

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

Finding of No Significant Impact Raleigh County, West Virginia

State Project: X341-ZWAY 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**



August 2018

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

State Project No. X341-ZWAY 1.00 00
Federal Project No. STP-0019(419)D

The Federal Highway Administration (FHWA) and the West Virginia Department of Transportation, Division of Highways (WVDOH) have 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.

The EA analyzed the potential impacts of the proposed action on the natural, physical, cultural, and socioeconomic environments. In accordance with the appropriate federal regulations (40 CFR 1502.14 [a]; 23 CFR 771.123 [c]) and FHWA Technical Advisory T 6640.8A, six alternatives were evaluated. They included the No-Build Alternative and five build-alternatives. All of the build alternatives would widen existing US 19 to three lanes and meet the purpose and need. Each build-alternative included elements of transportation system management (TSM). Following a screening evaluation that included engineering design, environmental data, and public input, Modified Alternative 2 was identified as the Preferred Alternative and carried forward for detailed analysis.

Impacts from the Preferred Alternative are not anticipated to be significant on the natural, physical, social, or cultural environs. Two properties impacted by sliver takes were determined to be *de minimis* Section 4(f) impacts. The combined effects of this project with foreseeable future projects are not anticipated to produce significant cumulative impacts to these resources.

This Finding of No Significant Impact (FONSI) was prepared pursuant to the Council on Environmental Quality Regulations (40 CFR, Parts 1500-1508). The FHWA has determined that the construction of the Preferred Alternative 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 FONSI is based on an 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. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

8/15/2018
Date


For FHWA

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1.0 Project Summary

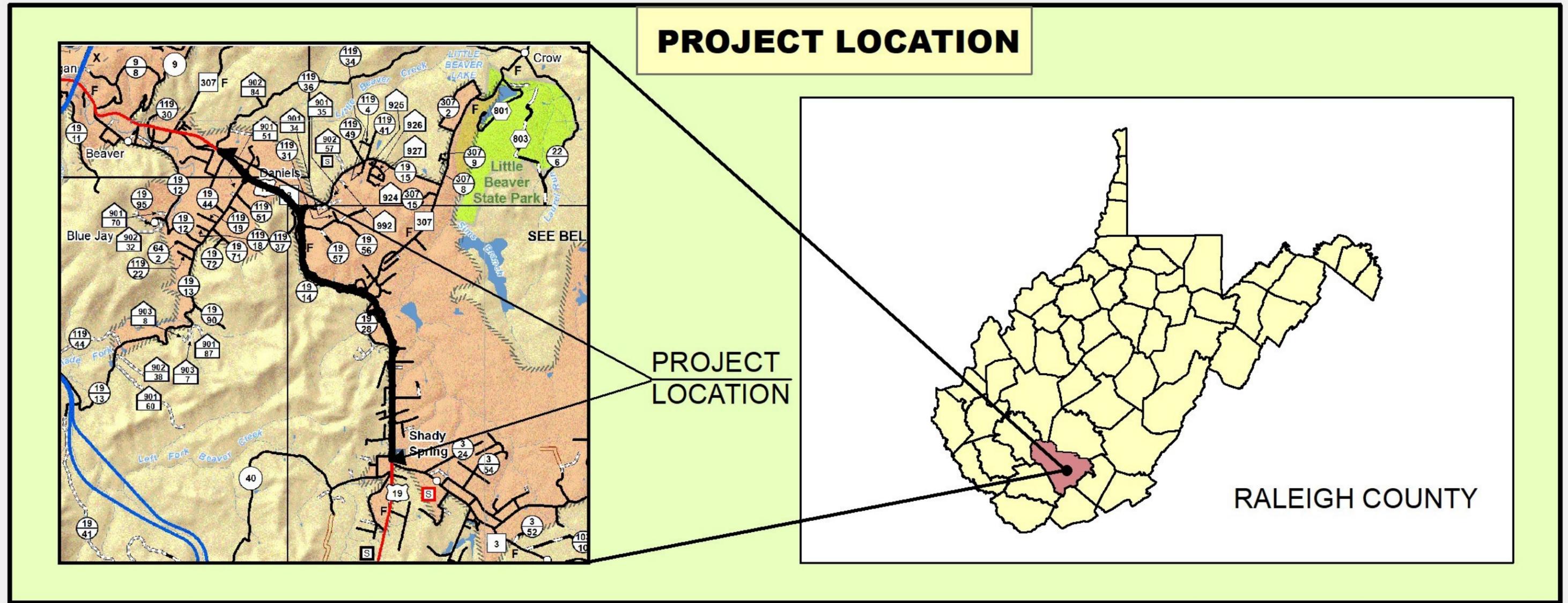
The Federal Highway Administration (FHWA), in cooperation with the West Virginia Department of Transportation, Division of Highways (WVDOH), has prepared this Finding of No Significant Impact (FONSI) pursuant to the Council on Environmental Quality Regulations (40 CFR, Parts 1500-1508) for the proposed 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 ½ 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.

In accordance with the appropriate federal regulations (40 CFR 1502.14 [a]; 23 CFR 771.123 [c]) and FHWA Technical Advisory T 6640.8A, six alternatives were evaluated. They included the No-Build Alternative and five build-alternatives. All of the build-alternatives would meet the purpose and need as defined in the Environmental Assessment (EA).

