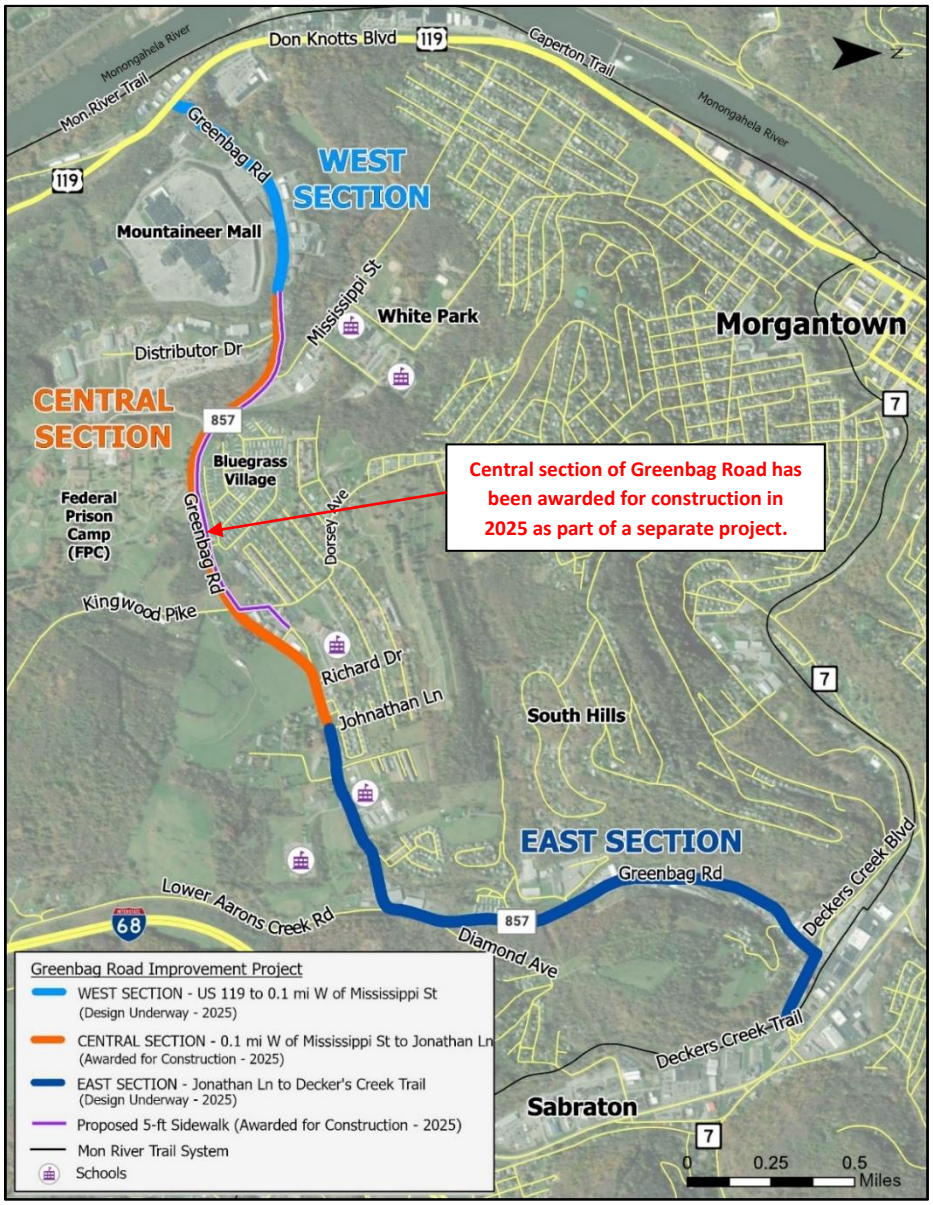


FIGURE 1: PROJECT LOCATION AND SECTIONS MAP

This project builds upon the current Central Section construction contract with the objective of enhancing multimodal accessibility, safety, and freight efficiency for the entire corridor (including the West and East Sections). These improvements are designed to support the growing transportation needs of the corridor while pursuing safe and efficient movement for all users. The following are the key goals which will be the focus of this Greenbag Road design study.

KEY GOALS OF THE PROJECT

Multimodal Enhancements	Implement continuous sidewalks/shared-use paths and crossings to improve pedestrian and bicycle connectivity.
	Upgrade transit infrastructure to include designated bus stops with improved waiting areas and protection from motorists.
Safety Improvements	Address high-crash locations through roadway geometric improvements and modernized traffic control measures.
	Provide for pedestrian crossings that include safety features such as refuge islands and high-visibility markings.
Freight and Traffic Efficiency	Wider travel lanes and shoulders
	Intersection improvements including new or extended turn lanes and new turn radii to accommodate heavy truck traffic and reduce corridor delays.

