

# Final Environmental Impact Statement

## US 340 Improvement

Jefferson County, West Virginia

April 2019



# SECTION I

## Summary

## **I. SUMMARY**

### **A. PROPOSED ACTION**

The West Virginia Department of Highways (WVDOH) and the Federal Highway Administration (FHWA) propose to improve the existing two-lane section of US 340 from the existing four-lane section just south of the state boundary in Clarke County, Virginia to the existing four-lane section of the Charles Town Bypass in Jefferson County, West Virginia. The project is included within the Hagerstown/Eastern Panhandle Metropolitan Planning Organization.

The project is being funded in its entirety by federal and state monies administered by the WVDOH. An Interstate Agreement between the West Virginia Department of Transportation, Division of Highways and the Commonwealth of Virginia and the Virginia Department of Transportation (VDOT) has been drafted to address the responsibilities with regard to construction, maintenance, and funding of the proposed US 340 Improvements. In general, it states that WVDOH will be the lead agency in the preparation of construction plans and related documents. It will be responsible for construction of the project including all construction inspection and material testing. Plans and documents related to the Virginia side of the state line will be subject to the review of VDOT. The two states will bear the cost of construction of the portion of the highway that lies in their respective states and will assume responsibilities for maintenance and repair upon completion and acceptance of the project. WVDOH will initially bear all the costs for the project and will invoice VDOT annually for a period of ten years for their share of the costs incurred by WVDOH after the project is successfully let and awarded.

Communication with resource agencies in both West Virginia and Virginia has occurred. For a list of these agencies and their responses, please refer to Section VII and Appendix B, respectively.

The purpose and need for the proposed improvements to US 340 is to address traffic operations and improve safety deficiencies along the existing facility. Currently, all segments along US 340 in West Virginia operate at an unacceptable Level of Service (LOS) E. By the design year of 2033, the Average Travel Speed (ATS) is reduced further and the Percentage of

Time Spent Following (PTSF) slower vehicles increases over the entire two-lane facility within the project limits.

Existing and inconsistent roadway elements that are considered substandard using current design standards also create undesirable driving conditions along these sections of US 340. These deficiencies include variable shoulder widths, narrow travel lanes, limited passing zones, steep side slopes, lack of turn lanes, and unprotected fixed objects such as culvert headwalls and trees. The existing facility within the project area is a two-lane rural arterial highway with numerous access points from both residential and commercial properties. The adjoining segments of US 340 north and south of the project area are four-lane divided highways. The proposed project is needed to improve traffic operations, increase capacity, eliminate deficiencies, and improve safety.

The proposed facility is approximately 4.5 miles in length and will be a four-lane divided highway. The facility is designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets (2011)*. Design elements include a 60 mile per hour design speed with a 40-foot depressed median throughout the length of the project.

## **B. PROJECT BACKGROUND**

A Draft Environmental Impact Statement (DEIS) was approved on November 9, 2001. The DEIS was circulated to the participating resource agencies for review and comments. Eight build alternates (Alternates 1-8) were presented in the DEIS and six (Alternates 1, 3-6, and 8) were evaluated in detail. Alternates 6 and 8 were presented at a Public Hearing in January 2002 as the recommended alternates for implementation.

In response to public input received from the 2002 hearing, an additional concept, Alternate 9, was developed. An Informational Public Workshop in July 2002 was conducted to present Alternate 9 along with Alternates 6 and 8.

Following the 2002 Workshop, further evaluations related to the federally-protected historic resources west of US 340 were completed. The Bullskin Run Rural Historic District was found to be eligible for the National Register of Historic Places. Alternate 6 was eliminated due to the total number of business and residential relocations (10) and the impacts on historic resources including Rippon Lodge, Wheatland Farm, Kabletown Rural Historic District, and the Bullskin

Run Rural Historic District. The elimination of Alternate 8 was due to the total number of business and residential relocations (8), the impacts on historic resources, including Kabletown Rural Historic District, Bullskin Run Rural Historic District, William Grubb Farm, and the Norfolk Southern Railroad, and the high costs of both construction and long-term maintenance associated with two grade separation structures over the railroad. Alternate 9 was eliminated from further consideration due to having a high number of business and residential relocations (14 total), impacts on historic resources, including Kabletown Rural Historic District, Bullskin Run Rural Historic District, William Grubb Farm, and the Norfolk Southern Railroad, and the high cost of construction due to relocating 17,000 feet of the Norfolk Southern Railroad. Every Build Alternate, including those previously eliminated, will impact historic properties and/or districts, therefore all alternates were once again reviewed and Alternate 4, originally eliminated due to its impact on the Kabletown Rural Historic District, was chosen as the Preferred Alternate.

As a result of decreased available funding, the US 340 project was placed on hold. During this time, the project study area experienced residential growth and development. Due to the growth and development within the area of Alternate 4, and a desire to potentially further minimize impacts to historic resources, two modifications of Alternate 4 (Alternates 4A and 4B) were developed. These modifications include a slight westerly shift of Alternate 4, identified as Alternate 4A, to further minimize impacts to the Byrdland Historic Property and residential properties, as well as an easterly shift of Alternate 4, identified as Alternate 4B, to further minimize impacts to the Village of Rippon Historic District and residential properties. A Public Information Workshop was held on September 24, 2012, to present these modifications to Alternate 4 to the public, update the public on the project status, and gather input and feedback from the public. Verbal and written comments received at the workshop expressed opposition to Alternates 4, 4A, and 4B due to their impacts to the Ryan's Glen subdivision and the proposed Rippon Commons subdivision and a desire by the public for all previous alternates to be re-evaluated using current data and conditions.