Following a screening evaluation that included engineering design, environmental data, and public involvement, Modified Alternative 2 was identified as the Preferred Alternative and carried forward for detailed analysis. Modified Alternative 2 has considerably fewer impacts to businesses and residences than the other alternatives; corrects horizontal and vertical alignment issues along US 19 while the other alternatives only address problems associated with the horizontal alignment; and incorporates several elements of transportation system management (TSM) into the design.

The project location is shown on the following page. The complete EA is incorporated into this document by reference and attached as an electronic file.



2.0 Proposed Mitigation

The following table identifies mitigation commitments for the project, as discussed in the EA.

**Proposed Mitigation Commitments
US 19 Shady Spring to Beaver Project (Beckley Z-Way)**

Resource or Element	Mitigation Measure
Property Acquisitions	All properties to be acquired, or used temporarily, will be purchased or utilized in accordance with the <i>Uniform Relocation and Real Property Acquisition Policies Act</i> , Title VI of the <i>Civil Rights Act</i> , and applicable West Virginia laws.
Land Cover	An approved Erosion and Sedimentation Control Plan will be implemented to minimize impacts to the water quality and habitat of the project area streams. All disturbed areas will be revegetated utilizing a native seed mixture and landscaped upon completion of construction.
Streams	The following permits will be required for the project prior to construction: <i>Clean Water Act</i> (CWA) Section 404 Permit from the U.S. Corps of Engineers (USACE); CWA Section 401 Certification from the West Virginia Department of Environmental Protection (WVDEP); and a <i>National Pollutant Discharge Elimination System</i> (NPDES) Permit also from the WVDEP. To avoid and/or minimize potential impacts to water quality, the specific best management practices (BMPs) will be developed prior to construction. At a minimum, the BMPs will reduce the amount of disturbed aquatic habitat and riparian vegetation; revegetate all disturbed areas to prevent accelerated erosion; designate equipment fueling and service areas away from aquatic habitats; designate and construct all stormwater management facilities to prevent runoff; and coordinate with resource agencies.
Wetlands	Unavoidable impacts to wetlands will be mitigated through the purchase of the appropriate wetlands banking credits or payment into the state's in-lieu fee program. During final design, measures will be identified that may further minimize any temporary and permanent impacts to wetland resources.
Air Quality	If it is necessary to burn land clearing debris in order to complete the project, approval by the WVDEP Secretary or an authorized representative is required to conduct such burning. If the project entails the renovation, remodeling, or demolition, either partially or totally, of a structure, building, or installation, irrespective of the presence or absence of asbestos-containing materials, and is subject to 45CSR15 (the asbestos NESHAP at 40 CFR 61, Subpart M), a formal Notification of Abatement, Demolition, or Renovation must be completed and timely filed with the WVDEP Secretary's authorized representative and approval received before commencement of the activities addressed in the Notification. If the project involves demolition, and/or excavation and transportation of soil/aggregates or the handling of materials that can cause problems such as nuisance dust emissions or entrainment or creation of objectionable odors, adequate air pollution control measures must be applied to prevent statutory air pollution problems as addressed by 45CSR4 and 45CSR17. Backup or emergency electrical generators may be subject to federal and state requirements and require an air permit in accordance with 45CSR13.

Resource or Element	Mitigation Measure
Noise	Noise generating construction activities such as pile driving or jack hammering should be minimized and completed during daytime activities.
Potentially Hazardous Wastes	A waste management plan and/or waste-management related provisions will be incorporated into construction bid documents to address potential contamination at specific properties and waste sites. A Phase 2 Environmental Assessment was completed in May 2018. Additional coordination between WVDOH and WVDEP will be conducted for the Hughes Tire and Auto and former CONOCO properties.
Utilities	Coordination with the utility operators will be required throughout the project. Coordination meetings will be held to discuss the need for additional right-of-way, expansion, or relocation easements; impacts to schedules; construction requirements; and any other issues. The WVDOH has detailed procedures for coordinating with impacted utilities. The relocation of utilities will be completed prior to and during construction with limited inconvenience to the public.
Secondary Impacts	Secondary development would be an economic benefit to the community and supports the project's needs. Avoidance and minimization of the adverse impacts related to induced development will be accomplished primarily through implementation of highway-access controls. Strict land use controls are not present in the area, but future developmental controls could include access management, transfer of development rights, growth management, resource management, resource preservation, and conservation easements.
Temporary Construction Impacts	<p>Construction activities affecting traffic will be coordinated with local municipalities, media outlets, Little Beaver State Park, emergency services, and local businesses. Construction operations will be scheduled to minimize traffic delays. Any traffic disruptions will be temporary, localized, and of short duration, only occurring during the construction period. Access to residences and businesses will be maintained during construction although temporary disruptions may occur.</p> <p>Construction will be performed to comply with all applicable federal, state, and local laws regarding safety, health, and sanitation. All contractors are required to adhere to Occupational Safety and Health Administration guidelines to protect the lives and health of employees, the safety of the public, and the integrity of adjacent properties.</p>

3.0 Public Participation

The public participation process utilized during the course of the project followed the public involvement procedures and policies of the WVDOH. These procedures and policies have been approved by FHWA and complied with the public involvement requirements of NEPA and Section 106 of the *National Historic Preservation Act*. A public informational meeting for the project was held on May 22, 2017, at the Daniels Elementary School. Approximately 150

people attended. All information presented at the meeting was available online at the WVDOH project website (<http://go.wv.gov/dotcomment>).

