

US 19 Shady Spring to Beaver Project (Beckley Z-Way)

Re-evaluation of Finding of No Significant Impact Raleigh County, West Virginia

State Project: X341-ZWA/Y 1.00 00

Federal Project: STP-0019(419)D

**U.S. Department of Transportation
Federal Highway Administration**



**West Virginia Department of Transportation
Division of Highways**



December 2022

**FEDERAL HIGHWAY ADMINISTRATION
RE-EVALUATION OF FINDING OF NO SIGNIFICANT IMPACT:
US 19 SHADY SPRING TO BEAVER PROJECT
(BECKLEY Z-WAY)
RALEIGH COUNTY, WEST VIRGINIA**

**State Project No. X341-ZWA/Y 1.00 00
Federal Project No. STP-0019(419)D**

In February 2018, the Federal Highway Administration (FHWA) and the West Virginia Department of Transportation, Division of Highways (WVDOH) prepared an Environmental Assessment (EA) to identify and evaluate the potential environmental impacts as a result of the proposed US 19 Shady Spring to Beaver Project, located in Raleigh County, West Virginia. Subsequently, a Finding of No Significant Impact (FONSI) was issued for the project and signed on August 15, 2018. In December 2018, WVDOH developed design modifications that required the expansion of the previously investigated study area. As a result, additional field investigations were conducted and a re-evaluation of the FONSI was determined necessary to assess impacts to additional resources. The FONSI Re-evaluation was signed on October 10, 2019.

In 2022, Rare, Threatened, and Endangered Species (RTE) studies had to be updated for three federally protected species of bats, the gray bat (*Myotis grisescens* - endangered), Indiana bat (*Myotis sodalis* - endangered), and the northern long-eared bat (*Myotis septentrionalis* - threatened). It was further determined that, due to the passage of time, above ground architectural history resources investigations should be completed to account for resources that had reached 50 years of age between 2019 and 2022.

Through re-evaluation of the FONSI, the FHWA has determined that the construction of the Preferred Alternative, including the design modifications undertaken in 2019, will have no significant impact on the human environment within the meaning of the *National Environmental Policy Act of 1969* (42 USC 4321 et seq.). This re-evaluation of the FONSI is based on: the 2018 EA, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures; the FONSI issued in 2018; the FONSI issued in 2019; and the addendums to reports based on additional field investigations completed in 2022. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

Date

**JASON
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For FHWA

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- Attachment A Design Comparison
- Attachment B Shady Spring to Beaver FONSI Re-Evaluation dated October 3, 2019
- Attachment C SHPO Concurrence Letter dated June 5, 2019
- Attachment D SHPO Concurrence Letter dated December 2, 2022
- Attachment E SHPO Concurrence Letter dated May 7, 2019
- Attachment F USFWS Concurrence Message dated November 22, 1922

1.0 Project Summary

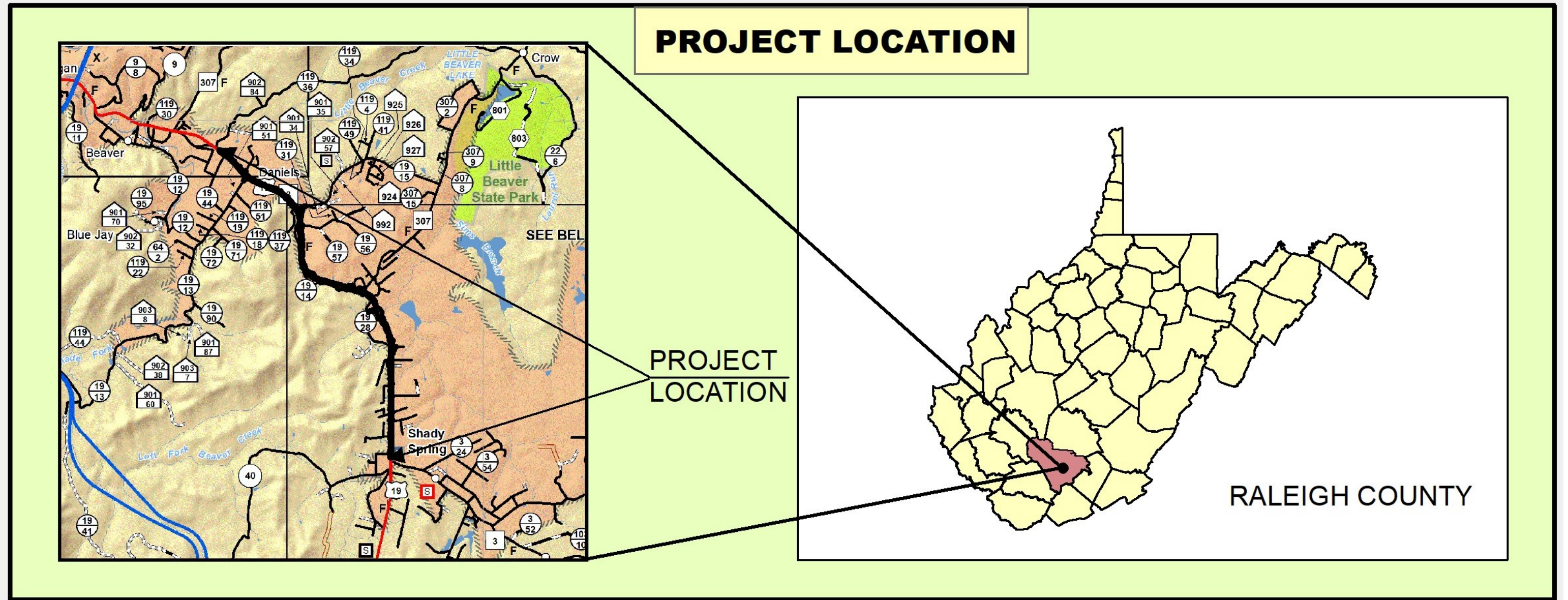
The Federal Highway Administration (FHWA), in cooperation with the West Virginia Department of Transportation, Division of Highways (WVDOH), has prepared this second Re-evaluation of Finding of No Significant Impact (FONSI) pursuant to the Council on Environmental Quality Regulations (40 CFR, Parts 1500-1508) for the proposed US 19 Shady Spring to Beaver Project (Beckley Z-Way). The project is located in Raleigh County, West Virginia.

The project is located along US 19 between the towns of Beaver and Shady Spring. The northern terminus in Beaver is located south of Airport Road in the vicinity of Old Crow Road (CR 119/36). The southern terminus is located in Shady Spring in the general vicinity of the intersection of US 19 and WV 3 (Hinton Road) for a distance of approximately 4 1/2 miles. The existing two-lane road will be widened to three lanes with turning lanes at some intersections. In a few locations, US 19 will be partially shifted. The project location is shown on Page 3 of this document.

Following development and evaluation of six alternatives in accordance with the appropriate federal regulations (40 CFR 1502.14 [a]; 23 CFR 771.123 [c]) and FHWA Technical Advisory T6640.8A, a Preferred Alternative was identified and carried forward for detailed analysis in an Environmental Assessment (EA) in accordance with the *National Environmental Policy Act of 1969* (NEPA). In February 2018, WVDOH prepared the EA and a subsequent FONSI was issued for the project on August 15, 2018.

In December 2018, WVDOH developed design modifications subsequent to the approval of the EA and FONSI for the project. The design modifications were predominantly minor in nature, involving slight shifts or expansion of existing planned disturbance areas and were primarily necessary to address drainage and stormwater configuration and design considerations (Attachment A). These design changes resulted in the need to further investigate areas located outside of the previously inventoried study area for applicable environmental and social resources, including archaeological, historic, and aquatic resources. Additional field investigations were conducted and addendums to previous reports were prepared in order to assess potential additional impacts. WVDOH issued a FONSI Reevaluation for the project on October 10, 2019. The 2019 FONSI Re-Evaluation is incorporated into this document by reference and is attached as an electronic file (Attachment B).

