

FINDING OF NO SIGNIFICANT IMPACT

WV 601, JEFFERSON ROAD, US 119 to US 60

State Project: U320-601-0.00, Federal Project: STP-0601(009)D

Kanawha County, West Virginia

Federal Highway Administration



*West Virginia Department of
Transportation*



September 2017

Approval Signatures

WV 601 Jefferson Road, US 119 to US 60

Kanawha County, West Virginia

State Project U320-601-0.00 / Federal Project No. STP-0601(009)D

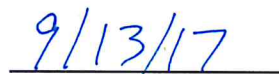
FINDING OF NO SIGNIFICANT IMPACT

The Federal Highway Administration (FHWA) has determined that the Proposed Action described in the Environmental Assessment (EA) and Addendum to the EA will have no significant impact on the human or natural environment. This Finding of No Significant Impact (FONSI) is based on the EA with Addendum and the proposed mitigation which has been independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, and impact of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

Submitted by:



For Federal Highway Administration



Date of Approval

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Appendix A – Environmental Assessment (EA), Signed June 7, 2016 (included on Disc)

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What is the Proposed Project?

The West Virginia Department of Transportation, Division of Highways (WVDOH), in cooperation with the Federal Highway Administration (FHWA), is proposing improvements to an approximately 1.7-mile section of Jefferson Road (WV 601) in Kanawha County between its intersection with US 60 (MacCorkle Avenue) in the north and its intersection with US 119 (Corridor G – Davis Creek Interchange) in the south (Figure 1 and Figure 2). The improvements will relieve current and future traffic congestion and improve safety in the corridor.

Jefferson Road serves as a major connector between the communities and businesses west of the capital city (Charleston) and those south of the city. In the north end of the Project Area, there are on and off ramps for Interstate 64 (I-64). The middle of the Project Area includes a mixture of community facilities and commercial, industrial, and residential properties (Figure 2). In the south end of the Project Area, there is access to more residential neighborhoods and the entire region's most dense collection of shops and restaurants, including "Southridge Center" and "The Shoppes at Trace Fork." An important future element in the Project Area is a proposed connector road ("RHL Boulevard Extension") between Jefferson Road and the Shoppes at Trace Fork, which houses not only big box stores but also a large sports complex with ice arena and soccer fields.

The flow of traffic along Jefferson Road is slowed by only having two lanes, by an active railroad crossing, and by an offset intersection, where two traffic lights provide access to Kanawha Turnpike (Kanawha County Route 12), another important connector road in the region.