Written comments were received from 13 individuals or businesses, either at the meeting, through subsequent correspondence, or from online forms. People providing comments offered engineering ideas for the project (including construction of a four-lane roadway instead of only expanding to three lanes), or expressed concern about future traffic movements, potential future flooding, and possible residential and commercial displacements.

The EA for the project was posted on the WVDOH website in late May 2018. Hard copies were distributed to federal, state, and local agencies at the same time. Brochures summarizing the project were also distributed as handouts at the town hall and posted to the WVDOH website. Notices identifying the time and location of the public meeting were also posted on the WVDOH website and published in the local newspaper.

On Tuesday, June 26, 2018, the WVDOH conducted an informational workshop and public meeting to review the EA with federal, state, and local agencies and the public, to answer any questions, to gather comments, and to take public testimony on the project. The public meeting was also held at the Daniels Elementary School. Each individual attending the meeting was provided with a brochure that summarized the project and offered a copy of the EA. A total of 68 individuals, excluding WVDOH staff and its consultants, participated in the public meeting.

4.0 Comments on the EA

Comments and responses on the EA are discussed in this section. All comment letters on the EA can be found in Section 9.0 of this FONSI.

4.1 Agency Comments

U.S. Environmental Protection Agency (USEPA)

Comment 1: Page 11 references transportation research related to mass transit from a 1987 study. We suggest more recent studies be included if anything is available.

Response 1: Although the research on transit alternatives dates to 1987, the conclusion that mass transit is not a valid alternative for the project remains valid based on newer data. Research conducted by FHWA notes that people are willing to use bus service when the distance to and from bus stops are ¼ mile or less and safe access to the stop is provided (FHWA 2008). The distance to US 19 from many of the homes within the corridor but not immediately adjacent to the improved roadway exceed this distance. Additionally, there are no sidewalks on the US 19 nor its intersecting side-roads, creating a hazardous pedestrian situation in attempting to walk to a bus stop.

Other research has confirmed that if transit is not provided near a person's origin and destination and if there is not a sufficient level of service, bus service will only see seldom use (TRB 2003). Again, because this would be the local situation within the US 19 corridor, the conclusion that the mass transit alternative is not a valid option for the project appears to be reasonable.

Comment 2: We suggest additional information be provided in the EA describing efforts to reduce existing stormwater drainage problems and prevent future problems with increased impervious surfaces. EPA appreciates efforts to address pre-existing stormwater issues as well as providing current best management practices. Also, stormwater management facilities should not be located in aquatic habitats. We suggest opportunities to improve fish and wildlife passage at culverts and other stream crossings be investigated. Measures could include bridges, natural bottom culverts, over-sized culverts, etc.

Response 2: The amount of vegetative clearing and impervious surface within the right-of-way will be minimized through best management practices (BMPs) and proper highway design. As this is primarily a widening and safety improvement project, we have revised impervious areas in post construction condition. To offset peak stormwater discharges in urban areas, we have created detention basins to accommodate short term water storage.

In order to avoid and/or minimize potential environmental impacts, the following BMPs and recommendations will be considered during final design and construction: minimize the linear distance of stream being impacted; design and construct culvert structures that promote the reestablishment of benthic habitat within the culvert; implement an approved *Erosion and Sedimentation Control Plan* to prevent sediment deposition to aquatic habitats; promptly

revegetate all disturbed areas to prevent accelerated erosion; designate any equipment fueling and service areas away from aquatic habitats; and, construct all stormwater management facilities to prevent or minimize runoff resulting in erosion and sedimentation.

Comment 3: We suggest this project comply with EO 13751 *Safeguarding the Nation from the Impacts of Invasive Species*. It would be helpful if the study included any plans for invasive species monitoring or eradication.

Response 3: All seeding and revegetation will be conducted in a manner to prevent the introduction of invasive plant species onto the roadway's right-of-way. Efforts will be made to ensure that no invasive species are introduced into the area and any replanting or reseeding will be accomplished with native, noninvasive plants. All efforts will be taken to minimize or prevent the movement of invasive plants (roots, tubers, and seeds) found in the project area. There are no plans specifically to monitor vegetative success after the project is completed beyond routine maintenance operations.

Comment 4: We suggest the EA consider EO 13045 *Protection of Children from Environmental Health Risks and Safety Risks*.

Response 4: Both FHWA and WVDOH have considered the health effects from potential impacts to air quality, water quality and safety. Consideration of potential impacts to children's health and safety linked to highway transportation occurs through FHWA programs, initiatives, and research to address health-related issues. Transportation planning results in affirmative steps to minimize and mitigate any adverse effects to children. Although EO 13045 does not require project-specific children's Health Impact Assessment as part of the environmental review process for NEPA compliance, the EA does address potential direct, indirect, and cumulative health and safety impacts to children as part of the potential impacts analysis for all populations in the potential project area.

Comment 5: We suggest the project team closely coordinate with the public on design and construction impacts as the project moves forward.

Response 5: Coordination with the public will continue in a variety of ways. The WVDOH will update the public on this project at informational workshops for other transportation projects in

the area. As the project progresses, information will be posted on the project website and the *Drive Forward WV* website (a new site providing detailed information about individual projects in the *Roads to Prosperity* program, of which this project is listed on). When appropriate, the WVDOH will prepare news releases on the status of the project. The WVDOH will also directly contact residents, local businesses, emergency service and public health providers, and government officials when in the best interest of maintaining public health and safety.