The investigations of Threatened and Endangered Bat Species expired in July 2022, requiring those studies to be undertaken again. It was determined by WVDOH that additional Above Ground Cultural Resources studies should also be undertaken, to assess any resources that had subsequently turned 50 years of age since 2019 for National Register of Historic Places (NRHP) eligibility. Both investigations were undertaken in September and October 2022. As a result of the additional investigations conducted, a second re-evaluation of the FONSI was warranted. This document describes the methodology and results of the investigations that occurred to document threatened and endangered species and above ground cultural resources. Based on the re-evaluation of the proposed project, there have been no significant changes in the proposed action, the affected environment, the anticipated impacts, or the proposed mitigation measures since original NEPA clearance was given in 2018.



2.0 Aquatic Resources

Aquatic resource investigations were conducted in 2016, and findings were reported in an Aquatic Resources Report in February 2018. Due to design modifications since the 2018 FONSI, it was necessary to further investigate fourteen areas totaling approximately 7.0 acres located outside of the previously inventoried project study area for aquatic resources, including streams and wetlands.

An Aquatic Resources Report Addendum, dated May 2019, documented additional wetland and stream resources inventoried and assessed within the expanded project area. Wetland updates included the extension of one previously delineated wetland and the addition of five new wetlands. Stream updates included the addition of eight new stream segments. In addition, one previously identified non-regulated drainage ditch was extended, seven new non-regulated drainage ditches and one regulated drainage ditch were identified, and two non-regulated sediment basins not associated with the project were identified.

As shown in Table 1 (see Section 6.0), the revised design of the Preferred Alternative will impact 774 feet of perennial streams, 445 feet of intermittent streams, and no ephemeral streams, for a total of 1,219 feet of stream impact. The impacts will occur due to replacement of, or extensions of, existing roadway drainage ditches, drainage pipes, and culverts. Approximately 0.44 acres of wetlands will be impacted by the project. All wetlands impacted by the project are Palustrine Emergent (PEM). While the new design will impact more lengths of streams than the original design, it will impact less wetland acreage, including avoiding impacts to a Palustrine Forested/Scrub-Shrub (PFO/PSS) mixed habitat wetland.

3.0 Archaeological and Historic Resources

Historic resource surveys for the project were first completed in 2016. Subsequent changes to project design led to a slight enlargement of the Area of Potential Effects (APE), which necessitated additional survey to identify and assess the NRHP eligibility of historic architectural resources 50 years of age or older within the expanded APE in 2019. A total of five resources were evaluated for NRHP listing. None of the resources were recommended as eligible for NRHP listing. An Abbreviated Historic Architectural Resource Survey and Determination of Eligibility Addendum Report was prepared in April 2019 to document these findings. In a letter dated June

5, 2019, the West Virginia Division of Culture and History, the State Historic Preservation Office (SHPO) concurred with these findings (Attachment C).

In October 2022, eight additional historic architectural resources were evaluated for NRHP eligibility. All had turned 50 years of age since 2019. Seven were evaluated as not eligible for NRHP listing and one was evaluated as NRHP-eligible. The NRHP eligible resource will not be affected by the project. The findings were detailed in an Abbreviated Historic Architectural Resource Survey, Determination of Eligibility, and Determination of Effect Addendum Report. In a letter dated December 2, 2022, the SHPO concurred with these findings (Attachment D).

Additionally, a Phase I archaeological survey was performed on the expanded APE to determine the potential for archaeological resources to be located within the expanded archaeological APE. No artifacts or archaeological sites were identified during excavations, and therefore no further investigations into archaeological resources are necessary. The project will not affect any NRHP-eligible or NRHP-listed archaeological remains. A Phase IB Archaeological Survey Addendum was prepared in April 2019 to document these findings. In a letter dated May 7, 2019, the SHPO concurred with these findings (Attachment E).

4.0 Threatened and Endangered Species

Threatened and endangered wildlife and plant species are protected under Section 7 of the federal Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.). On June 5, 2017, the U.S. Fish and Wildlife Service (USFWS) stated that two federally-listed species, the endangered Indiana bat (*Myotis sodalis*) and the threatened northern long-eared bat (*Myotis septentrionalis*), could occur in the project area. However, the USFWS further stated that the project is not likely to adversely affect either species. On August 23, 2017, the West Virginia Division of Natural Resources (WVDNR) noted that there are no known occurrences of any rare, threatened, or endangered species or natural trout streams within the project area.

WVDOH conducted another internal IPaC review of the Beckley Z-Way – Beaver to Shady Springs Project on June 30, 2022. Three federally protected species of bats, the gray bat (*Myotis grisescens* - endangered), Indiana bat (*Myotis sodalis* - endangered), and the northern long-eared bat (*Myotis septentrionalis* - threatened) were identified as species of concern through the IPaC review. WVDOH conducted a Potential Roost Tree (PRT) survey on October 10, 2022 within the

proposed cut and fill limits associated with the project. The field investigation resulted in the identification of twenty-two (22) secondary roost trees within the project engineering design footprint. Per USFWS guidelines, the WVDOH has committed to provide a total of five (5) bat boxes as mitigation for the proposed project. WVDOH will coordinate the location, installation, and monitoring of the nest boxes with the United States Fish and Wildlife Service – West Virginia Field Office (USFWS-WVFO). Since the project is not located in a known use area for Indiana bats and no known hibernacula or maternity roost trees for the northern long-eared bats occur within the project area, seasonal tree harvest restrictions will not be required.

WVDOH submitted an Individual Project Report to the USFWS-WVFO on November 21, 2022. Based upon the scale of the proposed project, minimal impact to potentially available habitat and absence of known use areas, WVDOH determined that the proposed action is Not Likely to Adversely Affect (NLAA) any of the three (3) species of bats as identified through the IPaC review. The USFWS-WVFO concurred with this determination via email correspondence on November 22, 2022 (Attachment F).

5.0 Section 4(f) Evaluation

One additional property within the revised project area was identified as eligible for listing on the NRHP, but the WV SHPO concluded that the project would have no effect on the resource. No additional properties were identified that would be considered as Section 4(f) impacts. Consequently, Section 4(f) impacts to two properties impacted directly by sliver takes from the project are still considered *de minimis*, as described in the 2018 FONSI.

6.0 Environmental Justice

Due to design modifications and updated population data available from the U.S. Census Bureau, additional analysis was required in 2022 to determine if an environmental justice population would see a disproportionate impact when compared to the non-environmental justice populations. Statistics for block groups from the 2016-2020 American Community Survey 5-Year Estimates data from the U.S. Census Bureau was analyzed. The factors used for the environmental justice screening are found in Table 1.

With a minority population of 10.9% (All project area block groups combined), the project study area does not exceed the screening threshold for Raleigh County (12.3%). With a low-income population of 10.9%, the project’s study area does not exceed the screening threshold for Raleigh County (13.3%). Consequently, the project is unlikely to have a disproportionate effect on environmental justice populations.

**Table 1
Environmental Justice Screening Factors**

Area	Total Population	White Population	Minority Population	Percent Minority	Persons with Incomes Below Poverty Level	Percent Below Poverty Level
Raleigh County	74,452	65,245	9,207	12.3	9,911	13.3
CT 8.03 BG 1	1,363	1,282	81	5.9	106	7.8
CT 8.03 BG 2	896	791	105	11.7	82	9.2
CT 8.03 BG 3	2,422	2,312	110	4.5	226	9.3
CT 8.04 BG 1	1,365	1,140	225	16.5	114	8.4
CT8.04 BG 2	1,800	1,677	123	6.8	408	22.7
CT 8.04 BG 3	973	916	57	5.9	66	6.8
CT 8.04 BG 4	1,656	1,210	446	26.9	139	8.4
Total Study Area (All Census Block Groups Combined)	10,475	9,328	1,147	10.9	1,141	10.9

7.0 Potential Impacts of the Project

Table 2, below, provides a summary of the potential impacts associated with the Preferred Alternative original design (previously addressed in the EA and approved in the 2018 FONSI) and the Preferred Alternative revised design (approved in the 2019 FONSI), which includes the expanded study area.