PROJECT AREA RESOURCES

Historians have completed a reconnaissance-level architecture/history field survey for the proposed project in compliance with Section 106 of the National Historic Preservation Act. The reconnaissance architecture/history survey identified 61 historic-age properties in addition to 17 previously surveyed properties within the Area of Potential Effect (APE). Of the 17 previously surveyed properties, two were previously recommended eligible for the National Register of Historic Places (National Register): the Campbell Farmhouse (MG-2641) which no longer exists, and the Federal Correctional Institution (FCI) Morgantown Kennedy Center/Robert F. Kennedy Youth Center (MG-2645) which is outside the proposed impact area. The remaining 76 properties are recommended not eligible for the National Register. The State Historic Preservation Officer (SHPO) concurred. Archaeological survey is ongoing.

Resources protected by Section 4(f) of the U.S. Department of Transportation Act of 1966 are also potentially present within the project area. These include White Park, Morgantown Ice Arena, Deckers-Creek Rail Trail, and the South Middle School ballfield and trails. Additionally, resources determined eligible or listed on the National Register may also be protected by Section 4(f).

Persons with knowledge of historic and park/recreational resources are encouraged to provide information to the project team or provide comment on the potential to impact these resources.

PROJECT ALTERNATIVES

The project team is currently evaluating alternatives for the project (see **Figure 3**, next page).

Alternative 1	Roadway reconstruction with an “off-road” independent multi-use path (on Central Section*).
Alternative 2	Roadway reconstruction with a multi-use path incorporated into the roadway typical section.
Alternative 3	Roadway reconstruction with sidewalks with curb and gutter and on road bicycle shoulders.
Alternative 4	No-Build

This section describes the three design alternatives and a no-build alternative. All three design alternatives for roadway construction closely follow the existing alignment as a “best fit” where possible to reduce potential impacts.

Alternatives 1 & 2 follow the same alignment throughout the East and West Sections of the project while following a different shared use path alignment through the Central Section. Alternative 3 uses on-road bicycle compatible shoulders in both directions, with curb and gutter and a 5’ sidewalk on one side, (similar to the current typical under construction for the Central Section improvements), mixed with a shared use path at some locations similar to Alternative 2. The proposed detour routes, temporary traffic control, and proposed intersection improvements throughout the project are the same for each alternative.

Luckey Lane, through the residential section, is proposed to be converted to a “one way” road traveling southbound between the intersections of Dorsey Road and Greenbag Road. The new typical section will provide an 11’ lane with a 3’ buffer and a 9’ shared use path, see **Figure 2**, for the entirety of Luckey Lane before tying to the East Section.