Additional build alternates (Alternates 4C, 10A, 10B, and 11) were created in response to public input received at the 2012 workshop. These alternates, along with Alternates 4, 4A, and 4B, were presented at a Public Hearing in June 2013. WVDOH and FHWA have agreed that these alternates should be discussed in a Supplemental Draft Environmental Impact Statement

(SDEIS). FHWA placed a Notice of Intent in the Federal Register on January 14, 2014 to prepare a Supplemental Draft Environmental Impact Statement.

In July 2016, the SDEIS was approved by the West Virginia Division of Highways and the Federal Highway Administration. Alternate 4A was presented as the Preferred Alternate on the basis of relocations, new right of way required, impacts on historic resources, and overall costs. A combined public workshop/public hearing was held in Charles Town on August 30, 2016. There were 65 attendees and nine speakers at the formal public hearing. Overall, there was general support for the improvements and, in particular, Alternate 4A. Public meeting materials, comments received, and a transcript of the public hearing can be found in Section VIII.

### **C. ALTERNATIVES CONSIDERED**

The **No-Build Alternative** would involve maintenance of the existing facility but no capacity improvements to the roadway are made. This alternative does not address the many roadway deficiencies that currently exist along the facility, nor does it address operations based on future travel demand, therefore, it does not meet the needs of this project. However, it is retained for comparative purposes.

The **Build Alternative** will address roadway deficiencies in the corridor and utilize available right of way where possible in combination with alignments on new location to avoid and/or minimize impacts on sensitive resources. The seven build alternates considered for evaluation in the FEIS are described below and shown in Exhibit III-2.

**Alternate 4** begins at the four-lane section of US 340 in Clarke County, Virginia and ends approximately 600 feet south of CR 340/3 in Jefferson County, West Virginia. The proposed alignment generally follows the existing roadway with the exception that the new alignment bypasses the community of Rippon to the east. The total length of Alternate 4 is 4.6 miles. Exhibit III-3 shows the location of Alternate 4.

**Alternate 4A (Preferred)** begins at the existing four-lane section of US 340 in Clarke County, Virginia and ends at the four-lane section of the Charles Town Bypass in Jefferson County, West Virginia, approximately 0.4 miles north of CR 340/2. It generally follows the existing alignment, bypassing the community of Rippon to the east, just west of Alternate 4. The

approximate length of Alternate 4A is 4.5 miles. Exhibit III-4 shows the location of Alternate 4A.

**Alternate 4B** begins at the existing four-lane section of US 340 in Clarke County, Virginia and ends at the four-lane section of the Charles Town Bypass in Jefferson County, West Virginia, approximately 0.4 miles north of CR 340/2. It generally follows the existing alignment, bypassing the community of Rippon to the east just east of Alternate 4. The approximate length of Alternate 4B is 4.6 miles. Exhibit III-5 shows the location of Alternate 4B.

**Alternate 4C** begins at the existing four-lane section of US 340 in Clarke County, Virginia and ends at the four-lane section of the Charles Town Bypass in Jefferson County, West Virginia, approximately 0.4 miles north of CR 340/2. It follows the existing alignment in the south, swings to the west near CR 340/1, bypasses Rippon to the east, and rejoins the existing alignment approaching Wheatland. The approximate length of Alternate 4C is 4.6 miles. Exhibit III-6 shows the location of Alternate 4C.

**Alternate 10A** begins at the existing four-lane section of US 340 in Clarke County, Virginia and ends at the four-lane section of the Charles Town Bypass in Jefferson County, West Virginia, approximately 300 feet south of CR 340/3. It runs west of the existing US 340 alignment, crossing the existing rail line twice then rejoining the existing alignment between Rippon and Wheatland. The approximate length of Alternate 10A is 5.3 miles. Exhibit III-7 shows the location of Alternate 10A.

**Alternate 10B** begins at the existing four-lane section of US 340 in Clarke County, Virginia and ends at the four-lane section of the Charles Town Bypass in Jefferson County, West Virginia, approximately 0.4 miles north of CR 340/3. It runs west of the existing US 340 alignment, running along the existing railroad right of way between Scooter Lane and Rippon. The rail line would have to be relocated in this alternate. The approximate length of Alternate 10B is 5.2 miles. Exhibit III-8 shows the location of Alternate 10B.

**Alternate 11** begins at the existing four-lane section of US 340 in Clarke County, Virginia and ends at the four-lane section of the Charles Town Bypass in Jefferson County, West Virginia, approximately 0.4 miles north of CR 340/3. It runs east of the existing alignment for the majority of the project area, approaching its eastern boundary before rejoining the existing

alignment between Rippon and Wheatland. The approximate length of Alternate 11 is 5.1 miles. Exhibit III-9 shows the location of Alternate 11.

#### **D. ENVIRONMENTAL IMPACTS**

Details of the specific impacts associated with the Build and No-Build Alternatives are included in Section IV. Table I-1 contains a comparative summary of the quantifiable impacts of the No-Build and Build Alternatives.