**Table 2
Comparison of Potential Impacts of the Preferred Alternative Original Design and Revised Design**

Resource or Element	Context	Preferred Alternative Original Design (as described in EA)	Preferred Alternative Revised Design
Environmental Justice	Executive Order 12898 of February 11, 1994, <i>Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations</i> , requires that the proposed project be assessed to determine whether or not it will have a disproportionately high impact on minority or low-income populations within the area. The WVDOH will work to assure that minority populations and low-income individuals have full access to information on the project and understand the potential impacts from construction and operation of improved access.	With a minority population of 4.4 percent, the study area does not exceed the screening threshold for Raleigh County (11.3 percent). With a low-income population of 8.9 percent, the study area does not exceed the screening threshold of Raleigh County (17.7 percent). Consequently, the project is unlikely to have a disproportionate effect on environmental justice populations. A complete environmental justice analysis is included in the EA 2018 as Appendix C.	With a minority population of 10.9% (All project area block groups combined), the project study area does not exceed the screening threshold for Raleigh County (12.3%). With a low-income population of 10.9%, the project's study area does not exceed the screening threshold for Raleigh County (13.3%). Consequently, the project is unlikely to have a disproportionate effect on environmental justice populations.
Tax Base	Taxable land will be converted to a transportation use. For Fiscal Year 2022-2023 property tax revenues for Raleigh County are estimated to be \$13.5 million (WVSAO 2022). The average annual tax per property in the county is less than \$1,265 (DUSA 2022).	There will be an initial decrease of property tax revenues in Raleigh County as a result of converting some taxable property to a public use. Based upon the small percentage of the total assessed value that would be lost from construction of the proposed project (less than 0.2 percent), the associated property tax	No change in impact.

Resource or Element	Context	Preferred Alternative Original Design (as described in EA)	Preferred Alternative Revised Design
		<p>losses would be negligible. Furthermore, this loss would be temporary if displaced residents and businesses relocate within the same area. Tax revenues temporarily lost would be regained upon relocation of residences and businesses.</p>	
Displacements	<p>Land use along US 19 in the project area is primarily residential, but many businesses are also located along the roadway.</p>	<p>The project will permanently displace 8 businesses and 17 residential units (11 single-family dwellings and one 6-unit apartment building).</p>	<p>The project will permanently displace 10 businesses and 22 residential units (19 single-family dwellings and one 3-unit apartment building).</p>
Community Facilities and Services	<p>No community facilities, parks, or publicly-owned recreation facilities are in the project area. Police service is provided by the Raleigh County Sheriff's Department and the West Virginia State Police. The Beaver VFD responds to fire calls.</p>	<p>Eliminating geometric deficiencies, such as narrow lanes, bottlenecks, skewed intersections, and poor horizontal and vertical curves, will allow for better free-flow of traffic. The addition of turning lanes for the length of US 19 and the use of TSM elements at problem-intersections will improve traffic capacity and provide all traffic increased mobility. As a result, all vehicles traveling in the corridor will operate more efficiently and response times for emergency vehicles will decrease.</p>	<p>No change in impact.</p>
Community Cohesion	<p>"A strong community bond creates a sense</p>	<p>Community cohesion will be improved for</p>	<p>Community cohesion will be improved for</p>

Resource or Element	Context	Preferred Alternative Original Design (as described in EA)	Preferred Alternative Revised Design
	<p>of cohesion that can be expressed through the patterns of daily social interaction, the use of local facilities, participation in local organizations, and involvement in activities that satisfy the population's economic and social needs" (FHWA 1996). Under some circumstances, impacts caused by a transportation project can create changes to community cohesion if they interfere with or change the physical characteristics of a neighborhood or change local transportation patterns to a measurable degree.</p>	<p>residents and businesses along US 19 by improving mobility within the corridor. Although 8 businesses and 17 residential units will be taken for a widened road, there are dozens of businesses and over 150 homes located directly along US 19 between Shady Spring and Beaver and it is likely that any persons or businesses displaced by the project will relocate in the general area. Additionally, there are no "clustered" displacements. All displacements, be they businesses or residential units, are scattered throughout the corridor and are widely dispersed. Often in suburban/rural areas, improved transportation access strengthens community cohesion because increased mobility enhances the connectivity of people and places.</p>	<p>residents and businesses along US 19 by improving mobility within the corridor. Although 10 businesses and 22 residential units will be taken for a widened road, there are dozens of businesses and over 150 homes located directly along US 19 between Shady Spring and Beaver and it is likely that any persons or businesses displaced by the project will relocate in the general area. Additionally, there are no "clustered" displacements. All displacements, be they businesses or residential units, are scattered throughout the corridor and are widely dispersed. Often in suburban/rural areas, improved transportation access strengthens community cohesion because increased mobility enhances the connectivity of people and places.</p>
<p>Farmlands</p>	<p><i>Farmland Protection Policy Act</i> soils are present in the area. The Form AD-1006 Farmland Impact Rating for the project</p>	<p>The project will impact 0.23 acres of pasture. No <i>Prime Farmland Soils</i> or <i>Soils of Statewide Importance</i> underlay the pastureland.</p>	<p>The project will impact 0.05 acres of pasture. 0.0156 acres of <i>Prime Farmland Soils</i> and 0.0072 acres of <i>Farmland of Statewide</i></p>

Resource or Element	Context	Preferred Alternative Original Design (as described in EA)	Preferred Alternative Revised Design
	was less than the 60-point threshold.		<i>Importance</i> underlay the pastureland.
Land Cover	Based on a review of U.S. Geologic Survey data, the immediate project area has been classified as <i>Developed and Other Human Use</i> (USGS 2017). Land use within the project study area can be characterized as urban/developed and consists of predominately residential and commercial uses.	The project will impact 37.21 acres of land in the following manner: <ul style="list-style-type: none"> ➤ Built-up, mixed urban (low intensity – 13.58 acres; medium intensity – 19.03 acres; and high intensity – 2.54 acres) ➤ Open Space – 4.29 acres ➤ Forested – 0.08 acres ➤ Pasture – 0.23 acres 	The project will impact 45.11 acres of land in the following manner: <ul style="list-style-type: none"> ➤ Built-up, mixed urban (low intensity – 13.27 acres; medium intensity – 22.74 acres; and high intensity – 3.75 acres) ➤ Open Space – 5.16 acres ➤ Forested – 0.15 acres ➤ Pasture – 0.05 acres
Rare, Threatened, and Endangered (RTE) Species	Three federally protected species of bats, the gray bat (<i>Myotis grisescens</i> - endangered), Indiana bat (<i>Myotis sodalis</i> - endangered), and the northern long-eared bat (<i>Myotis septentrionalis</i> - threatened) were identified as species of concern through the IPaC review. WVDOH conducted a Potential Roost Tree (PRT) survey within the proposed cut and fill limits associated with the project. Since the project is not located in a known use area for Indiana bats and no known hibernacula or maternity roost trees for the northern long-eared	No impact.	No impact. In an electronic mail message dated November 22, 2022, the USFWS stated that this project is not likely to adversely affect any listed species and that no further Section 7 consultation under the Endangered Species Act is required.

Resource or Element	Context	Preferred Alternative Original Design (as described in EA)	Preferred Alternative Revised Design
	bats occur within the project area, seasonal tree harvest restrictions will not be required.		
Streams	Waters of the US were assessed in accordance with the non-amended 33 CFR 328.3; and guidance provided by the EPA and USACE. The dominant land uses within the project study area are mixed low-density residential and commercial properties. Runoff from these properties have caused degradation of the adjacent streams. The transportation network and storm water drainage network have also degraded the streams due to fragmentation and channelization. Headwater stream reaches have been diverted, relocated, channelized, and piped which has further degraded the biological, chemical, and physical functions of the streams. Additional Waters of the US investigations were conducted in 2019 to assess the new alignment.	A complete aquatic resources report is included in the 2018 EA as Appendix E. The project will impact 488 feet of perennial streams, 215 feet of intermittent streams, and no ephemeral streams, for a total of 703 feet of stream impact. The impacts will occur due to replacement of, or extensions of existing roadway drainage ditches, drainage pipes, and culverts.	An aquatic resources report addendum was submitted to WVDOH in May 2019. The project will impact 774 feet of perennial streams, 445 feet of intermittent streams, and no ephemeral streams, for a total of 1,219 feet of stream impact. The impacts will occur due to replacement of, or extensions of existing roadway drainage ditches, drainage pipes, and culverts.
Wetlands	Identification and delineation of palustrine wetland habitats were	A complete aquatic resources report, including detailed	An aquatic resources report addendum was submitted to WVDOH