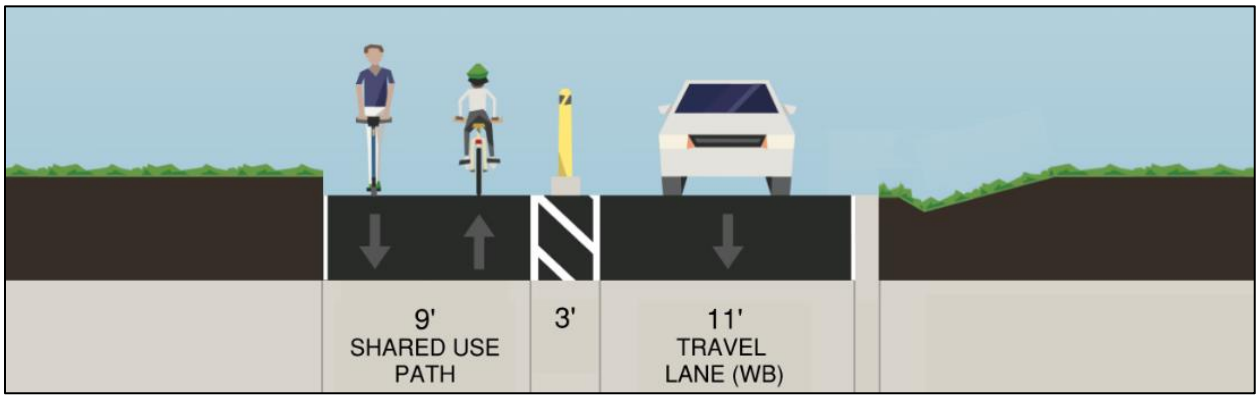


FIGURE 2: LUCKEY LANE TYPICAL SECTION

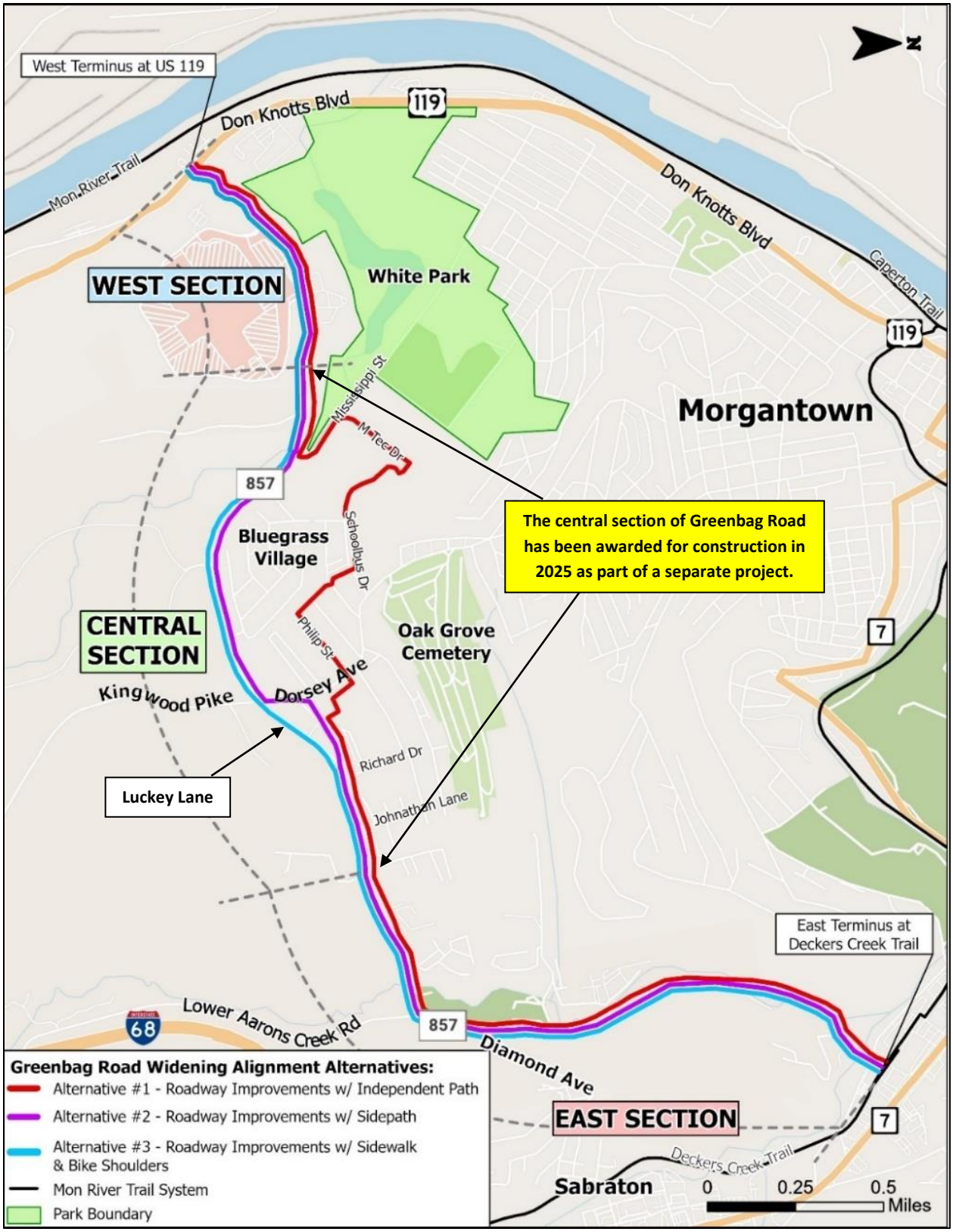


FIGURE 3: PROJECT ALTERNATIVES

Alternatives 1 & 2

Greenbag Road will be widened for the entire corridor allowing for two 12' lanes with 4' paved shoulders. A 10' wide shared use path with a 5' wide buffer is incorporated along the roadway as a "side path" in both the West and East sections of Greenbag Road. A reduction to 8' wide shared use path and/or 3' wide buffer is used in locations where a narrower width is advantageous to reduce impacts.

West Section

For both alternatives, the southbound direction will be reduced from two lanes to a single lane to provide for the shared use path around each of the mall entrances. The southbound lane turning at the signalized intersection with the West Mall Entrance will be reduced to 150 feet and a marked crosswalk with pedestrian refuge across the east leg of Greenbag Road will be installed. A southbound left turn lane will be added for the East Mall Entrance utilizing the inside shoulder and median. (See **Figure 4**). All existing intersections and driveway entrances in this section will be maintained at their current locations, therefore current sight distances will be maintained. The permanent right of way takes for the West Section will affect three (3) parcels totaling 1.84 acres.

Central Section

The Central Section Alternative 1 has minor right of way impacts to many properties to accommodate the proposed 10' shared use path. The permanent right of way takes for this section will affect twenty-seven (27) parcels totaling 5.01 acres.

The Central Section Alternative 2 has minor right of way impacts to a few properties to accommodate the proposed widening of the existing sidewalk to an 8' shared use path. The permanent right of way takes for this section will affect six (6) parcels totaling 0.62 acres.

East Section

In both alternatives, the independent shared use path will rejoin Greenbag Road at Johnathan Lane, which marks the beginning of the East Section, and will continue along Greenbag road for the remainder of the alignment to its intersection with Deckers Creek Boulevard. Greenbag Road continues, connecting from the Central Section to the East Section, along the existing alignment.