According to the *Envision Jefferson 2035 Comprehensive Plan*, adopted January 14, 2015, Jefferson County recognizes the need to improve accessibility to Virginia and Maryland where a large percentage of Jefferson County's high-wage, high-skill residents are employed. The adjoining states also serve as the primary market for the County's tourism and economic development efforts. At present, the primary roadway that connects Jefferson County to Virginia (WV Route 9) and the roadway that connects Jefferson County to Maryland (US 340) narrows from four lanes to two lanes near the state lines.

The County is part of the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO), which is based on the US Census "Urbanized Areas (UAs)" definition. This allows the County to closely coordinate transportation planning with Hagerstown and Washington County, MD. The proposed US 340 Improvement project, from the VA State Line to the Charles Town Bypass, is included in the HEPMPPO Transportation Improvement Program (TIP) FY 2014-2017 (Revision 6 – June 29, 2015) and *Direction 2040 Long Range Transportation Plan Update* (July 1, 2014).

Impacts to biotic resources, including natural communities and wildlife, by any of the alternates will be minimal due to the historical conversion of the majority of the area to agricultural uses. Physical resources within the project study area include two stream crossings, three springs, three ponds, one floodplain, and soils which are associated with Prime, Unique, and Statewide important farmlands. The two streams are Bullskin Run and an unnamed tributary (UNT) to Long Marsh Run. The springs include Lippett spring, Henry Baker Farm spring, and Joseph Bell Farm spring. Two of the three ponds are located along CR 21 (Meyerstown Road). The third pond is located east of the railroad, south of Access Road. The single floodplain impacted is associated with Bullskin Run. Additional topics of concern include wetlands and protected species. Wetland impacts within the project study area are associated



with Bullskin Run. Surveys and biological assessments for federally protected species were completed for Indiana bat, northern long-eared bat, and Madison Cave Isopod.

Impacts associated with the build alternates include relocating up to 14 residences and up to five businesses. Noise impacts affect two residential properties. Farmland impacts (combined Prime & Unique and Statewide & Locally Important) are between 98 acres and 133 acres. Wetland impacts within the conceptual right-of-way range between 0.327 and 0.432 acres. Between 5.1 acres and 6.3 acres of floodplains are crossed by the alternates under consideration. All the build alternates impact Section 4(f) properties which are on or eligible for the National Register of Historic Places. There are three potential hazardous material sites that all the alternates will impact. The estimated right-of-way and construction costs vary from \$47,100,000 to \$76,970,000.

### **E. BUILD ALTERNATES ELIMINATED**

In the SDEIS, four build alternates, Alternates 4C, 10A, 10B, and 11 were eliminated from consideration because these alternates required more right-of-way, would impact Prime and Unique Farmlands, would impact property from the historic architectural resources eligible for the National Register of Historic Places, and have a higher total cost when compared to Alternates 4, 4A, and 4B. Refer to Section III.B for a full comparison of the Build Alternates.

### **F. AREAS OF CONTROVERSY**

Coordination with various governmental agencies, property owners, and local groups identified impacts to historical properties as an area of controversy. As shown on Exhibit I-1, there are numerous historic resources in the project area. The resources listed on the National Register of Historic Places include the Long Marsh Run Rural Historic District, Ripon Lodge, the Beverly Farm, and the William Grubb Farm. In addition, three historic districts, ten individual properties, and part of a battlefield are eligible for listing on the National Register. These eligible properties include Kabletown Rural Historic District, Bullskin Run Rural Historic District, Village of Rippon Historic District, Olive Boy Farm, Glenwood, Wayside Farm, Byrdland, Straithmore, Berry Hill, Shenandoah Railroad, St. John's Episcopal Church, McPherson Adams House, Summit Point Battlefield, and the Wheatlands archaeological site.

In addition to being individually eligible for the National Register, the Village of Rippon and the eligible properties named above are contributing elements to one or both of the Kabletown

Rural Historic District or Bullskin Run Rural Historic District. The Kabletown Rural Historic District encompasses approximately 18 square miles, and the Bullskin Run Rural Historic district encompasses approximately 20 square miles. The property within both of these districts surrounds and includes over 90 percent of the project study area. The boundaries for these two districts are shown on Exhibit I-2 and Exhibit I-3.

The Summit Point Battlefield (JF-0738) is a Civil War era battlefield included in the American Battlefield Protection Program. The site includes a portion of the US 340 corridor within the current Study Area as NRHP eligible; the larger battlefield complex has not been assessed as part of this project and is not evaluated herein. The portion of the battlefield in the US 340 Study Area is reflective of an avenue of troop movement and skirmishing, not the core area of engagement for the battlefield itself. The subject portion of the site (i.e., the travel corridor within the US 340 Study Area) is NRHP eligible under Criterion A. The extent of the Summit Point Battlefield is shown on Exhibit I-4.

For a comprehensive discussion of historic architecture and archaeology and Section 106 compliance, please see Sections IV and V as well as Appendix B.