Comment 6: We suggest additional opportunities to avoid and minimize impacts to the public and environment. Opportunities to shift the alignment to avoid impacts to wetlands WL05, WL07, WL08, streams, and residences may be available.

Response 6: As the project advances, additional investigations will be undertaken to avoid or minimize the impacts to natural resources, residences, and businesses.

Comment 7: We suggest the project team consider Federal Highway's handbook for supporting pollinators. It would be helpful if the study discussed any opportunities to plant species attractive to pollinators.

Response 7: Pollinators must have a diversity of plants with overlapping blooming seasons to be most effective in conserving bee populations. Prior to construction, the WVDOH will utilize the *West Virginia Pollinator Handbook*, a cooperative effort of the Natural Resources Conservation Service, the West Virginia Division of Natural Resources, and the Xerces Society for Invertebrate Conservation, to determine the proper seed mix and most appropriate replanting locations to attract native bee populations.

4.2 Citizen Comments

Comment 8: Bruce Bennett, Cool Ridge, WV – Asks how he will be compensated for the loss of his property and loss of rental income.

Response 8: The purchase of any private property will follow all relevant federal and state property acquisition laws, policies, and procedures.

Comment 9: James P. Daniel, Beaver, WV – A portion of Mr. Daniel’s property will be landlocked and after construction is completed. He requests that WVDOH purchase the remnant.

Response 9: Following the public meeting on the EA, WVDOH staff contacted Mr. Daniel to discuss his concerns further. If any of his property is purchased for the project, right-of-way staff and design engineers will work with Mr. Daniel to assure that access to his remaining property is maintained. The purchase of any private property will follow all relevant federal and state property acquisition laws, policies, and procedures.

Comment 10: James Hern, Beaver, WV – Asks that land acquisition for the property be negotiated as soon as possible.

Response 10: Right-of-way acquisition cannot began until all approvals for the project have been secured and final design has been completed. Currently, property acquisition is scheduled for 2021. In some cases, early acquisition can be accomplished, but these are rare. The purchase of any private property will follow all relevant federal and state property acquisition laws, policies, and procedures.

Comment 11: Jerry W. Hodges, Beaver, WV – Please consider scheduling nighttime construction to eliminate traffic delays during peak travel times on US 19.

Response 11: Although sometimes used, nighttime construction is not practical for this project for several reasons, including noise impacts on surrounding residences, safety, and costs. The construction contractor will be required to maintain traffic flow during construction. While there may be occasional traffic delays during daylight hours, they will be kept to a minimum.

Comment 12: Juanita Richmond, Beaver, WV – Please consider constructing a gradual grade on 4-H Lake Road at its intersection with US 19.

Response 12: The intersection will be relocated slightly to the north of its current location. The new intersection will provide a safer operating environment and better sight distance for vehicles turning onto US 19 from 4-H Lake Road. As part of the intersection reconstruction, the existing grade on 4-H Lake Road will be lowered.

Comment 13: Harold Snodgress, Daniels, WV – Asks what is the approximate take of each of the three parcels he owns that will be impacted. Also asks what provisions are being made to accommodate discharge from an existing pond on his property.

Response 13: Although the impact to the three parcels may change as the highway design plans are finalized, there will be no impact to Parcels 146 and 147. There will be an impact to 0.5 acres of Parcel 148. Additional hydraulic studies will be conducted as part of the final design to determine the best way to accommodate the discharge from the existing pond.

Comment 14: Jodie Treadway, Daniels, WV – Splitting traffic flow through Daniels and providing a direct route to Interstate 64 will be very beneficial to the area.

Response 14: Comment noted.

5.0 Endangered Species Act Section 7 Consultation

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. As a result, no further Section 7 consultation is required.

6.0 National Historic Preservation Act Section 106 Consultation

Historic resources surveys were conducted in 2016. Eight properties were identified as potentially eligible for listing on the National Register of Historic Places (NRHP). Two of the NRHP-eligible properties will be impacted directly by the project with sliver takes and there will be a visual impact to the other NRHP-eligible properties. On October 26, 2017, the SHPO determined the project would have No Adverse Effect on any of the eight properties.

Archaeologic surveys were conducted in 2016 and 2017. On November 8, 2017, the SHPO determined that no further archaeological investigations are necessary for the project.

7.0 Section 4(f) Evaluation

Eight impacted properties within the project area were been identified as eligible for listing on the NRHP. The SHPO has determined that there would be No Adverse Effect 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 *de minimis*.

8.0 Correspondence

All comment letters and forms on the EA can be found on the following pages.

9.0 References

Federal Highway Administration. 2008. *Pedestrian Safety Guide for Transit Agencies*. Washington, DC.

Transportation Research Board. 2003. *Transit Capacity and Quality of Service Manual*. Washington, DC.