A roundabout is provided to improve the intersection at Deckers Creek Boulevard. The roundabout location was determined by the desire to reduce impacts to businesses and improve the capacity and safety of the intersection.

All existing intersections and entrances will be located at their existing location in this section except for Lower Aarons Creek Road, the relocated driveways associated with Faith Baptist Church and Covenant Christian School and the slight shift for the roundabout at Deckers Creek Boulevard; the sight distance at these locations will match existing or be improved.

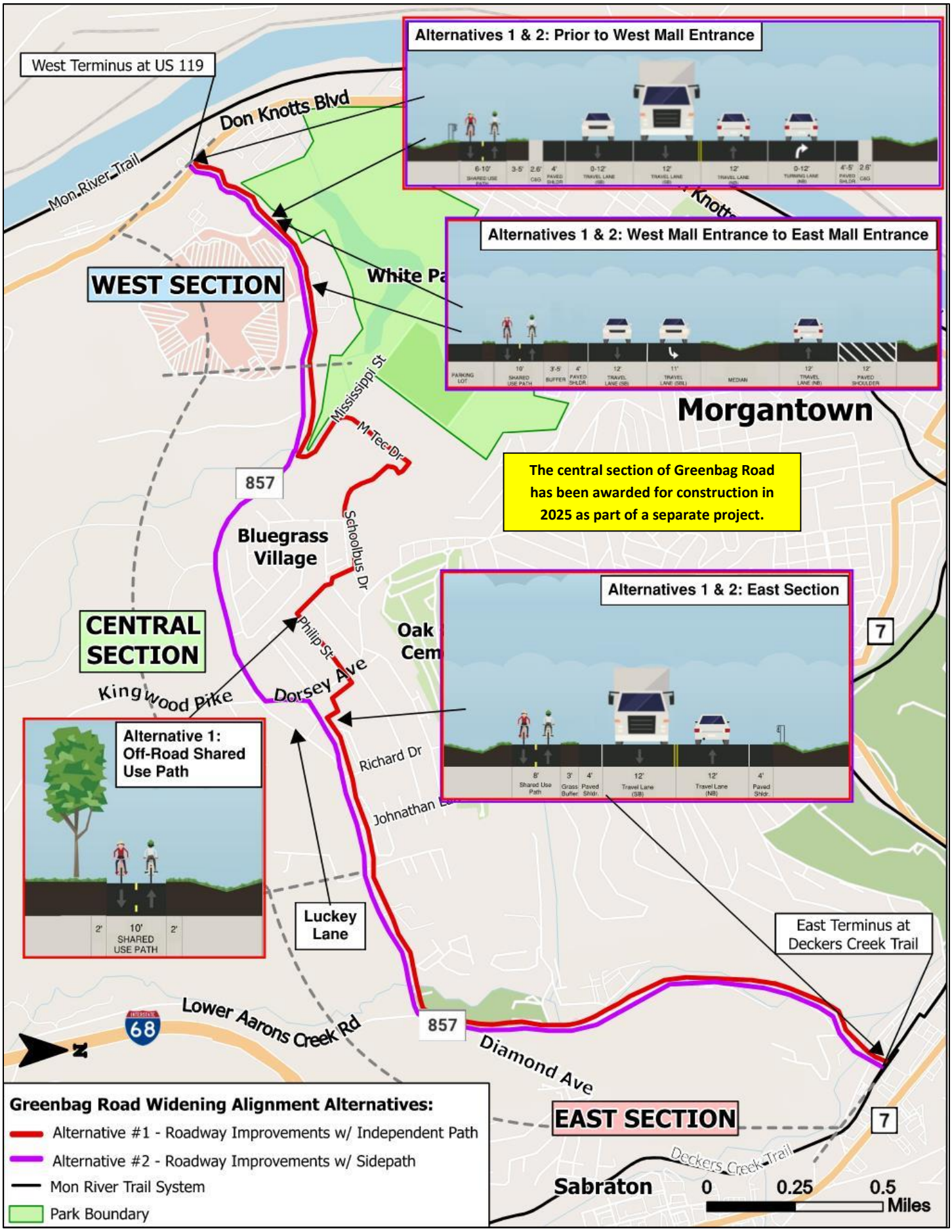


FIGURE 4: ALTERNATIVES 1 AND 2

Alternative 3

Greenbag Road will be widened to two 12' lanes with 5' shoulders, where bicycles share each side of the roadway. Pedestrians will use a 5' wide sidewalk with curb and gutter located on the north side of the roadway (**Figure 5**).

West Section

Alternative 3 will connect to the signalized intersection of Greenbag Road at US 119. Like Alternatives 1 & 2, an additional left-turn lane will be added for traffic turning from Greenbag Road onto northbound US 119. From the West Mall Entrance to the East Mall Entrance, the southbound direction has been reduced from two lanes to a single lane. The southbound turn lane at the signalized intersection with the West Mall Entrance will be reduced to 150 feet and a marked crosswalk with pedestrian refuge across the east leg of Greenbag Road will be installed. The existing southbound left turn lane at the East Mall Entrance will be maintained. Bicyclists will be utilizing the widened shoulder on both sides of the roadway throughout the West Section until connecting with the Central Section. All existing intersections and driveway entrances in this section will be maintained at their current locations.