Table I-1: Comparative Summary

Category	Units	No-Build	Build Alternates Remaining			Build Alternates Eliminated from Further Consideration			
			4	4A (Preferred)	4B	4C	10A	10B	11
Roadway Length	Miles	0.0	4.6	<b>4.5</b>	4.6	4.6	5.3	5.2	5.1
Residential Relocations	Total / Minority	0 / 0	10 / 0	<b>3 / 0</b>	5 / 0	14 / 1	12 / -	8 / -	8 / -
Business Relocations	Total / Minority	0 / 0	4 / 0	<b>4 / 0</b>	4 / 0	3 / 0	3 / 0	4 / 0	5 / 0
Non-Profit Relocations	Total	0	0	<b>0</b>	0	0	0	0	0
Right-of-Way	Parcels / Acres	0 / 0	49 / 112	<b>49 / 116</b>	44 / 120	42 / 140	30 / 153	30 / 156	30 / 137
Environmental Justice Impacts	Yes or No	No	No	<b>No</b>	No	No	No	No	No
Potential Hazardous Material Sites	Each	0	3	<b>3</b>	3	3	3	3	3
Historic Architectural Resources	Resources / Acres	0 / 0	9 / 218 <sup>6</sup>	<b>9 / 239<sup>6</sup></b>	9 / 236 <sup>6</sup>	9 / 253 <sup>6</sup>	8 / 169 <sup>6</sup>	10 / 192 <sup>6</sup>	7 / 239 <sup>6</sup>
Archaeological Resources (Predictive Model)	Sites	0	0	<b>0</b>	0	0	0	0	0
Public Recreational Resources	Sites	0	0	<b>0</b>	0	0	0	0	0
Wetlands	Acres	0.0	0.354	<b>0.327</b>	0.407	0.432	0.417	0.417	0.381
T&E - Indiana Bat / Northern Long Eared Bat / <u>Madison Cave Isopod</u> Known Occurrence in Jefferson Co. Suitable Habitat in Project Area Biological Assessment	Yes or No Yes or No Effect (E) or No Effect (NE)	No / No / <u>Yes<sup>1</sup></u> Yes / Yes / <u>Yes</u> NE / NE / <u>NE</u>	No / No / <u>Yes<sup>1</sup></u> Yes / Yes / <u>Yes</u> NE / NE / <u>E<sup>4</sup></u>	<b>No / No / <u>Yes<sup>1</sup></u></b> <b>Yes / Yes / <u>Yes</u></b> <b>NE / NE / <u>E<sup>4</sup></u></b>	No / No / <u>Yes<sup>1</sup></u> Yes / Yes / <u>Yes</u> NE / NE / <u>E<sup>4</sup></u>	No / No / <u>Yes<sup>1</sup></u> Yes / Yes / <u>Yes</u> NE / NE / <u>E<sup>4</sup></u>	- - -	- - -	- - -
Floodplains	Acres	0.0	5.1	<b>6.1</b>	6.3	6.3	6.0	6.0	6.0
Streams - Bullskin Run <sup>2</sup>	Linear Feet	0	578	<b>743</b>	743	722	697	697	697
Farmlands - Prime & Unique	Acres (Active/Total)	0 / 0	19 / 57	<b>18 / 59</b>	23 / 62	27 / 72	17 / 81	16 / 82	36 / 76
Farmlands - Statewide & Locally Important	Acres (Active/Total)	0 / 0	15 / 41	<b>13 / 45</b>	14 / 50	14 / 54	12 / 51	8 / 51	18 / 46
Noise Impacts	# of Properties	30	2	<b>2</b>	1	1	-	-	-
Air Quality Carbon Monoxide Concentrations (Design Year)	PPM (1-hour / 8-hour)	0.9 / 0.7	0.7 / 0.6	<b>0.7 / 0.6</b>	0.7 / 0.6	0.7 / 0.6	2.3 / 1.4	2.3 / 1.4	2.3 / 1.4
Mobile Source Air Toxics (MSAT) <sup>3</sup>	Low or High Potential	Low Potential	Low Potential	<b>Low Potential</b>	Low Potential	Low Potential	Low Potential	Low Potential	Low Potential
Right-of-Way & Utility Cost	Dollars	\$0	\$ 10,600,000	<b>\$ 13,820,000</b>	\$ 15,250,000	\$ 16,375,000	\$ 14,900,000	\$ 20,310,000 <sup>5</sup>	\$ 13,560,000
Construction Cost	Dollars	\$0	\$ 36,500,000	<b>\$ 36,100,000</b>	\$ 35,600,000	\$ 37,600,000	\$ 62,070,000	\$ 42,380,000 <sup>5</sup>	\$ 39,640,000
Total Cost	Dollars	\$0	\$ 47,100,000	<b>\$ 49,920,000</b>	\$ 50,850,000	\$ 53,975,000	\$ 76,970,000	\$ 62,690,000 <sup>5</sup>	\$ 53,200,000

<sup>1</sup> The known occurrences are outside of the project study area.

<sup>2</sup> The entire length of Bullskin Run is included in the West Virginia Department of Environmental Protection Draft Section 303(d) List of impaired waters for 2014.

<sup>3</sup> The project falls under MSAT Tier 2 for qualitative analysis. Vehicle Miles Traveled and fleet mix under each build alternate are similar therefore no appreciable difference in expected in overall MSAT emissions among the alternates. EPA initiatives on vehicle emissions standards and fuel regulations are projected to reduce annual MSAT emissions despite growth in VMT. Thus the alternates under consideration are given a "Low Potential" to affect MSAT.

<sup>4</sup> The USFWS has made a "may affect but not likely to adversely affect" determination for the Madison Cave isopod.

<sup>5</sup> Cost does not reflect relocation 12,500± linear feet of railroad.

<sup>6</sup> Due to overlapping boundaries between rural historic districts and individual historic properties, acreages shown may exceed the total right-of-way acreage required.

This page intentionally blank.