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

INFORMATIONAL WORKSHOP PUBLIC MEETING
ATTENDANCE SHEET

PROJECT: Beckley Z-Way Project
Shady Spring to Beaver
State Project: X341-ZWA/Y-1.00
Federal Project: STP-0019(419)D

DATE: Tuesday, June 26, 2018

LOCATION: Daniels Elementary School
351 4-H Lake Road
Daniels, WV
Raleigh County

PLEASE PRINT

<u>NAME</u>	<u>ORGANIZATION/ADDRESS/EMAIL</u>
1. Sonda Jones	123 2nd St, Shady Spring, WV 25918
2. Wanda Crouse	344 Bansom Dr, Shady Spring, WV 25918
3. Cecil Shrader III	270 Hardwood Lane, Princeton, WV 24740
4. Christopher Mann	270 Hardwood Lane Princeton WV 24740
5. David Morton	1733 Ritter Drive Daniels
6. Mr & Mrs Charles Ellison	124 Stone Ave Daniels
7. Raymond Arnold	Ghent
8. Todd & Ellis Meador	120 Second St Shady Spring WV 25918
9. Lanny Ford	129 Spring St Shady Spring, WV 25918
10. Jerry Hodges	P.O. Box 1812 Beavers, WV 25813
11. Amber Burgess	PO Box 1651 Beaver, WV 25813
12. Dale & Debbie Meadows	2451 Ritter Dr. Shady Spr. WV 25918
13. Don Kell / Open Door Church	Bx 1137 Shady Spring / 2875 R. 710 ✓
14. Tim Dutton / Daniels Miss. Bapt. Church	Box 425 Daniels.

NAMEORGANIZATION/ADDRESS/EMAIL

15. Alan Reed WV DOH D-10 d.alan.reed@wv.gov
16. J. W. Tuggle Fayette Raleigh MPO jtuggle@res4wv.org
17. John Park 222 BIRKER DR, DANIELS, WV
18. James Cantle 435 C/O Dan Rd. Daniels WV
19. Catherine Black - 147 Floyd Worey Rd - Beavertown WV 25813
20. John Hymel 115 EDVAS DR. GLEN MORGAN 25817
21. Shelly Hill 116 Stone Lane Daniels WV 25832
22. Doug J. Rindtch 128 WALNUTVIEW DR BEVER 25813
23. JERAL CARTON 124 WALNUTVIEW DR BEAVON, 25813
24. L.A. Gates 241 Tilson Dr. Daniels 25832
25. Lou Gates " " "
26. Diana Hern dabhern@gmail.com
27. KARLA BAATZ karlbaatz@aol.com
28. SCOTT Henstex
29. Roger Coates
30. Connie Mill P.O. Box 55, Daniels
30. Boyd White
32. Harry Wood
33. Tom Cochran
34. Kim & Frank Rowan
35. Fred E. Smith Jr 125 Boatman Ln CLW. Daniels
36. Detlef Ulfers Raleigh County Commission
37. Bill Bihler 415 Ridgewood Rd - Beavertown, WV 25813
38. ~~Bill~~ billbihler@gmail.com

NAMEORGANIZATION/ADDRESS/EMAIL

39. Ray Tilley 502 Samore Ct. Beaver, WV
40. Vicki Forinash 629 Club Circle Daniels WV 25832
41. Glenna Richmond 178 Table Rock Beaver, WV
42. Shelly Liddle 142 Elm St. Beckley
43. Jaime Cantley 435 Cand O Dam Rd Daniels WV 25832
44. LANA HYPES 393 Barnstaple Dr, Daniels
45. John Poch 146 Beaver St. Daniels
46. Gyn C Lilly 109 Grandview Rd Daniels
47. Amy Wood 105 Cherry Hill
48. Robert C Arnold 507 Colcott Lane, Beckley
49. James HERN 351 Airport Rd Beaver, WV
50. Will Davis 147 Hatcher Ln. Beaver
51. Tom + Sue Mullins 365 Daisy Trail Coal Bridge WV 25825
52. Eugene Bailey 403 Ridgewood Dr Beaver
53. Marsha Bailey " "
54. James P. Davis 473 Orchard Hill Rd. Beaver
55. Charles Jordan 2516 Ritter Drive Shady Spring
56. Greg + Sandi Shambolin 150 Lilly Trail, Beaver, WV
57. Michael Manning 152 C 40 Dam Rd Daniels Daniels Missionary Baptist
58. Robert Stoddard 103 Graystone Dr, Beaver
59. Walter Feller 211 S Shady View Lane
60. Michael Kinsley 199 S. Kimberly St 25918
61. Carson + Sandra Meade 1926 Ritter Dr, Daniels WV 25832

<u>NAME</u>	<u>ORGANIZATION/ADDRESS/EMAIL</u>
62. Wendy Bihler	Beaver
63. Sally	Daniels
64. Judy	Daniels
65. Shildt	Daniels
66. Jodie & Treadway	DANIELS
67. Sandra Lilly & LANNIE Lilly	DANIELS
68. Juanita Richmond	Beaver
69. Jeannie Lucas	Beaver
70. Gina Johnson	Beaver
71. PK	Shelby
72. Rene Yild	Daniels
73. DAVE HARPER	WIDON
74. Braden Hoffman	Alliance Council
75. Wm R. Sanger	LANSLOWAN
76. Ryan Snodgrass	
77. John Snodgrass	
78. David & Barbara Fored	
79. Kay Gaigall	Daniels
80. Mark Gaigall	Beaver
81. Lonny Smith	Beaver
82. Deborah Smith	Beaver
83. DONALD Riffe	DANIELS
84. Clint Ransom	Daniels
85.	