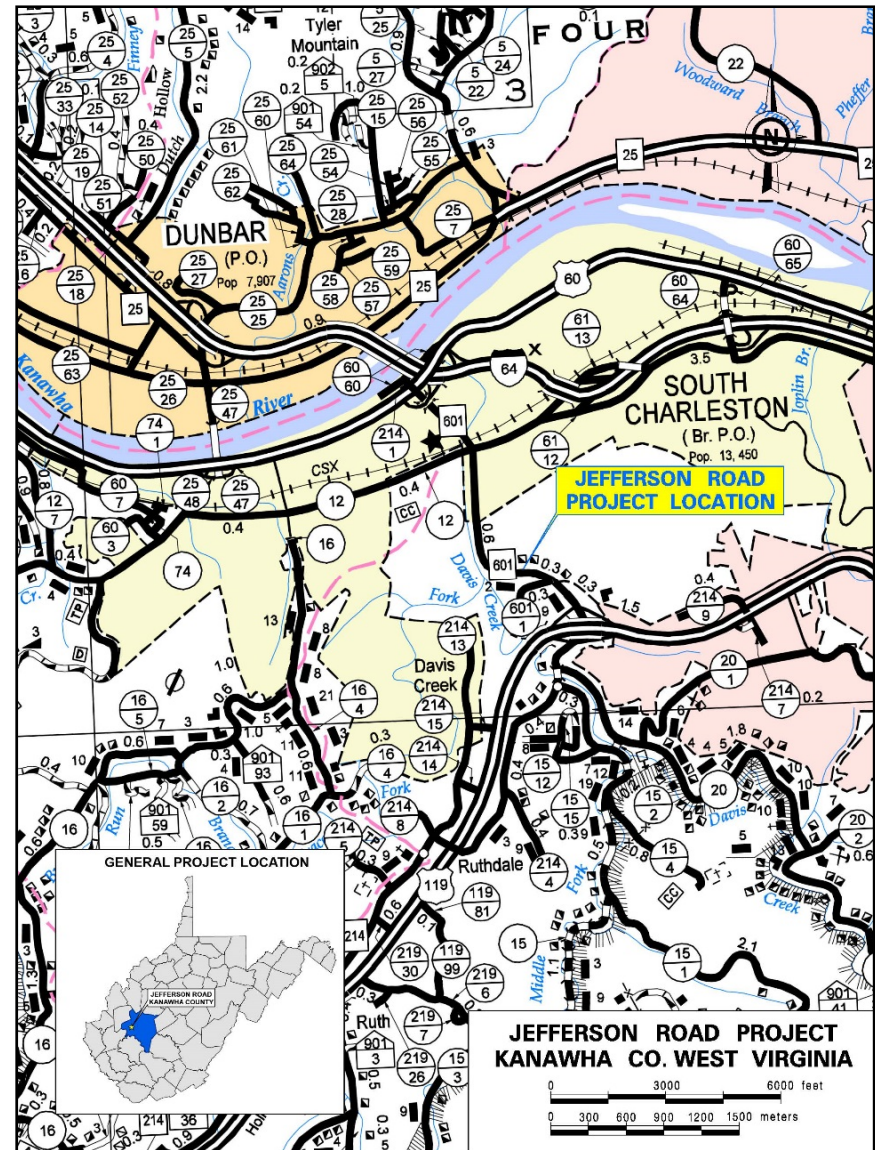


Figure 1. Highway Map Showing Project Area in Kanawha County, WV

The proposed project consists of widening Jefferson Road from two and three lanes to four and five lanes. Instead of a bridge just over Davis Creek, the new Jefferson Road will have a bridge that passes over Davis Creek as well as the railroad and Kanawha Turnpike. Underneath the bridge, the Selected Alternative includes a roundabout for the intersection with Kanawha Turnpike.

What Has Been Done Since the Environmental Assessment Was Issued?

The EA was issued in June 2016, and a copy of that document is provided with this FONSI as Appendix A. The following project activities occurred:

- In July 2016, WVDOH hosted an informational workshop public meeting in South Charleston.
- A 30-day comment period followed the meeting. WVDOH received 43 comment submissions.
- WVDOH considered comments received by agencies and the public, met with stakeholders, and conducted further design study. These considerations and studies led to changes in Preferred Alternative 5.
- In February 2017, WVDOH hosted another information workshop public meeting in South Charleston to share the revisions to Preferred Alternative 5.
- A 30-day comment period followed the meeting. WVDOH received 36 comment submissions.