Resource or Element	Context	Preferred Alternative Original Design (as described in EA)	Preferred Alternative Revised Design
	<p>conducted through field investigations and a review of existing information, including USGS 7.5-minute topographical quadrangles; National Wetlands Inventory; the Soils Data Mart for Raleigh County; and the National Hydric Soils List. For the most part, the wetlands in the area have been created from residential and commercial development. They are fragmented, disturbed, and degraded because of sewer installation, culvert installation, roadway influence, and active property maintenance. Additional wetland investigations were conducted in 2019 to assess the new alignment.</p>	<p>information on the wetlands in the project area, is included in the 2018 EA as Appendix E. Three wetlands will be impacted by the project. The wetlands are mostly Palustrine Emergent (PEM), but one of them has some elements of Palustrine Forested (PFO) and Palustrine Scrub Shrub (PSS) in it. Approximately 0.6 acres of wetlands will be impacted by the project.</p>	<p>in May 2019. Approximately 0.44 acres of wetlands will be impacted by the project. All wetlands impacted by the project are Palustrine Emergent (PEM).</p>
Floodplains	<p>Federal guidelines require the use of National Flood Insurance Program maps to evaluate the effect the proposed action may have on 100-year floodplains and the risk of flooding. The Federal Emergency Management Administration (FEMA) has identified floodplains on Little Beaver Creek and</p>	<p>Localized flooding issues have been raised as a concern by residents and business owners in the project area. While there will be no impact to regulated floodplains as a result of the project, design considerations for the improved roadway have been incorporated into the project to reduce existing stormwater drainage problems and prevent future problems</p>	<p>No change in impact.</p>

Resource or Element	Context	Preferred Alternative Original Design (as described in EA)	Preferred Alternative Revised Design
	Sand Branch. The closest either of these streams are to the project area is 800 feet.	with an increased impervious surface.	
Groundwater	Aquifers are at sufficient depth to be protected from any proposed construction. Public water service is provided throughout the project area.	No impact.	No impact.
Air Quality	The project is included in the Fayette/Raleigh Metropolitan Planning Organization 2040 <i>Regional Transportation Plan</i> , the 2015-2017 <i>Strategic Plan</i> , and the <i>Statewide Transportation Improvement Program (STIP) 2016-2021</i> . Air quality was assessed qualitatively in compliance with the <i>Clean Air Act (CAA)</i> and its amendments, related Federal regulations, and FHWA guidance. Raleigh County is in attainment with National Ambient Air Quality Standards (NAAQS) for all criteria pollutants.	The project is exempt under the CAA conformity rule under 40 <i>CFR 93.126</i> , and from project-level and Regional Conformity Analyses.	The project is exempt under the CAA conformity rule under 40 <i>CFR 93.126</i> , and from project-level and Regional Conformity Analyses.
Noise	The existing road will be widened from two to three lanes. This configuration allows for a through-lane in each direction and continuous left turn	This project does not meet the classifications of a Type I or Type II project as defined in the WVDOH <i>Highway Traffic Noise Policy</i> and 23 <i>CFR 772</i> . As such, it	This project does not meet the classifications of a Type I or Type II project as defined in the WVDOH <i>Highway Traffic Noise Policy</i>

Resource or Element	Context	Preferred Alternative Original Design (as described in EA)	Preferred Alternative Revised Design
	lanes throughout the corridor.	qualifies as a Type III project and requires no analysis for highway traffic noise impacts.	and 23 <i>CFR</i> 772. As such, it qualifies as a Type III project and requires no analysis for highway traffic noise impacts.
Potentially Hazardous Wastes	A potentially hazardous waste analysis was conducted to identify any properties in the project area that contain regulated substances.	The project will impact 11 potentially hazardous waste sites. All but two of the sites are former automotive repair shops or gas stations with underground storage tanks. One of the two remaining sites is a former strip mine and the other is a small business that possibly contains asbestos. A Phase I Environmental Site Assessment (to identify potentially hazardous sites) is included in the 2018 EA as Appendix F.	No change in impact.
Historic Resources	In October 2022, eight additional historic architectural resources were evaluated for NRHP eligibility. All had turned 50 years of age since 2019. Seven were evaluated as not eligible for NRHP listing and one was evaluated as NRHP-eligible. The NRHP eligible resource will not be affected by the project. The findings were detailed in an Abbreviated Historic Architectural Resource Survey, Determination of	Two of the NHRP-eligible properties will be impacted directly by the project with sliver takes. There will be a visual impact to the six other NRHP-eligible properties. WVDOH determined the project would have <i>No Adverse Effect</i> on any of these eight properties. In a letter dated October 26, 2017 (Appendix D of the 2018 EA), the SHPO concurred with WVDOH.	No change in impact. In a letter dated December 2, 2022, the SHPO concurred with these findings (Attachment D).

Resource or Element	Context	Preferred Alternative Original Design (as described in EA)	Preferred Alternative Revised Design
	<p>Eligibility, and Determination of Effect Addendum Report. In a letter dated December 2, 2022, the SHPO concurred with these findings (Attachment D).</p>		
<p>Archaeological Resources</p>	<p>Archaeologic surveys were conducted in 2016 and 2017. In a letter dated June 1, 2016, the SHPO requested that Phase 1b studies be completed at a specific site before it could concur with the project. That work was completed and, in a letter dated November 8, 2017 (Appendix D of the 2018 EA), the SHPO determined that no further archaeological investigations are necessary for the project. An additional Phase I archaeological investigation was conducted in 2019 to assess the minor revisions to the Preferred Alternative, which identified no artifacts or archaeological sites. In a letter dated May 7, 2019, SHPO concurred with the recommendation that no further work is necessary (included as Attachment E).</p>	<p>No impact.</p>	<p>No impact. In a letter dated May 7, 2019, SHPO concurred with the recommendation that no further work is necessary (Attachment E).</p>

Resource or Element	Context	Preferred Alternative Original Design (as described in EA)	Preferred Alternative Revised Design
Utilities	Electric, water and sanitary sewer, communications, and gas lines are in the area.	Several utility lines and associated utility components will be relocated.	No change in impact.
Section 4(f) Resources	Transportation projects may not take land from any historic site or public recreation area unless there is no feasible and prudent alternative to the use of that land; and all possible efforts to minimize harm to the property have been undertaken. A Section 4(f) <i>de minimis</i> determination is found in Appendix G of the 2018 EA.	Eight impacted properties have been identified as eligible for listing on the NRHP. The SHPO has determined that there would be <i>No Adverse Effect</i> on the properties. Two of the properties will be impacted directly by sliver takes from the project and are considered as Section 4(f) impacts, however, the impacts are considered <i>de minimis</i> .	No change in impact. Additional historic surveys were conducted in 2019 to assess the minor revisions to the Preferred Alternative. No additional properties were found to be eligible for listing or considered as Section 4(f) impacts. In a letter dated June 5, 2019, SHPO concurred with this finding (Attachment C).
Temporary Construction Impacts	Construction will create short-term impacts such as inconvenient traffic conditions, increased noise and particulate air pollution, erosion, and safety-related construction issues.	Construction will be scheduled to minimize traffic delays. Traffic disruptions will be temporary, localized, and of short duration. Access to all property will be maintained during construction. Construction will comply with all applicable federal, state, and local laws regarding safety, health, and sanitation. Contractors will adhere to Occupational Safety and Health Administration guidelines to protect the lives and health of employees, the safety of the public and property.	Construction will be scheduled to minimize traffic delays. Traffic disruptions will be temporary, localized, and of short duration. Access to all property will be maintained during construction. Construction will comply with all applicable federal, state, and local laws regarding safety, health, and sanitation. Contractors will adhere to Occupational Safety and Health Administration guidelines to protect the lives and health of

Resource or Element	Context	Preferred Alternative Original Design (as described in EA)	Preferred Alternative Revised Design
			employees, the safety of the public and property.

8.0 Proposed Mitigation

Proposed mitigation measures associated with the potential impacts of constructing the Preferred Alternative are outlined in the 2018 FONSI, Attachment A. Changes in impacts associated with construction of the revised design of the Preferred Alternative in 2019 were not significant, and not threatened or endangered species or above ground resources will be affected by the project. Therefore, no changes to the previously proposed mitigation measures were necessary.