From: Okorn, Barbara <Okorn.Barbara@epa.gov>
Sent: Monday, July 23, 2018 3:17 PM
To: Scites, Raymond J <Raymond.J.Scites@wv.gov>
Subject: FW: Environmental Assessment for the US 19 Shady Spring to Beaver Project (Beckley Z-Way)

From: Okorn, Barbara
Sent: Monday, July 23, 2018 8:33 AM
To: Workman, Jason (FHWA) <Jason.Workman@dot.gov>
Cc: raymonnd.J.Scites@wv.gov
Subject: Environmental Assessment for the US 19 Shady Spring to Beaver Project (Beckley Z-Way)

Jason,

Thank you for the opportunity to review the Environmental Assessment (EA) for the US 19 Shady Spring to Beaver Project (Beckley Z-Way) in Raleigh County, West Virginia. The EA discusses alternatives to widen approximately two miles of US 19 to provide operational improvements, correct geometric deficiencies, reduce crashes and reduce congestion. 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:

- Page 11 references transportation research related to mass transit from a 1987 study. We suggest more recent studies be included if anything is available.
- Table 3, Page 21- floodplains- states that design considerations for the improved roadway have been incorporated into the project to reduce existing stormwater drainage problems and prevent future problems with an increased impervious surface. We suggest additional information be provided in the EA describing these measures. EPA appreciates efforts to address pre-existing stormwater issues as well as providing current best management practices. Also, stormwater management facilities should not be located in aquatic habitats. We suggest opportunities to improve fish and wildlife passage at culverts and other stream crossings be investigated. Measures could include bridges, natural bottom culverts, over-sized culverts, etc.
- Table 3, Page 31- landcover- we suggest this project comply with EO 13751 Safeguarding the Nation from the Impacts of Invasive Species. It would be helpful if the study included any plans for invasive species monitoring or eradication.
- We suggest the EA consider EO 13045 Protection of Children from Environmental Health Risks and Safety Risks.
- We suggest the project team closely coordinate with the public on design and construction impacts as the project moves forward.
- We suggest additional opportunities to avoid and minimize impacts to the public and environment be investigated. For example, are there opportunities to shift the alignment to avoid impacts to wetlands WL05, WL07, and WL08 as well as the streams depicted on the plans or to avoid residential impacts?
- We suggest the project team consider Federal Highway's handbook for supporting pollinators. It would be helpful if the study discussed any opportunities to plant species attractive to pollinators.

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

Barb

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

Comment 8

_Title	
FirstName	Bruce
LastName	Bennett
Organization	Frenchies beauty salon
Email	brucescarpet@gmail.com
MailingAddress	Po box 79
City	Coolridge
State	WV
ZipCode	25825
Comments	I own this building that Frenchies is in. This was part of my retirement income.. it ntend to make 216,000 from rental income from this commercial building over the next 30 years. My tenant information me it is to be taken for a road project. 216k and I'll gladly sell.anything less will be taking g from my family's future. Taking homes and business for a freaking turning lane doesn't seem profitable. What's the reason for spending the millions of dollars on a turning lane. What do you intend to give me for my property. On Ritter drive in Daniels WV.
CommentType	Online

Created at 6/26/2018 8:19 PM by
Last modified at 6/26/2018 8:19 PM by

RECEIVED
JUL 03 2018
ENGINEERING
DIVISION

Comment 9

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

DATE:

6-28-18

James P Daniel
473 Orchard Hill Rd
Beaver WV 25813

DATE: Monday, May 22, 2017
LOCATION: Daniels Elementary School
SUBJECT: Open House / Public Scoping Meeting
PROJECT: Beckley Z-Way Projects
Shady Spring to Beaver
State Project: X341-ZWAY-1.00 00
Raleigh County

304-578-2830

Please Call.

COMMENTS DUE BY: Thursday, June 22, 2017

Please consider the following comments:

I need to meet with someone
on my property over #27 marker I will be land
locked from this portion of my land. What will
be left is going to be useless for me and I believe
the road needs to buy this portion that's
left. Cutting my property in half I am left
with a mess. This property has been in our
family 100 years. I don't want to live on
top of a rd. or I would have moved to
me.

(Please print the following information)

NAME:

James P Daniel

ADDRESS:

473 Orchard Hill Rd Beaver WV 25813

ORGANIZATION (IF ANY):

How did you hear about today's meeting?

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.

DATE: 5-16-18

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

RECEIVED
 JUL 20 2018
 ENGINEERING
 DIVISION

DATE: Tuesday, June 26, 2018
 LOCATION: Daniels Elementary School
 SUBJECT: INFORMATIONAL WORKSHOP PUBLIC MEETING
 PROJECT: Beckley Z-Way- Shady Spring to Beaver
 X341-ZWA/Y-1.00
 STP-0019(419)D
 Raleigh County

COMMENTS DUE BY Thursday, July 26, 2018

Please consider the following comments:

I would suggest agencies to negotiate land acquisition as early as possible. The project has those impacted postige during the time of announcement of the route and when it begins. We had put our property on the market and now we are truly in limbb until this project begins. 2-3 years!!

(Please print the following information)

NAME: JAMES HERN
 ADDRESS: P.O. Box 1189, Beaver, WV 25813 - 351 airport rd
 ORGANIZATION (IF ANY): Home Owners in Path of Highway

How did you hear about the Informational Workshop Public Meeting?

Good, but not many definitive answers to timing!

Project Information and Comment Sheets

Can be found online at our WVDOH Website at <http://go.wv.gov/dotcomment>.

Under Engineering Projects, Open, and then click Beckley Z-Way Shady Spring to Beaver.

cc: Dale Tolliver, Raleigh County Commission
 John Tuggle, Fayette, Raleigh Planning Organization

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

DATE: 6-26-18

DATE: Tuesday, June 26, 2018
LOCATION: Daniels Elementary School
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Please consider the following comments:

PLEASE CONSIDER MOSTLY NIGHT
TIME WORK 7:00 P.M. - 7:00 A.M.
TRAFFIC IS A GIANTIC PROBLEM
ON THIS ROUTE WITH EVEN A 15
MINUTE DELAY.