Minor impacts to many of the existing businesses are anticipated in order to allow for smooth driveway tie-ins. The permanent right of way takes for the West Section will affect three (3) parcels totaling 1.84 acres.

Central Section

Due to the lack of existing shoulder on the left, it is recommended that the shared use path proposed in Alternatives 1 and 2 be utilized in the Central section by widening the existing sidewalk. This will allow for bicyclists to be separated from traffic on the steep southbound grade, which will provide a safer environment for stopping and erratic movements.

East Section

The East Section starts at Jonathan Lane with two 12' lanes with 5' on-road bicycle shoulders and a 5' sidewalk with curb and gutter. This typical will continue along Greenbag Road for the remainder of the alignment until just before the Deckers Creek Bridge, at which point an adjacent shared use path will be established for crossing Deckers Creek. A bicycle crossing will need to be provided.

A roundabout is proposed to improve the intersection at Deckers Creek Boulevard. The roundabout location was determined by the desire to reduce impacts to businesses and improve the capacity and safety of the intersection.

All existing intersections and entrances will be located at their existing location in this section except for Lower Aarons Creek Road, the relocated driveways associated with Faith Baptist Church and the Covenant Christian School, and the slight shift for the roundabout at Deckers Creek Boulevard. The permanent right of way impacts for the East Section will affect seventy-two (72) parcels totaling 15.39 acres, while temporary construction easements will affect four (4) parcels totaling 0.36 acres for driveway reconstruction.