## **G. OTHER GOVERNMENT ACTIONS REQUIRED**

A Section 404 Dredge and Fill Permit will be required from the U.S. Army Corps of Engineers for construction of the proposed facility. A Section 401 Water Quality Certification permit and National Pollutant Discharge Elimination System (NPDES) permit will be required from the West Virginia Department of Environmental Protection.

## **H. ENVIRONMENTAL COMMITMENTS**

The West Virginia Division of Highways will make every effort to minimize impacts on the natural and human environment. Impact minimization will be accomplished by adhering to strict guidelines and specifications adopted by the State of West Virginia.

1. Wetland avoidance is considered during all phases of the project. If wetlands cannot be avoided, every effort will be made to minimize the impacts through the location and design of the roadway facility within the selected corridor. Mitigation of unavoidable wetland impacts will be coordinated through the appropriate state and federal agencies.
2. For floodplain encroachments, the West Virginia Department of Transportation will coordinate with the community and with the Federal Emergency Management Agency during the design phase of the project.
3. When the proposed centerline is established and the right-of-way limits determined, a hazardous materials site assessment will be performed to the degree necessary to determine levels of contamination at any potential hazardous materials sites along the Preferred Alternative. The assessment will be made prior to right of way acquisition. Resolution of problems associated with contamination will be coordinated with appropriate agencies.
4. To avoid, minimize, and mitigate adverse effects on historic architectural resources, the following measures have been included in the project, documented in the Memorandum of Agreement (MOA): funding to prepare National Register of Historic Places nominations for Wayside Farm, Olive Boy Farm, Byrdland, and the Village of Rippon Historic District; funding to develop an oral history collection; funding for interpretive signs; development of a historic driving tour brochure;

develop a GIS layer that documents the historic agricultural resources in Jefferson County; and inclusion of the project area on a History Through Highways website.

5. The Virginia Department of Health, Office of Drinking Water (VDH ODW) states that the project is within the watershed of the following public surface water sources:

**Table I-2: Public Surface Waters**

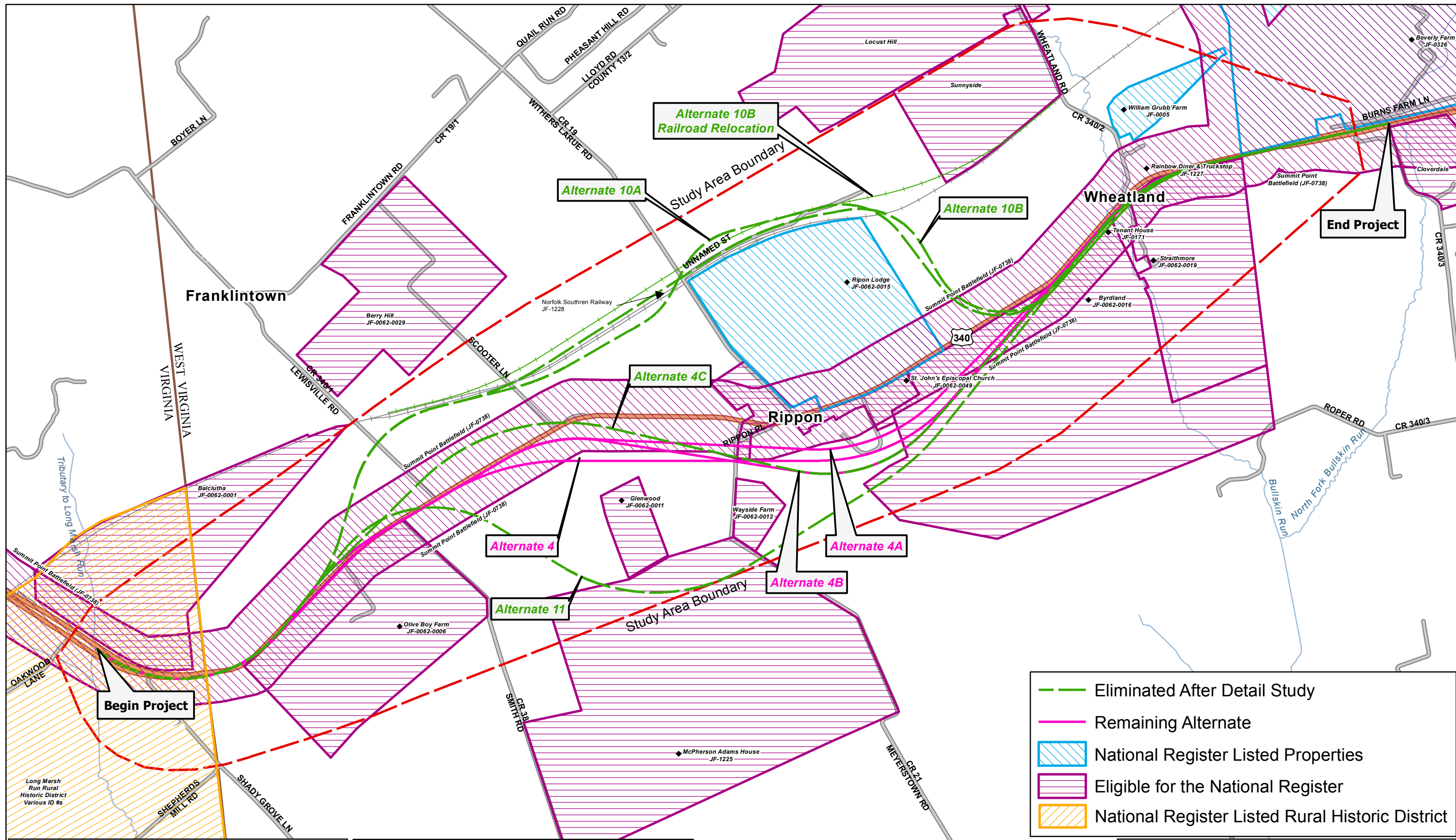
<b>PWSID</b>	<b>SYS NAME</b>	<b>FACNAME</b>
2043125	Town of Berryville	Shenandoah River
2043634	Mount Weather	Shenandoah River
6059501	Fairfax Co. Water Authority	Intake (Potomac River)
6107300	Town of Leesburg	Potomac Intake