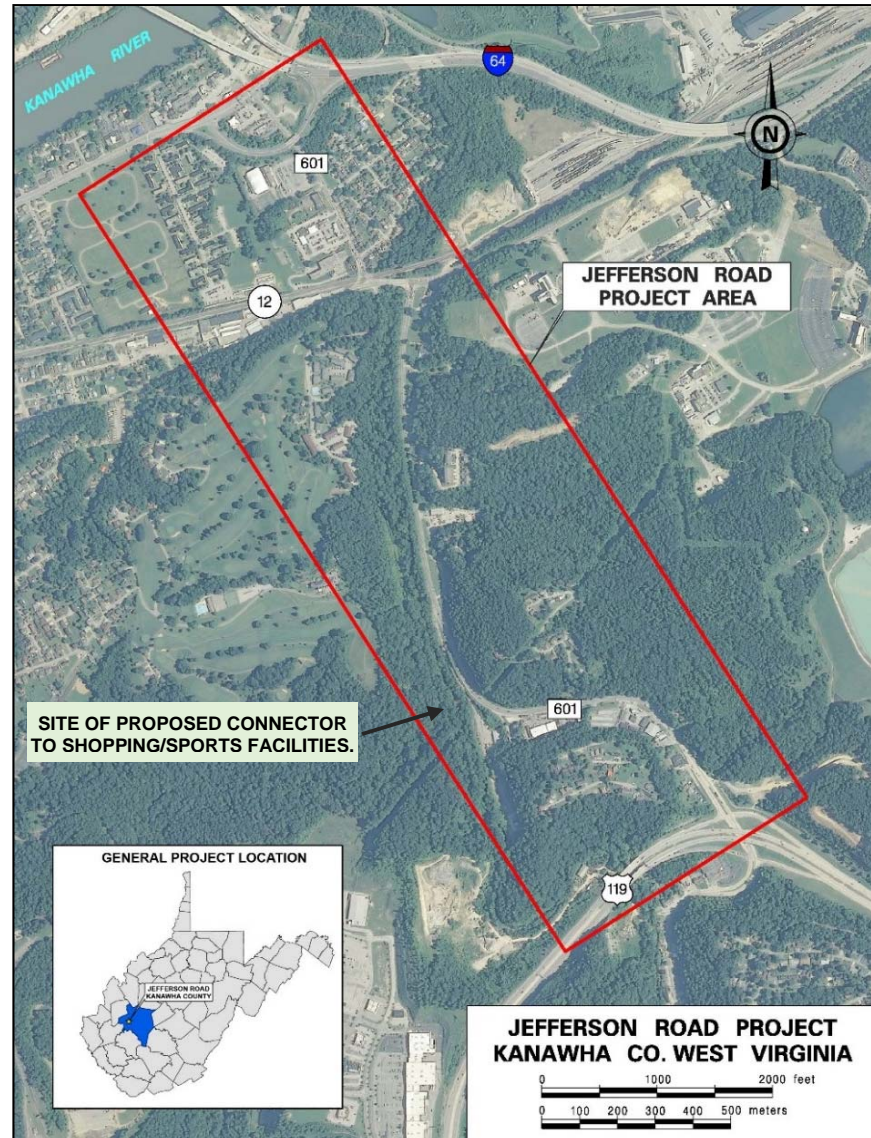


Figure 2. Aerial View of Project Area

- WVDOH considered comments received and completed their assessment of the changes.
- WVDOH prepared an addendum to the EA, which is provided with this FONSI as Appendix B.

What Were the Comments on the EA and Preferred Alternative?

In response to the EA and presentation of Preferred Alternative 5 in the summer of 2016, 43 comment submissions were sent to WVDOH. Specific issues receiving the most comment included the following:

- 1) Support for the project, either in general or specifically for Preferred Alternative 5 as presented in the EA (11 comments).
- 2) Request for including their home in the right-of-way because the impacts to their home would be too great with Preferred Alternative 5 as presented in the EA (10 comments regarding 8 different properties).
- 3) Concern for access onto and across the new Jefferson Road from the Jefferson Park neighborhood (8 comments).
Specifically:
 - Concern for children needing to cross Jefferson Road.
 - Support for including a stoplight for vehicles exiting Jefferson Park and the Community Center.
- 4) Concern for view of a retaining wall in front of their home after the new 5-lane bridge is built (6 comments).
- 5) Concern for loss of property value (6 comments).
- 6) Concern for disruption during construction (6 comments).

With further design study, WVDOH was able to address issues 2, 3, and 4 listed above.¹

What Changes Have Been Made to the EA?

Changes to Preferred Alternative 5 are documented in an Addendum to the EA (Appendix B). The Addendum includes:

- detailed description of how Preferred Alternative 5 was changed since the EA was issued in June of 2016;
- detailed summary of the 2016 public meeting after the EA was issued;

¹ In addition, some of the people making the 5th and 6th comments were also those making the 2nd comment, so those concerns were partially alleviated as well when the properties of those commenters were incorporated to the right-of-way.

- agency and public comments on the 2016 EA, which were largely responsible for the changes to led to the need for the Addendum;
- WVDOH responses to substantial comments;
- summary of analysis conducted of the changes to Preferred Alternative 5, including additional agency correspondence; and
- revised Noise and Environmental Justice assessments.

The changes to Preferred Alternative 5 all occurred in the area of the project north of the Kanawha Turnpike. Differences in the design are shown in Figure 3. Particularly because of increased Jefferson Park neighborhood impacts, the revisions warranted additional public outreach and solicitation of comment. WVDOH hosted a public meeting in South Charleston in February of 2017. This public outreach is detailed in the following section.

Public Meeting Held After Revisions

After revisions were made to Preferred Alternative 5, WVDOH hosted an informational workshop public meeting to inform the public and receive comments. The meeting was held at the South Charleston Community Center on February 8, 2017 from 4:00 to 7:00 PM. This location is within the project area, and is the same location where two other public meetings were hosted by WVDOH in 2013 and 2016. The meeting was advertised in local news outlets and on flyers handed out and posted throughout the northern project area.



Figure 3. Comparison of the edge of pavement design in the northern project area. The 2016 EA version of Preferred Alternative 5 is shown on the left, and the 2017 revised version is shown on the right.

At the meeting, WVDOH had two (2) sets of three (3) display boards to describe the reasons for the changes and to summarize the changes in design and impacts. Also, detailed design plans were available to review alongside WVDOH engineers. All participants received a handout, which provided copies of the display boards and a comment form (Appendix C). WVDOH and FHWA representatives were in attendance to answer questions. A total of 139 individuals signed the sign-in sheet at the meeting. Photographs from the meeting are provided in Figure 4.

Comments could be submitted using the handout comment form, mailing a letter, or through the WVDOH website. All meeting materials were also posted online. Although the public comment period ended on March 10, comments before and after the comment period that pertained to the Preferred Alternative revisions were considered.

What Were the Comments Received on the Preferred Alternative 5 Revisions?