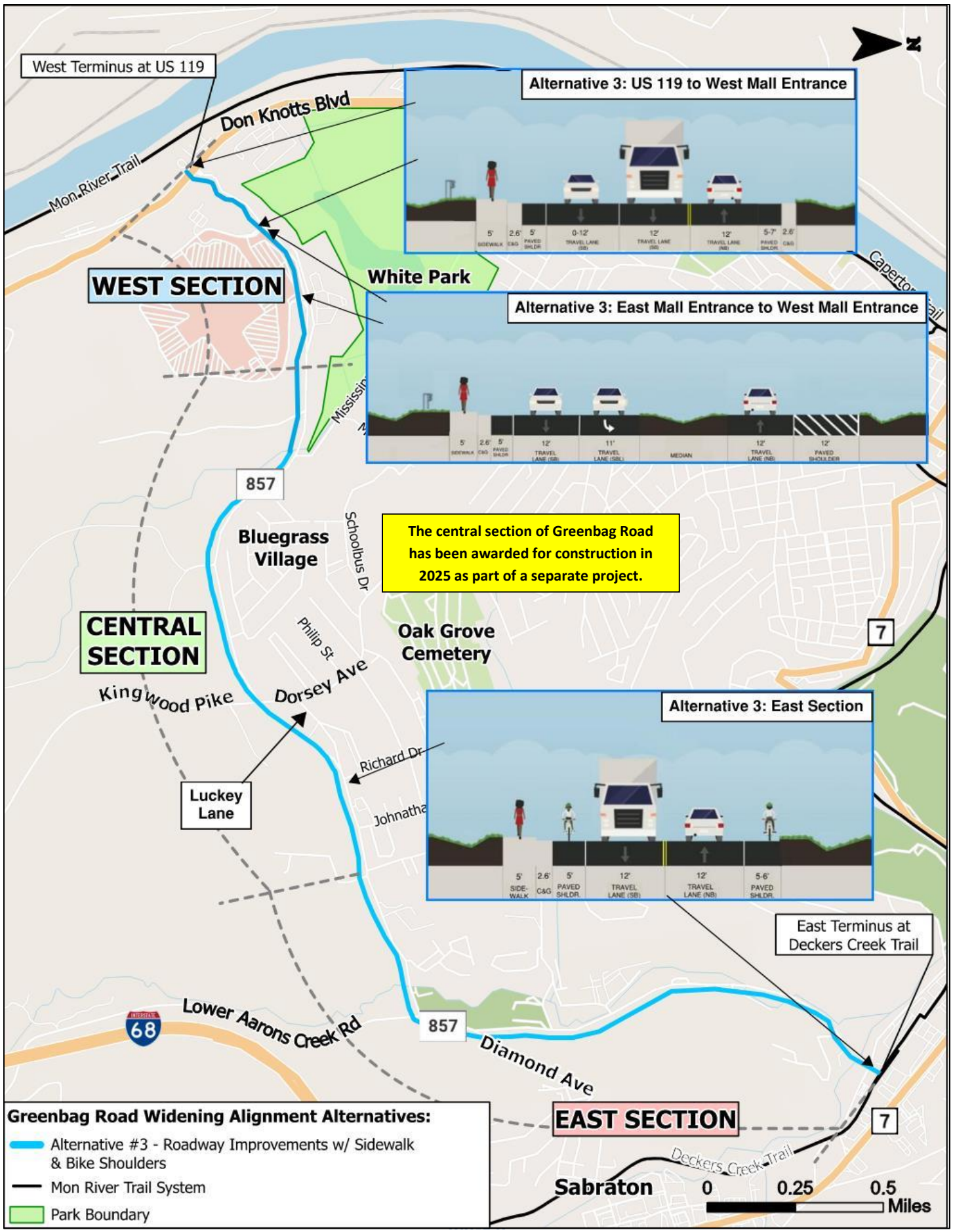


FIGURE 5: ALTERNATIVE 3

Alternative 4: No Build

With 2044 volumes estimated to approach 11,500 vehicles per day, traffic operations and safety will continue to decline on this corridor as geometric and operational deficiencies would not be addressed. Greenbag Road is a key component of the Morgantown area's transportation system and is a focus within the community for much needed and desired alternative transportation. Without substantial improvement to alternative routes within the Morgantown area, which could provide additional capacity and little to no added delay, the no build option is undesirable.

A matrix depicting environmental and community impacts of each alternative has also been provided (**Figure 8**).

CONSTRUCTION & TRAFFIC CONTROL

The majority of the proposed roadway construction for this project will be widening the lanes and shoulders on existing grade, with the addition of a sidewalk or side path on one side of the road. There are three (3) stream crossings that will need to be widened, and at least four (4) intersections with proposed geometric improvements, required to improve safety and mobility along the corridor. Proposed lane and shoulder widening, and culvert extensions will be constructed primarily on the south side of the road, though this may vary based on site-specific constraints throughout the project corridor. The newly constructed widening will initially be used to shift and maintain two (2) lanes of traffic where feasible while the remaining widening, culvert extensions, proposed walls, and adjacent multimodal facilities are built. Where shoulder widening is required to maintain temporary traffic, it will be constructed to full pavement depth. In locations where maintaining two lanes is not feasible, flaggers and/or temporary portable traffic signals will be utilized, depending on the duration of the traffic control need. All side streets and driveways will remain open to traffic throughout construction.

Temporary closures of Greenbag Road are not anticipated for the proposed roadway widening. However, a planned closure of Luckey Lane is likely necessary to convert the local two-way street into a one-way street with a paved sidepath. In the case of an unplanned incident, two types of detour routes were identified for the East and West Section work areas:

- **Primary Detour Route (via I-68)**: Longer distance and travel time but can accommodate all detour traffic, including heavy vehicles.
- **Local Detour Route**: Shorter, neighborhood cut-through route that are not intended to be a detour but will most likely be utilized by local traffic.

West Section Detour

In the West section, the official detour route should direct through traffic Interstate 68. For west section construction, this detour is 9.5 miles long and will take approximately 18 minutes to navigate. This route includes three additional signalized intersections, likely increasing travel

times. However, this is the preferred detour route for larger trucks to use due to its capacity and reduced constraints compared to local streets (**Figure 6).**

The Local Detour is 2.1 miles long and will take approximately 8 minutes to navigate. Westbound vehicles traveling on this route will be redirected along Mississippi Street. Once at the intersection with US 119, vehicles will be directed left to Greenbag Road. Eastbound traffic will use Greenbag Road to US 119, turn right, then continue along Mississippi Street to rejoin the corridor. This route may not be able to accommodate larger trucks, as a portion of the route is a collector running through neighborhood streets. Delays may be expected for westbound traffic turning left onto US 119, especially during heavy traffic flows, as there are no signals at that intersection (**Figure 6**).