Best Management Practices, including erosion and sedimentation controls as well as spill prevention controls and countermeasures, should be implemented at the project site.

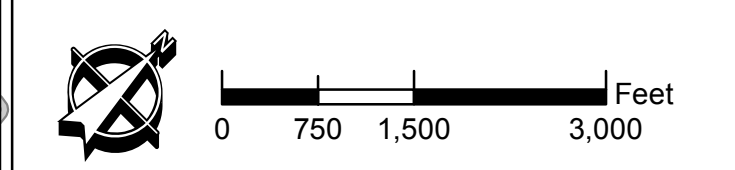
6. Principles of pollution prevention and sustainability should be considered in construction of the project. Effective siting, planning, and on-site Best Management Practices will help ensure that environmental impacts are minimized. This also includes decisions related to construction materials, design, and operational procedures to facilitate the reduction of waste at the source plus the reduction, reuse, and recycling of all solid wastes generated and minimization and proper handling of generated hazardous wastes.
7. If pesticides or herbicides must be used, their use should be in strict adherence to the manufacturers' recommendations. The use of the least toxic pesticides and herbicides effective in controlling the target species is recommended.
8. Due to the legal status of the Loggerhead shrike and Madison Cave isopod, WVDOH will coordinate with Department of Game and Inland Fisheries (DGIF) to ensure compliance with the Virginia Endangered Species Act.
9. If the project involves filling or improvement of sinkholes or cave openings, WVDOH will submit detailed location information and copies of the design

specifications to the Virginia Department of Conservation and Recreation (DCR). In cases where sinkhole improvement is for stormwater discharge, copies of Virginia Department of Transportation Form EQ-120 will suffice. For additional information and if karst features are encountered during the project, contact DCR (Wil Orndorff at 540-394-2552 or Wil.Orndorff@dcr.virginia.gov) to document and minimize adverse impacts.

10. WVDOH will contact the VA Department of Conservation and Recreation (DCR) Natural Heritage Program (804-371-2708) and re-submit project information and a map for an update on this natural heritage information if the scope of the project changes and/or six months has passed before it is utilized.
11. If the project involves demolition, excavation and transportation of soils/aggregates, or handling of materials that can cause problems such as nuisance dust emissions or entrainment, adequate air pollution control measures must be applied to prevent statutory air pollution problems as prescribed by the West Virginia Department of Environmental Protection, Office of Air Quality Legislative Rule 45CSR17.
12. Activities which could create objectionable odors must apply adequate air pollution control measures per the West Virginia Department of Environmental Protection, Office of Air Quality Legislative Rule 45CSR4.
13. Shredding or chipping of vegetative debris and reuse on-site is desired over open burning.
14. WVDOH will conduct endangered mussel surveys in Long Marsh Run and Big Bullskin Run, within the project area, prior to construction.
15. During the design of the replacement structure carrying US 340 over Bullskin Run, WVDOH will give consider to wildlife passage.