WVDOH received eight (34) comment submissions on the Preferred Alternative revisions. Several additional letters were received that simply requested early acquisition and did not provide comment on the project, so were not included in this tally. A list of commenters is provided in Table 1, with cross-reference to the responses that apply to their comment submission. Responses to substantial comments are provided in Table 2. Copies of the complete comment submissions are included in Appendix D.

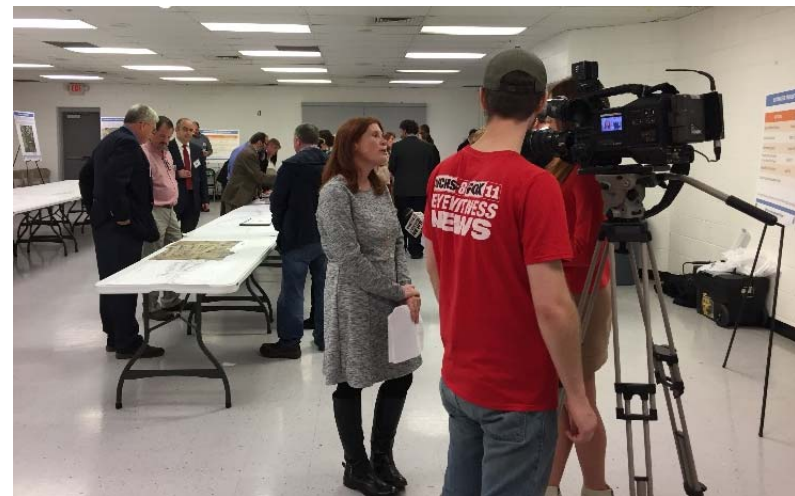


Figure 4. Photographs from 2017 Public Meeting

Specific issues receiving the most comments included:

- Opposed to the Preferred Alternative (10 commenters).
- Opposed to revisions that may have been made to incorporate “green space” (9 commenters).²
- Opposed to having home (or relative’s home) relocated (7 commenters).

Table 1. Inventory of Comments Received During 2017 Public Comment Period

Last Name	First Name	City	State	Comment ID in Table 2
Bowles	Laura	South Charleston	WV	3, 4, 5, 7, 8, 9, 14, 15, 17
Criniti	James	South Charleston	WV	8, 10, 11, 12, 13, 17, 20, 23, 25, 26, 27, 28, 30, 31, 36
Crouser	Rick	South Charleston	WV	1, 6
Farren	Michelle	South Charleston	WV	2
Glazier	Don & Phyllis	South Charleston	WV	3, 4, 6, 7, 14, 16, 22
Glazier	Pam	South Charleston	WV	3, 5, 6, 8, 9, 14, 15, 16, 19, 20, 23, 31, 35
Gorby	Ben	South Charleston	WV	22
Gorby	Jaime	South Charleston	WV	3, 4, 5, 6, 7, 9, 14, 15, 16, 17, 18
Gorby	Maddy	South Charleston	WV	3, 4, 14
Gorby	Vince	South Charleston	WV	3, 5, 14
Haaland	Stephanie	South Charleston	WV	1, 18, 20, 31
Hill	Chris	South Charleston	WV	2
Hill	Misty Keeney	South Charleston	WV	2
Johnson	Delores	South Charleston	WV	16, 32
McDaniel	Patricia J.	South Charleston	WV	23, 25, 28, 33
Morrison	Mark	South Charleston	WV	21

² A news outlet had publicized that the changes to the Preferred Alternative would add “green space” to the area. While this is true because of the added fill which will be planted, that addition is ancillary to the design changes and not a reason for them.

Last Name	First Name	City	State	Comment ID in Table 2
Pauley	Amy	South Charleston	WV	2, 24
Pauley	James	South Charleston	WV	24
Roy	Jerry	South Charleston	WV	6
Smith	Michelle	South Charleston	WV	29
Sorg	Todd	Columbus	OH	34
Steele	Nancy	South Charleston	WV	3, 7, 14, 16, 22
Stewart	Justin	Morgantown	WV	3, 5, 7, 14, 16, 22
Stewart	R. Ethan	South Charleston	WV	22
Stewart	Virginia	South Charleston	WV	3, 5, 7, 9, 14, 22
Thys(?)	Dan(?)	Not provided		2
West	Sally	South Charleston	WV	3, 22

Table 2. Responses to Comments Received During 2017 Public Comment Period

Note: See Table 1 for an alphabetized list of commenters, with cross-reference to comment IDs for their substantial comments. The following table includes the substantial comments in summary form. Copies of complete comment submissions with cross-references to Comment IDs are included in Appendix D.

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
1	Against Project	The project should be cancelled because the traffic is not bad enough to warrant it and the money should be spent elsewhere.	2	See the EA, Purpose and Need section (Appendix A).
2	Preferred Alternative	In favor of Preferred Alternative.	5	Comment noted.
3	Preferred Alternative	Opposed to Preferred Alternative.	10	Comment noted. See responses to specific objections to the Preferred Alternative.