9.0 Public Participation

Informational public meetings were held prior to and following development of the 2018 EA, and comments were received from both agencies and citizens. For a description of the public meetings and the comments addressed, see the 2018 FONSI, Attachment A.

10.0 References

Data USA. 2022. *Raleigh County, WV*. Cambridge, Massachusetts.

Federal Highway Administration. 1996. *Community Cohesion*. Washington, District of Columbia.

U.S. Census Bureau. 2022. *2016-2020 American Community Survey 5-Year Estimates*. Washington, District of Columbia.

United States Geological Survey. 2017. *National Land Cover Data Base*. Washington, District of Columbia.

West Virginia State Auditor's Office. 2022. *County Budgets: Raleigh County*. Charleston, West Virginia.

COMMENT LETTERS AND FORMS



PLEASE PRINT

NAME	ADDRESS or EMAIL
Bob and Susann Stoddard	103 Greystone Dr. Beaver WV
Roy R Tanner	510 Skyline Dr, Beaver, WV
JEFF MILLER	JEFF.MILLER@RALEIGHCOUNTY.ORG
MAMMY STEVER	Beaver
James Dean	dog Crambow Road Jark's wv 25832
Tim + Nancy Hill	PO Box 123 shady Spring, WV 25918
Dettef Ulbers	dettef2006@raleighcounty.com
Mark Graiggell	1014 Ritter Dr, Beaver 25813
John Smith	1011 R. 1th Beaver



PLEASE PRINT

NAME	ADDRESS or EMAIL
Jerry Redden	Bx. 785, Beaver, WV 25813
Mitchell Stover	836 old granberry rd, beaver WV 25813
Doni Cochran	Box 723 Daniels, WV 25832
Mr. & Mrs. Carson Meade	1926 Ritter Dr., Daniels, WV 25832



PLEASE PRINT

NAME	ADDRESS or EMAIL
Butch & Linda Freeman	208 Lewis Drive Daniels WV 25832
Vince Trotta	Parkersburg, WV 4807 4th Ave, Vienna, WV
TERRY W ADDES	Beaver, WV 25813
Gabriel Wickline	725 Old Grandview Rd. Beaver WV 25813
Ruda Wickline	725 Old Grandview Rd Beaver WV 25813
Lindell Wickline	725 Old Grandview BEAVER WV 25813
Joe Bevil	354 Log Cabin Road, Beaver, WV 25813 ; bevilbeaver.com
Sheldon Lemay	PRM
Bonnie Gonzalez	59 NWS
Paul Gray	115 Morningstar Ln, Beckley, WV 25801
Ken Duntap	Kenduntap.insv@gmail.com
Michael Manning	Danields Missionary Baptist
Frank Johnson Wood	111 Hawthorn Lane, WV 25832
PAUL PAINTER	1667 Pluto Rd. Shady Spring, WV 25918 paul.painter70@gmail.com
Debbie & Dale Meadows	2451 Kitter Dr. Shady Spring, WV 25918



PLEASE PRINT

NAME	ADDRESS or EMAIL
Bill Behr	whbaker1@earthlink.net
Betty & James Moore	betty@bettyjmoore.com
James / Janice	473 Orchard Hill Rd Beaver WV
Arnold & Jane Maynard	jmaynard@omniwv.com
Dobie Tomczyk	412 Ridgewood Dr Beaver WV 25813
Robert Cooper	149 Evans Dr Beaver 25813
William Worley	420 Old Crow Rd, BEAVER WV 25813
Ann and David Lilly, Jr	109 Grandview Rd Daniels WV 25832
Tonnine Atkins	TRADKINS@ASPEN-GOLF.COM
Dorlene Atkins	dadkins@aspengolf.com
Larry Fjord	Larry.fjord@gmail.com
Walter Feilish	211 Lady Vin Lane
Gina Johnson	Beaver
Donna Lucas	Beaver
Janice App-Bozzie	jenarpe@hotmail.com
Sarah Fink	—



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NAME	ADDRESS or EMAIL
Sam Anderson	201 Main St Daniels
Scott Hansley	P.O. Box 1211 Beaver
Eric Lester	164 Timbercreek RD Beaver WV 25813
David K. Allard	209 Silvercreek Ave BEAVER WV 25813
James R. Snodgrass	PO Box 757 DANIAS, WV 25832
Jenny Folmer	340 East Whitby Shady Spring, WV 25918
Cheryl Land	110 19th P.O. Box 278 Raleigh, WV 25901
Steve Bradwener	sbradwener@hamiltonburgess.com
Timmie Bradshaw	211 Brookstone Drive Beaver, W.V. 25813
Douglas Butchise	401 Parkway St Beckley WV 25801
Scott Moore	PO Box 1222 Shady Spring, WV 25918
Cynthia Bungess	PO Box 1651 Beaver, WV 25813
John Diers	
John T. Paek	C/O Rd Daniels
Jessica Farnsh	- Media - The Register-Herald
Roy Shrewsbury	1213 Lake Dr Daniels WV 25832 rshrewsbury@es.wv.com



PLEASE PRINT

NAME	ADDRESS or EMAIL
Mikodotax	1506 Randy Old Beavers -
James E. Cook	361 PLUTO RD - SHADY
Tom & Mary Lewis	483 Tank Br. Rd. Beaver
Jim Heva	351 Airport Rd - Beaver 304-573-2508
Linda Honosky	453 Skyline Dr. Beaver, WV
Tom Booth	324 Highland Avenue, Oak Hill WV 25901 techwith10@gmail.com
LANA HYPES	393 BRENSTAPLE DR, DANIELS 25832
Christal Pitt	
Kathryn Henderson	
Michael Fournish	629 Club Circle Daniels WV 25832
Wendy & Bill Bihler	415 R Dr Beaver
Ronald Frank Rans	PO Box 381 Cool Ridge WV 25825
Gary Cottrell	163 Oak St., Daniels, WV 25832 garycottrell12@gmail.com
Bradley Hoffman	167 Old Antler Way Daniels WV 25915
Coleen Redden	Box 785 Beaver WV 25812



PLEASE PRINT

NAME	ADDRESS or EMAIL
Hungary Dotter	P.O. Box 604 Beaver WV 25813
Pete Davis	
Kim Gross	
Pete Sauchack	
Shirley Ukaki	
Ray Till	
Tony Lemke	
Sally Lemke	
James David Short	371 Misty Lane Shady Spring WV 25918
Mark Fizer	
Sandra Bowen	sbowen@orcolan.com
Gary Scott	gscott@orcolan.com
Larry Misiti	lmisiti@cedarcreeksq.com
Johnny Mauldin	Hot Designs jhevin@cedarcreeksq.com
Shirley Hill	116 Stone Ave DANIEL S WJ 25832
Scott Brabant	521 Cherry Creek Circle Shady Spring WV 25918 sebrabant70@comcast.net 504-222-1446

From: [Epperly, Randy T](mailto:Epperly.Randy.T@wv.gov)
To: [Pinizzotto, Amy](mailto:Pinizzotto.Amy@wv.gov)
Subject: FW: Beaver to South Eisenhower Drive Project (Beckley Z-Way) Environmental Assessment
Date: Thursday, April 04, 2019 10:46:00 AM

Below is EPA comments on the EA

From: Cummings, Traci L <Traci.L.Cummings@wv.gov>
Sent: Thursday, April 4, 2019 10:44 AM
To: Epperly, Randy T <Randy.T.Epperly@wv.gov>; Hark, Ben L <Ben.L.Hark@wv.gov>
Subject: FW: Beaver to South Eisenhower Drive Project (Beckley Z-Way) Environmental Assessment

Traci L. Cummings

Natural Resources Unit Leader
West Virginia Division of Highways
Environmental Section
304-558-9678 office
304-541-7509 cell

From: Okorn, Barbara <Okorn.Barbara@epa.gov>
Sent: Thursday, April 4, 2019 10:27 AM
To: Workman, Jason (FHWA) <Jason.Workman@dot.gov>; Cummings, Traci L <Traci.L.Cummings@wv.gov>
Subject: Beaver to South Eisenhower Drive Project (Beckley Z-Way) Environmental Assessment

Jason and Traci,

Thank you for the opportunity to review the Environmental Assessment (EA) for the Proposed Beckley Z-Way project in Raleigh County, West Virginia. We have reviewed the EA in accordance with the National Environmental Policy Act (NEPA) of 1969, Section 309 of the Clean Air Act and the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR 1500-1508). Based on our review we have the following comments:

- Please continue to work closely with the community as the project moves forward.
- Consider aquatic and terrestrial resource passage in the design of the project.
- Additional avoidance and minimization measures should be considered as the project design is refined.