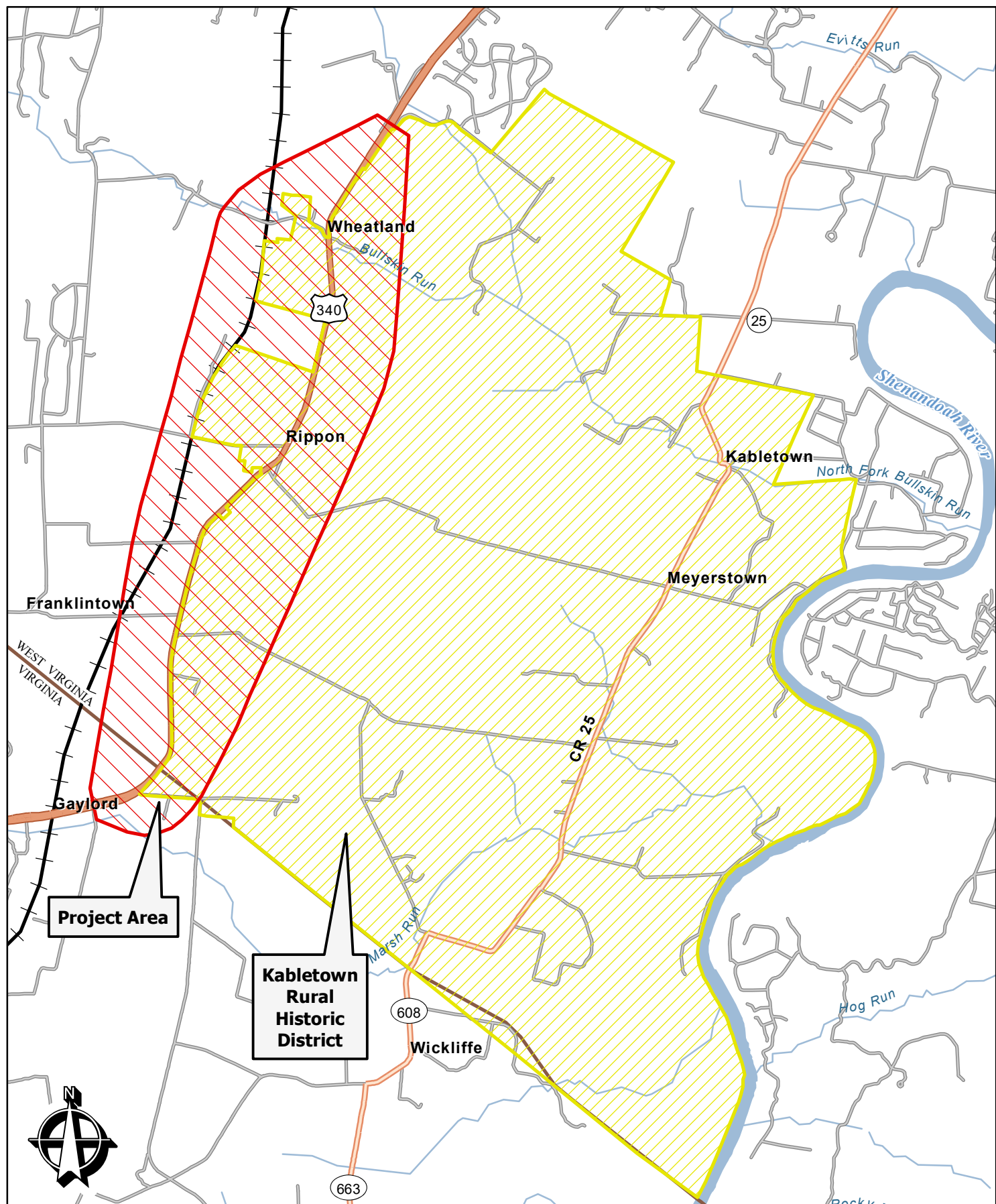


**US 340  
IMPROVEMENT  
STUDY**



**Historic Resource  
Impacts**





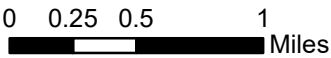
**Project Area**

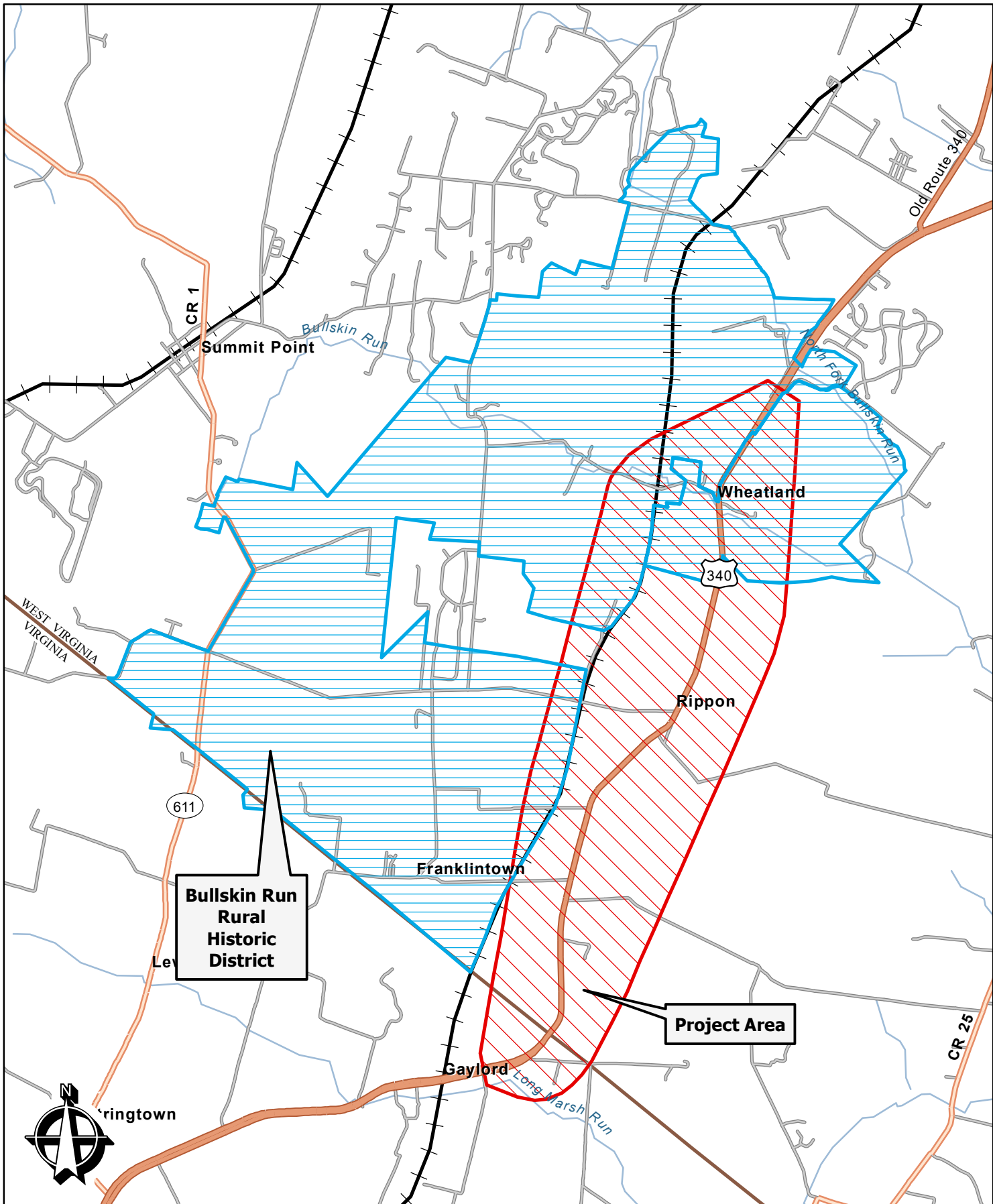
**Kabletown Rural Historic District**



**US 340  
IMPROVEMENT  
STUDY**

**Kabletown Rural  
Historic District**