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
				<p>The Addendum to the EA (Appendix B) presents the revisions to Preferred Alternative 5. Impacts were analyzed and compared to those discussed in the EA. The Addendum also presents responses to comments received on the EA, which in large part led to the changes.</p>
4	Preferred Alternative	<p>Commenter believes changes were made in response only to objections from a minority of residents in Jefferson Park.</p>	4	<p>Changes were examined as part of the iterative process of project development, which is substantially informed by feedback received from agencies and the public. Although comment by 10 people in favor of expanding the right-of-way was one of the catalysts for further design study, so was comment by 8 people expressing concern for the safety of vehicles and pedestrians accessing or crossing the new Jefferson Road. WVDOH examined ways of improving safety and the expanded right-of-way allows for improved flow for right-turn-only traffic and for additional bicycle/pedestrian pathway. The choice of a Selected Alternative must balance consideration for all impacts, including the number of homes taken and safety among other issues. See the Addendum to the EA for more discussion (Appendix B).</p>
5	Preferred Alternative	<p>Commenter is concerned that the revised Preferred Alternative is more expensive.</p>	6	<p>See the Addendum to the EA, Section 4.8 (Appendix B). While expansion of the right-of-way increased costs, change in the bridge design reduced costs. On balance, the Revised Preferred Alternative 5 is 2.8% higher than the</p>

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
				<p>Preferred Alternative as presented in the 2016 EA.</p> <p>One commenter expressed concern that costs increased because of the additional park and ride and "green space"; however, those features are more incidental to the footprint required to create safer traffic patterns and are not themselves a source of increased costs. See also responses to Comments 14 and 16.</p>
6	Alternatives Analysis	<p>Commenter supports alternative that would have gone around the Jefferson Road neighborhood to the east. Specific comments included:</p> <ul style="list-style-type: none"> - concern that that land to east of Jefferson Park is being protected for a development. - suggestion that a new connection be created directly from I-64 to Jefferson Road. 	5	<p>Constructing the new Jefferson Road to the northeast of Jefferson Park was eliminated from consideration early in the planning process. Property ownership was not a factor in the WVDOH's decision process, as detailed in the EA's alternatives analysis (Appendix A). The elimination of the offset Kanawha Turnpike intersection and at-grade railroad crossing would not be solved by that alignment, and that alignment would require a new connection to I-64 or a circuitous and inefficient loop around the neighborhood. A new interstate exit is beyond the scope of this project. The logical terminus for this project is at the existing intersection between MacCorkle Avenue and Jefferson Road.</p>
7	Communication	<p>Commenter expressed concern that the decision to alter the Preferred Alternative was not shared widely enough. One commenter believes the</p>	6	<p>The decision to move forward with a Selected Alternative is not finalized until the signing of the FONSI document. Although a Preferred Alternative was being assessed at the public meeting, feedback was still under consideration.</p>

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
		notification for the February 2017 public meeting was not far enough in advance.		The meeting was advertised in local news outlets, on the WVDOH website, and on flyers distributed throughout the project area. WVDOH afforded a 30-day comment period after the public meeting and has accepted and considered comments submitted since that time as well. Members of the public wishing to meet with WVDOH separately have been able to request a meeting to discuss the project outside the public meeting forum as well.
8	Noise	Commenter is concerned about noise from Park Street for residents along Jefferson Street.	3	The potential for increased traffic along Park Street was considered in revisions to the Noise Analysis, which is attached to the Addendum to the EA (Appendix B). No new noise impacts will occur even with shift to the edge of pavement and the conservative assumption of 100 additional cars in the peak hour along Park Street. The report predicts that several residences along Jefferson Street will experience 1-3 dB increase in noise during the peak hour as compared to conditions with the design presented in the EA. However, the levels do not rise to a level or an extent that is called a noise impact. Nonetheless, WVDOH will consider the feasibility of incorporating some vegetative screening along relocated Park Street.
9	Traffic	Commenter is concerned about increase in traffic in Jefferson Park neighborhood.	4	May be some increase because of northbound traffic to/from the Community Center and Police station. However, for travelers from the Jefferson