(Please print the following information)

NAME: JERRY W HODGES

ADDRESS: P.O. BOX 1812 BEAVER, WV 25813

ORGANIZATION (IF ANY):

How did you hear about the Informational Workshop Public Meeting? PAPER

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Under Engineering Projects, Open, and then click Beckley Z-Way Shady Spring to Beaver.

DATE: 6/26/18

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Please consider the following comments:

The layout for 4-H Lake road entrance is much better for bus traffic. One thing to consider is the grade going out. When several buses or cars are stopped on the hill in the winter it can be treacherous. A gradual grade would be greatly appreciated.

(Please print the following information)

NAME: Juanita Richmond
 ADDRESS: 971 Old Crow Rd Beaver
 ORGANIZATION (IF ANY):

How did you hear about the Informational Workshop Public Meeting?

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Under Engineering Projects, Open, and then click Beckley Z-Way Shady Spring to Beaver.

DATE: 07-17-2018

Mr. RJ Scites, P.E.
Director, Engineering Division
West Virginia Division of Highways
1334 Smith Street
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Please consider the following comments:

I own PARCELS 146, 147 AND 148.

- 1) WHAT IS THE APPROXIMATE TAKE FROM EACH PARCEL IN 3/4".
- 2) WHAT PROVISIONS ARE BEING MADE TO ACCOMMODATE DISCHARGE FROM THE EXISTING POND. I SAW NO PIPE SIZES OR NEW DRAINAGE PIPES ON THE PLANS AVAILABLE AT THE MEETING.

(Please print the following information)

NAME: HAROLD R. SNODGRESS

ADDRESS: P.O. Box 757 DANIELS, WV 25832

ORGANIZATION (IF ANY):

How did you hear about the Informational Workshop Public Meeting?

Page 1 of 3

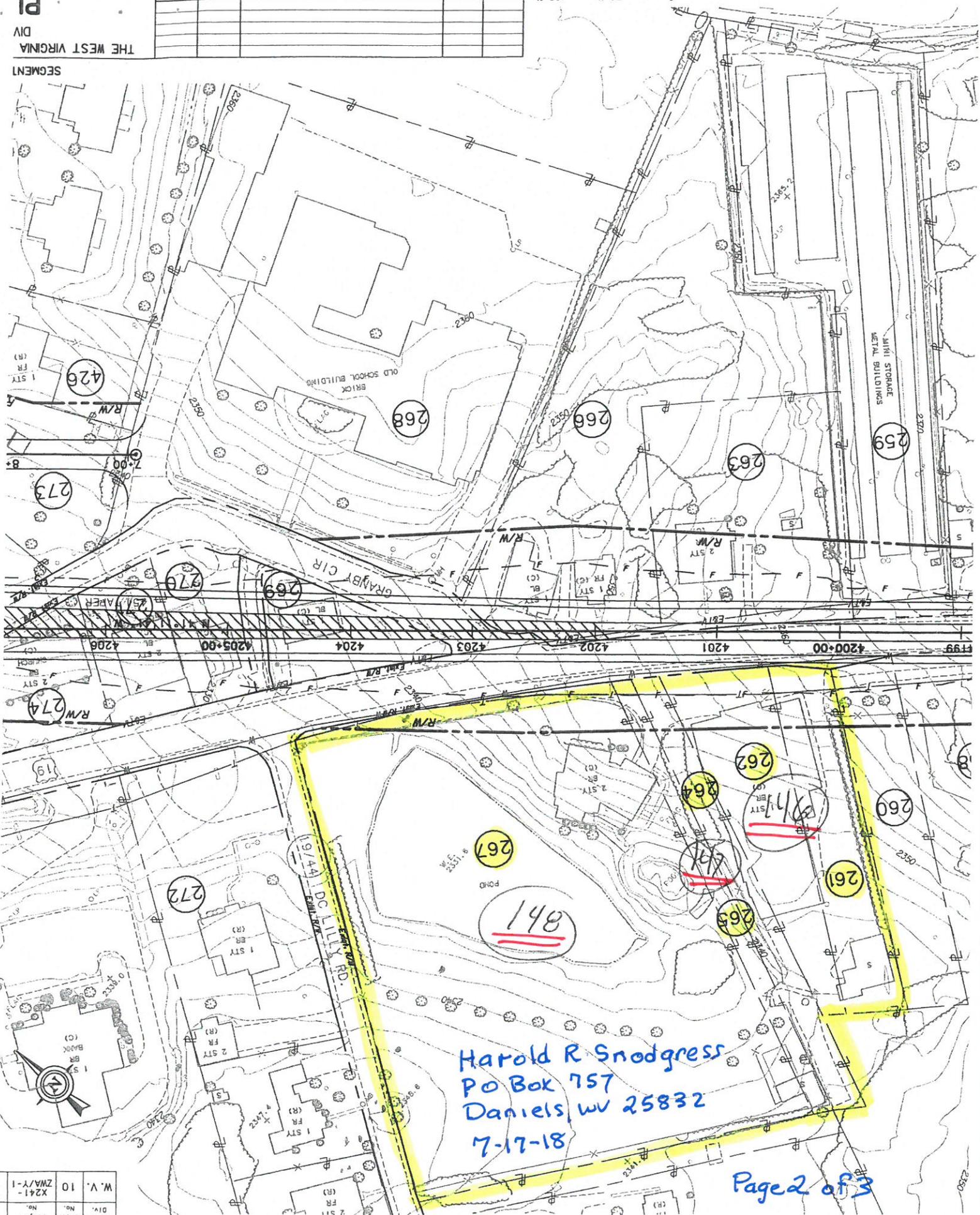
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Under Engineering Projects, Open, and then click Beckley Z-Way Shady Spring to Beaver.