We would be pleased to discuss our comments at your convenience. Please let me know if you have any questions.

Sincerely,
Barb

Barbara Okorn
Office of Environmental Programs
US EPA, Region III
1650 Arch Street (3EA30)
Philadelphia, PA 19103
215-814-3330



The Culture Center
1900 Kanawha Blvd., E.
Charleston, WV 25305-0300

Randall Reid-Smith, Commissioner

Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562

EEO/AA Employer

March 13, 2019

Mr. Ben Hark
Environmental Section Head
WVDOH
1334 Smith Street
Charleston, West Virginia 25301

RE: Beckley Z-Way, Beaver to South Eisenhower Drive
Raleigh County, West Virginia
State Project No. X341-ZWA/Y-6.22
Federal Project No. STP-0019(420)D
FR: 16-662-RG-12

Dear Mr. Hark:

We received the Environmental Assessment (EA) dated January 2019 that your office prepared and submitted for the aforementioned 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 (WVDOH), in cooperation with the Federal Highway Administration, proposes to construct a new roadway and relocate U.S. Route 19 from a point south of Airport Road in the vicinity of Old Crow Road to Interstate 64 at the South Eisenhower Drive interchange. The project area is 1.91 miles long. The new road will include three lanes, allowing for a through lane in each direction and a continuous center turning lane. Three alternatives were scrutinized for the project and consist of the No-Build Option, the 2014 Alternative 1, and the 2018 Alternative 2. The 2018 Alternative 2 is the preferred alternative. It shifted the road alignment further northeast to avoid residential impacts along County Routes 9/8 (Skyline Drive) and 9/9 (Orchard Hill Road) and provides connectivity from the county routes to the relocated U.S. Route 19, a direct connector road from Airport Road to U.S. Route 19, and improvements to Airport Road.

Architectural Resources:

As noted in the EA document, in a letter dated April 27, 2017, our office determined the undertaking would have *no effect* on historic architectural resources (see FR:16-662-RG-5). We remain in concurrence with that decision, and the EA accurately reflects our comments. No further consultation is necessary regarding architectural resources located within the APE between WV 307 and the South

March 13, 2019
Mr. B. Hark
DOH: X341-ZWA/Y-6.22
FHWA: STP-0019(420)D
FR: 16-662-RG-12
Page 2

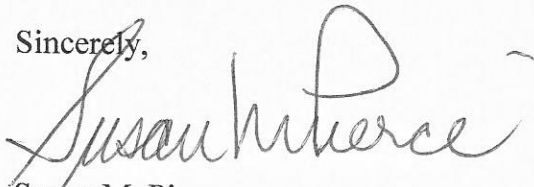
Eisenhower Drive Interchange; however, we ask that you contact our office if project plans should change.

Archaeological Resources:

The submitted document and our records indicate that Phase IA and IB archaeological surveys were conducted within the project area in 2017. The survey identified site 46RG344, a multi-component site, within the project area. This resource was determined not eligible for inclusion in the National Register of Historic Places. We concur with the recommendation that the project will have no effect on archaeological historic properties. No further consultation is necessary.

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

Sincerely,



Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/CMK/MKS



Governor Jim Justice

Director Brett W. McMillion

June 30, 2022

Ms. Sondra Mullins
Division of Highways
Technical Support Division
1334 Smith Street
Charleston, WV 25301

Dear Ms. Mullins:

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 S341-ZWAY-1.00
Federal Project STP-0019(419)D
Beckley Z-Way
Shady Spring to Beaver
Raleigh County

There are no known occurrences of any RTE species or natural trout streams within the project area. The Wildlife Resources Section knows of no surveys that have been conducted in the area for rare species or rare species habitat. Consequently, this response is based on information currently available and should not be considered a comprehensive survey of the area under review. 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 above number, extension 2048.

Sincerely,

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

Barbara Sargent
Environmental Resources Specialist
Environmental Coordination
Operations Unit



DIVISION OF NATURAL RESOURCES

**Wildlife Resources Section
Elkins Operations Center
738 Ward Rd., PO Box 67
Elkins, WV 26241
Telephone 304-637-0245
Fax 304-637-0250**

**Stephen S. McDaniel
Director**

March 1, 2019

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

Dear Mr. Scites,

The West Virginia Division of Natural Resources (WVDNR) Wildlife Resources Section (WRS) has reviewed the Environmental Assessment (EA) X341-ZWA/Y 6.22 for the proposed US 19 Beaver to South Eisenhower Drive in Raleigh County. The EA reports that the preferred alternative will impact 1,367 linear feet (LF) of perennial stream, 1.1 acres of wetland, and 4.4 acres of flood plain which will increase the amount of impervious service area of the watershed.

The WVDNR concurs that the EA has adequately addressed all significant environmental issues related to wildlife resources. West Virginia Division of Natural Resources may provide additional comments when it reviews the 404/401 Water Quality Certification for the project. We look forward to working with the Division of Highways on the completion of this project.

If you have further questions, please contact Anne Wakeford of my staff at the Elkins Operations Center at 304-637-0245 or email at Anne.M.Wakeford@wv.gov.

Regards,

A handwritten signature in blue ink, appearing to read "Danny Bennett", with a long horizontal flourish extending to the right.

**Danny A. Bennett
Natural Resource Program Manager
Coordination**

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

DATE: 3-5-19

Deed Book - 5010

Page - 2577

DATE: Tuesday, March 5, 2019
LOCATION: Daniels Elementary School
SUBJECT: Public Meeting
PROJECT: Beckley Z-Way Project
Beaver to S. Eisenhower Drive
State Project: X341-ZWA/Y-6.22
Raleigh County

RECEIVED
MAR 08 2019
ENGINEERING
DIVISION

COMMENTS DUE BY: April 5, 2019

Please consider the following comments:

Parcel #27 will be split into
two parcels after the road takes the best part of
my land right up the middle. The parcel left off
will be unusable for me, I would hope you will
consider taking the rest of that parcel north
of the z-way 5.22 Ac. It is hill side &
a rock here, and I will have to drive 5 miles
to regain access back on my parcel.

(Please print the following information)

NAME: James & Tammy Daniel (Minnie Gillenwater)

ADDRESS: 473 Orchard Hill Rd.

ORGANIZATION (IF ANY): 304 578-2830

How did you hear about today's meeting?

New's

Project Information and Comment Sheets can also be found at <http://go.wv.gov/dotcomment>
under Engineering Projects, open and click Beckley Z-Way Projects.

RECEIVED
APR 08 2019
ENGINEERING
DIVISION

This letter is to address a critical area of concern to my neighborhood. In reference to the Beckley Z Way; Beaver to Eisenhower Dr Project of Raleigh County. My major concern with the current Skyline Dr and Orchard Hill Road being one lane roads with an exit from the relocated Rt 19 onto Skyline Dr and Orchard Hill Road which would create increased traffic of these roads several times of what it is now. People would use the access in inclement weather, traffic tie ups, fender benders or for whatever the reason.

If Orchard Hill Rd and Skyline Dr would be upgraded to adequate two lane roads I would not have any objection to an exit from the new Rt 19. Without upgrading these roads first I strongly feel children and other people along these roads would be in greatly increased danger.

People would die in the future of accidents created with this change. No new road is worth the life of a person. Now is the time to correct the proposal of an exit before the loss of life. If concern for this community of residents then don't put in an exit but rather bridge over the new Rt 19 and reconnect the Orchard Hill Rd which would leave the access to the top of the Airport Rd and I 64 which we now have. Please give forethought before loss of life and disruption to my community.

I have lived in this community and on this hill for over 61 years. Never once failing to get to and from my home.