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
				Park neighborhood, some travelers may access the new Jefferson Road directly from Washington St or Pennsylvania Avenue, without having to travel behind Jefferson Street, which was some commenters' specific concern.
10	Traffic	Has traffic been studied along Jefferson Street? It appears that difficulty in traffic taking a left turn from Washington Street onto the new Park Street may instigate more traffic on Jefferson Street.	1	No. Traffic is likely to increase somewhat along Park Street, but it is not predicted that traffic will increase along Jefferson Street. An additional traffic study will be completed prior to final design.
11	Traffic	Commenter is concerned about traffic entering Park Street from Pennsylvania Avenue and Washington Street.	1	An additional traffic study will be completed prior to final design, and this issue will be part of the investigation. New stop signs may be required in Jefferson Park.
12	Traffic	Is an acceleration lane warranted for the traffic entering Jefferson Road northbound from Jefferson Park?	1	Additional traffic study during final design will determine whether or not an acceleration lane is warranted and recommended.
13	Traffic/Vibration	Commenter is concerned house will be impacted by vibration from Park Street traffic.	1	Standard Specifications that Contractors must follow address minimizing impacts due to vibration. Your house has a buffer of the alleyway between it and the project activities.

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
14	Green Space/ Playground Space	Incorporation of these features is unnecessary. The neighborhood already has a nice playground.	9	Any areas that will be seeded with grass within the right-of-way are incorporated as a by-product of the design and not for the purpose of creating green space. WVDOH is only allowed to acquire right-of-way for the purpose of constructing and maintaining roadway facilities. No playground is a formal part of the Selected Alternative.
15	Green Space	Concern for maintenance of grass in right-of-way.	3	The grass within the right-of-way will be maintained by WVDOH in accordance with WVDOH procedures.
16	Park and Ride	Park and Ride is unnecessary and/or unwanted next to home. Specific concerns included: - there is another park and ride close by - the other park and ride is usually less than half full - commenter does not want home to be next to park and ride for safety concerns.	6	The new park and ride is smaller than the existing one and will serve users of the new shared use path. Enhanced bicyclist/pedestrian facilities were requested by commenters throughout the planning process and will enhance the community as a source for recreation and potential commute.
17	Pedestrian Safety	Commenter would like more explanation of the Preferred Alternative plan for sidewalks and a traffic light for exiting Jefferson Park.	3	Pedestrian and traffic safety has been the principal reason for revising the Preferred Alternative. Pedestrians in the northern project area have the new multi-use path to access the other side of the new 5-lane Jefferson Road. With the right turn only pattern for the Community Center and Jefferson Park exits, the need for a stop light is removed. This avoids

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
				<p>slowing down vehicles coming off the bridge and having a stop light close to the MacCorkle stop light. At this time, the width of the I-64 ramp underpass north of the Community Center does not allow for continuing the shared use path under US 60, but a sidewalk continues on the west side all the way to MacCorkle Avenue</p>
18	School Bus	<p>Commenter wants to know where the school bus will pick up children from the Jefferson Park neighborhood.</p>	2	<p>School buses will continue to have safe access to the Jefferson Park area and upgraded Jefferson Road. However, the precise school bus route is not determined by WVDOH.</p>
19	Multi-use path	<p>Commenter is concerned the bike path goes "no where."</p>	1	<p>Two important services will be provided by the new path in the northern project area: providing a safer means of crossing the new Jefferson Road 5-lane facility as compared to a crosswalk, and providing a connection to Kanawha Turnpike. The northern end of the path terminate at an underpass, making travel for bicyclists to the next major intersection (MacCorkle Avenue) more of a challenge, but not unlike most roadways in the region where bicyclists travel alongside automobiles. There is also a sidewalk on the west side of Jefferson Road under I-64, which will remain with the new design.</p>

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
20	Property Value	Commenter is concerned property in Jefferson Park will drop in value.	3	It is difficult to predict changes in property values. It is possible that potential buyers will be attracted to living near the improved Jefferson Road, with safer traffic patterns and access to the shared use path.
21	Property Value	Commenter wants to be sure home improvements are factored into the valuation of their home, which is within the proposed new right-of-way.	1	For impacted properties, future coordination will take place as required with the right-of-way acquisition procedures. Right of way activities are expected to begin in early 2018. Once the property owners have been sent a "Letter of Intent" the property will be appraised.
22	Relocations	Commenter does not want their home (or relative's home) to be taken. One commenter asked where they will go.	7	WVDOH prioritizes avoidance of commercial and residential relocations, but all impacts must be balanced in the selection of a final alternative that meets the purpose of and need for the project. The purpose and need has been well-established with community involvement through years of planning and examination of traffic and crash data, as well as consideration for the growth of the region's commercial and industrial areas. Impacts to the Jefferson Park neighborhood were minimized by following a path along the edge of the neighborhood instead of through the middle. A detailed explanation of the right-of-way process may help with the transition. See the Addendum to the EA, Section 4.3 "Relocations" (Appendix B).