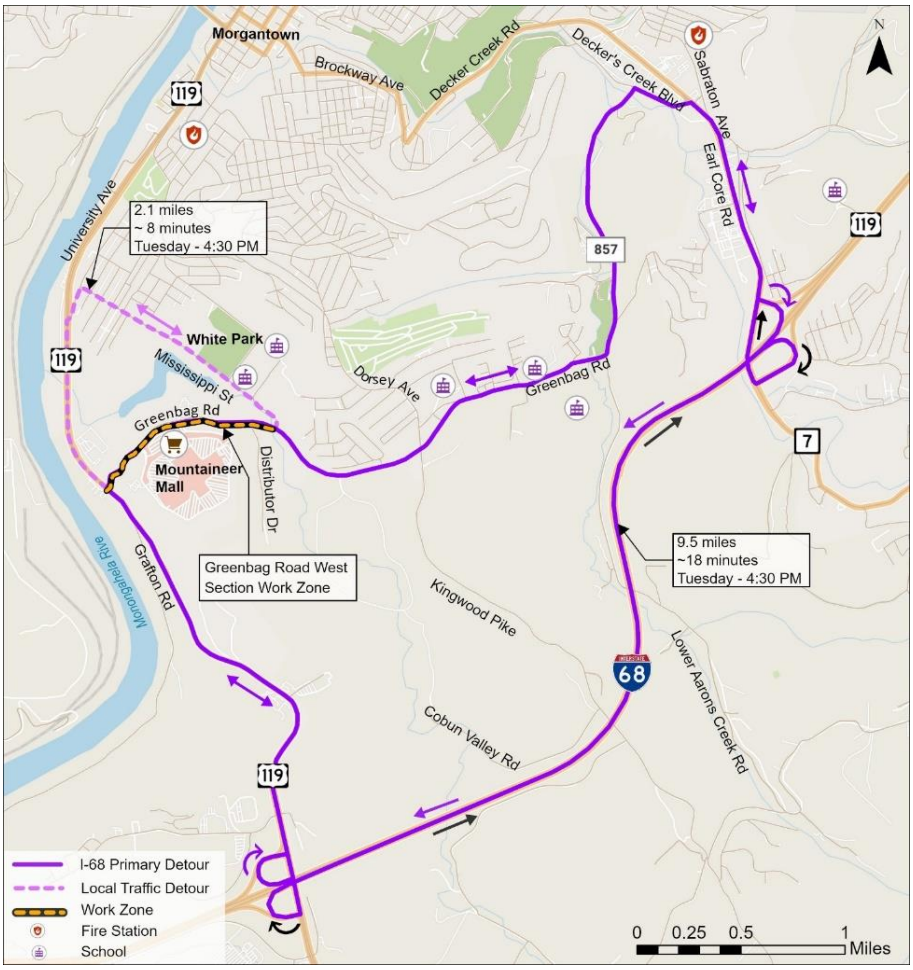


FIGURE 6: WEST SECTION DETOUR ROUTES

East Section Detour

In the East section, the Primary Detour route is via Interstate 68, which is approximately 7.7 miles long and takes around 17 minutes to complete (**Figure 7**). This route also includes three additional traffic signals but provides the necessary road width and structural capacity to accommodate larger vehicles. It minimizes the potential disruptions that might be encountered on narrower,

lower-volume local streets. The Local Detour is 3.5 miles long and will take approximately 10 minutes to navigate. Eastbound vehicles travelling on this route will be redirected onto Dorsey Avenue. A series of collector streets will connect vehicles from Dorsey Avenue to Brockway Avenue, where they will be directed right onto Deckers Creek Boulevard until reaching Greenbag Road. Westbound traffic will follow the same route in reverse. Due to narrow lanes and residential settings, this local route may not accommodate larger trucks or oversized vehicles, as a portion of the route is a series of collectors running through neighborhood streets.

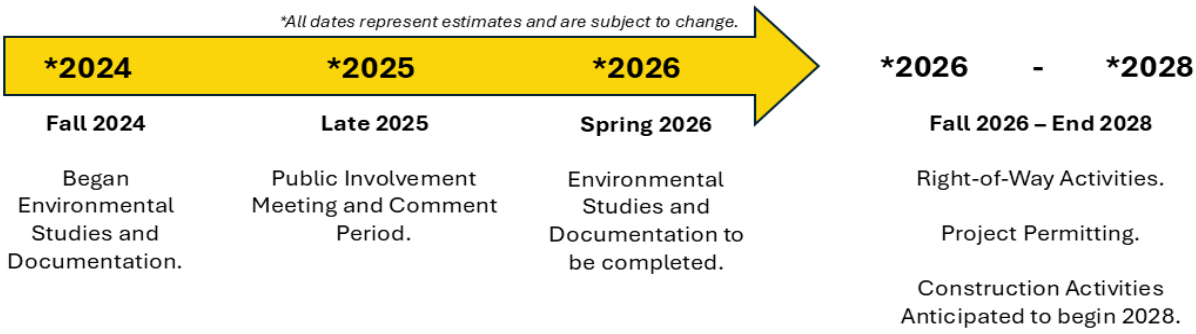
Many residents, businesses and schools will be impacted by this project. Three (3) public and two (2) private schools exist within the impact area of the Greenbag Road Widening project. This means school bus routes and/or student drop-off/pick-up schedules may be impacted. This project may also affect the response times for emergency services. Although no emergency services have personnel stationed along the project corridor, there are two (2) nearby City of Morgantown fire stations that service the corridor. Given all the parties involved, temporary traffic impacts will be conveyed to the various residents, schools, and first responders before the project begins construction.