I have a daughter, son-in-law and four grandchildren living close to the proposed exit onto Skyline Dr. With increased traffic their lives would be jeopardized along with others.

With an exit onto Skyline Dr and Orchard Hill Rd would create the same problem created on the Beckley Maxwell Hill area when the new Pinewood Dr was put off to the Eisenhower Dr Road. This problem was created by the idea of better access and no forethought for the community of residents. To allow this to be repeated in another community would be irresponsible.

Again if the Skyline Dr and Orchard Hill Rd's can't be upgraded to adequate two lane roads then please don't allow an exit onto these one lane roads.

Looking forward to a reply,

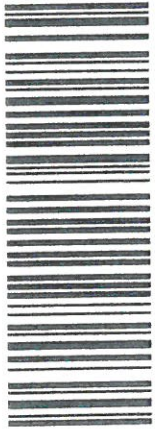
Sincerely,

Roger D. Cooper

Roger D. Cooper
4-1-19

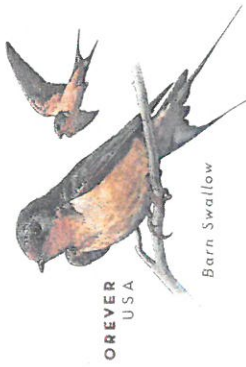
L. Cooper
149 Cuviers Dr.
Beaver, WV
25813

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MAILED FROM ZIP CODE 26852



**RETURN RECEIPT
REQUESTED**

Ma R. S. Scites, P. E.
Director, Engineering Div.
W. U. Division of Highways
1334 Smith St
Charleston, WV 25301

25301-143434

Mr. RJ Scites, P.E.
Director, Engineering Division
West Virginia Division of Highways
Charleston, West Virginia 25301

April 5, 2019

Subject: Comments Regarding the Beaver to Eisenhower Drive Beckley Z-Way Project
State Project X341-ZWA/Y-6.22; Federal Project STP-0019(420)D

Dear Mr. Scites,

Thank you for the opportunity to offer comments on the subject project. These comments are in response to the information provided to attendees of the **Public Meeting** held at the **Daniels Elementary School** in **Daniels, West Virginia** on **March 5, 2019**. An upgrade to this portion of Route 19 has been too long in the making I'm afraid but is still highly anticipated and anxiously awaited by most of us who utilize this portion of highway on almost a daily basis.

I was thrilled when it was reported prior to the meeting in the Beckley Newspaper that the Beckley Z-Way Project would consist of five lanes from Beaver to the South Eisenhower Drive intersection. However, I'm sure you can imagine my disappointment when I learned from information provided at this meeting that the Beckley Newspaper report was in error and that only three lanes were planned to be constructed instead of five.

Starting at the south end of the Project near the Old Crow Road intersection and proceeding northward to the South Eisenhower Drive intersection, my comments and suggestions are as follows:

- 1) Eliminate the first intersection and traffic light because the intersection is somewhat redundant of those shown immediately north and the traffic light will create a hazard on the grade as well and causing a traffic flow issue, the issue this Project is intended to address.
- 2) The next intersections with stop signs are going to be hazardous and many accidents should be anticipated to occur here. Eliminate the intersection for CR 61/62 and keep the Whispering Pine Drive to intersect with the Airport Road as it now does. Eliminate the other stop intersection by utilizing a continuous flow design which could be accomplished by modest redesign work of this general Route 19 and Airport Road intersection.

- 3) Keeping in mind the reason for this Project (traffic flow through Beaver), the section of highway from south of the Old Crow Road intersection to the Airport Road intersection is on a grade which significantly slows commercial vehicles climbing the grade and thus hampers traffic flow. This makes one lane southbound totally inadequate and therefore making two southbound lanes imperative in this section of highway. By the way, I believe that commercial vehicle and out-of-state noncommercial traffic is on the increase through Beaver and that this issue should be investigated.
- 4) If two southbound lanes were added as proposed in Comment # 3 (between the Airport Road intersection and south of the Old Crow Road intersection), yielding southbound traffic from Ritter Dive should then be permitted to merge onto the newly constructed Z-Way.
- 5) The steep northbound and southbound grades between the Airport Road intersection and the South Eisenhower Drive intersection will cause significant traffic flow problems because of slow moving commercial vehicles and noncommercial vehicles occupying the same one lane in up-grade directions. Again this makes one lane in the up-grade directions totally inadequate and therefore making two lanes in the up-grade directions imperative in these sections of the highway.
- 6) A traffic light on the south side of the I-64 and South Eisenhower Drive interchange is a hazard and will cause traffic flow problems. The light is at the bottom of a grade which will cause accidents due to northbound vehicles being unable to stop in inclement weather conditions and it also causes problems for commercial vehicles pulling out from the stoplight and trying to accelerate up a steep southbound grade.
- 7) Redesign the intersection discussed in Comment # 6 to eliminate the traffic light and provide continuous traffic flow northbound and southbound on Route 19, and onto I-64 eastbound. Suggestions: a) construct a sweeping exit-entrance ramp from the northbound Z-WAY to enter eastbound I-64; b) construct a sweeping exit-entrance ramp from the eastbound I-64 to the southbound Z-WAY; c) eliminate the Proposed Jughandle; d) southbound traffic from South Eisenhower Drive wishing to enter I-64 eastbound would have to yield to northbound Z-WAY traffic.

- 8) A traffic light on the north side of the I-64 and South Eisenhower Drive interchange is a hazard and will cause traffic flow problems. Redesign the intersection to eliminate the traffic light and provide continuous traffic flow northbound and southbound on Route 19, and onto I-64 westbound. Suggestions: a) retain the sweeping exit-entrance ramp from southbound South Eisenhower Drive to enter westbound I-64; b) northbound traffic from the Z-WAY wishing to enter I-64 westbound would have to yield to southbound South Eisenhower Drive traffic; c) construct a new cloverleaf and/or a small bridge to provide for westbound traffic from I-64 to enter the Z-WAY.

The following comments start at the area around the Airport Road and Z-WAY intersection and if acted upon, would negate the preceding Comments # 5 through # 8:

- 9) Eliminate the Z-WAY from the Airport Road intersection to the South Eisenhower Drive and I-64 interchange. Reroute the Z-WAY to generally follow the Airport Road to the Airport Road and I64 interchange (Exit 125). This would eliminate the need for modifications to the South Eisenhower Drive and I-64 interchange.
- 10) There is already a proposed bridge to be constructed at the Airport Road and Z-WAY intersection, and with modest design changes the intersections proposed in and around this intersection could easily be corrected to provide smooth traffic flow and completely eliminate the Stop Signs.
- 11) Construct two up-grade lanes from the Airport Road and Z-WAY intersection to the Airport Road and I64 interchange (Exit 125).
- 12) The Airport Road and I-64 interchange is already in place and should be able to adequately handle the Z-WAY traffic if the thinking is that a mostly three-lane Z-WAY is indeed adequate to handle the traffic flow and therefore, little or no modifications to this interchange would be needed.

It is my earnest belief that the preceding Comments # 1 through #4 and # 9 through #12 offer enhancements to the proposed subject project which will improve safety and support economic growth. Please give your highly experienced consideration to these proposals since it is also my desire to have an economically designed and constructed highway through Beaver which will eliminate much of the traffic problems we in this area encounter each day.

Ideally, Route 19 should be a four-lane highway with a mixture of continuous and intermittent center turning lanes from the Shady Spring Route 3 and Route 19 intersection through Beaver and to the Airport Road and I-64 interchange. Sadly however, I do realize that economics must enter into the equation and that such a highway may not now be in the cards. But I firmly believe that more than three lanes are absolutely needed for much, if not all of the proposed subject project. Considering how this project will disrupt lives and commerce, from Beaver to Shady Spring and beyond, it should be done right the first time, or at least as close to "right" as economically feasible.