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
23	Relocations	Commenter wants their home, not currently within the proposed right-of-way, to be purchased.	3	WVDOH can only acquire properties/ right-of-way for the construction and maintenance of the roadway and associated facilities. The proposed right-of-way does not currently include the properties of the commenters who submitted this comment. However, final design has not yet occurred. Right of way activities are expected to begin in early 2018.
24	Relocations	Commenter wants home purchases to begin as soon as possible and not to take place all at once.	2	WVDOH is currently working on purchasing willing sellers' properties as advanced acquisitions.
25	Right-of-Way Impact to Home	Commenter is concerned about impacts to their Jefferson Street home, which will remain with the plan. Specifically: - Will the fence along the line between my property and the proposed ROW be affected? - Difficulty in entering and exiting garage with proximity of access road.	2	The Revised Preferred Alternative 5 does not cross the alley behind the Jefferson Street houses; therefore, the fence and access to garage do not appear to be affected. However, any impacts to private properties by our project design will be addressed by a property Appraiser to establish just compensation for impacted property owners.
26	Construction Impacts	Commenter is concerned about proximity of project activity to back of home along Jefferson Street. Will there be a fence or safety barrier? What is the clear zone distance?	1	Relocated Park Street will have curb, gutter sidewalk. The alley along relocated Park Street will not be disturbed. Relocated Park Street will be a very low sped urban setting facility. WVDOH will consider the feasibility of

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
		What are the erosion and sedimentation controls?		incorporating some vegetative screening along relocated Park Street, along the existing alley. Final plans will be made during final design by the Contractor/Design-Build Team.
27	Construction Impacts	Will construction involve blasting?	1	Over the course of the entire project, some blasting is likely to occur. WVDOH's Standard Specifications must be followed by the Contractor during construction.
28	Construction Impacts	Commenter is concerned about dust on house from construction.	2	WVDOH's Standard Specifications must be followed by the Contractor during construction. The disturbance from construction will be temporary. Although the entire project will take approximately two years to complete, it will be phased so that disruption in any one area does not last that entire period.
29	Construction Impacts	Commenter is concerned about traffic during construction and requests that one of the entrances to Jefferson Park be open and available at all times and not closed for up to 15 minutes, as indicated in a response received at the public meeting. Specific request made to have traffic open 30-45 minutes during school bus pick-up time in the morning.	1	A maintenance of traffic plan will be developed and implemented during construction to assure both motorist and construction worker safety as well as access. This plan will be developed using guidelines of FHWA, the American Association of State Highway and Transportation Officials, and WVDOH.

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
30	Floodplains	Proposed right-of-way is within the 100-year floodplain. Is the construction approved by FEMA?	1	The Jefferson Park area, which was the subject of the comment, is impacted by the backwater of the Kanawha River. It will be the Contractor/ Design-Build Team's responsibility to coordinate their final design with all applicable agencies and acquire all applicable permits.
31	Flood Control	<p>Commenter is concerned about flood mitigation. Specific comments included:</p> <ul style="list-style-type: none"> - How will the proposed retention facility retain stormwater if it is in an area that frequently floods and is back-water controlled? - What is the drainage pattern (is there a map with contours available)? - Will the retention facility handle the additional run-off from the proposed highway overpass? 	3	Precise design of stormwater management will be addressed during final design in coordination with the City of South Charleston in accordance with the MS4. Final design, including drainage patterns, will be the Contractor/Design-Build Team's responsibility.
32	Isolation of Home	Commenter objects to how the design makes her home into a "peninsula," with front, side and back incorporated to right-of-way.	1	WVDOH can only acquire properties/ right-of-way for the construction and maintenance of the roadway and associated facilities. WVDOH understands that some property owners may find it less desirable that the properties around them are being acquired; however, there has to be an end to the acquisition based on the affected /

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
				impacted properties shown on the plans and based on final detailed design.
33	Through-Lane	Commenter is concerned for traffic entering the new Jefferson Road from Jefferson Park and from State Police side, and suggests an inside through-lane and trip light to stop traffic.	1	Jefferson Park residents, State Police, and the Community Center users will have access to the upgraded Jefferson Road through direct connectors to the new grade / roadway in a safe manner.
34	McDonalds Access	A representative of the McDonalds USA company expressed concern that there would be a median in the new Jefferson Road that would limit access to the restaurant and requested to speak with a DOH representative.	1	No raised median will be added in the area of the McDonalds. Customers will likely continue to turn in and out of the restaurant parking lot as they do currently.
35	Commenting	Commenter wants to know if comments from prior to the February 2017 meeting were shared with FHWA.	1	Prior to issuance of the FONSI document, the comments on the 2016 EA were shared with FHWA.
36	Filing Complaint	Commenter would like to know procedure for filing a formal complaint.	1	Your comments provided during the public comment period are part of the official project record and are being considered with final project decisions. In addition, you may write to: Cabinet Secretary, WV Dept of Transportation Thomas J. Smith, P.E. Building 5, 1900 Kanawha Blvd E Charleston, WV 25305

What Are The Commitments to Mitigate for Impacts?