REVISION NUMBER	SHEET NUMBER	REVISION	DATE	BY

SCALE : 0 50 ft. 100 ft.

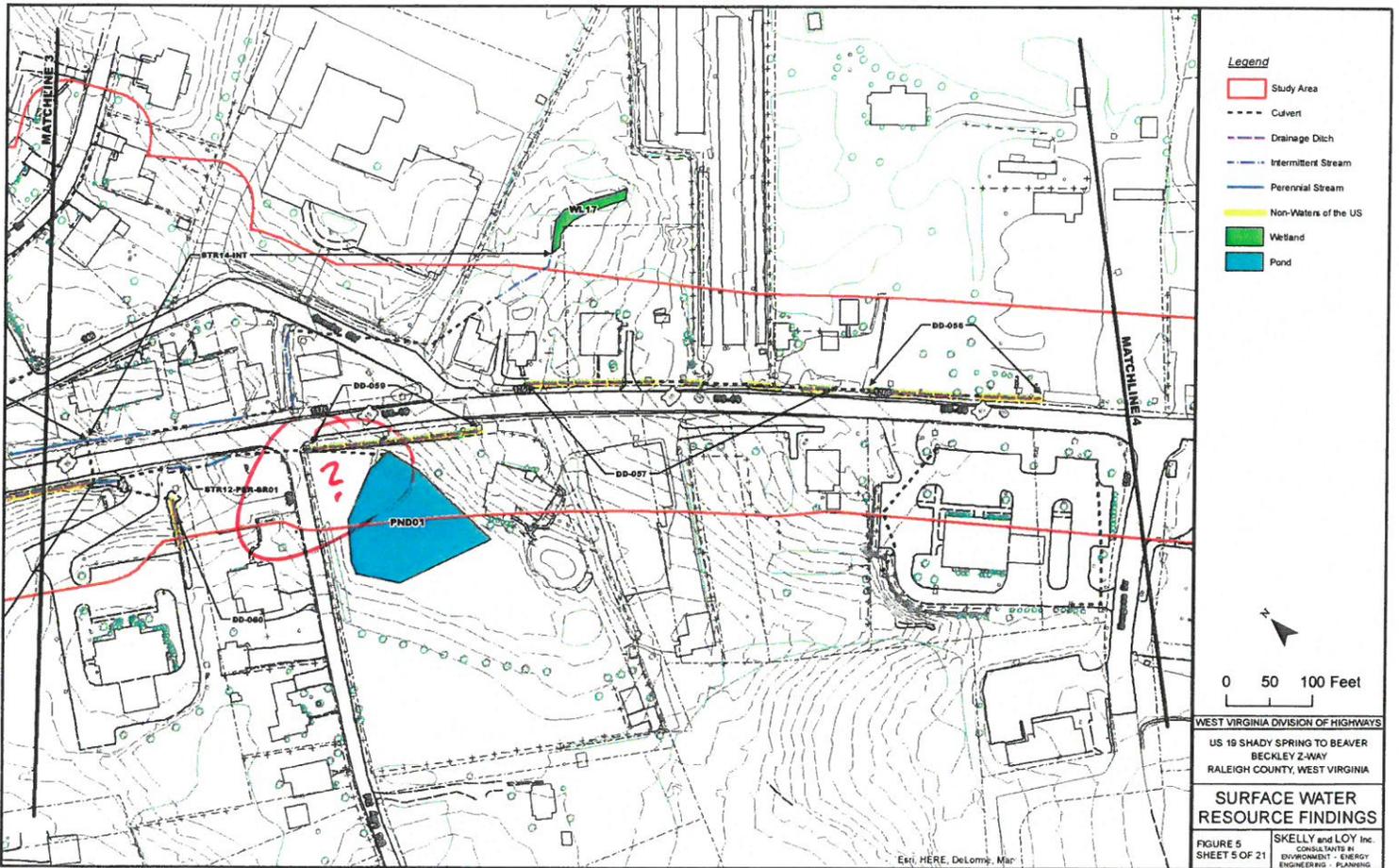


Harold R Snodgrass
PO Box 757
Daniels, WV 25832
7-17-18

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Beckley 2 WAY - shady to Beaver

Public State	Roads Dist.	Project No.	Div. No.	W.V. No.



Harold R Snodgrass
 PO Box 757
 Daniels, WV 25832

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7-17-18

Beckley 2 way - Shady to Beaver

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Please consider the following comments:

improving traffic flow through the
Daniels Area I believe this will
drastically decrease travel time.
Adding a direct route to 64 is
very beneficial.

(Please print the following information)

NAME: Jodie Treadway
ADDRESS: 122 mt. Laurel Rd, DANIELS, WV 25832

ORGANIZATION (IF ANY):

How did you hear about the Informational Workshop Public Meeting? FACEBOOK WVNS
911 Emergency Page

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