Respectfully submitted,

William R. Worley

420 Old Crow Road

Beaver, WV 25813

304-253-2597

crowroadbill@suddenlink.net

_Title
FirstName Jackson
LastName Hurst
Organization
Email ghostlightmater@yahoo.com
MailingAddress 4216 Cornell Crossing
City Kennesaw
State GA
ZipCode 30144
Comments hi i would like to be added to the mailing list for the Beckley Z-Way Beaver To South Eisenhower Drive Project. My mailing address is 4216 Cornell Crossing, Kennesaw, Georgia, 30144.
CommentType Online

Created at 2/7/2019 4:46 PM by
Last modified at 2/7/2019 4:46 PM by

_Title

FirstName Jerry

LastName Redden

Organization

Email jnredden@suddenlink.net

MailingAddress 149 Deeds Drive Box 785

City Beaver

State WV

ZipCode 25813

Comments The Preferred Alternative Plan for the relocation of US 19 and the continuation of the Z Way makes sense to me and would complete a project that is greatly needed. The traffic issues thru Beaver to Shady Spring and Shady Spring thru Beaver to Beckley is terrible and creates safety issues because of the traffic congestion and constant fender benders which of course affect auto insurance rates. I live on a quiet side street in Beaver and simply cannot access route 19 without danger to life and limb in the morning and afternoon because of the current traffic pattern. My concern is that it always seems to take forever to start and complete any project in the state of WV. Schedules and timelines are rarely adhered to. This project has been talked about for years with no progress. I hope this is not the case this time around and that a project that can greatly enhance safety and economic development can be completed as soon as possible.

CommentType Online

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Last modified at 3/6/2019 11:57 AM by

_Title
FirstName Mark
LastName Gaigall
Organization
Email mark_gaigall@yahoo.com
MailingAddress 1014 Ritter Drive
City Beaver
State WV
ZipCode 25813
Comments
I have attended all three meetings on this segment of the Z-Way project. The maps of local properties at the larger scale have been very helpful. The animated traffic simulations have been instructive. Above all, the maps provided as handouts in this third meeting have been the best of all, thanks to their larger scale. The engineers at the meeting have been very helpful in answering questions.

I am grateful to the engineers for their efforts in these presentations.
CommentType Online

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Last modified at 3/7/2019 8:53 AM by

_Title

FirstName James

LastName Black

Organization

Email jrblack@mac.com

MailingAddress 3596 Highlands Trail

City Alderson

State WV

ZipCode 24910

Comments
What is the fascination w/ 3-lane roads in West Virginia? 3 lanes didn't work on Eisenhower Dr. (hence the need 20 years later to build a parallel 5 lane road at much greater expense than it would have been to make it 4 lanes in the beginning), it doesn't work on US 219 in Lewisburg and it won't work here. You might as well save the money and straighten out the existing Airport Rd than to build a new 3-lane road. It won't help!! Go 5 lanes from Beaver to US19 or don't build it. Improve the existing Airport Rd and add new turning lanes on US19. You're wasting tax dollars and saddling the next generation with the same problems experienced today. 3 lane highways never work!! Get over it!

CommentType Online

Created at 3/7/2019 9:08 AM by
Last modified at 3/7/2019 9:08 AM by

_Title
FirstName Jim
LastName Fedders
Organization Piney Creek Watershed Association
Email pineycreekwatershedassociation@gmail.com
MailingAddress P.O Box 672
City Beckley
State WV
ZipCode 25802
Comments
As members of the board of directors of the Piney Creek Watershed Association (PCWA) we are obligated to comment on the Beckley Z-Way - Beaver to South Eisenhower Drive Project which is completely encompassed by our watershed. As local residents, we are in support of the effort to reduce traffic and increase emergency response times throughout this growing area of Raleigh County. However, as the local proponent of stream quality within the Piney Creek watershed we have a few concerns and suggestions in regard to the project as well as an interest in cooperating with the project to mitigate impacts to wetlands and stream channels.

In regard to trout populations in the watershed, page 14 of the Environmental Assessment: Beaver to South Eisenhower Drive Project (Beckley Z-Way) states that there are no 'natural trout streams' within the project area. In addition, section 3.3.1.2 of Appendix E, Preliminary Aquatics Resources Report, states that: "Stocked trout streams are not present within the project study area . . .". Further, Section 4.0 Conclusions state: "None of the project study area streams were identified as Tier 3, known B-2 – Trout waters, or stocked trout waters." These statements are incorrect. Although the creeks have not been stocked by DNR, Piney Creek has been stocked annually by volunteers from Trout Unlimited and the local community in 2016, 2017, and 2018 with brown trout fingerlings provided by DNR. Another stocking is scheduled for this summer. Reports from local fishermen indicate that these fish are carrying over from year to year. We are concerned about the possible impacts that sediment load during project construction may have on this fishery. In addition, storm runoff from the extensive new impervious surface of the roadway may carry additional pollutants as well as adversely impact stream temperature during runoff events on hot mid-summer days and thereby be detrimental to trout survival.

Stream flooding is a definite issue of concern to local residents as well as PCWA. Concerns are noted on page 16 of Environmental Assessment: Beaver to South Eisenhower Drive Project (Beckley Z-Way). Since flooding is already a common problem in the project area, we are apprehensive about the impacts of 8 or more additional acres of impervious surfaces from the new highway. We request that storm water detention basins be constructed to retain runoff from the roadway and thereby not add to the flooding potential that already exists. Such basins as were constructed along the Z-Way near the YMCA soccer fields and elsewhere will reduce potential

flooding hazards as well as reduce thermal impacts on our streams and filter pollutants from runoff thereby mitigating impacts on the trout fishery.

PCWA has worked since its inception in 2004 to improve stream quality in our watershed. More information about our organization can be found on our website: <https://pineycreekwatershed.org/>. The website also includes a copy of our watershed base plan which contains details of priority projects identified as those areas most in need of environmental remediation. As planned, the Z-Way project is expected to impact 1.1 acres of wetlands and 1367 feet of stream channel. The project plan calls for these impacts to be mitigated through use of the West Virginia DEP IN LIEU FEE Stream and Wetland Mitigation Program. PCWA would like to partner with you and possibly other state agencies and organizations to mitigate the impacts of the project by undertaking cooperative remediation projects within our watershed. We want a commitment that these funds be expended on mitigation projects within our watershed. In this way we would be assured that the impacts from the project would be balanced by improvements within the Piney Creek watershed basin. Results of such a partnership would benefit stream quality and the local community at large, as well as generate beneficial public relations for the project and our cooperating organizations.

In conclusion, PCWA is committed to the successful completion of the Z-Way project. We request adequate storm water detention basins be integrated into the project design to mitigate the impacts of the project on local stream flooding which already occurs in the project area during storm events. In addition, it must be noted that Piney Creek is a trout fishery that could be impacted by increased sediment, pollutants, and stream temperatures generated by the project. Storm water detention areas will also mitigate these adverse impacts on the fishery. PCWA would like to discuss the creation of partnerships to undertake remediation efforts to offset the project impacts to wetlands and stream channels. Furthermore, PCWA wants a commitment that IN-LIEU funds be expended for mitigation projects within our watershed.

Sincerely,

Board of Directors
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CommentType

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Created at 4/3/2019 1:10 PM by
Last modified at 4/3/2019 1:10 PM by

From: [Epperly, Randy T](#)
To: [Pinizzotto, Amy](#)
Subject: FW: Beckley Z Way in Beaver
Date: Tuesday, March 12, 2019 8:02:46 AM

Please add this as a comment on the Beaver to S. Eisenhower Dr. project. Tim or Dirar will handle a response and I will forward it to you.

From: Sean Lilly <boog2288@yahoo.com>
Sent: Monday, March 11, 2019 2:31 PM
To: Epperly, Randy T <Randy.T.Epperly@wv.gov>
Subject: Beckley Z Way in Beaver

My name is Sean Lilly I live on 138 Trenton Lane and I have been contacted by Gates engineering about using some of my land to put water drainage on. I am concerned about the water that is going to be added to Beaver creek that runs right behind my house and the effect it will have on my land and housing. Until the land a half a mile up the road from me was stripped and not taken care of the creek has since shifted causing damage to my land and adding more water to the creek without some kind of retaining wall added to my land will flood me out not to mention the severe decrease in value. I am hoping to attend future meetings and my hope is to not hinder progress but i have lived here in excess of 40 years and i dont want to lose my home place either. Please feel free to contact me. Thank You Sean M Lilly 304-673-5513 or boog2288@yahoo.com 38 Trenton Lane Beaver Wv 25813