Table 3 provides a summary of mitigation commitments, which includes those relayed in the EA as well as those added since the issuance of the EA in 2016.

Table 3. Mitigation for Impacts

Mitigation Category	Mitigation Commitment	Responsible Branch	Timing of Mitigation
Traffic and Access	All homes not removed by the project will have access maintained. The number of access points into Jefferson Place is not changed. A maintenance of traffic plan will be developed and implemented during construction to assure both motorist and construction worker safety. This plan will be developed using guidelines of FHWA, the American Association of State Highway and Transportation Officials, and WVDOH.	WVDOT	During Construction
Right-of-Way & Relocations	Acquisition and relocation will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended.	WVDOT Right-of-Way Division	Prior to and during construction
Jefferson Place Neighborhood	Impacts are minimized to the extent practicable and kept to the edge of the neighborhood to maintain a contiguous neighborhood to the east of the new Jefferson Rd. The same number of access points to the neighborhood is maintained, and a safe means of crossing the new 5-lane Jefferson Road is provided with a shared use path along Park Street.	WVDOT Engineers	Design
Wetlands and Streams	Special measures will be developed and agreed upon in coordination with the City of South Charleston to achieve applicable wasteload allocations established in TMDLs. Mitigation for new culverts and pipes will be resolved in coordination with the USACE as part of the Clean Water Act (CWA) permitting process.	WVDOT and Contractor	Construction

Mitigation Category	Mitigation Commitment	Responsible Branch	Timing of Mitigation
	Best Management Practices (BMPs) will be used during construction to control sedimentation and erosion and protect water quality.		
Floodways & Floodplains	Special measures for runoff will be coordinated between the WVDOH and City of South Charleston to regulate stormwater in accordance with their MS4s. As stated in the WVDOH Design Directive for Post Construction Stormwater Management, mitigation measures may include dry swales, bio-retention, permeable pavement (parking lots and sidewalks only), reforestation, grass channels and other practices that alone or in combination will capture rainfall.	WVDOT and Contractor	Prior to construction
Historic and Archaeological Resources	If any unanticipated archaeological discoveries are encountered during project implementation, work will be suspended in the area of the discovery until the WVDOH has developed and implemented an appropriate treatment plan in consultation with the SHPO pursuant to 36 CFR 800.13(b).	WVDOT and Contractor	Prior to and during construction
Air Quality	Air pollution control measures will be included with the project in accordance with the WVDOT's Standard Specifications for Road and Bridge Construction, and applicable regulations of the West Virginia Air Pollution Control Commission.	WVDOT and Contractor	Construction
Noise	Control of construction noise will be governed by WVDOT's Standard Specifications for Road and Bridge Construction.	WVDOT and Contractor	Construction
Visual Impact	In response to comments received on the 2017 changes to Preferred Alternative 5, WVDOH will consider during final design the feasibility of incorporating some vegetative screening along the existing alley adjacent to relocated Park Street.	WVDOT	Prior to and during construction

Mitigation Category	Mitigation Commitment	Responsible Branch	Timing of Mitigation
Hazardous Materials	<p>Prior to right-of-way acquisition, the risks associated with construction in any of the hazardous materials sites will be reevaluated as part of a complete Phase I Environmental Site Assessment (ESA) for properties within the right-of-way. For sites with a High potential to encounter hazardous waste and/or sites identified during Phase I ESAs, subsequent sampling may be applicable as part of Phase II ESAs. Following completion of Phase I and Phase II ESAs, the final design may be modified to avoid the contaminated material by either adjusting the proposed construction work to avoid the contaminated areas (when practical), or to manage and/or dispose of contaminated materials in accordance with the applicable federal and state regulations.</p> <p>Should hazardous materials be encountered prior to or during the construction phase, any identified waste will be managed according to applicable federal and state laws, ordinances, and regulations. Proper worker and environmental safety protocols will be followed.</p>	WVDOT and Contractor	Prior to and during construction
Utilities	<p>Utility outages will be coordinated with utility companies for proper customer notification. Disruptions will be minimized to the extent practicable, with a customer's water outage kept to less than one day at a time, barring unforeseen circumstances.</p>	WVDOT	Prior to and during construction

**Appendix A – Environmental Assessment (EA), Signed June 7, 2016
(contained on disc)**

**Appendix B – Addendum to the EA, with Updated Agency
Correspondence**

Appendix C – 2017 Public Meeting Handout

Appendix D – Comments on Revisions to Preferred Alternative 5