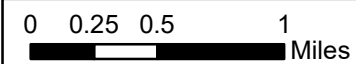


**Bullskin Run  
Rural  
Historic  
District**

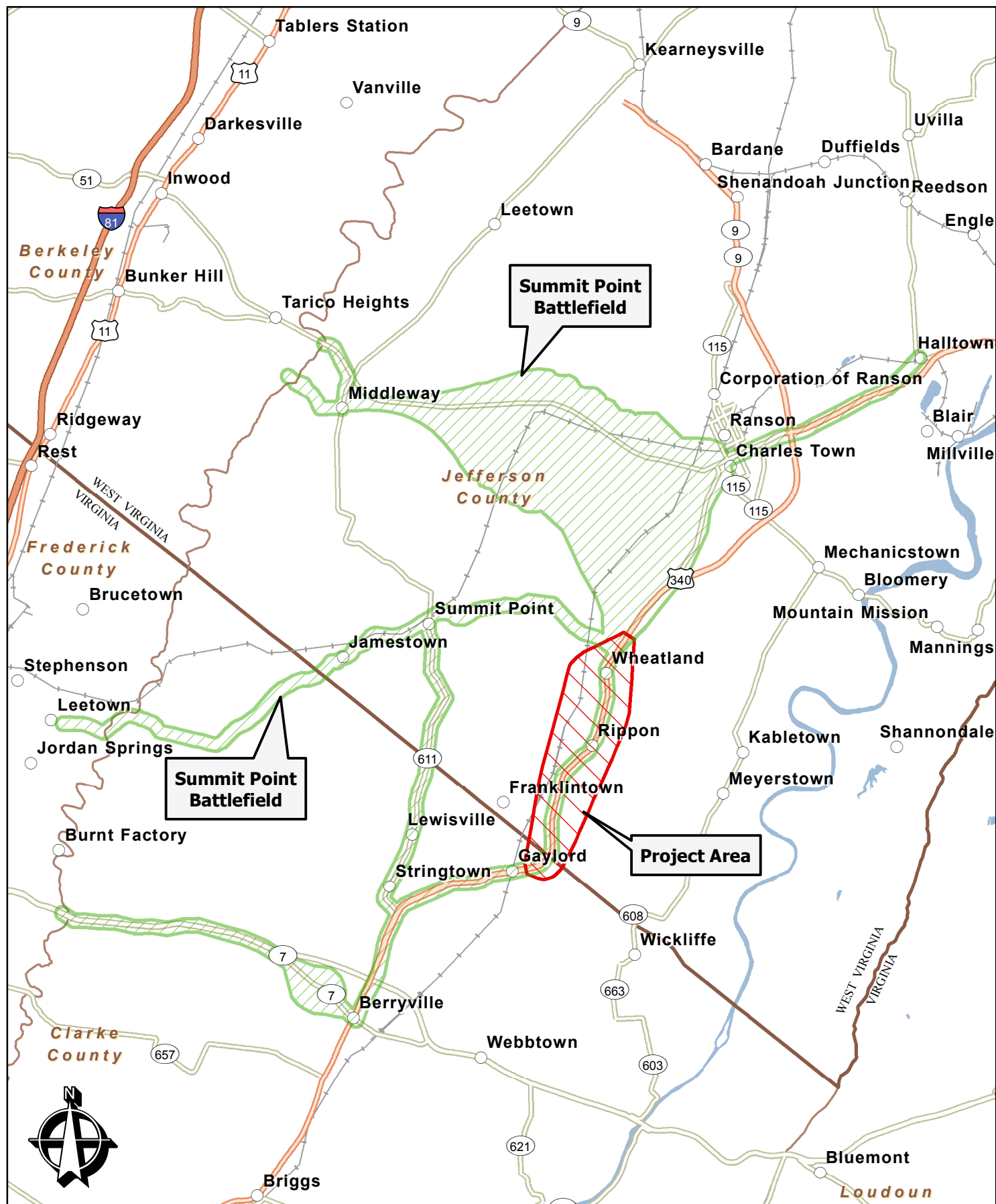
**Project Area**

***US 340  
IMPROVEMENT  
STUDY***

**Bullskin Run Rural  
Historic District**



**Exhibit I-3**



**US 340  
IMPROVEMENT  
STUDY**

**Summit Point  
Battlefield**