FIGURE 7:
EAST SECTION DETOUR ROUTES

PROJECT PARAMETERS	Unit of Measure	Alternatives/Sections			
		No Build	**Alternative 1**	**Alternative 2**	**Alternative 3**
General Description		Continue roadway maintenance	Roadway reconstruction with **independent "off-road" multi-use path**	Roadway reconstruction with **multi-use side path along Greenbag Rd.**	Roadway reconstruction with **sidewalk and on-road bike shoulders along Greenbag Rd.**
Proposed Travel Lanes **Existing condition shown for No Build*		9' – 10' lanes 0' – 3' shoulders	2, 12' travel lanes 4' paved shoulders	2, 12' travel lanes 4' paved shoulders	2, 12' travel lanes 5' paved shoulders
Proposed Non-motorized Accommodations **Existing condition shown for No Build*		Discontinuous 5' sidewalk	8' – 10' side path along Greenbag Rd. + 10' side path off-Greenbag Rd.	8' – 10' side path along Greenbag Rd.	5' sidewalk, one side of roadway. 5' on-road bicycle shoulders
Structure Improvements / Number		0/4	4/4	4/4	4/4
PRELIMINARY COST ESTIMATE					
Construction	$	$0	$25,091,083	$23,599,129	$25,863,564
Engineering	$	$0	$2,509,108	$2,359,913	$2,586,356
Right-of-Way	$	$0	$4,300,000	$4,300,000	$4,300,000
Utilities	$	$0	$1,690,235	$1,690,235	$1,690,235
TOTAL	$	$10,000 annually	$27,600,191	$25,959,042	$28,449,920
REAL ESTATE					
Parcels Affected	Number	0	107	86	79
Fee Real Estate Required	Acres	0	22.93	18.54	17.23
Temporary Easement Required	Acres	0	0.71	0.71	0.36
TOTAL REAL ESTATE	Acres	0	23.64	19.25	17.59
LAND USE / RELOCATIONS					
Number of farms affected / total acres	Number	0	1 farm / < 0.1 acre	1 farm / < 0.1 acre	1 farm / < 0.1 acre
Farmland rating	Score	0	17	19	24
Total non-residential buildings acquired / demolition	Number	0	3 / 1	3 / 1	3 / 1
Housing units required	Number	0	0	0	0
ENVIRONMENTAL FACTORS					
Number of historic properties affected / number present	Number	0/1	0/1	0/1	0/1
Section 4(f) evaluation or determination required / resources present	Number	0/4	2/4	1/4	1/4
Section 6(f) or other unique properties present/impacted	Number	0/1	0/1	0/1	0/1
Work within Floodplain **All Aaron Creek Box Culverts and the Deckers Creek Box Beam bridge exist within 100-year floodplains for their respective waterways*	Number	No	Yes	Yes	Yes
Retaining Walls proposed	Feet	N/A	625 feet	625 feet	625 feet
Threatened/Endangered species with "may affect – likely to adversely affect" determinations and/or requiring state Incidental Take Authorization	Number	0/3	0/3	0/3	0/3
Total wetlands permanently impacted / number present	Acres	0 / 0.266	0 / 0.266	0 / 0.266	0 / 0.266
Streams impacted	Linear Feet	0/13,452	4,769 / 13,452	4,769 / 13,452	4,769 / 13,452
Section 404 Permit	Type	None	Individual	Individual	Individual
Contaminated sites affected (affected/total #)	Number	0/4	3/4	2/4	2/4

FIGURE 8: ALTERNATIVES COMPARISON MATRIX

PROJECT SCHEDULE



PUBLIC COMMENTS

We encourage you to talk to the project representatives and ask them questions. Attached to this handout is a sheet for your written comments and input regarding the proposed project.

Please mail any written comments about the project or leave them in the comment box tonight. You can also e-mail your comments to the contacts listed below. Comments will be received until December 19, 2025.

Scan the image above with your phone's camera for an online comment form!

Copies of meeting materials are attached to this handout and are available online at the following WVDOH website: https://transportation.wv.gov/comments/Pages/default.aspx (linked through code above).

Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. Your input is welcome and appreciated throughout the design process.

For more information, please contact:

Doug Kirk, Director
Technical Support Division
West Virginia Division of Highways
1900 Kanawha Blvd, East
Building 5, Room 820
Charleston, WV 25305
Douglas.W.Kirk@wv.gov

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Public Involvement Meeting Comment Form

State Project: U331-857/00-0.00 00
Federal Project: STBG-0857(024)D

Greenbag Road Widening Project
Morgantown
Monongalia County, WV

Tuesday, November 18, 2025

Please place this form in the comment box or mail by **December 19, 2025,** to the address on the back of this sheet. Comments can also be e-mailed to Douglas.W.Kirk@wv.gov or submitted online at the following WVDOH website: https://transportation.wv.gov/comments/Pages/default.aspx *(scan QR code at right for quick access!)*. Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. Your input is welcome and appreciated throughout the design process. Thank you for attending this public meeting!

Scan the image above with your phone's camera for an online comment form!

Name: _____
Address: _____
Daytime Phone Number (optional): _____
Email Address (optional): _____

Please Print Comments (attach additional sheets if necessary)

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The information in this document including names, addresses, phone numbers, e-mail addresses, and signatures is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the West Virginia Freedom of Information Act (WVFOIA), W.Va. Code section29B-1-1.

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[*Stamp or Pre-paid Postage*]

Technical Support Division

West Virginia Division of Highways

1900 Kanawha Blvd, East

Building 5, Room 820

Charleston, WV 25305

Attn: Doug Kirk

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